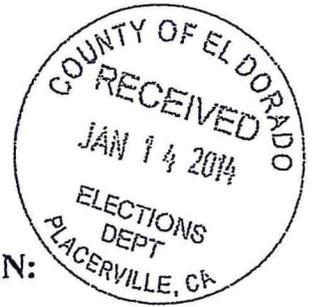


# PROPOSED INITIATIVE NO. 1



**NOTICE OF INTENTION TO CIRCULATE PETITION:**

**Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado.**

**A statement of the reasons for the proposed action as contemplated in the petition is as follows:**

**The “Fix Highway 50 Traffic First / Keep Us Rural” Initiative**

Our County Supervisors are being lobbied hard by housing developers to build 33,000 more homes in rural areas throughout the county.

Today, we have 54,300 homes on the west slope. If the County allows up to 33,000 new homes to be built, traffic on Highway 50 west of Placerville will worsen by 50% or more. Highway 50 in the west county has now reached maximum capacity, and there are no plans to sufficiently widen it.

The County currently has 16,000 vacant parcels to build new homes, which is enough to last 20 years. Rather than approve more housing subdivisions that worsen traffic – the County should start approving job projects to reduce commute traffic.

In 2004, when voters narrowly approved the General Plan, the County promised to “Fix Traffic and Limit Growth”. Residents expect this promise to be kept.

*We hereby request that a ballot title and summary be prepared.*

Traffic

We the undersigned submit the "Keep Us Rural / Fix Highway 50 First"  
Initiative for Title and Summary:

Bill Center  
Bill Center  
561 Toad Road  
Coloma, CA 95613

Shiva Frenzen  
Shiva Frenzen  
3723 Antilles Dr.  
Cameron Park, CA 95682

John Hidahl  
John Hidahl  
622 Torero Way  
El Dorado Hills, CA 95762

Ellen Van Dyke  
Ellen Van Dyke  
2011 E. Givens Springs Rd,  
Rescue, CA 95672

Howard Penn  
Howard Penn  
7310 Hwy 99  
Lotus, CA 95652

**The people of El Dorado County do ordain that the following two policies be added to the General Plan:**

**FIX HIGHWAY 50 TRAFFIC FIRST.** Policy TC-Xc. If CalTrans determines that traffic on any Highway 50 road segment west of the City of Placerville has reached, or is forecast to reach, Level of Service F (LOS F = stop-and-go, gridlock) during weekday, peak-hour commute periods, then the County shall not approve single-family detached housing subdivisions of 5 or more parcels until cumulative Highway 50 traffic levels are improved and stay below LOS F.

**KEEP US RURAL.** Policy 2.2.1.3.1. Lands designated in the General Plan on the effective date of this measure as: (1) open space, agricultural lands or natural resource shall remain in these land use categories, and (2) low density residential, medium density residential or rural residential housing shall not be rezoned to higher densities. Land use designation and zoning changes may be allowed in these categories (1, 2) for non-residential (economic development) projects or agricultural purposes if compatible with surrounding land uses.

## IMPLEMENTATION:

- a. This measure shall not be applicable within the independent government and planning jurisdictions of the City of South Lake Tahoe, the City of Placerville and the Tahoe Regional Planning Agency.
- b. Effective date and expiration date: All provisions of this measure shall take effect upon certification of election results, and expire 20 years after that date..
- c. If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.
- d. On and after the effective date of this measure, no Development Agreement entered into pursuant to Government Code Section 65865 shall be approved, or extended, unless fully compliant with all provisions of this measure.
- e. Level of Service F (LOS F) means a volume-to-capacity ratio of 1.0 or greater (100%+ capacity) as determined by CalTrans (the California Department of Transportation).

AN INITIATIVE MEASURE TO AMEND THE EL DORADO COUNTY GENERAL  
PLAN REGARDING TRAFFIC LEVELS OF SERVICE ON HIGHWAY 50 AND LAND USE  
DESIGNATIONS

The El Dorado County General Plan provides for long range direction and policy for the use of land within El Dorado County. It is made up of various “elements,” including the Transportation and Circulation Element, which addresses the transportation system, and the Land Use Element, which addresses the intensity, location, and distribution of land uses.

Goal TC-X of the Transportation and Circulation Element in the General Plan is to “coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.” Policy TC-Xa states that “Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.” Policy TC-Xf states, “At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens ... 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 [Capital Improvement Program].”

This initiative would add a new Policy TC-Xc to the current Transportation and Circulation Element. The new policy would preclude the County from approving single-family detached residential housing subdivisions of five or more parcels if the California Department of Transportation (CalTrans) determines that traffic on Highway 50 west of Placerville has reached, or is forecast to reach, Level of Service F until Highway 50 traffic levels are improved and stay below Level of Service F.

The Land Use Element describes, and maps, the numerous designations that are assigned to all land within El Dorado County. Those designations identify which areas are suitable for certain uses and sets limits on the density and intensity of those uses. Property cannot be developed for a use inconsistent with its assigned designation without an amendment to the General Plan. This initiative would add a new policy to the General Plan, Policy 2.2.1.3.1, which would require that land designated in the current General Plan as open space, agricultural lands, or natural resources as of the effective date of the initiative remain in those categories. The new policy would also preclude the County from rezoning low density residential, medium density residential, or rural residential parcels to a higher allowed density. Land use designation and zoning changes necessary for non-residential (economic development) projects or agricultural purposes may be allowed so long as the proposed use is compatible with surrounding land uses.

The policies added to the General Plan by this initiative would remain in effect for a period of twenty years.

# PROPOSED INITIATIVE NO. 2

## NOTICE OF INTENTION TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado for the purpose of amending the El Dorado County General Plan to change the Community Region designations for the communities of Pollock Pines, Camino, Cedar Grove, Shingle Springs and the Green Valley Road corridor area of El Dorado Hills and Cameron Park. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

### **Measure Initiative to Protect Rural Communities – Fix Community Region Line Flaws**

The 2004 El Dorado County General Plan land use element classifies all areas of the county as "Community Regions," "Rural Centers," or "Rural Regions." The Community Region classification applies generally to the communities located along the Highway 50 corridor, without taking into account the differences in the established land use pattern or character of each community. The Community Region classification encourages future General Plan amendments for development of "high intensity compact urban and suburban type development" where appropriate water, sewer, road and other infrastructure exists or can be developed to support it, regardless of whether it is consistent with existing community character or underlying land use designations for medium or low density residential use. Taken together, the Community Region classification of communities along Highway 50 is a formula for a continuous wall of sprawl endemic to most urban areas in California. It is not consistent with the individualized rural communities that El Dorado County residents treasure.

The communities of Pollock Pines, Camino, Cedar Grove, Shingle Springs and the Green Valley Corridor areas of El Dorado Hills and Cameron Park have established rural commercial, residential, agricultural and recreational character that are not compatible with new "high intensity urban and suburban type development" projects. The residents of these communities have repeatedly requested that the El Dorado County Board of Supervisors amend the General Plan to make appropriate reclassifications of their communities to remove the incentive for incompatible urban development. For over 5 years County staff and the Board have repeatedly ignored or continually deferred and delayed acting on these requests. Therefore, the citizens of El Dorado County living in and around these communities have taken it upon themselves to put forward this initiative to preserve, protect and defend the rural character and quality of life of their communities.

#### Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]

The 2004 El Dorado County General Plan is hereby amended as follows:

(deletions are shown as ~~strikeouts~~, additions are shown as underlined)

Policy 2.1.1.1 The Communities within the County are identified as: ~~Camino/Pollock Pines~~, El Dorado Hills, Cameron Park, El Dorado, Diamond Springs, ~~Shingle Springs~~, and the City of Placerville and immediate surroundings.

Policy 2.1.2.1 The Rural Centers within the County are identified as: Camino, Cedar Grove, Coloma, Cool, Fairplay, Garden Valley, Greenwood, Georgetown, Grey's Corner, Grizzly Flat, Kelsey, Kyburz, Latrobe, Little Norway, Lotus, Mosquito, Mount Ralston, Mt. Aukum, Nashville, Oak Hill, Phillips, Pilot Hill, Pleasant Valley, Pollock Pines, Quintette, Rescue, Somerset, Shingle Springs, Strawberry, and Chrome Ridge.

The Rural Center boundaries for Camino, Cedar Grove, Pollock Pines and Shingle Springs shall consist of those areas with land use designations of Multi-Family Residential, High Density Residential, Commercial or Industrial as shown on the 2004 General Plan Land Use Map, LU-1 as of October 1, 2013. Areas contiguous to those communities with Medium Density Residential land use designations shall be classified with the Platted Lands overlay designation PL-MDR consistent with Policy 2.2.2.3. The residential communities of Sly Park Hills and Sierra Springs with High Density Residential land use designations and the areas contiguous to

those communities with Medium Density Residential land use designations shall be classified with the Platted Lands overlay designations of PL-HDR and PL-MDR, respectively, consistent with Policy 2.2.2.3.

The areas of the El Dorado Hills and Cameron Park Community Regions within one mile of Green Valley Road with a Low Density Residential land use designation as shown on the 2004 General Plan Land Use Map, LU-1 as of October 1, 2013, shall be classified with the Platted Lands overlay designation PL-LDR consistent with Policy 2.2.2.3, and removed from the Community Region designated area.

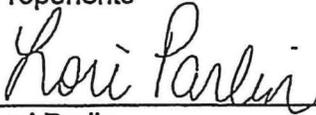
#### Implementation

The General Plan Land Use Classifications amended by this initiative measure shall not be further amended except by a vote of the citizens of El Dorado County in a duly qualified ballot measure.

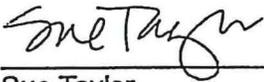
The policies adopted in this measure shall take precedence over any other conflicting policies in the 2004 General Plan.

This measure shall take effect upon certification of election results.

#### Proponents



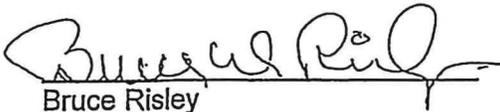
Lori Parlin  
3971 Crosswood Drive  
Shingle Springs, CA 95682



Sue Taylor  
P. O. Box 961  
Camino, CA 95709



Rod Pimental  
5201 Pony Express Trail  
Cedar Grove, CA 95709



Bruce Risley  
3154 Castlewood Circle  
Pollock Pines, CA 95726

AN INITIATIVE MEASURE TO AMEND THE EL DORADO COUNTY GENERAL PLAN  
REGARDING COMMUNITY REGIONS AND RURAL CENTERS

The El Dorado County General Plan provides for long range direction and policy for the use of land within El Dorado County. It establishes "Community Regions" within the County "to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban 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." The General Plan also establishes "Rural Centers," which are "areas of higher intensity development throughout the rural areas of the County based on the availability of infrastructure, public services, existing uses, parcelization, impact on natural resources, etc."

Areas not contained within a Community Region or Rural Center are classified as "Rural Regions." Within Rural Regions, parcels may be designated with the "Platted Lands" overlay. The Platted Lands overlay identifies isolated areas consisting of contiguous existing smaller parcels where the existing density level of the parcels is considered an inappropriate land use designation for the area based on capability constraints and/or the existence of important natural resources. The existence of the Platted Lands overlay cannot be used as a criteria to expand or establish new incompatible land uses.

This initiative would amend the list of Community Regions in General Plan Policy 2.1.1.1 to remove the communities of Camino / Pollock Pines and Shingle Springs. This initiative would also amend the list of Rural Centers in General Plan Policy 2.1.2.1 to add the communities of Camino, Cedar Grove, Pollock Pines, and Shingle Springs.

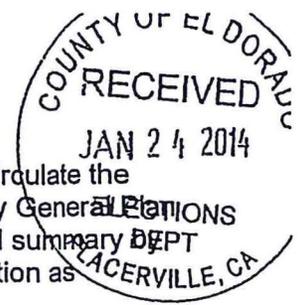
The initiative would include in the Camino, Cedar Grove, Pollock Pines, and Shingle Springs Rural Centers those areas designated in the 2004 General Plan Land Use Map LU-1 (as of October 1, 2013) as Multi-Family Residential, High Density Residential, Commercial, or Industrial. The initiative would apply the Platted Lands overlay to any Medium Density Residential parcels contiguous to those aforementioned areas. The initiative would also apply the Platted Lands overlay to the High Density Residential parcels in the areas of Sly Park Hills and Sierra Springs and to the Medium Density Residential parcels contiguous thereto.

The initiative would remove from the Community Region those parcels within the current El Dorado Hills or Cameron Park Community Regions that are currently designated Low Density Residential and are within one mile of Green Valley Road. The initiative would apply the Platted Lands overlay to such parcels.

The initiative includes a provision that once adopted, the General Plan Land Use Classifications amended by the initiative shall not be further amended except by a vote of the citizens of El Dorado County in a duly qualified ballot measure. The initiative also specifies that in the event of conflict between the policies adopted by the initiative and other policies in the 2004 General Plan, the policies adopted by the initiative are to take precedence.

# PROPOSED INITIATIVE NO. 3

NOTICE OF INTENTION TO CIRCULATE PETITION



Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado for the purpose of amending the El Dorado County General Plan in order to reinstate Measure Y's 1998 original intent. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

**Measure \_ - Initiative to Reinstate Measure Y's original intent – no more paper roads**

In 1998, the voters enacted the "Control Traffic Congestion Initiative" (Measure Y), which added five policies to the 1996 General Plan. The policies included: (1) a prohibition of residential development projects of five or more units causing, or worsening, Level of Service (LOS) F traffic congestion during weekday, peak-hour periods; (2) a prohibition against adding roads to the list of roads allowed to operate at LOS F without voter approval; (3) a requirement that developers pay fees to mitigate traffic impacts of new development; and, (4) a prohibition against county tax revenues being used to mitigate such impacts without voter approval. Measure Y stated that the policies would remain in effect for ten years. It provided that the policies should be placed on the ballot prior to expiration for the voters to decide on a 10 year extension.

In 2008, The Board of Supervisors decided to put the policies of Measure Y on the ballot for an extension, with certain modifications. These modifications included the ability of the Board to override LOS F with a 4/5 vote, enabled the county to use taxpayer funds to pay for road improvements needed for new development and allowed developers to move forward with projects as long as the roads needed for their projects were in the County's \$851,990,000+ Capital Improvement Program. Basically, if the road was on paper to be built in the future, then development could move forward.

Due to the fact that the El Dorado County Board of Supervisors, Department of Transportation and Planning Staff continue to ignore that Highway 50 has reached LOS F, that the Board has used the power of the 4/5<sup>th</sup> vote to favor certain developers over others in regards to traffic mitigation and that the County is actively moving forward using taxpayer funds to facilitate developer favored projects, it has become necessary to hold our representatives feet to the fire by restoring the original intent of Measure Y. Doing so will bring us back to preventing traffic gridlock, protecting our rural environment, and requiring new development to pay its true cost for new roads.

Also by removing paper roads from the options used by the Board of Supervisors, their forecasting of the County's Capital Improvement Program should come down to a realistic amount, which would therefore reduce the Traffic Mitigation Fees, creating more jobs locally.

Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]

The 2004 El Dorado County General Plan is hereby amended as follows and shall remain in effect indefinitely unless amended by voter approval:

(deletions are shown as ~~strikeouts~~, additions are shown as underlined)

Policy TC-Xa:

1. Traffic from ~~single-family residential subdivision~~ development projects of five or more units or parcels of land or shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

2. The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voters' approval. ~~or by a 4/5ths vote of the Board of Supervisors.~~
3. ~~Developer-paid traffic impact fees combined with any other available funds shall fully pay for building~~ All necessary road capacity improvements shall be fully completed to prevent to fully offset and mitigate all direct and cumulative traffic impacts from new development from reaching level of Service F during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county before any form of discretionary approval can be given to a project.
4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Non-county tax sources of revenue, such as federal and state grants, may be used to fund road projects. Exceptions are allowed if county voters first give their approval.
5. The County shall not create an Infrastructure Financing District unless allowed by a 2/3<sup>rd</sup>s majority vote of the people within that district.
6. Mitigation fees and assessments collected for infrastructure shall be applied to the geographic zone from which they were originated and may be applied to existing roads for maintenance and improvement projects.
7. Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. If this finding cannot be made, then the County shall not approve the project in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

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.~~

Policy TC-Xg: ~~Each development project shall dedicate right-of-way 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.~~

**IMPLEMENTATION:**

This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.

This measure shall take effect upon certification of election results.

All 2004 General Plan Traffic Impact Mitigation Fees for all projects shall be paid at the building permit stage.

No Traffic mitigation fee shall be required for remodeling of existing residential units including adding a second kitchen, shower or bath in the house or garage that were built pursuant to a valid building permit from the County of El Dorado.

Tenant Improvements of existing buildings shall receive T.I.M. fee credit for prior use, unless the new use is less impacting, then there shall be no fee required.

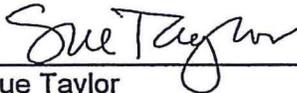
Mobile homes on permanent foundation shall be subject to the single-family residential fee.

Second dwelling as defined under County Code Chapter 17.15.030 shall be subject to the multi-family fee.

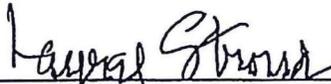
LOS traffic levels on Highway 50 on-off ramps and road segments shall be determined by CalTrans and fully accepted by the County for traffic planning purposes.

If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.

Proponents



Sue Taylor  
Save Our County (SOC)  
P. O. Box 961  
Camino, CA 95709



Laurel Stroud  
Residents Involved in Positive Planning (RIPP)  
4072 Clear Court  
Placerville, CA 95667



AN INITIATIVE MEASURE TO AMEND THE EL DORADO COUNTY GENERAL  
PLAN REGARDING TRAFFIC LEVELS OF SERVICE AND TRAFFIC IMPACT  
MITIGATION FEES

The El Dorado County General Plan provides for long range direction and policy for land use within El Dorado County. The initiative would add new policies to the General Plan and reinstate some policies that existed prior to voter-approved amendments made in 2008.

Current Policy TC-Xa states that “Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.” The initiative would revise that policy so that it would apply to residential development projects of five or more units or parcels.

Current Policy TC-Xa provides two methods for the County to add to the list of roads allowed to operate at Level of Service F: (1) by obtaining the voters’ approval or (2) by a 4/5 vote of the Board of Supervisors. The initiative would remove the second method.

Current Policy TC-Xa requires that developer-paid traffic impact fees combined with any other available funds fully pay for building all necessary improvements to mitigate new development’s traffic impacts. The initiative would revise this policy to require that road improvements necessary to prevent cumulative traffic impacts of new development from reaching Level of Service F during peak hours be fully completed before any form of discretionary approval can be given to a project. The initiative would also add a policy prohibiting the use of County tax revenues to pay for building road capacity improvements to offset traffic impacts from new development, unless County voters first approve. The initiative would allow non-County tax revenue, such as federal and state grants, to be used to pay for such improvements.

Policy TC-Xf requires that, at the time of approval of a project that worsens traffic on the County road system, the County shall: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in the Transportation and Circulation Element; or (2) ensure the commencement of construction of the necessary road improvements are included in either the County’s 10- or 20-year Capital Improvement Program, depending on the type of project. The initiative would remove the second option.

The initiative would add a new policy to the General Plan requiring that mitigation fees and assessments collected for infrastructure be applied to the geographic zone from which they were originated.

As part of its implementation measures, the initiative seeks to exempt remodels of existing permitted units from the obligation to pay traffic impact mitigation fees. It seeks to require that tenant improvements to existing buildings receive a fee credit for prior use. It also seeks to mandate that traffic levels of service on Highway 50 on and off ramps and road

segments be determined by the California Department of Transportation (CalTrans) and fully accepted by the County for traffic planning purposes.

The initiative provides that the policies added by the initiative are to remain in effect indefinitely.

PROPOSED INITIATIVE  
NO. 4  
(NOT CIRCULATED FOR  
SIGNATURE)

## NOTICE OF INTENTION TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado to restore the purpose of zoning, which is to segregate uses that are incompatible and to preserve the character of our communities. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

### **Measure - Initiative to retain El Dorado County's current zoning**

For over 30 years developers, real estate brokers, agriculturalists and politicians have wrangled over El Dorado County's General Plan. In 1999, the court invalidated the 1996 General Plan. After 5 years, based on the promise to control growth, preserve rural and agricultural lands, fix transportation problems, protect jobs, encourage healthy economic growth, and to require developers - not taxpayers - to pay for needed road improvements, the public voted to pass the 2004 General Plan. The 2004 General Plan was then sued based on lack of an adequate Oak Woodland management plan. That issue was settled out of court in 2006 with the promise of future mitigation. The mitigation was written by special interests and again sued due to lack of a realistic connection between the loss of oak woodlands and adequate replacement. In 2012 the mitigation measures were invalidated by the courts.

The wrangling continues. The Board of Supervisors and Planning Commission have continued to ignore, change, re-interpret or "amend" the parts of the General Plan that were promised to the public as protections. Agricultural Buffers for Agricultural Parcels in Community Regions have been removed. The county is presently in the process of amendments that will increase densities within land use designations, remove the 30% open space rule in dense developments, remove grading restrictions for slopes over 30%, and eliminate many other protections that will forever change the rural nature of El Dorado County.

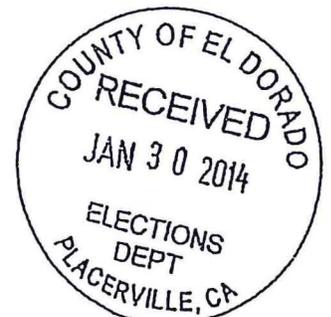
Many of the changes being processed are to conform to Federal and State incentives to promote mass transit, bicycle and pedestrian transportation and to force high density residential and commercial development along major corridors without taking into account the differences in the established land use patterns or character of each of our different communities.

In order to implement this type of forced growth pattern, land overlays were created such as Community Region Lines (Urban boundary lines in which to hold the most intense densities), Rural Centers (Urban boundary lines in which to hold intense densities to serve the Rural Regions) and Rural Regions in which Agriculture and other rural uses would be allowed.

This forced growth pattern has faced much resistance over the last 7 years from residents, and yet the Board of Supervisors continue to spend millions on consultants and county staff to implement this land use pattern that is incompatible with the existing rural nature of El Dorado County.

Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]



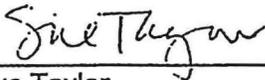
Therefore in order to retain the protections expected by the El Dorado County Citizenry and to assure the public of continued existing property and zoning rights of personal and surrounding land uses, the following El Dorado County policies shall remain in effect indefinitely unless amended by a vote of the citizens of El Dorado County in a duly qualified ballot measure:

1. At present, where the Land use designations are inconsistent with current zoning, the Land use designation shall be amended to match existing zoning.
2. Policy 8.1.3.1, 8.1.3.2. & 8.4.1.2 of the General Plan shall be restored to their original language in order for all Agricultural Zone and Timber Protected Zone parcels to be buffered from future urban type development. Administrative Relief shall only be given through the Agricultural Commission as originally intended in the 2004 General Plan.
3. The Mixed Use ordinance shall be restored to the original densities and development requirements that were determined by the voters when the 2004 General Plan was adopted.
4. Policies within the 2004 General Plan which protects El Dorado County's agricultural, historical, cultural, water and recreational resources shall be implemented prior to any future discretionary developments being allowed which will impact those resources.
5. Policy 2.6.1.1, to establish scenic corridor and vista point regulations based on local community participation, shall be implemented prior to any future discretionary projects being allowed in the scenic vistas or resource points listed in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report.
6. Future decisions for zoning changes shall be based on the land use compatibility matrix attached.

#### IMPLEMENTATION:

- This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.
- This measure shall take effect upon certification of election results.
- If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.

Proponents



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Sue Taylor  
Save Our County (SOC)  
P. O. Box 961  
Camino, CA 95709



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Laurel Stroud  
Residents Involved in Positive Planning (RIPP)  
4072 Clear Court  
Placerville, CA 95667

**County of El Dorado Land Use Compatibility Matrix**

Future Land Use Compatibility Matrix	Multi-Family 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
Multi-Family Residential	Compatible												
High Density Residential	Questionable	Compatible											
Medium Density Residential	Incompatible	Questionable	Compatible										
Low-Density Residential	Incompatible	Incompatible	Questionable	Compatible									
Rural Residential	Incompatible	Incompatible	Questionable	Questionable	Compatible								
Agricultural Lands	Incompatible	Incompatible	Questionable	Questionable	Questionable	Compatible							
Natural Resource	Incompatible	Incompatible	Incompatible	Questionable	Questionable	Questionable	Compatible						
Commercial	Questionable	Questionable	Incompatible	Incompatible	Questionable	Questionable	Questionable	Compatible					
Research & Development	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Questionable	Questionable	Questionable	Compatible				
Industrial	Questionable	Questionable	Incompatible	Incompatible	Incompatible	Questionable	Questionable	Questionable	Questionable	Compatible			
Open Space	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Compatible		
Public Facilities	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Compatible	
Tourist Recreational	Incompatible	Incompatible	Incompatible	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Questionable	Compatible

**Legend**



**Compatible**

**Questionable (Compatible only if impacts can be properly mitigated)**

**Incompatible**

**Compatible = both uses are compatible**

**Questionable = only one use is compatible but can be allowed if properly mitigated**

For changes in Land use which creates questionable use, mitigation in Rural Residential, Agricultural Lands, Natural Resources and Tourist Recreational shall be determined by the Agricultural Commission

**Incompatible = change in land use is not allowed, neither use is compatible with each other**

## AN INITIATIVE MEASURE RELATING TO EL DORADO COUNTY LAND USE POLICIES AND ZONING

The El Dorado County General Plan provides for long range direction and policy for the use of land within El Dorado County. Among its nine “elements” is the Land Use Element, which describes, and maps, the numerous land use designations assigned to all land within El Dorado County. Those land use designations identify the areas suitable for certain uses and limits the density and intensity of those uses. The Zoning Ordinance establishes various districts within the County. Each parcel of land is assigned to a district, which governs, among other things, the uses that may take place and types of buildings that may be erected on that parcel. Because the Zoning Ordinance is subordinate to the General Plan, the zoning classification assigned to a given parcel of land must be consistent with the General Plan land use designation assigned to that parcel.

Where land use designations are inconsistent with current zoning, this initiative would require that the County amend the land use designation to match existing zoning. This initiative would also require that future decisions for zoning changes be based on the land use compatibility matrix attached to the initiative.

Zoning Ordinance § 17.14.230 establishes development standards for “mixed use development,” which is generally defined as a development in which various uses (such as office, commercial, institutional, and residential) are combined in a single building or on a single site. The current ordinance allows mixed use developments to have a maximum density of sixteen dwelling units per acre in a Community Region and four dwelling units per acre in Rural Centers or developments without a public sewer connection. The initiative seeks to change the mixed use ordinance to reflect densities and development requirements in place when the 2004 General Plan was adopted.

General Plan Objectives 8.1.3 and 8.4.1 protect agricultural lands and timber production lands, respectively, from adjacent incompatible land uses. Policy 8.1.3.1 requires that parcels created next to agriculturally zoned lands be at least 10 acres. Policy 8.1.3.2 generally requires that agriculturally-incompatible uses adjacent to agriculturally zoned lands provide a minimum setback of 200 feet from the agriculturally zoned land. Policy 8.4.1.2 generally requires a setback of at least 200 feet on parcels adjacent to lands identified as timber production lands designated Natural Resource and/or lands zoned Timberland Production Zone. The initiative seeks to restore these policies to their original language from 2004 and specifies that administrative relief may only be granted by the Agricultural Commission.

General Plan Objective 2.6.1 identifies scenic and historical roads and corridors. Policy 2.6.1.1 requires preparation of a Scenic Corridor Ordinance for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The initiative seeks to require implementation of Policy 2.6.1.1 prior to any future discretionary projects being allowed in scenic vistas or resource points as designated.

The initiative provides that its policies are to remain in effect indefinitely unless amended by a vote of the citizens of El Dorado County in a duly qualified ballot measure.

# PROPOSED INITIATIVE NO. 5



NOTICE OF INTENTION TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado to restore the purpose of zoning, which is to segregate uses that are incompatible and to implement the policies which will preserve the rural character of the county. The preparation of a ballot title and summary by the County Counsel is hereby requested. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

Initiative to retain El Dorado County's current zoning and rural assets

The Board of Supervisors and Planning Commission have continued to ignore, change, re-interpret or "amend" the parts of the General Plan that were promised to the public as protections. All elements of a General Plan have equal weight under the law. Therefore in order for the 2004 El Dorado County General Plan's purpose, custom, culture and economic stability, statement of vision, assumptions, strategies, concepts, objectives, and implementation measures to be valid the county shall develop a thorough inventory, protection and management program, in order to conserve, protect, and manage the County's abundant natural resources for economic benefits now and for the future consistent with the General Plan.

Initiative Measure to be Submitted Directly to the Voters

[Insert County Counsel's title and summary]

The 2004 El Dorado County General Plan is hereby amended or policies listed shall be implemented, prior to any future discretionary project being allowed, approved or adopted, as follows and shall remain in effect indefinitely unless amended by voter approval: (deletions are shown as strikeouts, additions are shown as underlined)

- 1. Where a Land use designation is inconsistent with current zoning, the Land use designation shall be amended to match existing zoning.
2. Future decisions for land use changes shall be based on the land use compatibility matrix attached.
3. The General Plan Policy Interpretations for Policies 8.1.3.2 and 8.4.1.2 (resolution No. 079-2007) and criteria for 8.1.3.1 shall be deleted. Policies 8.1.3.1 and 8.4.1.2 shall be restored to the original language in the 2004 General Plan and Policy 8.1.3.2 shall be amended as follows:

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

The implementing ordinance shall contain provisions for Administrative relief, which shall only be given through the Agricultural Commission, to these setbacks, where appropriate, and may impose larger setbacks where needed to protect agricultural resources.

Incompatible uses and fees for administrative relief shall be defined in the zoning ordinance.

- 4. The Mixed Use Policies 2.1.1.3, 2.1.2.5, 2.2.1.2 and Table 2-2 of Policy 2.2.1.3 shall be restored to the original language in the 2004 El Dorado County General Plan.
5. Cultural and Historical Resource Policies 2.4.1.2 (A) and (E), 7.5.1.1, 7.5.1.4, 7.5.1.5, 7.5.2.1, 7.5.2.2 (A), and 7.5.2.6 (as modified) shall be implemented prior to any new discretionary projects or demolition of buildings over 100 years old shall be allowed. Policy 7.5.2.6 shall be modified as follows: The County, in cooperation with the State, shall identify the viewshed of Coloma State Park and establish guidelines to be used for development within the viewshed. In addition, the County shall continue to support the relocation of State Route 49 to bypass the Park in order to protect its visual and physical integrity.

6. In order to ensure an ongoing balance between water supply and demand in El Dorado County the following water policies shall be implemented prior to any new discretionary projects shall be allowed: 5.2.1.1, 5.2.1.14 (as modified), 5.2.3.3 and 5.2.3.6.

The following water supply policies shall be modified as follows:

Policy 5.2.1.3 - All medium-density residential, high-density residential, multifamily residential, commercial, industrial and research and development projects shall be required to connect to public water systems when located within Community Regions and ~~to either a public water system or to an approved private water systems in Rural Centers.~~

Policy 5.2.1.4 - Rezoning, discretionary development and subdivision approvals in ~~Community Regions or other areas~~ dependent on public water supply shall be subject to the availability of a permanent and reliable water supply necessary for all uses including fire prevention.

Policy 5.2.1.14 - The County, in cooperation with the Water Agency and water purveyors, shall collect and make available information on water supply and demand, which includes recognizing the water needs of existing unimproved parcels.

And the following water supply policies shall be deleted, 5.2.1.6 and 5.2.1.7.

7. Policy 2.6.1.1, to establish scenic corridor and vista point regulations based on local community participation, shall be implemented prior to any future discretionary projects being allowed in the scenic vistas or resource points listed in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report.

**IMPLEMENTATION:**

- This measure is not applicable within the jurisdictions of the Tahoe Regional Planning Agency and the City of Placerville.
- This measure shall take effect upon certification of election results.
- If any provision of this measure is for any reason held to be invalid, the remaining provisions shall remain in full force and effect.

County of El Dorado Land Use Compatibility Matrix

Future Land Use Compatibility Matrix	Multi-Family 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
Multi-Family 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	⊗	⊗	⊗	▽	✓	▽	▽	✓	▽	▽	✓	▽	✓

Legend  
 ✓ Compatible  
 ▽ Questionable (Compatible only if impacts can be properly mitigated)  
 ⊗ Incompatible

Compatible = both uses are compatible

Questionable = only one use is compatible but can be allowed if properly mitigated

For changes in Land use which creates questionable use, mitigation in Rural Residential, Agricultural Lands, Natural Resources and Tourist Recreational shall be determined by the Agricultural Commission

Incompatible = change in land use is not allowed, neither use is compatible with each other

Proponents

*Sue Taylor*

Sue Taylor  
 Save Our County (SOC)  
 P. O. Box 961  
 Camino, CA 95709

*Laurel Stroud*

Laurel Stroud  
 Residents Involved in Positive Planning (RIPP)  
 4072 Clear Court  
 Placerville, CA 95667



## AN INITIATIVE MEASURE RELATING TO EL DORADO COUNTY LAND USE POLICIES AND ZONING

The El Dorado County General Plan provides for long range direction and policy for land use within El Dorado County. The Land Use Element describes, and maps, the numerous land use designations assigned to all land within El Dorado County. Those land use designations identify the areas suitable for certain uses and limits the density and intensity of those uses. The Zoning Ordinance establishes various districts within the County. Each parcel of land is assigned to a district, which governs the uses that may take place and types of buildings that may be erected on that parcel. The zoning classification assigned to a given parcel of land must be consistent with the General Plan land use designation assigned to that parcel.

Where land use designations are inconsistent with current zoning, the initiative would require that the County amend the land use designation to match existing zoning. The initiative would also require that future decisions for land use changes be based on the land use compatibility matrix attached to the initiative.

General Plan Policy 8.1.3.1 generally requires that parcels created next to agriculturally zoned lands be at least 10 acres. Policy 8.1.3.2 generally requires that agriculturally-incompatible uses adjacent to agriculturally zoned lands provide a minimum setback of 200 feet from the agriculturally zoned land. Policy 8.4.1.2 generally requires a setback of at least 200 feet on parcels adjacent to lands identified as timber production lands designated Natural Resource and/or lands zoned Timberland Production Zone. The initiative would revise Policy 8.1.3.2 to provide that administrative relief from the setback requirements may only be granted by the Agricultural Commission. The initiative also seeks to restore Policies 8.1.3.1 and 8.4.1.2 to their original language from 2004.

“Mixed use development” is a type of development that combines various uses (such as office, commercial, institutional, and residential) in a single project. General Plan Policies 2.1.1.3, 2.1.2.5, and 2.2.1.2 allow mixed use development on parcels designated as Commercial, with maximum residential densities of sixteen dwelling units per acre in Community Regions and four dwelling units per acre in Rural Centers. The initiative seeks to restore those policies to the language in place when the 2004 General Plan was adopted.

General Plan Policy 5.2.1.3 requires that all medium-density residential, high-density residential, multifamily residential, commercial, industrial, and research and development projects in Rural Centers connect to either a public water system or an approved private water system. The initiative would require that such projects connect to a public water system. General Plan Policy 5.2.1.14 requires the County to collect and make available information on water supply and demand. The initiative would require that such information recognize the water needs of existing unimproved parcels. The initiative would also delete Policy 5.2.1.7, which, in times of declared water shortages, provides priority to approving affordable housing and non-residential development projects.

The initiative provides that it is not applicable within the jurisdiction of the Tahoe Regional Planning Agency and the City of Placerville and that its policies are to remain in effect indefinitely unless amended by voter approval.

# PROPOSED INITIATIVE NO. 6



March 18, 2014

VIA HAND DELIVERY

William E. Schultz  
County Recorder-Clerk/Elections Official  
County of El Dorado  
2850 Fairlane Court  
Placerville, CA 95667



Re: Control Growth to Fix Our Local Roads Initiative

Dear Mr. Schultz:

For your immediate attention, enclosed please find the following documents relating to an initiative titled the Control Growth to Fix Our Local Roads Initiative:

- Notice of Intention to Circulate Petition (Elections Code § 9103);
- Text of the Control Growth to Fix Our Local Roads Initiative (Elections Code § 9103);
- Certification regarding use of signatures (Elections Code § 9608); and
- A check in the amount of \$200 (Elections Code § 9103).

Pursuant to Elections Code section 9103(a), this letter shall serve as formal written request that a ballot title and summary of the measure be prepared by county counsel. The names and addresses of the persons proposing this measure are, as stated on the Notice of Intention to Circulate Petition enclosed herewith:

Greg Jones, 3914 Calais Way, El Dorado Hills, CA 95762; Richard Hutcheson, 3329 Knollridge Dr., El Dorado Hills, CA 95762; and Jay Reiser, 2410 Allendale Place, El Dorado Hills, CA 95762.

Please do not hesitate to contact the undersigned should you have any questions. Thank you for your assistance.

Very truly yours,

Kurt R. Oneto



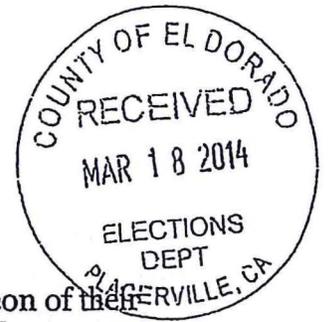
### Notice of Intention to Circulate Petition

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the County of El Dorado for the purpose of proposing, to the voters of El Dorado County, amendments to the El Dorado County General Plan. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

In response to the enactment of Measure Y by the voters of El Dorado County, the County enhanced its comprehensive traffic fee and capital improvement program resulting in significant roadway improvements, particularly related to Highway 50 and its interchanges. This initiative will extend Measure Y to ensure that its policies are continued. In addition, this initiative will add policies prioritizing the future use of traffic fees to improve local roads, in addition to State owned facilities, and require an annual public report on the success of such efforts. Further, this measure will serve to protect the rural areas of the County by establishing policies directing that future growth should occur in those areas of the County where public services are readily available, rather than extending roads and infrastructure into the rural parts of the County.

A handwritten signature in black ink, appearing to read "Greg Jones", written over a solid horizontal line.

Greg Jones  
3914 Calais Way  
El Dorado Hills, CA 95762

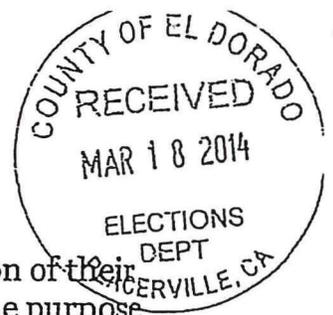


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Richard Hutcheson  
3329 Knollridge Dr.  
El Dorado Hills, CA 95762



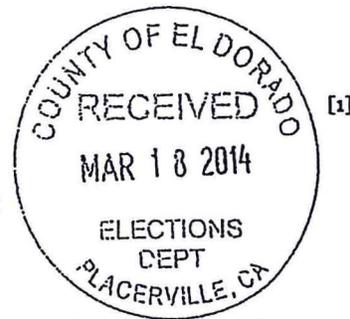
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A handwritten signature in black ink, appearing to read "Jay Reiser", written over a horizontal line.

Jay Reiser  
2410 Allendale Place  
El Dorado Hills, CA 95762



The people of the County of El Dorado ordain as follows:

**Section 1. Title.**

This initiative ordinance shall be known as the "Control Growth to Fix Our Local Roads Initiative" (the "Initiative").

**Section 2. Purpose and Findings.**

**A. Purpose.** The purpose of this Initiative is to extend Measure Y through 2025 and improve upon its policies by requiring the County to prioritize local road improvements when allocating local transportation fees, limit sprawling traffic conditions by encouraging responsible planning and zoning within Community Regions where infrastructure, including roads, is already nearby, and provide annual reports to taxpayers on the traffic condition of local roadways and the efforts being made to alleviate traffic congestion.

**B. Findings.** The people of the County of El Dorado find and declare as follows:

1. In 1998, County voters approved the "Control Traffic Congestion Initiative" (Measure Y), and in 2008, voters amended and extended Measure Y for another ten years.
2. Measure Y has done an admirable job controlling growth and requiring new development to mitigate traffic impacts. However, Measure Y is now set to expire again in just four years. If Measure Y expires, these protections would be lost.
3. This Initiative extends Measure Y through 2025. It retains Measure Y's existing requirements that new development must fully fund the cost of improvements to local roads which are needed to accommodate traffic, and that new single-family residential subdivision development projects of five or more parcels of land will not result in, or worsen, Level of Service F on Highway 50.
4. In addition, this Initiative improves upon Measure Y in three simple and straightforward, but important, ways.

5. First, this Initiative establishes a policy of, wherever permissible, relying on state and federal dollars for Highway 50 improvements and requiring the County to prioritize local road improvements when allocating our local transportation fees.
6. Second, this Initiative protects the rural nature of El Dorado County by directing growth away from rural areas and towards existing Community Regions by encouraging responsible planning and zoning within Community Regions where infrastructure, including roads, is already nearby.
7. Third, this Initiative makes the County more accountable to taxpayers by requiring annual reports on the traffic condition of local roadways and the efforts being made to alleviate congestion and better maintain our local roads.
8. For all of the reasons set forth above, the voters hereby find that this Initiative and the provisions set forth herein serve the public health, safety, and welfare of El Dorado County and are in the best interest of the County.

### **Section 3. General Plan Amendments.**

The Transportation and Circulation Element of the El Dorado County General Plan, adopted July 2004 (and as amended, effective January 2009) (“General Plan”) is hereby amended to read as follows (deletions are shown in ~~striketrough~~ and insertions are shown in underline):

Policy TC-Xa The following policies shall remain in effect until December 31, ~~2018~~ 2025:

1. Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

2. The County shall not add any additional segments of U.S. Highway 50, or any other roads, to the County's list of roads that are allowed to operate at Level of Service F without first getting the voters' approval or by a 4/5ths vote of the Board of Supervisors.
3. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

<b>TABLE TC-2</b>		
<b>EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F<sup>1</sup></b>		
<b>(Through December 31, 2018 <del>2018</del> 2025)</b>		
	<b>Road Segment(s)</b>	<b>Max. V/C<sup>2</sup></b>
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
<b>Notes:</b>		
<sup>1</sup> Roads improved to their maximum width given right-of-way and physical limitations.		
<sup>2</sup> Volume to Capacity ratio.		

- 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 and provide an annual report to County taxpayers detailing the traffic volume of major roads and highways and how TIM fees have been allocated-; and
  - D. In specifying expenditures in the CIP, emphasis shall be placed on providing improvements to local roadways serving existing communities which are experiencing traffic congestion and areas designated as Community Regions in the General Plan.
- Policy TC-Xi The planning for the widening of U.S. Highway 50, and other improvements to State (Caltrans) facilities, consistent with the policies of this General Plan, including to prevent level of service F as provided in Policy TC-Xa (Measure Y), 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 to meet the requirements of the policies of

this General Plan, and whenever possible shall rely first on the use of State and/or federal funding for these projects, rather than County TIM fee revenues, in order to better utilize the TIM funding for County road improvements. Notwithstanding the foregoing, TIM fee revenues may be utilized for Caltrans facilities as matching funds, for various grants or programs, for any purpose consistent with or required by Policy TC-Xa (Measure Y), or when no other means of financing is available.

The Land Use Element of the El Dorado General Plan, adopted July 2004 (and as amended, effective December 2009) is hereby amended to read as follows (deletions are shown in ~~striketrough~~ and insertions are shown in underline):

- 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 or suburban 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. In order to achieve the goals and objectives of protecting the County's rural environment and agricultural uses, the County shall, consistent with Policy 2.1.1.7, encourage planning and zoning within the Community Regions where existing infrastructure, such as roads, water, sewers, and power, is nearby.
- Policy 2.1.1.7 Development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, subject to Policy 2.1.1.2, development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service

infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.

#### **Section 4. Implementation of this Initiative.**

- A. Upon the effective date of this Initiative, the County shall proceed as expeditiously as possible to implement this Initiative. County staff shall promptly take any such administrative steps, consistent with the legislative policy established in this Initiative, as may be necessary to implement this Initiative.
- B. Upon the effective date of this Initiative, the provisions of Section 3 herein are hereby inserted into the General Plan; except that if the four amendments to the General Plan permitted by state law for any calendar year have already been utilized in the year in which this Initiative becomes effective, the General Plan amendments set forth in this Initiative shall be the first amendments inserted into the General Plan on January 1 of the next year.
- C. The General Plan in effect on the date of filing of the Notice of Intent to Circulate this Initiative ("Filing Date") and the General Plan as amended by this Initiative comprise an integrated, internally consistent and compatible statement of policies for the County. To ensure that the County's General Plan remains an integrated, internally consistent and compatible statement of policies for the County, any provision of the General Plan that is adopted between the Filing Date and the effective date of the General Plan amendments adopted by this Initiative shall, to the extent that such interim-enacted provision is inconsistent with the General Plan amendments adopted by this Initiative, be amended as soon as possible and in the manner and time required by state law to ensure consistency between the provisions adopted by this Initiative and other elements of the General Plan.

#### **Section 5. Interpretation and Severability.**

- A. This Initiative shall be broadly construed in order to achieve the purpose stated herein. The provisions of this Initiative shall be interpreted and

implemented by the County and others in a manner that is fully consistent with, and facilitates, the purpose set forth in this Initiative.

- B. If any portion, section, subsection, paragraph, subparagraph, sentence, clause, phrase or application of this Initiative is held invalid or inapplicable by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity or applicability of any other part of this Initiative. Consistent with that, the provisions and applications of this Initiative shall be deemed severable, and the voters expressly and deliberately declare that each portion, section, subsection, paragraph, subparagraph, sentence, clause, phrase or application of this Initiative would have been enacted irrespective of the fact that one or more other parts or applications is found to be invalid or inapplicable.

### **Section 6. Conflicting Measures.**

- A. This Initiative is intended to be comprehensive, and to ensure that this intent is not frustrated, this Initiative is presented to the voters as an alternative to, and with the express intent that it will compete with, any and all voter initiatives or County-sponsored measures placed on the same ballot as this Initiative and which, if approved, would amend the El Dorado County General Plan (each, a "Conflicting Initiative"). In the event that this Initiative and one or more Conflicting Initiatives are approved by a majority of voters at the same election, and this Initiative receives a greater number of affirmative votes than a Conflicting Initiative(s), this Initiative shall control in its entirety and said Conflicting Initiative(s) shall be rendered void and without any legal effect. If this Initiative is approved but does not receive a greater number of affirmative votes than said Conflicting Initiative(s), this Initiative shall have no force or effect.
- B. If this Initiative is approved by voters but superseded by law in whole or in part by any other Conflicting Initiative approved by the voters at the same election, and such Conflicting Initiative is later held invalid, this Initiative shall be self-executing and given full force of law.

**Section 7. Amendment and Repeal.**

This Initiative may be amended or repealed only by a majority of the voters of the County of El Dorado voting in an election held in accordance with law.

**Section 8. Effective Date.**

Pursuant to state law, if this Initiative is approved by a majority of the voters voting on the issue, the Initiative shall become effective upon the earliest date legally possible after the elections official certifies the vote on the Initiative.

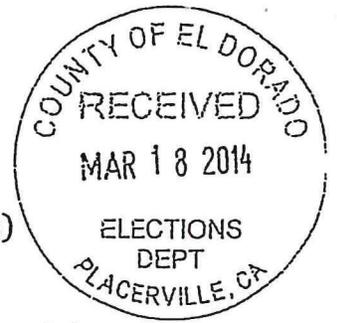


SIGNED STATEMENT OF PROPONENTS (Elec. Code § 9608)

I, GREG JONES, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

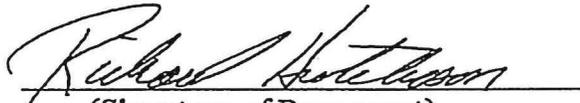
  
(Signature of Proponent)

Dated March 16, 2014.

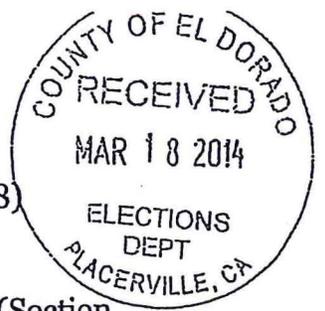


SIGNED STATEMENT OF PROPONENTS (Elec. Code § 9608)

I, RICHARD HUTCHESON, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

  
(Signature of Proponent)

Dated March 18, 2014.



SIGNED STATEMENT OF PROPONENTS (Elec. Code § 9608)

I, JAY REISER, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

A handwritten signature in black ink, appearing to be "Jay Reiser", written over a horizontal line.

(Signature of Proponent)

Dated March 18, 2014.

AN INITIATIVE MEASURE TO AMEND THE EL DORADO COUNTY GENERAL  
PLAN REGARDING TRAFFIC AND LAND USE POLICIES

The El Dorado County General Plan provides for long range direction and policy for the use of land within El Dorado County. It is made up of various “elements,” including the Transportation and Circulation Element, which addresses the transportation system, and the Land Use Element, which addresses the intensity, location, and distribution of land uses.

Current General Plan Policy TC-Xa states, in part, that “Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.” That policy is to remain in effect until December 31, 2018. The initiative would extend the policy so that it remains in effect until December 31, 2025.

Current General Plan Policy TC-Xb requires the County to prepare an annual Capital Improvement Program (“CIP”) specifying planned expenditures for roadway improvements. The initiative would amend Policy TC-Xb to require that, in specifying expenditures in the CIP, the County emphasize providing improvements to local roadways serving existing communities which are experiencing traffic congestion and areas designated as Community Regions in the General Plan. The initiative would also amend Policy TC-Xb to require the County to provide an annual report detailing the traffic volume of major roads and highways and how traffic impact mitigation fees have been allocated.

Current General Plan Policy TC-Xi makes the planning for the widening of U.S. Highway 50 a priority for the County. The initiative would amend Policy TC-Xi to require that the County, whenever possible, rely first on the use of State and/or federal funding for U.S. Highway 50 capacity-enhancing projects. The initiative would further amend Policy TC-Xi to state that, notwithstanding the foregoing, traffic impact fee revenue may be used for Caltrans facilities as matching funds, for any purpose consistent with or required by Policy TC-Xa, or when no other means of financing is available.

The General Plan establishes “Community Regions” within the County “to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban 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.” The initiative would amend Policy 2.1.1.2 to require the County to encourage planning and zoning within Community Regions where existing infrastructure is nearby.

The initiative states that, if one or more conflicting initiatives are approved by a majority of voters at the same election and if this initiative receives more affirmative votes than a conflicting initiative, this initiative shall control in its entirety and said conflicting initiative(s) shall be rendered void. The initiative further states that if the initiative is approved but does not receive more affirmative votes than said conflicting initiative(s), this initiative shall have no force and effect.