## PHASE I DEVELOPMENT PLAN STANDARDS

The development plan shall conform to the El Dorado County Zoning Ordinance and development standards, with the following exceptions:
1.

R1-PD, (Lots 7-98, 114-155, 167-233, 245-248, 250-252, 304-325, 334-401, 408-465, 471481, and 490-495; and Clubhouse Lot C):

|  | Standard R1 Zone | R1-PD Zone for these lots | $\begin{aligned} & \frac{\text { R1-PD Zone for }}{\text { Clubhouse Lot C }} \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| Minimum Lot Area | 6,000 square feet (sf) | 4,725 sf | 20,000 sf |
| Max. Building Coverage | 35\% | None | N/A |
| Min. Lot Width | 60 feet | 45 feet ${ }^{\text {b }}$ | 60 Feet ${ }^{\text {b }}$ |
| Min. Front Yard Setback | 20 feet | 15 feet ${ }^{\text {a }}$ | 20 feet |
| Min. Side Yard Setback | 5 feet | 5 feet $^{\text {c }}$ | 15 feet ${ }^{\text {c, d }}$ |
| Min. Rear Yard Setback | 15 feet | 15 feet | 20 feet |
| Corner Side Yard Setback | 20 feet | 12.5 feet | 20 feet |
| Max. Bldg Height | 40 feet | 40 feet | 60 feet |

${ }^{\text {a }}$ Measured to face of building or side-load garage ( 20 feet Min. to front load garage).
${ }^{\text {b }}$ Minimum lot frontage shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
${ }^{c}$ The side yard shall not be increased one foot for each additional foot of building height in excess of twenty five-feet ( 25 feet).
d The side yard shall be increased to 20 feet for second story elements and 25 feet for third story elements
2. R1-PD, (Lots 402-407, 496-505, 528-533, 543-546, and 549-552):

|  | Standard R1 Zone | R1-PD Zone for these lots |
| :--- | :---: | :---: |
| Minimum Lot Area | $6,000 \mathrm{sf}$ | $10,000 \mathrm{sf}$ |
| Max. Building Coverage | $35 \%$ | None |
| Min. Lot Width | 60 feet | 80 feet ${ }^{\star *}$ |
| Min. Front Yard Setback | 20 feet | 20 feet |
| Min. Side Yard Setback | 5 feet | 5 feet |
| Min. Rear Yard Setback | 15 feet | 15 feet |
| Corner Side Yard Setback | 20 feet | 15 feet |
| Max. Bldg Height | 40 feet | 45 feet |

** Minimum lot frontage shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
3. R1-PD, (Lots 556-557:

|  | Standard R1 Zone | R1-PD Zone for these lots |
| :--- | :---: | :---: |
| Minimum Lot Area | $6,000 \mathrm{sf}$ | $10,000 \mathrm{sf}$ |
| Max. Building Coverage | $35 \%$ | None |

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| Min. Lot Width | 60 feet | 80 feet** |
| :--- | :---: | :---: |
| Min. Front Yard Setback | 20 feet | 20 feet |
| Min. Side Yard Setback | 5 feet | 5 feet |
| Min. Rear Yard Setback | 15 feet | 15 feet |
| Corner Side Yard Setback | 20 feet | 15 feet |
| Max. Bldg. Height | 40 feet | 50 feet |

** Minimum lot frontage shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
4. R1A-PD:
a. Minimum parcel width of 100 feet shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
b. Max building height may be increased from 45 feet to 50 feet as measured from lowest point of foundation, except at Lot 4 .
5. R3A-PD:
a. Minimum parcel width of 150 feet shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
b. Max building height may be increased from 45 feet to 50 feet as measured from lowest point of foundation, except at Lots 2 and 3.

## c. Lot 6 front yard setback shall be 50 feet contiguous to A Drive.

6. RE5-PD:

Minimum parcel width of 100 feet shall be measured at front setback line. Lots may have an increased front yard setback to achieve lot width requirements as needed.
7. RF-PD:
a. No minimum parcel width shall apply.
b. $\quad 50$ foot minimum setback shall not apply along property lines contiguous to open space lots to the north and south.
8. OS-PD:

No minimum parcel area shall apply.

Public Utility Easements (PUE's):
12.5 foot PUE's shall be provided adjacent to all roads.

