

Agenda of: January 12, 2006

Item No. 9.a.

Staff: Jason R. Hade

STAFF REPORT
TENTATIVE SUBDIVISION MAP/DEVELOPMENT PLAN REVISION

FILE NUMBER: TM96-1321R/PD96-0006-R/Bell Ranch Subdivision

APPLICANT: Laura Croul Jewett Living Trust

AGENT: David Fletcher

REQUEST: Revised tentative map changing lot pattern, park location, and road alignments, with the following design waiver requests:

- a. All sidewalks on secondary local roads i.e., A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown on the map;
- b. A 40-foot roadway right of way (Lot R) for B Drive, C, D, E, and G Court, H Circle, M and R Way;
- c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter;
- d. Allow roadway decorative surfacing, at select locations, of architectural concrete over aggregate base, based on the engineered pavement design; and
- e. Allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances.

LOCATION: The project site is located in Village O and a portion of Village Q in the southeast corner of the Bass Lake Hills Specific Plan area on the north side of Terra de Rios Drive, 1,600 feet west of the intersection with Country Club Drive, in the El Dorado Hills area. (Exhibit A and Exhibit B)

APN: 108-010-45

ACREAGE: 112.14 acres

GENERAL PLAN: Adopted Plan (AP), Bass Lake Hills Specific Plan, Village O and Village Q (portion) (Exhibit D)

SPECIFIC PLAN: Medium Density Residential Planned Development (MPD)-Maximum 1.75 units per acre average density; Low Density Residential Planned Development (L7PD) – Maximum of 0.7 units per acre (1.42 acres per unit) average density; Low Density Residential Planned Development (L2PD) – Maximum of 0.2 units per acre.

ZONING: One-family Residential - Planned Development (R1-PD)
(Exhibit C)

ENVIRONMENTAL DOCUMENT: Mitigated Negative Declaration previously prepared

SUMMARY RECOMMENDATION: Conditional Approval

BACKGROUND:

The Bell Ranch applications (rezone, planned development, and tentative map) were submitted to El Dorado County Planning Services on August 20, 1996. The Bell Ranch tentative subdivision map (TM96-1321), development plan, and rezone were approved by the Planning Commission on April 28, 2005, and Board of Supervisors on May 24, 2005.

STAFF ANALYSIS:

Project Description

The revised project consists of the following:

1. A revision to the development plan with 122 lots consisting of 113 single family lots ranging in size from 13,500 to 126,930 square feet (2.91 acres), with 7 landscape lots, 1 open space lot, and 1 park on 112.14 acres.
2. A minor revision to TM96-1321 creating 122 lots (113 single family lots) on a 112.14 acre site to include the following:
 - a. The substitution of a cul-de-sac for a hammer-head turnaround at the terminus of K Court;
 - b. Deletion of one lot on K Court;
 - c. Deletion of one lot on H Circle;
 - d. Deletion of one lot on A Drive between lots 111 through 113;

- e. Deletion of two lots on D Court, an increase in open space of lot 54, and reorientation of lot 56 to take access from A Drive;
 - f. Deletion of T Way;
 - g. Deletion of a portion of B Drive with a connection to the remainder of C Drive (all to be renamed B Drive);
 - h. Addition of C Court; and
 - i. Relocation of the proposed neighborhood park.
3. The following design waivers:
- a. All sidewalks on secondary local roads i.e., A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from six to four feet and meander as shown on the map;
 - b. A 40-foot roadway right of way (Lot R) for B Drive, C, D, E, and G Court, H Circle, M and R Way;
 - c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter;
 - d. Allow roadway decorative surfacing, at select locations, of architectural concrete over aggregate base, based on the engineered pavement design; and
 - e. Allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances.
4. A phasing map consisting of five development phases.

Tentative Map

A request by the applicant for approval of a revised tentative subdivision map creating 113 single-family residential lots on a 112.14 acre site. The proposed subdivision would be accessed from Morrison Road and Tierra De Dios Drive. An extension of Morrison Road would be constructed west of the project to connect with Hollow Oak Road. Landscape corridors are proposed adjacent to Morrison Road and the north side of Tierra De Dios Drive. A Drive would be used to access the majority of the residential lots and the proposed park site. The proposed street pattern consists of interconnected curvilinear streets and cul-de-sacs. The project would also require five design waivers as described below.

Design Waivers

As proposed, the revised Bell Ranch tentative subdivision map requires the following design waivers previously approved with the original tentative map:

- a. All sidewalks on secondary local roads i.e., A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown;
- b. A 40-foot roadway right of way (Lot R) for B Drive, C, D, E, and G Court, H Circle, M and R Way;
- c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter;
- d. Allow roadway decorative surfacing, at select locations, of architectural concrete over aggregate base, based on the engineered pavement design; and
- e. Allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances.

The proposed design waivers have been reviewed and approved by the Department of Transportation with findings listed in Attachment 2 of the staff report. While the streets included in the design waiver request were revised to reflect the revised road alignment, no new design waiver requests were submitted by the applicant.

Development Plan

The revised development plan (PD96-0006R) for the Bell Ranch project includes the development provisions and standards listed below.

- a. Number of residential lots – 113
- b. Minimum lot size of 13,500 square feet
- c. Maximum lot size of 126,930 square feet or 2.91 acres
- d. Building Coverage – 35 percent (maximum)
- e. Revised setbacks not previously considered in the approval of PD96-0006 (As shown on Exhibit E, development plan)

Lots 1 - 11

- i. Front – 30 feet minimum
- ii. Rear – 30 feet minimum
- iii. Side – 10 feet minimum

Lots 12 – 113

- i. Front – 20 feet minimum
- ii. Rear – 15 feet minimum
- iii. Side – 5 feet minimum (not height dependent)
- iv. Street Side – 15 feet minimum fronting street

Lot J (if not park)

- i. Front – 30 feet minimum
- ii. Rear – 30 feet minimum
- iii. Side – 20 feet minimum

The land use breakdown for the Bell Ranch project is as follows:

- Lot A – Lot G - Landscape lots
- Lot K – Open Space lot
- Lot J – Park site
- Lot 1 – Lot 113 – Single family residential lots*

*Access to lots 1 through 11 fronting on Morrison Road will be accommodated by the use of access easements.

The revised subdivision includes a range of residential lots sizes. Residential lots located west of Morrison Road would range from 64,925 to 126,930 square feet in area. Parking for the project is consistent with the County's parking standard of two spaces per unit. The end of K Court has a cul-de-sac ending which includes an additional eight parking spots.

A 5.77 acre park is proposed for the southwest corner of the subdivision. A trail is proposed along the northern, eastern, and southern site borders within an open space area. This trail system will have connections to the interior of the subdivision through several access points including end of G and C Court and R Way.

The previously approved tentative map and development plan indicate landscape lots adjacent to Morrison Road (local primary road) and Tierra De Dios Drive (urban collector) consistent with the Bass Lake Hills Specific Plan (BLHSP) Figures 4-2 and 4-3. Additionally, the development plan indicates proposed walls, fencing, and plantings consistent with Sections 8.6.1 and 8.1.2 of the BLHSP. Final plans for these proposed improvements are also subject to El Dorado Hills Community Services District approval prior to construction.

The proposed project shows phasing in five phases.

The Bell Ranch project is consistent with applicable requirements of the BLHSP as listed below and anticipated development of Village O.

- The Bell Ranch project is consistent with the Residential Village Densities and Conceptual Site Plan as depicted in the BLHSP (Table 3-2 and Figure 3-2, respectively).
- The Bell Ranch project includes bike paths and street sections that are in conformance with the specifications as identified in the BLHSP.
- The Bell Ranch project includes the provision for public services including adding parks and open space to the BLHSP area.
- The Bell Ranch project includes the submittal of a grading plan which is in compliance with the grading standards of the BLHSP.
- The Bell Ranch project includes environmental management techniques as listed in the BLHSP including the protection of oak trees.

Site Description

The Bell Ranch project is located on 112.14 acres that is currently undeveloped. The western portion of the Bell Ranch project is primarily comprised on gently sloping, non-native annual grassland. The southern and eastern portions of the project site consist of steeper terrain, dominated by oak woodland vegetation. The property is bordered on the east by the Bar J Ranch subdivisions (also known as Camerado Oaks); on the south by undeveloped land, the Holy Trinity Church and a school complex; on the west by large-parcel rural residential lots; and on the north by an EID water storage tank site.

Adjacent Land Uses

	Zoning	Specific Plan	Land Use/Improvements
North	RE-10	Residential	EID storage tank
South	RE-10	Residential	Undeveloped land and the Holy Trinity Church and a school complex
East	R-1	Residential	Single Family Residential (Bar J Ranch subdivision)
West	RE-10	Residential	Large Parcel Rural Residential Lots (BLHSP Village N)

General Plan

The General Plan designates the subject site as Adopted Plan (Exhibit G), a designation that pertains to those areas where specific plans have been adopted. In this case, the Bass Lake Hills Specific Plan. These plans are *"accepted and incorporated by reference, and the respective land use map associated with each such plan is hereby adopted as the General Plan map for such area."*

Specific Plan

The Bass Lake Hills Specific Plan was adopted in November 1995, and all subsequent development within the plan area must conform to the policies contained therein, along with the corresponding development agreement and financing plan. The BLHSP Land Use Map designates Village O as Medium Density Residential Planned Development with a maximum of 1.75 dwelling units per acre (MPD) and Low Density Residential Planned Development (L7PD) with a maximum of 0.7 dwelling units per acre. Five acres of the site is part of Village Q and is designated as Low Density Residential Planned Development with a maximum of 0.2 dwelling units per acre (L2PD).

Other Issues

Parks: The El Dorado Hills Community Services District (EDHCSD) and El Dorado Hills Fire Department (EDH FD) reviewed and approved a conceptual site plan for the revised tentative map. Under the current approved tentative map, the EDHCSD was to negotiate park in-lieu fees with the developer. The new condition (Condition 66) allows the EDHCSD to determine the final park dedication. As shown in the conditions of approval, several alternatives are required for consideration in relocating the proposed neighborhood park. Condition 66 will allow all five options depending on action by the EDHCSD. The EDHCSD reserves the right to choose lot J or residential lot 1 in the revised tentative map for the park site. As outlined in Exhibit L, the following five options regarding the park site are available:

- a. **Park site on Lot J** – Dedicate Lot J to the EDHCSD (access provided through Lot C with a County approved encroachment off of Tierra de Dios Drive);
- b. **Park site on Lot 1** – Dedicate Lot 1 to the EDHCSD (access off of Morrison Road); Lot J becomes to a residential lot (access provided through Lot C with a County approved encroachment on to Tierra de Dios Drive);
- c. **Omit Park Site** – Lot 1 stays a residential lot (access off of Morrison Road); Lot J designated as a Neighborhood Service Zone on the final map (access provided through Lot C with a County approved access on to Tierra de Dios Drive);
- d. **Omit Park Site** – Lot J becomes a residential lot (access provided through Lot C with a County approved access on to Tierra de Dios Drive); Lot 1 reconfigured and merged into Lots 2, 3, 4, and 5; or
- e. **Private Park on Lot J** – Grant to a Homeowner’s Association for ownership and maintenance (access provided through Lot C with a County approved access on to Tierra de Dios Drive).

Neighborhood Service Zones: The BLHSP discusses Neighborhood Service Zones in the Land Use section of the document. Section 3.3, Item 3 states “Neighborhood Service Zones within villages shall be permitted per Land Use Policy 2.3.9 of the 1996 General Plan. Non-residential uses such as daycare facilities, churches, and group homes will be permitted within parcels

identified for neighborhood services in accordance with the County Zoning ordinance. Such facilities will be designed and constructed with Plan design guidelines. Said facilities shall locate on corner lots at road intersections.” As stated earlier, a portion of Village O is developed with a church/school site. This church/school satisfies the neighborhood services zone by including uses that serve the neighborhood as discussed in the Zoning Code.

Project Comments

Surveyor’s Office: The Surveyor’s Office reviewed the application and had no comments.

El Dorado Local Agency Formation Commission (LAFCO): LAFCO has reviewed the revised Bell Ranch project and has no comments as an application for annexation into the El Dorado Irrigation District services boundaries was approved by LAFCO on June 22, 2005, and is pending recording.

Department of Transportation (DOT): DOT reviewed the proposed tentative map revisions and requested revisions to previously approved TM96-1321 Conditions 13 and 14 as well as a new condition to address project revision issues such as road re-configuration, park relocation, and access.

El Dorado Hills Fire Department: The Fire Department has reviewed the revised tentative map and development plan for Bell Ranch. All Fire Department project concerns were addressed in the previously approved TM96-1321 and associated conditions of approval.

Air Quality Management District (AQMD): The AQMD reviewed the proposed revision and noted that all previous conditions of approval from TM96-1321 are still valid. Additionally, a Fugitive Dust Plan (FDP) and/or Asbestos Dust Mitigation Plan (ADMP) application may be required for submittal to and approved by the District prior to the commencement of project construction.

No public comments were received prior to the preparation of this staff report.

Staff has made recommendations for revised map conditions in Attachment 1 with additions underlined and deletions in ~~striketrough~~. Staff recommends deleting all “Subdivision Requirements of Law” because they are sufficiently addressed within Conditions 1 through 77 of Attachment 1.

ENVIRONMENTAL REVIEW:

The Bass Lake Hills Specific Plan Final EIR and Addendum to the Final EIR were certified by the County Board of Supervisors on March 17, 1992, and November 7, 1995, respectively. The EIR was designated a Program EIR. The Program Level analysis addresses impacts resulting from the development, operation, and maintenance of up to 1,458 residential units. The program-level analysis analyzes the broad environmental effects of the overall project plan for the BLHSP site, such as impacts on circulation and traffic, air quality, and major utilities. Additionally, the Program EIR addresses the impacts of all future development at the BLHSP

site in the context of all other relevant County goals and policies. As the first step in the environmental review process for development at the BLHSP site, the Program EIR also identifies development standards (e.g., stream setbacks, policies to protect visual resources) that would apply to all subsequent development in the BLHSP area. In addition, the Program EIR addresses the cumulative impacts of development of the proposed BLHSP project and analyzes a reasonable range of alternative land use maps.

The proposed BLHSP project includes separate phases of development. A tentative subdivision map is required to implement each of the identified phases. At the time tentative subdivision maps are proposed, the County will prepare a site-specific analysis of the development phase's impacts, particularly with respect to that phase's compliance with the development standards set forth in the Program EIR and incorporated into the BLHSP (Pub. Res. Code §21083.3; State CEQA Guidelines §§15168, 15183). Thus, a site-specific analysis in the form of an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 4) has been prepared for the Bell Ranch project. The applicants have entered into an agreement with the County for the Mitigation Monitoring and Reporting Program.

The El Dorado County Board of Supervisors adopted a Statement of Findings and a Statement of Overriding Considerations on November 7, 1995 (Resolution No. 288-95). This Resolution provides a summary of the findings leading to the conclusions of significance for each of the categories listed below:

- Impacts deemed potentially significant and mitigable:
- Exposure to seismic events and ground vibration due to blasting;
- Soil Erosion;
- Increased volume of stormwater runoff and impacts to runoff water quality;
- Certain impacts to vegetation and wildlife;
- Impacts to Elderberry bushes;
- Wetland impacts;
- Certain construction and operational air quality impacts;
- Construction and traffic noise;
- Certain land use impacts;
- Public utilities and services impacts related to recreational services, wastewater, gas and electricity, telephone, police services, and solid waste; and
- Certain cultural resources impacts.

Impacts deemed significant and unavoidable based on both project specific and cumulative impact:

- Degradation of runoff water quality;
- Impacts to natural vegetation and wildlife communities;
- Special status species impacts;
- Certain land use impacts;
- Certain population impacts;
- Traffic impacts;

- Public utilities and services impacts related to water supply, fire protection, and schools; and
- Impacts to visual character.
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In accordance with Guidelines Section 15183, a discussion of each of those impacts found to be significant in the prior EIR and Addendum and the relative impact of the subject project in each of those categories is provided in the Initial Study/Mitigated Negative Declaration for the Bell Ranch project. This Initial Study/Mitigated Negative Declaration hereby incorporates the Program EIR and EIR Addendum for the BLHSP planning area by reference.

The Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program were certified by the Board of Supervisors on May 24, 2005.

The revised tentative map has no additional environmental impacts. Therefore, the previously prepared Mitigated Negative Declaration is adequate for the map revision.

RECOMMENDATION: Staff recommends the Planning Commission take the following action:

1. Approve TM96-1321R as the required findings can be made as noted in Attachment 2, based on the analysis in the staff report and the modification of the project to include the revised conditions itemized in Attachments 1; and
2. Approve the following design waivers since appropriate findings have been made as noted in Attachment 2
 - a. All sidewalks on secondary local roads i.e., A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown;
 - b. A 40-foot roadway right of way (Lot R) for B Drive, C, D, E, and G Court, H Circle, M and R Way;
 - c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter;
 - d. Allow roadway decorative surfacing, at select locations, of architectural concrete over aggregate base, based on the engineered pavement design; and
 - e. Allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances.

SUPPORT INFORMATION:

Attachments to Staff Report

Attachment 1Conditions of Approval
Attachment 2Findings
Attachment 3Mitigation and Monitoring Reporting Program

Exhibit AVicinity Map
Exhibit BBass Lake Hills Specific Plan Land Use Diagram
Exhibit CZoning Map
Exhibit DGeneral Plan Land Use Map
Exhibit EDevelopment Plan
Exhibit FRevised Tentative Map
Exhibit GLandscape Plan
Exhibit HTree Preservation Plan
Exhibit ISlope Map
Exhibit JPreliminary Grading and Drainage Plan
Exhibit KGrading Consistency Map

ATTACHMENT 1
CONDITIONS OF APPROVAL

FILE NUMBER TM96-1321-R

Conditions of Approval - Development Plan

1. The development plan (PD96-0006) for Bell Ranch shall consist of the following: ~~124~~ 122 total lots consisting of 113 single family lots ranging in size from ~~7,440~~ 13,500 to ~~251,136~~ 126,930 square feet, with 9 7 landscape lots, 1 open space lot, and 1 park site on 112.14 acres.
2. The development plan (PD96-0006) for Bell Ranch (Exhibit E) shall be in substantial compliance with the Bell Ranch tentative map.
3. The development plan (PD96-06) for Bell Ranch shall conform to the development standards of the One-family Residential-Planned Development (R1-PD) Zone District with the exception of the following revised setbacks:

Lots 1 - 11

- i. Front – 30 feet minimum
- ii. Rear – 30 feet minimum
- iii. Side – 10 feet minimum

Lots 12 – 113

- i. Front – 20 feet minimum
- ii. Rear – 15 feet minimum
- iii. Side – 5 feet minimum (not height dependent)
- v. Street Side – 15 feet minimum fronting street

Lot J (if not park)

- i. Front – 30 feet minimum
- ii. Rear – 30 feet minimum
- iii. Side – 20 feet minimum

Improvement Plans and General Conditions for the Development Plan/Tentative Map

4. Pursuant to Item 9.3.1 of the Bass Lake Hills Specific Plan, the applicant shall agree to reimbursement of El Dorado County for the preparation, adoption, administration, and CEQA mitigation monitoring of the Plan. Fees will be assessed prior to the recordation of the final map and must be paid in full prior to issuance of the first building permit.
5. The developer shall obtain approval of project improvement plans and cost estimates consistent with the Subdivision Design and Improvement Standards Manual from the County Department of Transportation, and pay all applicable fees prior to

commencement of any improvements on the project facilities. All improvements shall be consistent with the approved tentative map.

6. The developer shall enter into an Improvement Agreement with the County and provide security to guarantee performance of the Improvement Agreement as set forth within the County of El Dorado Major Land Division Ordinance.
7. The final map shall show all utility, road, and drainage easements per the recommendation of the utility purveyors and the County Engineer. The County Engineer shall make the final determination of the location of said easements. Said easements shall be irrevocably offered to the County.
8. If blasting activities are to occur in conjunction with subdivision improvements, the subdivider shall ensure that such blasting activities are conducted in compliance with state and local regulations.
9. If burning activities are to occur during the construction of the subdivision improvements, the subdivider shall obtain the necessary burning permits from the California Department of Forestry and air pollution permits from the County prior to said burning activities.
10. The location of fire hydrants and systems for fire flows are to meet the requirements of the responsible Fire Protection District. The emergency vehicle circulation and the location of hydrants shall be shown on the improvement plans, which shall be subject to the approval of the Fire Protection District.
11. If human remains are discovered at any time during the subdivision improvement phase, the County Coroner and the Native American Heritage Commission shall be contacted per Section 7050.5 of the Health and Safety Code and Section 5097.89 of the Public Resources Code. If archaeological artifacts are discovered, the developer shall retain an archaeologist to make recommendations for the treatment of the artifacts. Treatment of Native American remains or archaeological artifacts shall be the responsibility of the developer and shall be subject to the review and approval of the County Planning Director.

Roads

12. This project is subject to El Dorado County traffic fee programs. Said fees shall be due upon the issuance of a building permit. If, prior to the application for a building permit for said project a revised fee is established, such revised amount shall be paid.
13. A vehicular access restriction shall be designated along L Way frontage of lots ~~27-25~~ through ~~34~~ 28, along M Way frontage of lots ~~32~~ 29 through ~~35~~ 32, along R Way frontage of lots ~~440~~ 111 through 113, along Tierra DE Dios frontage of corner lot ~~2~~ 1, and also along all landscape lots, except for the driveway easements crossing landscape lots, which shall also be clearly designated at locations approved by the Department of

Transportation; the maintenance of driveways should be clearly assigned to the homeowner.

14. All roads shall be constructed in conformance with the Design and Improvements Standards Manual and the Bass Lake Hills Specific Plan with the following widths:

ROAD NAME	REFERENCE	ROAD WIDTH	EXCEPTIONS / NOTES
Tierra De Dios Drive (Country Club Drive)	Specific Plan Fig. 4-2 and Standard Plan 101B	36 foot pavement width (80-foot R/W), plus utility/ slope easements	Type 2 vertical curb and gutter and 6 foot sidewalk <u>on both north side and adjacent to park site</u> (See Note R-2 below)
Morrison Road – on-site, through the project.	Specific Plan Fig. 4-3 and Standard Plan 101B	36 foot curb face to curb face width, (60-foot R/W), plus utility/ slope easements	Type 2 vertical curb and gutter, with 6 foot sidewalk on east side, and 6 foot <u>sidewalk on west side from the most southerly “A” Drive entrance to Tierra De Dios Drive</u>
Morrison Road - offsite	Specific Plan Fig. 4-3 and Standard Plan 101B	32 foot pavement width (60-foot R/W), plus utility/ slope easements	No curb and gutter. With 6 foot sidewalk on northeast side.
A Drive	Specific Plan Fig. 4-4 Standard Plan 101B	38 foot back of curb to back of curb (50-foot R/W), plus utility/ slope easements	Type 1 rolled curb and gutter* with 4 foot sidewalks on both sides (See Note R-1 below)
B and C Drive, H Circle, M, L and R Way	Specific Plan Fig. 4-4 and Standard Plan 101B	29 ft. back of curb to back of curb** minimum (50- foot R/W), plus utility/ slope easements	Type 1 rolled curb and gutter* with 4 foot sidewalks on both sides (See Note R-1 below)
Project Cul-de-sacs (C, D, E, G and K Courts and T Way)	Specific Plan Fig. 4-4 and Standard Plans 101B and 114	29 foot back of curb to back of curb** minimum (50-foot R/W), plus utility/ slope easements	Type 1 rolled curb and gutter* with 4 foot sidewalks (See Note R-1 below)

*Type 2 vertical curb and gutter shall be installed adjacent to back-up lots, landscape lots, open space, and park site.

**Explanation: Specific Plan Figure 4-4 shows pavement width varies from 24 to 36 foot wide. Figure 4.4 also shows a 3-width for the Type 1 rolled curb and gutter; since the County Standard Plan 104 for Type 1 rolled curb and gutter is actually 2.5-foot wide, the condition reflects a 24-foot pavement width with a 2.5-foot wide rolled curb and gutter on each side resulting in a 29-foot width from back of curb to back of curb as the minimum width for secondary local roads.

Sidewalks may be located outside the right-of-way and meander as a means to provide interest and variety in alignment. The alignment and design of the sidewalks shall be reviewed and approved by the Department of Transportation prior to filing the final map. Sidewalks shall be connected to any walk/trail systems in the project open space areas. Pedestrian easements to be provided where necessary.

Note R-1: The following Design Waivers have been requested:

- a. All sidewalks on secondary local roads i.e. A and ~~C~~ B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown on the map. This 4-wide sidewalk is required in the Bass Lake Hills Specific Plan.
- b. A 40-foot roadway right of way (Lot R) for B and ~~C~~ Drive, C, D, E, and G Court, H Circle, M and R Way. This requested design waiver includes the requirement that the roadways are fully contained within the road right-of-way and that any sidewalk areas not in the road right-of-way are contained within public pedestrian easements.
- c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter. This requested design waiver includes the requirement that the back of the mountable dike is at the same location as the back of rolled curb and gutter as shown on Figure 4-4 of the Bass Lake Hills Specific Plan.
- d. Install a short transitional 'neck down' of the secondary local roads as shown on the tentative map. This requested design waiver includes the requirement that the roadway geometry will adequately accommodate the turning movements based on the standard El Dorado Hills Fire Department turning radius requirements (56-foot outside radius and 40-foot inside radius); any modifications to this requirement must be approved by the El Dorado Hills Fire Department. The requested neck down cannot result in less roadway width than is required in Figure 4-4 of the Bass Lake Hills Specific Plan.
- e. Allow enhanced raised, landscape medians in Morrison Road at the two A Drive entrances. The request for generous landscaped medians in Morrison Road, at the entrances to the project, is acceptable to the Department of Transportation subject to acceptable maintenance provisions and appropriate design and review and approval by the Department of Transportation at the plan review and permitting phase. Traffic lanes of Morrison Road next to raised medians must be a minimum of 14 feet in order to allow room for striping and separation for the vehicle wheels. The Islands must be landscaped (landscaping and irrigation plans must be submitted with the improvement plans), and the El Dorado Hills Community Services District must establish the mechanism to assume the responsibility for maintenance prior to acceptance of roadway improvements. The design of Morrison Road and related intersections, during the plan review and permitting phase, must demonstrate that, as a minimum, the geometry will adequately accommodate both the turning movements based on the standard El Dorado Hills Fire Department turning radius requirements (56-foot outside radius and 40-foot inside radius) and based on the Caltrans Bus Design Vehicle, to the satisfaction of the Department of Transportation.

Note R-2: The design of Tierra De Dios must provide a left turn lane for eastbound traffic turning north on Morrison Road or present a traffic report that must be approved by the Department of Transportation demonstrating why a turn lane is not necessary within the General Plan horizon. An allowance must be provided in the roadway width for 14-foot traffic lanes next to any raised medians on Tierra De Dios Drive. In addition, any roadway area dedicated to turn lanes and medians must be in addition to the 36-foot pavement width indicated in the Specific Plan; this basic pavement width will assure adequate roadway area to accommodate bicycle traffic.

15. An irrevocable offer of dedication, in fee, for the required rights-of-way (R/W) as indicated in the above table shall be made for all the proposed roads, with slope easements where necessary. Said offer will be rejected for internal subdivision roadways at the time of the final map, in which case, a homeowner's agreement and association, or other entity acceptable to the Department of Transportation, shall be established in order to provide for the long-term maintenance of the roads and roadway landscaping.
16. Developer shall submit complete applications for Irrevocable Offers of Dedication (IOD) for the portions of Morrison Road outside of the subdivision boundary to the Right of Way unit of the Department of Transportation. The applications will thereafter be processed and forwarded to the Board of Supervisors for action.
17. Bus turnouts and shelters shall be constructed at locations required by El Dorado Transit and the appropriate school district.
18. No freestanding walls, fences, or retaining walls are allowed in the road right-of-way.
19. Primary and secondary roadway access to the road network shall be constructed prior to the first building permit being issued for any residential structure except where the issuance of building permits is for model homes which shall be unoccupied. Primary access shall be to either Bass Lake Road or Country Club Drive. A secondary access must be to a primary or secondary roadway in the designated alignment defined in the Specific Plan and to the satisfaction of the Department of Transportation and the Fire District.
20. This project shall comply with the Bass Lake Hills Specific Plan, the related Bass Lake Hills Development Agreement, and the Bass Lake Hills Public Facilities Financing Plan (PFFP). In addition, excepting for model homes, certificates of occupancy will not be issued for any residential structures until the PFFP Phase 1 improvement requirements (anticipated to be accomplished through the requirements of the Hollow Oak Subdivision) are substantially complete, as determined by the Department of Transportation.

21. Off-site improvements consistent with Phase 1A requirements of the adopted PFFP shall be completed in compliance as set forth within the Bass Lake Hills Specific Plan (BLHSP), the Bass Lake Hills Specific Plan Public Facilities Financing Plan (PFFP), and the related development agreement, including but not limited to the following. If one of the other two projects included in Phase 1A constructs the improvements, this project shall pay its fair share based on the PFFP leveling methodology. The following are the required improvements:
- a. Reconstruct Bass Lake Road with full improvements as required in the BLHSP from Hollow Oak Road to U.S. Highway 50. Provide underground utilities as required.
 - b. Construct bike lane and sidewalks along Bass Lake Road from Hollow Oak Road to U.S. Highway 50.
 - c. Finish median and other improvements on Bass Lake Road from Hollow Oak Road to Serrano Parkway as required by the BLHSP. Provide underground utilities as required.
 - d. Construct Country Club Drive (G-H) with frontage improvements
 - e. Construct Silver Dove Way to school site (Q-G) with frontage improvements.
 - f. Construct Silver Dove Way (C-D) if Hawk View is included in the critical mass projects.
 - g. Construct school infrastructure (water and sewer).
 - h. Construct Morrison Road (J-I) without off-site frontage improvements if Bell Ranch is in the critical mass projects.
 - i. Construct traffic signals on Bass Lake Road if required by Traffic Warrants. If signals are not yet warranted, the initial design will incorporate underground facilities (such as conduits) to minimize disturbance of new pavement.
 - j. Acquire approximately two acres for the park-and-ride lot (see following Note 4), construct a portion of the lot, the number of parking spaces shall be proportionate to the number of lots developed. The proposed construction shall be shown appropriately in the improvement plans.
 - k. Acquire land for an 8.7-acre sports park.
 - l. Planning and design of sports park.

22. Funding and a bid-ready package for items a., b., and c. above (Bass Lake Road improvements), together with a Road Improvement Agreement, shall be submitted to the County Department of Transportation at a time sufficient to allow award of public construction contract prior to issuance of the first residential building permit.

Funding and a bid-ready package for item j. above (interchange ramp improvements), together with a Road Improvement Agreement, shall be submitted to the County Department of Transportation at a time sufficient to allow award of public construction contract prior to issuance of the first residential building permit. The Department of Transportation may, at its sole discretion, alter the timing of the bid award for this project if the Department determines the alteration is in the public interest.

The County will only assure award of the public contract between March 1 and September 1 and the Department of Transportation will schedule the bidding process for a bid opening date to occur within 70 days of receipt of the funding and bid ready package if the package is received between January 1 and July 1. The term bid-ready presumes that the improvement plans and all other documents and processes have been thoroughly reviewed and approved by the Department of Transportation staff prior to the submittal of the bid-ready package. The County Engineer, County Counsel, and the County Board of Supervisors are the final authority regarding the completeness of any bid-ready package.

Excepting for model homes, certificates of occupancy will not be issued for any residential building permit in excess of 19 for the subdivision project that submits the funding and bid-ready package to the County, until the improvements in items a., c., and j. above are substantially complete as determined by the Department of Transportation. For the remaining projects in the Phase 1A portion of the PFFP, excepting for model homes, certificates of occupancy will not be issued for any residential building permit until the improvements in items a., c., and j. above are substantially complete as determined by the Department of Transportation.

A complete bid-ready package shall include plans, specifications, right of way acquisition (if necessary), utility agreements executed with all impacted utility relocation work completed/scheduled, environmental clearance for both on-site and off-site work complete, all necessary regulatory/encroachment permits secured, and all documents for bidding the contract signed and sealed by a registered Civil Engineer. If the funding and the complete bid-ready package for the improvements are provided to the County by the applicant prior to final map processing, the final maps can record without need for additional security for these improvements. The County will award and administer public contract(s) for this work

The Road Improvement Agreement or Subdivision Improvement Agreement shall include provisions that the applicant provides supplemental funds to the County as necessary to pay for any change orders generated through the construction phase, that the Developer's engineer be available to provide engineering services in support of the

project during construction, and that said designer will indemnify the County per the County's standard indemnification language.

Bass Lake Road shall be improved with 2, 18-foot widths of pavement to accommodate the north-bound and south-bound traffic together with a nominal 8-foot wide median area that varies to 16-foot wide to accommodate turn lanes at appropriate intersections. The design shall include reconstruction of a portion Bass Lake Road with full improvements consistent with Phase 1A requirements of the adopted PFFP, including but not limited to underground utilities, bike lane, sidewalks, the finished median with landscaping and irrigation and other improvements as outlined in the PFFP. This requirement is made pursuant to the Bass Lake Hills Specific Plan and related Development Agreement and Public Facilities Financing Plan. Landscaping and irrigation plans shall be reviewed by the El Dorado Hills Community Services District (EDHCSD) and shall be reviewed and approved by the Department of Transportation.

The applicant may enter into a reimbursement agreement with the County for providing for reimbursement of the funds provided by the applicant and used for the construction, or for construction related activities, of the improvements in items a., b., c., and j. above to the extent they are included as eligible in the applicable County and Specific Plan fee programs. Reimbursement shall be consistent with the PFFP and the *El Dorado County Department of Transportation Guidelines for Traffic Fee Program Reimbursement Projects*, including the requirement that the project is bid consistent with the State of California Public Contract Code.

In the event that the eminent domain process must be implemented to acquire right-of-way, this right-of-way requirement shall be deemed satisfied by the developer entering into an agreement for condemnation proceedings with the County Counsel together with a deposit of funds as required by County Counsel or alternative arrangement to the satisfaction of the Department of Transportation.

23. The applicant shall secure approved plans, must enter into a Road Improvement Agreement, or Subdivision Improvement Agreement, with the County, and all necessary right-of-way shall be acquired prior to approval of the first final map for the following PFFP requirements: construct Country Club Drive (G-H) with frontage improvements, and construct school infrastructure (water and sewer).

In the event that the eminent domain process must be implemented to acquire right-of-way, this right-of-way requirement shall be deemed satisfied by the developer entering into an agreement for condemnation proceedings with the County Counsel together with a deposit of funds as required by County Counsel, or alternative arrangement to the satisfaction of the Department of Transportation. The road improvements must be determined to be substantially complete by the County Department of Transportation prior to issuance of a certificate of occupancy for any number of units greater than one half of the project units.

24. All necessary land shall be acquired prior to approval of the first final map. In the event that the eminent domain process must be implemented to acquire said land, this condition shall be deemed satisfied by the developer entering into an agreement for condemnation proceedings with the County Counsel together with a deposit of funds as required by County Counsel or make other arrangements to the satisfaction of the Department of Transportation.

The Phase 1A projects, collectively, shall be responsible for design of the total park and ride lot, and the construction of no less than 35 spaces together with related facilities and standard encroachment into the County Roadway. These improvements must be substantially complete, as determined by the Department of Transportation, prior to the issuance of a certificate of occupancy for any number of units greater than one half of the units for the subdivision project advancing the construction, unless alternative arrangements have the agreement of the El Dorado County Transit Authority. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements. In order for these improvements to be eligible for either credit or reimbursement from the Bass Lake Hills Public Facilities Fee, the project must be publicly bid consistent with the Public Contracts Code of California.

25. Construct Morrison Road (J-I) without off-site frontage improvements. These improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of any residential structures in the subdivision. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements. In order for these improvements to be eligible for either credit or reimbursement from the Bass Lake Hills Public Facilities Fee, the project must be publicly bid consistent with the Public Contracts Code of California.
26. Off-site improvements consistent with Phase 1A requirements of the adopted PFFP shall be completed in compliance as set forth within the Bass Lake Hills Specific Plan, the Bass Lake Hills Specific Plan Public Facilities Financing Plan, and related Environmental Impact Reports. Construction of the improvements to the Bass Lake/U.S. Highway 50 interchange area includes:
1. A west bound 2-lane on-ramp;
 2. An east bound 2-lane off-ramp;
 3. On-ramp traffic metering;
 4. Widening at the Bass Lake Road/Eastbound off ramp intersection area to provide:
 - a) Dual eastbound left turn lanes;
 - b) A shared eastbound right/through lane;
 5. Two 12-foot northbound through lanes and 1 12-foot southbound lane plus 2-foot shoulders between the eastbound and westbound ramp intersections.

The applicant shall submit bid-ready documents prior to the issuance of the first certificate of occupancy. Improvements identified must be substantially complete prior to the issuance of the 81st certificate of occupancy.

At the discretion of the Director of the Department of Transportation, rather than construct the improvements described above, applicant shall pay an in-lieu fee equivalent to the full cost of constructing, designing, and permitting the improvements.

The cost of constructing these improvements, or the in-lieu fee if that option is chosen by the Department of Transportation, shall not be reimbursable by the County through its road fee programs but is eligible for reimbursement from the Public Facilities Financing Plan (PFFP) fees.

27. An executed contract to perform the Project Study Report (PSR) for the Highway 50/Bass Lake Road Interchange shall be submitted to the Department of Transportation prior to approval of the first final map. The contract will be between the applicant and a consultant acceptable to the County and will include a scope of work that is satisfactory to the County Department of Transportation. In addition, the applicant shall enter into an agreement with the County to guarantee the completion of this PSR and shall provide security equal to the estimated cost of the PSR. At the sole discretion of the Department of Transportation, the Department of Transportation may decide to prepare this Project Study Report directly through either a consultant contract or the use of staff, in which case the Developer would be required to fund the cost of PSR preparation and processing

At the discretion of the Director of the Department of Transportation, this requirement may be deleted.

28. Landscape and irrigation plans shall be included in the project improvement plans and cost estimates and shall be reviewed by the El Dorado Hills Community Services District and be subject to review and approval by the El Dorado County Planning Department; the Department of Transportation will review the plans for matters concerning roadway safety and sight distance.

Drainage

29. The applicant shall construct the detention facilities as identified in the project drainage analysis prior to issuance of building permits. Detention facilities shall be designed in accordance with the County of El Dorado Drainage Manual, including provisions for maintenance and vehicular access.
30. An irrevocable offer of dedication of drainage easement shall be made for the project drainage and detention facilities. A homeowner's agreement and association, or other entity, shall be established in order to provide for responsibility and maintenance of the detention facilities.

31. A final drainage plan shall be prepared in accordance with the County of El Dorado Drainage Manual, subject to review and approval by the Department of Transportation. Drainage facilities shall be designed and shown on the project improvement plans consistent with the final drainage plan, the Bass Lake Hills Specific Plan, and the County's Stormwater Management Plan. The developer shall install said drainage facilities with the respective phase of construction, or as specified in the final drainage plan.
32. Cross lot drainage shall be avoided wherever possible. When cross lot drainage does occur, it shall be contained within dedicated drainage easements. This drainage shall be conveyed via closed conduit or v-ditch, to either a natural drainage course of adequate size or an appropriately sized storm drain system within the public roadway.
33. The subdivider shall be required to form a County Service Area Zone of Benefit (ZOB) to fund the maintenance and improvement services to assure the proper storm water conveyance of the facilities. The funding mechanism for these services must be established prior to approval of the final map and shall include a provision for future increased funding requirements. It is recommended that a special tax with an escalator clause be used as the funding mechanism.
34. The final map shall show all drainage easements consistent with the County of El Dorado Drainage Manual, the project final drainage plan, and the project improvement plans.
35. The subdivider shall obtain irrevocable Offers of Dedication to the County for public drainage purposes, and shall process same through the County, for offsite drainage easement rights across properties subject to the Specific Plan Development Agreement, to the satisfaction of the Department of Transportation, to accommodate any offsite storm water facilities needed to convey concentrated storm water from the project boundary downgradient to an existing established waterway. Subdivider shall design and install any offsite storm water facilities as necessary to the satisfaction of the Department of Transportation.

Grading

36. Portions of this project are proposed for mass pad grading. Section 15.14.460 of the County of El Dorado Grading, Erosion and Sedimentation Ordinance (Amended Ordinance 4170, 8/20/91) states that a mass pad grading project application shall be transmitted for comment to the Supervisor of the district where the project is located, prior to the issuance. The district Supervisor will be allowed fifteen (15) calendar days to respond, before the grading permit is issued.
37. Subdivision improvements shall include rough grading of driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Engineer. Construction of said driveways shall conform to the Design and Improvements Standards Manual and the Encroachment Ordinance.

38. Grading plans shall be prepared in substantial conformance with the preliminary grading plans submitted for Bell Ranch and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. The County shall issue no building permits until the Department of Transportation approves the final grading and erosion control plans and the grading is completed.
39. The timing of construction and method of revegetation shall be coordinated with the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.
40. Improvement Plans shall incorporate protective measures toward existing oak trees pursuant to Volume IV, Design and Improvement Standards Manual, Oak Tree and Wetlands Preservation Requirements and Specifications (County Resolution No. 199-91).
41. Erosion control and drainage design from residential areas into the open space areas shall employ natural appearing methods. The use of native plant materials is required where revegetation is proposed.
42. Should asbestos-containing rock be exposed during grading, construction of roads, excavation for underground facilities, building foundations, or any construction related activity, Section 8.44 of the County of El Dorado County Asbestos and Dust Protection Ordinance (Ord. 4548 adopted 1/4/2000, Amended by Ord. 4360 adopted 5/13/2003) shall apply.

Fire Department

43. The potable water system for the purpose of fire protection for this residential development shall provide a minimum fire flow of 1,000 gpm with a minimum residential pressure of 20 psi for two-hour duration. This requirement is based upon a single family dwelling 3,600 square feet or less in size. This fire flow rate shall be in excess of the maximum daily consumption for this rate for this development. A set of engineering calculations reflecting the fire flow capabilities of the system shall be supplied to the Fire Department for review and approval prior to the approval of the improvement plans.

44. This development shall install Mueller Dry Barrel fire hydrants conforming to El Dorado Irrigation District specifications for the purpose of providing water for fire protection. The spacing between hydrants in this development shall not exceed 500 feet. The exact location of each fire hydrant shall be determined by the Fire Department prior to the approval of the improvement plans.
45. To enhance nighttime visibility, each hydrant shall be painted with safety white enamel and marked in the roadway with a blue reflective marker as specified by the Fire Department and the Fire Safe Regulations which shall be included in the improvement plans.
46. In order to provide this development with adequate fire and emergency medical response during construction, all access roadways and fire hydrant systems shall be installed and in service prior to framing of any combustible members as specified by El Dorado Hills Fire Department Standard 103 which shall be included in the improvement plans.
47. The open space Lot K between the two developments has no access for emergency personnel and equipment to suppress a wildland fire within this area. The applicant shall be required to provide not less than three (3) all-weather access roadways into this area in accordance with Fire Department requirements which shall be included in the improvement plans.
48. The lots that back up to Wildland Open Space shall be required to use non-combustible type fencing prior to approval of the improvement plans.
49. During any phase of construction, this development shall be required to provide two independent, non-obstructed points of access prior to approval of the improvement plans.
50. The driveways serving this project shall be designed to a maximum of 15 percent grade as required by the Uniform Fire Code prior to approval of the improvement plans.
51. This development shall be conditioned to develop and implement a Wildland Fire Safe Plan that is approved by the Fire Department prior to recording the final map.
52. This development shall be prohibited from installing any type of traffic calming device that utilizes a raised bump section of roadway prior to approval of the improvement plans.
53. The construction of Morrison Road shall be deemed substantially complete by the Department of Transportation prior to issuance of building permits other than model homes that shall be left unoccupied.
54. The development shall provide pedestrian gates in any field fencing erected along the western boundary of lots ~~3~~ 1 through ~~12~~ 11 to provide access for the fire fighting personnel to the properties west of the development.

Resource Conservation District

55. The project will need to implement erosion control measures (including runoff control measures and soil stabilization measures) and sediment control measures (e.g., straw rolls, sediment fence, sediment basins). The types of practices chosen are site-specific and dependent on the time of year construction activities occur.
56. The applicant shall prepare a Stormwater Pollution Plan (SWPPP) that incorporates Best Management Practices (BMPs) to contain pollutants on the project site and prevent pollutants from entering stormwater runoff. BMPs shall be incorporated into the construction contract documents. The SWPPP shall be prepared prior to approval of the improvement plans.

Environmental Management-Air Pollution Control District

57. Project emissions of ROG, NOX, and PM-10 need to be quantified using either the URBEMIS 7G for windows 5.1.0 or similar model that is acceptable to the District. In addition, District Rule #223 addresses the regulation and mitigation measures for fugitive dust emissions – Rule 223 shall be adhered to during the construction process. In addition, ~~a Fugitive Dust Prevention and Control Plan and Contingent Asbestos Hazard Dust Mitigation Plan shall be submitted to and approved by the District prior to beginning project construction.~~ a Fugitive Dust Plan (FDP) application and/or an Asbestos Dust Mitigation Plan (ADMP) application may be required for submittal to and approval by the District prior to beginning project construction.
58. It is the understanding of the District that this area is known to have soil bearing asbestos. Therefore compliance with “Title 17 Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations” of the California Code of Regulations will be mandatory prior to approval of the improvement plans.
59. Project construction involves road development and should adhere to District Rule 224 Cutback and Emulsified Asphalt Paving Materials and the county ordinance concerning asbestos dust prior to the approval of the improvement plans.
60. A health risk assessment shall be prepared when the project will emit toxic air contaminants. Airborne toxic pollutants expected to be generated by the project must be identified. In addition, it must be determined if a project is to be located in an area which may impact existing or planned schools or facilities with the potential to emit toxic or hazardous pollutants. A potential airborne toxic pollutant to consider is asbestos in asbestos-containing serpentine. Applicant will assist the District in preparing a public notice in which the proposed project for which an application for a permit is made is fully described and complies to Health and Safety Code 42301.6. The risk assessment must address the pollutants and potential impacts on public health prior to the approval of the improvement plans.

61. Burning of wastes that result from Land Development Clearing must be permitted through the Air Pollution Control District. Only vegetative waste materials may be disposed of using an open outdoor fire prior to approval of the improvement plans.
62. The project construction will involve the application of architectural coating, which shall adhere to District Rule 215 Architectural Coatings prior to approval of the improvement plans.
63. Prior to construction/installation of any new point source emissions units or non-permitted emission units (i.e., gasoline dispensing facility, boilers, internal combustion engines, etc.), authority to construct applications shall be submitted to the District. Submittal of applications shall include facility diagram(s), equipment specifications and emission factors prior to approval of the improvement plans.

County Surveyor

64. All survey monuments must be set prior to the presentation of the final map to the Board of Supervisors for approval, or the developer shall have surety of work to be done by bond or cash deposit. Verification of set survey monuments, or amount of bond or deposit, to be coordinated with the County Surveyor's Office.
65. The roads serving the development shall be named by filing a completed Road Name Petition with the County Surveyors Office prior to filing the final map.

Community Services District

66. The project includes a ~~2.2~~ 5.77 acre park site which will be offered for dedication to the El Dorado Hills Community Services District. The El Dorado Hills Community Services District reserves the right to select either lot J or residential lot 1 for the park site. In the event the El Dorado Hills Community Services District selects lot 1 as the park site, lot J reverts to a residential lot. If the EDHCSD does not desire to accept the dedication and so advises the County and developer prior to recording the final map, the parkland may be integrated into the 113 subdivision lots and/or may be retained as open space. If the parkland dedication is accepted, there will be a credit against Quimby fees; otherwise Quimby in-lieu fees shall be paid in accordance with County policy prior to recordation of the final map. Depending on action taken by the EDHCSD, the following park site options, consistent with Exhibit L, may be exercised by the developer prior to recording the final map:
 - a. Park site on Lot J – Dedicate Lot J to the EDHCSD (access provided through Lot C with a County approved encroachment off of Tierra de Dios Drive); Lot 2 designated as a residential lot (access off of Morrison Road);
 - b. Park site on Lot 1 – Dedicate Lot 1 to the EDH CSD (access off of Morrison Road); Lot J a residential Lot A (access provided through Lot C with a County approved encroachment on to Tierra de Dios Drive);

- c. Omit Park Site – Lot 1 a residential lot (access off of Morrison Road); Lot J designated as a Neighborhood Service Zone (access provided through Lot C with a County approved access on to Tierra de Dios Drive);
- d. Omit Park Site – Lot J a residential lot (access provided through Lot C with a County approved access on to Tierra de Dios Drive); Lot 1 reconfigured and merged into Lots 2, 3, 4, and 5; or
- e. Private Park on Lot J – Grant to a Homeowner’s Association for ownership and maintenance (access provided through Lot C with a County approved access on to Tierra de Dios Drive).

Determination of the park site selection by the EDHCSD shall be completed prior to submittal of the first final map application to Planning Services.

- 67. The project is subject to the EDHCSD Park Impact Fee in place at the time the building permits are issued. Additionally, the project will be subject to the Bass Lake Hills Specific Plan (BLHSP) Public Facilities Financing Plan (PFFP).
- 68. EDHCSD requires that all utilities be underground. Underground drainage is also recommended to avoid the safety hazards and maintenance problems of open ditches.
- 69. A homeowner’s association (HOA) needs to be formed to finance ongoing operation and maintenance of street lights (if any), streetscape, and for open space management, or if no HOA is formed, then a Landscape and Lighting Assessment District (LLAD) needs to be created to fund the maintenance and operation of the same. The District also recommends the creation of a shell LLAD for the project as a back-up funding mechanism to a homeowner’s association, in the event the homeowner’s association should fail to maintain the improvements to the District’s standards.
- 70. Sidewalks and pedestrian/bicycle paths shall comply with the BLHSP. The proper shoulder widths, bikeway widths, striping and signage will be required and should be noted on the plans.
- 71. Cable television access should be made available to all homes and the development should allow for joint trenching.
- 72. The El Dorado Hills CSD will provide mandatory waste management services for the residences, including recycling services.
- 73. Prior to final map approval, a streetscape plan for projects located on all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD.

74. The streetscape is a component of the future Landscape and Lighting Assessment District and would need to be detailed, approved, and have a related maintenance budget prior to the final map.
75. The homebuilders will install the front yard landscaping.
76. Pursuant to Section 4.13 #10 of the Bass Lake Hills Specific Plan, no parking is allowed on Tierra De Dios or Morrison Road. Therefore, to gain access to the park site, a driveway encroachment must be constructed to Department of Transportation requirements and on-site parking on the park site must be provided, allowing for vehicles to exit the site in a forward direction, to the satisfaction of the El Dorado Hills Community Services District and Planning Services. These improvements must be substantially complete, as determined by the Department of Transportation, prior to occupancy of any residential structures in the subdivision. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements.

Mitigation Monitoring and Reporting Program

- 76.
77. The applicant shall comply with the Mitigation Monitoring and Reporting Program (MMRP) as a condition of project approval. Implementation of the MMRP shall be enacted as set forth by Table 3.0-1 of the MMRP prepared for the project and attached hereto.

Subdivision Requirements of Law

~~NOTE: The subdivision requirements as noted herein are provisions of County law either by Ordinance or Resolution and typically apply to all subdivisions. They do not represent all laws which may be applicable to the subdivision, but do reflect obligations for which the subdivider should be aware of as the project proceeds toward final map submittal.~~

- ~~1. Improvement plans for on-site and off-site road improvements shall be prepared by a registered civil engineer and shall be subject to County Department of Transportation approval.~~
- ~~2. The final map shall show all utility, road and drainage easements per the recommendation of the utility purveyors and the County Engineer. Final determination of the location of said easements shall be made by the County Engineer. Said easements shall be irrevocably offered to the County.~~
- ~~3. The developer shall obtain approval of construction drawings and project improvement plans consistent with the Subdivision Design and Improvement Standards Manual and cost estimates from the County Department of Transportation and pay all applicable~~

~~fees prior to commencement of any improvements on the public street and service facilities. All improvements shall be consistent with the approved tentative map.~~

- ~~4. The construction of all required improvements shall be completed with the presentation of the final map to the Planning Director before presentation of the final map to the Board of Supervisors for its approval. For improvements not completed, the subdivider shall provide a 100 percent performance surety and a 50 percent labor and materialmen surety by separate bond, cash deposit, assignment, or letter of credit from a financial institution. For improvements which have been completed, the subdivider shall provide a ten percent maintenance surety in any of the above mentioned forms. Verification of construction, or partial construction, and cost of completion shall be determined by the County Department of Transportation.~~
- ~~5. Subdivision improvements shall include driveways for all lots with street cuts or fills along the frontage of six feet or more difference in elevation, or as found necessary for reasonable access by the County Transportation Director. Driveways shall be installed in a manner and location acceptable to the County Department of Transportation and shall meet standard County driveway requirements.~~
- ~~6. All grading plans shall be prepared and submitted to the El Dorado County Resource Conservation District (RCD) and the Department of Transportation. The RCD shall review and make appropriate recommendations to the County. Upon receipt of the review report by the RCD, the Department of Transportation shall consider imposition of appropriate conditions for reducing or mitigating erosion and sedimentation from the project. No building permit shall be issued by the County until final grading plans and erosion control plans are approved by the Department of Transportation and the grading is completed.~~
- ~~7. The timing of construction and method of revegetation shall be coordinated by the El Dorado County Resource Conservation District (RCD). If grading activities are not completed by September, the developer shall implement a temporary grading and erosion control plan. Such temporary plans shall be submitted to the RCD for review and recommendation to the Department of Transportation. The Department of Transportation shall approve or conditionally approve such plans and cause the developer to implement said plan on or before October 15.~~
- ~~8. Improvement plans shall incorporate protective measures toward existing oak trees per Volume IV, Design and Improvement Standards Manual, Oak Tree and Wetlands Preservation Requirements and Specifications (County Resolution No. 199-91).~~
- ~~9. All survey monuments shall be set prior to the presentation of the Final Map to the Board of Supervisors for approval; or the developer shall have a surety of work to be done by bond or cash deposit and shall provide 50 percent labor and materials bond. Verification of set monuments, work completed, or work to be completed, and cost of completion is to be determined by the County Surveyor.~~

- ~~10. All roads shall be named by filing a completed road naming petition for each proposed road with the county Surveyor's office prior to filing the final map.~~
- ~~11. The location of fire hydrants and systems for fire flows are to meet the requirements of the responsible fire protection district. The location of hydrants shall be shown on the improvement plans which shall be subject to the approval of the fire protection district.~~
- ~~12. If blasting activities are to occur in conjunction with subdivision improvements, the subdivider shall ensure that such blasting activities are conducted in compliance with state and local regulations.~~
- ~~13. If burning activities are to occur during the construction of the subdivision improvements, the subdivider shall obtain the necessary burning permits from the California Department of Forestry and air pollution permits from the County prior to said burning activities.~~
- ~~14. Prior to filing a final map, if the subject property is subject to liens for assessment or bonds, pursuant to the provisions of Government Code Section 66493, the owner or subdivider shall either: (a) Pay the assessment or bond in full, or (b) File security with the Clerk of the Board of Supervisors, or (c) File with the Clerk of the Board of Supervisors the necessary certificate indicating provisions have been made for segregation of bond assessment responsibility pursuant to Government Code Section 66493 (d).~~
- ~~15. If human remains are discovered at any time during the subdivision improvement phase, the County Coroner and Native American Heritage Commission shall be contacted per Section 7050.5 of the Health and Safety Code and Section 5097.89 of the Public Resources Code. The procedures set forth in Supplementary Document J, Section VIII, of the California Environmental Quality Act (CEQA) Guidelines concerning treatment of the remains shall be followed.~~
- ~~16. If archaeological sites or artifacts are discovered, the subdivider shall retain an archaeologist to evaluate the resource. If the resource is determined to be important, as defined in Section 15064.5 of the CEQA Guidelines, mitigation measures, as agreed to by the subdivider, archaeologist, and Planning Department shall be implemented. Treatment of Native American remains and/or archaeological artifacts shall be the responsibility of the subdivider and shall be subject to review and approval by the County Planning Director.~~

ATTACHMENT 2
FINDINGS

FILE NUMBER TM96-1321R

Based on the review and analysis of this project by staff and affected agencies, and supported by discussion in the staff report and evidence in the record, the following findings can be made:

FINDINGS FOR APPROVAL:

CEQA

1. Findings associated with the adoption of the Bell Ranch Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program pursuant to State CEQA Guidelines Section 15074:

Finding: On the basis of the whole record, there is no substantial evidence that the project as designed, conditioned and mitigated, will have a significant effect on the environment. The Bell Ranch Mitigated Negative Declaration reflects the independent judgment and analysis of the County and has been prepared and completed in accordance with the CEQA.

Evidence: The Mitigated Negative Declaration (which included an initial study checklist and associated technical reports for the project) was prepared for the proposed project and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. The County distributed the Initial Study through the State Clearinghouse and at the County offices, pursuant to State CEQA Guidelines 15072. The County has considered the comments received during the public review period, and they do not alter the conclusions in the Mitigated Negative Declaration. The El Dorado County Planning Services, located at 2850 Fairlane Court, Placerville, CA 95667, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Mitigated Negative Declaration is based.

Finding: The proposed mitigation measures described in the Bell Ranch Mitigated Negative Declaration are feasible and therefore will become binding upon the applicant. The County hereby adopts the Bell Ranch Mitigation Monitoring and Reporting Program that includes mitigation measures identified in the Bell Ranch Mitigated Negative Declaration as well as previously adopted mitigation measures from the Bass Lake Road Study Area Mitigation and Monitoring Program that are applicable to the project.

BASS LAKE HILLS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT PREVIOUS CEQA FINDINGS AND ANALYSIS

Introduction

The Bell Ranch project is a subsequent project and implementation of the approved Bass Lake Hills Specific Plan. Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183 provides for focused review of residential projects consistent with a general plan at issues particular to the proposed project and does not re-evaluate issues that were adequately addressed in the Bass Lake Road Study Area Program EIR and EIR Addendum. In accordance with State CEQA Guidelines Section 15183 and relevant case law, the Bell Ranch Mitigated Negative Declaration considers project-specific impacts as well as re-evaluates those impacts found to be significant in the prior EIR and Addendum and whether the project would result in any new or expanded impacts beyond what was addressed in the prior EIR and Addendum.

Previously Adopted Mitigation Measures Associated with the Approval of the Bass Lake Hills Specific Plan

As part of the Bell Ranch Mitigated Negative Declaration, the previously adopted mitigation measures from the Bass Lake Road Study Area Program EIR and Addendum were reevaluated for appropriateness. In some cases, the previously adopted mitigation measures that still apply to the project have been clarified to include timing, implementation, enforcement, and monitoring details. Additionally, some of the mitigation measures were expanded to include additional detail or combined with other mitigation measures for clarification purposes. The previously adopted mitigation measures that are revised and clarified in Bell Ranch Mitigated Negative Declaration are included in the Mitigation Monitoring and Reporting Program for the project along with the new mitigation measures for the project.

Findings Associated with Previously Identified Significant and Unavoidable Impacts

On November 7, 1995, and after the County's certification of the EIR and Addendum for the original project, the County adopted the Bass Lake Hills Specific Plan, including a new General Plan land use designation of Adopted Plan for properties within the Specific Plan area.

The Bass Lake Road Study Area Program EIR and Addendum identified significant impacts for land use, population and housing, geology, seismicity and soils, hydrology, vegetation and wildlife, recreation, traffic, air quality, noise, archaeological and historical resources, visual and aesthetic resources, and public utilities (that is, water, sewer, gas and electric, police and fire services, solid waste, schools and telephone). With mitigation, all impacts were reduced to less than significant with the exception of the following impacts that remained significant and unavoidable:

- Long-term degradation of runoff water quality;
- Disruption and/or loss of natural communities;
- Adverse impacts to special status species;
- Change in land use from low intensity rural residential and agricultural use to a more urban environment;
- Increase in housing and population;
- Unacceptable Levels of Service along area roadways;
- Water supply;
- Fire protection services;
- School impacts; and
- Visual/aesthetic impacts associated with change of character from rural to urban.

The El Dorado County Board of Supervisors adopted Resolution No. 288-95 on November 7, 1995, for the Addendum to the certified Bass Lake Road Study Area Program Environmental Impact Report and the associated Findings of Fact and Statement of Overriding Considerations for significant and unavoidable impacts associated with the project. The Addendum to the Bass Lake Road Study Area Program EIR reconsidered significant and unavoidable impacts associated with the development of the project site and determined that previous significant and unavoidable impacts addressed in the Bass Lake Road Study Area Draft and Final Program EIRs would still occur and that there are no feasible mitigation measures available to fully mitigate the impacts.

The Bell Ranch Mitigated Negative Declaration re-evaluated these impacts and determined that the Bell Ranch project would still contribute to the significant and unavoidable impacts identified above associated with the implementation of the Bass Lake Hills Specific Plan, but would not result in new significant and unavoidable impacts or increase the severity of previously identified significant and unavoidable impacts under Resolution No. 288-95. The County restates and readopts its previous findings associated with the Statement of Overriding considerations provided in Resolution No. 288-95.

Planned Development

1. The development plan is consistent with the 2004 General Plan.
2. The proposed development is so designed to provide a desirable environment within its own boundaries.
3. The exceptions to the standard requirements of the zone regulations are justified by the design or existing topography.
4. The site is physically suited for the proposed uses.
5. Adequate services are available, or will be made available concurrently with development for the proposed uses including, but not limited to, water supply, sewage disposal, roads and utilities.

6. The proposed uses do not significantly detract from the natural land and scenic values of the site.

Tentative Map

1. The revised tentative map, including design and improvements, is consistent with the Bass Lake Hills Specific Plan policies and the applicable portion of the County General Plan as defined in the development agreement.
2. The revised tentative map conforms to the applicable standards and requirements of the County's zoning regulations and the Major Land Division Ordinance.
3. The site is physically suitable for the proposed type and density of development, because the tentative map, as conditioned, is consistent with the General Plan, Zoning, Specific Plan, and all mitigation measures of the Initial Study and Mitigated Negative Declaration.
4. The design and improvements of the subdivision will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Design Waivers

- a. All sidewalks on secondary local roads i.e. A and B Drive, C, D, E, and G Court, H Circle, M, L, and R Way reduced from 6 to 4 feet and meander as shown on the revised tentative map.
 1. **There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.** The adjusted sidewalk width will better conform to the surrounding landforms, resulting in reduced grading and impact on the natural resources. In addition, the narrower sidewalk is consistent with the plates for 'Secondary Local Roads' as defined by the Bass Lake Hills Specific Plan.
 2. **Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.** The increased sidewalk width will require more extensive grading and drainage work with increased impacts to an area that is sensitive to soil disturbance.
 3. **The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.** The El Dorado County Department of Transportation has indicated in previous approvals that the requested sidewalk width reduction will not be detrimental to health, safety, and welfare of the public.

4. **The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**
- b. A 40-foot roadway right of way (Lot R) for B Drive, C, D, E, and G Court, H Circle, M and R Way.
1. **There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.** The roads will be privately owned and maintained. Most of the lots are graded allowing for reduced setback from the roadway. Some of the roadways are single loaded so the reduced roadway setback will reduce existing landform disturbance.
 2. **Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.** Wider road rights of way will increase the landform disturbance.
 3. **The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.** Minimum fire truck turning radii are not compromised.
 4. **The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**
- c. Place Caltrans Type E and El Dorado County Type A mountable dike (where applicable) in lieu of El Dorado County Type 1 rolled curb and gutter.
1. **There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.** The roads will be privately owned and maintained. The asphalt concrete mountable dike will give the project a more rural feel.
 2. **Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.** The overall project design objectives would be compromised. As noted above, the mountable dikes are integral to the overall project design.
 3. **The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.** Minimum fire truck turning radii are not compromised. The mountable dike provides the same access quality as a concrete curb.
 4. **The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**

- d. Allow roadway decorative surfacing, at select locations, of architectural concrete over aggregate base, based on an engineered pavement design.
1. **There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.** The roads will be privately owned and maintained. The decorative pavement will add interest to the project in the higher density locations.
 2. **Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.** The overall project design objectives would be compromised without the waiver. As noted above, the decorative pavement is integral to the overall project design.
 3. **The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.** This waiver has no impact on health and safety
 4. **The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**
- e. Allow enhance raised, landscape medians in Morrison Road at the two A Drive entrances.
1. **There are special conditions or circumstances peculiar to the property proposed to be divided which would justify the adjustment or waiver.** The enhanced landscaped medians are equal to standard raised medians.
 2. **Strict application of the design or improvement requirements of this article would cause extraordinary and unnecessary hardship in developing the property.** The overall project design objectives would be compromised without the waiver. As noted above, enhanced landscaped medians are equal to standard raised medians.
 3. **The adjustment or waiver would not be injurious to adjacent properties or detrimental to health, safety, convenience, and welfare of the public.** This waiver has no impact on health and safety.
 4. **The waiver would not have the effect of nullifying the objectives of this article or any other law or ordinance applicable to the subdivision.**