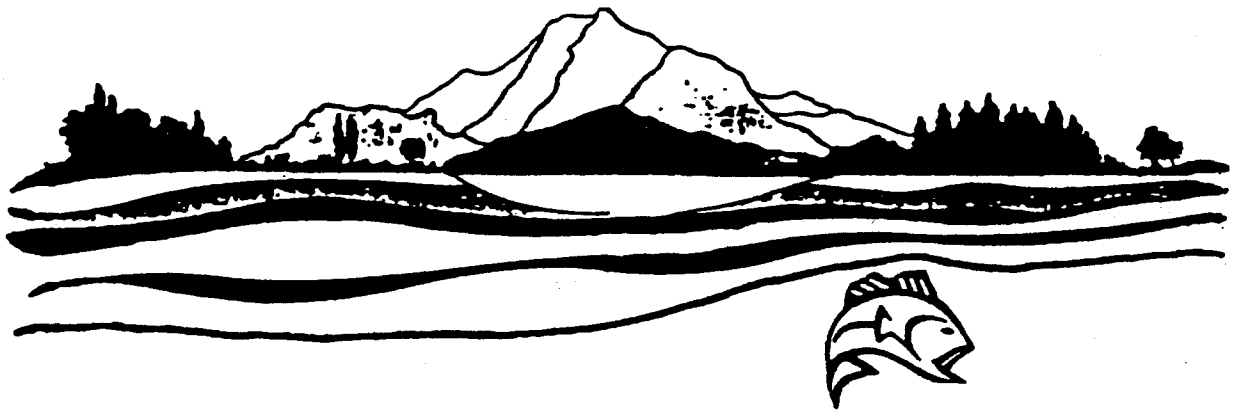
BASS LAKE HILLS SPECIFIC PLAN

County of El Dorado



November 7, 1995

BASS LAKE HILLS SPECIFIC PLAN

County of El Dorado

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BASS LAKE HILLS SPECIFIC PLAN

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1.0 INTRODUCTION AND PROJECT SETTING

1.1 Purpose and Scope of the Specific Plan

The purpose of the Bass Lake Hills Specific Plan (herein referred to as the Plan) is to facilitate the orderly and systematic development of the Plan area through the establishment of a comprehensive and coordinated planning program which is consistent with the El Dorado County Public Review Draft General Plan (General Plan), and the development opportunities and constraints of the land.

The Plan provides a comprehensive framework for future development of the Plan area. The Plan establishes maximum residential land use densities for all land within the Plan area, specifies how those lands will be developed, describes the public facilities and services necessary to support allowed development, and describes the funding mechanisms necessary for implementation.

The Plan and the Bass Lake Road Area Program Environmental Impact Report (herein referred to as the EIR) and Addendum improves efficiency of development planning and review and provides correlation between land use, public facilities and services necessary to support allowed development. The environmental review process for subsequent residential projects may be found exempt from CEQA pursuant to Section 15182. This section states that an EIR or negative declaration is not required for residential projects, including land subdivisions, zone changes, and residential planned unit developments, where an EIR has been certified by the County for the Plan.

Following are key components and features of the Plan:

- Land uses within the Plan area;
- Location, extent, and financing of area-wide public facilities required to serve ultimate development of the Plan area;
- Natural resources potentially affected by Plan area development;
- Goals and policies to guide development decision making;
- Implementation programs which describe land use regulation mechanisms, Plan adoption and amendment procedures, public property maintenance and financing, and a framework for public facility phasing; and
- Design guidelines for select public facility improvements.

The Plan is not an ordinance and is not intended to replace the El Dorado County Zoning Ordinance. Rather, the Plan refines the General Plan by providing detailed policy direction for the Plan area beyond that provided in the General Plan. The Plan is, therefore, implemented by existing County regulations, and can be adopted and amended by resolution in the same manner as the General Plan (refer to Section 9.2).

1.2 Planning Approach and Methodology

The Plan is the result of an on-going planning effort initially involving simultaneous processing of tentative subdivision maps and zone change requests for several properties within the study area. The area-wide planning effort began with the preparation of an area-wide EIR analyzing potential impacts of developing the Plan area at assumed densities consistent with the El Dorado Hills/Salmon Falls Area Plan land use designations in effect at the time. These densities would have yielded a maximum of 2,847 dwelling units.

As the EIR process proceeded, it became apparent that many area-wide planning issues addressed in the EIR required a mechanism which would help to ensure that adopted mitigation measures were applied in project approvals and that monitoring of mitigation measures occurred. Following is a listing of the planning issues which were identified:

- Circulation
- Cultural Resources
- Grading Limitations
- Noise
- Oak Woodland Habitat Conservation
- Open Space
- Parks and Recreation
- Public Facilities and Services
- U.S. Highway 50 Scenic Corridor
- Wetlands and Surface Hydrology

Development proponents and the County agreed that a comprehensive development plan should be prepared as a means to address these planning issues and develop a consistent policy program to coordinate the implementation of projects. Subsequently, the County determined that a specific plan would be prepared, as defined by California Government Code. The Plan is an outgrowth of the area-wide EIR that includes the mitigation measures.

During the hearing process for Plan consideration, the General Plan Update project description became more defined. On December 8, 1992, the Board of Supervisors directed the Planning Department to incorporate "Alternative 3A" into the General Plan Project Description and to revise the draft Specific Plan to be consistent with that land use scenario. The revised Plan proposes a range of densities from 1 du/5 acres to 4 du/acre with a maximum yield of 1,458 dwellings. The Plan reflects consistency with the General Plan.

The Plan is a policy document to refine and implement the draft General Plan, and is implemented by existing ordinances and State law. Following is a summary of key assumptions of the Plan:

- Proposed and assumed zoning designations are consistent with the General Plan and densities described in the EIR.

- Implementation of the Plan will be provided through the El Dorado County Zoning Ordinance, and all other applicable County ordinances.

This Plan also incorporates the mitigation measures from the Plan's final EIR. Mitigation measures adopted for potential impacts associated with the EIR are incorporated as development standards for the Plan.

Per Government Code Section 65457, Planning and Zoning Law, "any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code". Further environmental analyses may be required if a project description deviates from the EIR project description to the extent that new, unmitigated significant environmental impacts are identified. This additional environmental analysis may take the form of a supplemental or subsequent EIR, or a mitigated negative declaration in accordance with Section 21166 of the State CEQA Guidelines.

1.3 Plan Area Location and Description

1.3.1 Regional and Local Setting

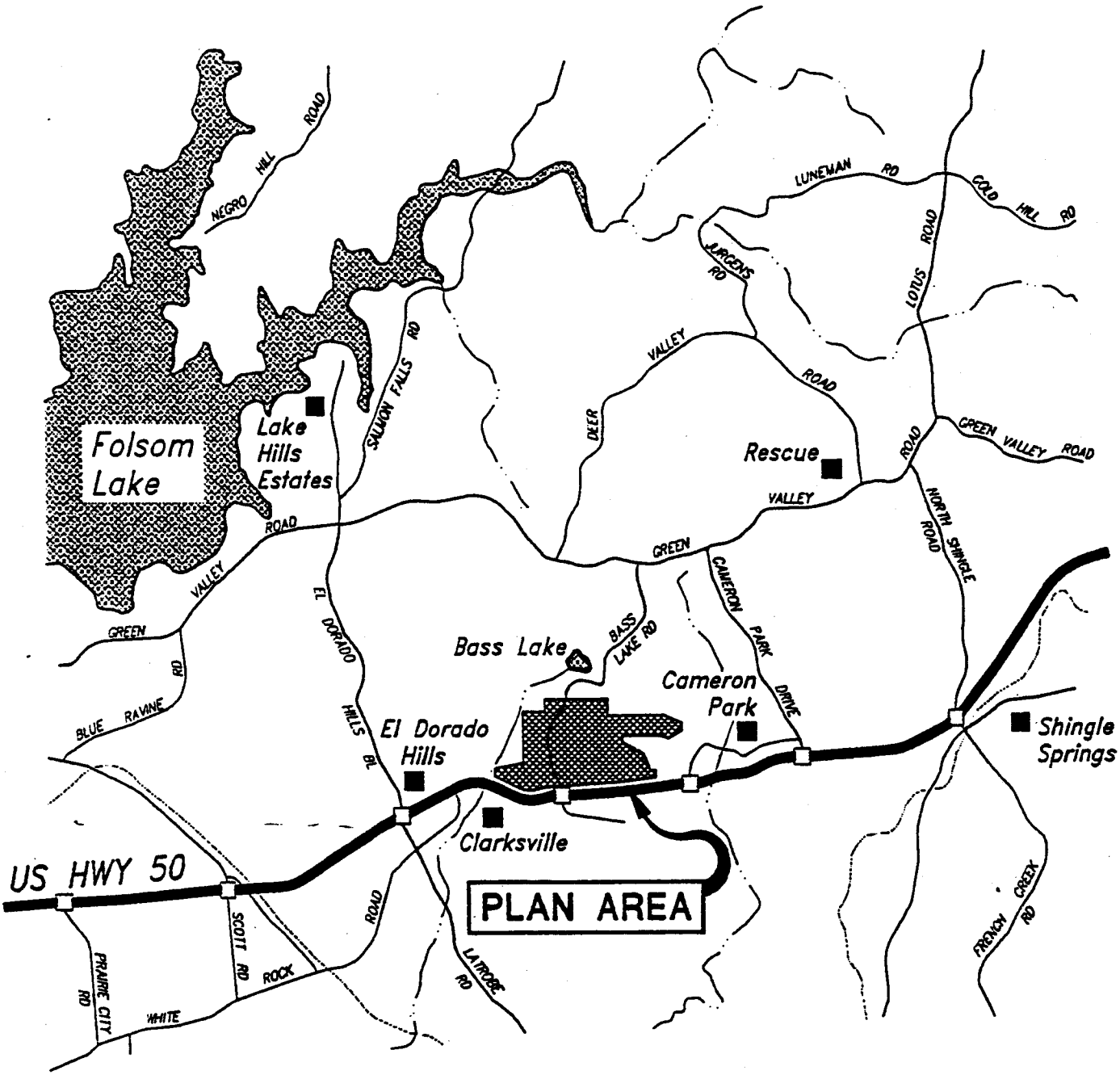
The Plan area is approximately three miles east of the Sacramento/El Dorado County line, within the underdeveloped eastern portion of El Dorado Hills and adjacent to the west end of Cameron Park (Figure 1-1). U.S. Highway 50 forms the southern Plan area boundary, and Bass Lake Road transects the area in a north/south direction. Bass Lake itself is approximately one-quarter mile north of the Plan area.

1.3.2 Plan Area Description

The Plan area is 1,196 acres in size and includes 88 individual parcels ranging in size from 1.1 to 96.4 acres (Appendix A). The majority of the parcels (78 percent) are approximately 10 acres in size. There are approximately 35 existing residential dwelling units in the Plan area.

Figure 1-1

Regional and Local Setting



1.3.3 Plan Area Existing Conditions

The Plan area includes a variety of natural resources, including the following:

- Hillsides
- Oak woodland
- Wetlands, intermittent streams and drainages
- Cultural resources

This section describes the identified natural resources in the Plan area. Policies pertinent to these resources are contained in Section 7.0, Environmental Management. Figure 1-2, Composite Resources Map, provides a conceptual mapping of all of the resources described in this section.

1.3.3.1 Hillside Viewsheds and U.S. Highway 50

Much of the Plan area consists of rolling hills which are highly visible from off-site vantage points, particularly the U.S. Highway 50 corridor. From U.S. Highway 50, large portions of the Plan area constitute prominent foreground and background viewsheds. The hillsides of the Plan area are the prominent background feature from eastbound U.S. Highway 50 for the first two miles as one enters the County. Areas of greatest sensitivity are the hillsides within the viewshed of U.S. Highway 50 and Bass Lake Road.

An analysis of the U.S. Highway 50 corridor was prepared by Sierra Land Design under contract with the County, and was accepted by the El Dorado County Board of Supervisors in June 1991. This analysis identified both foreground and background areas along the corridor from the west El Dorado County line to the City of Placerville. The draft General Plan directs the establishment and application of the Scenic Corridor Combining Zone District to all lands, exclusive of Community Regions and Rural Centers, to lands determined to be scenic (General Plan Policy 2.6.1.6). Foreground and background areas for the Plan area are shown in Figure 1-3.

At the residential densities proposed, the most noticeable effect of development will be modification of the natural topography through grading and removal of tree cover to accommodate roads and building sites. In addition to visual impacts, hillside grading also increases potential erosion impacts.

Hillside topography is subject to a variety of mechanisms to reduce viewshed impacts along the roadways. These include utilization of clustering, planned development, and transfer of development.

Figure 1-4, Slope Map, illustrates the Plan area in accordance with the following slope categories. Table 1-1 describes the various slope categories in terms of percentages of the total Plan area.

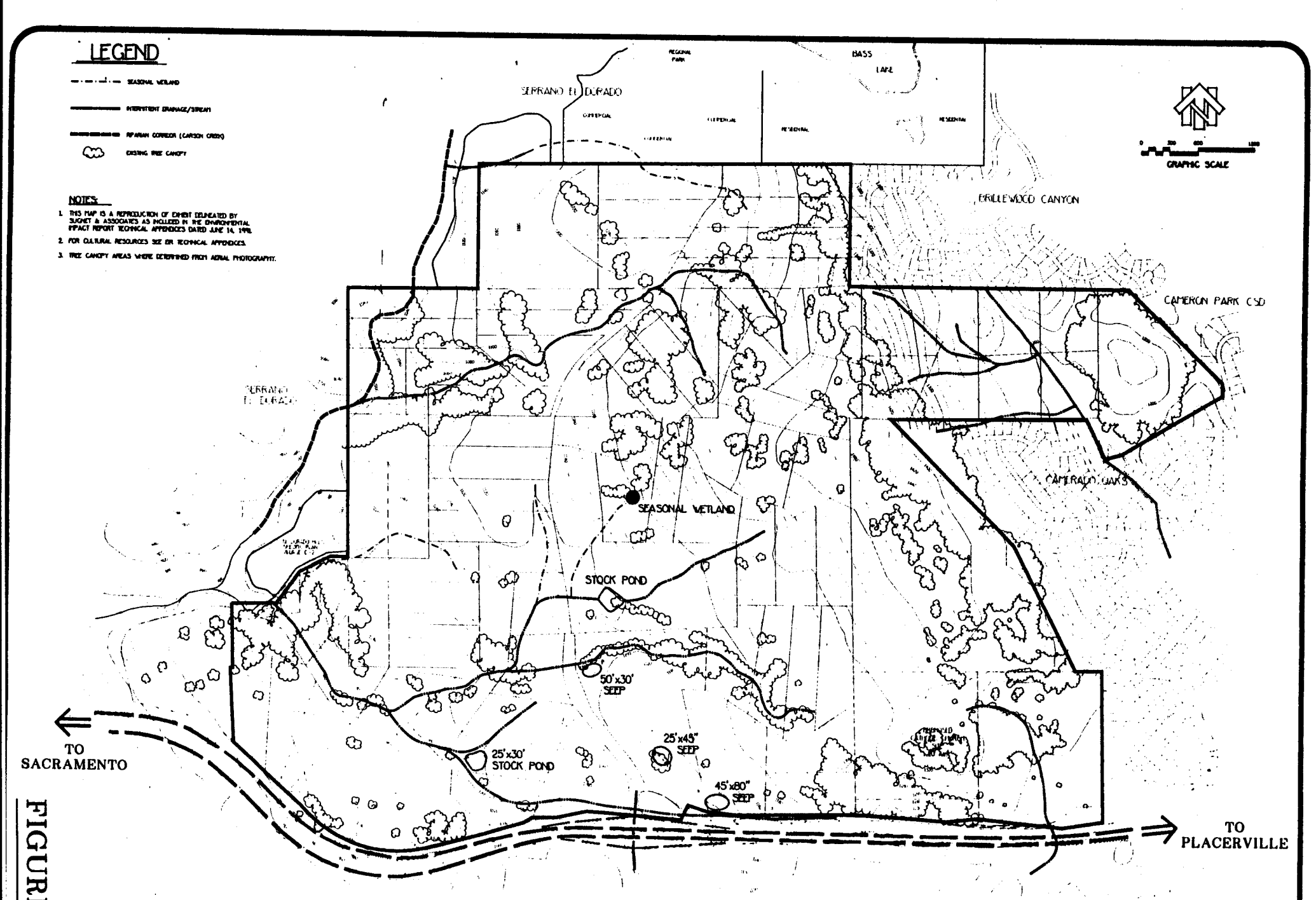


FIGURE 1-2

BASS LAKE HILLS SPECIFIC PLAN
COMPOSITE RESOURCES MAP

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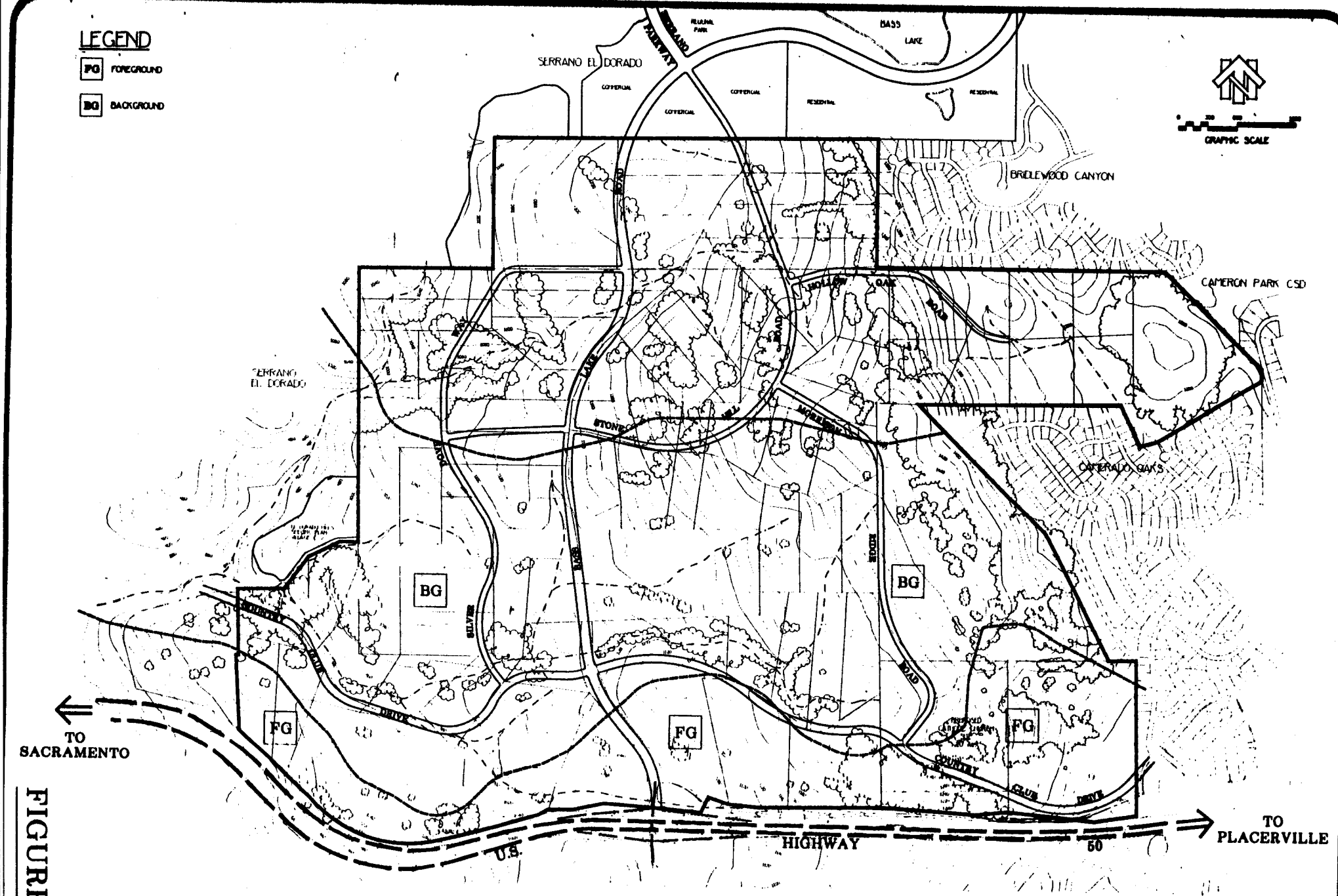

FIGURE 1-3

BASS LAKE HILLS SPECIFIC PLAN
HIGHWAY 50 VIEWSHED

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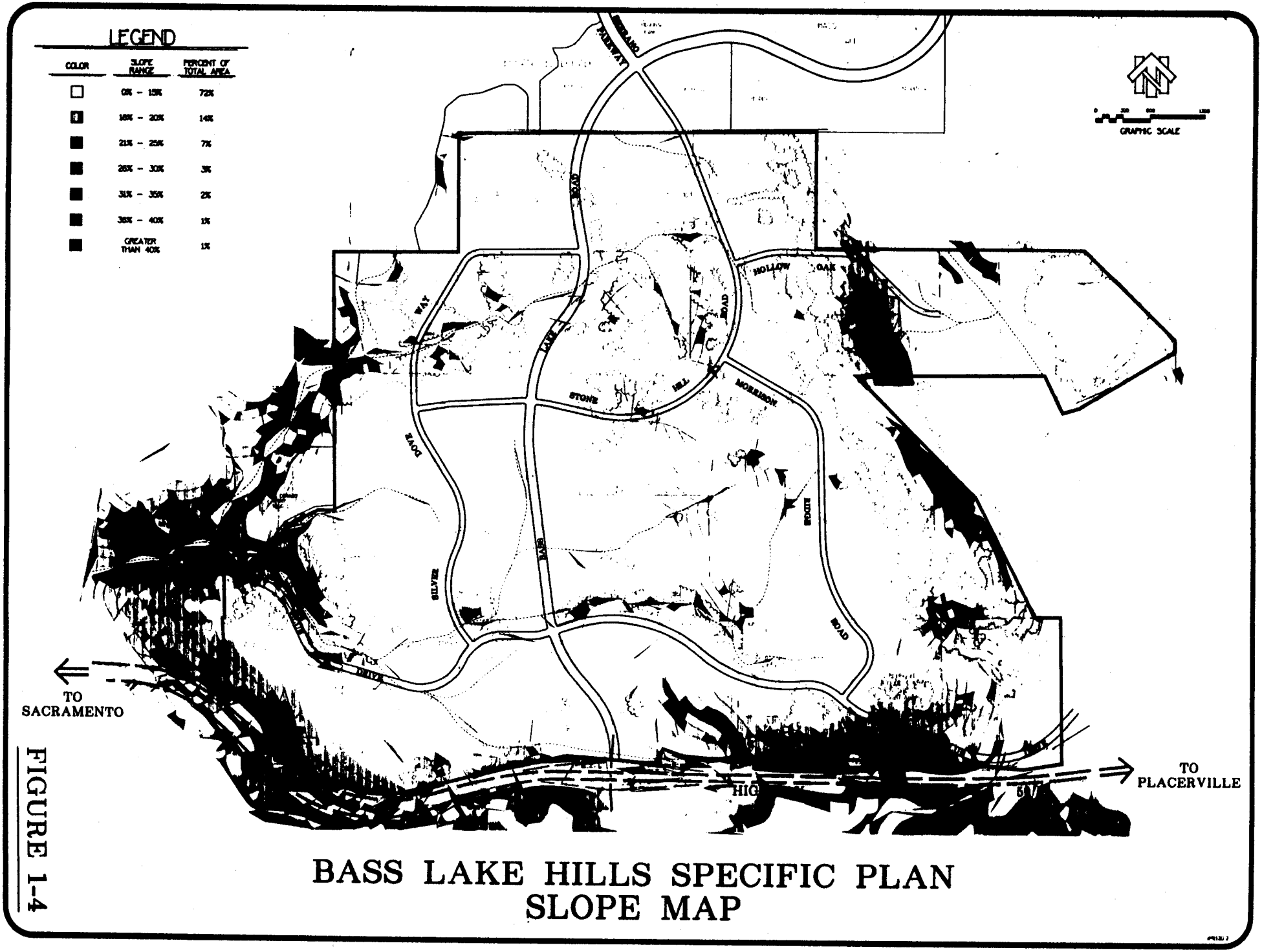


FIGURE 1-4

BASS LAKE HILLS SPECIFIC PLAN
SLOPE MAP

Table 1-1

Slope Categories

Slope Category (% Slope)	% of Plan Area
0-10	40
10-15	29
15-20	21
20-30	9
30 or more	1

As shown in Table 1-1, 69 percent of the Plan area has slopes of 15 percent or less with 31 percent of the Plan area having slopes in excess of 15 percent.

1.3.3.2 Oak Trees

The Plan area is characterized by a variety of vegetative habitats. While annual grassland is the predominant form, oak woodland and savannah comprises a significant area. The oak woodland is characterized by trees with diameter at breast height (dbh) of 30 to 40 inches and a healthy middle story of oak saplings under 6 inches dbh. Also included is a rich understory of vegetation. Oak Savannah differs from the Oak Woodland primarily by the absence of significant understory. Figure 1-2, the Composite Resources Map, shows oak trees cover large areas of the eastern and western portions. While the Plan area contains a variety of tree species, oaks are the dominant species and are deemed to be of greatest importance. The multitude of oak trees which grow in the Plan area constitute a valuable natural resource for several reasons, including aesthetics, erosion control, temperature control, and wildlife habitat.

Oak tree conservation policies are set forth in Section 7.5.

1.3.3.3 Wetlands, Intermittent Streams, and Drainages

The EIR identifies a variety of wetlands, including intermittent streams, drainages, adjacent wetlands, and seeps. Other wetlands include a perennial stream riparian corridor (Carson Creek) and two stock ponds. Within the entire Plan area, there are approximately 15 acres of wetland features. Wetlands, intermittent streams, and drainages are depicted conceptually in Figure 1-5, Wetlands and Surface Hydrology Map.

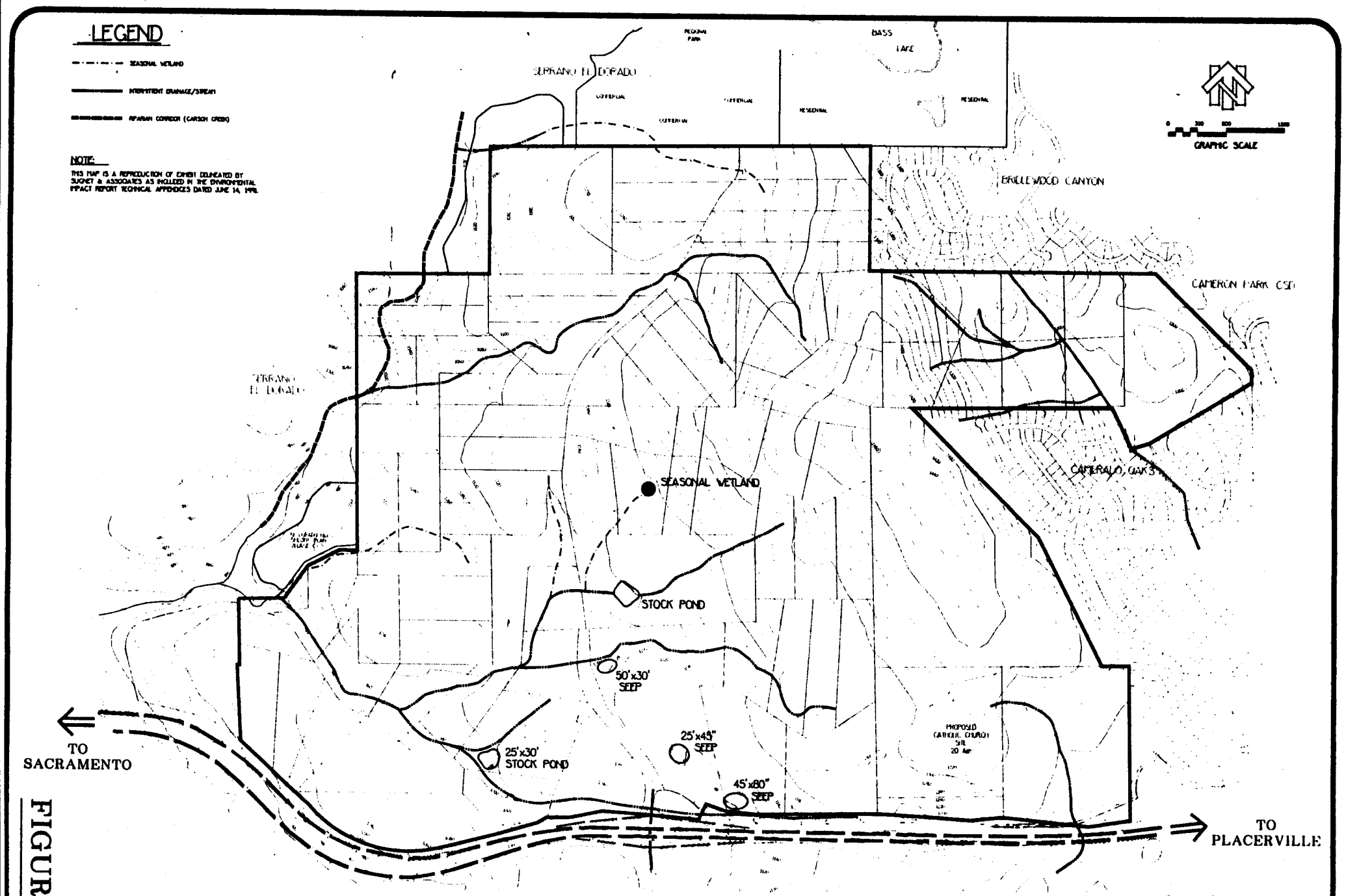


FIGURE 1-5

BASS LAKE HILLS SPECIFIC PLAN
WETLANDS AND SURFACE HYDROLOGY MAP

COOPER, THORNE & ASSOCIATES, INC.

Carson Creek is a perennial stream, defined by the California Department of Fish and Game (CDFG) (Section 14.123 of the Fish and Game Code) as a stream (with bed and bank) that flows year-round under normal precipitation conditions. Intermittent streams are defined as streams (with bed and bank) that experience natural interrupted flow (i.e., do not flow year-round).

Wetlands within the Plan area are defined by Section 404 of the Federal Clean Water Act as waters of the United States, and may be under the jurisdiction of the U.S. Army Corps of Engineers. Specific delineation of wetlands, as may be required by Section 404 of the Federal Clean Water Act, must be accomplished prior to approval of individual development requests.

Policies pertaining to intermittent streams, drainages, and wetland areas shown in Figure 1-5 are set forth in Section 7.4.

1.3.3.4 Cultural Resources

Seven prehistoric and historic resource sites have been discovered in the Plan area as identified in the EIR. In addition, the Plan area contains a segment of the historic Clarksville Toll Road that includes a variety of resources on- and off-site.

Cultural resources presently known, or subsequently discovered in the development review and construction process, are addressed by policies set forth in Section 7.2.

1.3.4 Adjacent Land Use

The Plan area is located immediately adjacent to existing and proposed residential developments. The El Dorado Hills Specific Plan (EDHSP) area is located to the north, west, and northwest of the Plan area. Approved in 1988, the EDHSP provides for the maximum development of approximately 6,100 dwelling units, at an average density of 1.6 dwellings per acre. Land use includes a variety of commercial uses, recreational facilities, and open space on approximately 3,800 acres. Development of the EDHSP area has commenced. Due to topographical constraints, some residential portions of the EDHSP may be accessed through the Plan area via Bass Lake Road. Immediately north of the Plan area, 40 acres of commercial property is designated and zoned within the EDHSP to provide services for the surrounding residential developments.

The Bar J Ranch subdivision is located on the eastern boundary of the Plan area. Approved in 1986, this residential development includes 503 lots within an area of approximately 267 acres, with an overall density of 1.9 dwellings per acre. Land immediately northeast of the Plan area is within the approved Bridlewood Canyon development which will ultimately consist of 290 dwellings on 145 acres, resulting in a average density of 2.0 dwellings per acre. U.S. Highway 50 forms the southern boundary of the Plan area. Land southeast of U.S. Highway 50 are designated Low Density Residential (LDR). The property to the southwest of the Plan area adjacent to U.S. Highway 50 is presently engaged in livestock grazing. The property is currently under Williamson Act Land Use Contract (Agricultural Preserve No. 71).

Existing land use surrounding the Plan area is depicted on Figure 1-6.

1.3.5 Infrastructure

Public infrastructure improvements, such as water and sewer trunklines, will connect with and/or be extended from adjoining development areas. Water could be provided from the north via the Placerville Ridge Conduit and/or the Gold Hill Intertie. Sewer service will be provided at the Deer Creek and El Dorado Hills treatment plants via the Cameron Park and the Silva Valley intercept lines. (See Figure 5-1, Master Water System, and Figure 5-2, Sewer Plan)

1.4 Legal Authority

Authorization for specific plans is found in California Government Code Section 65450 et seq. As specified by the State law, a specific plan must contain the following information:

A. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land use described by the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.

4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs (1), (2) and (3).

B. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

The Plan contains all components required by the Government Code.

The Plan is intended to function in concert with the implementation program for mitigation measures adopted in the final EIR and Addendum. Authority for mitigation monitoring is contained in the California Environmental Quality Act (CEQA) Section 21081.6 of the California Public Resources Code (Mitigation Monitoring).

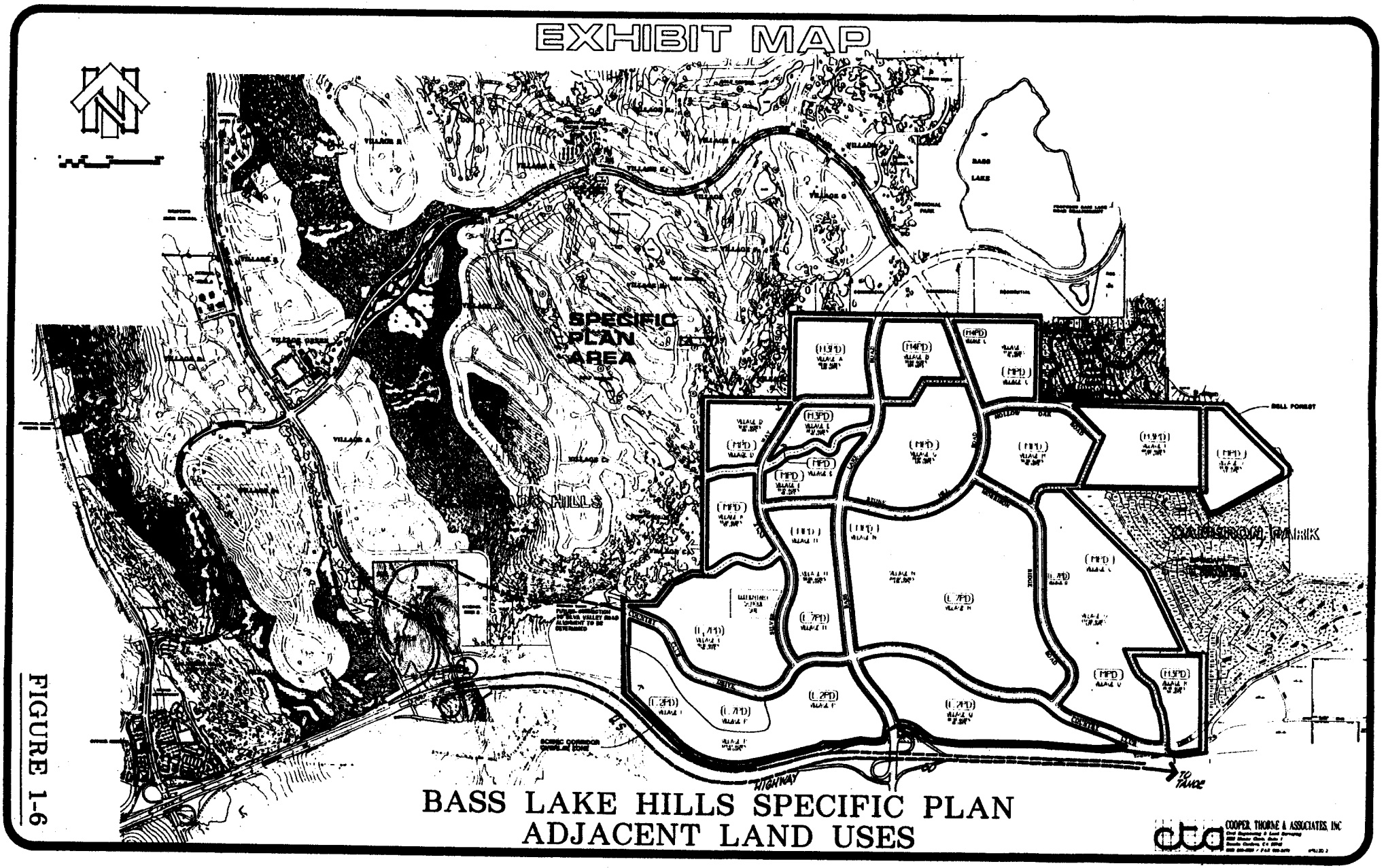


FIGURE 1-6

BASS LAKE HILLS SPECIFIC PLAN
ADJACENT LAND USES

COOPER, THORNE & ASSOCIATES, INC

2.0 VISION STATEMENT AND PLAN GOALS

2.1 Intent of the El Dorado County General Plan

The Plan must be consistent with the County's General Plan. According to the General Plan Land Use Map, the site is anticipated to accommodate residential development at various densities (Figure 2-1). The approximate developable acreage of the General Plan's land use designations for the property are summarized in Table 2-1.

Table 2-1

General Plan Land Uses for the Bass Lake Area

General Plan Land Uses	Acres*	% of Site
Community Regions		
High Density Residential	138.16	11.84
Medium Density Residential	855.33	73.31
Rural Regions		
Low Density Residential	173.31	14.85
Totals	**1,166.80**	**100.00**
*Acreage figures excludes area occupied by Bass Lake Road.		

2.2 Vision Statement

The Plan vision has been shaped through a series of public workshops and hearings. The vision for the Plan is as follows:

1. Maintain and protect the Plan area's natural beauty and environmental quality, by maintaining natural landscape features and the rural character, while accommodating new residential development and necessary support uses;

2. Maintain a visual separation between the communities of Cameron Park and El Dorado Hills;

3. Maintain open space areas between villages, and along roadways and streams;

4. Provide a circulation system to serve the Plan area that provides opportunities for circulation of vehicles, bicycles, and pedestrians;

5. Provide for mix housing through a variety of housing types;

6. Improve and expand park and recreational facilities throughout the Plan area; and

7. Minimize visual impacts in the foreground area adjacent to U.S. Highway 50.

2.3 Specific Plan Goals

The Plan is intended to promote the vision of the Plan and the goals of the General Plan. Plan goals include the following:

1. To encourage comprehensively planned villages;

2. To create a functional, safe, and attractive residential community complimented by all necessary public facilities and services;

3. To create integrated open space and park amenities which enhance the quality of life for Plan area residents;

4. To facilitate development, while respecting and conserving the natural resources of the Plan area, that will continue to provide wildlife habitat

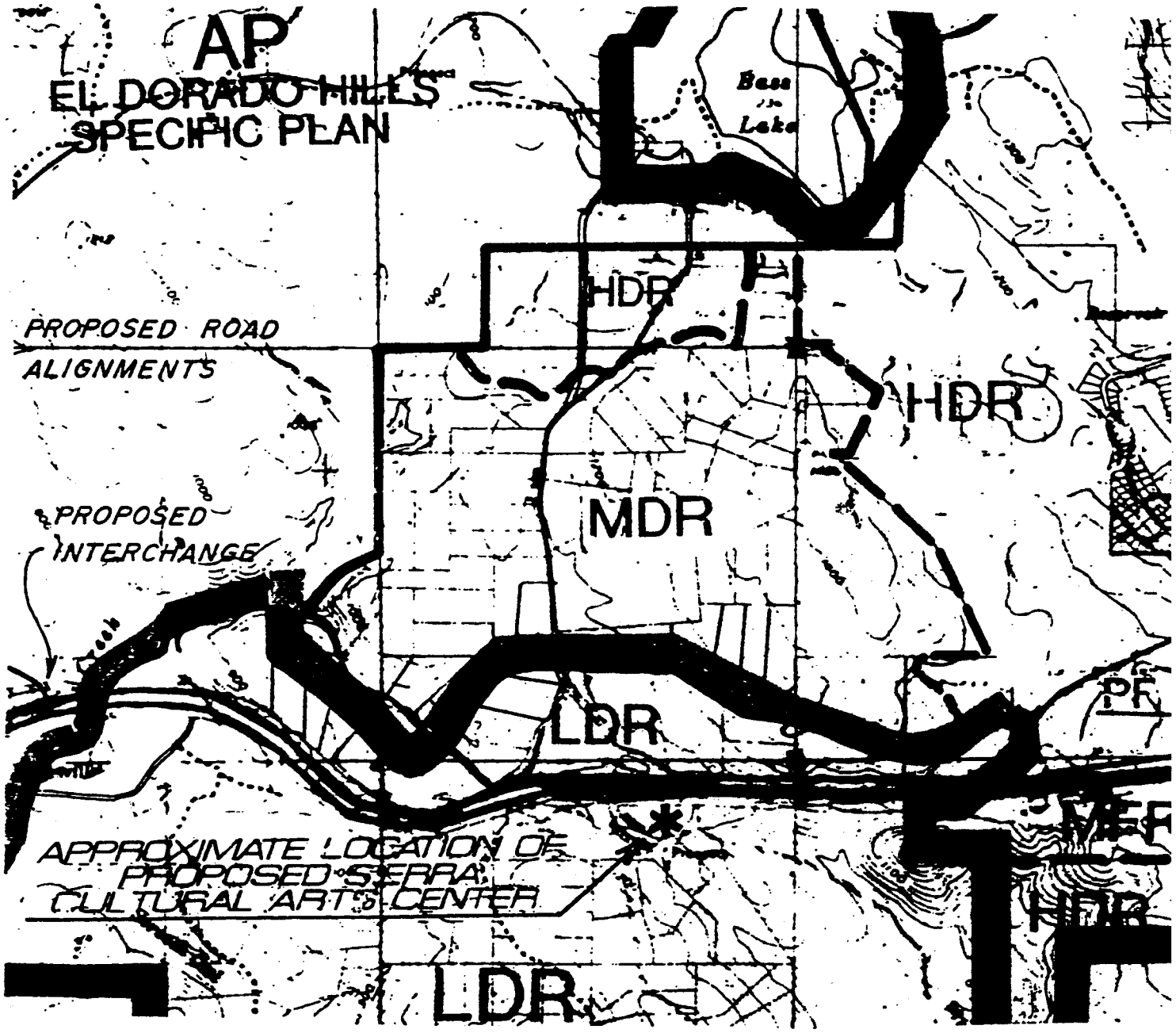
5. To provide mechanisms for the implementation, funding, enforcement, and maintenance of all aspects of this Plan;

6. To provide for the perception of open space of the site within the viewshed of U.S. Highway 50; and

7. To maintain visual and spatial separation between the Plan area and the adjacent communities to the west and east.

Figure 2-1

General Plan Land Use Map
(Public Review Draft General Plan)



HDR: High Density Residential (1-5 du/ac)
MDR: Medium Density Residential (1 du/1-5 ac)
LDR: Low Density Residential (1 du/5-20 ac)

2.4 Relationship to the El Dorado County General Plan

Government Code Section 65450 requires specific plans to include a statement of the relationship of the specific plan to the general plan. This section also states that a specific plan is prepared to implement the general plan. In addition, Section 65454 requires that a specific plan be consistent with the general plan. This section of the Bass Lake Hills Specific Plan describes the consistency of the Plan with the El Dorado County General Plan.

The following lists each of the applicable goals, objectives, and policies of the General Plan and describes how the Plan implements that policy or is otherwise consistent with its intent or requirements. The General Plan goals, objectives, and policies are shown in italics followed by a discussion of the consistency of the Plan with the policy.

LAND USE ELEMENT

GOAL 2.1: Land Use
Protection and conservation of existing communities and rural centers; creation of new sustainable communities; curtailment of urban/suburban sprawl; location and intensity of future development consistent with the availability of adequate infrastructure; and mixed and balance uses that promote use of alternate transportation systems.

OBJECTIVE 2.1.1: COMMUNITY REGIONS
Provide opportunities that allow for continued population growth and economic expansion while protecting and preserving the character and extent of existing rural centers and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life and economic health of the County.

> ***Policy 2.1.1.2***
> *Establish Community Regions to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development within the County, based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the General Plan Land Use Map.*

Discussion: The Plan area is located within the underdeveloped eastern portion of El Dorado Hills (east of Serrano El Dorado) and adjacent to the west end of Cameron Park. The Plan area is located within the Community Region boundary with the exception of the southern portion of the Plan area located within the foreground of the U.S. Highway 50 viewshed which is located within the Rural Region. The property is bounded on the south by U.S. Highway 50 and is bisected by Bass Lake Road which runs north/south through the project site connecting U.S. Highway 50 with Green Valley Road. Public water and sewer service is available to serve the development proposed. (El Dorado County General Plan)

GOAL 2.6: CORRIDOR VIEWSHEDS
Protection and improvement of scenic values along designated scenic road corridors.

OBJECTIVE 2.6.1: SCENIC CORRIDOR IDENTIFICATION
Identification of scenic and historical roads and corridors.

Policy 2.6.1.1
A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State Highways.

Discussion: As part of the preparation of the review draft El Dorado County Scenic Highways Ordinance dated June 1992, a viewshed study was conducted which identified the foreground and background viewsheds along U.S. Highway 50 from the City of Placerville to the El Dorado County/Sacramento County border. That portion of the Plan area located within the foreground viewshed of U.S. Highway 50 is located within the Rural Region and is designated LDR by the General Plan. The Plan designates this area Low Density Residential Planned Development (L.2PD) which allows for a maximum density of one dwelling unit per five acres. This is consistent with the General Plan and protects the foreground viewshed from U.S. Highway 50 by maintaining existing zoning and density. (El Dorado County General Plan, Bass Lake Hills Specific Plan Land Use Diagram)

CIRCULATION ELEMENT

OBJECTIVE 3.2.1: CONCURRENCY
Ensure that safe and efficient transportation and circulation facilities are provided for concurrently with new development.

Policy 3.2.1.1
Development proposals shall be reviewed to determine if significant traffic impacts or reductions in Level of Service (LOS) per Policy 3.5.1.5.11 will occur to existing public roads as a result of the proposed project. Project proponents shall be required to make necessary road improvements or to pay a traffic impact mitigation fee (TIM), or some combination of both, to accommodate increases in traffic caused by the proposed project.

Policy 3.2.1.2
Development review shall consider the adequacy of public and private roads for emergency vehicle access and for off-site traffic impacts. Inadequate roads shall be improved through such measures as "area of benefit" districts, fees, project approval conditions, assessment districts, or other means. Where no improvement or other acceptable mitigation measures are proposed to alleviate project induced situations concurrent with development, land development projects shall be denied.

Policy 3.2.1.3
All developments may be required to either improve street frontage, dedicate land for road right-of-way, provide road improvements, enter into a street improvement agreement, pay fees, provide appropriate mitigation for alternative transportation modes, or provide a combination of the above as may be appropriate for the project.

Discussion: The Circulation Plan sets forth the location and design of the internal roadway system. Streets and roads will be constructed concurrently with the development of the Plan area. Appropriate road right-of-way will be acquired for Bass Lake Road to permit future expansion to four lanes. (Section 4.0)

GOAL 3.10. REDUCE VEHICLE DEMAND
Reduce the level of demand on County roadways through the implementation of policies and programs that minimize congestion and improve level of service.

OBJECTIVE 3.10.1: TRANSPORTATION ALTERNATIVES
Promote the development of strategies that increase the capacity of the highway system, reduce the level of demand placed on the system, or spread the period of peak demand.

Policy 3.10.1.1
Transportation alternatives, which are cost-effective, shall be strongly encouraged. A public transit system linking employment, shopping areas, and schools with residential areas should be developed.

Policy 3.10.1.3
The County shall continue to work with employers, residents, and other agencies to encourage increased car pools, van pools, and park-and-ride lots.

Policy 3.10.1.4
Bus stops and turnouts shall be considered for inclusion into new developments.

Policy 3.10.1.5
Project review shall take into account all forms of transportation and circulation systems, including rail, bicycle trails, pedestrian paths, equestrian easements, off-site and on-site parking where appropriate.

Discussion: The Plan is designed to accommodate a variety of transportation options. A park-and-ride lot is provided at the northwest corner of Bass Lake Road and U.S. Highway 50. The Plan area will be provided non-vehicular access facilities, including a bicycle/pedestrian path along Bass Lake Road, bicycle paths along all local collector streets, and trails within public open space areas and parks. The Plan will also provide for the completion of the section of the Mormon-Carson National Historic Trail via the historic Clarksville Toll Road in conformance with the El Dorado County Hiking & Equestrian Trails Master Plan. (Section 4.0)

HOUSING ELEMENT

GOAL 4.1: HOUSING OPPORTUNITIES

A variety of housing opportunities by type, tenure, price, and neighborhood character to ensure the availability of decent housing within a suitable residential environment for all residents, regardless of income, race, gender, age, or any other arbitrary factor.

OBJECTIVE 4.1.1: HOUSING NEEDS

Attainment of the County's projected share of the regional housing needs.

Policy 4.1.1.2

Specific plans need to address and provide for affordable housing.

Discussion: The Plan provides for a wide range of single-family residential densities which will accommodate a range of income levels from moderate to above moderate. The Plan anticipates the development of single-family attached units at the northern portion of the Plan area adjacent to the future commercial area. (Section 3.0)

OBJECTIVE 4.2.3: PLANNED DEVELOPMENTS

Use of planned developments to allow design flexibility and creativity to produce affordable housing.

Policy 4.2.3.1

Use of the Planned Development (PD) Combining Zone District shall be promoted to allow greater flexibility in development standards to encourage developers to include low- and moderate-income housing within residential developments.

Discussion: The application of the PD Combining Zone District will be required for the development of the entire Plan area to permit clustering, creation of open space, and allow for innovative design. Permitted flexibility in development standards should help reduce housing prices. (Section 3.3)

PUBLIC SERVICES AND UTILITIES ELEMENT

OBJECTIVE 5.1.2: CONCURRENCY

Ensure that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, schools, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided.

Policy 5.1.2.1
Prior to the approval of any discretionary development, the Approving Authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.

Policy 5.1.2.2
Provision of public services to new discretionary development shall not result in a reduction of service below minimum established standards to current users.

Policy 5.1.2.3
New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project. Lack of available public or private services or adequate infrastructure to serve the project which cannot be satisfactorily mitigated shall be grounds for denial of any project or cause for the reduction of size, density, and/or intensity otherwise indicated on the General Plan Land Use Map.

Discussion: The Plan includes a Public Facility Financing Plan (PFFP) to ensure adequate funding of infrastructure needed to support Plan area development and to ensure that new development pays its share of infrastructure improvements. (Section 9.4)

OBJECTIVE 5.1.3: EFFICIENT DEVELOPMENT PATTERN
Promote a development pattern that permits the efficient delivery of public services in a cost-effective manner.

Policy 5.1.3.1
Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.

Discussion: The Plan area is located within the Community Region boundary with the exception of the southern portion of the Plan area located within the foreground of the U.S. Highway 50 viewshed which is located within the Rural Region. The property is bounded on the south by U.S. Highway 50 and is bisected by Bass Lake Road which runs north/south through the project site connecting U.S. Highway 50 with Green Valley Road. Public water and sewer service is available to serve the development proposed. (El Dorado County General Plan)

AGRICULTURE AND FORESTRY ELEMENT

GOAL 8.1: AGRICULTURE LAND CONSERVATION

Long-term conservation and use of existing and potential agricultural lands within the County, and limiting the intrusion of incompatible uses into agricultural lands.

OBJECTIVE 8.1.3: PROTECTION OF AGRICULTURAL LANDS

Protection of agricultural lands from adjacent incompatible land uses.

> ***Policy 8.1.3.1***
> *Agriculturally-zoned lands, including Williamson Act Contract properties, shall be buffered from increases in density on adjacent lands by requiring a minimum of ten (10) acres for any parcel created adjacent to such lands. Those parcels used to buffer agriculturally-zoned lands shall have the same width to length ratio of other parcels.*

The Plan provides that development of those lands adjacent to agricultural lands shall maintain 10-acre minimum lot sizes to reduce conflicts with agricultural uses. (Section 7.3)

3.0 LAND USE PLAN

3.1 Specific Plan Land Use Summary

The Plan provides comprehensive policy direction and public facility plans for the development of the 1,196-acre Plan area. Ultimately, the Plan area will accommodate a maximum of 1,458 dwellings and a population of approximately 4,811 persons (based on County average of 3.3 persons per dwelling) within eighteen separate, inwardly-oriented villages.

The Specific Plan Land Use Diagram is illustrated in Figure 3-1. A tabular summary of Plan land use is provided in Table 3-1 and a summary of village residential densities is shown in Table 3-2.

3.2 Land Use Concept

The Plan provides for distinct residential villages that provide for a range of housing types and densities. The entire Plan area is divided into a series of eighteen (18) discrete villages defined by major streets and open space areas. Villages are inwardly focused and have limited opportunities for through vehicular traffic. The potential number of dwellings in each village ranges from 10 to 240.

Village densities range from 1 du/5 ac to 4 du/ac and vary throughout the Plan area. Maximum average densities (4 du/ac) are proposed at the north end of the Plan area, adjacent to a future commercial site within the EDHSP. Medium densities (1 du/ac) occur in a radial pattern away from the EDHSP commercial area. The LPD designation is introduced to specifically avoid sensitive visual, oak woodland and riparian resources and to provide a means to cluster development to enhance opportunities for more efficient infrastructure service. The U.S. Highway 50 foreground, 1 du/5 acres is the maximum allowable density.

A Conceptual Site Plan is provided in Figure 3-2 for purposes of illustrating the potential lotting pattern and placement of residential units following the development of the Plan area.

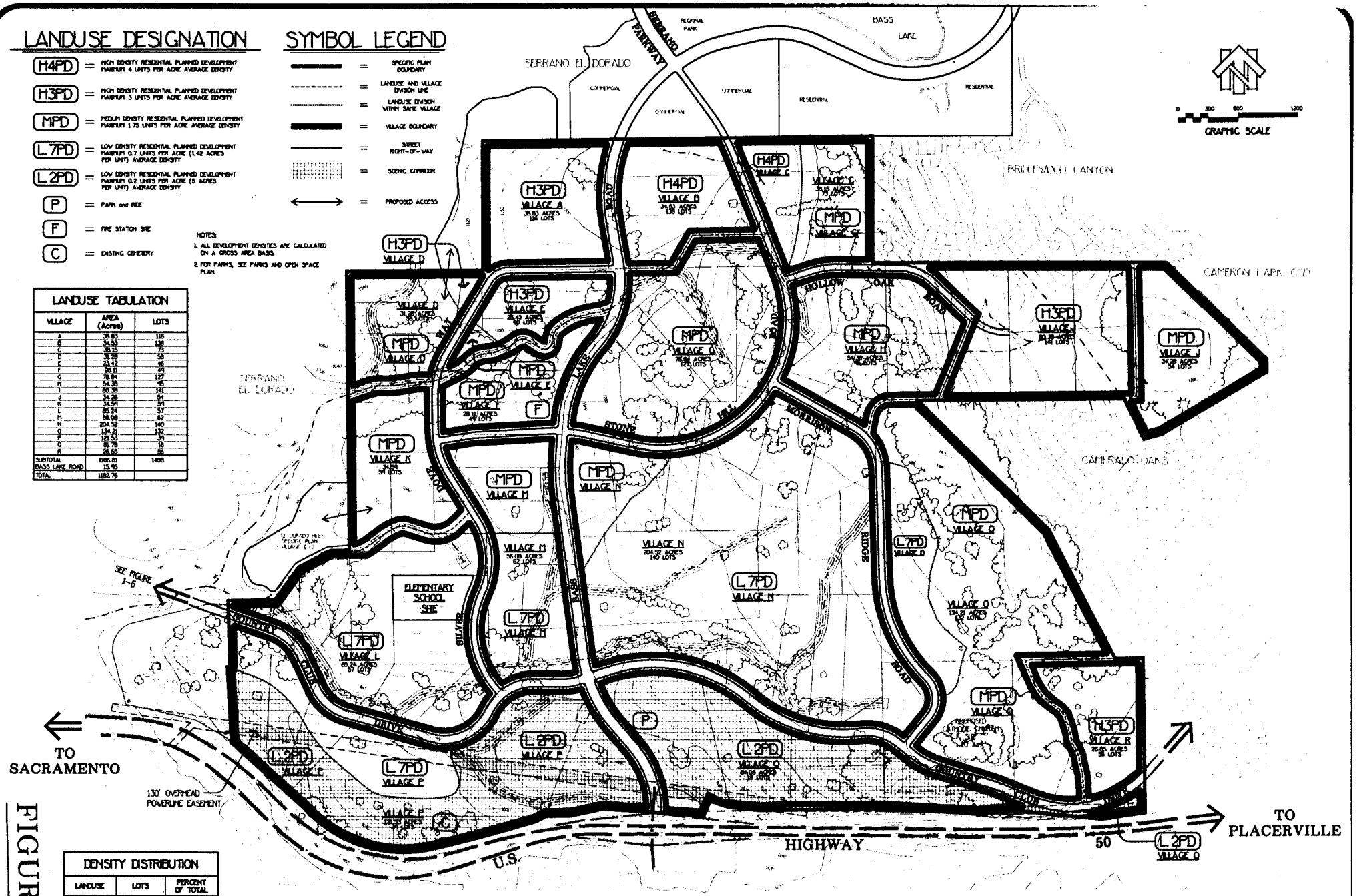


FIGURE 3-1

BASS LAKE HILLS SPECIFIC PLAN
LAND USE DIAGRAM

COOPER, THORNE & ASSOCIATES, INC.
Civil Engineering & Land Surveying
3180 Airport Loop, Suite I
Rancho Cordova, CA 95742
(916) 985-9999 / FAX 985-3470

Table 3-1

Bass Lake Hills Specific Plan Land Use Summary Table

Land Use	Description	Acres	Density (du/ac)	Dwelling Units	Population(2)
H4PD	High Density Residential	49.01	3.69	181	597
H3PD	High Density Residential	148.65	2.45	364	1,201
MPD	Medium Density Residential	437.09	1.50	655	2,162
L.7PD	Low Density Residential	360.92	0.62	225	743
L.2PD	Low Density Residential	171.14	0.19	33	109
Parks(1&3)		19.40			
Required Open Space(3)		151.15			
Schools(3)		9.20			
(1 Elementary)					
Bass Lake Road		15.95			
Local Collectors(3)		44.75			
Park & Ride		1.00			
Fire Station Site		1.50			

(1) Acreage parks based on a standard of 5 acres per 1,000 population.
(2) Population based on County standard of 3.3 persons per dwelling.
(3) Included in residential gross acreage for density calculation purposes.

Table 3-2

Summary of Residential Village Densities

Village	Acres	Density (du/ac)	Dwelling Units	Population
A	38.83	2.99	116	383
B	34.53	4.00	138	455
C	38.15	1.91	73	241
D	31.28	1.85	58	191
E	23.42	1.96	46	152
F	28.11	1.74	49	162
G	78.84	1.61	127	419
H	54.38	1.75	95	314
I	60.38	2.34	141	465
J	34.28	1.58	54	178
K	34.59	1.71	59	195
L	85.24	0.67	57	188
M	56.08	1.11	62	205
N	204.52	0.68	140	462
O	134.21	0.98	132	436
P	121.53	0.32	39	129
Q	84.08	0.19	16	53
R	26.65	2.10	56	185
TOTALS	**1166.81**	**1.25**	**1458**	**4813**

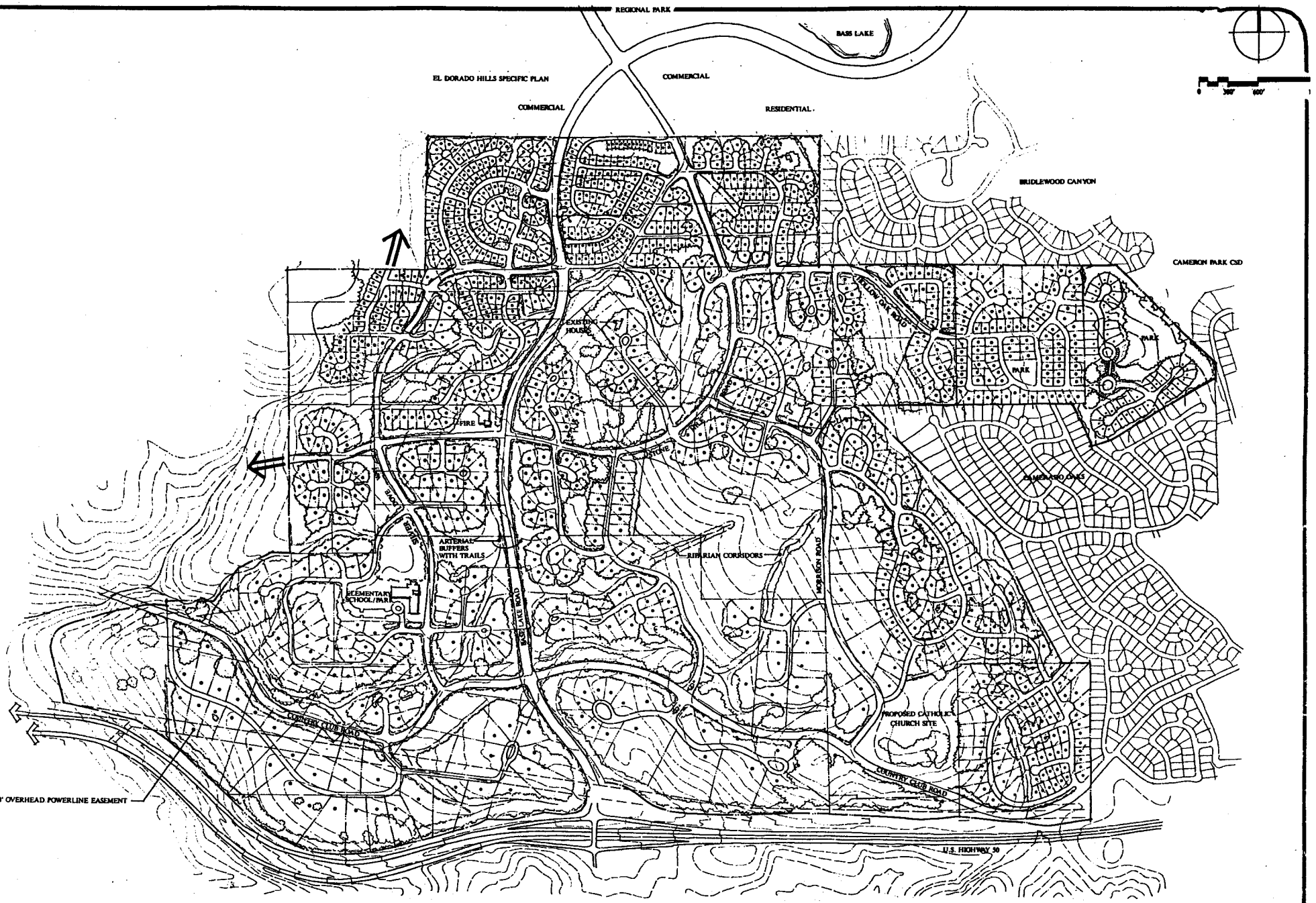


FIGURE 3-2

BASS LAKE HILLS SPECIFIC PLAN
CONCEPTUAL SITE PLAN

TORRENCE PLANNING
COOPER, THORNE & ASSOCIATES, INC.
02-10-95

3.3 Residential Development Standards

1. All village PDs shall include a visual simulation of project design from the following travel-way vantage points:

   a. U.S. Highway 50 and Bass Lake Road eastbound off-ramp;

   b. U.S. Highway 50 eastbound and El Dorado Hills Boulevard off-ramp; and

   c. U.S. Highway 50 westbound at Crazy Horse Campground.

2. "Conservation setbacks" which include open space and conservation easements, recorded non-building setbacks, or any other method to permanently set aside property for the purposes of natural resources conservation shall be the primary method of protection for such resources. Commonly held open space areas within a PD can also be used to establish natural resource conservation areas.

   "Conservation easements," as described in this Plan, require the restriction of development rights within a defined area to a public agency such as the County or the Community Services District (CSD). Commonly owned open space is owned and maintained by the homeowners association of the subdivision. It is a separate lot with a deed restriction restricting improvements to trails, public utilities and recreational facilities. A conservation easement or commonly owned open space does not, in and of itself, provide for access by the general public. Public access is provided only where public access easements are recorded, generally in conjunction with a pedestrian pathway. Also see Section 9.1.7 regarding conservation easements.

3. Neighborhood service zones within villages shall be permitted per Land Use Element Policy 2.3.9 of the General Plan. Non-residential uses such as daycare facilities, churches and group homes will be permitted within parcels identified for neighborhood service uses in accordance with the County Zoning Ordinance. Such facilities will be designed and constructed consistent with Plan design guidelines. Said facilities shall locate on corner lots at road intersections.

4. Newly subdivided residential lots shall not have direct access to urban collectors or primary local roads.

5. Villages shall be separated from Bass Lake Road, Country Club Drive, and primary local road pavement by landscape easements and unpaved right-of-way areas or berms which conform to Section 8.6, Design Guidelines, and the El Dorado Hills Community Services District (EDHCSD) Landscaping Guidelines.

6. Villages shall be zoned to include the PD Zone District overlay prior to development. Clustering of residential units shall be encouraged in order to maximize land use while conserving natural site features and resources and creation of open space.

7. Parking requirements shall comply with Chapter 17.18, Off-Street Parking and Loading of the El Dorado County Code. The use of common parking areas within villages is encouraged.

8. To preserve the natural appearance of the hillside in 20-30 percent slope areas, solid fences shall not be used, except within recorded building envelopes. Open fencing, such as wire, wrought iron and split rail, is permitted outside the building envelope.

9. As part of any subdivision application, the pre-designating and zoning of lands neighborhood service shall occur at a ratio of 2 acres per 40 units.

4.0 CIRCULATION

Provision for safe and efficient movement of vehicles, bicyclists, and pedestrians is essential to development of the Plan area. This section describes the major vehicular and non-vehicular circulation elements which are common to all Plan area development. The street alignments and designs shown in this section are intended to accommodate the ultimate development of the Plan area at the densities described in the EIR and Section 3.0.

The Plan provides for three levels of roadway, as follows:

1. Urban collectors (Bass Lake Road and Country Club Drive), Figure 4-2;

2. Primary local roads, Figure 4-3; and

3. Secondary local roads, Figure 4-4.

The following non-vehicular access facilities are provided:

1. Class 1 combined bicycle/pedestrian path along Bass Lake Road;

2. Class 2 bicycle lane along all primary local roads;

3. All-weather pedestrian trails within all public open space and intermittent stream and drainage corridors;

4. Class 1 combined bicycle/pedestrian/equestrian trail within a public access easement along the historic Clarksville Toll Road alignment; and

5. Sidewalks or pedestrian paths on both sides of all primary local roads as shown on Figure 4-3.

Additional circulation improvements include a park-and-ride lot adjacent to U.S. Highway 50 and provision for bus stops throughout the Plan area.

Figure 4-1, Circulation Plan, shows all urban collectors, primary local roads, and all pedestrian facilities.

Policies pertinent to Plan area circulation are provided in Section 4.0. The cost and possible methods of financing construction of street improvements are described in Section 9.0.

4.1 Bass Lake Road

Bass Lake Road, an all inclusive 100-foot-wide right-of-way, is the principal road in the Plan area. Bass Lake Road will be improved as a two-lane road with appropriate right-of-way acquisition for the future expansion to a four-lane road. Serrano Parkway to Silva Valley Road will serve as arterials to encourage the flow of traffic to the Silva Valley Interchange. This will permit better access and utilization of the proposed Multi-Modal Transit Facility to be located at White Rock Road and Latrobe Road.

Bass Lake Road will continue to serve as the primary means of entry and exit, connecting north of Bass Lake to Green Valley Road and to U.S. Highway 50 on the south.

Right-of-way acquisition and construction will be achieved through the TIM fee program and/or dedications.

As shown in Figure 4-1, Circulation Plan, the northern segment of Bass Lake Road within the Plan area will be realigned in a westerly direction.

As shown in Figure 4-2, the Bass Lake Road right-of-way and adjoining landscape easement will include the following components:

Bass Lake Road (Urban Collector)

8-foot Class 1 bicycle path
6-foot meandering walk
8-foot minimum landscaped median
Roadside ditches and/or curb and gutter as shown

Also as shown in Figure 4-2, the Country Club Drive right-of-way and adjoining landscape easement will include the following components:

Country Club Drive (Urban Collector)

6-foot meandering walk
Adjacent Class 1 bicycle path where shown
Roadside ditches and/or curb and gutter as shown

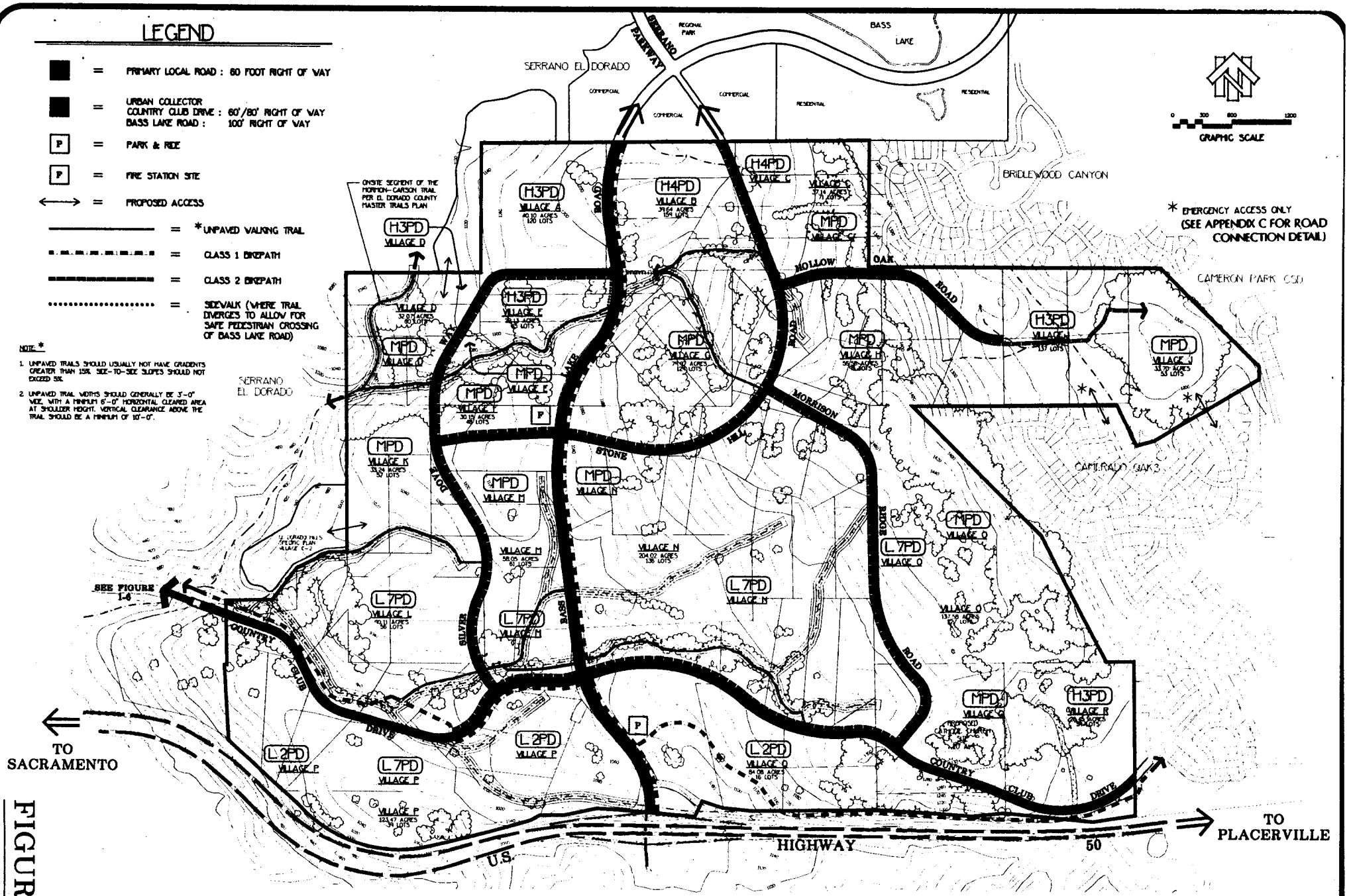
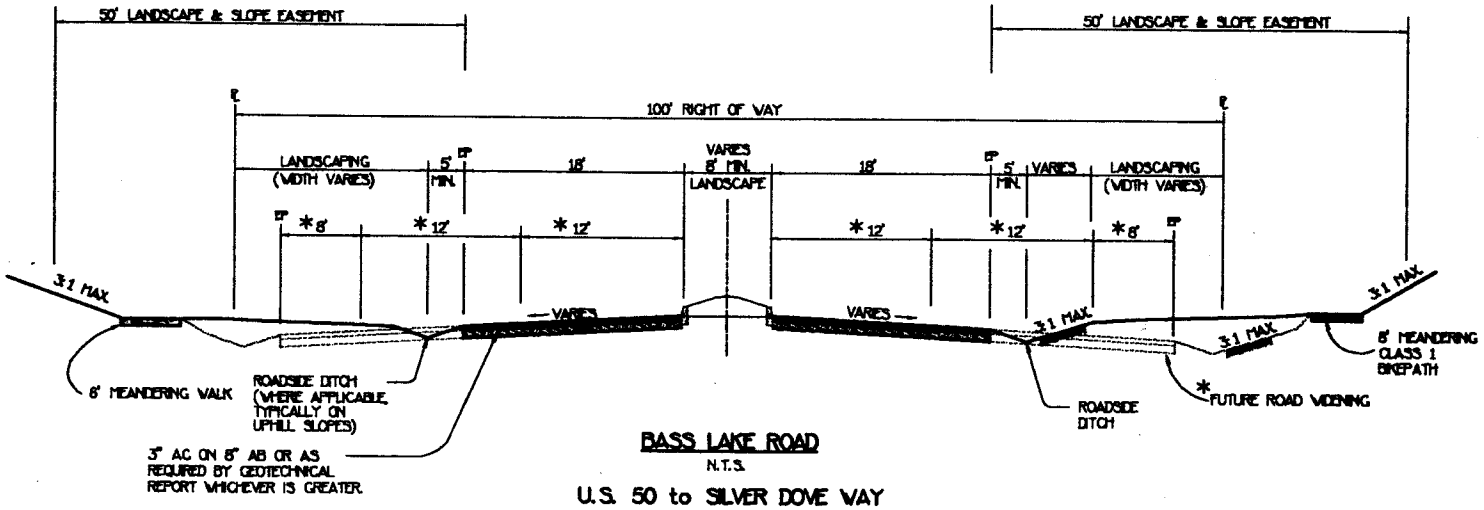


FIGURE 4-1

BASS LAKE HILLS SPECIFIC PLAN
CIRCULATION PLAN

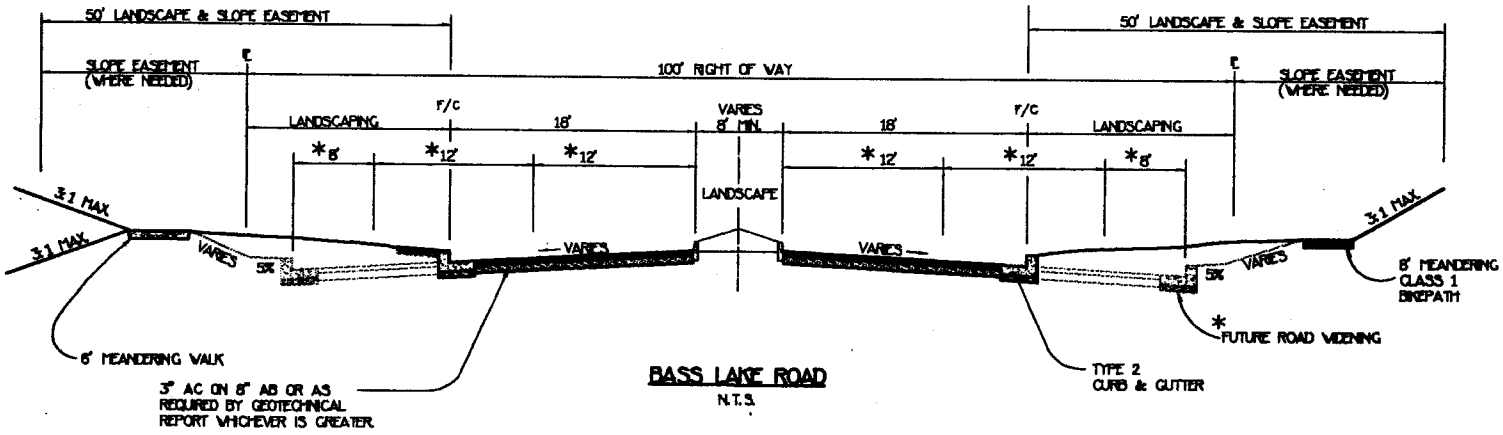
COOPER, THORNE & ASSOCIATES, INC.

FIGURE 4–2
URBAN COLLECTOR



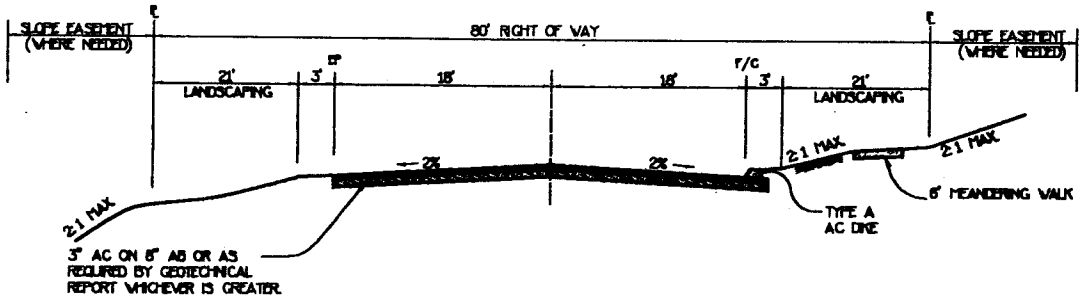
BASS LAKE ROAD
N.T.S.

U.S. 50 to SILVER DOVE WAY



BASS LAKE ROAD
N.T.S.

SILVER DOVE WAY to SERRANO PARKWAY



COUNTRY CLUB DRIVE
N.T.S.

4.2 Primary Local Roads

Primary local roads serve the Plan area by connecting secondary local roads with the urban collectors (i.e., Bass Lake Road and Country Club Drive). Primary local road rights-of-way and adjoining landscape easements will be designed in accordance with County Standard Plan 101B, as modified below and as shown in Figure 4-3. These roads may be divided.

1. 60-foot right-of-way;

2. Travel lanes with widths as shown on Figure 4-3;

3. 4-foot Class 2 bicycle lane on both sides;

4. Pedestrian pathway/sidewalk as shown on Figure 4-3; and

5. Landscaping where shown on Figure 4-3.

A primary local road loop system is provided which will generally be located in the alignments shown in Figure 4-2, Circulation Plan. However, some flexibility in the siting of these streets is acceptable to accommodate topography, trees, and other natural features. To the extent possible, local collector streets and roads will conform to natural topography and not exceed gradients of 12 percent.

In order to improve circulation efficiency and reduce points of conflict, residential driveway connections with primary local roads will not be permitted. Minimal connectors to primary local roads within the L.7PD land use designation may be considered where appropriate and feasible alternatives do not exist.

4.3 Secondary Local Roads

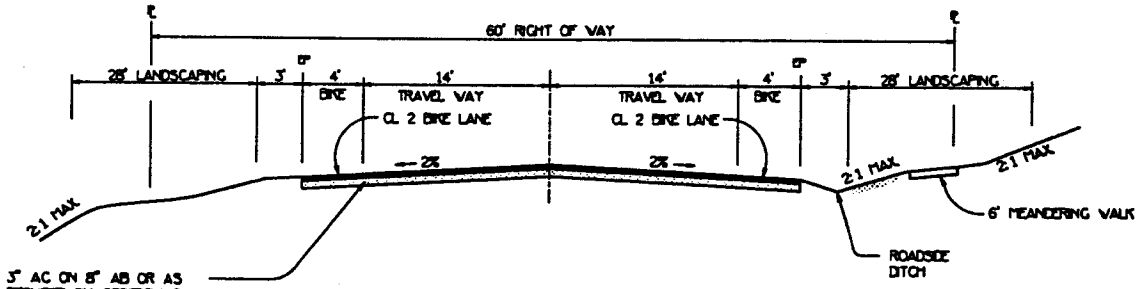
Except for urban collectors and primary local roads shown in Figure 4-1, all roads within the Plan area will be designed as secondary local roads in accordance with County Standard Plan 101B, as illustrated in Figure 4-4:

1. 50-foot-wide right-of-way; and

2. 2 undivided travel lanes of width as shown on Figure 4-4.

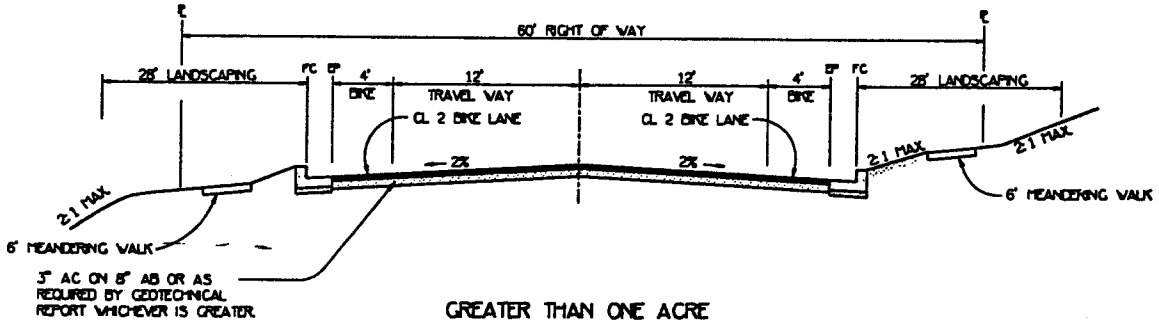
Secondary local road alignments have not been determined at this time and are not shown in Figure 4-1, Circulation Plan. However, the conceptual site plan (Figure 2-1) does illustrate how secondary local roads could relate to the primary local roads.

FIGURE 4-3
PRIMARY LOCAL ROAD



LESS THAN OR EQUAL TO ONE ACRE MINIMUM DENSITY

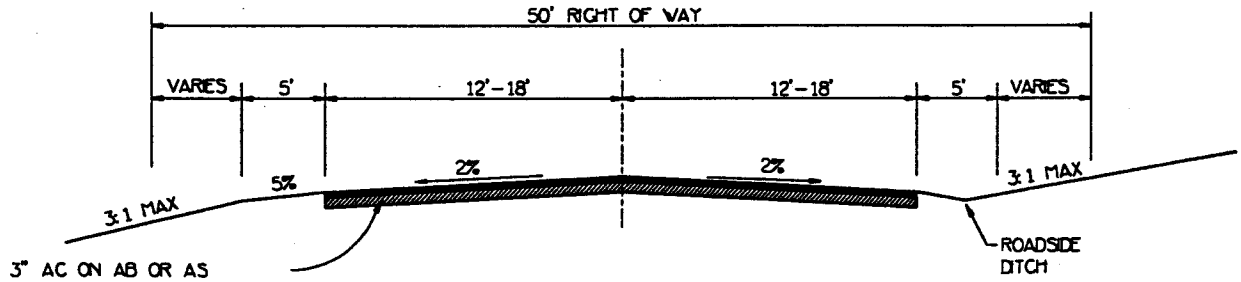
N.T.S.



GREATER THAN ONE ACRE MINIMUM DENSITY

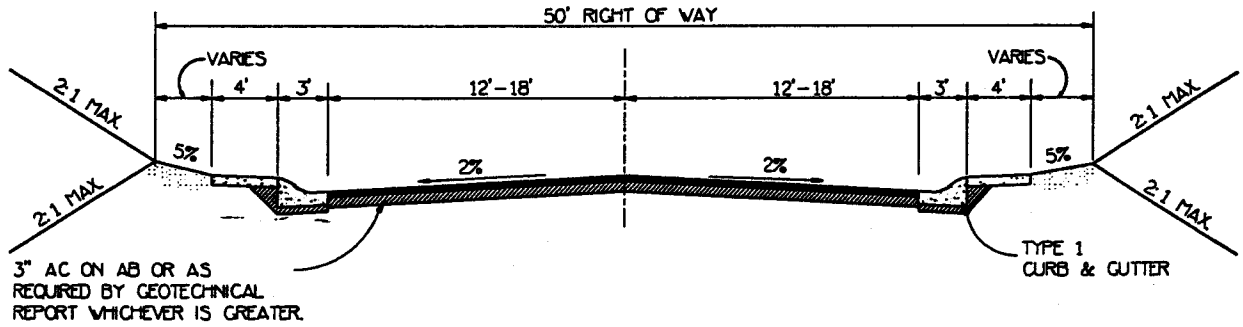
N.T.S.

FIGURE 4–4
SECONDARY LOCAL ROAD



LESS THAN OR EQUAL TO ONE ACRE MINIMUM DENSITY

N.T.S.



GREATER THAN ONE ACRE MINIMUM DENSITY

N.T.S.

4.4 Bass Lake Road/U.S. Highway 50 Interchange

The EIR determined anticipated cumulative traffic volumes resulting from development of the Plan area, and areas beyond will require improvements to the Bass Lake Road/U.S. Highway 50 interchange and U.S. Highway 50 to increase carrying capacity.

Improvements to the interchange identified by Caltrans include:

1. A westbound two-lane on-ramp;

2. On-ramp traffic metering to maintain acceptable LOS on U.S. Highway 50; and

3. An eastbound two-lane off-ramp.

4.5 Traffic Controls

Project traffic volumes at buildout of the Plan area may require the installation of traffic controls at certain intersections. Initially, non-signalized controls (i.e., stop signs) will be used until traffic volumes warrant installation of signals. Possible future stop sign/signal locations include:

1. Bass Lake Road/Silver Dove Way

2. Bass Lake Road/Stone Hill Road

3. Bass Lake Road/Country Club Drive

4. Bass Lake Road/U.S. Highway 50 eastbound and westbound ramps

4.6 Streetscape

A coordinated streetscape is important to the appearance and function of Plan area circulation components. Bass Lake Road and primary local road rights-of-way and their adjoining landscape easements will include coordinated streetscape consisting of the following components:

1. Drought-tolerant trees and shrubs along Bass Lake Road and local collector streets or roads, utilizing drip irrigation;

2. Walls, fences, and berms, where required, at residential rear and side yards;

3. Underground public utilities; and

4. Pedestrian pathways.

All streetscape fixtures, materials, and design are intended to be consistent with the semi-rural nature of the Plan area. Accordingly, street lights will be provided along Bass Lake Road, near primary local road intersections at village entrances, and at the park-and-ride lot.

All streetscape is subject to policies set forth in Sections 3.3 and 4.13 herein, and the Design Guidelines in Section 8.0.

A streetscape plan will be submitted and approved prior to commencement of development of subdivisions with frontage on Bass Lake Road or primary local roads.

4.7 Pedestrian, Equestrian, and Bicyclist Facilities

It is an objective of this Plan to provide non-vehicular forms of transportation. Accordingly, pedestrian and bicycle facilities are provided along streets (rights-of-way or landscape easements) and in open space locations. In addition, equestrian trails can be provided in open space areas of the Carson Trail and/or individual villages.

The proposed trail system is shown on Figure 4-5.

4.8 Pedestrian and Bicyclist Facilities-Streetscape

The pedestrian/bicycle system along streets or roads includes the following components:

1. Portland cement concrete sidewalk within the public right-of-way on one side of primary local roads, a decomposed granite path will be placed in the L.7PD and L.2PD land use designated areas;

2. 4-foot-wide Class 2 bicycle lane on both sides of all primary local roads which will accommodate bicyclists; and

3. 8-foot-wide asphalt concrete Class 1 bicycle/pedestrian path within the landscape easement on one side of Bass Lake Road. The relationship of this pathway to the pavement and right-of-way edge will vary in order to create an informal appearance.

4.9 Pedestrian, Equestrian, and Bicyclist Facilities-Open Space

The non-vehicular circulation system within public open space areas is intended to allow for extensive travel within and through the Plan area with only minimal contact with streets. Following is a description of pathway components:

1. 8-foot-wide paved Class 1 bicycle/pedestrian path within a 25-foot-wide public access easement generally along the alignment of the historic Clarksville Toll Road.

2. 3-foot-wide decomposed granite all-weather pedestrian pathways in 15-foot access easements within intermittent stream and other open space corridor areas where shown on Figure 4-5.

   Note: An all-weather pedestrian pathway is a bladed trail covered with a surface, such as crushed rock or decomposed granite. All-weather surfaces are intended to provide a travel surface which supports pedestrians, equestrians, and bicyclists in wet and dry weather, while maintaining an informal appearance and minimizing erosion.

Placement of pedestrian pathways within and adjacent to intermittent stream and drainage corridors and other open space areas will allow pedestrian travel between streets, with minimal street contact. Drainages will accommodate pedestrian pathways only where public access easements have been recorded.

A key feature of the proposed pedestrian path system is the use of the historic Clarksville Toll Road alignment, which extends across the Plan area in an east-west alignment, connecting the EDHSP area with Cameron Park. This alignment, particularly west of Bass Lake Road along Carson Creek, provides a sheltered, natural environment conducive to nature studies and passive recreational use. An extension of this trail within the EDHSP should be promoted by the County.

4.10 Public Transit

Use of various modes of public transit, including buses and car-pooling, is encouraged as an effective means of reducing commute or peak-hour traffic volumes. It is anticipated that wide use of alternatives to single-occupancy vehicles for commute purposes will aid in maintaining roadway services levels (LOS) related to Plan area development.

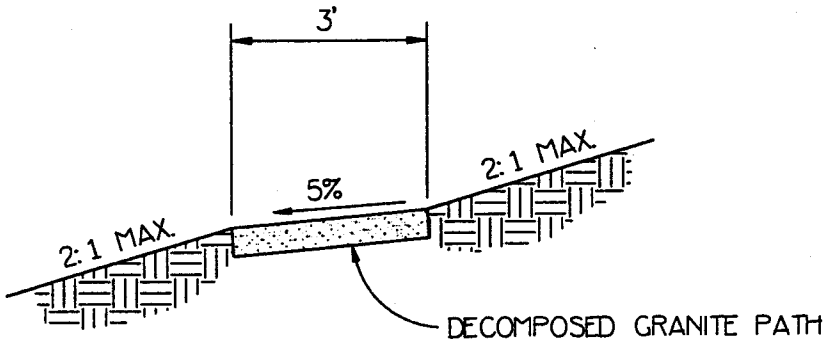
4.11 Park-and-Ride Lot

A site for a park-and-ride parking lot capable of accommodating 100 vehicles with expansion to 200 vehicles (approximately 2 acres) has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road near U.S. Highway 50. This lot will allow Plan area residents alternatives to single-occupancy vehicle commuting. Transit and ridesharing programs will increase use of this facility resulting in vehicle trip reduction. This lot will also double as a parking area for the east-west trail.

4.12 Bus Stops

In anticipation that a bus system for the general public and school children will be extended into the Plan area, bus stops will be provided at intersections of primary local roads with Bass Lake Road in accordance with standards and criteria of El Dorado County Transit and the local school districts.

FIGURE 4–5
TRAIL CROSS SECTION



TYPICAL TRAIL SECTION

N.T.S.

4.13 General Circulation and Trail Standards

1. The northern alignment of Bass Lake Road was adopted by the Board of Supervisors, and analyzed in the Bass Lake Road Realignment EIR.

2. Bass Lake Road and primary local roads shown on Figure 4-1, Circulation Plan, are approximate locations. Adjustments may occur in conjunction with review and approval of tentative subdivision maps where necessary to avoid natural features and improve project design.

3. Pathways shall be constructed at locations convenient to residential lots to facilitate pedestrian travel to open space trails, secondary local roads, primary local roads, and Bass Lake Road. Such pedestrian and bike lane connections shall be located and protected to restrict access to adjoining private property.

4. A streetscape plan shall be submitted with tentative map applications and approved by the El Dorado Hills CSD and the County as a component of tentative map approval.

5. The Class 1 bicycle/pedestrian path along Bass Lake Road shall be separated from the street pavement to the maximum extent possible while maintaining the privacy of adjoining private property.

6. Where practical and compatible, pedestrian paths shall be constructed in public open space to separate pedestrians from motor vehicles.

7. The Clarksville Toll Road Trail, an off-road pedestrian/equestrian/bicycle trail connecting the eastern and western boundaries of the Plan area shall be created within the approximate alignment of the historic Clarksville Toll Road. (In certain instances, this alignment may coincide with the current alignment of Country Club Drive.) To facilitate access to the trail, a parking lot capable of containing approximately 10 vehicles shall be created at the eastern end of Country Club Drive at the Plan area boundary. The Trail and the park-and-ride lot shall be constructed to allow joint use of the parking facilities. These improvements shall be funded by the area-wide assessment district and built during the improvements to Country Club Drive.

8. Secondary local roads within villages shall be designed to facilitate internal circulation and discourage through traffic.

9. Secondary local road connections with primary local roads shall be spaced a minimum of 600 feet apart, except where such secondary local roads contain 12 or fewer lots.

10. Parking on Bass Lake Road and primary local roads shall be prohibited.

11. Parks and open space shown on the Specific Plan Land Use Diagram and Parks and Open Space Plan shall be linked by a pedestrian and bicycle circulation system.

12. Secondary local roads shall be constructed on a subdivision-by-subdivision basis within individual villages. Primary local roads, as shown on Figure 4-1, Circulation Plan, may be constructed in advance of village development, as needed for access and public safety.

13. In accordance with Caltrans requirements, a park-and-ride lot capable of accommodating 100 vehicles, expandable to 200 (approximately 2.0 acres) shall be provided in the approximate location shown on Figure 3-1, Specific Plan Land Use Diagram, and Figure 4-1, Circulation Plan, beyond the ultimate right-of-way of the Bass Lake Road/Highway 50 interchange. (See Section 8.0 of the Design Guidelines)

14. The non-vehicular right-of-way of Bass Lake Road and primary local roads not devoted to non-vehicular paving shall be granted to the CSD and be subject to a common design theme.

15. Plan area streets shall be curvilinear in both vertical and horizontal design in order to conform to topography and avoid tree removal.

16. Residential driveways connecting to Bass Lake Road and primary local roads are prohibited unless otherwise permitted pursuant to Section 4.2.

17. Prior to final map approval, a streetscape plan for projects which front Bass Lake Road and all primary local roads shall be submitted for review and approval by the El Dorado Hills CSD. Streetscape improvements include all features within the public right-of-way and landscape easement areas. (See also Section 8.0 of the Design Guidelines)

18. All street and landscaping improvements described in this Plan shall be funded and maintained in accordance with the PFFP described in Section 9.0.

19. Subdivisions proposed between Bass Lake Road and designated primary local shall be required to provide secondary local road stub connections to properties which might otherwise be landlocked by development of that property.

20. Where appropriate, such as on slopes over 15 percent, Bass Lake Road, primary local roads, and secondary local roads should be designed with grade separations as a means of reducing cut and fill which would otherwise be necessary (see Figure 4-6). (See Section 6.0, Grading Plan)

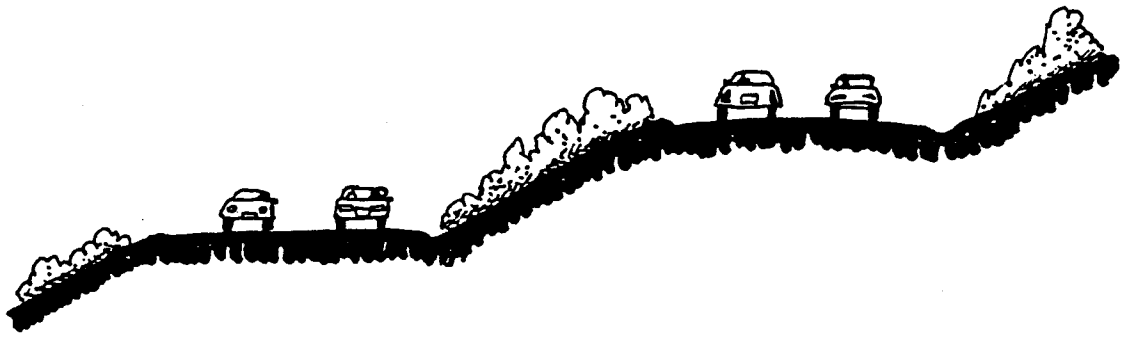
21. Street lights shall be installed only on Bass Lake Road at primary local road intersections and at the park-and-ride lot. All lighting shall adhere to the Design Guidelines. (See Section 8.7)

22. Roads shall not be permitted within, and allowed to cross, open space areas that define village boundaries, except as shown on the Specific Plan Land Use Diagram, or if it can be shown that such a crossing is necessary for circulation or to protect the public health and safety.

23. Subdivision designs shall minimize through traffic in villages to the maximum extent possible.

Figure 4-6

Split Street Section Concept



5.0 PUBLIC FACILITIES AND SERVICES

Development of the Plan area requires numerous public facilities and services which must be carefully coordinated. The Plan describes all on-site public facilities and services necessary to support the land uses envisioned in the ultimate development of the Plan area. Certain off-site facilities are also described.

This section describes existing facilities, the projected demand for new or expanded facilities resulting from Plan area development, and the nature and location of all proposed facilities, including the following:

- Water
- Wastewater
- Stormwater Drainage
- Schools
- Parks and Open Space
- Fire Protection
- Police
- Public Utilities

Separate plans for water, sewer, and storm drainage systems are included. All other public facility locations are illustrated in Figure 3-1, Specific Plan Land Use Map. Streets are addressed separately in Section 4.0, and public parks are described in Section 5.0.

The public facilities described are based on projected demand created by ultimate residential development of the Plan area in accordance with densities described in Figure 3-1, Land Use Diagram, and described in Section 3.2. Adjustments in design, sizing and location can be expected in conjunction with improvement plans as a result of detailed project design.

Policies pertinent to the siting and design and financing of the public facilities are provided in Sections 8.0 and 9.0 of this Plan. Information relative to cost, financing, maintenance, and phasing of public facilities and services is contained in Section 9.0.

5.1 General Public Services and Facility Standards

1. Public facilities, such as fire stations and utility substations, shall be located, designed and oriented in a manner which is harmonious with adjoining residential development and reduce impacts associated with noise, nighttime illumination, and odors. (See Section 8.9 of the Design Guidelines).

2. With the exception of existing high voltage transmission lines, all new electrical and communication facilities shall be installed underground; however, pad-mounted transformers and electrical substations are permitted. This policy shall not apply to 5-acre parcels or larger.

3. To minimize visual impacts, the architectural and site design for all public facilities, including fire station, pump stations, and electrical substations, shall conform with Section 8.9 of the Design Guidelines.

4 Public facilities and services shown in this Plan, including parks, roads, and infrastructure, shall be offered for dedication in conjunction with the residential subdivision process. Bass Lake Road, primary local roads, and infrastructure trunklines may be constructed in advance of village development, as needed.

5.2 Water Facilities

5.2.1 Existing Water System

The 12-inch Bass Lake Conduit and the 18-inch Gold Hill Intertie are adjacent to the western and northwestern project boundary. There are 8-inch waterlines in Covello Circle, Castana Drive and Country Club Drive, a 6-inch waterline in Knollwood Drive and a 12-inch waterline adjacent to the eastern property boundary. An 8-inch waterline is also located in Merrychase Drive adjacent to the southeastern boundary.

The adequacy of these water facilities is the subject of an ongoing study to determine the remaining capacity in the Cameron Park area and the project(s) required to increase capacity for the proposed project; however, the remaining capacity will be on a first come-first served basis.

5.2.2 Proposed Water System

According to EIR use figures adjusted to reflect a total of 1,458 units, Plan area buildout will result in an average daily demand for 892,000 gallons of water. Water for all Plan area development will be provided by El Dorado Irrigation District (EID) through the Gold Hill Intertie system and/or the proposed Placerville Ridge Conduit via connections to the north of the Plan area.

Figure 5-1, Water Plan, illustrates the approximate locations of water trunklines and reservoirs needed to serve ultimate Plan area development. Major water distribution lines will be located within major street rights-of-way. Service to areas above elevation 1,280 feet will require the use of a hydro-pneumatic booster pump station during high demand periods to sustain adequate pressure. During lower demand periods, this area can be served through a pressure reducing station off of the 18-inch Gold Hill Intertie. Service to the remainder will come from the Gold Hill Intertie in conjunction with a new EID water storage facility.

In order to receive water service, buy-ins to Assessment District #3 (AD#3) or participation in the construction of facilities paid for by the El Dorado Hills supplemental connection fee will be necessary. The cost and potential methods of financing construction of the water system are described in Section 9.4.

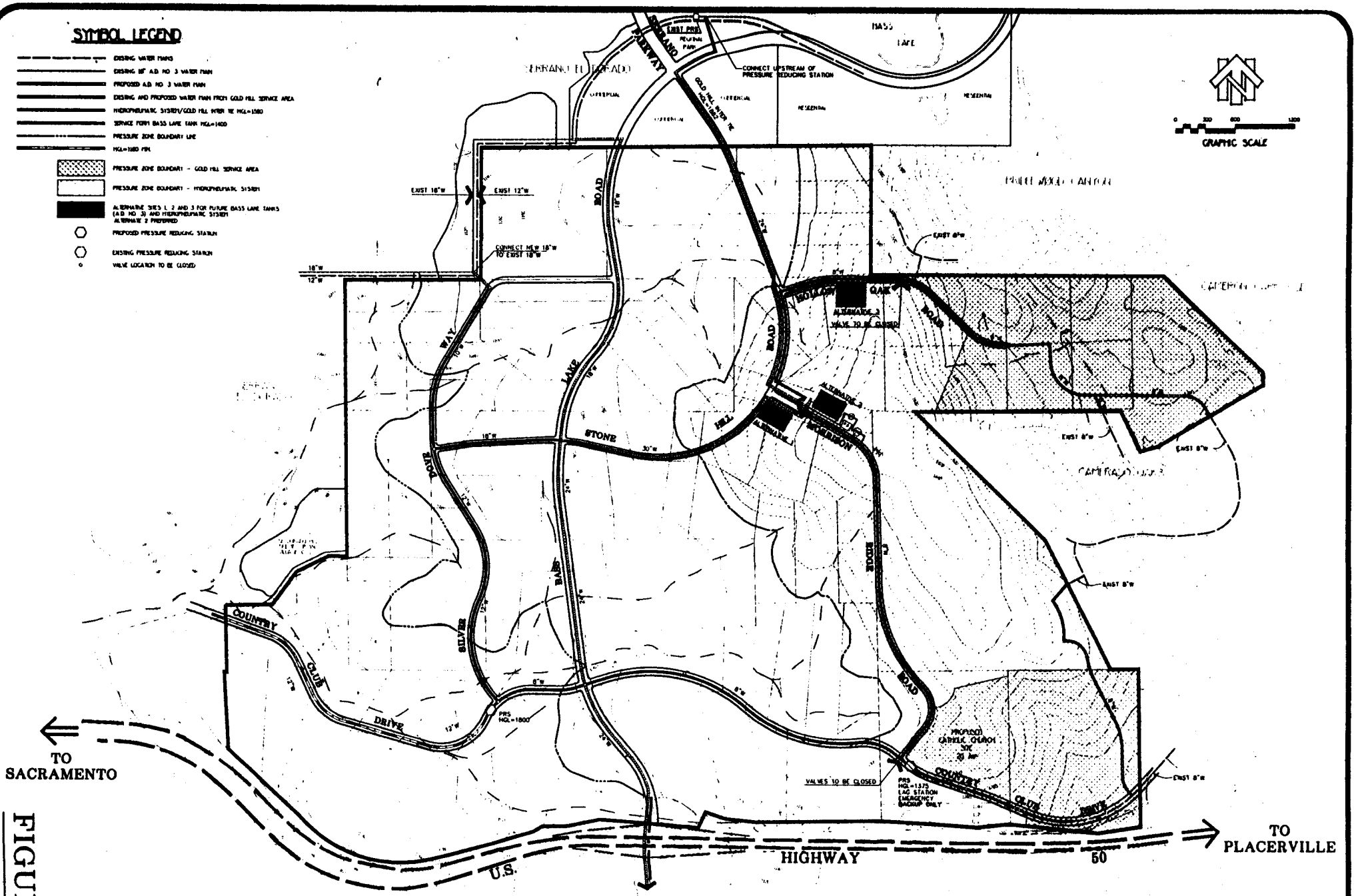


FIGURE 5-1

BASS LAKE HILLS SPECIFIC PLAN
MASTER WATER SYSTEM

COOPER, THORNE & ASSOCIATES, INC.
Civil Engineering & Land Surveying

The siting and design of above-ground water reservoirs shall conform to Section 8.0, Design Guidelines, in order to minimize visual impact.

5.2.3 Water Conservation Standards

1. Landscaping, excluding lawn areas in all public parks and street rights-of-way, shall be achieved with low water-using native plants and trees and irrigation systems which utilize the best available technology for water conservation and comply with State and local regulations.

2. Construction of residential projects shall be encouraged to utilize low water-using plants and irrigation and plumbing systems which utilize the best available technology for water conservation and comply with State or local regulations.

3. Established indigenous plants, trees, and shrubs shall be protected as much as possible.

4. Efficient irrigation systems which minimize runoff and evaporation and maximize the water that will reach plant roots shall be utilized; i.e., drip irrigation, soil moisture sensors, and automatic irrigation systems, should be used to the maximum extent possible.

5.3 Wastewater System

5.3.1 Existing Wastewater System

A 6-inch force main is in Country Club Drive adjacent to the southeastern corner of the project boundary. An 8-inch sewer main is at the end of Covello Circle which abuts the Plan area. There is a 12-inch sewer main in Thornhill Drive adjacent to the northeastern property boundary and an 18-inch sewer main crosses the eastern portion of the property.

The EID Deer Creek and El Dorado Hills wastewater treatment facilities are presently at capacity.

5.3.2 Proposed Wastewater System

According to EIR use figures adjusted to reflect a total of 1,458 dwelling units, Plan area buildout will generate approximately 1,749,600 gallons of sewage per day on a peak demand basis. Sewer service will be provided by EID as part of a larger system which serves surrounding development.

As shown in Figure 5-2, Sewer Plan, the Plan area is within two sewer service areas. The majority of the western portion is within the El Dorado Hills service area. The eastern portion of the Plan area is within the Deer Creek service area. Sewage collected within the Plan area will be transported beyond the Plan area using existing, off-site trunklines which will be extended to the east and west, to either the El Dorado Hills treatment plant located south of U.S. Highway 50 off Fee Road, or the Deer Creek treatment plant.

Most sewer lines will be located in the right-of-way of primary local roads; although in limited instances, sewer lines may be installed within public utility easements located in open space areas or on residential parcels. As shown in the sewer plan, sewage from development on the east side of Bass Lake Road (within the El Dorado Hills service area) will be conveyed by gravity in 8 inch lines. Sewage collected from the El Dorado Hills Service area portion of the Plan will be conveyed to the proposed AD#3 sewer facility as shown on Figure 5-2.

In order to receive sewer service from the El Dorado Hills sewer system, a buy-in to AD#3 will be necessary. The cost and potential methods of financing construction of the sewage disposal system are described in Section 9.0.

5.3.3 Wastewater Standards

To the extent possible, reclaimed water shall be made available for use in irrigation within the Plan area or at off-site locations, such as the El Dorado Hills Golf Course.

5.4 Stormwater Drainage

The Plan area contains a number of naturally occurring intermittent streams and drainage courses. Approximately 90 percent of the Plan area drains westerly into Carson Creek. The remainder drains easterly into Deer Creek. (See Figure 1-5, Wetlands and Hydrology Map, which illustrates these features)

To the maximum extent practicable, the development proposal will plan to convey stormwater drainage via the existing drainage courses. Plan policies provide for the use of natural channels for the collection and conveyance of stormwater runoff and do not propose substantial alteration of existing drainage catchments. The Plan will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

Intermittent streams within the Plan area will be preserved in essentially a natural state. These areas will be utilized as receiving areas for compensation tree planting, open space, wildlife habitat, and recreation facilities (trails and bike paths).

Closed conduit storm drainage will be limited to locations primarily at street crossings and where surface conveyance is not feasible due to mass pad grading and high density development. Design of all storm drainage facilities and conveyance systems will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

Figure 5-3, Storm Drainage Plan, identifies the major drainage patterns and catchment boundaries within the Plan area. Preliminary estimates of future flow rates from each catchment and the size and location of proposed culvert crossings of major roadways are provided.

Each tentative map application within the Plan area shall include a storm drainage plan consistent with Figure 5-3 and provisions of the County of El Dorado Drainage Manual. The planning and design of drainage systems will take into consideration any potential downstream impacts, including those to existing drainage facilities, property, flow regimes, water quality, or riparian and wetlands areas. A drainage study which identifies and analyzes drainage-related impacts as a result of development of the map area will be submitted. Provisions mitigating potential impacts shall be included as a part of the drainage analysis. Submittal and approval of the drainage analysis will be required prior to recordation of any final map.

Increases in stormwater runoff resulting from development is discouraged in El Dorado County. Improvements which propose to increase stormwater runoff will be evaluated to determine if downstream conveyance facilities can accept and convey the runoff increases. When downstream facilities are unable to adequately accommodate increases in stormwater runoff, detention basins may be utilized for the reduction of increases in peak runoff. If utilized, these facilities will be incorporated into public parks and open space whenever possible. Detention facilities may be constructed as necessary within each individual village; however, a coordinated effort between villages within a common watershed toward the development of a regional detention facility is an acceptable alternative and encouraged. Regional facilities are encouraged because these types of facilities could potentially lead to a more efficient storm drainage system and provide reductions in construction and maintenance costs. The County of El Dorado may require reservation of capacity of these facilities as necessary for the mitigation of regional flooding problems. Design of these facilities will comply with the provisions in the appropriate sections of the County of El Dorado Drainage Manual.

5.4.1 General Stormwater Facility Policies

1. Storm drainage detention basins shall be designed and constructed to comply with the provisions in the County of El Dorado Drainage Manual.

2. Storm drainage detention basins may be located in open space areas and parks and may be accessible to the public in order to serve a dual impact mitigation/recreation function. Detention basins shall be designed to ensure public safety, to be visually unobtrusive, and to provide wildlife habitat. Landscaping around the perimeter of the basin shall be encouraged. (See Section 8.3 of the Design Guidelines)

3. To protect water quality, catch basins which incorporate oil, grease, and sediment traps will be installed along urban streets in order to intercept storm runoff prior to release into intermittent streams. A conceptual illustration of a silt/grease trap is provided in Figure 5-4. Other suitable best management practices may be employed to reduce point sources of pollutants. Maintenance of these facilities shall be provided through a County Service Area, Zone of Benefit (CSA, ZOB).

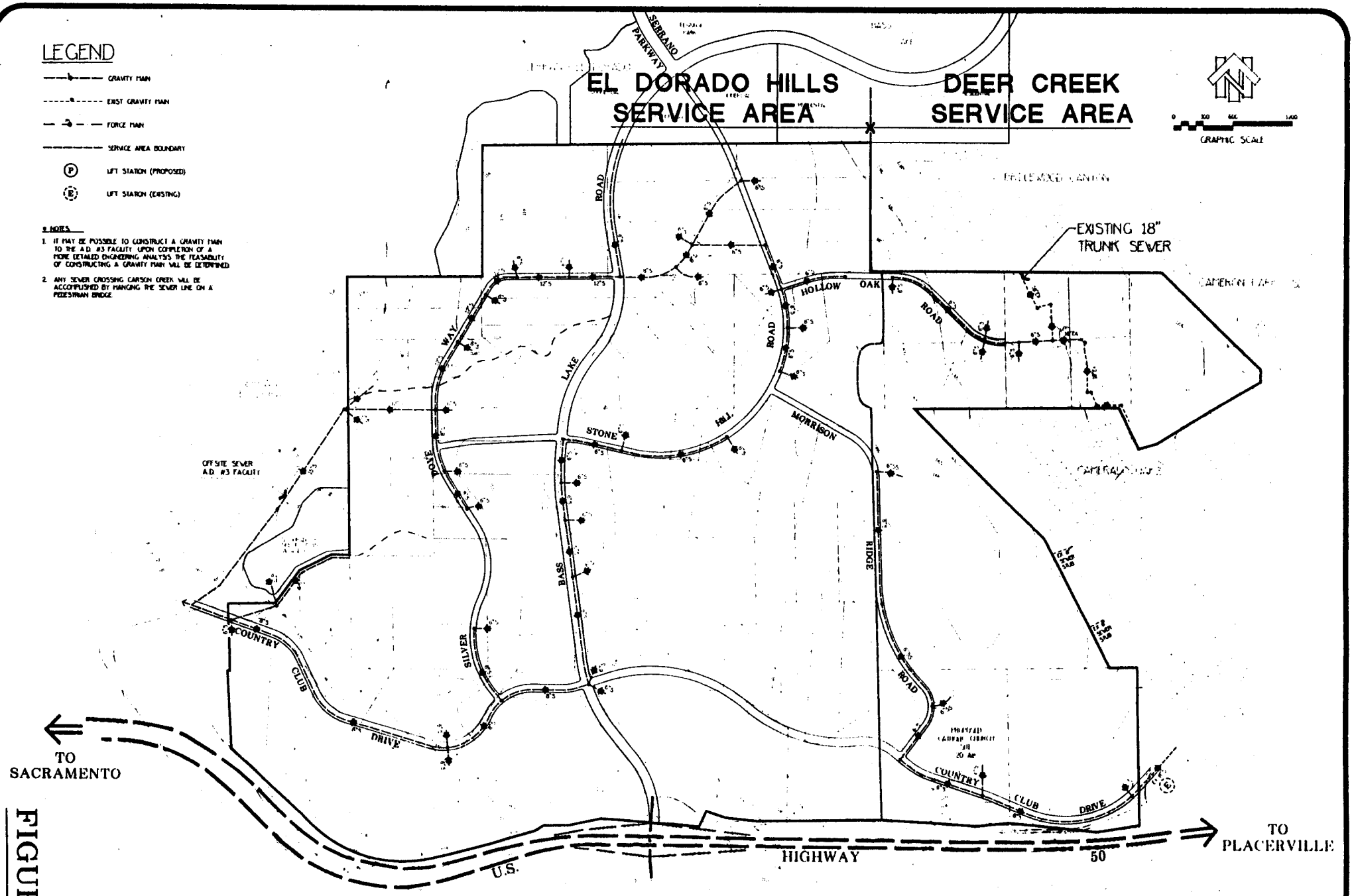


FIGURE 5-2

BASS LAKE HILLS SPECIFIC PLAN
SEWER PLAN

COOPER, THORNE & ASSOCIATES, INC.

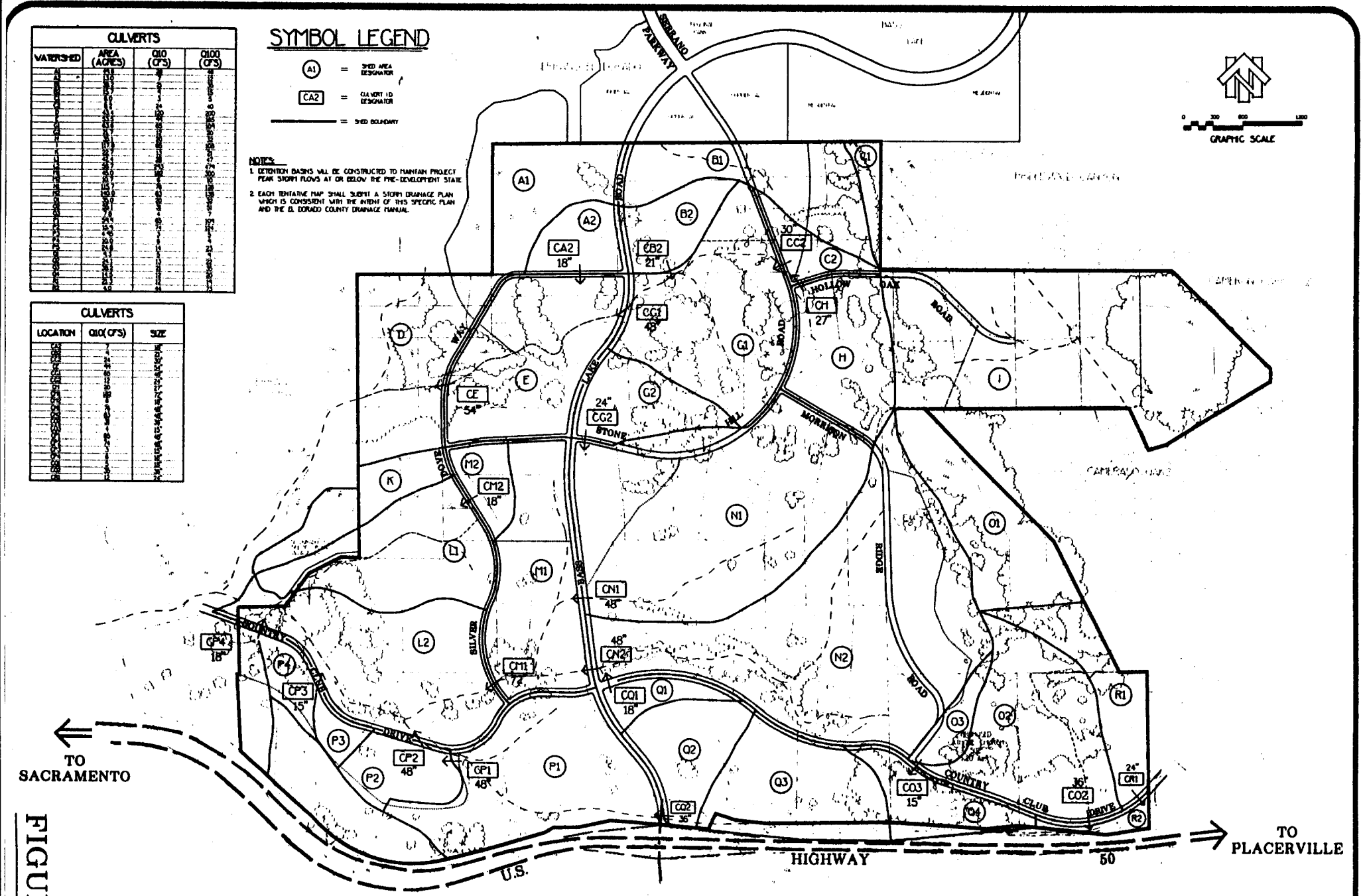


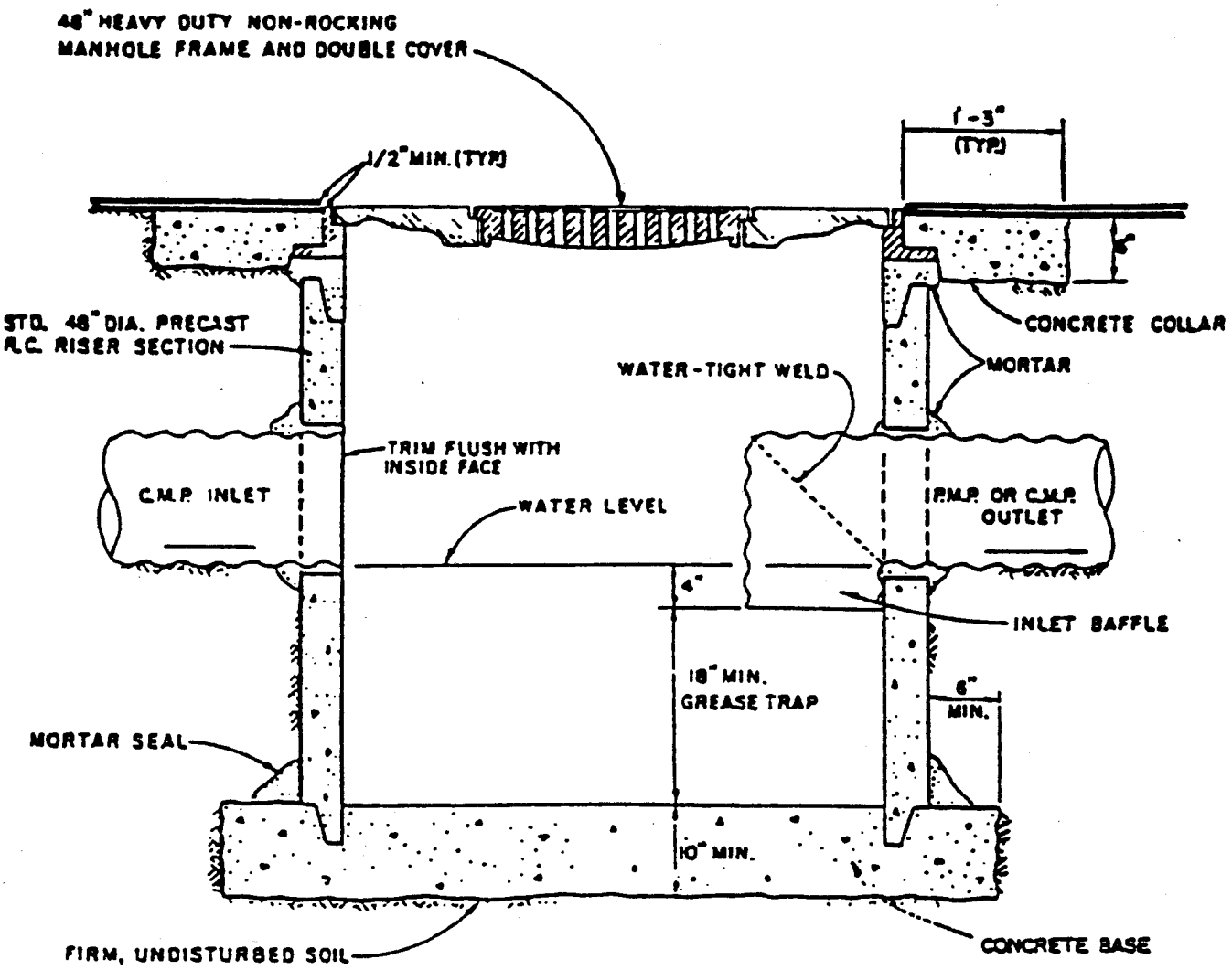
FIGURE 5-3

BASS LAKE HILLS SPECIFIC PLAN
STORM DRAINAGE PLAN

COOPER, THORNE & ASSOCIATES, INC.

Figure 5-4

Silt/Grease Trap



ELEVATION
no scale

5.5 Schools

Property within the Plan area is located within the Buckeye Union School District, Rescue School District, and the El Dorado Unified High School District. According to the EIR figures, ultimate Plan area development is expected to generate 580 elementary school students, 178 middle school students, and 342 high school students, for a total of 1,100 students.

As shown in Figure 3-1, Specific Plan Land Use Map, the Plan has designated a site reservation for an elementary school in accordance with the needs identified in the EIR. Final school site selection is the responsibility of the school districts. School site selection and design shall be encouraged to adhere to policies set forth in Section 9.1.7 and Section 8.9.

5.6 Parks and Recreation Facilities

Through the provision of parks and open space, the Plan provides for a variety of active and passive recreation needs. This section describes parks and open space amenities in the Plan area. Open space areas are depicted in Figure 5-5, Parks and Open Space Plan.

5.6.1 Recreation Facilities

The potential Plan area development will generate the need for approximately 24 acres of parkland including both area-wide and neighborhood facilities. In addition, the El Dorado County Hiking and Equestrian Trails Master Plan designates hiking and bicycle routes in the Plan area.

Parks in the Plan area are intended to serve both active and passive recreation needs. Park land and facilities will be provided in accordance with requirements of the EDHCSD Recreation Facilities Master Plan (RFMP). It is anticipated that all park sites will be dedicated to and maintained by the EDHCSD. Ultimate site selection and development is the responsibility of that body. The EDHCSD RFMP requires that one or more park sites be provided in each village that contains 50 or more units. These park site locations will be determined in conjunction with the review of subdivision applications submitted for projects within the Plan area.

All park site reservations and design shall adhere to the policies set forth in Section 4.2.8 of the El Dorado County Parkland Dedication Ordinance and the requirements of the CSD.

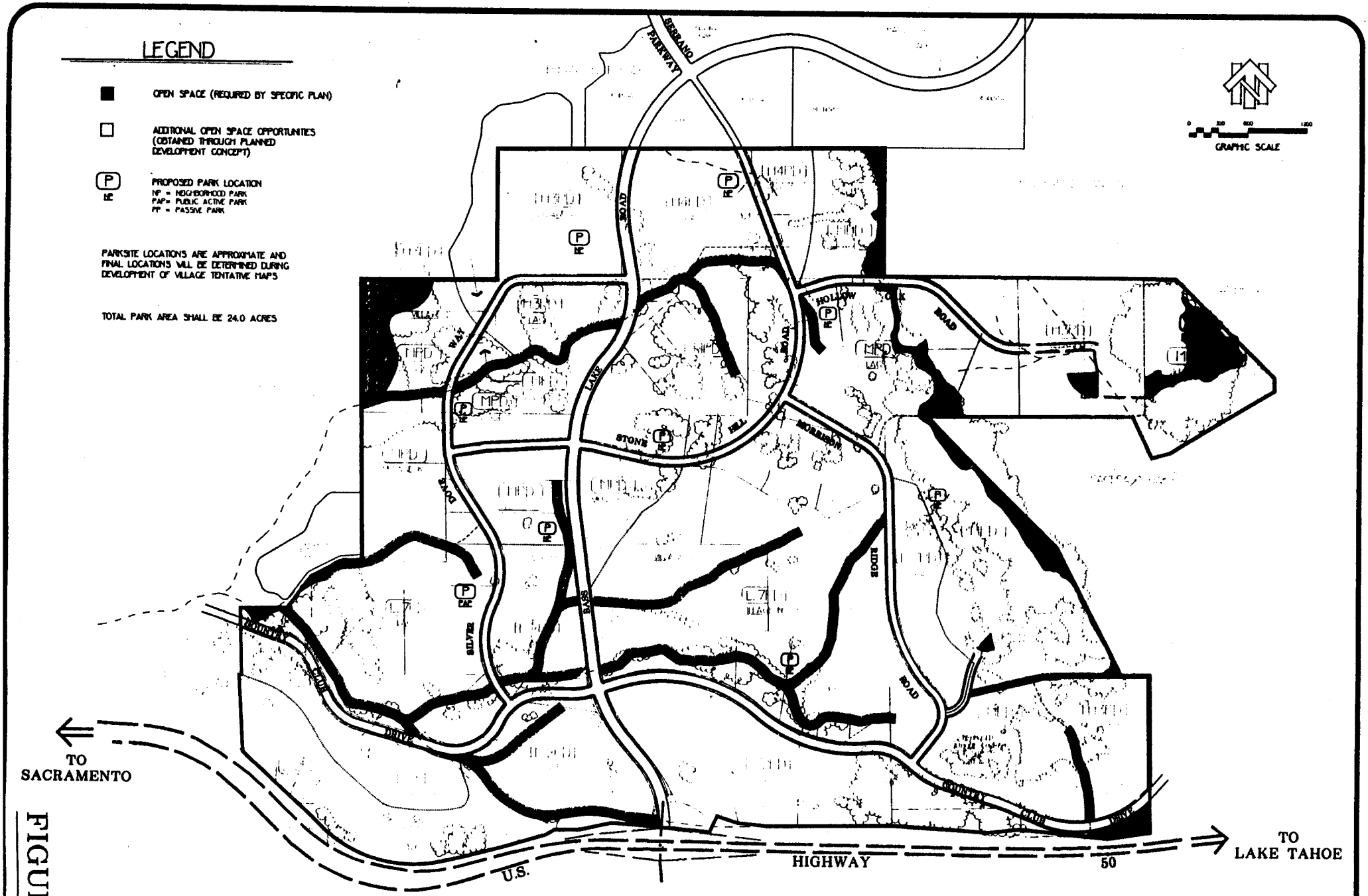


FIGURE 5-5

BASS LAKE HILLS SPECIFIC PLAN
PARKS AND OPEN SPACE PLAN

COOPER, THORNE & ASSOCIATES, INC.

5.6.2 Recreation Facility Standards

1. Parks shall be sized and contain the recreation amenities and facilities consistent with the requirements of EDHCSD RFMP to serve the needs of nearby residents.

2. Wherever possible, school sites should be located adjacent to park sites. Joint-use agreements between the EDHCSD and the school districts are encouraged in order to allow the sharing of costs and operational responsibilities. In such instances, recreation amenities, including play equipment, should be coordinated to minimize duplication. Such facilities would be subject to Table 1 of Appendix 1 of the EDHCSD RFMP.

3. Parks shall be landscaped with drought-tolerant and fire resistant plant species, excluding lawn areas, to the maximum extent possible to reduce irrigation and maintenance requirements.

4. Parks shall comply with El Dorado County Water Conserving Landscape Standards (Resolution 69-93).

5. Parks will be subject to oak tree mitigation measures stated herein and will serve as receiving areas for mitigation tree plantings.

6. Parks shall be designed to front along at least two roads to facilitate security surveillance and public access.

7. All parks within the Plan area shall be offered for public dedication in accordance with the EDHCSD RFMP Facility Standards. Parks shall be developed concurrently with residential development.

8. Park locations shall be determined through the approval of PDs and installed at the time of final map approval.

9. Important natural features within park sites, such as oak trees, and stream and drainage corridors, should be preserved and incorporated into the park development.

5.7 Open Space

The Plan provides a variety of options to create open space amenities both for the benefit of Plan residents and as a means of conserving natural features and wildlife habitat. Open space designated in Figure 5-5, Parks and Open Space Plan, totals approximately 144 acres and includes the following types:

- Open space along intermittent streams
- Open space as community buffers
- Open space in tree grove areas and along Carson Creek

Additional open space is provided by the landscape easements and/or rights-of-ways required along Bass Lake Road and all primary local roads. These 15- and 25-foot-wide areas will provide nearly 30 acres of linear open space for pedestrian facilities and landscape amenities. The historic Clarksville Toll Road will create a trail (linear open space) nearly a mile and one-half in length and 25 feet in width through the Plan area, from the Bar J Ranch subdivision on the east to the EDHSP on the west.

The linear open space included in the Parks and Open Space Plan and the Land Use Diagram will serve to provide separation between villages in the Plan area and separate the Plan area from adjacent communities, while providing circulation routes for Plan area residents and wildlife. At the same time, open space areas will preserve remaining biotic and scenic resources and provide receiving areas for compensation trees.

In addition to open space shown on the Land Use Diagram, Plan policies relative to oak tree preservation may result in additional open space; however, such open space would not be available for public access unless dedicated for such use by the property owner and accepted by the CSD.

5.7.1 Open Space Policies

1. Open space areas which remain in private ownership shall be encumbered by a conservation setback not open to public access, except where public access easements have been recorded. (See Section 9.1.7)

2. Except for the limited installation of underground public utilities, water and sewer lines, and construction of maintenance roads and pedestrian paths, grading and construction shall be prohibited within open space areas. Mitigation tree planting is encouraged, as defined in this Plan. Where utilities are installed, grading and vegetation removal shall be the minimum necessary, and shall conform to all policies set forth herein.

3. Construction of all-weather pedestrian paths within public access easements are required within public open space areas where shown.

4. All pedestrian paths and trails shall be designed in accordance with standards contained in the El Dorado County Hiking and Equestrian Trails Master Plan.

5. Public open space areas shall be accessible to fire suppression equipment to the satisfaction of the fire protection district.

5.8 Fire Protection Facilities

Development of the Plan area may require the construction of one fire station within the Plan area. The Plan designates a site approximately 1.5 acres in size to accommodate future construction. Site selection shall commence when the first subdivision map application is filed. Construction shall commence when the first final map west of Morrison Ridge Road is filed.

5.8.1 Fire Protection Policies

Tentative maps may be approved only after the fire department determines that adequate fire protection services will be provided.

5.9 Police

Law enforcement will be provided by the El Dorado County Sheriff's Department. Service will be provided from the Sheriff's Headquarters located in Placerville.

5.10 Public Utilities

According to the service providers, public utilities, including electrical and telephone services, are currently available in the area and will be provided to Plan area development. The closest natural gas services are within the EDHSP, and may also be extended into the area if desired by Plan area developers.

All existing and new electrical and telephone transmission lines will be installed underground in conjunction with development of individual properties. As indicated in Section 8.0, Design Guidelines, particular attention will be given to the siting and design of all above-ground facilities, such as transformers and electrical substations.

6.0 GRADING PLAN

6.1 Grading Standards

1. Regardless of the specific grading limitations set forth herein, development should conform to natural slopes to the maximum extent possible, rather than changing topography to fit development.

2. Creation of large graded pads which extend beyond the boundaries of one lot (i.e., mass-pad grading) shall be prohibited, except as noted herein. Some deviation may be allowed for clustered development, affordable housing, and avoidance of other resources.

3. Development limitations shall be in accordance with steepness of existing slopes as shown in Figure 6-1, Grading Constraints Map. Required grading plans shall include a site specific slope map of at least 1" = 50' and 5-foot contours showing the following classes:

   30 percent and over slopes (Restricted Grading Area)

   a. Setbacks shall be provided and encumbered by a conservation easement (See Section 3.3.2) held as common open space or zoned open space.

   b. No grading or construction is allowed, except the minimum required for trail access.

   15 to 30 percent slopes (Limited Grading Area)

   a. Primary local roads may include separated grade where necessary to minimize cuts and fills.

   b. Dwellings constructed to natural grade utilizing foundation designs which conform to topography is encouraged.

   c. All grading activities will incorporate the erosion control measures as provided in the El Dorado County Grading Ordinance. Areas subjected to grading shall not slope in excess of 2:1 unless otherwise approved by the County.

   10 to 15 percent slopes (Lot Pad Grading Area)

   a. Grading cuts or fills may occur to the lot boundary (property line) in order to provide a relatively level site or pad for construction of a dwelling and creation of usable yard areas. A landscaping plan shall be required for cut and fill slopes.

   b. Property lines should occur at the top of slope banks.

0 to 10 percent slopes (Whole Site/Mass Pad Grading Area)

a. This category allows most forms of grading, including mass-pad grading, subject to adherence to the grading policies contained herein and County ordinance.

4. Where grading is necessary, contouring techniques shall be employed to avoid angular flat slopes and distinct edges. The top and toe of slopes and the slope itself shall be rounded and feathered in a natural-appearing manner.

5. Streets shall be sited in accordance with hillside contours so that the shape and character of the natural landform are retained.

6. Grading and landform alteration of prominent ridgelines whose silhouettes are visible from U.S. Highway 50 and Bass Lake Road is prohibited regardless of slope. This shall be gauged through the use of visual simulation of proposals. (See Section 3.3.1)

7. In order to minimize erosion and siltation, grading shall only be allowed on approved projects that are subject to immediate development. Issuance of a grading permit shall not occur prior to approval of a development application.

8. Use of retaining structures (retaining walls, crib walls, and gibions) are encouraged in instances where such a design will reduce grading quantities and visual impact. All such structures shall be landscaped.

9. Grading shall be prohibited in all open space areas, except as specifically set forth in Section 7.4.1.10 herein.

10. All grading shall conform to the County Grading Ordinance, Subdivision Design and Improvement Manual (Hillside Regulations), and the Hillside and Ridgeline Development Guidelines for Bass Lake Hills Specific Plan (Appendix B).

11. Architectural style of buildings should be adapted to hillside slopes rather than adapting land forms to buildings designed for flat land topography.

12. Development on slopes of 40 percent or greater is prohibited.

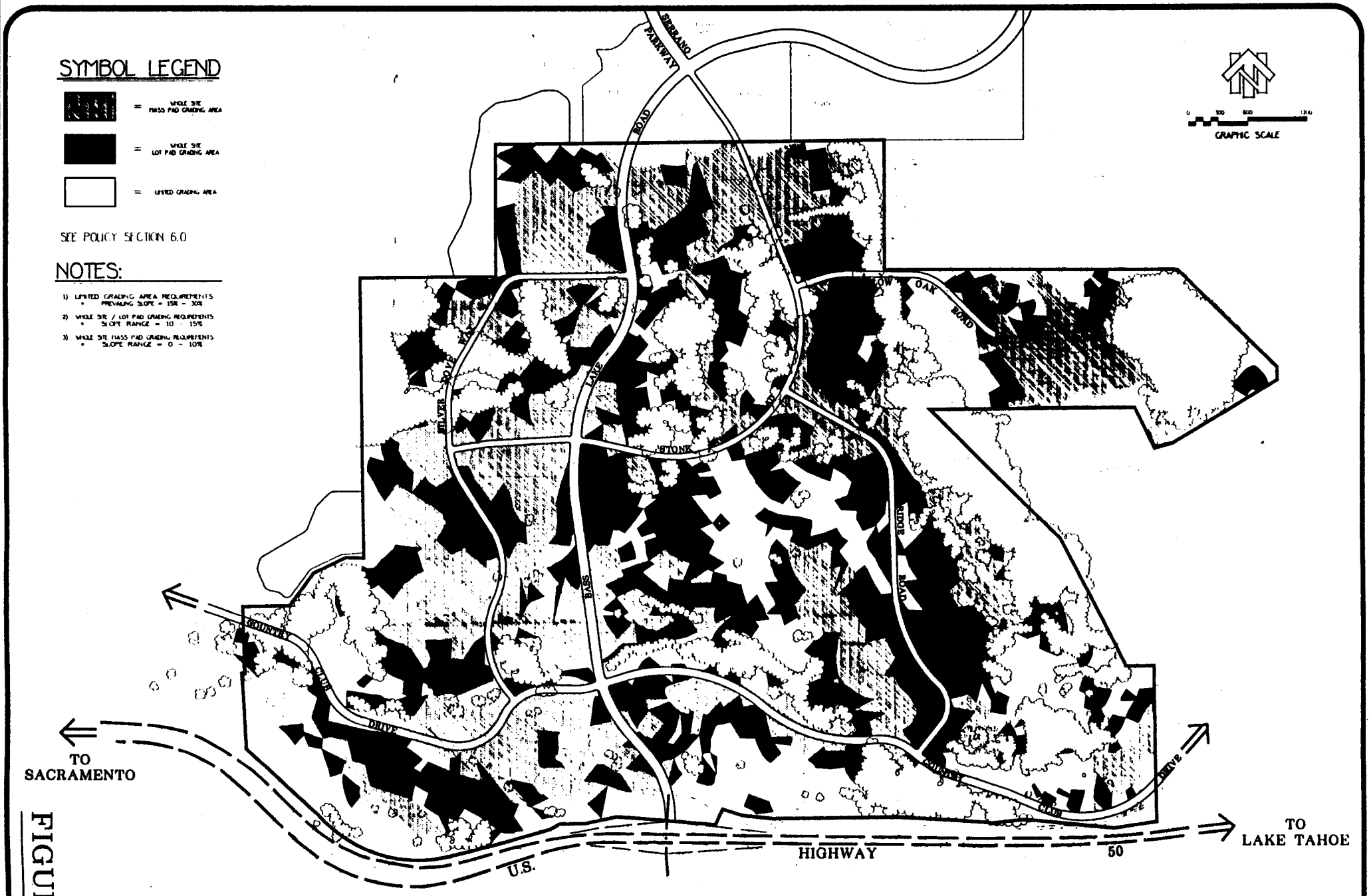


FIGURE 6-1

BASS LAKE HILLS SPECIFIC PLAN
GRADING CONSTRAINTS MAP

COOPER, THORNE & ASSOCIATES, INC.

7.0 ENVIRONMENTAL MANAGEMENT

7.1 Noise Standards

1. Interior and exterior noise levels for transportation sources shall not exceed levels contained in the Noise Element of the General Plan.

2. Tentative subdivisions which propose lots within the identified 65 dB Ldn contour lines shown along U.S. Highway 50 and Bass Lake Road in Figure 7-1, Noise Contour Map, shall submit acoustical analyses consistent with General Plan Noise Element policies and procedures.

3. Setbacks, berms, and/or other noise attenuation measures capable of reducing street and highway noise levels to standards contained in the Noise Element of the General Plan shall be provided where required in all residential areas and schools. Prohibiting the creation of additional housing units within the 65 dB/CNEL noise contour shall occur as an alternative to using sound walls to mitigate noise related impacts. A setback of at least 50 feet for residential units from Bass Lake Road shall be provided.

4. All noise attenuation structures and landscaping shall adhere to a common design theme outlined in Section 8.6.1 of the Design Guidelines.

7.2 Cultural Resource Protection Standards

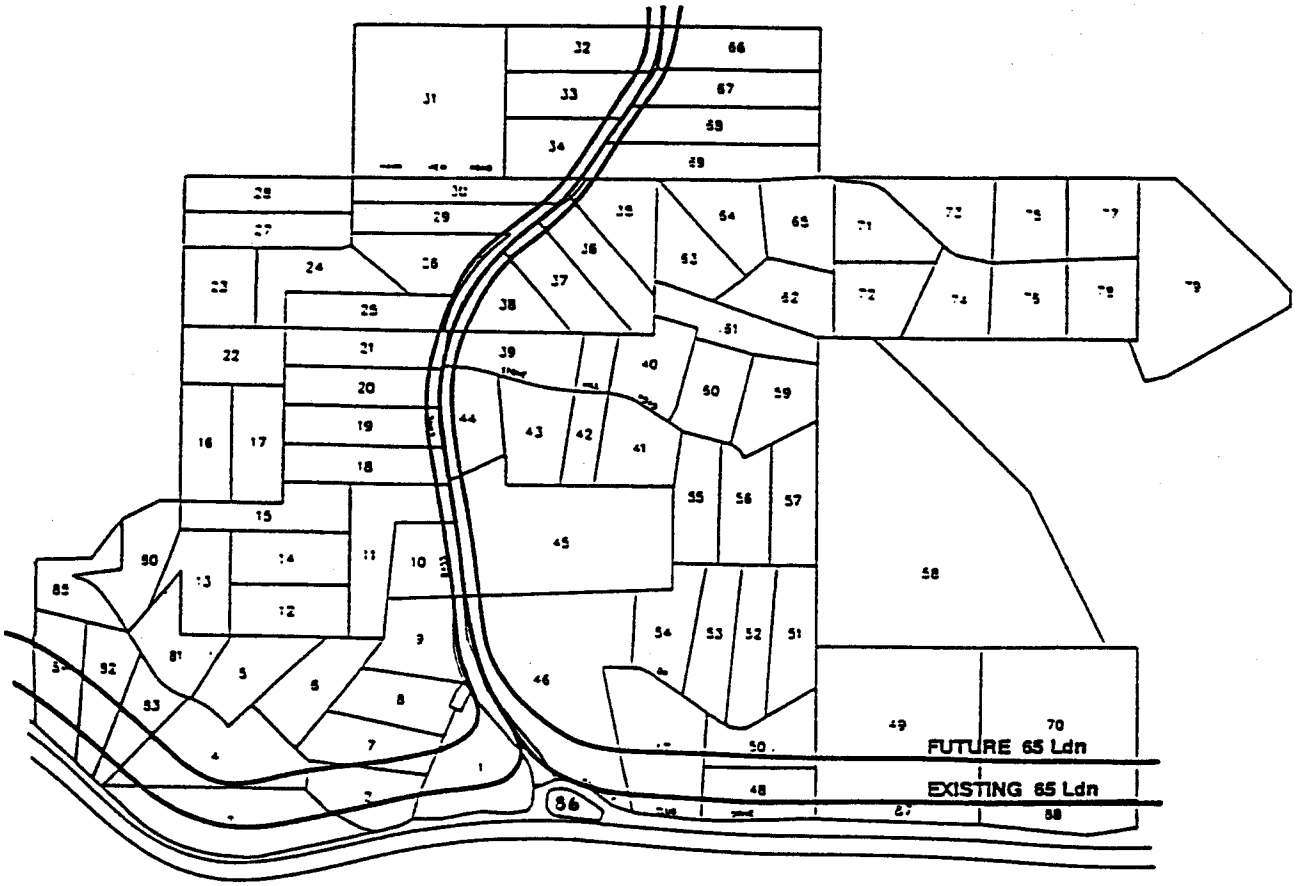
1. The County shall require site-specific archaeological investigations for all development proposals which may impact sensitive archaeological sites described in the EIR.

2. Mitigation measures to protect archaeological sites shall be implemented through conditions in development permits and shall require on-site monitoring by qualified personnel during excavation work in areas identified as sensitive for archaeological resources. Development activity shall cease whenever artifacts or skeletal remains are discovered until arrangements can be made to avoid or otherwise protect the site. Identified archaeological sites shall be protected through non-building setbacks to be recorded on the subdivision map.

3. The local Indian Council shall be notified of all discretionary development application for review and comment.

Figure 7-1

Noise Contour Map



LOCATION OF 65 dB Ldn CONTOURS

7.3 Agricultural Land Protection Standards

The following policies apply to all lands adjacent to Agricultural lands located outside of the Plan area.

1. Residential lands adjacent to agricultural lands shall be fenced in accordance with County Ordinance 4111 and Resolution 98A-90.

2. New residential lots within the Plan area located adjacent to agriculturally zoned land outside of the Plan area shall maintain 10-acre minimum lot size. Such parcels shall not exceed a 3:1 length to width ratio.

3. No use or activity shall be permitted on property adjoining agriculturally zoned land which conflicts with the agricultural uses.

4. New lots within the Plan area adjacent to agriculturally zoned lands located outside of the Plan area shall maintain a 200-foot setback for incompatible land uses (schools, dwelling, etc.).

7.4 Wetlands and Intermittent Streams and Drainages

It is the intent of this Plan to retain and protect as much of the existing wetlands and intermittent stream and drainage resources as possible. The primary method of preservation will be avoidance by means of conservation setbacks. As defined in Section 3.3, the principal means of stormwater conveyance will be by means of intermittent stream and drainage channels. Aside from street crossings, pedestrian paths, and other features described in this Plan, improvements to land within intermittent stream and drainage setback areas will be precluded.

7.4.1 Wetlands and Intermittent Streams and Drainages Protection Standards

1. Wetlands, as identified on Figure 1-5, Wetlands and Surface Hydrology Map, shall be protected by the creation of a conservation easement extending 50 feet from the boundary of the identified wetland or from the edge of the riparian zone, whichever is greater.

2. Intermittent streams and drainages, as identified in Figure 1-5, Wetlands and Surface Hydrology Map, shall be protected by a 25-foot-wide conservation easement measured from each side of the channel bank or from the outside edge of the riparian zone, whichever is greater. This non-building area shall be shown on all subdivision maps and building site plans and shall be recorded with every parcel so effected. All grading and construction other than fences, as defined herein, shall be prohibited. (See Figure 7-2, Intermittent Stream Setback Concept)

3. Any project proposing septic systems shall provide a minimum 50-foot setback from stream bank to any component of the septic system if a septic capability study determines septic is appropriate for the site.

4. Where applicable, 15-foot public access easements shall be recorded within the riparian corridors and shall be located at least 25 feet from the banks of intermittent streams. Pedestrian and bike trails and utilities may be installed within these easements. Pedestrian and bicycle trails shall be constructed only within designated open space areas located at least 25 feet from streambanks and outside of the riparian vegetation areas. Such pathways shall be designed to avoid impacts to wetlands and intermittent streams.

5. All easements shall be dedicated to the EDHCSD and/or the Landscape and Lighting Assessment District (LLAD) formed for maintenance of the trails, drainage and conservation setbacks. (See Section 9.1.7)

6. Fences shall not be permitted within any conservation easement or designated open space areas.

7. Ponds or detention basins shall be protected by a conservation easement, excluding those located within parks, which extends 100 feet from the high water line.

8. Livestock grazing or the keeping of animals is not consistent with the conservation easements defined herein and is not permitted.

9. Temporary fencing (chain link, ski fencing, or other suitable high visibility material intended to alert construction workers to the presence of protected wetlands) shall be installed at least 10 feet from the outside boundary of retained wetland areas along the length of the construction site prior to construction, grading, or movement of material or machinery onto the site. The fencing shall not be removed until construction activity is completed and finaled by the appropriate inspection authority.

10. Intermittent stream and drainage channels, as identified in Figure 1-5, shall be left in a natural condition, except where minor grading and vegetation cutting is required to maintain drainage flows within the channel to minimize erosion. Energy dissipators shall utilize natural materials which do not adversely effect water quality.

11. Within jurisdictional wetlands, all grading and construction shall be in accordance with a Section 404 permit.

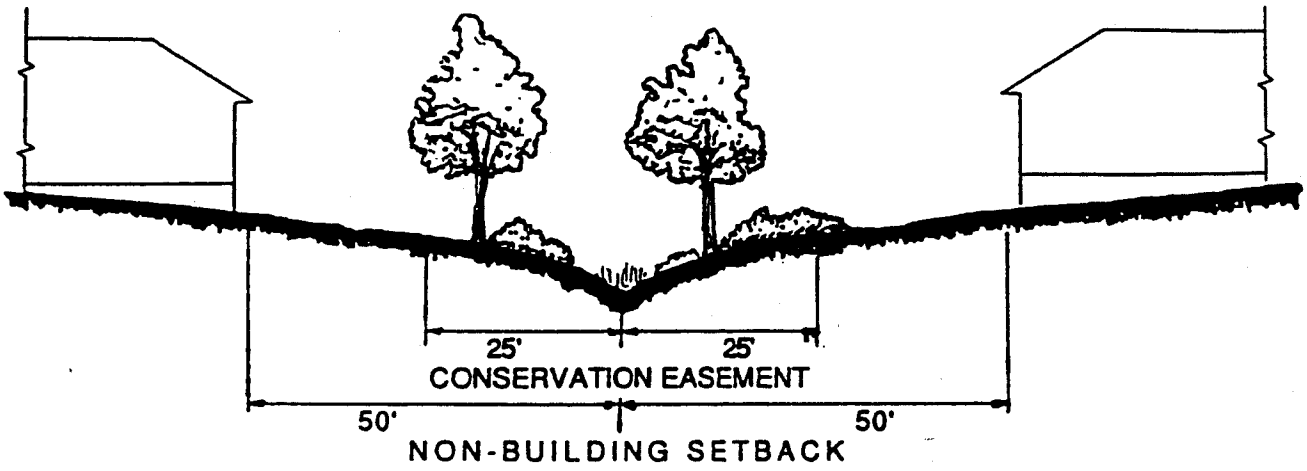
12. Stormwater detention basins shall be designed to ensure public safety, be visually unobtrusive, and provide wildlife habitat. The design shall be reviewed and approved by the Department of Transportation (DOT) and the CDFG.

13. To ensure that storm drainage flows are not impeded to the degree that flooding occurs, tree planting programs within stream corridors shall be reviewed and approved by the County DOT.

14. Street crossings of intermittent streams shall be by bridges or half-round culverts to facilitate passage of terrestrial and aquatic organisms.

Figure 7-2

Intermittent Stream Setback Concept



7.5 Woodland Habitat and Oak Trees

It is an objective of this Plan to conserve and enhance existing oak woodland habitat and native oak trees to the maximum extent possible. It is also the objective of this Plan to maintain existing native plant species within natural habitat areas and to introduce only native plant species to these areas. Compensation trees, as described herein, are encouraged in habitat establishment areas to the extent that such trees are native oak or riparian species.

The following policies are intended to minimize tree loss and provide for the planting of new trees as compensation for oak trees 6 inches dbh or larger which are impacted by development of the Plan area. The requirement for tree replacement or compensation is triggered as a result of any disturbance to an oak tree or the soil within its dripline or canopy (i.e., cutting roots, removal, trenching, grading, etc.). The compensation policy is predicated upon the anticipation that impacted trees have a higher probability of mortality than non-impacted trees.

Dripline or canopy is defined as the aerial extent of branches and foliage of one or several adjoining trees projected to ground level.

1. At the time of subdivision application, a certified arborist's report shall be submitted and include the following with respect to oak and other native trees:

   a. Based upon air photos and a ground survey on a base map of 1" = 50' scale or larger;

   b. Location of dripline for all trees 6 inches dbh, or greater, and groves of trees;

c. Size (dbh) and species determination list of all trees 6 inches dbh or greater within the project area;

d. Trees impacted by the proposed project;

e. Location of planting areas for compensation trees;

f. Health of trees and any recommendations for trimming and/or removal for health and safety purposes requires no compensation; and

g. Management plan for the long-term conservation of oak woodland habitat in the subdivision area.

2. Oak tree groves and oak woodland habitat shall be conserved within the Plan area principally by avoidance. PD Combining Zone District shall be employed as a means of clustering residential density away from oak tree groves. Groves may be included within residential lots only if homes are constructed within a designated building envelope that avoids the grove(s), or the grove is contained within a conservation setback as previously described. Any tree in a grove impacted by construction activity shall be subject to a 1:1 compensation ratio, with a minimum 5-gallon tree of like species.

3. A grove shall be defined as any group of oak trees, regardless of maturity, with a continuous canopy of 5,000 square feet or greater measured at the dripline (See Figure 7-3).

4. Impacted trees (non-grove) shall be replaced by like oak species and a minimum 5-gallon tree at a ratio of 2:1.

5. An impacted tree is defined as any oak tree which has (1) had live branches or roots cut or otherwise removed; or (2) has had soil within the dripline disturbed by grading, trenching, or tunneling. Diversion of storm drainage into, and irrigation within the dripline area constitutes impact under this definition(s). Those trees removed for health and safety purposes are not considered impacted trees.

6. All compensation trees shall be planted within the public street right-of-way landscape easements, open space areas, parks, park-and-ride lot areas, and other lands owned by the public, homeowners associations or encumbered by conservation easements.

7. Compensation trees shall be planted in a manner and location prescribed in the arborist's report.

8. Where tree protection is required, the property owner shall be required to provide financial security in an amount identified by an arborist. The security shall be forfeited and utilized for ongoing tree maintenance programs if the tree is impacted as defined herein.

9. Fencing (chain link, ski fencing, or other suitable material) shall be provided as a physical barrier to alert construction workers and property owners of the protection. The fencing shall be installed one foot outside the dripline of any single tree or grove which is in close proximity to, and potentially affected by construction activity. A sign shall be posted which describes the trees as protected and subject to forfeiture of a security deposit.

10. The survival rate of compensation trees shall be 90 percent for a period of 5 years from the date of planting. To ensure this survival goal, the following measures shall be provided:

    a. To guarantee survival through the first 3 years following planting, a maintenance bond, cash, or other financial encumbrance acceptable to the County and the EDHCSD shall be provided based on a cost estimate provided by the arborist's report.

    b. The tree survival program shall be administered by the EDHCSD and be funded through the LLAD.

    c. The LLAD shall fund, and the CSD shall administer the ongoing planting program defined in the arborist's report.

    d. Survival for years 3 through 5 following planting shall be ensured by a LLAD administered by the EDHCSD. Tree impact forfeiture money will be diverted to this district per the above policy.

11. In addition to the oak tree compensation program, a minimum of four (4) trees of any native species shall be planted on each lot within the Plan area in conjunction with construction and prior to occupancy of each dwelling. Trees shall be a minimum container size of 5 gallons.

12. Irrigation within the driplines of existing oak trees is prohibited, except by means of drip systems which focus upon the target vegetation.

Figure 7-3

Oak Tree Grove Definition

5,000 SQUARE FEET OF CONTINUOUS CANOPY

- - - - - - - = Area Measured by Planimeter

8.0 DESIGN GUIDELINES

The following guidelines apply to all public land within the Plan area and are intended to promote a sense of community identity through common design themes and enhance the quality of life of Plan area residents.

8.1 Streetscape

The following describes streetscape (i.e., plant materials and other landscape features) installed within public rights-of-way and landscape easements of Bass Lake Road and all primary local roads. All plant materials shall be consistent with the EDHCSD Landscaping Guidelines for landscape easements along roadways.

Compensation trees may be planted in any publicly-maintained area and planted in a way to not pose a safety hazard.

8.1.1 Bass Lake Road

Landscape Easement

Landscape easements shall be created on each side of the 100-foot-wide Bass Lake Road right-of-way. The landscape easement will accommodate the following streetscape features:

1. 8-foot-wide asphalt concrete Class 1 bicycle/pedestrian path and 6-foot-wide pedestrian pathway as described in Section 4.1 of the Plan. The path shall meander and avoid maintaining a parallel relationship with the street unless infeasible to do so;

2. Wall, fences, and berms (as further described in Section 8.6, herein); and

3. Plants, including trees, shrubs, and ground cover. Plant materials shall be selected from the list contained in the EDHCSD Landscaping Guidelines. Native, drought-tolerant plants and trees shall be used as prescribed by State and local regulations. A primary objective of the planting shall be to obscure the visibility of any solid wall or fence as depicted in Figure 8-1.

Median

Planting within the 16-foot-wide median shall include trees with a drought-tolerant shrub and ground cover understory.

Right-of-Way

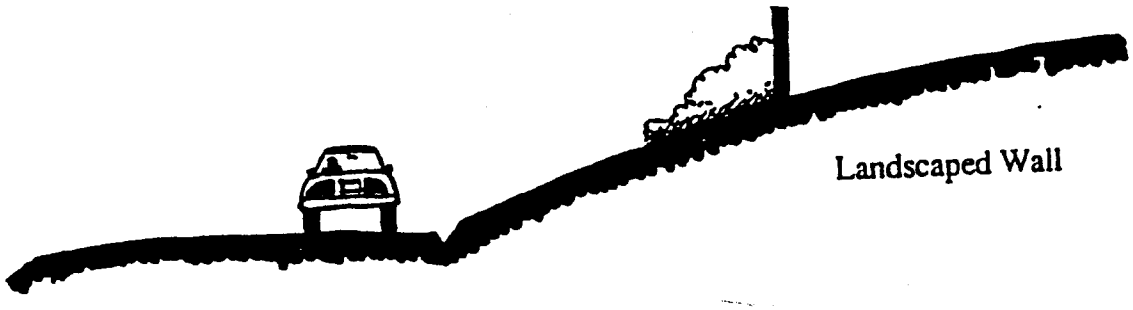
1. Any portion of the public right-of-way not devoted to street or pedestrian path paving shall be planted with a low ground cover.

2. Where bus shelters are installed, a consistent architectural design theme shall be followed for all shelters in the Plan area.

3. All new electrical and communication transmission facilities shall be installed underground; however, above-ground transformers and substations are permitted where appropriately screened and designed as specified herein.

Figure 8-1

Wall/Fence Planting Detail



8.1.2 Primary Local Roads

Landscape Easement

1. Landscape easements shall be created on each side of each 60-foot-wide primary local road right-of-way. The landscape easement will accommodate the following streetscape features:

   a. Wall, fences, and berms (as further described in Section 8.6); and

   b. Plants, including trees, shrubs, and ground cover. Plant materials shall be selected from the list contained in the EDHCSD Landscaping Guidelines. Native drought-tolerant plants and trees shall be used to the maximum extent possible. A primary objective of the planting shall be to obscure the visibility of any solid wall or fence, as depicted in the sketch provided in Figure 8-1.

2. Prominent entry landscape treatments may be employed at village entry points in order to foster a sense of community identity. (See Section 8.8 relative to signs)

Right-of-Way

1. Any portion of the public right-of-way not devoted to street or pedestrian path paving may be planted with a low ground cover.

2. All new electrical and communication facilities shall be installed underground; however above-ground transformers and substations are permitted where appropriately screened or landscaped. (See Section 8.3 herein)

8.2 Park-and-Ride Lot

It is an objective of the Plan to screen the park-and-ride lot from off-site view. To that end the following guidelines shall be employed:

1. All sides of the park-and-ride lot shall contain a planter area no less than ten (10) feet in width. Within the planter area a variety of shrubs and ground cover shall be planted which, within a period of five (5) years, shall obscure the view of vehicles within the lot to a height of three (3) feet above the parking lot surface.

2. Native trees shall be installed within the planter area to provide visual screening from higher vantage points and within the parking area in order to provide shade for parked vehicles.

3. Native drought-tolerant plant species shall be used to the extent possible.

4. Where bus shelters are installed, a consistent architectural design theme shall be followed for all shelters in the Plan area.

5. Park-and-ride lots shall be provided interior trees planted at a minimum ratio of 2 trees per 5 parking spaces.

6. The area shall be one of the receiving areas for compensation trees.

8.3 Water Storage Tanks, Electrical Substations, and Sewage Lift Stations

It is an objective of the Plan to screen public facilities such as water storage tanks, electrical substations, and sewage lift stations and similar features from view. The following guidelines shall apply:

1. Water storage tanks, electrical substations, and sewage lift stations shall be screened or landscaped from view through the use of fast-growing evergreen trees interplanted with native evergreens. Where possible, earthen berms shall be used in combination with planting to achieve the desired screening more quickly.

2. Where water tanks are visible and not immediately screened by plant materials and/or berms, the tank shall be painted a neutral, earth-tone color as a means of making the tank less noticeable.

3. A planter at least five (5) feet in width shall be provided on all sides of electrical substations and sewage stations, regardless of the type and quality of fencing or wall materials used. Trees and shrubs shall be planted which provide total screening of the facility within a period of ten (10) years.

8.4 Stormwater Detention Basins

As part of the stormwater drainage system, the Plan employs detention basins and are intended to be functional in design. It is the intent of this Plan that detention basins appear as natural as possible. Essentially, during dry weather these basins will appear as shallow depressions in which native plants grow, while during periods of heavy rain the basins will appear as natural ponds.

Detention basins are not intended as long-term seasonal water features; basins will be filled with water only during peak storm flows, after which time water levels will diminish. The following guidelines shall govern the design of detention basins:

1. The sides of detention basins shall be gently-sloping. The maximum slope ratio shall not exceed 4:1.

2. Basins shall be constructed of earth and stone. No concrete or other manmade materials shall be employed, except at spillways, inlets, and other such control structures.

3. Planting of riparian trees and shrubs is encouraged around the perimeter of the basin.

8.5 Open Space Areas

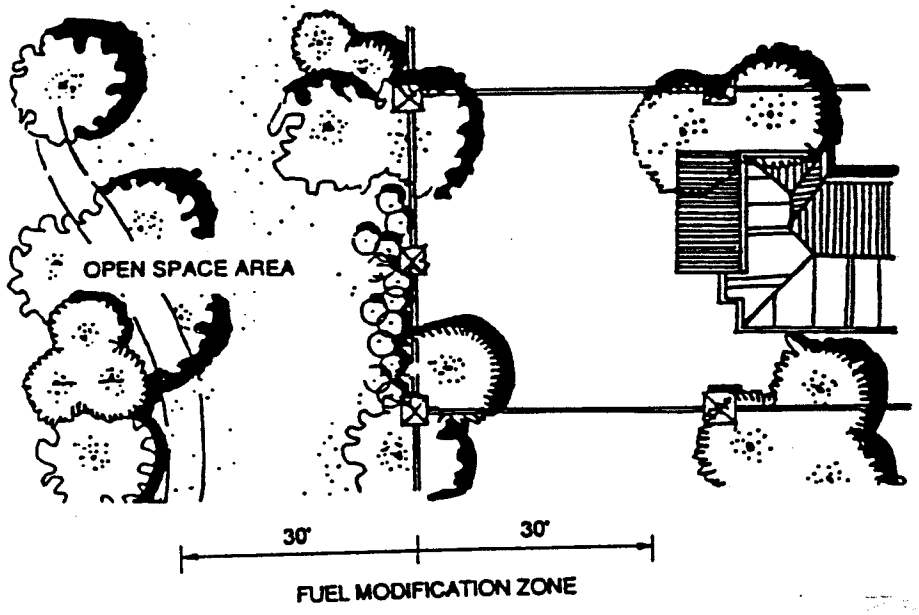
8.5.1 Fuel Modification Zones

Fuel modification zones represent a physical separation between non-irrigated natural open spaces and the built environment created by the installation of plant materials which are fire resistant. The purpose of such zones is to reduce the hazard of wildfires and to allow for a naturalized, visual transition between developed areas and natural open space. Specific guidelines for fuel modification zones are as follows:

1. A fuel modification zone shall be established in all instances where residential development abuts an open space area, other than stream zones subject to fire district approval. The zone shall extend into the open space area a distance of thirty (30) feet and into the private residential lot a distance of thirty (30) feet consistent with fire safe requirements. This concept of a shared fuel modification zone is illustrated in Figure 8-2. Stream-zone buffers shall be as follows: Stream-zone, fifteen (15) feet; residential lot, thirty (30) feet.

Figure 8-2

Fuel Modification Zone



2. Dead wood, dried leaves, and other combustible materials shall be routinely removed from both public (through LLAD) and private (by owner) within the fuel modification zone.

3. Low fuel volume plants to be installed in Fuel Modification Zones shall include the following:

Native:
Eriophyllum spp/Yarrow
Eschscholzia californica/California Poppy
Lupinus spp/Annual Lupines
Mimulus spp/Monkey Flower
Penstemon spp/Penstemon
Trichostoma lanatum/Woolly Blue Curls
Zauscheneria spp/California Fuschia

Introduced:
Artemesia caucasica/Silverberry
Atriplex glauca/Saltbush
Atriplex semibaccata/Creeping Saltbush
Cistus crispus/Rockrose
Santolina chamaecyparissus/Lavender Cotton
Santolina virens/Green Santolina
(From *Trees & Shrubs for Dry California Landscapes*, by Bob Perry)

8.5.2 Pedestrian Paths

Pedestrian pathways and trails within all open space areas, including intermittent stream and drainage corridors, shall comply with the following guidelines:

1. Trails and pathways shall be installed within a 25-foot-wide public access easement a minimum of 15 feet from streambanks.

2. Trail grades to the maximum extent possible shall maintain a preferred range of 0 to 15 percent.

3. The surface shall be three (3) feet in width.

4. An all-weather surface shall be used, consisting of asphalt concrete pavement, crushed rock, decomposed granite, or other suitable material.

5. Pathway locations shall avoid intrusion upon privacy of adjoining private property. The maximum possible separation shall be provided between the pathway and the property line.

6.. Pathways shall be curvilinear in horizontal and vertical alignment and should conform to natural topography to the maximum extent possible.

7. Except as otherwise described herein, pedestrian paths and trails shall meet or exceed the standards contained in the El Dorado County Hiking and Equestrian Trails Master Plan. Erosion control measures shall be included in the design and maintenance of all trails.

8.6 Walls, Fences, and Berms

8.6.1 Streetscape

It is the intent of this Plan for walls and fences installed along streets for purposes of privacy and/or noise attenuation to be as visibly unobtrusive as possible. To this end, walls and fences shall adhere to the construction guidelines set forth herein and shall be screened with trees and shrubs in accordance with the planting guidelines set forth in Section 8.1.2. All improvements and construction materials and colors shall be consistent with EDHCSD Landscaping Guidelines.

These guidelines apply to walls and fences installed within all public street rights-of-way and landscape easements along Bass Lake Road and all primary local roads.

1. Fences and walls shall be constructed of weather- and rot-resistant materials. Where wood is used, appropriate treatment shall be applied to enhance longevity based on best construction practices.

2. Walls and fences (and walls and fences installed on graded berms) shall not extend higher than six (6) feet above finished grade.

3. In all cases where fences and walls are installed along streets, plant materials shall be installed which provide screening of at least 60 percent of the wall/fence when viewed from the nearest point on the street within a period of five years.

4. Where possible, earthen berms shall be employed in lieu of fences and walls in order to provide both noise attenuation and privacy. Where berms are used, particular attention shall be given to ensuring that storm drainage is not impaired.

8.6.2 Open Space Areas

Fences bordering dedicated open space areas, including habitat establishment areas along intermittent streams and other open space areas, shall utilize an open design which provides views through the fence and which provides for passage of wildlife. Solid fencing shall be prohibited in such instances. Open fencing types described in EDHCSD Landscaping Guidelines shall be used.

Agricultural areas identified on the Specific Plan Land Use Diagram as Williamson Act lands shall be fenced according to County Ordinance 4111 and Resolution 98A-90.

8.7 Lighting

The following guidelines address nighttime illumination in all public areas, including streets, park-and-ride lots, and parks. These guidelines are intended to ensure that nighttime illumination enhances safety and convenience in an aesthetically pleasing, unobtrusive manner. Illumination of private property is not addressed by these guidelines.

1. In all instances, lighting shall be the minimum intensity necessary to achieve its intended purpose.

2. Downward-oriented cut-off type fixtures and shielding shall be used in order to prevent light spillage and glare impacts beyond the target of illumination.

3. Lighting for pedestrian pathways and parking areas shall illuminate only the pavement. Use of low bollard-type fixtures is encouraged. Tall (16 feet or higher) pole-mounted fixtures are discouraged.

4. Energy conservation shall be a prime consideration when designing any lighting system. Photocell operation is mandatory to ensure efficient use of energy and minimize unnecessary "on time".

5. Open space areas shall not be illuminated either directly or indirectly by light spillage from outside light sources.

6. Subdivision and village identification signs within the Plan area shall not be internally illuminated. (See Section 8.8 relative to signs)

8.8 Signs

It is the intent of the Plan to prevent the use of signs which are inconsistent with the community character. All signs shall adhere to the sign requirements of the zone, the El Dorado County Sign Ordinance and to the following guidelines:

1. One permanent sign that identifies a village is permitted at each village entry point on primary local roads. Such signs are prohibited on Bass Lake Road. Each subdivision may include an identification sign, at each entry point.

2. Permanent village signs shall be restricted to 36 square feet of area, and subdivision signs shall be restricted to 24 square feet of area.

3. Signs shall employ natural materials such as stone and wood to the maximum extent possible. Plastic and metal signs are prohibited, except that metal may be used for lettering. Materials should complement those used in walls and other streetscape enhancements and shall be of high quality and high durability. The use of identification signs incorporated into walls is encouraged.

4. Natural earth-tone colors and materials shall be used.

5. No internally illuminated signs shall be permitted.

6. All signs shall be low monument-type signs no higher than six (6) feet above finished grade. Pole-mounted signs are prohibited.

7. All temporary subdivision marketing signs and permanent village entry signs shall be incorporated into the design of a landscape planter.

8. Signs shall be no closer than fifteen (15) feet to any public street right-of-way. Monument signs shall be located to preserve sight distance at intersections.

9. Signs shall always be maintained in good condition, clean and free of graffiti or other disfigurations. Planting at all signs shall be maintained to allow for easy and safe visibility and to enhance the sign face and structure.

10. Prohibited signs include, but are not necessarily limited to the following:

    a. Billboards or any signs which will change on a regular basis;

b. Signs which promote any other project or site other than those in the Plan area, except those which may be permitted at the Bass Lake Road and Country Club Drive intersection;

c. Inflatable signs;

d. Animated or moving signs; and

e. Signs closer than fifteen (15) feet to any public street or open space area.

11. Temporary signs: Temporary sales signs for subdivision homes or lots shall not be located within rights-of-way, landscape easements, or open space areas.

12. One monument sign that defines the area as "Bass Lake Hills" may be installed at the Bass Lake Road and Country Club Drive intersection. Such sign shall be subject to review by the El Dorado Hills Design Review Committee.

8.9 Architectural Design

The Plan provides for the construction of a variety of above-ground public facility structures, including one public school and a fire station. In addition, electrical substations and sewage lift stations required for Plan area infrastructure may require above-ground structures.

It is the intent of this Plan that all above-ground structures and architecture be designed to be consistent with the architectural design, including form, colors, and materials of the adjoining residences.

9.0 IMPLEMENTATION AND ADMINISTRATION

This section describes the mechanisms by which the land uses and policies contained in this Plan are implemented. Included are the following topics:

- Land use regulation
- Specific Plan adoption and amendment procedures
- Specific Plan preparation and engineering reimbursement
- Public facility financing
- Public facility maintenance responsibilities
- Phasing

9.1 Land Use Regulation

9.1.1 Existing Zoning

The Plan area presently contains four different zoning classifications, as follows:

Residential Estate Ten-Acre (RE-10)
Residential Estate Five-Acre (RE-5)
Agriculture (A)
Transportation Corridor (TC)

Zone districts RE-10 and A require a minimum of 10 acres per parcel. RE-5 zoning permits a minimum of 5 acres per parcel and only permits the development of transportation facilities as a matter of right with other non-transportation uses permitted by special use permit.

9.1.2 Proposed Zoning

The Plan is a policy document which provides a refinement of the broad goals and policies set forth in the General Plan. The Plan also augments and implements the mitigation measures contained in the EIR and Addendum. The Plan is to be implemented by provisions of the El Dorado County Zoning Ordinance and as modified to implement the General Plan. The Plan does not create new zoning districts but does prescribe new development standards.

Where policies contained in this Plan conflict with other existing policies or ordinances, the policies of this Plan shall provide a basis for ordinance amendment or creation of ordinances applicable to this area. As required by State law, all land uses proposed in the Plan are consistent with the General Plan.

As a component of Plan implementation, the County will adopt an area-wide ordinance applying zoning to the Plan area. The primary zoning will be a PD overlay with maximum densities applied per Plan land use policies and designations. Bonuses will provide additional density per General Plan and Specific Plan policies.

One Family Residential (R1). The northern portion of the Plan area will be zoned Single-Family Residential (R1); however, other zoning districts could also be applied which are consistent with the area plan designations and density bonus opportunities.

Planned Development (PD) Combining District. The PD Combining Zone District, as presently described in Chapter 17.02 and 17.04 of the Zoning Ordinance will be used throughout the Plan area as a means of transferring density within individual subdivision proposals in order to provide sites for various public facilities and open space, to preserve natural features, etc.

9.1.3 Density Transfer

Following is a description of special zoning mechanisms to provide density transfer both within and beyond individual subdivisions.

Planned Development (PD) Combining Zone District. As provided in Chapter 17.02 and 17.04 of the Zoning Ordinance, the PD Combining Zone District shall be applied to certain lands in the Plan area in order to encourage and provide for creative and flexible approaches to the use of land through the redistribution of residential densities to protect natural resources, provide addition recreational facilities, and provide open space. Application of the PD Combining Zone District allows flexibility in the establishment of all development standards, including required yard areas (setbacks), lot area and width, lot coverage and other provisions. Furthermore, in order to maximize land use and preserve natural features, the PD Combining Zone District allows for transfer of residential density within individual tentative map and village boundaries within commonly owned or planned contiguous lands.

9.1.4 Subdivisions

The County Subdivision Ordinance and the State Subdivision Map Act proscribe the process for review of subdivision requests. Under State law, the County must make findings justifying the approval or denial of subdivision requests, including consistency of the proposed subdivision with the General Plan and this Plan. Moreover, all development proposals must be consistent with the EIR and include applicable mitigation measures.

Development of the Plan area will occur through a series of PD plans and subdivision maps. Each map will be reviewed for consistency with this Plan and other applicable County policy documents, ordinances, and the EIR. In addition, final subdivision maps must be in compliance with conditions of approval, and where applicable, with any development agreements approved in conjunction with this Plan and/or individual tentative maps.

9.1.5 Development Agreements

Section 65864 et seq. of the Government Code authorizes the County of El Dorado and developers to enter into agreements that are effective regardless of subsequent changes in the General Plan, this Plan, zoning, subdivision, and building regulations. The development agreement specifies the permitted use, density, dedication provisions, and a number of other matters. Such agreements may also set forth obligations of Plan area developers regarding the nature, timing, and financing of infrastructure improvements, right-of-way improvements, and public dedications.

A development agreement is a contract constituting a promise by the County that planning policies and regulations will not be changed for a specified period of time with respect to a particular project. In return, the developer agrees to construct certain improvements according to a specific time schedule.

Policies relative to use of development agreements are contained in Section 3.3.

9.1.6 Covenants, Conditions, and Restrictions (CC&Rs)

Individual developers shall prepare and record CC&Rs for projects in the Plan area. Also known as a deed restriction, such an instrument, when recorded, runs with the land and obligates the property owner and a homeowners association to requirements contained in the CC&Rs. The CC&Rs should be developed and adopted to provide consistency throughout the Plan area. The County will not be involved in the enforcement of these restrictions. Generally, enforcement will be the responsibility of the El Dorado Hills Design Review Committee.

CC&Rs must be reviewed for consistency with adopted mitigation measures. If not consistent, they must be modified. However, it must be noted that CC&Rs are not acceptable as mitigation measures with respect to CEQA, but they can be more restrictive.

9.1.7 Land Dedications and Encumbrances

This section describes various mechanisms employed by the Plan to acquire land (in fee) for public use and to control land which is retained in private ownership. All land dedicated to a public entity, either in fee or through an easement, will be maintained by that entity.

Street rights-of-way as depicted within this Plan, will be shown on tentative subdivision maps and dedicated to the County of El Dorado in conjunction with the subdivision approval process, as provided for in the Subdivision Map Act.

The school site reservation, as depicted in this Plan and tentatively approved by the State OLA, will be shown on the affected tentative subdivision maps and will be reserved for the applicable school district in conjunction with the subdivision approval process. The site will be purchased by the area-wide community facilities financing district, or other public financing district and

held in reserve for the school district by the financing district. The purchase of the site by the financing district shall comply with all State rules and regulations for the acquisition of school sites, including regulations pertaining to site inspection and procedures for establishing the purchase price.

Local park sites will be dedicated to the CSD during the subdivision process.

Public utility easements will be included within street rights-of-way and elsewhere, as needed, and offered for dedication in conjunction with the subdivision process. In certain instances, land within parcels not proposing development may be required for public facilities. In such instances, the County will take responsibility for acquisition, using means available to it. Acquisition costs will be paid by Plan area project proponents on a proportionate-share basis through the assessment district.

The Plan suggests various methods to benefit the public by protecting identified natural resources through restrictions upon use, by providing public access, or by providing for long-term maintenance of an installed amenity, such as landscaping or a trail. In some instances, more than one form of encumbrance may be used in an overlapping manner. The principal methods, collectively defined as "conservation setbacks" are as follows:

Non-building Setback. An area shown on tentative maps and recorded maps and filed as a notice of restriction on the deed as being restricted from all grading and construction activity other than fences. There is no easement involved and there are no public rights or responsibilities, except where a conservation easement or a public access easement may also exist, as described herein.

Conservation Easement. The conservation easement constitutes a notice of restriction on development rights and does not, in and of itself, provide for access by the general public. Public access is provided only when a public access easement is granted, generally in conjunction with a pedestrian pathway, as described below.

Except as required for maintenance and access by public agencies, all construction, grading, and tree removal is prohibited in conservation easements. Where grading and vegetation removal is necessary for access or safety, it shall be minimized to the extent possible and be part of the open space management plan.

Conservation easements shall be dedicated to and maintained by the EDHCSD via a LLAD and/or home owners association. Maintenance will consist primarily of periodic vegetation and grass removal as may be required to reduce fire hazard per the fuel management plan. Maintenance access for vehicles shall be within a recorded public access easement.

Community Held Open Space. Another option exists to accomplish a variety of goals through common ownership of open space. Such ownership can be for a variety of reasons, including riparian/wetland setback areas, noise setbacks, woodland conservation, and private recreation facilities such as a golf course or equestrian area.

Community held lots may be created during the subdivision map process and may use a variety of mechanisms to prevent future development. Public access may be restricted or allowed through granting access easements. The homeowners association of the subdivision can be responsible for maintenance of any facilities and/or fuel management activities, or the property can be dedicated to the CSD and maintained by a LLAD.

An open space management plan, subject to the approval of the Planning Commission, shall be prepared prior to the submittal of tentative map applications within the Plan area.

Public Access Easement. Public access easements serve the dual purpose of providing vehicular access for maintenance, fire suppression, and other emergency response and non-vehicular access by the general public for recreation purposes. Public access easements described in this Plan are a minimum of 10 feet in width and contain an asphalt concrete or all-weather (crushed rock or decomposed granite, etc.) pathway 8 feet in width which may be used jointly by maintenance and emergency vehicles, pedestrians, equestrians, and bicyclists.

Public access easements are dedicated to and maintained via a LLAD by the CSD. Public access easements are provided where pedestrian facilities occur within landscape easements.

Landscape Easement. Landscape easements are required along major streets to provide an area for noise setbacks, installation of landscaping, and pedestrian facilities.

As shown on Figure 4-1, landscape easements shall be provided outside and immediately adjacent to both sides of the public street right-of-way along Bass Lake Road and local collectors. Landscape easements shall be dedicated to and maintained via a LLAD by the CSD.

Public Utility Easement. Public utility easements are acquired by utilities in the subdivision process to accommodate and provide access to public infrastructure and utilities, such as water and sewer, electrical, and communication lines. Access by the general public is not provided.

9.2 Specific Plan Adoption and Amendments

The Plan shall be adopted and amended in accordance with California Government Code Section 65453. Adoption and amendment of this Plan shall be by resolution of the County Board of Supervisors following consideration by the Planning Commission and appropriate environmental determinations. Appropriate implementing ordinances and revisions will accompany the Plan approval and amendment as necessary.

As stated in the Government Code, the Plan "may be amended as often as deemed necessary by the legislative body". Amendments to this Plan may be initiated by property owners, or the County in accordance with any terms or conditions imposed during original Plan approval, or in accordance with any terms and conditions contained within any development agreement which accompanies this Plan.

The Planning Director shall have the responsibility of distinguishing which amendment requests are significant and require legislative action, and which requests are insignificant and may be addressed administratively through a written finding of substantial compliance with the Plan. Examples of significant amendment requests requiring review and approval by the Planning Commission and Board of Supervisors include the following:

1. The introduction to the Plan area of a new land use designation not contemplated in this Plan, or in subsequent amendments;

2. Changes or additions which materially alter the stated intent and goals of this Plan, or its subsequent amendments;

3. Any change which would result in a significant adverse environmental impact not addressed in the EIR, the Addendum, or any subsequent project environmental document; and

4. Any proposal to increase residential density above the limitations set forth in this Plan or allowed by the General Plan.

If the amendment request is deemed to be insignificant, the Planning Director may approve or deny the request. Actions of the Director may be appealed in the manner prescribed in the El Dorado County Zoning Ordinance.

The following findings shall be made in the consideration of amendment requests by either the Planning Director or the Planning Commission:

1. That the proposed amendment will result in a benefit to the area within the Plan;

2. That the proposed amendment is consistent with the El Dorado County General Plan;

3. That the proposed amendment will not result in any adverse effect on adjacent properties;

4. That the proposed amendment will not affect the provision of public facilities and services to residents within the Plan area;

5. That the physical characteristics of the property affected by the amendment are such that the proposed amendment will not have an adverse impact on the property; and

6. That existing environmental documentation and adopted mitigation measures identifying potential impacts and provide mitigation to insignificance or that findings of overriding considerations have been made.

9.3 Specific Plan Preparation Reimbursement

9.3.1 Reimbursement of County Costs

Section 65456(a) through (d) of the Government Code allows the imposition of a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. These fees are to reimburse County costs for preparation, adoption, administration and CEQA mitigation monitoring of the Plan. Fees will be assessed prior to recordation of the final map. Plan preparation and adoption costs are not fully known at this time, but will be calculated at the time of adoption and will be included as an appendix to the Plan.

Administration of the Plan will involve an ongoing mitigation monitoring program and review of the public facilities financing plan. A function of the LLAD formed for ongoing administration and maintenance in the Plan area could include an assessment for ongoing administration by the County of El Dorado as described above. The mitigation monitoring program contained in the Addendum outlines the tasks.

9.4 Public Facility Financing Plan

The financing of all common public facilities described in this Plan will be accomplished by the Public Facility Financing Plan (PFFP) described in this Section. Public facilities specifically addressed by the PFFP include the following:

- Bass Lake Road/U.S. Highway 50 Interchange and Project Study Report (PSR)
- Bass Lake Road Right-of-Way and Landscape Corridors
- Country Club Drive
- Primary Local Roads and Landscape Corridors
- Parks
- Open Space Acquisition
- Trails
- Fire Station Site Acquisition, Building, and Apparatus
- School Site Acquisition and Facilities
- Major Water System
- Major Sewer System
- Major Stormwater Drainage System

Based on estimates, the cost of installing the majority of public infrastructure required for the Plan area will be $14.7 million dollars (1995 dollars) (See Table 9-1).

The PFFP involves two distinct steps, the first of which is included herein and is called public facility financing concept. The second step, referred to as public facility financing details as outlined in Section 9.4.2 will be provided following adoption of the Plan.

9.4.1 Public Facility Financing Concept

The public facility financing concept contains the following information which is illustrated in Table 9-1.

1. The nature and extent of all facilities necessary to serve the Plan area are described in water, sewer, and stormwater drainage plans provided in Section 5.0, public facilities plans provided in Section 5.0, and Circulation Plan provided in Section 4.0;

2. The cost of providing each facility in 1995 dollars;

3. Description of methods of available construction financing, including engineering, administration, right-of-way acquisition, etc. (Different property owners and developers may elect to pursue different financing methods.) This provides for equitable apportionment and distribution of cost among benefiting properties and includes a methodology for reimbursement to property owners who provide facilities in excess of their benefit; and

4. The intended method of financing long-term maintenance, including monitoring.

Additional Fees. Additional fees may be established by the County and other agencies over time in addition to those set forth in the PFFP. Financial obligations outlined in this Plan will not reduce or negate any other standard fees applicable to assessment districts within the Plan area.

It is important to note that the PFFP is based on conceptual plans for the major components of infrastructure and not on detailed construction drawings. As a result, the PFFP will necessarily be subject to adjustments as more detailed engineering information becomes available following tentative map approval.

The costs and financing methods set forth in the PFFP are based on land use types and maximum allowable densities as currently shown in Figure 3-1, Specific Plan Land Use Diagram. Accordingly, the PFFP will be subject to adjustment as changes in land use intensity or residential density reductions occur through the specific plan amendment process described in Section 9.2. A final factor which may affect the PFFP is the viability of various financing methods given the local or regional economic conditions

Outside Areas and Non-Participants. Land outside the Plan area which develops with reliance upon Plan area public facilities will be required to participate in the construction funding and maintenance of such facilities. This is potentially applicable to those portions of the EDHSP adjacent to the western boundary of the Plan area (See Figure 1-6).

Conversely, land within the Plan area which is able to develop without reliance upon Plan area public facilities will be exempted from certain aspects of the PFFP. Villages which adjoin Cameron Park may meet this criterion.

9.4.2 Public Facility Financing Details

The following information will be provided for final map approval within the Plan area:

1. Detailed public facility improvement plans (i.e., construction plans) for improvement deemed necessary by discretionary approval of any tentative map;

2. Detailed cost breakdown for all public facilities required for development of the subdivision;

3. Detailed description of construction and maintenance financing mechanism selected from the options described in the public facility financing concept; and

4. Commitment to funding and adherence to the PFFP will be guaranteed by development agreements and security bonds.

9.4.3 Implementation

1. Funding mechanisms for acquisition, construction, and maintenance of all public facilities shall be detailed in the public facilities financing plan, which must be submitted for approval prior to or concurrent with the submittal of the first tentative map application.

2. School site reservations acceptable to the school districts and tentatively approved by the State OLA and as shown on Figure 3-1, Specific Plan Land Use Diagram, shall be reserved in accordance with requirements of the school district. The school site shall be initially acquired through a Community Facilities District (CFD) and held in reserve for the school district.

3. The development agreement process may be utilized as a method to implement Plan policies pursuant to Section 65864 et seq. of the Government Code.

4. The financing plan for the common improvements necessary to serve the individual development projects within the plan shall be approved concurrent with the tentative map.

5. All land acquisitions and easements shall adhere to the descriptions contained in Section 9.1.7.

6. If an assessment district is not formed after Plan adoption, an alternate public facility funding plan must be submitted for review and approval prior to the approval of discretionary development within the Plan boundaries.

9.5 Public Facility Phasing

The phasing, including rate, of construction within the Plan is dependant upon a number of factors, including local and regional market demand and the availability of public facilities beyond the Plan area.

It is anticipated that Plan area development will occur as a series of individual tentative maps. Each village must be comprehensively planned through the PD process. Each village PD must address its fair share of public facilities and costs unique to each village. Development does not necessarily have to occur in a contiguous manner as long as necessary public facilities and services are available. In each instance, on- and off-site public facilities as described in this Plan will be provided as necessary to serve development.

It is recognized that right-of-way acquisition and sites for public facilities (i.e., streets, fire station, water tanks, sewer trunklines, etc.) may be required on properties not proposing development in order to provide necessary connections or achieve certain service standards. In such instances, the cost of right-of-way acquisition shall be borne by the project proponent for which the connection is deemed necessary. Provision shall be made for reimbursement by other developers through provisions in the Subdivision Map Act.

The phased construction of the primary local roads described in this Plan will include all street and pedestrian/bicycle paving, street lighting (as needed) and traffic signals, and landscaping. Streetscape improvements along Bass Lake Road and primary local roads will be provided in conjunction with residential development of adjacent properties.

Table 9-1

Public Facility Financing Plan Concept
(Part 1 of 2)

PUBLIC FACILITY DESCRIPTION	CAPITAL COST X 1,000	ACQUISITION COST X 1,000	CONSTRUCTION FINANCING METHOD	ACQUISITION FINANCING METHOD	MAINTENANCE FINANCING	INSTALLATION TIME FRAME
Bass Lake Road (BLR) U.S. Highway 50 Interchange + PSR/3	350	N/A	U.S. Hwy 50 Impact Fee CFD/SPF	N/A	State Funds	See Note 1
BLR Improvements and Right-of Way/4	1,700	160	CFD/Developer Fees	CFD/Developer Fees	County Funds	See Note 1
BLR Sidewalk Bike Lanes/4	200	Include BLR	CFD/SPF	CFD/SPF	County Funds	See Note 1
BLR Landscaping/4	1,500	N/A	Developer Funds	Land Dedication	County Funds	See Note 1
Primary Local Roads/5 & /8	4,500	N/A	Developer Funds	Land Dedication	County Funds	See Note 1
Primary Local Road Landscaping	2,200	N/A	Developer Funds	Land Dedication	LLAD	See Note 1
Major Sewer/2	1,300	N/A	CFD/SPF	Land Dedication	EID	See Notes 1 & 2
Major Water/2	1,500	N/A	CFD/SPF	Land Dedication	EID	See Notes 1 & 2
Parks	TBD	432	Quimby Fees	CFD/SPF	Property Tax	See Note 1
Schools	TBD	300	Mitigation Fees	CFD/SPF/ Mitigation Fee	Master HOA	See Note 1
Required Open Space	525		N/A	Specific Plan Fee	LLAD	Recordation of Final Map of Village
TOTAL ESTIMATED COST	13,775	892				

ONGOING MAINTENANCE MONITORING						
Drainage Facilities					ZOB	
Mitigation Monitoring					ZOB	

(Footnotes detailed in Part 2)

Table 9-1

Public Facility Financing Plan Concept
(Part 2 of 2)

Notes:

/1 Because of the fractured land ownership, the timing of improvements is difficult to predict and is a function of a number of factors, namely how many individual properties anticipate early development, the property's geographic location in the Plan, and how many property owners who will participate in a Community Facilities District (CFD) to fund needed common improvements. The method of choice used to fund common improvements is a CFD because of the flexibility it can offer.

The total estimated capital cost of all common capital improvements and required land acquisitions is $14.7 million dollars. This breaks down to a cost per equivalent dwelling unit (EDU) of $10,000. It is the intent of this Plan, subject to adoption, to determine all interested property owners who desire to participate in the development of a CFD to fund common improvements and acquisitions. It is anticipated that this process will take about one year to complete. After determining the number of participants, common improvements needed to serve said parcels will be defined and upgraded as required to serve the balance of the Plan area so as to allow future development to occur. Improvements which will benefit other non-participating parcels will be defined and a participation fee established which would have to be paid before service could be obtained. Participating parcels will be taxed at a minimum tax rate related to benefits received and EDUs desired. Non-participating parcels will be assigned a quantity of EDUs commensurate with the land use plan.

Timing and extent of common improvements will be directly related to the number of parcels which participate initially. As stated above, it is anticipated that the process of determining the scope of initial common improvements will take about one year from the date of Plan adoption.

If no parcels elect to participate in a CFD to fund common improvements, individual tentative maps will be subject to the provisions, policies, and elements of this Plan and be conditioned according to their Plan impacts. The Catholic Church site will not be required to participate in the PFFP. Improvements which are installed in advance by the Catholic Diocese are reimbursable over and above their fair share. Moreover, other parcels designated for public facilities would not be required to participate in the PFFP.

As an alternative to the CFD, it may be possible to develop a specific plan developer fee. Said fee would fund, at a minimum, all required common capital improvements and land acquisitions. Said fee would be approximately $10,000 per EDU and would be tied to the acquisition of a building permit. This fee would be in addition to other required fees currently charged. Any common improvements installed by the developer would be credited directly to the Plan development fee. The fee would escalate annually in accordance with a recognized and commonly used index. The fee would be limited to construction of single-family units only, except that single-family attached units would be subject to a fee equal to 75 percent of the base fee. Properties on the east side of the hill which do not need EID facilities common to the west side would be subject to a slightly lower fee.

The school site shall be acquired within one year of the approval of the first tentative map and dedicated to the Buckeye Union School District upon acquisition. The Buckeye Union School District shall provide the owner or owners dedicating the site to the District with credits toward their portion of the school mitigation building permit fee. The amount of the credits provided by the Buckeye Union School District shall not exceed $300,000. The improvements to serve the school site (roads, water, and sewer service) shall be constructed no later than the issuance of the 300th building permit.

Parkland acquisition will be obtained through Quimby requirements.

Required open space will be paid for through the use of the Plan fee. Property owners who have required open space on their property will be eligible to be compensated for said dedications as funds in the fee account are available. Required open space was given a value of $5,000 dollars per acre in this note. This amount is for estimating purposes only and in no way attempting to influence its actual or perceived value.

Improvements to Bass Lake Road other than landscaping will be reimbursed directly from the County TIM fee program as funds are available.

/2 Funds required for the expansion of AD#3 facilities will be financed via a method to be determined after studies involving expansion are complete. Most likely, financing of improvements will be included in the EID Facility Capacity Charge.

/3 Traffic volumes on Bass Lake Road in the vicinity of the interchange will be monitored annually by the County to ensure that the interchange operates at Level of Service (LOS) "E" or better. Subsequent improvements will be funded as described herein.

The County will work with Caltrans to prepare a Project Study Report (PSR), funded by developers, for future interchange improvements. The PSR will describe the scope, schedule, and estimated cost of the project so that the appropriate funding mechanism can be formulated. The traffic study for the PSR will need to quantify traffic operations and improvement needs to approximately the year 2015 between the proposed Silva Valley Parkway/Highway 50 and Cambridge Road/Highway 50 interchanges.

/4 Improvements to Bass Lake Road between U.S. Highway 50 and Serrano Parkway will be financed by Plan area developers. Completion of these improvements shall be credited against traffic mitigation fees for those participating. Improvements to Bass Lake Road north of Serrano Parkway to Green Valley Road, will be funded by traffic impact fees and local development. Subsequent developers will be required to pay traffic impact fees which are in effect at the time of building permit issuance. Includes all streetscape in the public right-of-way and landscape easement.

/5 Need and installation time frame is dependent upon subdivision processing and approval. Where the completion of a primary local road requires links beyond an individual subdivision for safety or other reasons, the developers will enter into a reimbursement agreement with the County in order to provide a pro-rata sharing of costs incurred by the first developer for land acquisition, engineering, construction, and other costs as may be reasonable.

/6 Fire station costs based on estimates contained in the Program EIR for structure and apparatus.

/7 ZOB= Zone of Benefit. (County mechanism.) LLAD= Lighting and Landscape Assessment District. (CSD mechanism.) TBD= To Be Determined. ROW= Right-of-Way.

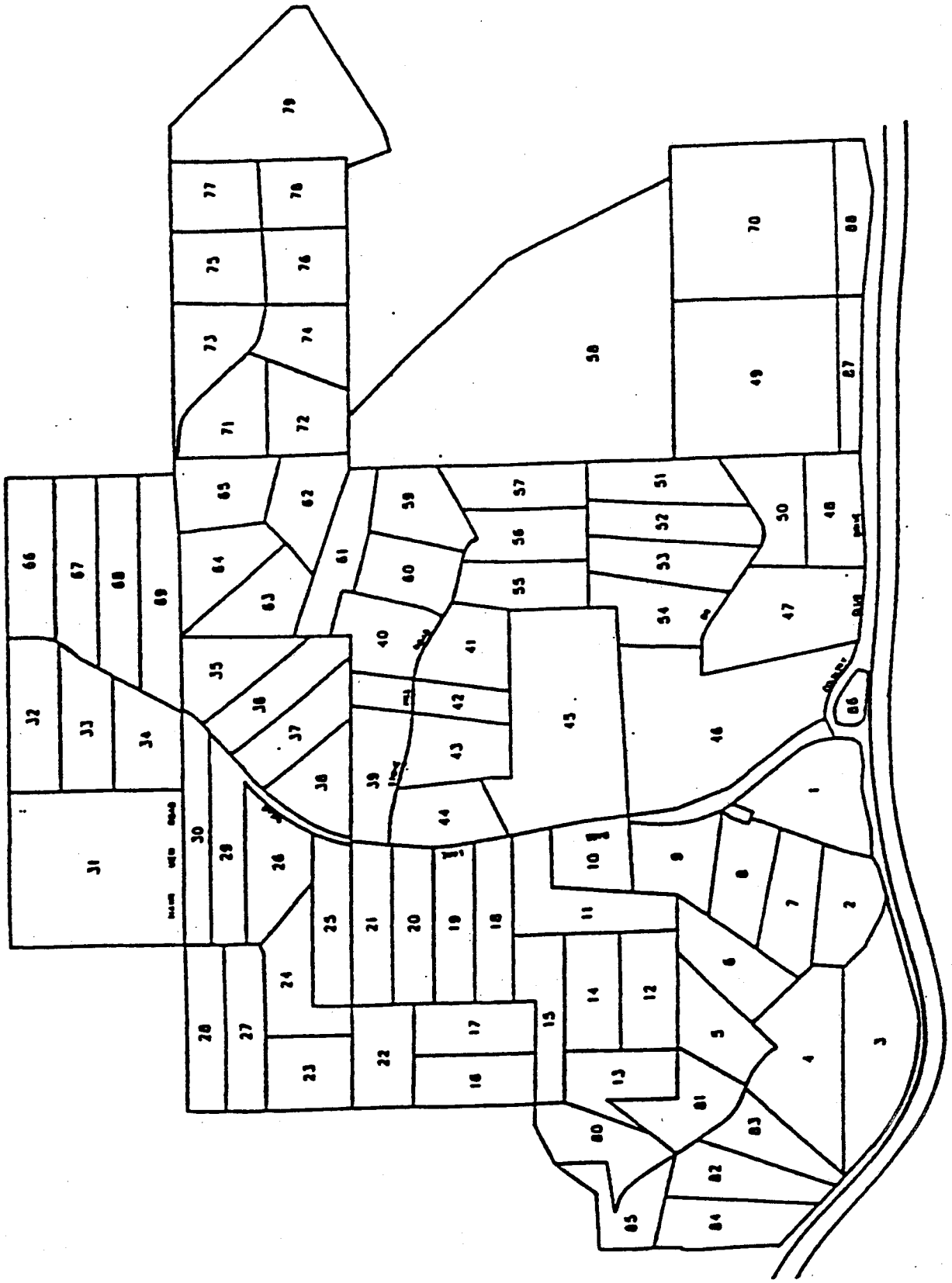
/8 Includes Country Club Drive.

/9 Unless otherwise noted, all costs are estimates based on facilities depicted in this Plan using 1995 dollars. (Source: Cooper, Thorne & Associates) Commitment to financial participation by landowners must occur no later than twenty-four (24) months following Plan approval.

EXHIBIT A

BASS LAKE HILLS SPECIFIC PLAN PARCEL LIST
(Revised October 24, 1996)

APN	Fig. Ref.#	Acres
108-130-21	1	17.03
108-130-19	2	10.35
108-070-31	3	20.76
108-070-30	4	20.76
108-070-15	5	10.1
108-130-16	6	10.0
108-130-18	7	10.33
108-130-17	8	9.988
108-130-15	9	10.28
108-130-14	10	8.67
108-130-13	11	14.0
108-130-12	12	10.0
108-070-08	13	10.21
108-130-11	14	10.0
108-130-10	15	9.54
108-130-04	16	10.0
108-130-05	17	10.0
108-130-09	18	10.0
108-130-08	19	10.0
108-130-07	20	10.0
108-130-06	21	10.0
108-130-03	22	10.0
108-130-28	23	10.013
108-130-29	24	10.843
108-130-02	25	10.07
108-130-25	26	11.543
108-130-27	27	10.014
108-130-26	28	10.001
108-130-24	29	10.014
108-130-23	30	10.066
103-060-01	31	40.099
103-060-02	32	11.61
103-060-03	33	10.19
103-060-04	34	10.071
108-120-04	35	10.0
108-120-03	36	10.0
108-120-02	37	10.0
108-120-01	38	10.0
108-120-14	39	10.002
108-120-18	40	10.0
108-120-31	41	10.001
108-120-17	42	10.0
108-120-16	43	10.01
108-120-15	44	10.013
108-110-01	45	41.0
108-110-03	46	41.16
108-110-12	47	20.32
108-110-14	48	10.0
108-010-26	49	20.0
108-110-13	50	10.0
108-110-11	51	10.008
108-110-10	52	10.158
108-110-09	53	10.226
108-110-08	54	10.898
108-120-32	55	10.0
108-120-30	56	10.0
108-120-29	57	10.0
108-010-25	58	116.93
108-120-21	59	10.006
108-120-19	60	10.005
108-120-20	61	10.0
108-120-08	62	10.0
108-120-05	63	10.0
108-120-06	64	10.01
108-120-07	65	10.0
103-010-16	66	11.57
103-010-17	67	11.309
103-010-18	68	13.22
103-010-19	69	14.21
108-010-17	70	40.005 Admin.
108-120-24	71	10.003
108-120-23	72	10.0
108-120-25	73	10.001
108-120-26	74	10.005
108-120-10	75	10.0
108-120-12	76	10.008
108-120-11	77	10.0
108-120-13	78	10.0
108-010-07	79	33.687
108-070-07	80	10.0
108-070-12	81	10.2
108-070-23	82	8.496
108-070-26	83	11.566
108-070-22	84	10.18
108-070-16	85	10.006
108-110-05	86	1.13
108-010-22	87	5.996
108-010-16	88	2.644 Admin.
Total Acres		1181.535



APPENDIX B

HILLSIDE AND RIDGELINE DEVELOPMENT GUIDELINES FOR BASS LAKE HILLS SPECIFIC PLAN

Modified from
City of Danville's
Hillside/Ridgeline Danville Guidelines
prepared by David L. Gates & Associates

August 29, 1995

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INTRODUCTION

El Dorado County contains many significant topographic features and ridgelines that contribute to its rural character and sense of place. Historically, development has occurred on lower lying lands and in valleys which are more easily developed; however, pressure is increasing to develop the surrounding hillsides.

The ridgelines form important visual and physical breaks between communities providing for separation of communities and adding to the visual character of the County. It is the intent of the County to allow development to occur on hillsides consistent with the El Dorado County General Plan and in a manner which maintains the visual quality.

The purpose of this document is to serve as a design policy guide for future development within the Bass Lake Hills Specific Plan area. Design plans for development should be prepared to conform with these guidelines.

DEFINITIONS (Figure 1)

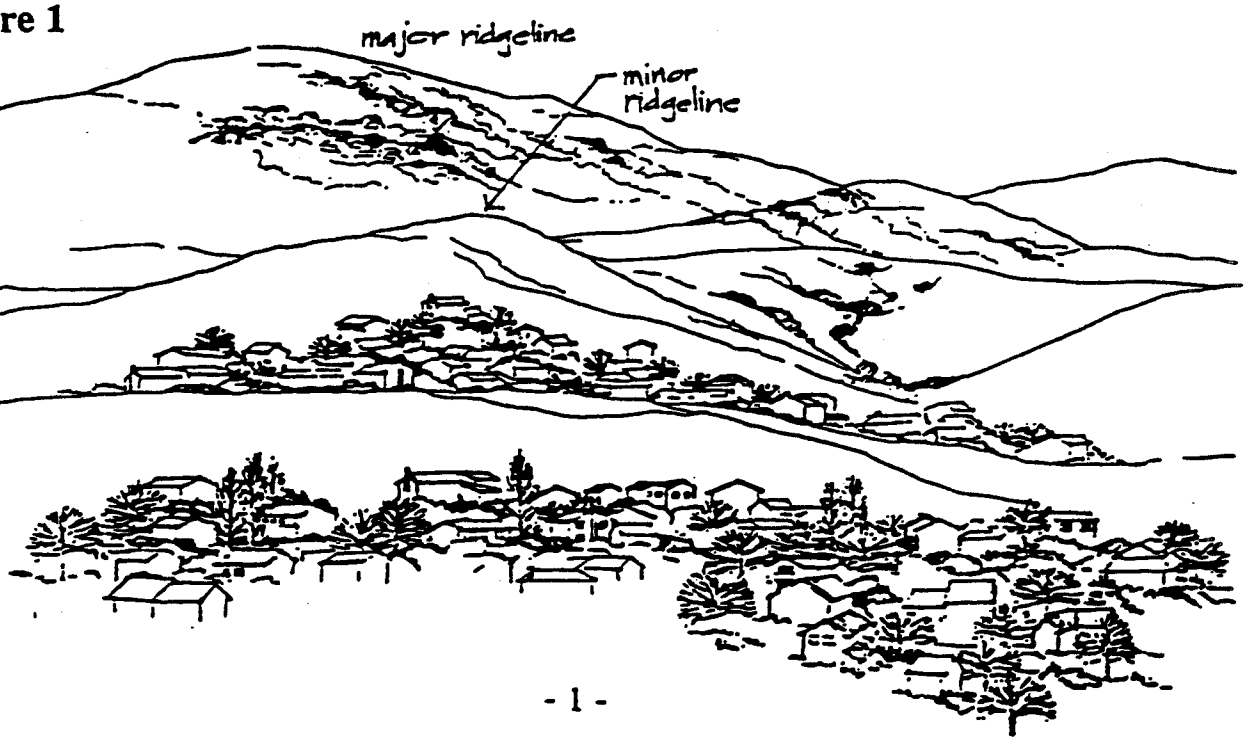
Scenic Hillsides: Elevated land formations with unique visual character, especially those which fall within the identified foreground of the Highway 50 corridor.

Ridgelines: The top of a range of hills or mountains.

Major Ridgelines: A ridgeline which is prominently visible from a substantial land area, in or around a community area, or from a major transportation corridor.

Minor Ridgelines: A ridgeline which is not prominently visible to a large area. Minor ridgelines are typically lower, compared with surrounding terrain, and may be visible only to one limited area, or have a backdrop of a nearby higher terrain.

Figure 1



SITE PLANNING

It is recommended that grading plans for development in the Bass Lake Hills area in the hillsides be prepared by licensed civil engineers, and architectural design plans be prepared by licensed architects.

Preliminary plans for difficult to develop sites in major ridgeline areas may be referred to the Planning Commission for comments. A preliminary plan may be approved by the Planning Commission subject to final review by the Planning Department.

A portion of hillside developments should be set aside for open space. These open space areas should be positive, useable spaces, not narrow strips of leftover land.

Adequate fire safety should be insured by providing fire protection measures (i.e., sufficient water supply and pressure, fir truck access, fire retardant exterior building materials, weed control, surrounding buildings, etc.).

Buildings should be clustered in areas which are accessible to emergency vehicles and which are the least visually prominent from the outlying valleys.

Building siting should be responsive to existing features of the terrain (i.e., drainage patterns, geologic stability, rock outcroppings, and views from outlying areas).

On-site natural systems (hydrologic systems, existing vegetation cover, wildlife, and existing topography) should be minimally disturbed.

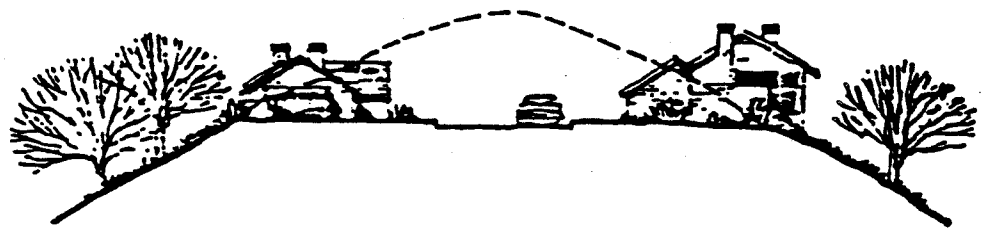
Downstream natural environments should be preserved through the use of water retention ponds, and the elimination of sheet flows.

SITE DEVELOPMENT

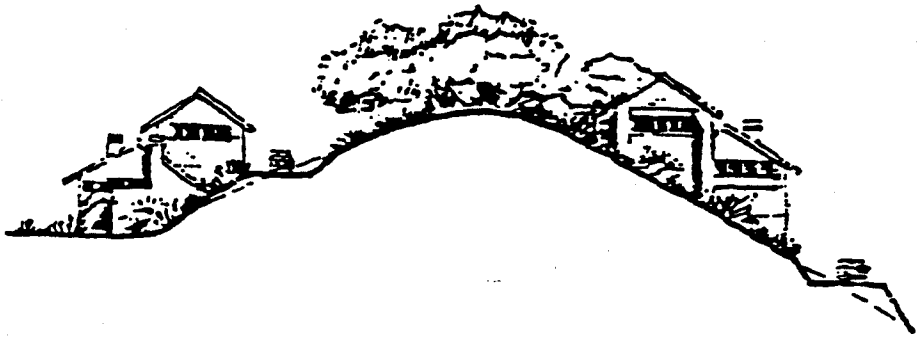
The architectural style of buildings should be adapted to hillside slopes rather than adopting land forms to buildings designed for flat land development. (Figure 2)

Natural slopes and topography should be reasonably retained so that the visual impact of grading is kept to a minimum. This can be accomplished by maintaining a transition between graded and natural areas, and by avoiding flat planes or sharp angles of intersection. This may require more cutting, but will result in a more rational hillside form with fewer erosion problems. (Figure 3)

Figure 2

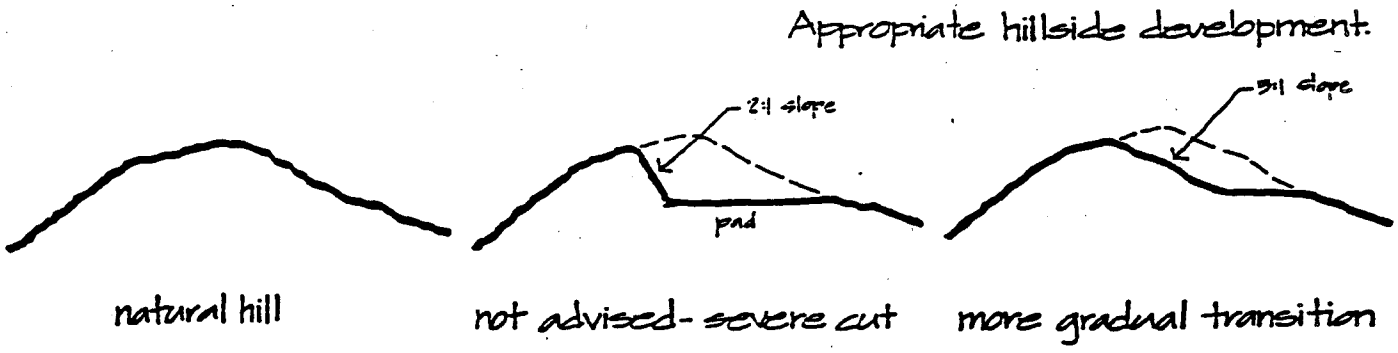


Inappropriate hillside development.



Appropriate hillside development.

Figure 3

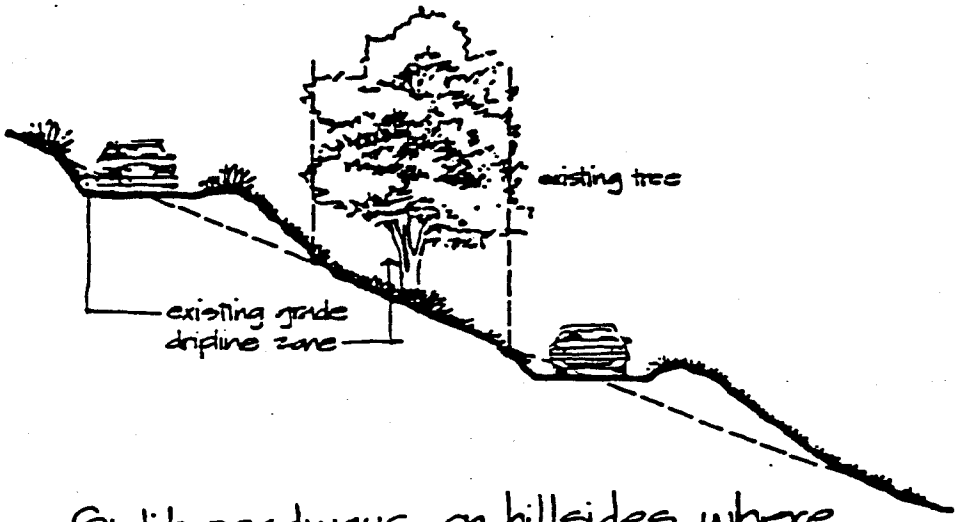


Cut slopes should be screened by the building, and should optimally occur behind the building.

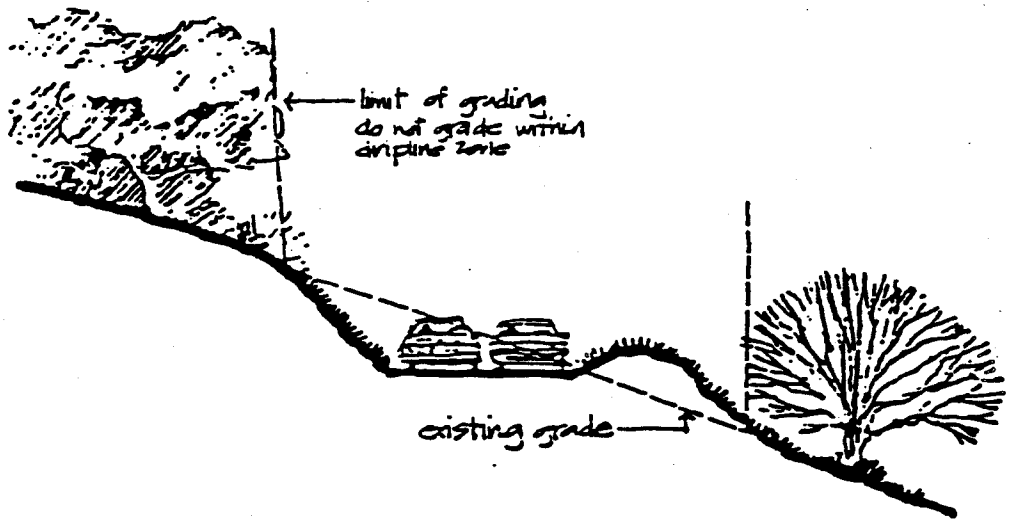
Where hilltop development cannot be avoided, mounding/berming around developed areas is encouraged to provide natural screening.

New roads and driveways should be developed in such a way as to be minimally visible, environmentally sound, and compatible with the existing contours of the hillside. Minimal roadway dimensions are recommended where possible to reduce grading, decrease visibility and decrease the area of impervious surfaces. Roadways may be split in order to reduce the area of cut in a hillside, or to save a special tree or knoll. (Figure 4)

Figure 4



Split roadways on hillsides where appropriate.



Roadway development on hillsides.

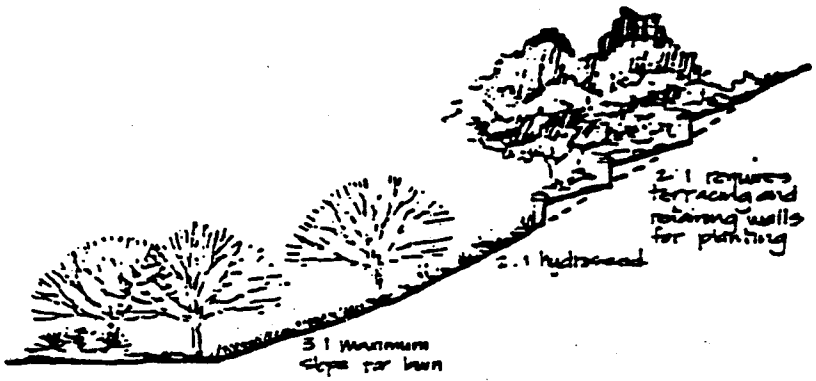
Drainage resulting from grading new developments should be directed into the natural watershed and concentrated water should be removed in a non-erosive way. Impervious surfaces should be kept to a minimum.

Steep slopes should be landscaped with appropriate erosion control, planting, and stabilization techniques, i.e., hydroseed.

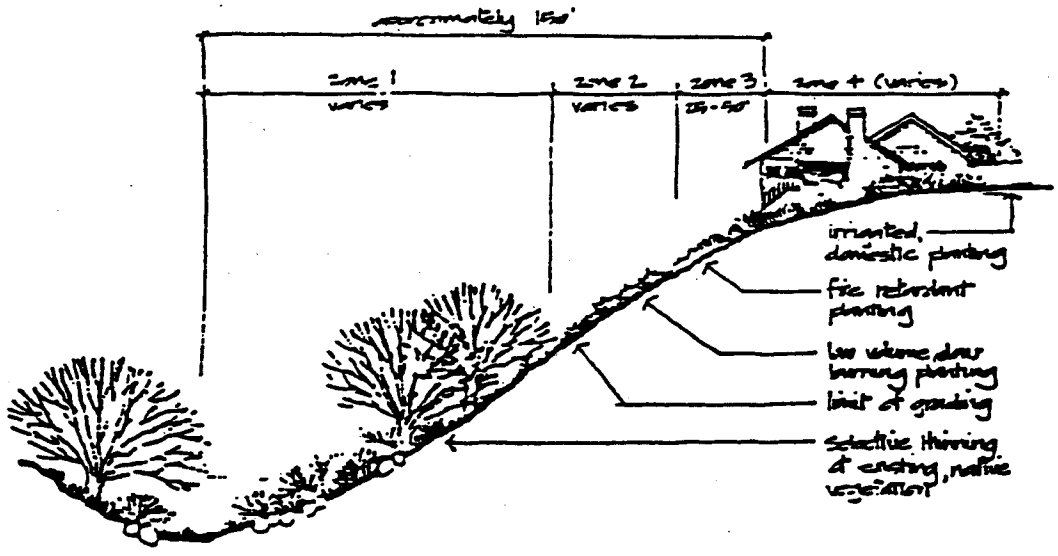
Appropriate hydroseed mixes should be determined by the soil type and slope orientation.

Native vegetation should be preserved (including grassy open spaces), and native plantings are recommended so that the presence of hillside vegetation and forms will be maintained. Non-native plant materials should be compatible with the natural setting and require minimal watering. (Figure 5)

Figure 5



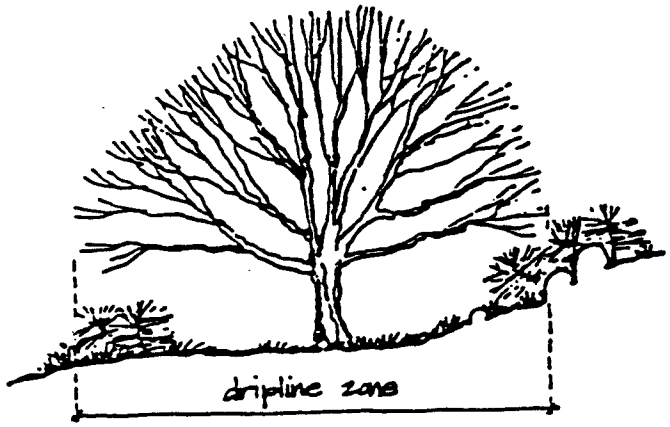
Typical hillside planting.



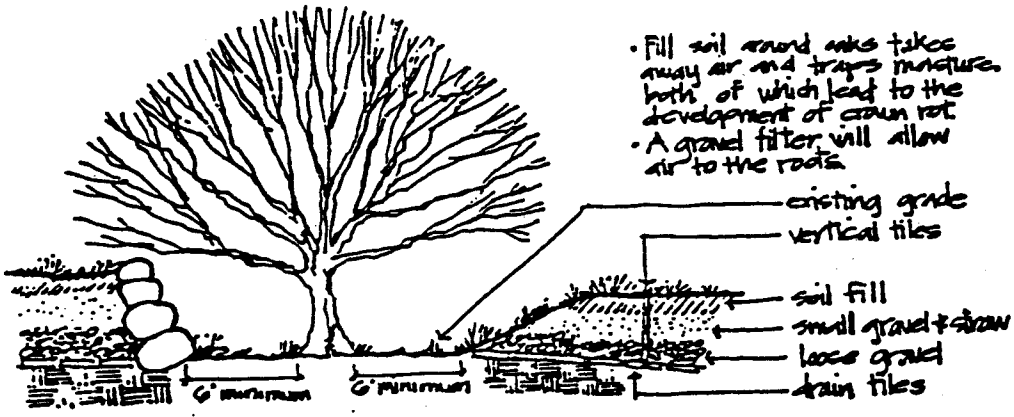
Appropriate planting around development on hillside slopes.

Existing trees with truck diameters exceeding six inches should be preserved where appropriate. Existing grade and drainage patterns surrounding existing trees should be maintained for adequate tree protection. (Figure 6)

Figure 6



Typical oak tree preservation.



An appropriate response when fill is necessary in the dripline zone of an oak.

Native Trees

Valley Oak (Quercus lobata)
Blue Oak (Quercus douglasii)
California Buckeye (Aesculus californica)
Big Leaf Maple (Acer macrophylla)
Western Redbud (Cercis occidentalis)

Suggested Compatible Trees

Oak species (Quercus species)
Evergreen Pear (Pyrus kawakamii)
White Alder (Alnus rhombifolia)
Crape Myrtle (Laqerstroemia indica)
Deodar Cedar (Cedrus deodora)

Native Shrubs

Coyote Brush (Baccharis pilularis)
Manzanita species (Arctostaphylos species)
Wild Lilac (Ceanothus species)
Coffeeberry (Rhamnus californica)
Toyon (Heteromeles arbutifolia)

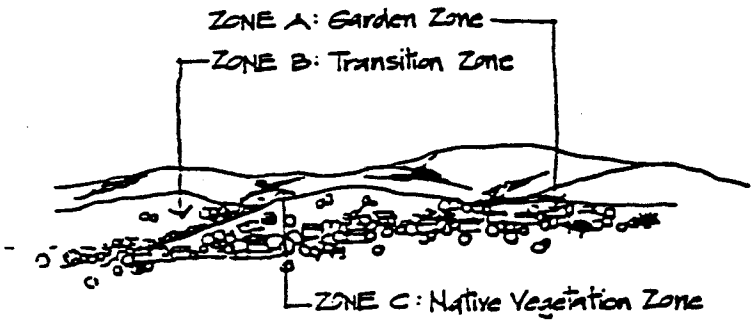
Suggested Compatible Shrubs

Heather (Erica species)
Oleander (Nerium oleander)
Sage (Salvia species and Artemesia species)
Euryops (Europs pectinatus)
Mock Orange (Pittosporum species)
Lantana (Lantana species)

Landscaping should be used to appropriately screen hillside development. Landscaping should be clustered around the immediate vicinity of the buildings, not in rows along property lines or driveways. (Figure 7)

Figure 7

Boundary and road edge tree planting conflicts with topography and native vegetation.



Random planting or rounded tree forms arranged in groupings reflect topography and native tree patterns.

ARCHITECTURE (Figure 8)

Architectural systems should respect the existing on-site natural systems; hydrologic patterns should not be disturbed if possible, and native vegetation should be preserved where practical.

Building height and scale should respond to the existing terrain. One-story and split level buildings are considered most appropriate in ridgeline areas.

Visible roof materials (flat tile, fire retardant wood shakes and shingles) and color (earth tone) should be used to blend into the environment and should be coordinated with building design.

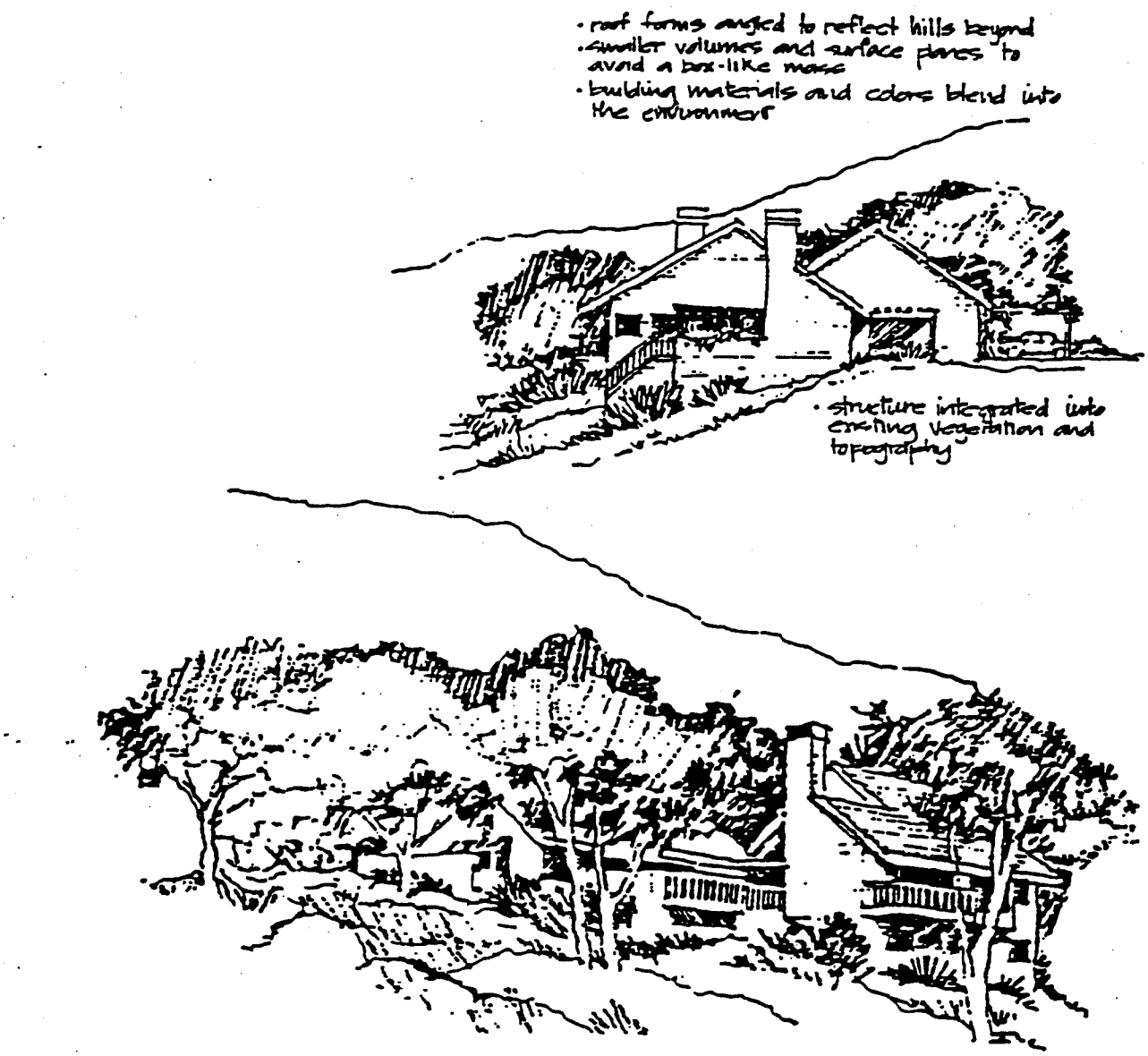
Roof forms should be stepped or pitched to reiterate the contoured form of the hills, with the most dominate roof form over the most significant part of the building.

Building materials and colors should minimize contrast with hillsides by the use of natural materials. Subdued colors should be encouraged in order to compliment the hillside environment. Reflective windows and materials are not appropriate.

Buildings should be designed to minimize balkiness on hillside terrain. Recesses, overhangs, and play of light and shadow can further reduce mass and add interest, variety, and human scale to the building facade.

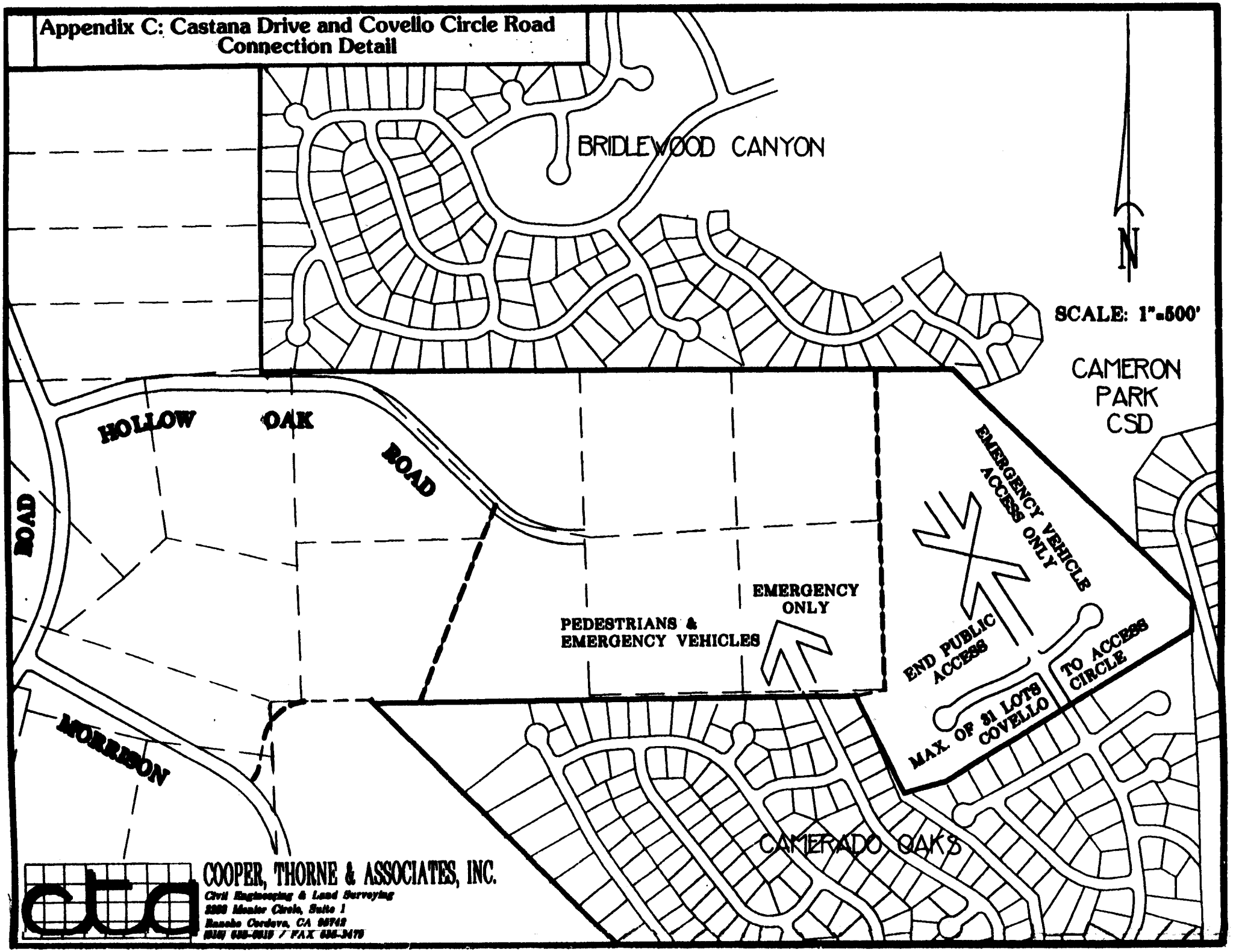
The need for building skirting should be kept to a minimum by stepping the foundation and using appropriate hillside architectural designs.

Figure 8



Architecture well integrated into its hillside environment.

Appendix C: Castana Drive and Covello Circle Road Connection Detail



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