

PROPOSED TARGETED GENERAL PLAN AMENDMENT

Revised 08/27/12

Single Underline and Strikeout represent proposed changes to the 2004 General Plan, as directed by the Board of Supervisors.

On November 14, 2011, The Board adopted Resolution of Intention 182-2011, which outlined the specific policies within the 2004 General Plan that are intended to be analyzed for possible amendment. Below are the proposed targeted General Plan policies, recommended for review and possible amendment, shown in the order of the Elements as they appear in the 2004 General Plan. The use of single “underline” and “strikeout” editing has been used below to illustrate proposed changes. Notes have been added when appropriate to assist in clarification. Policy language would be refined as part of the draft project description and finalized upon the certification of the EIR and adoption of the final amendment. These are not final recommended amendments to the policies. Through the review process additional policies may be affected as they relate to the objective for the amendment.

LAND USE ELEMENT

Land Use Map

1. See attached map change for Camino Pollock Pines
2. See attached proposed Agriculture District Boundary Expansion map
3. See attached table with a list of limited proposed General Plan map amendments that staff is recommending to clean up various problems and inconsistencies that were uncovered during the draft zone mapping process.

Policy 2.1.1.1 and 2.1.2.1 ROI Adopted 11/14/11 – Policy 2.1.1.1 and 2.1.2.1; Consider analyzing the possibility of adding new, amending or deleting existing Community Regions or Rural Center planning areas.

Policy 2.1.1.3 Mixed use developments which combine commercial and residential uses in a single project are permissible and encouraged within Community Regions. Within Community Regions, the mixed-uses may occur vertically and/or horizontally. In mixed use projects, the maximum residential density shall be ~~16~~ 20 dwelling units per acre within Community Regions. The residential component of a mixed use project may include a full range of single and/or multi family design concepts. The maximum residential density of 20 dwelling units per acre may only be achieved where adequate infrastructure, such as water, sewer and roadway are available or can be provided concurrent with development.

Policy 2.1.2.5 Mixed use developments which combine commercial and residential uses in a single project are permissible and encouraged within Rural Centers. Within Rural Centers, the mixed uses may occur either vertically and/or horizontally. The maximum residential density shall be ~~four~~ 10 {Note: 20 for SB375 or 30 for RHNA} dwelling units per acre in Rural Centers in

identified mixed use areas as defined in the Zoning Ordinance. The residential component of a mixed use project may include a full range of single and/or multi family design concepts. The maximum residential density of 20 dwelling units per acre may only be achieved where adequate infrastructure, such as water, sewer and roadway are available or can be provided concurrent with development.

OBJECTIVE 2.2.1: LAND USE DESIGNATIONS

An appropriate range of land use designations that will distribute growth and development in a manner that maintains the rural character of the County, utilizes infrastructure in an efficient, cost-effective manner, and further the implementation of the Community Region, Rural Center, and Rural Region concept areas.

Policy 2.2.1.1 The matrix contained in Table 2-1 provides for the relationship and consistency between the General Plan planning concept areas and the land use designations.

TABLE 2-1 PLANNING CONCEPT AREAS AND LAND USE DESIGNATION CONSISTENCY MATRIX			
Land Use Designations	Concept Areas		
	Community Regions	Rural Centers	Rural Regions
Multifamily Residential*	•	•	
High-Density Residential*	•	•	
Medium-Density Residential*	•	•	
Low-Density Residential	•	•	•
Rural Residential			•
Agricultural Lands			•
Natural Resource			•
Commercial*	•	•	• -
Research & Development	•	•	
Industrial	•	•	•
Open Space	•	•	•
Public Facilities	•	•	•
Tourist Recreational	•	•	•
* May be applied in Rural Regions to reflect existing development when combined with the Platted Lands (PL) overlay land use designation.			

Policy 2.2.1.2 Commercial (C): The purpose of this land use category is to provide a full range of commercial retail, office, and service uses to serve the residents, businesses, and visitors of El Dorado County. Mixed use development of commercial lands within Community Regions and Rural Centers which combine commercial and residential uses shall be permitted. ~~The~~

~~residential component of the project shall only be implemented following or concurrent with the commercial component.~~ Commercially designated parcels shall not be developed with a residential use as the sole use of the parcel unless the residential use is either (1) a community care facility as described in goal HO-4 or (2) part of an approved mixed use development as allowed by Policy 2.1.1.3 and 2.1.2.5, within an area zoned to allow for a mix of uses. Numerous zone districts shall be utilized to direct specific categories of commercial uses to the appropriate areas of the County. ~~Except as provided in Policy 2.2.2.3,~~ This designation is considered appropriate only within Community Regions, and Rural Centers and Rural Regions.

Multifamily Residential (MFR): This land use designation identifies those areas suitable for high-density, single family and multifamily design concepts ~~structures~~ such as apartments, single-family attached dwelling units (i.e., air-space condominiums, townhouses and multiplexes), and small-lot single-family detached dwellings subject to the standards set for in the Zoning Ordinance and which meet the minimum allowable density. Mobile home parks, as well as existing and proposed manufactured home parks, shall also be permitted under this designation. Lands identified as MFR shall be in locations with the highest degree of access to transportation facilities, shopping and services, employment, recreation, and other public facilities. Mixed use development within Community Regions and Rural Centers which combine commercial and residential uses shall be permitted. The minimum allowable density is five [optional review for minimum of eight] dwelling units per acre, with a maximum density of ~~24~~ 30 dwelling units per acre. ~~The provision of single-family detached attached dwelling units in the MFR land use designation is subject to the use of planned development design concepts which may result in zipper lot zero lot line, cottage type, or comparable developments.~~ Except as provided in Policy 2.2.2.3, this designation is considered appropriate only within Community Regions and Rural Centers.

High-Density Residential (HDR): This land use designation identifies those areas suitable for intensive single-family residential development at densities from one to five [optional review would include up to 8] dwelling units per acre. Allowable residential structure types include single-family attached (i.e., air-space condominiums, townhouses) and detached dwellings and manufactured homes. Except as provided in Policy 2.2.2.3, this designation is considered appropriate only within Community Regions and Rural Centers. ~~Standard residential subdivisions shall maintain a density range from one to two dwelling units per acre. Residential subdivisions utilizing the planned development concept shall maintain a density range from one to five dwelling units per acre. Residential development of single-family attached dwelling units are to be designed to satisfy the upper range of the allowable density under this designation. Proponents of single family detached or manufactured home~~

~~projects consistent with the HDR designation shall not be subject to the Planned Development combining zone if their projects meet the criteria set forth in Policy 2.2.5.4. (Res. No. 298-98; 12/8/98)~~

~~Industrial (I): The purpose of this land use category is to provide for a full range of light and heavy industrial uses. Types of uses that would be permitted include manufacturing, processing, distribution, and storage. Incompatible, non-industrial uses, excluding support services, shall be prohibited discouraged. Industrial uses shall be restricted to industrial lands within, or in close proximity to, Community Regions and Rural Centers. Industrial lands in Rural Regions shall be constrained to may have uses which support on-site agriculture, timber resource production, mineral extraction, or other resource utilization. In the Rural Regions, no additional land shall be designated for industrial uses. This designation is considered appropriate within Community Regions, Rural Centers and, subject to the limitation described above, Rural Regions.~~

GOAL 2.1.4: Opportunity Areas

OBJECTIVE: ENCOURAGE DEVELOPMENT AND REVITALIZATION WITHIN DESIGNATED OPPORTUNITY AREAS WITH A MIX OF USES THAT SUPPORT THE COUNTY'S JOBS/HOUSING BALANCE.

- Policy 2.1.4.1 Facilitate increased density and intensity of development and revitalization in identified Opportunity Areas.
- Policy 2.1.4.2 When setting priorities for public infrastructure spending, give particular attention to improvements that will support development and redevelopment within designated Opportunity Areas.
- Policy 2.1.4.3 Utilize incentives to promote infill development, revitalization, rehabilitation, and mixed-use projects in designated Opportunity Areas.
- Policy 2.1.4.4 Require that projects within Opportunity Areas develop at or above the midpoint of the allowed density unless one or more of the following findings are made:
- The proposed project does not include residential development.
 - Residences are integrated vertically in a mixed-use project.
 - Site considerations such as parcel size, configuration, environmental resources, or other features make achieving the midpoint infeasible or undesirable.
 - Infrastructure constraints make achieving the midpoint impractical.

Implementation Measure: Establish a program including appropriate criteria for designating Opportunity Areas. The program shall include setting priorities for public infrastructure and funding support. [Policies 2.1.4.1, 2.1.4.2, 2.1.4.3, and 2.1.4.4]

Policy 2.2.1.3 The General Plan shall provide for the following range of population densities in the respective land use designation based upon the permitted range of dwelling units per acre and number of persons per acre as shown in Table 2-2 below.

TABLE 2-2 LAND USE DENSITIES AND RESIDENTIAL POPULATION RANGES			
Land Use Designation	Units Per Acre	Persons Per Housing Unit¹	Persons Per Acre
Multifamily Residential	5 – 24 ³⁰	2.3	11.5 - 55.2 ⁶⁹
High-Density Residential	1 – 5	2.8	2.8 - 19.6
Medium-Density Residential	1 – 0.2	2.8	2.8
Low-Density Residential	0.20 - 0.1	2.8	0.56 - 0.28
Rural Residential	0.1 – 0.025	2.8	0.28 - 0.07
Agricultural Lands	0.05	2.8	0.14
Natural Resource	0.025 – 0.00625	2.8	0.07 - 0.0175
Commercial	16 ⁴ 20	2.3 / 2.8 <u>2.3</u>	36.8 / 11.2 <u>46</u>
Research & Development	–	–	–
Industrial	–	–	–
Open Space	–	–	–
Public Facilities	–	–	–
Tourist Recreational	–	–	–
Notes:			
¹ 1990 U.S. Census			
² Maximum of 16 units per acre in Community Regions; maximum of 4 units per acre in Rural Centers			

Policy 2.2.1.5 ~~The General Plan shall provide for the following building intensities in each land use designation as shown in Table 2-3:~~

TABLE 2-3 BUILDING INTENSITIES	
Land Use Designation	Floor Area Ratio*
Multifamily Residential	
High Density Residential	
Medium Density Residential	
Low Density Residential	
Rural Residential	
Natural Resource	
Commercial	.85
Research & Development	.50

Industrial	.85
Open Space	
Public Facilities	
Tourist Recreational	
<p>* Ratio of allowable floor area (square footage) to site area (square footage). The FAR can be calculated over an entire integrated development rather than on a project by project basis under the following circumstances: 1) the aggregate average FAR within applicable land use designations does not exceed the General Plan maximum; or 2) satisfactory evidence is provided that demonstrates on a site-specific basis that measures will be imposed to keep traffic at levels associated with the applicable FAR threshold.</p>	

LAND USE DESIGNATIONS AND ZONING DISTRICTS

Land Use Designations		Zone Districts, Continued	
MFR	Multifamily Residential	CPO	Professional Office Commercial
HDR	High-Density Residential	CP	Planned Commercial
MDR	Medium-Density Residential	<u>CL</u>	<u>Limited Commercial</u>
LDR	Low-Density Residential	<u>CM</u>	<u>Mainstreet Commercial</u>
RR	Rural Residential	<u>CC</u>	<u>Community Commercial</u>
AL	Agricultural Lands	<u>CR</u>	<u>Regional Commercial</u>
NR	Natural Resource	CG	General Commercial
C	Commercial	R&D	Research and Development
R&D	Research & Development	I	Industrial
I	Industrial	IR	Resource Industrial
OS	Open Space	A	Agricultural
TR	Tourist Recreational	SA 10	Select Agricultural
Zone Districts		<u>LA</u>	<u>Limited Agricultural</u>
RM	Multifamily Residential	PA	Planned Agricultural
R2	Limited Multifamily Residential	AE	Exclusive Agricultural
MP	Mobile Home Park	<u>RL</u> (10-160)	<u>Rural Lands</u>
R1	One-family Residential	<u>AG</u> (40-160)	<u>Agricultural</u>
R20,000	One-half Acre Residential	TPZ	Timberland Preserve Zone
R1A	One-acre Residential	FR	
R2A	Single-family Two-acre Residential	MR	Mineral Resources
R3A	Single-family Three-acre Residential	RF	Recreational Facilities
RE-5	Estate Residential Five-acre	RFL	Recreational Facilities Low
RE-10	Estate Residential Ten-acre	RFH	Recreational Facilities High
RA 20	Residential Agricultural Twenty acre	RT	Tourist Residential
RA 40	Residential Agricultural Forty acre	CN	Conservation
NS	Neighborhood Commercial	OS	Open Space
CH	Highway Commercial	TC	Transportation Corridor
C	Commercial		
(Zone Districts continued in next column)			

OBJECTIVE 2.2.3: PLANNED DEVELOPMENTS

Provide for innovative planning and development techniques and further fulfill the Plan Strategy by encouraging balanced growth to better reflect the character and scale of the community in which it occurs while minimizing impacts on the surrounding areas, to provide more efficient utilization of land, and to allow for flexibility of development while providing for general public benefits.

Policy 2.2.3.1 The Planned Development (-PD) Combining Zone District, to be implemented through the zoning ordinance, shall allow residential, commercial, and industrial land uses consistent with the density specified by the underlying zoning district with which it is combined. Primary emphasis shall be placed on furthering uses and/or design that (1) provide a public or common benefit; ~~both on- and or off-site, by (2) clustering intensive land uses or lots to conform to the natural topography, (3) minimize impacts on various natural and agricultural resources, (4) avoid cultural resources where feasible, (5) minimize public health concerns, (6) minimize aesthetic concerns, (7) reduce conflicts with adjacent land uses, and (8) promote the public health, safety, and welfare.~~ A goal statement shall accompany each application specifically stating how the proposed project meets these criteria.

~~A. The major components of a Residential Planned Development in residential projects shall include 1. Commonly owned or publicly dedicated open space lands comprising in accordance with the requirements specified in the zoning ordinance of at least 30 percent of the total site which may be owned in common, by easement or fee title, by the homeowners or may be dedicated to a public agency. The following are exempt from the open space requirement:~~

- A. Condominium conversions,
- B. Residential Planned Developments consisting of five or fewer lots or dwelling units,
- C. Infill projects within Community Regions and Rural Centers on existing sites 3 acres or less are exempt from the open space requirement.
- D. Multi-Family Residential developments, and
- E. Commercial/Mixed Use Developments

The common open space requirement may be reduced to 15% in High Density Residential (HDR) Planned Developments where the open space is improved for recreational purposes, or as landscaped buffers or greenbelts, and an additional 15% of the total site is devoted to open space areas reserved for the exclusive use of individual residents such as private yards.

~~Within a community area, t~~The commonly owned open space can be developed-improved for recreational purposes such as parks, recreational facilities, ball fields, golf courses, or picnic areas, or may be retained in a natural condition. as wildlife habitat or buffers between new and existing uses. Both improved and natural open space may be incorporated into a single

Residential Planned Development. Commonly owned open space shall does not include space occupied by infrastructure (e.g., roads, sewer, and water treatment plants) except when multi-use trails are included within such space. nor space intended for the sole use of individual residents within the planned development (e.g., private patios and balconies).

~~2. Clustered housing units or lots designed to conform to the natural topography.~~

~~B. Non-residential planned developments shall be accomplished through the Zoning Ordinance.”~~

OBJECTIVE 2.2.4: DENSITY BONUS

Provide for incentives which encourage the utilization of the Planned Development concept and further the provision of public benefits as a component of development.

Policy 2.2.4.1 Residential Planned Developments which provide a minimum of 30% commonly owned or publicly dedicated open space shall be provided allowed an open space density bonus of additional residential units (density bonus), on residential zones consistent with Multi Family, High Density, Medium Density and Low Density Residential land uses as established in the Zoning Ordinance (Note: General Plan language would be moved to the Zoning Ordinance and modified to achieve General Plan objectives.) in accordance with A through C, for the provision of otherwise developable lands set aside for public benefit including open space, wildlife habitat areas, parks (parkland provided in excess of that required by the Quimby Act), ball fields, or other uses, determined to provide a bona fide public benefit. Developable land as used herein means land which is included in the calculation of density for a standard subdivision, which excludes bodies of water (lakes, rivers and perennial streams) measured at the ordinary high water mark or spillway elevation for lakes and the two-year storm event for rivers and perennial streams. (See example below.)

Move to
Zoning
Ordinance

A. Maximum Density: The maximum density created utilizing the density bonus provisions shall not exceed the maximum density permitted by the General Plan land use designation as calculated for the entire project area except as provided for by Section B.

B. In addition to the number of base units, one and one half (1.5) dwelling units may be provided for Planned Developments within a planning concept area for each unit of developable land set aside as open spacededicated to public benefit. In calculating the maximum density permitted by the General Plan land use designation, the County shall include acreage of undevelopable land, ~~except as excluded in Policy 2.2.3.2~~defined above.

C. ~~Public Benefit~~Open Space: Lands set aside for open space~~public benefit~~, as used herein, shall be those lands commonly owned or made available to the general public including but not limited to open space areas, parks, and wildlife habitat areas.

~~Policy 2.2.5.4~~ — All development applications which have the potential to create 50 parcels or more shall require the application of the Planned Development combining zone district. However, in no event shall a project require the application of the Planned Development combining zone district if all of the following are true: (1) the project does not require a General Plan amendment; (2) the project has an overall density of two units per acre or less; and (3) the project site is designated High Density Residential.

~~Policy 2.2.5.8~~ — The Neighborhood Service zoning district shall be permitted in all residential designations within Community Regions, Rural Centers, Medium Density and High Density Residential Platted Lands. Uses within the Neighborhood Service Zone District should provide a direct service to the family and/or community and may include educational facilities, day care services, places of worship, lodges, community or group meeting centers, fire stations, libraries, other public facilities, recreational facilities, and commercial uses. Development proposals shall include applications for pre-designating and zoning lands Neighborhood Service Zone at a ratio of up to two acres per 40 units within a new residential subdivision.

Policy 2.2.5.10: It is recognized that there are large Rural Regions within the County wherein agriculture is pursued, and these areas need certain support uses that are unique to agriculture and its related uses. While allowing for the establishment of such agricultural support services, this policy will protect the permitted uses of such agricultural areas by only allowing the establishment of such support services ~~with a special use permit which will require a finding that the establishment of the use will have no significant adverse effect on surrounding property or the permitted uses thereof~~ through the Zoning Ordinance.

Uses which may be considered to be consistent with this policy are those which include but are not limited to feed stores, agriculture supplies and sales, veterinarian services, animal boarding, processing and/or sale of agriculture products, and the sale of firewood not produced or grown on the site. In addition to agriculture, the rural areas may allow other consistent uses in the form of but not limited to outdoor recreation and campgrounds and organized camps, retreats, fishing and hunting clubs, mineral extractions, and cemeteries. ~~The following uses are allowed by right and do not require a special use permit: processing and/or sale of agricultural products, the sale of handicrafts or goods, picnic areas, and any other use allowed by right as specified in the Zoning Ordinance (“Ranch Marketing Ordinance”) provided that these activities are conducted on a site with a bona fide agricultural operation.”~~

GOAL 2.4: EXISTING COMMUNITY IDENTITY

Maintain and enhance the character of existing rural and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life, economic health, and community pride of County residents.

OBJECTIVE 2.4.1: COMMUNITY IDENTITY

Identification, maintenance, and enhancement of the unique identity of each existing community.

Policy 2.4.1.3 All properties located within the historic townsite known as Clarksville, El Dorado and Diamond Springs shall be designated on the zoning maps as Design Historic (-DH) combining zone district. Other historical townsites may apply for a historical overlay per guidelines established in the Zoning Ordinance.

{Note: There is an implementation measure to create an Infill Ordinance in the Housing Element that includes a very brief description of what Infill is. By adding a more descriptive Policy and Implementation Measure in Land Use Element for analysis under an TGPA EIR, future project may tier off GP EIR providing CEQA Streamling benefits.}

Policy 2.4.1.5 The County shall implement a program to promote infill development in existing communities.

- a) Projects site must be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) Project sites may not be more than five acres in size and must demonstrate substantially development has occurred on 2 or more sides of the site.
- c) Project site has no value as habitat for endangered, rare or threatened species.
- d) Approval of a project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

Implementation Measure

Promote Infill Development: The program shall be linked to land-use, housing, air quality, transportation and circulation strategies that support development within existing communities, reduce vehicle miles traveled, increase energy efficiency, and encourage the development of affordable housing. The program shall include, but not be limited to:

- a) Adopt criteria to be used within existing communities with developed areas currently capable of being served by public water and public or private sewer;

- b) Provide incentives for residential and commercial infill development including financial incentives for pedestrian-oriented and transit-friendly design features;
 - c) Amend the zoning code to include a new Traditional Neighborhood Design zone within Commercial and Multi-Family Land Uses;
 - d) Support medium and high density residential or mixed use development along commercial and transportation corridors;
 - e) Develop and utilize approved standard plan types (i.e. zer-lot line, duplex with carriage house unit over garage, z-lot, bungalow, etc.) to streamline the approval process for infill projects. Standard plans shall include various housing and commercial types and styles. Standard plan(s) approved as part of a project shall be compatible with neighboring residential or commercial district patterns for which the development is located; and
 - f) Develop or update, as considered necessary, applicable community plans, specific plans and design guidelines to incorporate pedestrian-oriented, transit-friendly, and or energy efficient configurations design as primary goals.
- [Objectives 2.1.4 and 2.4.1]**

Policy 2.9.1.4 The boundaries of Community Regions and Rural Centers may be changed and/or expanded every five years through the General Plan review process as specified in Policy 2.9.1.2 or as the Board of Supervisors deems necessary to achieve objective 2.4.1.

TRANSPORTATION AND CIRCULATION ELEMENT

Policy TC-1a The County shall plan and construct County-maintained roads as set forth in Table TC-1. Road design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Department of Transportation standards. County standards include typical cross sections by road classification, consistent with right-of-way widths summarized in Table TC-1.

NOTE: Analyze the impacts of the reduction of road way widths to conform to the Housing Element of the General Plan. The policies in question are those listed in the ROI. Note that staff has draft roadway standards which would be affected by changes of this Table. Additionally, the notes in this table allow for deviations.

TABLE TC-1 GENERAL ROADWAY STANDARDS FOR NEW DEVELOPMENT BY FUNCTIONAL CLASS				
Functional Class	ACCESS CONTROL		CROSS SECTION	
	Public Roads Intersections (Or interchanges)	Abutting Property Driveways and Private Roads	ROW	Roadway Width
Six-Lane Divided Road	½ mile minimum spacing	Restricted	130'	108'
Four-Lane Divided Road	½ mile minimum spacing	Limited	100'	84'
Four-Lane Undivided Road				
Community Regions	½ mile minimum spacing	Limited	80'	64'
Rural Centers and Rural Regions	½ mile minimum spacing	Limited	80'	64'
Major Two-Lane Road				
Community Regions	¼ mile minimum spacing	Limited	60'	40'
Rural Centers and Rural Regions	¼ mile minimum spacing	Permitted	60'	40'
Local Road	¼ mile minimum spacing	Permitted	60'	Varies
Notes:				
1. Access control and cross sections are desired standards. Details and waiver provisions shall be incorporated to the Design and Improvement Standards Manual (El Dorado County 1990).				
2. Notwithstanding these highway specifications, additional right-of-way may be required for any classification when a road coincides with an adopted route for an additional public facility (e.g., transit facilities, bikeways, or riding and hiking trails), or a scenic highway.				
3. The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the road. Typical circumstances where exceptions may be warranted include:				
a. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; or				
b. Environmental constraints that may otherwise entirely preclude road improvement to the adopted standards, as long as environmental impacts are mitigated to the extent feasible.				
4. Travel ways for all highways should be 12 feet wide. Turning lanes should be 12 feet wide, but may be reduced to 10 feet based on topographical or right-of-way constraints. All travel ways on roads should be paved.				

NOTE: Consider the removal of Table TC-1 and move to another document (i.e. Standard Plans or Land Development Manual). Additionally, review the impact of reduction of road spacing, right-of-way widths and roadway widths to meet the intent of the housing elements as described in the ROI. Note that currently staff has draft roadway standards which would be affected by changes of this Table. Additionally, the notes in this table allow for deviations.

Policy TC-1b In order to provide safe, efficient roads, all roads should incorporate the cross sectional road features set forth in Table TC-1.

NOTE: Consider the removal of Table TC-1 and move to another document (i.e. Standard Plans or Land Development Manual). Additionally, review the impact of reduction of road spacing, right-of-way widths and roadway widths to meet the intent of the housing elements as described in the ROI. Note that currently staff has draft roadway standards which would be affected by changes of this Table. Additionally, the notes in this table allow for deviations.

Policy TC-1m The County shall ensure that road funds allocated directly or otherwise available to the County shall be programmed and expended in ways that maximize the use

of federal and other matching funds, including maintenance of effort requirements.

Policy TC-1n The County shall generally base expenditure of discretionary road funds for road uses on the following sequence of priorities:

- A. Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system;
 - B. Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of ~~accidents~~ crashes; and
 - C. Capital improvements to expand capacity or reduce congestion on roadways at or below County level of service standards, and to expand the roadway network, consistent with other policies of this General Plan.
- A. Future facilities as identified in Figure TC-1.

Policy TC-1w New streets and improvements to existing rural roads necessitated by new development shall be designed to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the ~~maximum~~ extent possible consistent with the needs of emergency access, on street parking, and vehicular and pedestrian safety.

Policy TC-1y Development through 2025, within Traffic Analysis Zones 148 and 344, shall be conditioned so that a cap of 10,045 full-time employees is not exceeded, unless it can be demonstrated that a higher number of employees would not violate established level of service standards.

Note: Analyze removal of the employment cap and provide alternative mitigation measure.

TABLE TC-2 EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F¹ (Through December 31, 2018)		
Road Segment(s)		Max. V/C²
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28
U.S. Highway 50	Canal Street to junction of State Route 49 (Spring Street)	1.25
	Junction of State Route 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of freeway	1.73
	Beginning of freeway to Washington overhead	1.16
	Ice House Road to Echo Lake	1.16
State Route 49	Pacific/Sacramento Street to new four-lane section	1.31
	U.S. Highway 50 to State Route 193	1.32
	State Route 193 to county line	1.51
Notes:		
¹ Roads improved to their maximum width given right-of-way and physical limitations.		
² Volume to Capacity ratio.		

NOTE: Analyze the effects of moving Table TC-2 to another document.

Policy TC-Xb To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

- A. Every year prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified;
- B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and
- C. Annually monitor traffic volumes on the county's major roadway system depicted in ~~the Circulation Diagram~~ Figure TC-1.

Policy TC-Xd Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ratio specified in that table. Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgment of the Department of Transportation which shall consider periods including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

NOTE: If it is determined that Table TC-2 can be moved to another document, revise Policies TC-Xb and TC-Xd to make a reference to where the exceptions can be located.

Additionally, analyze revising policies to clarify the definition of “worsen,” what action or analysis is required if the threshold of “worsen” is met, clarification of the parameters of analysis (i.e. analysis period, analysis scenarios methods), thresholds of timing improvements. This analysis impacts Policies TC-Xd, TC-Xe and TC-Xf. Note that any changes must not affect Policy TC-Xa.

Policy TC-Xe For the purposes of this Transportation and Circulation Element, “worsen” is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

NOTE: Analyze revising policies to clarify the definition of “worsen,” what action or analysis is required if the threshold of “worsen” is met, clarification of the parameters of analysis (i.e. analysis period, analysis scenarios methods), thresholds of timing improvements. This analysis impacts Policies TC-Xd, TC-Xe and TC-Xf. Note that any changes must not affect Policy TC-Xa.

Policy TC-Xf At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal; or (2) ensure the commencement of construction of the necessary road improvements are included in the County’s 10-year CIP.

For all other discretionary projects that worsen (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element; or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP.

NOTE: Analyze revising policies to clarify the definition of “worsen,” what action or analysis is required if the threshold of “worsen” is met, clarification of the parameters of analysis (i.e. analysis period, analysis scenarios methods), thresholds of timing improvements. This analysis impacts Policies TC-Xd, TC-Xe and TC-Xf. Note that any changes must not affect Policy TC-Xa.

Policy TC-Xg Each development project shall dedicate right-of-way, design and construct or fund any improvements ~~and construct or fund improvements~~ necessary to mitigate the effects of traffic from the project. The County shall require an analysis of impacts of traffic from the development project, including impacts from truck traffic, and require dedication of needed right-of-way and construction of road facilities as a condition of the development. For road improvements that provide significant benefit to other development, the County may allow a project to fund its fair share of improvement costs through traffic impact fees or receive reimbursement from impact fees for construction of improvements beyond the project's fair share. The amount and timing of reimbursements shall be determined by the County.

Policy TC-Xi The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule agreed to by related regional agencies ~~to meet the requirements of the policies of this General Plan.~~

Policy TC-4a The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the County's ~~*Bikeway Master Plan*~~ *Bicycle Transportation Plan*. The plan should designate bikeways connecting residential areas to retail, entertainment, and employment centers and near major traffic generators such as recreational areas, parks of regional significance, schools, and other major public facilities, and along recreational routes.

Policy TC-4d The County shall develop and maintain a program to construct bikeways, in conjunction with road projects, consistent with the County's ~~*Bikeway Master Plan*~~ *Bicycle Transportation Plan*, taking into account available funding for construction and maintenance.

Policy TC-4f The County shall sign and stripe Class II bicycle routes, in accordance with the County's ~~*Bikeway Master Plan*~~ *Bicycle Transportation Plan*, on roads shown on

Figure TC-1, when road width, safety, and operational conditions permit safe bicycle operation.

Policy TC-4i Within Community Regions and Rural Centers, all development shall include pedestrian/bike paths connecting to adjacent development and to schools, parks, commercial areas and other facilities where feasible. In Rural Regions, pedestrian/bike paths shall be considered as appropriate.

NOTE: Analyze possible policies that may provide flexibility when requiring sidewalks (sidewalks are discussed in Policies TC 4i, TC-5a, TC-5b and TC-5c). Note that the draft LDM discusses the possibility of in-lieu fees instead of the construction at time of development.

Policy TC-5a Sidewalks and curbs shall be required throughout residential subdivisions, including land divisions created through the parcel map process, where any residential lot or parcel size is 10,000 square feet or less.

NOTE: Analyze possible policies that may provide flexibility when requiring sidewalks (sidewalks are discussed in Policies TC 4i, TC-5a, TC-5b and TC-5c). Note that the draft LDM discusses the possibility of in-lieu fees instead of the construction at time of development.

Policy TC-5b In commercial and research and development subdivisions, curbs and sidewalks shall be required on all roads. Sidewalks in industrial subdivisions may be required as appropriate.

NOTE: Analyze possible policies that may provide flexibility when requiring sidewalks (sidewalks are discussed in Policies TC 4i, TC-5a, TC-5b and TC-5c). Note that the draft LDM discusses the possibility of in-lieu fees instead of the construction at time of development.

Policy TC-5c Roads adjacent to schools or parks shall have curbs and sidewalks.

NOTE: Analyze possible policies that may provide flexibility when requiring sidewalks (sidewalks are discussed in Policies TC 4i, TC-5a, TC-5b and TC-5c). Note that the draft LDM discusses the possibility of in-lieu fees instead of the construction at time of development.

REGIONAL PLANNING

GOAL TC-8 Support the coordination of local, regional, ~~and~~ State, and Federal transportation and circulation planning

[Background —

1. Section 219.7 of the Federal 1982 Rule regarding the National Forest System Land and Resource Management Planning requires responsible line officers to coordinate regional and forest planning efforts with equivalent and related planning efforts of local governments. Federal Planning efforts are required to take into consideration the objectives of local governments when

the planning efforts is within its jurisdiction and provide an assessment of the interrelated impacts of these plans and policies.

2. California Chapter 728, known as Senate Bill 375 “the Anti-Sprawl Bill”, requires each metropolitan planning organization (MPO) to include a Sustainable Communities Strategy in its regional transportation plan (RTP) for the purpose of reducing greenhouse gas emissions, aligning planning for transportation and housing needs, and creating incentives for the implementation of the strategies, such as Senate Bill 226 – Infill, CEQA streamlining and transportation funding. Policies in this section provide for coordination with the El Dorado County Transportation Commission (EDCTC) in preparing its RTP for consistency with the Sacramento Area Council of Government (SACOG) strategies and with the County’s planning efforts to facilitate and streamline the development of residential mixed-use projects and “Transit Priority Projects.”]

Policy TC – 8a The County shall work with EDCTC and SACOG to develop and periodically update the Sustainable Communities Strategy as part of the Regional Transportation Planning process. [Hold for possible policy related to Federal Management Planning Rule 219.7 for transportation and circulation planning efforts that impact local roads and trails.].

Policy TC – 8b The County shall review the EDCTC’s Regional Transportation Plan and SACOG’s Metropolitan Transportation Plan, including the Sustainable Communities Strategy each time it reviews and updates the General Plan and any master plan, strategy, and zoning, to ensure overall consistency among all of these plans and strategies to allow for CEQA streamlining and to ensure eligibility for State transportation and housing funding.

Policy TC – 8c The County shall work with SACOG to ensure that cumulative impacts for any Regional Transportation Plan are analyzed pursuant to CEQA so that applicable projects may benefit from CEQA streamlining as provided by State law.

Policy TC – 8d The County in working with the El Dorado County Transit Authority shall identify community level Transit Priority Areas (TPA) in areas planned for residential and mixed use projects that are consistent with land use designations, densities, building intensities, and all other applicable policies.

GOAL: SUPPORT THE DEVELOPMENT OF COMPLETE STREETS

[Background - Chapter 657, the Complete Streets Act of 2008, requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.]

OBJECTIVE: NEW OR SUBSTANTIALLY IMPROVED ROADWAYS SHALL SAFELY ACCOMMODATE ALL USERS, INCLUDING BICYCLIST, PREDESTRIANS, TRANSIT RIDERS, CHILDREN,

OLDER PEOPLE, AND DISABLED PEOPLE, AS WELL AS MOTORIST.

Policy (New): Incorporate circulation concepts that accommodate all users in new developments as appropriate.

Implementation Measure: Update the Land Development Manual to incorporate elements in support of all users including but not limited to Complete Streets design where appropriate for new higher-density developments.

PUBLIC SERVICES AND UTILITIES ELEMENT

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, pursuant to Table 5-1.

The following Levels of Service shall apply to the review of discretionary projects. [Note: May need to be revised based on other TGPA’s proposed]

TABLE 5-1 MINIMUM LEVELS OF SERVICE		
	Community Region	Rural Center and Rural Region
Public water source	As determined by purveyor	As determined by purveyor, when applicable
Private wells	Environmental Management	Environmental Management
Public water treatment capacity	As determined by purveyor	As determined by purveyor
Public sewer treatment capacity	As determined by purveyor	As determined by purveyor
On-site sewage disposal	Environmental Management	Environmental Management
Storm drainage	Department of Transportation	Department of Transportation
Solid waste	Environmental Management	Environmental Management
County and State road circulation system	E	D
Schools	As determined appropriate by the school districts	As determined appropriate by the school districts
Parks	Specific plan for new communities or Quimby Fee/dedication program for tentative maps	Quimby Fee/dedication program for tentative maps
Fire district response	8-minute response to 80% of the population	15 to 45-minute response
Sheriff	8-minute response to 80% of the population	No standard
Ambulance	10-minute response to 80% of the population	20-minute response in Rural Regions and “as quickly as possible” in wilderness areas*
*In accordance with State standards		

Policy 5.2.1.3 All medium-density residential, high-density residential, multifamily residential, commercial, industrial and research and development projects

~~shall~~ may be required to connect to public water systems if reasonably available when located within Community Regions and to either a public water system or to an approved private water systems in Rural Centers.

Policy 5.3.1.1 High-density and multifamily residential, commercial, and industrial projects ~~shall~~ may be required to connect to public wastewater collection facilities if reasonably available as a condition of approval. ~~except in Rural Centers and areas designated as Platted Lands (-PL). In the Community Region of Camino/Pollock Pines, the long term development of public sewer service shall be encouraged; however, development projects will not be required to connect to wastewater collection facilities where such connection is infeasible, based on the scale of the project.~~ (Res. No. 298-98; 12/8/98)

PUBLIC HEALTH, SAFETY, AND NOISE ELEMENT

OBJECTIVE 6.4.1: Flood Hazards DEVELOPMENT REGULATIONS

Policy 6.4.1.4 Creation of new parcels which lie entirely within the 100-year floodplain as identified on the most current version of the flood insurance rate maps provided by FEMA ~~or dam failure inundation areas as delineated in dam failure emergency response plans maintained by the County~~ shall be prohibited.

Policy 6.4.1.5 New parcels which are partially within the 100-year floodplain ~~or dam failure inundation areas as delineated in dam failure emergency response plans maintained by the County~~ must have sufficient land available outside the FEMA ~~or County~~ designated 100-year floodplain ~~or the dam inundation areas~~ for construction of dwelling units, accessory structures, and septic systems. Discretionary applications shall be required to determine the location of the designated 100-year floodplain ~~and identified dam failure inundation areas~~ on the subject property.

OBJECTIVE 6.5.1: PROTECTION OF NOISE-SENSITIVE DEVELOPMENT

[Background - DOT construction projects often require periodic nighttime work for selected construction activities that cannot be accomplished during the day due to traffic and/or safety conflicts. At times, this night work exceeds the General Plan noise thresholds resulting in significant impacts with regard to noise that cannot be mitigated to a less than significant level. These thresholds are more stringent than other local jurisdictions, DOT is requesting as part of the TGPA to consider revising existing noise standards by establishing realistic noise thresholds with regard to temporary nighttime construction activities.]

ROI Adopted 11-14-2011 states “Consider amending existing noise standards to establish attainable noise thresholds with regard to temporary nighttime construction and activities and other temporary exceedences. [Includes Tables 6-1 thru 6-5]

- Policy 6.5.1.10** To provide a comprehensive approach to noise control, the County shall:
- A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.
 - B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.
 - C. The zoning ordinance shall be amended to provide that noise standards will be applied to ministerial projects with the exception of single-family residential building permits if not in areas governed by the Airports Comprehensive Land Use Plans. (See Objective 6.5.2.)

Policy 6.5.1.11 The standards outlined in Tables 6-3, 6-4, and 6-5 shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally-recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

OBJECTIVE 6.7.1 EL DORADO COUNTY CLEAN AIR PLAN

Adopt and enforce the El Dorado County Clean Air Act Plan in conjunction with the County Air Quality Management District. Air Quality standards to reduce the health impacts caused by harmful emissions.

Policy 6.7.1.1 Improve air quality through land use planning decisions.

Policy 6.7.1.2 Support local and regional air quality improvement efforts.

IM HS-X Coordinate air quality planning efforts with other local and regional agencies. (Policy 6.7.1.1 and 6.7.1.2)
Responsibility: Planning Department
Timeframe: Ongoing

OBJECTIVE 6.7.3 TRANSIT SERVICE

Policy 6.7.3.2 Transit Service – The County shall promote infill development that is compact, mixed use, pedestrian friendly, and transit oriented in areas identified as Transit Priority Project Areas.

REMOVED: This item will not be amended. Policy 6.7.4.3 will remain as written in the 2004 General Plan

OBJECTIVE 6.7.4: PROJECT DESIGN AND MIXED USE

~~Policy 6.7.4.3 — New development on large tracts of land near the rail corridor Transit Priority Areas {Need to Add Definition in GP Glossary} shall, to the extent practical, be transit supportive with high density or intensity of use.~~

~~General Plan Glossary — Add definition of Transit Priority Area.~~

CONSERVATION AND OPEN SPACE ELEMENT

OBJECTIVE 7.1.2: EROSION/SEDIMENTATION

Minimize soil erosion and sedimentation.

Policy 7.1.2.1 ~~Development or disturbance of slopes over 30% shall be restricted. prohibited on slopes exceeding 30 percent unless necessary for access. Standards for The implementation of this policy, including but not limited to exceptions for access, reasonable use of the parcel, and agricultural uses shall be incorporated into the Zoning Ordinance.~~

Move to
Zoning
Ordinance

- ~~• Reasonable use of the property would otherwise be denied.~~
- ~~• The project is necessary for the repair of existing infrastructure to avoid and mitigate hazards to the public, as determined by a California registered civil engineer or a registered engineering geologist.~~
- ~~• Replacement or repair of existing structures would occur in substantially the same footprint.~~
- ~~• The use is a horticultural or grazing use that utilizes “best management practices (BMPs)” recommended by the County Agricultural Commission and adopted by the Board of Supervisors.~~

~~Access corridors on slopes 30 percent and greater shall have a site specific review of soil type, vegetation, drainage contour, and site placement to encourage proper site selection and mitigation. Septic systems may only be located on slopes under 30 percent. Roads needed to complete circulation/access and for emergency access may be constructed on such cross slopes if all other standards are met.~~

Policy 7.2.1.2 ROI adopted 11/14/11; Consider amending policy to clarify the Mineral Resource Zones that are required to be mapped.
Areas designated as Mineral Resource (-MR) overlay on the General Plan Land Use Map shall be identified by the Mineral Resource (-MR) combining zone district on the zoning maps when the likely extraction of the resource through surface mining methods will be compatible with adjacent land uses as determined by Policy 7.2.2.2.

Policy 7.2.1.3 The County shall ~~request~~ utilize the most recent State Department of Conservation ~~to conduct a County wide study to~~ assessment of the location and value of non-metallic mineral materials. ~~Once completed,~~ The County ~~may recognize them in the General Plan and~~ shall zone them and the surroundings to allow for mineral resource management.

Policy 7.6.1.3 The County shall implement Policy 7.6.1.1 through zoning regulations and the administration thereof. It is intended that certain districts and certain requirements in zoning regulations carry out the purposes set forth in Policy 7.6.1.1 as follows:

- B. The Agricultural (A), ~~Exclusive Agricultural (AE), Planned Agricultural (PA), Select Agricultural (SA-10),~~ and Timberland Production Zone (TPZ)-zoning districts are consistent with Policy 7.6.1.1 and serve one or more of the purposes set forth therein.

AGRICULTURE AND FORESTRY ELEMENT

~~**Policy 8.1.1.6** ——— Parcels encumbered by a Williamson Act Contract, pursuant to the California Land Conservation Act, shall be zoned Exclusive Agriculture (AE).~~

OBJECTIVE 8.1.3: PROTECTION OF AGRICULTURAL LANDS

Protection of agricultural lands from adjacent incompatible land uses.

Policy 8.1.3.2 Agriculturally incompatible uses adjacent to agricultural zoned lands shall provide a minimum setback of 200 feet from the boundary of the agriculturally zoned lands.

Agriculturally incompatible uses adjacent to agriculturally zoned land outside of designated Agricultural Districts shall provide a minimum setback of 200 feet on parcels 10 acres or larger.

Within a Community Region and Rural Center planning concept areas, agriculturally incompatible uses adjacent to agriculturally zoned land shall maintain a minimum setback of 50 feet. The 50-foot setback shall only apply to incompatible uses including residential structures.

The implementing ordinance shall contain provisions for Administrative relief to these setbacks, where appropriate, and may impose larger setbacks where needed to protect agricultural resources.

Policy 8.2.4.2

~~A special use permit shall be required for v~~ Visitor serving uses and facilities ~~providing they are~~ shall be allowed in the Zoning Ordinance when compatible with agricultural production of the land, are supportive to the agricultural industry, and are in full compliance with the provisions of the El Dorado County Code and compatibility requirements for contracted lands under the Williamson Act.

ECONOMIC DEVELOPMENT ELEMENT

Policy 10.2.1.5

A public facilities and services financing plan that assures that costs burdens of any civic, public, and community facilities, infrastructure, ongoing services, including operations and maintenance necessitated by a development proposal, as defined below, are adequately financed to assure no net cost burden to existing residents ~~shall~~ may be required ~~submitted~~ with the following development applications:

- A. Specific plans; and
- B. All residential, commercial, and industrial projects located within a Community Region or Rural Center which exceed the following thresholds:
 - 1. Residential.....50 units
 - 2. Commercial.....20 acres or 100,000 square feet
 - 3. Industrial20 acres or 250,000 square feet