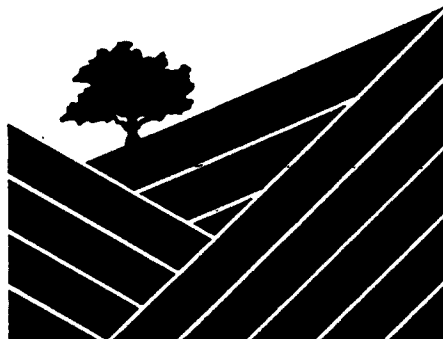

EL DORADO H I L L S



EL DORADO HILLS SPECIFIC PLAN

Approved by the
El Dorado County Planning Commission
December 23, 1987

Approved by the
El Dorado County Board of Supervisors
Date: July 18, 1988
Resolution No.: 226-88



El Dorado Hills Specific Plan

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SECTION 1. INTRODUCTION

1.1 Purpose and Content of the Specific Plan

The purpose of the El Dorado Hills Specific Plan is to provide for the orderly and systematic development of the Plan Area in a manner consistent with the policies of El Dorado County and with the characteristics of the land. This purpose will be achieved by establishing a master plan for the development of approximately 4,000 acres of property that will contain an orderly, comprehensive program of development controls and implementation measures.

1.1.1 Implementation of Policies

The El Dorado Hills Specific Plan is designed to be consistent with, and represent a refinement and expansion of, the broader policies set forth in the El Dorado County Long Range Plan and the El Dorado Hills/Salmon Falls Area Plan. It provides a transition between those policies and the implementation regulations contained in both the zoning and subdivision ordinances. The plan's policies and standards will be implemented through land use entitlements granted subsequent to adoption of the Specific Plan, including zoning consistent with the Specific Plan. In addition, the use of the County's planned development overlay zoning designation will further ensure that development within the Specific Plan area occurs pursuant to the policies and standards of the Specific Plan. Should conflicts arise between the provisions of the planned development overlay zone standards and those standards and policies of the Specific Plan, the latter shall prevail. Similarly, the standards and policies of the planned development district shall prevail over conflicting provisions which may be applicable in the underlying zoning district. All subsequent subdivision and development, all public works projects, and all zoning regulations must be consistent with the Specific Plan.

1.1.2 Control of the Quality of Future Development

Goals and policies are established within the text of this Specific Plan in order to guide future development. In addition, Design Guidelines and conceptual Master Covenants, Conditions, and Restrictions (CC&Rs) will serve to provide more definitive controls for development. The Design Guidelines are included in the Specific Plan as Appendix B.

A Development Agreement will ensure compliance with the Design Guidelines, Master CC&Rs, Specific Plan, and applicable County ordinances and regulations.

1.1.3 Implementation Measures

The Specific Plan sets forth implementation measures to ensure the ultimate fulfillment of the plan concepts. These measures include:

- Goals and Policies
- Master Covenants, Conditions, and Restrictions
- Design Guidelines
- Funding Mechanisms to Provide for Specific Public Improvements
- Development Agreements

Each of these measures is applied individually or in concert with other measures to implement the intent of the Specific Plan. The application of these measures is described in Section 9, "Implementation."

1.1.4 Compliance with the California Environmental Quality Act (CEQA)

Pursuant to the provisions of CEQA, an Environmental Impact Report (EIR) has been prepared for the El Dorado Hills Specific Plan.

1.1.5 Structure of the Specific Plan Document

The Specific Plan consists of text and diagrams and includes:

Introduction: A description of the Plan Area setting and the background and concepts inherent in the Specific Plan.

The Specific Plan Elements: A description of the land uses, public services and facilities, and development program for the Plan Area.

The Implementation Plan: A description of the regulatory mechanisms necessary to implement the plan, including the timing, cost, and means of funding the major capital improvements required to serve the project.

1.2 Plan Area Setting

The Plan Area consists of gently rolling land in the lower foothills of the Sierra Nevada. Elevations within the Plan Area vary from 600 to 1,200 feet above sea level. The rapid rise in elevation at El Dorado Hills marks the first dramatic change in elevation as one travels eastward along Highway 50 from Sacramento. Consequently, the area affords a sweeping panorama across the Sacramento Valley, and it is not uncommon to be able to see Mt. Diablo and the Sutter Buttes. At night, the lights of Sacramento and the surrounding communities illuminate the valley floor.

The Plan Area is divided into two major topographical areas: the valley floor area and the uplands area. The uplands portion of the Plan Area consists of undeveloped tree and grass-covered rangeland. The valley floor portion is an area of grassland with few trees and gentle slopes. Traditionally, cattle grazing has been the primary activity in the Plan Area.

1.2.1 Existing Land Uses

Properties within the Plan Area boundary are generally unimproved, although some development of the valley floor area has occurred in recent years.

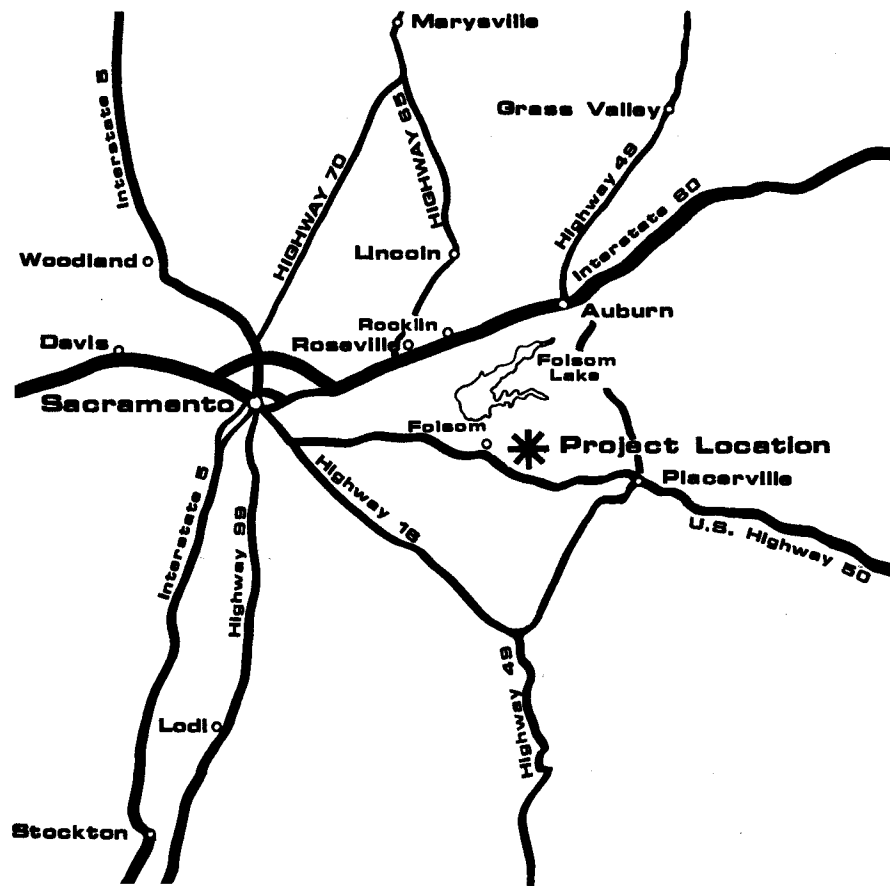
The land immediately surrounding the Plan Area, particularly to the north and south, is predominantly undeveloped or developed at very low residential densities. The El Dorado Hills/Salmon Falls Area Plan designates a majority of these areas as Low Density Residential (one dwelling per 5-9.9 acres). The area along El Dorado Hills Boulevard, immediately west of the Plan Area, is the most intensive area of development in the vicinity of the Plan Area. It includes a golf course, fire station, elementary and high schools, a limited amount of commercial development, and several residential subdivisions.

The principal higher density development near the Plan Area consists of several residential villages within the El Dorado Hills community, including Stonegate Village and St. Andrews Village located just east of El Dorado Hills Boulevard, and the villages of Park, Ridgeview, Marina, Lake Forest, Governor's, and Crown located just west of El Dorado Hills Boulevard. Most of these villages are designated High Density Residential (five dwelling units per acre [du/ac]) by the El Dorado Hills/Salmon Falls Area Plan.

1.2.2 Current Land Use Policies

The Specific Plan lies within the boundary of the El Dorado Hills/Salmon Falls Area Plan and is subject to the zoning and land use policies set forth in that plan. Most of the Specific Plan area is designated on the Area Plan map for High Density Residential (three du/ac or five du/ac

Figure 1
Regional Location Map



under a planned development). The proposed land use within the Specific Plan is significantly lower in density than that allowed by the current El Dorado Hills/Salmon Falls Area Plan designations.

1.2.3 Plan Area Ownership

The Plan Area includes 3,646 acres owned by El Dorado Hills Investors, Ltd. (EDHI) and an additional 250 acres owned by others. Appendix A lists all properties contained within the Plan Area boundary, including assessor's parcel number, ownership, and total acreage.

1.2.4 Economic Setting

El Dorado Hills is located in the eastern portion of the Sacramento Metropolitan Statistical Area (SMSA), which includes Sacramento, Yolo, Placer, and El Dorado Counties. This region is projected to grow from a population of 1.2 million in 1985 to 1.9 million by 2010. The focus of development in the Sacramento region for many decades has been in the downtown core area and along the major freeway routes extending east and northeast from the core area, Highway 50 and Interstate 80, respectively.

During the last 10 years, these two freeway corridors have attracted the majority of new employment and housing development in the region. Since 1980, the communities of Folsom and Rancho Cordova along Highway 50 and the South Placer communities along Interstate 80 have undergone rapid employment growth with the expansion of high technology and new service industries.

A major component of this new expansion is the El Dorado Hills Business Park, a 909-acre facility located south of White Rock Road and west of Latrobe Road. At the time the park was initially approved in 1982, the uses contemplated were primarily for high technology facilities that included assembly plants, research laboratories, warehouses, and business offices. An additional 190 acres adjacent to the park have been designated for future research and development use.

The professional sector will expand in response to housing opportunities afforded within the El Dorado Hills community. Businesses are frequently located on the basis of the preference of principal executives. Housing opportunities in the community can be expected to attract a significant number of executives from the Sacramento region and the San Francisco Bay Area who will ultimately choose to relocate their operations to offices or business parks nearer their homes.

1.2.5 Geographical Area of Application

The El Dorado Hills Specific Plan encompasses an area of approximately 4,000 acres in the southwest portion of El Dorado County, approximately 23 miles east of Sacramento and 20 miles west of Placerville. Highway 50 passes through the southern portion of the Plan Area, connecting to El Dorado Hills Boulevard and Bass Lake Road. Silva Valley Parkway will provide an additional connection to Highway 50. El Dorado Hills Boulevard, located along the western edge of the Plan Area, connects Green Valley Road with Highway 50. Green Valley Road, a historic route used by miners traveling to the gold fields in 1849, connects the cities of Folsom and Placerville. Most of the Plan Area, consisting of approximately 3,620 acres, is located north of Highway 50.

1.2.6 Historical Planning Context

The proposed Specific Plan continues the planning tradition established for the El Dorado Hills community in the first master plan prepared in 1962. This original plan established the concept of village clusters of residential development designed to be the basis for all plans that followed. The integration of open space and residential villages, and the provision of shopping and public services and facilities to create a self-contained community, are traditional concepts embodied in the current Specific Plan.

Figure 2
El Dorado Hills/Salmon Falls Area Plan

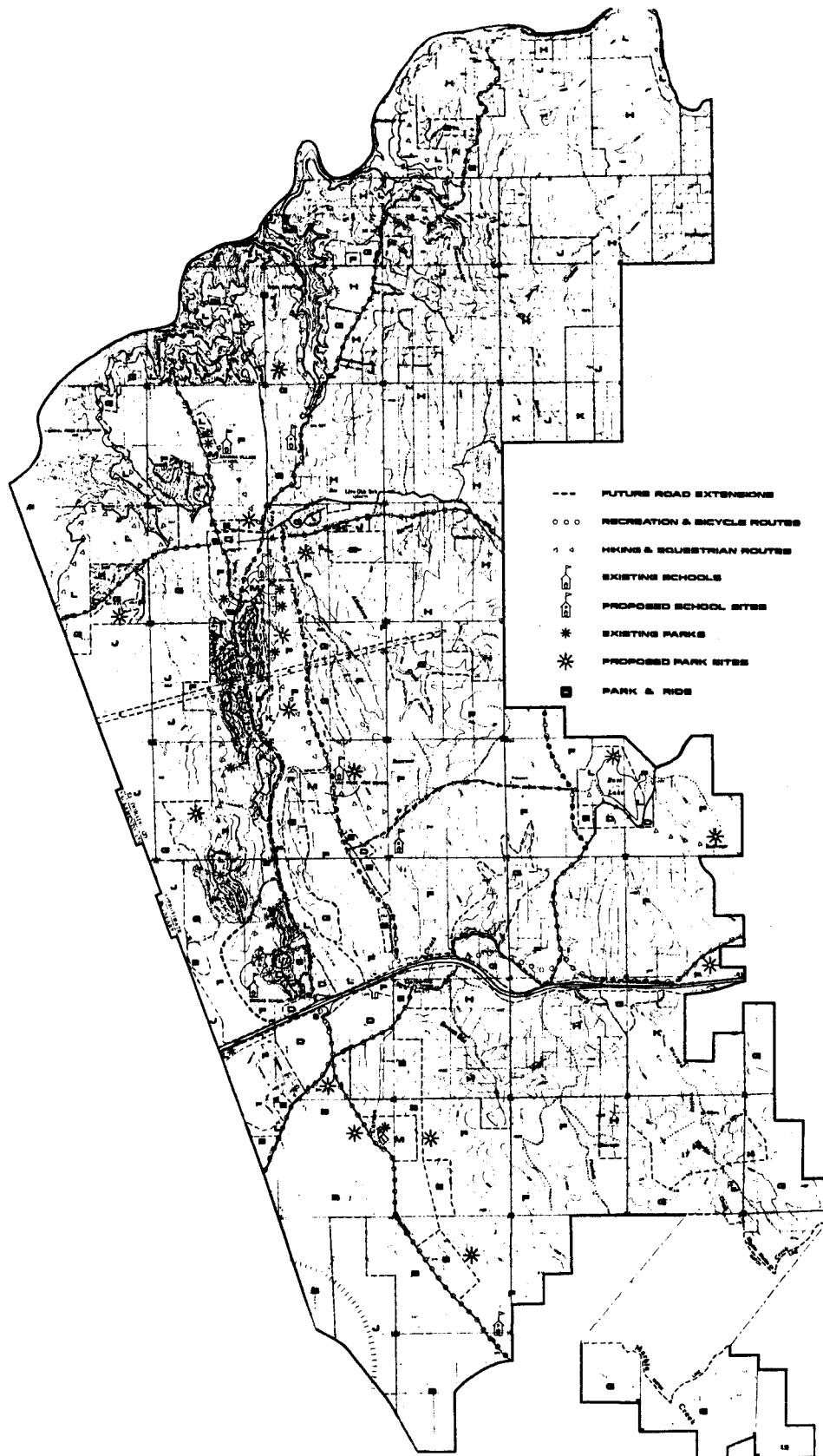
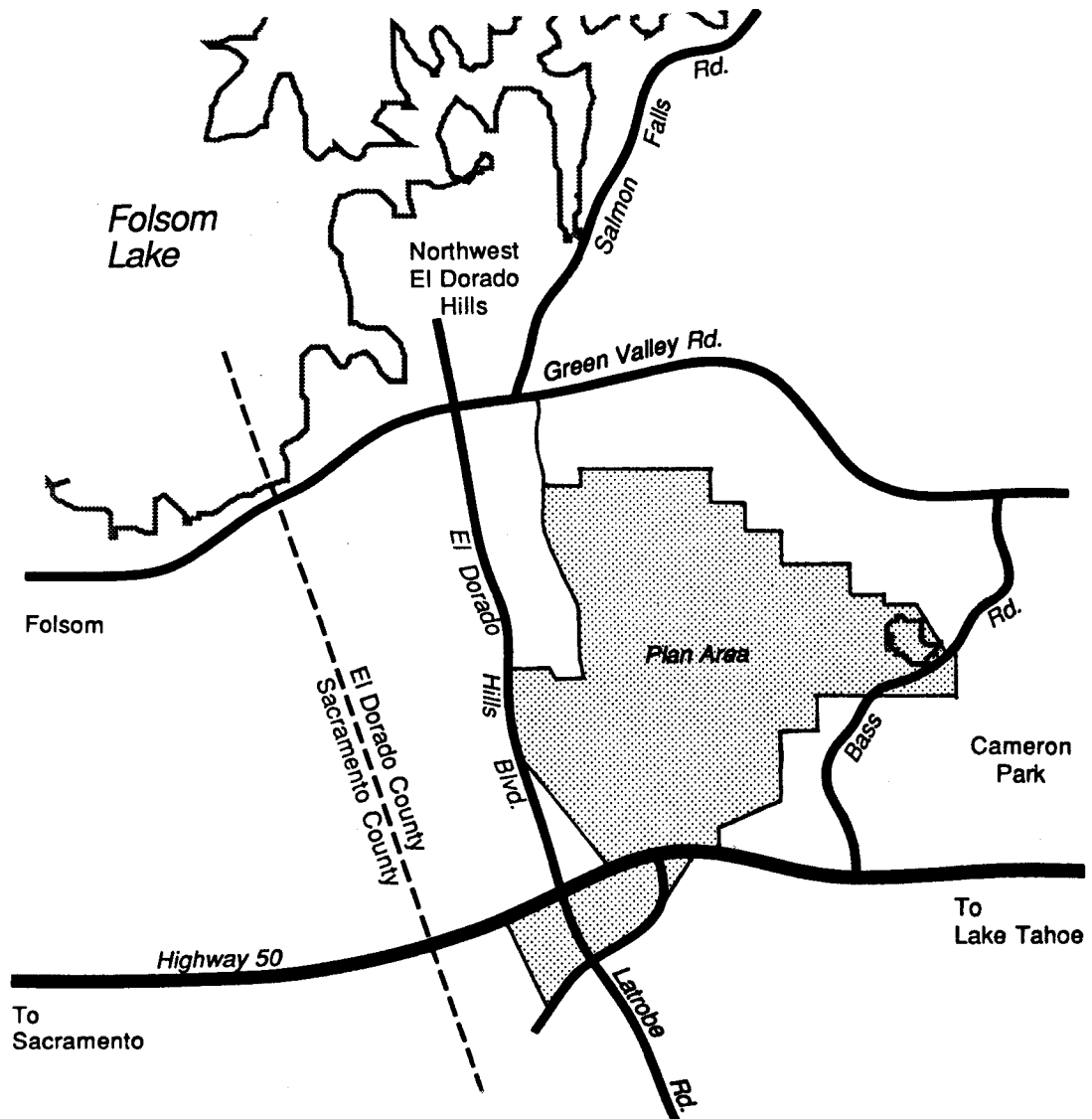


Figure 3
Project Location Map



NOTE: Silva Valley Parkway from Green Valley Road running south is part of the Specific Plan.

These concepts have been carried forward through the efforts of the County, community residents, and major property owners in the area. The ability to continue and implement these concepts is significantly enhanced by a strong Specific Plan, and the continuity of quality development that can be achieved through implementation of joint public and private controls enforced by a development agreement.

1.3 Goals of the El Dorado Hills Specific Plan

El Dorado Hills combines an attractive physical setting, proximity to emerging employment centers, an established community identity, and excellent freeway access that is virtually unique in the Sacramento Metropolitan area. The Specific Plan is designed to take full advantage of these attributes by creating a special community with an identity that incorporates the abundant natural amenities of open space and distant views with quality development. The goals of the El Dorado Hills Specific Plan include providing for the following:

- a. Implementation of the El Dorado Hills/Salmon Falls Area Plan.
- b. A community setting for a lifestyle that integrates leisure activities with everyday life.
- c. Development integrated with the natural environment to enhance and complement the functional and aesthetic integrity of the natural setting with a minimum of disturbance to the natural terrain, oak trees, and other natural habitat.
- d. A mix of residential types that will meet the various needs of community residents who differ in age, household size, and lifestyle.
- e. A nonvehicular circulation network that can accommodate recreation and leisure, home-to-work, and shopping trips.
- f. A safe environment for all residents.
- g. Public facilities and services necessary to support the residents and businesses in the community.
- h. Convenient commercial services and opportunities for cultural and leisure events.
- i. An aesthetic environment for public, private, and the natural open space areas.

1.4 Policies of the El Dorado Hills Specific Plan

The policies of the Specific Plan are intended to provide direction and guidance to decision makers in the implementation of the plan. The policies are consistent with, provide refinement of, and incorporate the goals and policies of the El Dorado Hills/Salmon Falls Area Plan.

Development within the El Dorado Hills Specific Plan area is intended to conform to an overall character and standard of quality. The standards to be applied are expressed in the El Dorado County Zoning Ordinance, as implemented in the Planned Development Overlay Zone, and in various elements of the Specific Plan. These standards include the Specific Plan policies as expressed below and in the Design Guidelines appended to this Specific Plan (Appendix B).

1.4.1 General Policies

- a. The Plan Area shall be an integral and complementary component of the El Dorado Hills community and shall provide the full range of facilities and services necessary for a self-contained community.

- b. Large areas within the plan boundaries characterized by steep topography, expanses of tree cover, sensitive environmental or archeological features, or major recreational amenities, shall be preserved as permanent open space.
- c. The major commercial activities within the Plan Area shall be concentrated in locations from which the community may be served, and shall be protected from noncomplementary, competing land uses.
- d. Zoning within the Plan Area, with the exception of designated rural uses, shall be developed under planned development ordinances of the County of El Dorado.
- e. Design review procedures for development proposals within planned developments shall be provided in the Design Guidelines. Design review shall consider subdivision design, architectural review, site plan review, review of building materials, common facilities, landscaping, lighting, grading and improvement plans for compliance with restrictions and requirements set forth in the Design Guidelines, the Master CC&Rs, and the Village CC&Rs. The Design Guidelines shall allocate to the property owner and the County the responsibilities of design review.
- f. Within any designated village, no final subdivision maps shall be recorded or development plan approved unless proof has been submitted to the County's satisfaction that all public infrastructure, facilities, and services necessary to service the development are available, or that the County has approved an alternative mechanism to ensure that such infrastructure, facilities, or services will be provided commensurate with development.

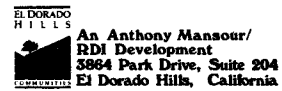
1.4.1.1 Site Development and Grading

The policies set forth in the Specific Plan are intended to maintain, to the maximum extent possible, the natural land forms and to exercise control over vegetation removal, landscaping, and grading. Grading controls are intended to reduce soil erosion to a minimum to ensure compatibility with adjacent terrain.

- a. Grading for roadways, driveways, building pads, and onsite improvements shall be minimized.
- b. Grading volumes of cut-and-fill material shall be minimized and balanced onsite wherever possible. Larger grading volumes may be acceptable where improved visual and environmental effects would result.
- c. Residential structures or accessory structures on slopes in excess of 20 percent shall be carefully designed through use of erosion controls, engineered grading, and use of post and beam or step-footing construction to ensure long-term slope stability. Benched hillsides for building sites shall be avoided and split-level structures encouraged.
- d. A plan to minimize impact to oak trees shall be submitted to the El Dorado County Community Development Department prior to approval of any tentative map. The plan will include, at a minimum, the locations and sizes of individual trees that should not be impacted.
- e. A minimum of 20 percent of all roadside trees and parking lot trees shall be native oaks.
- f. Removal of oak trees and other large native trees with trunk circumferences of 25 inches at 4.5 feet above grade shall be avoided where feasible. A tree replacement policy is provided in the Design Guidelines.

1

Figure 4



- g. To avoid damage to root systems of retained trees, residential construction shall not occur within the canopy area of oak trees over 30 inches in circumference at breast height, and shall be subject to review as provided in the Design Guidelines.
- h. Landscaping in improved common areas shall be of drought-resistant varieties.
- i. To preserve the vegetative character of the Plan Area, the planting of native trees, shrubs, and ground cover shall be encouraged in all new landscaping.
- j. Landscaping in areas adjacent to natural open spaces shall be fire resistant.
- k. Site design, building orientation, and street and lot patterns shall follow solar orientation principles to the maximum extent practicable to maximize energy conservation.
- l. Archeological test excavations for selected villages and locations as listed in Table 13-4 of the Draft EIR shall be required as a condition of approval of tentative subdivision maps.
- m. As part of tentative map approval, areas having expansive clays and seasonably wet areas shall be identified by a geotechnical engineer. Such areas, if deemed to be potential construction hazards, shall be subject to further evaluation and identification to determine appropriate mitigation measures.
- n. To the maximum extent feasible, development shall be sited and designed to avoid impacts to culturally significant sites identified by the Final EIR for the plan as EDH-26 and EDH-29.
- o. Where feasible, and given the physical constraints of the Plan Area, subdivisions and other new development shall be designed to facilitate solar use as a means of reducing total energy consumption. The design elements that shall be considered include:
 - solar orientation
 - shade control
 - wind management
 - solar access
- p. The Design Guidelines (Appendix B) shall be one of the implementation measures of this Plan.

1.4.1.2 Development Near Oak Trees

These guidelines are for the protection of healthy oak trees that will remain after construction in developed areas. For an explanation of terms used in the text, such as root zone, dripline, etc., see Appendix E. The term circumference at breast height (cbh) refers to the trunk measurement of either one trunk or the addition of all trunks in a multi-trunked tree. The respective measurement in circumference would also apply.

- a. Protect all oak trees larger than 25 inches cbh to the maximum extent feasible. Priority will be given to oaks larger than 56 inches cbh.
- b. Trees to be saved will be surrounded by a barrier or fence installed at the dripline and flagged.
- c. Pruning of limbs will be confined to low-hanging branches over roads and sidewalks, and large branches that are weak or may reasonably appear to pose a safety hazard. Pruning paint will not be used under any circumstances. Pruning cuts will be made

cleanly to avoid damage to the "bark ridge" tissue of adjacent limbs. For information regarding protection of oaks, contact the University of California Cooperative Extension, Natural Resources Program, and the Sacramento Tree Foundation.

- d. The El Dorado County Planning Department will be responsible for enforcement of oak tree protection during construction.
- e. In development areas, no oaks larger than 25 inches cbh will be removed until a site survey and inspection report is performed.

1.4.1.3 Air Quality

All developers will be required to implement dust-reducing construction practices as a condition of the tentative subdivision map. The measure will be shown on the grading plans and must first be reviewed and approved by the El Dorado County Department of Transportation.

Construction contracts will include provisions for watering or using other dust control methods on all exposed earth surfaces during clearing, grading, earthmoving, and cleanup of mud and dirt carried from the construction site onto adjacent streets, and for paving, planting, use of soil binders, or repeated soaking to maintain a crusty surface to reduce wind-blown dust potential.

1.4.1.4 Noise

- a. The developer of any residential development located adjacent to U.S. Highway 50, or any county road having a predicted average daily traffic (ADT) count of 13,000 or more will be required to mitigate traffic noise. Roads projected to have an ADT of 13,000 or more in 2010 include: El Dorado Hills Boulevard/Latrobe Road, White Rock Road, Silva Valley Parkway, Wilson Way, Bass Lake Road, and Country Club Drive.
- b. The developer will be required to have an acoustical analysis submitted by a qualified acoustical consultant to the El Dorado County Department of Community Development. The analysis will include provisions for both existing noise levels at the time of submittal of a tentative subdivision map and anticipated noise levels based on building plans and lot design. The analysis will be submitted as part of the building permit application.
- c. Interior noise levels will be mitigated to a level of 45 dB Ldn or below to be acceptable to the planning director. Noise levels would be diminished by construction of barriers, reduced vehicle speeds, restriction of truck traffic, increased setbacks, advantageous use of natural topographic barriers, construction materials, or any combination of the above.
- d. Any developer of a shopping center being built adjacent to a residential development will be required to have an acoustical analysis submitted by a qualified acoustical consultant to the El Dorado County Department of Community Development. The analysis will indicate building placement, truck loading, and delivery areas and will be submitted as part of the building permit application.
- e. Interior noise levels will be mitigated to a level of 45 dB Ldn or below, or as acceptable to the planning director. Mitigation techniques may include minimization of nighttime loading, careful siting and design of loading facilities (depressed and shielded), and the use of concrete walls.

All development, including grading and construction of buildings, will be limited to daytime hours from 7 a.m. to 7 p.m. or sunset, whichever is earlier, Monday through Friday. This requirement will be indicated on grading permits and building permits.

All construction equipment, including heavy earthmoving equipment and compressors, will be fitted with adequate mufflers and safe enclosures.

All developments will be required to be in compliance with state laws relating to speed control and noise emissions as a condition of the tentative map. This information will be shown on the improvement plans.

1.4.1.5 Vegetation and Fire Hazards

In areas planned for development:

- a. All potentially dry herbaceous vegetation will be mowed or disked within a 50-foot radius of all construction site activity.
- b. Disking or mowing will be done to keep herbaceous vegetation under 3 inches in height at all construction sites.
- c. No construction equipment or vehicles will be allowed within 50 feet of the unmowed perimeter.
- d. Firebreaks will be installed by diskling or mowing a trail that is satisfactory to the El Dorado Hills Fire Department. Mowing is preferred to diskling or scraping because the latter two practices promote invasion of noxious weed species on fire trails.
- e. Temporary or permanent firebreaks will be installed on all ridgelines, crossing all areas in the vicinity of construction and grading activity, prior to beginning work.
- f. Firebreak installation will avoid the removal of native oaks and other native trees.

1.4.2 Residential Policies

1.4.2.1 Architecture

The policies set forth in this section are intended as guides to the general architectural style and appearance employed in the construction of all residences in the Plan Area. The objective is to provide for building design and placement in a manner that reflects the natural character of the Plan Area and the particular village.

- a. Buildings generally shall be limited to two stories in height except in instances where topography reasonably allows higher structures that would not detract from visual amenities.
- b. Buildings generally shall be designed and sited in accordance with the constraints of topography, vegetation, compatibility with adjacent uses, and other natural features of the village area and a particular building site.

1.4.3 Commercial Policies

The objective of these Commercial Policies is to provide for site designs and architectural styles that are harmonious with the natural character of the Plan Area and adjacent villages.

- a. The designated regional commercial center (Village T) shall be designed to serve the regional commercial needs of the area. Interim commercial uses may be permitted for the purpose of fostering and complementing the regional commercial center.
- b. Each commercial area shall be accessible from at least one major collector or arterial

road with sufficient design capacity to accommodate traffic generated by businesses, as well as other local traffic.

- c. Commercial areas shall be directly accessible through use of public transportation, pedestrian, and bicycle routes.
- d. Buffers between commercial areas and adjacent land uses shall be provided by walls and solid fencing, where appropriate, and shall also incorporate the use of landscaping, setbacks, and street and utility easement locations.
- e. Common access drives shall be used where feasible.
- f. Individual buildings shall be sited to offer wind protection and shade to enhance the quality of outdoor space.
- g. Trees shall be planted and maintained throughout surfaced parking lots to ensure that, within 15 years after planting, at least 40 percent of the parking area is shaded.
- h. Natural drainage courses shall be preserved and protected from development.

1.4.3.1 General Commercial Policies

- a. Use of natural materials such as wood and native stone is encouraged.
- b. Landscape design shall incorporate native trees and shrubs.
- c. Size, color, and material of identification signs shall be consistent with the architectural theme of the village and commercial area.

1.4.3.2 Commercial Policies Related to Village J (Bass Lake Area)

In addition to the policies described above, the following are applicable specifically to the Village J (Bass Lake) commercial area:

- a. Village "J" (Bass Lake) shall be developed as a neighborhood shopping center with common parking, access, etc., including uses and activities provided in Section 2.3.3 to serve the needs of the residential land uses.
- b. Prior to any subdivision or development of any portion of Village "J," a conceptual site plan shall be approved by the planning director which demonstrates the development potential of the commercial areas as a neighborhood/community shopping area as identified in Policy a. above. Said conceptual site plan shall contain the following features:
 - 1) Overall project design showing building location and size, intended use, and architectural themes.
 - 2) Fully integrated internal circulation, parking, and road encroachments.
 - 3) Buffering of adjacent single family residential land uses and adjacent roads.
- c. Prior to issuance of building permits, developments within the designated commercial areas shall be subject to site plan and circulation review by the County in accordance with the County's design control or development review process. The final project design may differ from the approved conceptual site plan; however, a finding shall be made by the County prior to issuance of any building permits that the intent of this policy and identified design features have been met and that the proposed development does not preclude future development of remaining commercial areas from meeting the intent of the above referenced policies.

- d. Prior to development, or as part of any subdivision of Village "J," adequate right-of-way to widen Bass Lake Road to a 100-foot width, as prescribed in the Bass Lake Road Alignment Plan, shall be offered for dedication and improved as necessary.
- e. Access to Bass Lake Road shall be restricted and, where possible, combined with adjoining uses.
- f. The fire station site shall be retained in Village "J," with the exact location to be determined based on the overall circulation requirements of the commercial development and the fire station.
- g. Prior to the issuance of any building permit for any commercial structure, the application shall be reviewed to require the payment of traffic mitigation fees.
- h. Multi-family uses are expressly prohibited in the commercial portion of Village J.

1.4.4 Village Green/Community Center Policies

- a. The Village Green/Community Center shall foster mixed use facilities that will provide recreational, public, and limited retail services in a central and convenient location within the community.
- b. The Center shall present a uniform landscaping, lighting, and signage treatment to ensure a desirable, attractive, and safe environment. Lighting will be screened to be compatible with adjacent residential areas.
- c. Opportunities for water features, such as fountains and open watercourses, will be incorporated as a prominent design theme in the Center.
- d. Opportunities shall be provided for outdoor and indoor public activity areas, including space for cultural events, organizational meetings, recreational areas, and public seating accommodations.
- e. Opportunities for leased or dedicated space in the Village Green for public service providers shall be made available if the need is demonstrated.
- f. Commercial buildings shall be limited to one- and two-story structures.

1.4.5 Golf Course/Country Club Policies

The objectives of the Golf Course/Country Club policies are to provide for adaptation of the golf course to the natural terrain, to provide for maximum preservation of open space, and to ensure compatibility with contiguous residential and open space areas.

- a. Natural topography shall be retained to the maximum extent possible and incorporated into the site design.
- b. Stormwater drainage shall be by means of natural streamcourses incorporated into the site design, whenever possible.
- c. Removal of existing trees and riparian vegetation shall be kept to a minimum, except within fairways.
- d. Water conservation measures shall be employed in the design and landscaping of the golf courses. In particular, provision shall be made for use of treated wastewater and stored drainage water for irrigation to the maximum extent possible.
- e. Golf course boundaries shall be defined without the use of fencing wherever possible. Where fencing is required, an open design shall be employed.
- f. All landscaping, site development, and architectural design shall be consistent with the Design Guidelines.

- g. The precise location, design, boundaries, and layout of the golf courses, as shown on the Specific Plan, will vary in relation to topography, residential areas, existing amenities, and other natural features.
- h. Public use of the golf course shall be encouraged until all private memberships are purchased.
- i. The golf course architect will retain as much of the live oak woodland surroundings as possible.
- j. The use of poisons for rodent control shall be discouraged within the golf courses.

1.4.6 Institutional Uses Policies

Policies relating to institutional land uses are to be applied to churches, schools, and public buildings.

- a. Institutional uses (schools excepted) shall be located on arterial streets so that associated vehicular traffic does not disrupt residential areas.
- b. All institutional uses shall be of a design and scale that is compatible with the overall design theme of the Specific Plan area as indicated in the Design Guidelines.

1.4.6.1 Schools

- a. Schools shall be located within residential villages as a convenience to students who reside beyond those villages, and shall be located to facilitate student access.
- b. Schools shall be linked to the pedestrian trail and bicycle path systems.
- c. School sites should be located adjacent to public open space and public park sites wherever possible and should provide for joint use of facilities.
- d. School sites, as shown on the Specific Plan Map, will be reserved for public acquisition and ownership in conjunction with the filing of tentative subdivision maps for each village. Should a reserved school site not meet state siting criteria, a suitable alternative site shall be identified and designated on the Plan Map through the Plan amendment process. Concurrently, the County shall amend the Plan to designate an appropriate land use and adopt development policies for school site(s) that do not meet the state criteria and that will not be utilized for school facilities.
- e. School district boundaries should be consistent with village boundaries to prevent a village being divided between school districts.

1.4.6.2 Parks

- a. Park facilities shall be designed to meet the recreation needs of village residents, consistent with the availability of the recreational and open space areas.
- b. Where school sites are contiguous to parks, play apparatus and other recreation features and amenities shall be coordinated to avoid duplication.
- c. Native and drought-tolerant trees and shrubs shall be incorporated into the landscape design of parks where feasible.
- d. Play equipment and other features shall be constructed to achieve harmony with the natural setting of the Specific Plan area.

- e. Parks shall be designed so as to minimize maintenance requirements.
- f. Parks shall be designed to allow surveillance by adjoining residents, security services, and the sheriff's department.
- g. Removal of existing trees shall be avoided wherever possible.
- h. Public parks will be reserved for public ownership with the filing of tentative maps for each village.
- i. Public parks should be linked to bicycle and pedestrian paths, if feasible.
- j. Public parks should not be located on slopes in excess of 20 percent or adjacent to a golf course.

1.4.7 Circulation Policies

The circulation policies are intended to establish standards for the improvement of public and private streets, pedestrian paths, and trails.

1.4.7.1 Public and Private Streets

- a. Bus shelters and turnouts shall be provided along arterial streets near village entrances to facilitate use of public transit.
- b. All street furniture (bus shelters, benches, trash receptacles, etc.) within the Plan Area should utilize a common design theme as provided for in the Design Guidelines.
- c. Trees shall be planted along all streets to provide shade, to soften the appearance of the hard streetscape, and to create a tree canopy to enhance pedestrian comfort. (See Tree List contained in the Design Guidelines.)
- d. Arterial streets contiguous to residential villages shall be separated from residential areas by a 6-foot-high fence for purposes of noise attenuation. The design, color, and construction materials shall be consistent with the Design Guidelines. Such fences may be supplemented by earthen berms and landscaping within the street setback.
- e. In all other instances where fencing is utilized along an arterial street, a 4-foot-high split-rail open design, wrought iron, or dry stone wall shall be employed. Chain-link fencing is permitted when visually screened from street rights-of-way.
- f. Private streets shall be constructed to the same standards as public streets.
- g. Private streets shall include parking bays at the ratio of one guest space per residence when on-street parking is prohibited.
- h. Connections to major arterial streets shall adhere to the Specific Plan, as shown. Additional connections are discouraged unless a demonstrated need is shown for circulation improvement or safety.
- i. The El Dorado County Department of Transportation shall develop a Transportation Systems Management Ordinance in conjunction with the Planning Division and the Air Pollution Control District for the El Dorado Hills/Salmon Falls area, and shall report to the board of supervisors for the initiation of public hearings for consideration of adoption within 6 months of this Plan's adoption. All applicable development within the Plan area shall be in compliance with this ordinance.
- j. All public utilities (water, sewer, gas, and electricity) shall be installed concurrent with any road construction.

1.4.7.2 Timing for Road Improvements

The traffic and circulation improvements shall be constructed in accordance with the provisions of the Specific Plan and the Financing Plan. The following detailed provisions will apply to the timing of specific traffic circulation improvements, provided that the timing provisions may be altered, as circumstances warrant, with the mutual consent of the developer and the County transportation director.

a. Silva Valley Parkway

- 1) Silva Valley Parkway shall be designed to the full four-lane section from the western edge of Village P to Green Valley Road prior to the commencement of any development allowed by this Plan, except for development of Villages U and T, the area south and east of Bass Lake Road, and Village D/4 west of the OS zone.
- 2) Prior to the commencement of any development permitted by this Specific Plan, except for development of Villages U and T, the area south and east of Bass Lake Road, and Village D west of the OS zone, the proposed segment of Silva Valley Parkway from its terminus at the western boundary of Village P in a northerly direction to Harvard Way shall be provided as follows:
 - a. A dedicated right-of-way adequate to accommodate the proposed Parkway as described in Section 5.3 of the Specific Plan (120-foot-wide right-of-way, four-lane divided section).
 - b. Initial construction of one-half of the divided section (two paved lanes, and rough grading of the other two lanes) of Silva Valley Parkway in segments as set forth in Appendix F.
- 3) As set forth in Exhibit G, the extension of the existing two-lane roadway from Clarksville underpass northbound to its intersection with Silva Valley Parkway shall be constructed concurrent with completion of the initial two-lane section of Silva Valley Parkway from Harvard Way to the west edge of Village P. At the same time, the existing "White Rock Road" between the Clarksville underpass and Latrobe Road shall be upgraded to a two-lane County standard road.
- 4) Prior to any development within Village P, Silva Valley Parkway, as described in Section 5.3.6 of the Specific Plan (120-foot-wide right-of-way, four-lane divided section) shall be constructed from the proposed Highway 50 interchange to the western boundary of Village P.
- 5) As set forth in Exhibit G, Silva Valley Parkway, from the western edge of Village P to Harvard Way, shall be improved to a four-lane parkway as described in Section 5.3.6 of the Specific Plan, concurrent with the construction of the Highway 50 and Silva Valley Parkway interchange or at such time as the County transportation department determines that the level of service of Silva Valley Parkway between Harvard Way and Highway 50 has reached an LOS of mid-C (V/C of 0.75) for sixty (60) days or more within any twelve (12) month period.

b. County Club Drive

- 1) Except for property in Village J adjacent to Bass Lake Road, prior to the recording of any final subdivision map that provides for residential development consistent with this Plan within either Neighborhood 1 or 2, as designated on Figure 10 of the Specific Plan, or concurrent with the development of either golf course or uses ancillary to a golf course, Country Club Drive from Silva Valley Parkway on the south side of the Village Green to Bass Lake Road shall be provided as follows:

- a. A dedicated right-of-way and complete engineering design prepared to the satisfaction of the transportation department, adequate to accommodate the proposed parkway as described in Sections 5.3.4 and 5.3.5 of the Specific Plan (100- to 120-foot-wide right-of-way, four-lane section).
 - b. Two paved lanes and rough grading of the other two lanes in segments, as described in subsection (c) below and in Exhibit F; and
 - c. Development within Villages F, G, J, and K may be served by a two-lane segment from the respective village to Bass Lake Road. Development within Villages C, E, H, and I may be served by a two-lane segment from the respective village to Silva Valley Parkway. Whenever the collective number of dwelling units in Villages F, G, J, and K, or the collective number of dwelling units in villages C, E, H, and I reaches a total of 1,500 units, then the two-lane Country Club Drive shall be completed between Bass Lake Road and Silva Valley Parkway.
- 2) Village Green Road from Country Club Drive to Silva Valley Parkway shall be improved to include two travel lanes either concurrent with improvement of the balance of Country Club Drive to four travel lanes or concurrent with development of the Village Green.
 - 3) Country Club Drive shall be fully developed to four travel lanes as described in the Specific Plan when the level of traffic on Country Club Drive between Silva Valley Parkway and Bass Lake Road has reached an LOS of mid-C (V/C of 0.75) for sixty (60) days or more within any twelve (12) month period.
- c. White Rock Road
- 1) Concurrent with the development of commercial Village U, White Rock Road adjacent to Village U shall be improved to one-half of its ultimate section as determined by the department of transportation.
 - 2) Concurrent with the development of commercial Village T, White Rock Road adjacent to Village T shall be improved to one-half of its ultimate section as determined by the department of transportation.
 - 3) White Rock Road from Latrobe to the Silva Valley interchange shall be improved to four travel lanes concurrent with construction of the interchange, or at such time as the County transportation department determines that the road has reached an LOS of mid-C (V/C of 0.75) for sixty (60) days or more within any twelve (12) month period.
- d. Latrobe Road
- 1) Latrobe Road, from the El Dorado Hills interchange to White Rock Road, shall be upgraded to a four-lane, divided roadway concurrent with construction of the Silva Valley interchange.
 - 2) Latrobe Road adjacent to Villages U and T, between Highway 50 and White Rock Road, shall be designed and built to a basic eight-lane divided road with multiple turning lanes, as approved by the department of transportation and commensurate with phasing of development of these villages.

e. Silva Valley Parkway Interchange

Construction of the Silva Valley Parkway interchange shall commence and continue until completion at such time as the LOS on Silva Valley Parkway between Harvard Way and Highway 50 reaches an LOS of mid-C (V/C of 0.75) for sixty (60) days or more within any twelve (12) month period.

1.4.7.3 Pedestrian Sidewalks, Paths, and Trails

- a. Sidewalks, paths, and trails along major arterial streets should be separated from streets and parking areas to the maximum extent possible both for the safety and enjoyment of the user.
- b. Paths and trails through residential open space should be located to minimize intrusion upon privacy of residents.
- c. Where possible, paths and trails should follow natural drainage courses. In most instances drainage easements will provide for trail construction and public access.
- d. Sidewalks, trails, and paths that are not adjacent to public streets should be clearly marked to facilitate their use and to discourage wandering beyond the recorded easements.
- e. Barriers and trail signage shall be designed and installed to prevent access by unauthorized motor vehicles.
- f. Trails and paths within natural open space should be located to take advantage of scenic areas and vistas.
- g. Construction of paths and trails within natural open space shall ensure minimum impact on terrain and vegetation. Construction standards should be applied to minimize maintenance requirements.
- h. Sidewalks within street rights-of-way shall meander irrespective of the alignment of the street pavement.

1.4.7.4 Silva Valley Parkway Interchange

- a. The exact location of the Silva Valley Parkway interchange shall be determined pursuant to the certification of an interchange Final EIR and amendment of this Plan. This amendment shall also consider appropriate land uses and timing of development for properties within the designated areas identified in the zoning map, Figure 5. The Plan amendment shall also include all applicable mitigation measures as contained in the certified Final EIR. These mitigation measures shall be incorporated into Section 9, "Implementation," of this Plan.
- b. The County shall initiate the amendment process concurrent with the distribution of the Draft EIR.
- c. The interchange shall be so located and designed that it will not infringe on the existing family cemetery and agricultural water source at Carson Creek. Access to adjacent properties shall be provided and relocated as required by the County.

1.4.8 Natural Open Space Policies

The Natural Open Space Policies are to guide the preservation, management, and maintenance of these areas in their relation to adjacent land uses.

1.4.8.1 General Policies

- a. The boundaries of natural open space shall blend with boundaries of the villages so as to enhance the integration of open space and developed areas.

- b. Perimeter fencing may be permitted for rural parcels as provided in the Design Guidelines and CC&Rs.
- c. Increased runoff from adjacent development will require erosion control measures to be coordinated with landscape design of adjacent development areas. Emphasis shall be placed on methods that rely on natural drainage systems and minimize change to the existing condition of creek channels within open space areas.
- d. An Open Space Management Plan shall be completed and submitted to the El Dorado County Community Development Department prior to the approval of any tentative map creating open space. It shall be an implementation mechanism of the Specific Plan in order to set forth procedures and responsibilities as to the ownership, preservation, and management of public and private natural open space areas. The Open Space Management Plan shall consider dedication to the County of El Dorado of easements over the public open space areas, should dedication of fee ownership of these areas be made to any other entity. The open space plan shall be reviewed by the El Dorado Hills Fire Department. The plan shall also include, at a minimum:
 - 1) The locations of fire access roads, fuel breaks, and passive recreation trails.
 - 2) Control burning techniques.
 - 3) The guidelines established in Appendix C.
 - 4) Investigation of opportunities for wildlife use of water in open space areas as a part of ongoing wildlife maintenance.

1.4.8.2 Riparian and Other Drainageways Policies

- a. A 200-foot-wide undeveloped buffer zone shall be established along Carson Creek in accordance with California Department of Fish and Game (DFG) requirements. In this buffer, vegetation removal shall be for the purpose of drainage improvements. In consideration of setback reductions for purposes of a golf course, the County shall consider such mitigation measures as additional plantings, erosion controls, and other habitat improvement and protection steps.
- b. Drainageway easements shall specifically preclude erection of structures and vegetation removal, except for drainage improvements, and shall forestall other site development not consistent with the purpose of these areas.
- c. Drainageways located on privately owned property shall be placed within recorded easements that provide for routine maintenance and pedestrian access.
- d. A 100-foot-wide buffer (50 feet horizontal on each side as measured from the centerline of the creek) of natural vegetation shall be maintained along all intermittent creeks.
- e. Grazing shall not be allowed in riparian buffer zones.
- f. Planting of riparian trees and shrubs shall be situated according to the flood and soil moisture tolerances of individual species as indicated in Table 1 of Appendix C.
- g. Areas disturbed during construction shall be replanted with native riparian species listed in Table 1 of Appendix C. Replanting will include a mandatory 3-year maintenance and irrigation period.

- h. Riparian vegetation on the golf course areas shall be kept naturally dense and unpruned except where needed for crossings, ball play passages, and personal and fire safety.
- i. Pedestrian, vehicular, and utility bridges over creeks, if feasible, will be oriented at right angles to the waterway to minimize loss of vegetation.
- j. The capacity of flow under bridges and culverts will be designed to reduce the need for extensive vegetation clearing near the structures.
- k. Periodic vegetation removal to ensure adequate floodway capacity in drainages will be performed to promote an overstory of mature individual riparian trees spaced to accommodate designed flows.

1.4.8.3 Fire Hazard Control Policies

- a. Open fires and barbecues will be prohibited year-round in natural open space areas.
- b. Dirt roads for fire equipment access will be sited and created in accordance with specifications of the El Dorado Hills Fire Department and will be maintained by the Master Propertyowners Association, or the public entity that will acquire the public portions of the open space. These access roads will also serve as fire breaks. To the maximum extent possible, fire access roads shall incorporate existing unimproved roads on the site.
- c. Public access by unauthorized motor vehicles will be prohibited by use of barriers.
- d. Perennial grasses and other fire-resistant plant materials may be introduced in high hazard areas on a limited basis to provide fire breaks.
- e. The stability of plant communities in grassland near residential areas will be monitored by the fire protection agency to determine if brush and other heavy fuel-load plants are encroaching.
- f. The El Dorado Hills Fire Department shall have the right to declare natural open space areas closed to the public during periods of high fire hazard and will have authority to post appropriate warning devices and signage.
- g. Livestock grazing will continue on an interim basis for fire control purposes.

1.5 Summary of Plan Proposals

1.5.1 Golf Course Community

The goals of this Specific Plan envision a physically attractive community with a strong relationship to the natural surroundings. These goals will be achieved by focusing development around undisturbed open space and two potential golf courses of championship quality. Much of the residential land use is designed to relate to a special golf course-oriented environment. The golf courses and related facilities, and the extensive open space will impart a recreational character to the community which will be an integral part of the economic and social structure of El Dorado County. The expansive, landscaped character of the golf courses will lend an openness to the entire development project.

1.5.2 Residential Land Use

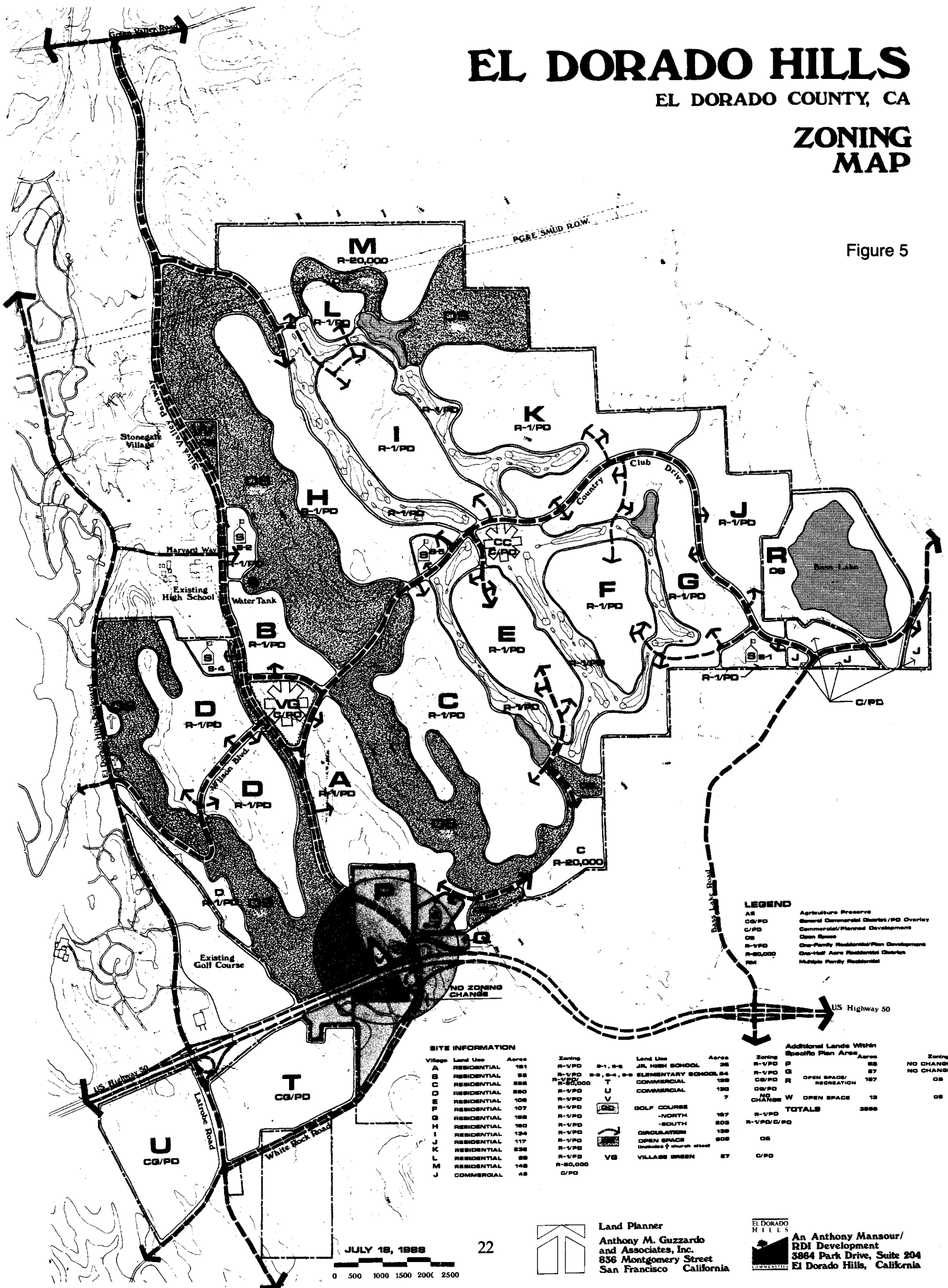
The Specific Plan area is designed to be primarily a residential community that provides housing opportunities in a planned environment with ample open space and a variety of retail shopping and service activities. The housing will be a mix of residential dwellings that appeal to a variety of householders, both young and old.

EL DORADO HILLS

EL DORADO COUNTY, CA

ZONING MAP

Figure 5



The Specific Plan will provide a lifestyle that is unique in the region. Individuals and householders will be able to select among a range and variety of housing types and settings within the broad open spaces and hillsides of El Dorado County. It is anticipated that such a setting would appeal to those who seek a full-service community with opportunities for shopping, leisure, and employment activity, as well as those who might also enjoy daily walks and panoramic views of the open countryside.

The El Dorado Hills Community will be distinguished from other residential areas in the rural areas of El Dorado County and, indeed, from the residential communities throughout the rest of the Sacramento region. This will be accomplished by the integration of open space and by imparting a rural ambiance with residential land use, by the establishment of cohesive architectural themes, and by the definition of the area as a community with clearly identifiable boundaries provided by open space buffers.

1.5.3 Retail Commercial, Services, and Industrial Development

The core area around the intersection of El Dorado Hills Boulevard and Highway 50 will be the hub of economic development in western El Dorado County. Furthermore, this area ultimately can be expected to be a major node of economic and retail activity on the eastern side of the Sacramento Metropolitan region. The El Dorado Hills Business Park will provide a cornerstone to this development, but it also can be expected that additional office, services, and retail land use may emerge within the Plan Area as the residential population in the area grows.

1.5.4 Village Green/Community Center

A critical factor in establishing the identity and sense of community for El Dorado Hills is the concept of a distinct "town center" in the form of a 27-acre community center. The Village Green/Community Center will serve as the focal point of community social life by providing a place for formal and informal interaction among neighbors, and a visual center for the community.

A strong town center contributes greatly to a sense of community among the residents. It is a visual center that provides an overall sense of spatial organization, and a visual reference point that helps orient people to their location within the community. This sense of location is important in that it provides a sense of comfort and satisfaction within the community.

Since ancient times communities have formed around a center of activity. In agricultural communities it was the farmer's market; in many ancient cultures it was the center of political or religious activity; and in New England villages the town square was a focal point of political and social life, as it has been in countless small towns throughout the country. The "town square" or "village green" has been a prominent feature of most urban communities throughout history.

The Village Green/Community Center will be located in a highly visible, central location at the intersection of Silva Valley Parkway and Country Club Drive. This location is readily accessible not only from the newly planned residential villages in this Plan Area, but also from the existing villages in El Dorado Hills. It is intended that the Community Center serve as the focal point of the entire El Dorado Hills Community and, as such, reinforce the original village concept of the El Dorado Hills/Salmon Falls Area Plan approved by the El Dorado County Board of Supervisors in 1983.

