NOT JUST THE SUBURBS ANYMORE:

CAN THE SUBURBAN COMMUNITY OF EL DORADO HILLS, CALIFORNIA

BECOME A SUSTAINABLE SUBURB?

A Thesis

Presented to the faculty of the Department of Public Policy and Administration

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by

Ellen Desvarro

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Ellen Desvarro

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Robert W. Wassmer, Ph.D. Date

Department of Public Policy and Administration

Abstract

of

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CAN THE SUBURBAN COMMUNITY OF EL DORADO HILLS, CALIFORNIA

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The suburban community of El Dorado Hills (EDH), California, is the embodiment of modern-day suburbanization, characterized by its mostly low-density housing and auto-dependent residents. Suburban developments lack connectivity, walkability, and mixed-uses, thereby requiring residents to drive more. However, continued development of such sprawling communities is not economically, environmentally, or socially sustainable. They do not address reducing green house gas (GHG) emissions or reducing vehicle miles travelled (VMT) as mandated by California's Assembly Bill 32, and Senate Bill 375. Nor do they address potential future housing demand of the aging baby boomer and millennial generations, preferring smaller housing with minimal yard maintenance and easy access to retail, recreation, employment centers, and transportation choices.

This study examined whether it is feasible for EDH to become a sustainable suburb, addressing future housing demand and the reduction of GHG and VMT. The Sacramento Area Council of Governments' Blueprint provided a benchmark to assess whether current plan policies in EDH are consistent with Sustainable Communities Strategies (SCS). In addition, focus interviews with local planning professionals provided an institutional perspective to the viability of a sustainable suburb for EDH. Lastly, EDH residents provided their views on whether a

sustainable community is feasible. The methodology intended to elicit information to answer the overall research questions: what are the obstacles to realizing a sustainable, walkable, smart growth suburb for EDH and is it feasible?

EDH faces numerous challenges to attain sustainability. One major challenge is consumer preference. The result of this study showed that a majority prefer single-family dwellings in low-density neighborhoods. EDH lacks diverse housing choices and mixed-uses. However, more compact and mixed-use developments offer the greatest impact to lowering GHG and VMT because residents drive less. Current EDH Specific Plans addressed mixed-uses minimally, and some not at all. Lastly, EDH lack walkability, connectivity, and regional mobility. To tackle SCS, EDH residents must be convinced that having a Smart Growth vision is a way to allow growth to take place compactly and at certain areas thus preserving open space and natural resources and ultimately the rural character of the area, the main objective of the General Plan and EDH Specific Plans. Addressing growth utilizing Smart Growth principles could guide EDH to an economically, environmentally, and socially sustainable community in the future.

_____, Committee Chair
Robert W. Wassmer, Ph.D.

_____
Date

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INTRODUCTION

Statement of Problem

The suburb of El Dorado Hills (EDH), located approximately 24 miles east of downtown Sacramento, California, is the embodiment of modern-day suburbanization, characterized by its mostly low-density housing and auto-dependent residents. Most of the workforce commutes out of the county for employment with commuting time over the statewide and nationwide averages. Even daily errands to the store, the post office, the park, or the gym require the use of automobiles. There is no public transit within EDH. Additionally, the streets are not pedestrian or bicycle friendly, making EDH a truly auto-dependent suburb. If developers build more houses as planned, traffic congestion will become more distressing and there will be no possibility of addressing climate change initiatives passed by California's Legislature and signed into law by the Governor. Mixed-uses, such as retail and commercial spaces in mixed-use town centers within walking distance from housing, should be incorporated into the built environment. EDH does have a beautiful town center. However, most take their cars to get there. It is not easily accessible by walking or biking. In fact, it is quite dangerous to cross a major road to get there. Development must move further from just aesthetics and address connectivity and walkability. More developments that are compact can support future sustainable growth. However, is it feasible for EDH? Can the suburban community of EDH become a sustainable, walkable, smart growth suburb?

To understand how suburbs evolved to its current form, this chapter will first briefly discuss the history of suburbanization in the United States and its unintended consequences. Those consequences lead to a change in attitude towards growth. That change opened the door to

policies that foster sustainable development practices and regional planning efforts. The chapter then presents a brief history and existing condition of the suburban community of EDH. It offers a perspective as to why a sustainable, walkable suburb for EDH has merit. Lastly, the chapter provides the purpose and goal of the study and the research questions to be explored.

Suburbanization in the United States

Lang, LeFurgy, and Nelson (2006) documented six suburban eras in the United States. The first period occurred before 1850, "Proto Suburbs," which were mere extensions of cities. Street plans and housing closely resembled the urban core with dense housing at the fringe, which immediately becomes open fields and farming. The second period between 1850 and 1890 were horse-drawn streetcar suburbs identified as "Town and Country Suburbs." Suburbs in this era became more distinct from the urban core with some detached homes that were still contained in tight row houses. The earliest documented was Llewellyn Park in West Orange, New Jersey, designed by Frederick Olmsted in 1857. By the late 1880s, electric streetcars or trolleys were in use, which allowed suburban houses to extend further from the urban core. The period from 1890 to 1930 was the third era identified as the "Streetcar Suburbs." The fourth period, "Mid-Century Suburbs," occurred from 1930 to 1970. The creation of Federal Housing Administration loans in the 1930s assisted making suburban housing accessible for middle-income buyers. The beginning of interstate highways in 1956 assisted in making those suburban homes more accessible as well. The great suburban explosion took place in this era and the dominant housing type became the one-story detached ranch style homes. Simple two-bedroom, one-bath homes produced by William and Alfred Levitt were the first to apply mass production techniques to housing and instant neighborhoods known as Levittowns. The first one built in Long Island, New York in 1947, followed by Levittowns in Pennsylvania and New Jersey (Jackson, 1985; Dictionary of American History, 2003). Construction of interstate beltways in the 1960s made

way for commercial development in the suburbs, creating some metropolitan areas. This era, identified as the "New Metropolis Suburbs" occurred from 1970 to 2010. Suburban developments that link multiple cities to form a "Megapolitan Suburb" is the sixth era from 2010 and beyond, which is yet to be definitively established.

Role of Automobiles

Innovations in transportation modes were the key to modern suburbanization. The automobile proved to be an integral element of suburban expansion. "Automobile suburbs became the dominant form after World War II" (Wheeler, 2003, p. 318). After the war, returning servicemen were entitled to housing benefits under the Veterans Administration and the Federal Housing Administration. Those servicemen married and had children, the "baby boomer" generation. The young families needed low-cost housing. However, there was a postwar housing shortage. The suburbs, made accessible by automobiles and construction of interstate highways, became the solution (Wheeler, 2003). Population in the suburbs grew by 50 to 100 percent between 1947 and 1960 (Dictionary of American History, 2003).

The suburbs are mostly low-density land uses with detached homes occupied by auto-dependent residents. Suburban development between 1970 and 1990 consumed more than 19 million acres of rural land (Sierra Club, 1998). From the years 1992 to 1997, sprawling development patterns resulted in the conversion of more than five million acres of farmland, forestland, and natural areas each year (Daniels, 2001). Such consumption or conversion resulted in urban sprawl.

Implications of Urban Sprawl

Urban or suburban sprawl has a variety of definitions or interpretations. In land use, it refers to housing and commercial developments spread outside the urban core, along highways and in rural areas (McDonnell, Monroe, & Tomlinson, 2009). These developments lie beyond the

edge of service and employment areas on previously undeveloped land known as “greenfield” sites. They necessitate building expensive infrastructure in the form of sewer, water facilities, roads, schools, and public utilities.

Sprawl developments led to a variety of problems in the built environment. They are often further away from the urban core and built away from each other. Not only are these developments isolated from other types of land uses, they are also isolated from one another, creating “leapfrog” developments. Leapfrog developments occur when developers build new subdivisions away from existing urban areas, bypassing vacant land closer to those urban areas (Holcombe, 1999). The lack of connectivity makes walking or biking difficult. To further compound that difficulty, the lack of mixed land uses means that basic needs such as jobs, shopping, and professional and government services are located away from housing thus requiring the use of automobiles (McDonnell et al., 2009). Downs (2005) listed the following undesirable features of continuing growth through suburban sprawl:

- Unlimited outward and “leapfrog” expansion of low-density new development.
- Large-scale conversion of open space and environmentally sensitive lands to urban uses.
- Lack of choice among housing types and neighborhood configurations.
- Worsening traffic congestion and air pollution caused by more intensive use of automotive vehicles for ground travel.
- Costly requirements to expand roads, sewers, water systems, and other infrastructures outward rather than repairing and using those already in place.
- Failure to redevelop existing older neighborhoods.
- Segregation of land uses rather than a mixing of uses that reduces the need for travel.

"In sum, sprawling development has produced rapid and profound changes in many communities across America. Yet this pattern of development is not economically, environmentally or socially sustainable" (Daniels, 2001, p. 272).

Change in Attitude towards Urban Growth and Suburbanization

On Election Day 1998, growth and land use measures appeared on more than 200 state and county ballots nationwide (Holcombe, 1999). "Voters across the nation approved more than 160 state and local ballot measures intended to limit urban sprawl" (Danielsen, Lang, & Fulton, 1999, p. 513). The unintended consequences of current land use practices, which resulted in urban sprawl, initiated a movement to find better solutions to manage growth. Smart Growth and New Urbanism emerged as concepts that could mitigate the effects of sprawl.

Smart Growth

Smart Growth originated from policy planners and environmentalists who wanted to build a foundation for growth management. Smart Growth does not mean eliminating or slowing growth. The overall goal is for sensitive growth that balances people's need for jobs and economic development with the desire to save the natural environment (Smart Growth Network, 2001). Together, the following Smart Growth principles link environmental, social, and economic objectives (US EPA, n.d.):

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.

- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions.

New Urbanism

New Urbanism originated from architects and physical planners. New Urbanist principles call for the design of developments that are compact, walkable, mixed-use, transit-oriented, and contain diverse housing mix. All together, it provides a sense of place. NewUrbanism.org offers the following principles:

- Walkability – design pedestrian friendly streets with most destinations within a 10-minute walk from home or work.
- Connectivity – build interconnected street grid network with complete streets to include pedestrians.
- Mixed-use and diversity – aim for a mix of housing, shops, offices, apartments with diverse people of all ages, income levels, cultures, and races.
- Mixed housing – construct housing with a range of types, sizes, and prices.
- Quality architecture and design – emphasize aesthetics, human comfort, and creating a sense of place.
- Traditional neighborhood structure – design neighborhoods with the emphasis on quality of public realm, open space with town centers and within walking distance.
- Increased density – build buildings, residence, shops, and services within close proximity of each other in smaller lots.
- Green transportation – plan for a network of high-quality trains and pedestrian friendly modes of transportation.

- Sustainability – aspire to minimally impact the environmental, eco-friendly projects, and energy efficiency.
- Quality of life – create places that enrich, uplift, and inspire the human spirit.

The 1998 election illustrated that the nation is open to a better solution to manage growth. Towns in the earlier part of the century, with more compact, walkable neighborhoods seem to have better designs compared to today's communities. To combat sprawl, New Urbanism with its neo-traditional design and Smart Growth principles have become concepts that are more compatible with "sustainable developments" and "livable communities" (Corbett & Velasquez, 1994).

California Assembly Bill 32 & Senate Bill 375

The State of California is forging policies that foster sustainable development and environmental practices. The Global Warming Solutions Act of 2006, California's Assembly Bill 32 (AB 32), requires the reduction of the state's green house gas (GHG) emissions to 1990 levels by 2020. Senate Bill 375 (SB 375) intends to help achieve GHG reduction goals under AB 32 by directing the Air Resource Board to set regional targets. SB 375 has three major components (ILG, n.d.):

1. Achieve reductions in GHG emissions according to AB 32 by utilizing regional transportation planning process.
2. Support projects consistent with the regional plan for reduction of GHG by offering California Environmental Quality Act (CEQA) incentives.
3. Coordinate the process for regional housing needs allocation and regional transportation with local elected officials who have authority over land use decisions.

SB 375 changes California's housing element law by linking regional planning efforts with transportation and housing allocation needs, with preference for transit oriented development

over further urban sprawl (Kroll, Singa, & Wyant, 2009). The bill provides exemption or streamlined review from CEQA requirements for residential or mixed-use projects and transit-oriented developments that conform to the sustainable communities. Metropolitan planning organizations (MPO) must include Sustainable Communities Strategies (SCS) in the regional transportation plan to meet the reduction of GHG emission. Such coordination of land use and transportation planning efforts intends to reduce GHG emissions to comply with AB 32 by reducing vehicle miles traveled (VMT).

Achieving carbon reduction goals through land use, not just with technology

Fuel-efficient automobiles will not necessarily be enough to meet AB 32 and SB 375 goals. Californians must reduce VMT by driving less. Development patterns influences VMT through the transportation choices people make (Stern, 2008). Suburban developments that lack connectivity, walkability, and mixed-uses require residents to drive more. Therefore, land use decisions are a factor in reducing VMT and reducing GHG emissions.

According to Cervero and Duncan (2006), mixed land uses reduce travel because destinations, such as schools, retail, and work, are closer together, thereby reducing trip distance and time. Closer destinations and shorter distances also encourage people to walk, bike or ride public transit instead of driving. The convenience eliminates or shortens vehicle trips or VMT, what SB 375 aims for. Reid Ewing, a professor of city and metropolitan planning at the University of Utah, states that "We can say with some certainty that if you double density you'll get a five to 10 percent reduction in vehicle miles traveled" (Sherwood, 2010, para. 7). However, density alone does not merit the same results as mixed-use developments. Ewing added that mixed-use developments, where shops, schools, and workplace are near to people's homes are critical to minimizing VMT.

Regional Planning Efforts through SACOG Blueprint

SB 375 connects land use planning, transportation planning, CEQA reform, and affordable housing planning (SACOG, n.d.). The MPO in the Sacramento region (six-county region consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties) that must establish the Sustainable Communities Strategies is the Sacramento Area Council of Governments (SACOG).

In December 2004, SACOG's Board of Directors adopted the Blueprint, a strategy to guide growth in the region through 2050. According to SACOG, the Blueprint will promote compact mixed-use developments as an alternative to low-density developments and reduce VMT per household by 10 percent (SACOG, 2010). The Blueprint advocates for a more comprehensive growth management that links land use with transportation decisions in the region to encourage Blueprint implementation and advance the reduction of GHG. It includes seven growth principles (McKeever, 2010) that can be regarded as Sustainable Communities Strategies:

1. Housing choice and diversity.
2. Use of existing assets.
3. Compact development.
4. Natural resources conservation.
5. Quality design.
6. Mixed-use development.
7. Providing transportation choices.

Need for sustainable suburbs away from the City of Sacramento or the urban core

"The global urgency of reducing greenhouse gases provides the most time-sensitive imperative for reshaping sprawl development patterns, for converting areas that now foster the largest per-capita carbon footprints [the suburbs] into more sustainable, less automobile-

dependent places" (Dunham-Jones & Williamson, 2009, p. 40). Mixed-use developments, where shops, schools, and workplace are near to people's homes are critical to minimizing VMT, thus helping to reduce GHG.

Reducing GHG is not the only motivating factor for reshaping suburban developments in the future. According to an Urban Land Institute Real Estate Summit at the Spring Council Forum in Boston held on May 1, 2010, changes in demographics and consumer behavior will drive new real estate development patterns in the years to come. The Census Bureau estimates that there will be more than 100 million added to the population by 2050. Most of the growth in the urban regions will be in the suburbs not in the downtown cores (Riggs, 2010). Aging baby boomers and "millennials" (generation Y, children of baby boomers) will continue to demand housing. The baby boomers, their child rearing years behind them, will be downsizing to smaller, more manageable homes. The millennial generation, influenced by shows like *Friends* and *Sex in the City*, will be aspiring first-time buyers and will likely prefer walkable urban neighborhoods (Doherty & Leinberger, 2010). Both generations place high value on time and convenience, and neither want long commutes or long trips for their daily needs. They will seek smaller housing with minimal yard maintenance, which has easy access to retail, recreation and employment centers (Riggs, 2010). Big homes on large lots in isolated suburbs, as most suburban developments of today, will not be conducive to those types of consumer behavior and demand. The problem with most current auto-dependent suburban developments is the time lost to travel due to transportation and land use inefficiencies and the consumption of irreplaceable resources. The change in demand will be geared towards more compact, mixed-use, and walkable suburbs. Most suburbs of today are just the opposite. Thus, the suburbs of today must become more sustainable in order to meet the demands of the future.

The Suburban Community of El Dorado Hills, California

El Dorado Hills, California (EDH) is an unincorporated suburban community located in El Dorado County (Figure 1.1). EDH is about 24 miles east of downtown Sacramento, with the City of Folsom as the neighboring city to the west. According to the 2010 census, the population is 42,108 in an area of about 48.5 square miles or a little over 31,000 acres. There are 14,526 households, most of which are families with children (over 80%). The racial makeup is mostly White with over 80%, Hispanic or Latino at 9%, Asians 8.5%, African Americans 1.5%, and the rest self-identified as other races (EDH Wiki, n.d.; U.S. Census Bureau, 2010).

Figure 1.1 El Dorado Hills and El Dorado County, California

Source: *SierraFoot.org*, n.d.

EDH consists mostly of affluent residents residing in large, single-family homes on a quarter or a third of an acre in planned developments. EDH "is recognized nationally for its high median household income, ranking 77th in *CNN Money Magazine*'s best places to live in 2007" (EDH Wiki, n.d.). That year the magazine focused on places that offered the best combination of economic opportunity, good schools, safe streets, things to do and a real sense of community. In

2011, EDH did not receive a ranking, only a "Contender" status. According to the magazine, EDH median family income was $134,446 compared to the magazine's best places average of $99,975. The average home price is $420,000 compared to the magazine's best places average of $265,929 (*CNN Money Magazine Online*, 2011).

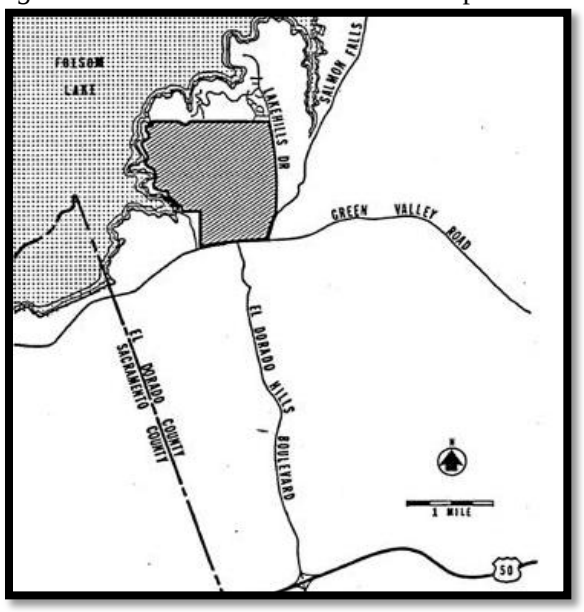
Brief History

According to the 2003 *El Dorado Hills Handbook*, Allan H. Lindsey established and named El Dorado Hills in 1959 when he bought 20 parcels of ranch land totaling around 11,000 acres and began a master plan for a community intended for 75,000 people. Park Village was the first village constructed. The first family bought and moved in Lot 1/Unit 1 on Arrowhead Drive in October 1962. Raley's supermarket became the first occupant of the community shopping center, built between 1969 and 1970. By 1968 the population in EDH was 1,800 and 1969 grew to about 2,200. Around that time, Lindsey was forced to sell out to John Hancock Insurance Company, which did not do much developing. By the 1970s, the insurance company started selling off land one parcel at a time. In 1978, Anthony Mansour acquired 8,000 acres from Hancock holdings. There were 630 homes built in the late 1970s.

On July 2, 1987, the El Dorado County Board of Supervisors approved the Northwest El Dorado Hills Specific Plan for the area north of the intersection of El Dorado Hills Boulevard and Green Valley Road, east of Folsom Lake, in the Salmon Falls area (Figure 1.2). The master plan was for development consisting primarily of residential villages with a small commercial area and supporting public facilities such as fire protection, police protection, schools, and utilities.

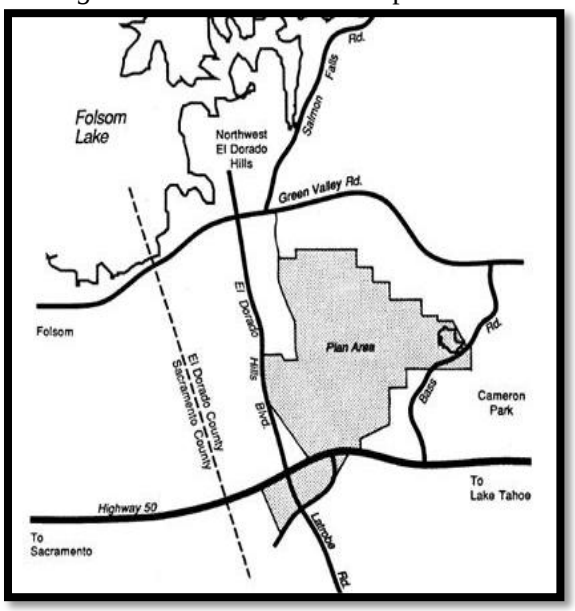
On July 18, 1988, the El Dorado County Board of Supervisors approved the El Dorado Hills Specific Plan for an exclusive golf-oriented planned community, which Anthony Mansour was instrumental in drafting (Figure 1.3).

Figure 1.2 Northwest El Dorado Hills Specific Plan



Source: El Dorado County, 1987

Figure 1.3 El Dorado Hills Specific Plan



Source: El Dorado County, 1988

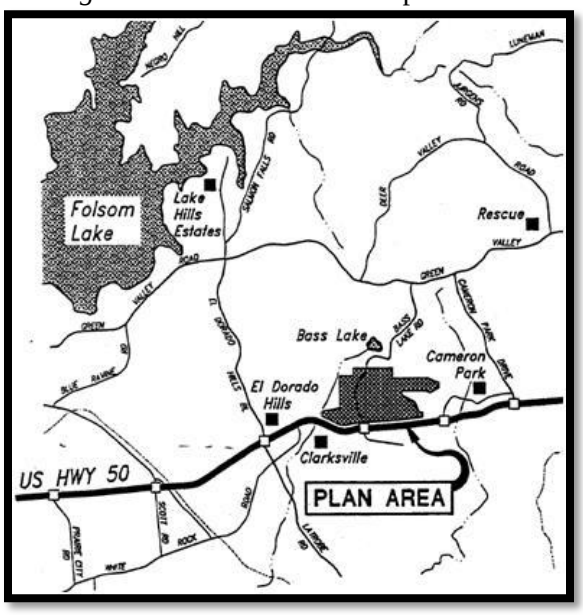
In 1989, Mansour sold residential portions of the El Dorado Hills Specific Plan, now known as Serrano, to Parker Development Company. Serrano officially held its grand opening in May 1996 with the opening of the Serrano Country Club. Growth slowed during the early part of the 1990s, largely from the recession, which affected the rest of California, but grew considerably in the later part of the decade (Raaphorst-Johnson & Johnson, 2002).

The El Dorado County Board of Supervisors subsequently approved the following:

- Bass Lake Hills Specific Plan approved on November 7, 1995 (Figure 1.4)
- Carson Creek Specific Plan approved on September 24, 1996 (Figure 1.5)
- Valley View Specific Plan approved on December 8, 1998 (Figure 1.6)
- Promontory Specific Plan approved on September 29, 1999 (Figure 1.7)

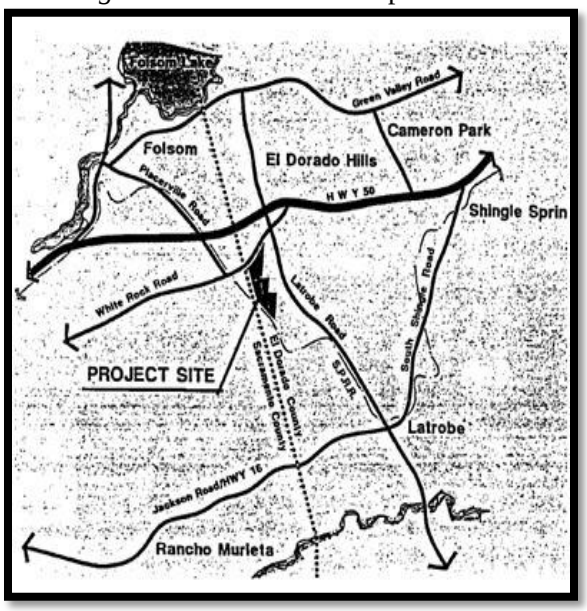
I will discuss the six El Dorado Hills Specific Plans mentioned above in Chapter 3. Appendix A provides brief descriptions of each Plan.

Figure 1.4: Bass Lake Hills Specific Plan



Source: El Dorado County, 1995

Figure 1.5 Carson Creek Specific Plan

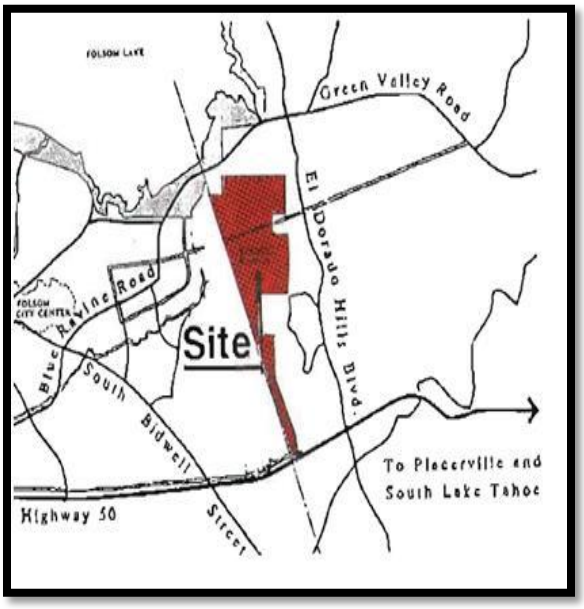


Source: El Dorado County, 1996

Figure 1.6 Valley View Specific Plan

Source: El Dorado County, 1998

Figure 1.7 Promontory Specific Plan



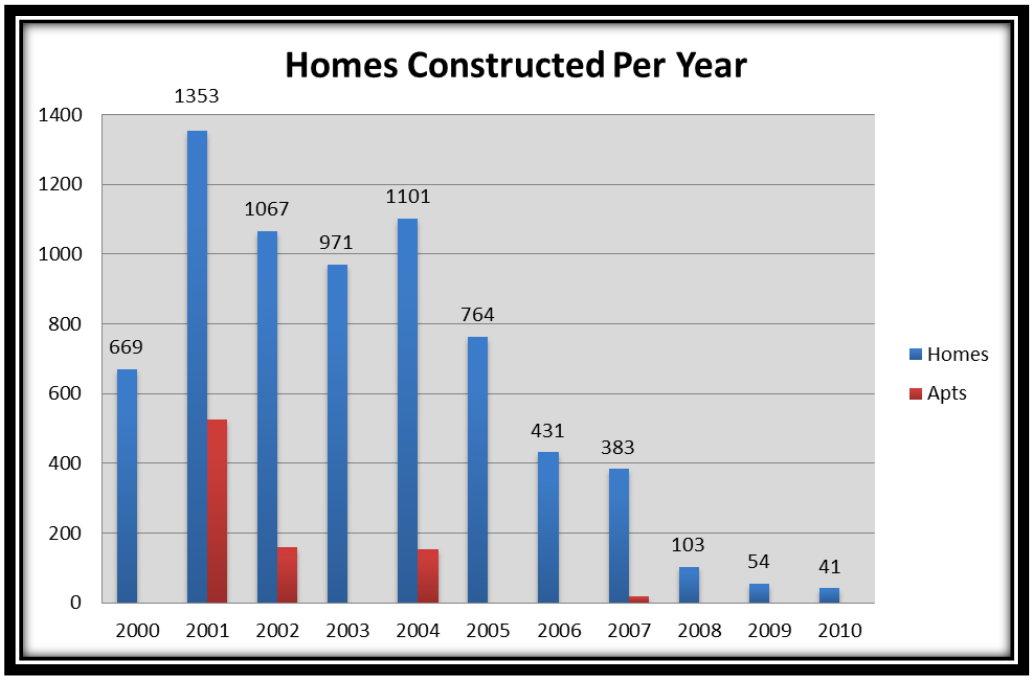
Source: El Dorado County, 1999

Existing Condition

Serrano continues to grow toward a final build out of 4,500 homes. In 2003, Granite Bay developer Roger Hume teamed up with Beverly Hills builder Jon Douglas to build the first luxury shopping center in EDH, La Borgata at Serrano, located north of the Raley's center. Anthony Mansour, operating as the Mansour Company, continues to develop and market the Town Center located south of Highway 50. Construction continues at the Valley View development (Figure 1.6), approved for 1,800 home lots on approximately 2,000 acres south of Highway 50. The Promontory development (Figure 1.7), covering approximately 1,000 acres intended for over 1,000 homes, is yet to be built out (Raaphorst-Johnson & Johnson, 2002).

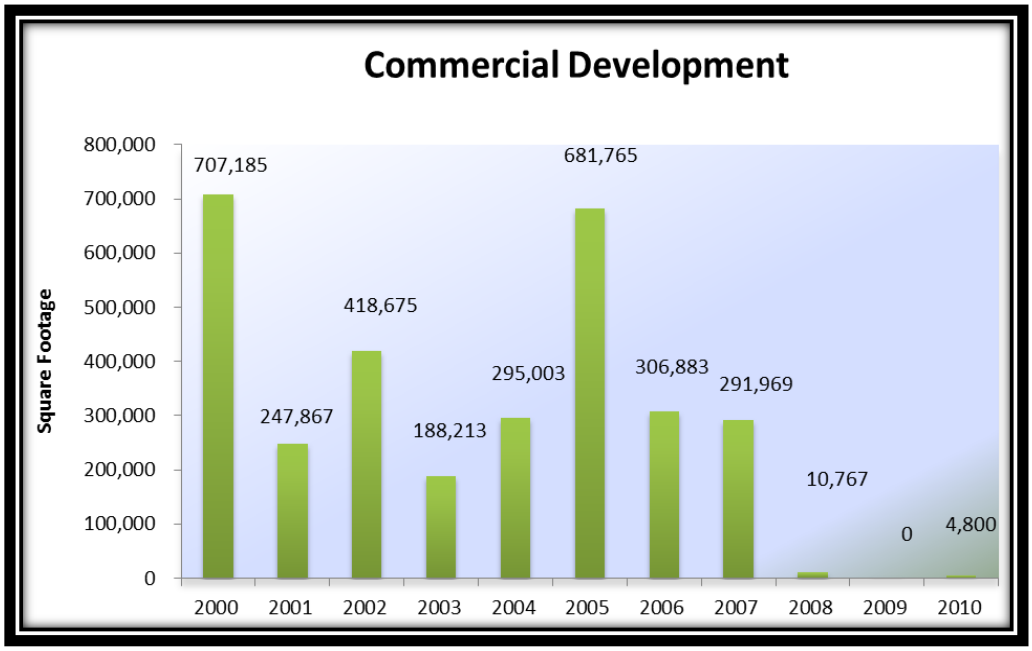
The early part of the 2000s saw sizeable development in EDH. It has considerably dwindled in the later part of 2000s because of the overall economic downturn. The following information (Figures1.8 and 1.9) compiled by the El Dorado Hills Fire Department illustrates the activities in the decade:

Figure 1.8 Homes Constructed in El Dorado Hills



Source: El Dorado Hills Fire Department 2010 Annual Report

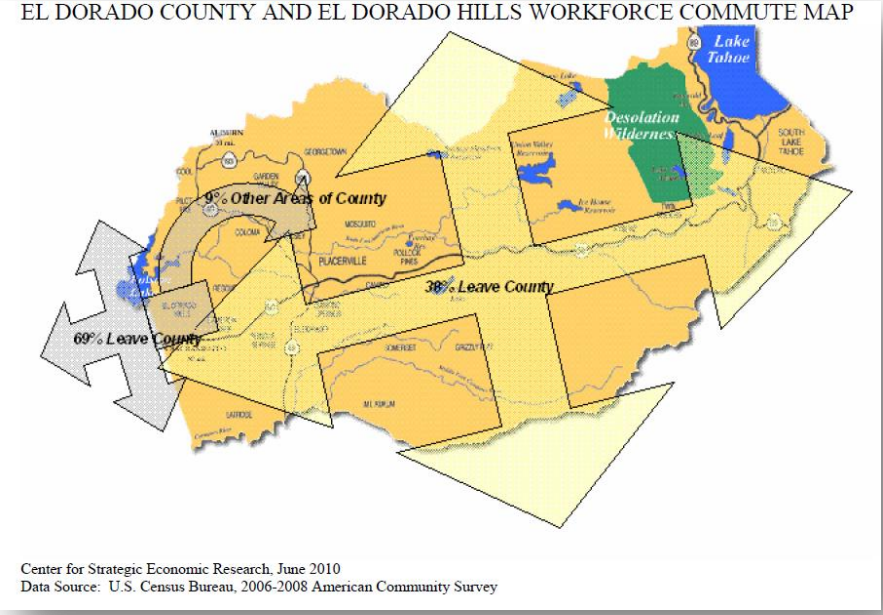
Figure 1.9 Commercial Developments in El Dorado Hills



Source: El Dorado Hills Fire Department 2010 Annual Report

According to a 2010 study by the Center for Strategic Economic Research, 69 percent of the workforce in EDH commutes out of the county for employment opportunities (Figure 1.10).

Figure 1.10 Workforce Commute Map



On average, residents' commute time is 31.7 minutes, which is longer than statewide average of 26.9 minutes and natiowide average of 25.2 minutes (U.S. Census Bureau, 2010). "Cars zipping around highways, or worse, cars stuck in traffic jams, spew millions of tons of carbon dioxide and other greenhouse gases into our atmosphere each year" (Sierra Club, 1998). If more homes are built in EDH according to the approved plans, there will be more workers commuting adding to the congestion that already exist. EDH or El Dorado County will not be able to reduce VMT or meet AB 32 and SB 375 goals to reduce GHG.

Need for a sustainable/walkable suburb in El Dorado Hills

"In order to reduce car trips in suburban areas, developers increasingly must do more than build a physical place-they must plant the seed of a vital community" (Danielsen & Lang,

1998). More than just building housing, developers must concurrently build retail and commercial spaces in mixed-use town centers within walking distance of those housing developments. Developers in EDH attempted to do just that. El Dorado Hills Town Center and Business Park are located south of Highway 50, bisected by Latrobe Road. However, people still need to drive to get to those destinations. In addition, the streets to get to both locations are not pedestrian friendly. In fact, it is quite dangerous to be a pedestrian crossing Latrobe Road. Though mixed-use developments are present, they lack connectivity to the surrounding neighborhoods. It begs the question: can EDH aspire to become a sustainable walkable suburb?

Purpose and Goal of this Study

The purpose of this study is to explore the possibility of a vision of creating a sustainable suburb for El Dorado Hills. Sustainability does not call for stopping growth in the suburbs or in EDH. There will be continued demand for suburban developments so long as people choose to live there. According to ULI's Summit held in 2010, there will be continued housing demand by baby boomers and millennials. The challenge is to meet future demand for more compact, walkable, and sustainable suburbs, making sensible use of the resources and using Smart Growth principles, but continue to meet consumer needs for housing, jobs, shopping and recreational activities. The objective is to incorporate Smart Growth and New Urbanist principles with the current built environment, which result in smart growth versus sprawling suburbs. A survey conducted by the National Association of Realtors found that 55 percent of Americans prefer to be near shops and services, where they have choices for walking, biking, driving or taking public transportation (Falk, 2011; Leinberger, 2009). The convergence of the "biggest demographic event since the baby boom" (Doherty & Leinberger, 2010) will drive demand for retrofitting the auto-dependent suburbs to more walkable suburbs. The goal of this study is to find out if retrofitting the suburbs of EDH is plausible. What are the obstacles to realizing such outcome?

Can EDH move towards Sustainable Communities Strategies according to SACOG's Blueprint? Is it possible or are there major challenges that impede such development? What are those challenges and are there possible solutions?

Research Questions

What are the obstacles to realizing a sustainable walkable suburb for El Dorado Hills?

On June 18, 2009, the Urban Land Institute in Central Florida arranged an interactive workshop to explore developing a sustainable approach to land use and transportation. The workshop established common themes as barriers to sustainable growth, some of which apply to EDH (ULI Central Florida, 2009).

- Transportation/land use regulations – Most regulations in place strongly favor automobile-oriented development patterns (sprawl) including wide roads, single-use land patterns, lack of transportation alternatives, and discourage transit-friendly, multi-modal, mixed-use, and compact development patterns.
- Political hurdles and government structures – The current fragmented governance structure of municipalities, counties, agencies, and districts has created too many political boundaries and funding sources to deal efficiently with regional issues. Land use and transportation decisions made at the federal, state, and local levels often produce unintended consequences and rarely address regional needs.
- Lack of walkability, connectivity, and regional mobility – Land use patterns separate residences from offices, schools, stores, and recreational facilities, forcing residents to drive almost everywhere they go. Limited access neighborhoods and culs-de-sac have created a lack of connectivity and an incomplete road network, making it difficult for Central Florida residents to get around the region without driving on

expressways and other major thoroughfares. This development pattern also results in higher levels of energy use and GHG emissions.

- Limited acceptance of transit – Central Florida residents typically view riding the bus as less convenient, less dependable, less safe, and more expensive than driving.
- Fear of change and the unknown – People everywhere are resistant to change.

These are valid assertions that are germane to EDH. Can EDH address these barriers?

Can El Dorado Hills and the neighboring City of Folsom join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region?

Folsom is a city in Sacramento County. El Dorado Hills is an unincorporated community in El Dorado County. Because the local police power regulation of land use is mutually exclusive in California, different sets of elected officials control the two communities' land uses. The Folsom City Council control land use decisions in Folsom, while the El Dorado County Board of Supervisors have control in EDH. "'Home rule' powers are among the most vigorously defended of any authorities entrusted to local governments" (Downs, 2005, p. 369). That quandary may prove to be an immense challenge to overcome. It seems logical for both jurisdictions to join forces and form a regional coalition toward the pursuit of sustainability. However, are there fundamental classifications that would preclude joint efforts?

Is a sustainable suburb applicable to El Dorado Hills? Can El Dorado Hills become a community with mixed-use developments, which accommodate housing in close proximity to employment center(s) thus reducing worker commutes out of the county? Are residents amenable to having such developments?

El Dorado Hills is comprised of many "villages" and subdivisions. Most streets are culs-de-sac that restrict connectivity with other villages. Smart Growth and New Urbanist designs call for connectivity. "Connectivity between subdivisions is intended to allow local roads to handle

many more local trips so that the arterials can function more efficiently" (Dunham-Jones & Williamson, 2009, p. 46). Can EDH, with its current design, overcome this predicament? Assuming EDH attracted its current residents with its current design, will they be open to other urban forms for the future, such as New Urbanist designs?

Suburban development, such as EDH, will continue so long as people choose to live in such developments. As long as there is continued demand, developers will continue to supply. The challenge is how to accommodate that demand that will fulfill economic, social, and environmental necessities for future generations.

Remaining Chapters

This thesis includes four remaining chapters. Chapter 2 is a review of existing literature related to sustainable suburbs. The literature review discusses four areas of research related to sustainable developments: Smart Growth in a metropolitan area, challenges to New Urbanism in a suburban setting, suburban residents' resistance to New Urbanism, and Smart Growth and New Urbanism principles in practice and challenges to implementation. Chapter 3 is the methods section of the study, which contains three parts. The first part is a plan policy analysis of the El Dorado County General Plan and the Specific Plans in EDH introduced in this chapter, evaluating their consistency with the SACOG Blueprint growth principles. The second part consists of focus interviews with planning professionals from a development company based in EDH, El Dorado County, and the City of Folsom. The third part is the survey method, which is a beneficial tool to facilitate learning how residents of EDH feel about sustainable, walkable suburbs and whether they would be amenable to such practice. Chapter 4 is the results section. It will discuss the findings from the plan policy analysis, focus interviews, and the surveys conducted. Chapter 5 concludes this thesis. It will reflect on the findings and its implications for the future of EDH.

Chapter 2

LITERATURE REVIEW

Introduction

The challenge for the suburban community of El Dorado Hills (EDH) is how to accommodate growth befitting a sustainable and walkable suburb. Current and proposed land use must consider addressing the reduction of green house gas (GHG) emissions and reducing vehicle miles travelled (VMT). Furthermore, future developments will have to keep in mind that homebuyers in the years to come will be the aging baby boomer and millennial generations. Their preferences, smaller housing with minimal yard maintenance, which has easy access to retail, recreation, and employment centers, will be a factor in the community's future desirability and marketability. What must be considered to fulfill a shift in current practices? Can EDH retrofit or redesign future growth to accommodate Smart Growth principles and incorporate New Urbanist concepts and designs? It is beneficial to examine four areas of research related to sustainable developments that can provide insight in dealing with those questions:

1. Smart Growth in a metropolitan area;
2. Challenges to New Urbanism in a suburban setting;
3. Suburban residents' resistance to New Urbanism;
4. Smart Growth and New Urbanism principles in practice and challenges to implementation.

This literature review will address those four areas of research related to achieving a sustainable, walkable, smart growth suburb in EDH. The first section considers research studies related to a component of Smart Growth in a metropolitan area. Housing, which constitutes a major part of the built environment, is a critical component to Smart Growth strategies. Building housing at higher densities can cultivate Smart Growth in an area. In suburban locations, higher

density maximizes land use by building single-family homes on small lots, for instance 20 units per acre. This entails reducing lot sizes for future housing in EDH. In urban infills, higher density involves constructing buildings higher, 50-plus units per acre. Building housing at higher densities throughout metropolitan areas is a major component of Smart Growth strategies for creating more compact and sustainable regions (Danielsen & Lang, 1998). EDH could be better positioned to meet future demand for housing with more compact walkable neighborhoods.

The second section will discuss impediments to New Urbanism in a suburban setting. New Urbanism focuses on design, physical appearance, and neighborhood layout to improve quality of life. It calls for compact and mixed-use development with architecture that is consistent and sensitive to place, common open space, and circulation that is pedestrian friendly and oriented (Jepson & Edwards, 2010). There is already an attempt for New Urbanist design in EDH with the Town Center. The architecture is sensitive to place and common open space. Designed to "create a sense of community," it includes an artificial lake, a walking path, picnic benches, a variety of landscaping, an amphitheater, and open-air restaurants (Anderson, 2010). The center is walkable, yet it lacks connectivity to the surrounding neighborhoods. These isolated developments are a common challenge for New Urbanist developments. They are essentially enclaves disconnected from other developments.

The third section asks whether suburban residents are resistant to New Urbanist principles and if so, what can be done to overcome such resistance. Increased density is a component of both New Urbanism and Smart Growth principles. However, there is evidence from numerous planning studies that higher density projects often face opposition. Suburban residents usually relate low-density with positive attributes, such as good schools and low crime, and perceive higher density housing as the opposite. Those suburban residents are concerned about property values and the make-up of their neighborhoods (Danielsen et al., 1999). Thus,

suburbanites resist higher density developments. However, there is some evidence that residents in master-planned communities accept medium to high densities. Regulations in these communities ensure strict enforcement of minimum property standards. Such regulations give residents a reasonable assurance that their properties will not lose value (Danielsen et al., 1999). All EDH villages are subject to minimum property standards in their CC&Rs (Covenants, Conditions, and Restrictions). What is the likelihood that EDH residents would endorse a more compact, walkable suburb?

Finally, the last section looks into how much Smart Growth or New Urbanism principles local governments implement in practice; and what are the challenges to implementation. There are challenges to implementing Smart Growth or New Urbanism. Political, economic, and consumer issues influence implementation of new planning principles. Consumer preference determines marketability. That in turn shapes what will be economical for developers. Moreover, there must be the political will to put these principles in practice. Politicians must also persuade voters that the benefits will lead to a prosperous and sustainable future (Danielsen & Lang, 1998). How do other areas implement New Urbanism and Smart Growth principles? What contributed to their success or challenges to implementation? Can EDH learn from past practices and apply it to the area?

Review of Literature

Smart Growth in a Metropolitan Area

Smart Growth accommodates population growth through land use in a well-organized, resourceful, economic, and non-wasteful manner. Smart Growth in a metropolitan area includes growth management in rural, urban, and suburban areas. In rural areas, it entails preserving agricultural land and natural resources. In urban areas, it emphasizes infill or existing neighborhood development and improving design features such as creating complete streets that

accommodate not only automobiles but also pedestrians, public transit, and cyclists. In the suburbs, it creates higher density housing, mixed land use, and amenities within walking distance (Litman, 2009).

Because housing represents a major segment of the built environment, it can contribute to Smart Growth. Danielsen, Lang, and Fulton (1999) provided an analytical review of the ways housing can support Smart Growth policies. They recognized that Smart Growth for housing should contain land use patterns that promote denser subdivisions in the suburbs; offer higher density housing near commercial centers and transit lines; build retail and recreation with housing developments; develop subdivisions into neighborhoods with well-defined centers; and provide diverse housing options (pp. 517-518). They further contend that those land use patterns can help curb suburban sprawl.

Higher density and better-planned housing mix can cultivate Smart Growth. However, as the authors explained, there are challenges with advancing Smart Growth in practice. Consumer preference is among those challenges. A majority of homebuyers prefer low-density housing. Consumers relate low-density housing with positive community features such as good schools and low crime. In contrast, they associate high-density housing with negative community features. Once set, those perceptions are very difficult to change. Suburban residents have a long history of resisting higher density housing because of the perceived negative attributes. They are concerned about property values and the make-up of their neighborhoods. Even with the negative aspects associated with sprawl, policies related to higher density housing remain a difficult challenge to resolve. It seems that "Americans appear to hate two things: density and sprawl. Smart Growth's fate may depend on which they ultimately hate more" (p. 516).

As Danielsen, Lang, and Fulton noted, higher density housing can be a factor in Smart Growth but not without challenges. What other benefits can higher density contribute to Smart

Growth? Alexander and Tomalty (2002) explored potential benefits to higher density by analyzing six municipalities in British Colombia, Canada which represent the range of densities that illustrate some of the trends and challenges involved in implementing Smart Growth. Those municipalities are the City of Nanaimo and the Town of Qualicum Beach in the Regional District of Nanaimo; the City of North Vancouver and the City of Surrey in the Greater Vancouver Regional District; the City of Kelowna and the District of Lake Country in the Regional District of Central Okanagan. Alexander and Tomalty reviewed official plans and other municipal documents and interviewed public officials in each of the six jurisdictions to explore issues related to density and urban design, affordable housing, mixed-use developments, development concentration areas, provincial role, development costs, alternative infrastructure, employment location, plan implementation, and municipal expenditures (pp. 404-408). They found that there is a link between density and efficient land use and infrastructure associated with development. Land use and infrastructure are more efficient in higher density communities. Higher density communities offered the widest range of housing choices. In contrast, lower density communities had more land dedicated to roads, and had the most extensive water and wastewater facilities. People living in lower density communities like the suburbs depend more on their cars and commute long distances to work and other destinations than those living in higher density communities. Thus, higher density developments offer the greatest impact to achieving Smart Growth.

However, as Danielsen, Lang, and Fulton suggested that there are challenges to higher density, Alexander and Tomalty concluded that the goal of achieving higher density is highly controversial. On the one hand, it garners support from environmentalist, open space advocates, and professional planners. On the other hand, many property developers oppose it for the challenges it poses in the development process such as increased cost because of non-standard

construction and regulatory hurdles such as rezoning, which conventional suburban development do not face.

These two studies maintain that higher density housing is a factor in achieving Smart Growth. Wheeler's 2003 study explored how Smart Growth and New Urbanism represent a means to bring about sustainable types of urban form. He chose to do a case study of Portland, Oregon and Toronto, Ontario in Canada because those cities illustrate a typical pattern of suburbanization and the cities have progressively implemented planning strategies to address sprawl in their respective metropolitan region. Through field research that included interviews with 40-50 planners and other stakeholders in each region, a review of historical plans and documents, field analysis of urban form and extensive review of literature, Wheeler analyzed the suburbanization of each area and asked how sustainable suburbanization can be realized in the future. He defined the key forces that shaped the urban and regional form in those two cities (p. 330):

- Geographical/physical form: Toronto's ravines and Portland's hills influenced the landscape and physical form of the regions.
- Technological: The invention of the automobiles influenced development to the outskirts of the cities.
- Economic: Booms fueled rapid expansion, and created large development companies and large-scale housing production.
- Social forces: Urban social movements, political leadership, and cultural or philosophical ideas influenced social forces.
- Institutional: Surveying and land-grant patterns shaped both regions' development.

A look back at the history of suburbanization showed a pattern of sprawling regional development, which consumed open space and agricultural land, damaged natural ecosystems,

and shaped the dependence of automobile use. "Automobile suburbs became the dominant form after World War II" (p. 318) thus creating suburban sprawl. Wheeler noted that residents have perceived benefits to suburban living such as safe, quiet, and family-oriented neighborhoods. However, the resulting urban sprawl is also an unsustainable urban form. It consumes much of "greenfield" land, damages natural ecosystems, and creates an auto dependent society.

The technological influence of automobiles, which was one of the most important influences on urban form over the past century, made possible the development of disconnected and low-density suburbs. Towards the end of the twentieth century, the consequence of such developments brought about the growth management movement and the emergence of New Urbanist projects. The Orenco Station in Portland is a prominent example. However, Orenco Station and many "New Urbanist projects have become isolated enclaves within a fragmented suburban landscape" (p. 324). There is a lack of connection with the surrounding developments. Wheeler suggests addressing growth management within a regional context.

The future sustainable urban form is likely to have a regional perspective towards compact, contiguous, connected, diverse, and ecological developments. Wheeler offered some solutions. Compact development can be achieved by limiting sprawl with urban growth boundaries, similar to what Portland has implemented. New expansion should take place next to existing urban areas to be contiguous and eliminate "leapfrog" developments. Good street path and visual connections make up connected neighborhoods. A mixture of land uses, building, and housing types results in diverse communities. Lastly, ecological developments would integrate natural landscape and protect the environmental features.

Wheeler further adds that if sustainable regional form is to emerge in the future, it will have to involve social forces and institutional influences to a greater degree. New design values will have to be supported by urban social movement and active public sector planning

professionals. The public must feel strongly about environmental protection and promote enhanced neighborhoods and their quality of life. Government agencies, non-government organizations, urban social movements, political leaders, and citizen activists must work together to advance sustainable patterns of urban form. Those are necessary conditions to promote a more sustainable future. He acknowledged that there are no simple answers to sustainable urban form.

Impediments to New Urbanism in a Suburban Setting

"To the uninformed and imprecise, New Urbanism is synonymous with Smart Growth" (Knaap & Talen, 2005, p. 109). However, the concepts have differences and similarities. Smart Growth originated from policy planners and environmentalist. New Urbanism originated from architects and physical planners. Smart Growth's foundation is growth management whereas New Urbanism is with the physical urban form or design. Yet, like the principles of Smart Growth, New Urbanist principles call for the design of developments that are compact, walkable, mixed-use, transit-oriented, and contain a diverse housing mix. New Urbanist projects include a network of connected streets and blocks designed around a community center, a variety of housing types and densities, and pedestrian-oriented design to allow for accessibility to neighborhood amenities (Garde, 2006).

New Urbanist principles promote much of what Wheeler indicated in his case study of Portland and Toronto. Southworth's "Walkable suburbs," and Lee and Ahn's "Is Kentlands better than Radburn" analyzed New Urbanist developments in depth and compared them to Garden City developments.

Southworth's (1997) study analyzed Kentlands, a 356-acre site on the southwest edge of Gaithersburg, Maryland, and Laguna West, a 1,018-acre site twelve miles from downtown Sacramento, California and compared both to a traditional early-twentieth-century streetcar suburb of Elmwood in Berkeley, California. Southworth considered how well Kentlands and

Laguna West have performed as neo-traditional developments characterized by higher density, mixed land use, pedestrian and bicyclist friendly streets with provisions for public transit as well as connected streets. How walkable and transit-oriented are they? He analyzed five aspects of development patterns (p. 29):

- Built form, showing the footprints of all structures and the resulting grain and pattern of development;
- Land use patterns, showing the location and density of housing, as well as retail, office, industrial, and civic activity;
- Public open space, including parks, plazas, walkways, and water bodies;
- Street design and circulation systems, including vehicular roads, alleys, parking lots, and bicycle and pedestrian paths;
- Pedestrian access, showing areas with a quarter of a mile and half a mile access from a central point in the development, such as a local community or a shopping center.

Southworth found that neither Kentlands nor Laguna West achieved much of what the developments are supposed to emulate from many small towns or early twentieth century streetcar suburbs, such as accessibility to retail and office uses, mix of housing types, pedestrian access to daily needs, and overall connectedness. In many occasions, the designers changed their designs to comply with existing codes, environmental requirements, and developers' demands.

Like other suburbs, Kentlands and Laguna West are essentially enclaves disconnected from the rest of the metropolitan region. Such developments or walkable enclaves do not solve regional transportation or environmental problems associated with sprawl nor do they reduce automobile dependence. They do offer an alternative style or design for consumers, developers, and planners. However, to reduce automobile dependence, regional land use and transportation

must be confronted. If not addressed, the disjointed effort to create an alternative to the conventional suburb would be just like the old suburban design in a new style.

Southworth conceded that there have been limited New Urbanist models built. At the time of his 1997 study, Kentlands and Laguna West were not completely built. He suggested conducting case studies of other New Urbanist examples and conducting surveys of residents in both New Urbanist communities and residents from conventional suburbs in the same market area in order to compare attitudes about their respective neighborhoods.

In the other study, Lee and Ahn (2003) asked whether the New Urbanist functions in Kentlands are better in comparison to those of the American Garden City like Radburn in Fair Lawn, New Jersey. They defined New Urbanist design standards and principles as (p. 53):

- Streets form an interconnected grid, allowing both vehicles and pedestrians free range.
- Design streets to reflect their primary importance as public spaces. Narrow widths, sidewalk, and shallow setbacks help create the sense of an outdoor room that promotes neighborliness.
- Neighborhoods contain a mix of housing types to create a more diverse community. Apartments, townhouses, and single and two-family homes or duplexes are intermingled rather than segregated by zoning.
- Localities encourage new development or redevelopment at higher densities to help make such housing mix possible. Higher densities are also essential to promoting public life, encouraging greater transit use, and supporting neighborhood business.
- Promote mixed land uses to diminish reliance on the automobile. Homes, shops, schools, offices, and civic buildings should all be within a short walk, preferably within a quarter of a mile.

- Ample transit connections support compact development.

They found that on the demand side, New Urbanist developments lack sufficient interest from the main group of homebuyers, families with children. However, the success of New Urbanist developments depends on whether higher density development grabs that market segment. New Urbanist designers and planners must attract two-parent families with children under 18 for such developments to be successful.

On the supply side, the mixed-use nature of New Urbanist designs poses challenges to designers and developers. The New Urbanist designs make standardization impractical thus increasing the complexity of construction and development costs. The time and cost associated with the projects discourages some developers from constructing New Urbanist developments. Developers deem New Urbanist projects riskier than conventional suburban development projects, again because of the mixed-use nature of the designs. The risk involved impacts financing for such developments. In addition, there is a price premium associated with the homes because of overall site plan characteristics rather than to the quality of individual houses.

In terms of attracting the segment of homebuyers that are families with young children, because of its neighborliness design Kentlands does not provide much of private outdoor space or a "buffer area" for children to play adjacent to their homes. The integration of New Urbanist designs with Garden City elements that accommodates a safe area for children to play may improve the New Urbanist development's current lack of market share, those consumers with children. Lee and Ahn suggest that planners and designers consider including the ideas from a Garden City plan such as Radburn to the New Urbanist plans and designs. Just as Southworth indicated that New Urbanist developments need to integrate with the region, Lee and Ahn suggested that New Urbanist developments should integrate some of the Garden City elements to create the type of development consumers prefer.

Looking at consumer preference, Skaburskis (2006) tried to determine the extent to which Cornell, a large New Urbanist community in Markham, a suburb of Toronto, Ontario, Canada, affected housing demand in the area. Through survey research, he explored the housing decisions of the occupants in Cornell. An eight-page survey was dropped off at every third dwelling of single family detached, semi-attached, and townhouses in the Cornell development. He then picked up the surveys the next day. Did the residents willingly accept smaller lot size for the neighborhood attributes related only to higher density developments? Did the households reduce the amount of land they occupy relative to what they occupied prior because they wanted to buy into Cornell? Is the Cornell plan generalizable for future suburban development? (p. 234)

Skaburskis found that with increasing income, more households aspired to buy detached homes, which he expected to continue. Most of Cornell's residents plan on eventually moving up to detached homes and almost all of those same households want to live in a New Urbanist community. He acknowledged that the future of detached house subdivisions that incorporate New Urbanist principles in the design looks promising. Thus, he surmised, "New Urbanism's greatest contribution toward increasing suburban densities can be made by capturing the market for single-family detached homes on smaller lots" (p. 246). The design with single-family detached homes on smaller lots would increase density and would combat sprawl. New Urbanist developments offer an alternative to sprawl by advocating urban design principles that bring compact walkable neighborhoods to suburban residents.

However, Skaburskis noted that the design met local resistance because of the higher density. The developers eased public opinion by conducting meetings about the development and in turn were able to market the project positively. Those meetings effectively succeeded in changing attitudes and made Cornell more appealing and prestigious. Yet, some of Markham's other approved plans to build higher density subdivisions ended up as conventional detached

house subdivisions. The density constructed was different from the density that developers proposed when applying for approval. Though City planners hoped that Cornell is completed as planned with higher density housing and mixed land use, such outcome is not assured. Market demand still dictates the future of development.

Suburban Residents' Resistance to New Urbanism Principles

Skaburskis mentioned local resistance to Cornell's higher density design. Community groups push not-in-my-backyard (NIMBY) attitudes to oppose other developments (Dear, 1992). Numerous planning studies provide evidence that higher density projects frequently face NIMBY opposition.

Despite the opposition toward higher density and the strong preference for single-family homes in conventional subdivisions, why do designers and developers build and promote New Urbanism? Garde (2006) surveyed developers, designers, and planners involved in New Urbanist projects by mailing out questionnaires to collect data related to among other things, overcoming NIMBY opposition. In addition to the questionnaire, Garde interviewed eleven designers, developers, and planners associated with New Urbanist projects. Though respondents felt that overcoming NIMBY opposition was an advantage of New Urbanist projects, Garde noted that NIMBY opposition toward higher density development is evident from existing literature. Such opposition is quite a challenge to overcome. "Higher density remains the most contested issue in public hearings" (p. 46). Yet, designers from the Playa Vista Development in Los Angeles overcame NIMBY opposition through a series of design charrettes. The charrettes allowed the designers, developers, and planners to educate the public of the benefits associated with the projects and allowed the public to express their concerns with the hopes of getting those concerns addressed. In addition, the charrettes became a tool to market the project and gain acceptance from skeptics.

From suburban residents' perspective, Talen's 2001 study looked at whether there is reason to believe that affluent suburban residents could feel positive about other urban forms, New Urbanism for example. What is the likelihood that they would endorse New Urbanist developments? She conducted a survey of 185 affluent, mostly white residents in the suburb of Allen, Texas, 25 miles north of Dallas. She sought to discover whether suburbanites living in a very exclusive development have any sense of the liabilities associated with suburban living and under what circumstances they might be willing to accept the concepts of New Urbanism. There were twenty questions intended to measure residential preferences in terms of attachment, physical planning, and socio environmental contexts; eight questions intended to measure New Urbanist acceptance; and sixteen questions on basic socioeconomic and background characteristics. She found that suburban residents were strongly attached to their neighborhood and were unlikely to accept any criticism of their suburban lifestyle. However, there was strong response to certain liabilities of suburban living, for instance separation of land uses, automobile dependence, traffic congestion, and lack of public space. Talen discovered that time spent in the car had the most influence in terms of acceptance of New Urbanism principles. "Respondents who reported spending more than 1 hour in the car running errands on a given weekday were much more likely to agree with some basic New Urbanist concepts than to disagree with the concept of low-density development" (p. 213). This finding suggest that affluent suburban residents are likely to agree with New Urbanist principles based on factors that affect them in practical ways, such as time spent commuting, rather than any lack of community sentiment or social and environmental concerns. For affluent suburban residents, the likelihood of adopting New Urbanist concepts is not related to their background, philosophy, or attachment to their neighborhood. It can be more on the physical planning of communities, such as ease or accessibility to their daily needs. The fact that suburban residents did not see the implication or

liabilities of low-density suburban developments begs the question whether suburban residents are unaccepting or simply unaware of social or environmental issues associated with low-density developments (p. 214).

Regarding general public attitude towards higher density, Lewis and Baldassare (2010) examined public attitudes toward compact development by analyzing survey respondents' answers to four important tradeoffs between compact and sprawling growth (pp. 222-223):

1. Would you choose to live in a smaller home with a smaller backyard to have a shorter commute or would you choose to live in a bigger home with a bigger backyard with a longer commute?
2. Would you choose to live in a mixed-use neighborhood with stores, schools, and parks within walking distance or would you choose to live in a residence only neighborhood and have to drive to stores, schools, and parks?
3. Would you choose a higher density neighborhood with the convenience of public transit or a lower density neighborhood where you would always have to drive a car?
4. Should local government guide growth to already developed areas in order to preserve open space or should local government allow growth in undeveloped areas to avoid high-density and traffic congestion?

Lewis and Baldassare used data from randomized telephone surveys conducted in California in 2002 and another in four other southwestern states in 2007. Using logistic regression, they assessed which personal characteristics are associated with stated preferences regarding compact development. They offered four possible explanations associated with opinions on land use, neighborhoods, and growth. First, there are life cycle factors related to age and whether there are children in a household. The second is socio-demographic characteristics such as gender, racial/ethnic self-identification, socioeconomic status, and educational attainment.

The third is related to opinions on land use issues such as neighborhood or regional quality of life and attitudes toward the environment, recreation, and leisure. The last is political ideology, one's overall political belief.

The results were contradictory. Many respondents desired short commutes, yet preferred low-density single-family residential areas. Then there were those who responded interest in pedestrian-oriented developments, transit-oriented neighborhoods, and were willing to support compact, higher density developments, but not when such developments are in close proximity to their homes, NIMBYs. The word density caused negative attitudes from certain segments of the population. Most were not ready to accept higher density housing choices, even with the presumed benefits associated with compact development.

Compact development is influenced by the public attitude towards it. Lewis and Baldassare proclaimed that to be successful at implementing Smart Growth, planners must look at public attitude toward compact development. The future of compact development depends on understanding and shaping those attitudes. "Smart Growth means a lot of different things to different people, and actually implementing it is harder than simply speaking favorably of it" (p. 235).

Smart Growth or New Urbanism Principles versus Practice

As Lewis and Baldassare indicated, there are challenges to implementing Smart Growth. Theory and principles are noteworthy, but implementation is a separate matter. How much of those theory or principles are actually implemented?

Talen and Knaap (2003) looked at how local government regulation has channeled metropolitan growth towards compact and walkable developments. First, they assessed whether Smart Growth principles are reflected in zoning ordinances and subdivision regulations then looked at whether those current zoning ordinances and subdivision regulations are consistent in

practice. They sent letters requesting information on zoning and subdivision regulations to 102 counties and 416 cities in Illinois with populations of over 2,500. Sixty counties replied but only 37 had usable data; and 176 cities replied with usable data from 167 cities.

There were two parts to their study. First, they analyzed the content of zoning ordinances and subdivision regulations in the state of Illinois according to the following categories (p. 349):

- Regional and spatial policies – policies that have regional implication rather than just local and spatially assigns Smart Growth principles to particular geographical areas: Cluster zoning; open-space zoning; urban growth boundary; public transit; environmental overlay districting; scenic preservation zoning; agricultural protection; infill development.
- Process-oriented policies – policies implemented through the development review process: design review; incentive zoning-impact fee waivers; impact fees, exactions or dedications; performance standards or point systems; PUD ordinances; special-use or conditional-use permit requirements.
- Site-specific policies – focuses on the design requirements of new development: comparing Smart Growth proscription (ideal minimum lot sizes, setbacks, parking requirements) with the current regulations found in zoning ordinances and subdivision regulations of each jurisdiction.

For the regional and spatial policies, they found that policies were mentioned in land use regulations between 0 to 30 percent of the total with emphasis on open-space zoning and agricultural protection. For process-oriented policies, the incidents of Planned Unit Development requirements were high for both cities and counties, over 50 percent in both. Site-specific policies mostly related to Smart Growth, such as traditional neighborhood ordinances, bike lane

requirements, and use of accessory buildings as housing, were deficient. Mixed-use were mentioned, though they were in the contexts of schools and churches in residential zones.

For the second part of their study, they evaluated consistency by distinguishing whether policies adopted in one category (regional and spatial, process oriented, or site specific) are also adopted in another category. A comparison analysis of policies revealed there were no significant associations between the categories.

They concluded that Smart Growth policy implementation in Illinois can be described as conventional. A few growth control techniques that originated twenty-five years ago have not progressed since. "The Smart Growth agenda in Illinois is more rhetoric than actuality" (p. 357).

Tomalty (2002) attempted to describe regional growth management policies and plans adopted in the Vancouver region since the 1970s; to identify the goals planned; to gather information whether those goals are put into practice; and to reflect on successes and failures. His case study involved telephone interviews with municipal officials in the Greater Vancouver Regional District, TransLink, and Agricultural Land Protection Commission. He analyzed planning and policy documents supplied by the interviewees and reviewed relevant articles published in the *Vancouver Sun* from 1990 to 1999. He found that the "consensus-building model for regional planning and growth management is not as effective as many authors seem to assume" (p. 443). The model provides for a mechanism for agreement but not necessarily for enforcement. Planning policies go through a negotiation process, which dilutes proposed planning goals as they move through the process. Thus, growth management goals that challenge already established practice are weakened through negotiation until they become the same as what already existed. The ambiguity between proposed growth management vision and the reluctance to yield to those visions by committing to changes proposed fuel the conflict over growth management in the region.

Concerning the suburbs, Grant (2009) explored the gap between planning theory and attitudes by planning professionals imparted from municipally adopted plans versus development practice from constructed developments. Planners have a "love/hate relationship with the suburbs" (p. 14). Through training and professional organizations, planners learn planning principles that encourage mixed-use, compact, walkable, and transit-oriented development. Conversely, in practice planners must see suburbs as highly desirable and valued real estate. What planners profess differs from what is constructed. There is a gap between theory and practice in the design and development of new communities. How do participants in the development process explain that gap? Grant conducted a series of interviews with planners, developers, and municipal councilors in the summer of 2007 from three suburban cities in Canada: Markham, Ontario; Calgary, Alberta; and Surrey, British Columbia. She wanted to find out how the private sector influences the practice of suburban development. What are the challenges in planning a mixed-use, compact development? How do respondents explain the rise in gated communities that offer privacy and exclusivity in cities that promote connectivity, mixed-use, and compact developments?

Grant concluded that political, economic, and consumer issues prove extraordinarily challenging to resolve in trying to implement new planning principles. Municipal leaders can influence the development process a great deal. With their support, a municipality can advance Smart Growth vision. They can facilitate a town's administrative function towards more of a team effort thus providing developers a more cohesive message of the towns' sustainable communities' objective. Without political support, Smart Growth objectives seem irresolute. Grant also concluded that market forces dictate what is built. It cost more to build New Urbanist communities than conventional suburbs. New Urbanist communities are also harder to sell. Finally, more consumers preferred conventional suburbs. New Urbanist designs are the opposite

of what consumers prefer, such as private communities and single-family detached homes with big yards. Those market forces dictate whether municipalities adopt Smart Growth planning ideas or not.

Chapter Summary

Growth management is very complex. Employing Smart Growth principles adds to the complexity. "Actually implementing Smart Growth is harder than simply speaking favorably of it" (Lewis & Baldassare, 2010, p. 235). According to Wheeler, social forces must aim to promote Smart Growth principles to move toward a sustainable urban form. Are residents of EDH amenable to promoting those principles and planning a future with sustainable urban forms in mind? A component of Smart Growth is higher density and a better-planned housing mix, which can cultivate Smart Growth in an area. However, an overriding challenge to higher density is consumer preference, as Danielsen, Lang, and Fulton mentioned. Consumers view higher density with undesirable community characteristics. Most homebuyers prefer low-density housing with desirable community characteristics such as good schools, low crime rate, and the perceived benefits of safe, quiet, and family-oriented neighborhoods. Assuming the residents of EDH chose to live in the area for those same reasons, is there any chance they would accept a future with higher density housing and a more compact urban form?

In her study conducted in Allen, Texas, Talen found that suburban residents were strongly attached to their neighborhood and were unlikely to accept criticism of their suburban lifestyle. El Dorado Hills is comparable to Allen, Texas. Both are about 20-25 miles from downtown, Dallas in Texas, and Sacramento in California. They have similar demographics. The suburban communities consist mostly of affluent residents residing in large, single-family homes on a quarter or a third of an acre in planned developments. Influenced by Talen's study, this current study explores residents' sentiment. Can EDH residents accept alternative models of

urban form, such as New Urbanism? Applying Skaburskis' suggestion, can EDH residents accept increasing suburban densities with New Urbanism design by building single-family detached homes on smaller lots?

Alexander and Tomalty concluded that land use and infrastructure are more efficient in higher density communities. They further contended that people living in lower density communities are more auto-dependent and commute longer distances to work and other destinations than those living in higher density communities. According to a 2010 study by the Center for Strategic Economic Research, 69 percent of workers in EDH commute out of the county for work. Given that Talen found time spent in the car had the most influence in terms of acceptance of New Urbanism principles, will EDH residents feel the same way?

Even if New Urbanist principles were applied to new construction in EDH, they would still result in an isolated enclave akin to Wheeler's evaluation of Orenco Station in Portland and Southworth's assessment of Laguna West in Elk Grove. It would still be the same suburban quality with a New Urbanist design. Wheeler recommended addressing growth management with a regional perspective. Likewise, Southworth suggested designers, developers, and planners must consider regional land use and transportation when designing New Urbanist communities. SACOG's Blueprint is consistent with that objective. For this study, I draw on the SACOG Blueprint as a reference and evaluate El Dorado County General Plan and El Dorado Hills Specific Plans for consistency with the Blueprint's Smart Growth principles. Derived from the studies by Alexander and Tomalty, Garde, Grant, and Wheeler, I interview planning professionals from a development company based in EDH, El Dorado County, and the City of Folsom to get an institutional perspective. Finally, influenced by Talen's, and Lewis and Baldassare's studies, I survey EDH residents to see if there is any likelihood they would accept a more sustainable urban

form for EDH. Can EDH become a sustainable suburb? The goal of this study is to contribute to a local perspective and to determine if Smart Growth principles are applicable to EDH.

Chapter 3

METHODS

Introduction

El Dorado Hills, California (EDH) embodies modern-day suburbanization, characterized by its mostly low-density housing and auto-dependent residents. Most residents commute out of the county for employment. Even daily errands require the use of automobiles. However, continued development of such sprawling communities is not economically, environmentally, or socially sustainable. It does not address reducing green house gas (GHG) emissions or reducing vehicle miles travelled (VMT) as intended by the Global Warming Solutions Act of 2006, California's Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375). Nor do they address future housing demand of the aging baby boomer and millennial generations, with their preferences for smaller housing with minimal yard maintenance and easy access to retail, recreation, and employment centers.

Suburban developments such as EDH lack connectivity, walkability, and mixed-uses, thereby requiring residents to drive more. These development patterns influence VMT through the transportation choices people make (Stern, 2008). Thus, land use decisions are a factor in reducing VMT and reducing GHG emissions. Land use and transportation policies must be linked to support that goal. The Sacramento Area Council of Governments (SACOG) Blueprint recognizes the link between land use and transportation decisions in the Sacramento region. The Blueprint's growth principles intend to improve the region's economies, environments, and quality of life.

This study examines whether it is feasible for the suburban community of El Dorado Hills (EDH) to become a sustainable and walkable suburb, thereby addressing future housing demand and the reduction of VMT. SACOG's Blueprint provides a benchmark to assess whether

current plan policies in EDH are consistent with Sustainable Communities Strategies (SCS). In addition, focus interviews with local planning professionals can provide an institutional perspective to the viability of a sustainable suburb for EDH. Lastly, EDH residents themselves can impart their views on whether a sustainable community for EDH is feasible.

This chapter contains three parts. Part 1 is an analysis of relevant policies in the El Dorado County General Plan and the six Specific Plans in El Dorado Hills. I analyzed plan policies for consistency with the SACOG Blueprint. Part 2 describes focus interviews with local planning professionals. I interviewed a Principal Planner from a development company based in EDH and a representative from the El Dorado County Planning Services Department for insight on the possibility of making EDH a sustainable suburb and the challenges that EDH would face in achieving that goal. I also interviewed the Planning Manager from the City of Folsom's Community Development Department to decipher the complexities concerning EDH and Folsom as a joint sustainable suburb. Part 3 deals with surveys conducted with a sample of EDH residents. The surveys explored whether EDH residents are amenable to compact, walkable, Smart Growth developments for the community. The methodology intends to elicit what obstacles EDH must face to attain a sustainable, walkable, smart growth suburb.

Part 1

Plan Consistency with Sustainable Communities Strategies

The plan policy analysis intended to evaluate policies in the El Dorado County General Plan and the six Specific Plans in El Dorado Hills for consistency with SACOG's Blueprint, which represents a conceptual Smart Growth policy. Determining whether policies are consistent with SACOG's Blueprint depends largely upon how consistency is defined. For the purpose of this analysis, I evaluated policies according to the following Blueprint growth principles.

Transportation Choices: Policies promote the use of different modes of transportation that encourage people to walk; ride bicycles, public transit, light rail; take the train; or carpool to encourage less automobile driving that result in less congestion and air pollution. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Address jobs and housing balance in the General Plan.
- Link land use and transportation choices.
- Locate new development, especially public facilities, in areas supported by a balanced transportation network.
- Require roadway design standards that protect pedestrians and support transit and non-automotive modes.
- Encourage public transit use by integrating multimodal use and connectivity (Park and Ride lots, transit centers, etc.).
- Plan or maintain high-occupancy vehicle (HOV) lanes.

Mixed-Use Developments: Policies promote mixed land uses, incorporating retail or commercial with residential, which create more walkable neighborhoods. Permitting stores, offices, and residences to be next to (or on top of) each other in appropriate locations allow people to work, shop, and enjoy recreation close to where they live. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Encourage mixing of uses at building, site, and neighborhood levels.
- Designate appropriate areas for mixed-use developments.
- Encourage residential uses in the downtown districts.
- Allow for home/office use in residential areas.

Compact Development: Policies promote higher density and compact building patterns, which consume less land and require less infrastructure and public service to support the community.

Compact designs also encourage walking, biking, riding public transit, and shortens auto trips. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Encourage reduced lot size and setback guidelines to encourage higher density.
- Establish minimum densities for higher density development.
- Allow for conversion of existing underutilized and/or abandoned non-residential sites into housing and/or mixed-use developments.
- Adopt reduced parking ratio requirements or establish maximums.

Housing Choice and Diversity: Policies offer a range of housing options to address diverse housing needs such as single-family detached homes of various sizes, townhomes, condominiums, apartments. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Provide opportunities for a wide range of housing types (e.g. duplexes, apartments, live/work units, and assisted living facilities).
- Allow local zoning flexibility in housing sizes (smaller dwelling units).
- Allow for accessory housing within single-family residential zoning districts.
- Encourage live/work homes by establishing zones where residents' businesses may share location with their homes.

Use of Existing Assets: Policies promote infill development, the redevelopment of underutilized properties, adaptive reuse of older structures, denser clustering of buildings in suburban office parks, and joint use of schools and parks. Such practices also help care and preserve the natural environment. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Establish an urban growth boundary.
- Locate schools and coordinate school investments to support existing neighborhoods.

- Establish regulations that support land reuse and require new urban growth to be coordinated with provision of infrastructure capacity.
- Encourage infill development with specific zoning ordinances.

Quality Design: Policies promote design details that create a sense of community and a sense of place. Designs address factors that influence the aesthetics and functionality of the neighborhood as a whole "such as the relationship to the street, setbacks, garages, sidewalks, landscaping, and right-of-way built for with complete/walkable streets" (SACOG, n.d.). The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Encourage or require the inclusion of places for interaction among residents within neighborhoods such as parks, community centers, schools, commercial areas, churches and other gathering places.
- Allow for narrow street widths to promote walkability and bicycle friendliness.
- Adopt traffic-calming measures and pedestrian-controlled traffic signals to encourage bike and pedestrian friendliness.
- Require sidewalks on both sides of the street.
- Connect sidewalks to amenities such as parks and open space.

Natural Resources Conservation: Policies promote preservation of natural resources, open spaces, and farmland. In addition, policies promote environment-friendly practices such as energy efficient design, water conservation, and stormwater management. This principle considers quality of life with clean air to breath, clean water to drink, and parks or greenbelt to enjoy for recreation. The following statements support this principle (Smart Growth Leadership Institute, 2007):

- Establish guidelines to regulate development in critical areas such as wetlands, fish and wildlife conservation areas, frequently flooded areas, and geologically hazardous areas.
- Establish open space and farmland protection programs.
- Establish guidelines for the protection of important view sheds and natural vistas.

All seven Blueprint growth principles are inter-related. As such, I assessed policies applying the Blueprint principles collectively.

El Dorado County General Plan

El Dorado County is one of 58 counties in California. The county contains El Dorado Hills and Folsom Lake to the west and extends to Lake Tahoe and the California-Nevada State Line to the east. It is approximately 1,710 square miles or close to 1.1 million acres. According to the 2010 Census, the estimated population is 181,058 from approximately 68,394 households. The racial makeup is mostly White with over 80%, Hispanic or Latino at 12.1%, Asians 3.5%, American Indian and Alaska Native 1.1%, African Americans 0.8%, and the rest self-identified as other races. The median household income is $70,000 (U.S. Census Bureau, 2010).

A majority of the El Dorado County General Plan is geared toward protecting the county's natural resource base or rural regions, which comprises over half of the land for the whole county. The Eldorado National Forest comprises approximately 57 percent, with activities "limited to timber harvesting, grazing, mining, tourism, recreation, and the production of clean water" (El Dorado County, 2004). The federal lands are exempt from local property taxes and land use regulations. The county receives funds from federal and state agencies to offset the loss of potential property tax dollars and works closely with the United States Forest Service, the Bureau of Land Management, the California Department of Forestry and Fire Protection, and the California Department of Fish and Game to manage and protect the natural resources. The

General Plan acknowledges the rural character of the county as its most valuable asset. The county aims to retain that rural character while also accommodating reasonable growth. Thus, the Plan's goal is to allow for growth within the "Community Regions" and "Rural Centers."

The land use element of the General Plan identifies EDH as a "Community Region." The land use map depicts Community Region boundaries as the established urban limit line, "demarcating where the urban and suburban land uses will be developed" (El Dorado County, 2004). The Plan permits and limits higher densities within the Community Regions with an emphasis of retaining the natural setting.

I evaluated applicable policies in the Land Use, Transportation and Circulation, Housing, Public Services and Utilities, Public Health, Safety and Noise, Conservation and Open Space, Parks and Recreation, and Economic Development elements. I did not examine the Agriculture and Forestry element because it related to the "Rural Regions" of the General Plan and not EDH as a Community Region. First, I looked at policies that pertained to EDH as a Community Region. Then I considered policies that addressed growth objectives and determined whether those policies were consistent with SACOG's Blueprint principles. I state my determination immediately after reprinting each of the policies I evaluated in Appendix B. In assessing the policies, I applied the Blueprint principles collectively. Finally, implementation of the General Plan must be applied comprehensively. Thus, I report the results of my evaluation in Chapter 4 taking into consideration the General Plan policies en masse.

El Dorado Hills Specific Plans

El Dorado Hills has six approved Specific Plans (Figure 3.1) that are subordinate to and must be consistent with the El Dorado County General Plan. The six approved Plans total approximately 9,756 acres. The other remaining acreage in EDH, approximately 21,244 acres, are not under provisions of any Specific Plans but are covered under the General Plan.

Figure 3.1 El Dorado Hills Specific Plan Areas

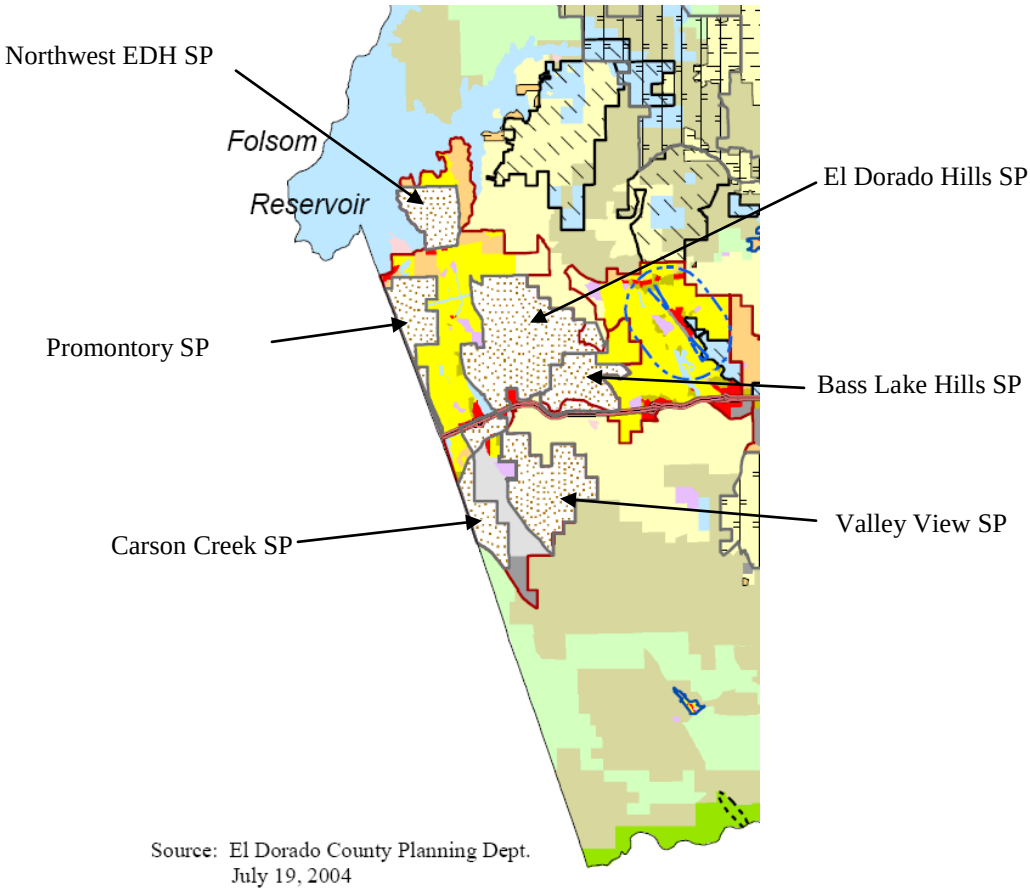


Table 3.1 summarizes the land use for the six Plans. Appendix A provides brief descriptions of each Plan.

Following the same process as the evaluation of the General Plan in the previous section, I looked at policies and elements in each of the six Specific Plans, considering those that focused on development and growth objectives. I determined whether the policies and elements were consistent with SACOG's Blueprint principles. Again, I applied the Blueprint principles collectively. I state my determination immediately after reprinting each of the policies and elements I evaluated in Appendix C. The results for each Specific Plan assessment are in Chapter 4.

Table 3.1: El Dorado Hills Specific Plans Land Use Summary							
Specific Plan	Approved by the El Dorado County Board of Supervisors	Dwelling Units Max #	Acres				
			Dwelling Units[1]	Commercial	Parks & Open Space	Other Public[2]	Total
Northwest El Dorado Hills	Jun. 2, 1987	1,933	836	24	16	40	915
El Dorado Hills	Jul. 18, 1988	6,162	2,021	328	1,191	356	3,896
Bass Lake Hills	Nov. 7, 1995	1,458	1,167	-	19	10	1,196
Carson Creek	Sep. 24, 1996	1,700	369	102	236	6	713
Valley View	Dec. 8, 1998	2,840	1,242	29	703	63	2,037
The Promontory	Sep. 29, 1999	1,100	856	3	129	11	999
[1]Includes attached and multi-family dwelling units. [2]Includes facilities for schools, fire station, sheriff's substation, water reservoir & treatment plant, and rights-of-way.							

Part 2

Professional Assessment of Sustainable Communities

Upon completion of the plan policy analysis, I interviewed a Principal Planner from a development company based in EDH and a Planner from the El Dorado County Planning Services Department. The goal was to ascertain their views on what barriers exist for EDH to realize a sustainable, walkable, smart growth suburb, and whether that is feasible. In addition, I wanted to discern whether it is possible for EDH and the City of Folsom to join forces towards a sustainable region. Likewise, I obtained the City of Folsom's point of view. I interviewed the Planning Manager from the City of Folsom Community Development Department and asked the same questions. The goal was to examine Folsom's position on sustainable, walkable, smart growth developments and whether it is feasible to coordinate with EDH.

I asked the following questions. I report the responses in Appendix D, and Chapter 4 summarizes them.

1. What are your thoughts on the applicability of New Urbanism and Smart Growth principles within El Dorado Hills/County/City?
2. (In terms of adopting the "theories" of New Urbanism and Smart Growth) How do you explain the gap between theory and practice in the design and development of new residential neighborhoods?
3. What are the challenges to getting developers on board to create or to follow Smart Growth principles?
4. Is local government supportive of New Urbanism and ideas of Smart Growth?
   - In terms of facilitating New Urbanism and Smart Growth principles, does the local government staff (planners, development staff, engineers) practice consistent objectives towards implementation?
5. What is the County/City doing (or, what can El Dorado County do) to implement strategies to achieve SACOG's Blueprint project objectives?
6. What are the challenges to implementation?
7. How does the City of Folsom affect El Dorado Hills' future for sustainable growth? Does Folsom help or hurt El Dorado Hills' ability to become a sustainable suburb? Can Folsom and El Dorado Hills join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region? What needs to happen? What are the challenges?
8. Many people say there are tradeoffs involved in land use and development issues—meaning that you have to give up some things in order to have other things. For the following, please tell me which comes closest to your views.

Should local governments work together and have a common plan for regional land use and development; or should local governments work independently where each has their own plan for local land use and development. Why?

9. People have different ideas about state land use and growth issues. Please tell me if the first statement or the second statement in the following questions comes closer to your views—even if neither is exactly right.

   (a) The state government should provide Smart Growth guidelines to local governments for local housing and land use planning, or (b) The state government should not be involved in local housing and land use planning.

Part 3

EDH Residents' Sentiment toward Sustainable, Walkable, Smart Growth Suburbs

For the last part of the methods of this study, I examined residents' sentiment toward sustainable suburbs by conducting a survey. The survey took place in EDH, located in the eastern foothills of the Sacramento Metropolitan Area, approximately 24 miles east of downtown Sacramento. EDH is approximately 48.5 square miles north and south of Highway 50 or about 31,000 acres. According to the 2010 Census, the estimated population is 42,108 from approximately 14,526 households, most of which are families with children (over 80%). The racial makeup is mostly White with over 80%, Hispanic or Latino at 9%, Asians 8.5%, African Americans 1.5%, and the rest self-identified as other races (EDH Wiki, n.d.; U.S. Census Bureau, 2010).

I attempted to contact one head of the household from 202 EDH households. Phone interviews took place on weekday nights between 7:00 and 8:00 in the evening and during weekend days between February 27 and March 31, 2012, the "survey period." To augment the phone interviews, I conducted face-to-face interviews at the entrance to the EDH library located

at the Village Green/Community Center on one of the Mondays and two Saturdays between the survey period for approximately two hours each day. Additionally, I conducted door-to-door interviews at randomly selected neighborhoods in the afternoon on two Sundays between the survey period. Phone interviews took an average of eight minutes, while face-to-face interviews at the library and door-to-door took an average of ten minutes to complete.

The survey sample pool in front of the EDH library and at their homes made up a convenience sample of 152 adult individuals. For the phone survey, I contacted 50 households chosen from the 2011 SureWest Directory for Folsom/El Dorado Hills/Placerville. I called phone numbers as many as three tries. Once I reached a household, I solicited response to survey questions from one head of the household. I informed willing respondents at the library, their homes, and over the phone, the purpose of the survey, and their participation was voluntary and confidential.

I asked sixteen questions. Seven questions pertained to background characteristics:

1. Respondent's age group.
2. Are there any children living at home and what school-age group?
3. Respondent's educational background.
4. Whether respondent's annual household income is more or less than EDH median household income of $115,000, derived from the Median household income 2006-2010, U. S. Census Bureau, American Community Survey.
5. Respondent's race or ethnicity.
6. Respondent's gender.
7. And, EDH street or village respondent resides in.

Three questions involved respondent's commute to work:

8. How many minutes did it take to commute to work.

9. Their mode of transportation; whether they drive alone, carpool, take public transit, walk, or bike to work.
10. And, their level of satisfaction with their commute.

The rest were opinion-based questions regarding housing and development. These questions were the same questions asked by the Public Policy Institute of California (PPIC) from surveys administered to a sample of California residents in 2002 and 2004. I compared the EDH results with results from the statewide survey, which I discuss in Chapter 4.

11. One question asked if price were not an issue, what are their top two important factors in choosing a house and neighborhood: 1) safety; 2) living space; 3) schools; 4) parks and open space; 5) length of commute; 6) stores and shops; 7) other; 8) don't know.

Intended to elicit attitudes toward living in neighborhoods with various characteristics of compact development, the following four questions weighed competing land use options (Lewis & Baldassare, 2010).

12. Would you choose to live in a small home with a small backyard if it means you have a short commute to work; or would you choose to live in a large home with a large backyard, even if it means you would have a long commute to work?
13. Would you choose to live in a mixed-use neighborhood where you can walk to stores, schools, and services; or would you choose to live in a residential-only neighborhood, even if it means you have to drive a car to stores, schools, and services?
14. Would you choose to live in a high-density neighborhood where it is convenient to use public transit when you travel locally; or would you choose to live in a low-

density neighborhood where you would have to drive your car when you travel locally?

15. Would you choose to live in a neighborhood where single-family homes are close together if it means you could walk to parks and outdoor recreation; or would you choose to live in a neighborhood where single-family homes are far apart, even if it means you have to drive to parks and outdoor recreation?

Whereas the four questions above are oriented toward respondents' roles as housing consumers, the following question focused on the respondents' role as citizens (Lewis & Baldassare, 2010).

16. Should local government steer growth to already developed areas of your region in order to preserve open space and encourage the use of public transit; or should local governments allow growth in undeveloped areas in your region in order to avoid high-density and traffic congestion?

I tallied answers to the questions and calculated their respective percentages from total respondents, reported in Appendix E. The results measured EDH residents' attitude and preference regarding compact and walkable developments. It intends to answer the research question on whether EDH residents are amenable to such developments, which I discuss in the next chapter.

Chapter Summary

Land use and transportation policies must be linked to support Sustainable Communities Strategies. SACOG's Blueprint growth principles provide a benchmark to assess whether existing policies align with those strategies. I evaluated relevant El Dorado County General Plan policies and relevant policies in the six El Dorado Hills Specific Plans for consistency with the Blueprint growth principles. In addition, interviews with planners from a development company,

El Dorado County, and the City of Folsom added to the assessment by providing further information to answer the following research questions:

- What are the obstacles to realizing a sustainable, walkable suburb for El Dorado Hills?
- Can El Dorado Hills and the neighboring City of Folsom join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region?
- Is a sustainable suburb applicable to El Dorado Hills?

I turned to EDH residents to resolve the question:

- Are El Dorado Hills residents amenable to a sustainable, walkable, smart growth suburb?

The next chapter will discuss the results from the plan policy analysis, interviews with planners, and surveys of EDH residents.

Chapter 4

RESULTS

Introduction

The suburb of El Dorado Hills, California (EDH) consists of mostly low-density housing and auto-dependent residents. It lacks connectivity, walkability, and mixed-uses, thereby requiring residents to drive more. Continued low-density developments are not economically, environmentally, or socially sustainable. Such developments do not address reducing green house gas (GHG) emissions or reducing vehicle miles travelled (VMT) as mandated by California's Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375). Nor do they address potential future housing demand of the aging baby boomer and millennial generations, who prefer smaller housing with minimal yard maintenance and easy access to retail, recreation, and employment centers.

This study examined whether it is feasible for the suburban community of El Dorado Hills (EDH) to become a sustainable and walkable suburb, addressing future housing demand and the reduction of VMT. SACOG's Blueprint provided a benchmark to assess whether current plan policies in EDH are consistent with Sustainable Communities Strategies. In addition, focus interviews with local planning professionals provided an institutional perspective to the viability of a sustainable suburb for EDH. Lastly, EDH residents provided their views on whether a sustainable community for EDH is feasible.

This chapter contains three parts. Part 1 is the results from analyzing relevant policies in the El Dorado County General Plan and the six Specific Plans in El Dorado Hills. I analyzed plan policies for consistency with the SACOG Blueprint. Part 2 summarizes my discussions with planning professionals in the area. I interviewed a Principal Planner from a development company based in EDH, a Planner from the El Dorado County Planning Services Department,

and the Planning Manager from the City of Folsom's Community Development Department. Part 3 shows the results from the surveys conducted with a sample of EDH residents.

Part 1

Plan Consistency with Sustainable Communities Strategies

For the first part of this study, I evaluated policies in the El Dorado County General Plan and the six Specific Plans in El Dorado Hills for consistency with the seven SACOG Blueprint growth principles: transportation choices, mixed-use developments, compact development, housing choice and diversity, use of existing assets, quality design, and natural resources conservation. I used SACOG's Blueprint as a benchmark to assess whether plan policies in EDH are consistent with Sustainable Communities Strategies, which promotes compact, mixed-use commercial and residential development that is walkable, bikable, and close to transit, jobs, schools, shopping, parks, recreation and other amenities. Such strategies address reducing VMT and GHG, goals set forth by AB 32 and SB 375.

El Dorado County General Plan

The El Dorado County General Plan's main objective is to protect the county's natural resource base or rural regions with plan policies that promote natural resources conservation thus maintaining the county's rural character. The Plan allows for growth within the Community Regions and the Rural Center. The establishment of an urban growth boundary to delineate the Community Region boundary illustrates consistency with the Blueprint. In addition, Policy 2.1.1.7 specifically states development in Community Regions will be limited, in some cases, until "adequate roadways, utilities, and other public service infrastructure become available and wildlife hazards are mitigated" (El Dorado County, 2004). The restriction demonstrates the Plan's broad consistency with Blueprint objectives. Collectively, policies in the El Dorado

County General Plan are consistent with Sustainable Communities Strategies. Table 4.1 highlights the Plan's concurrence with SACOG's Blueprint.

Table 4.1: El Dorado County General Plan Consistency Analysis with SACOG Blueprint

Principles	Consistent		Discussion
	Yes	No	
Transportation Choices	✓		Policies: encourage public transit particularly in the western portion of the county; promote different modes of transportation and construction of complete streets; and support railway access through improvements on the former Southern Pacific right-of-way and track, known as the Sacramento-Placerville Transportation Corridor (SPTC).
Mixed-Use Developments	✓		Policies allow residential use on second story commercial or retail units and permits land use patterns such as extended family support services and institutional uses in residential areas within walking or bicycling distance to employment centers.
Compact Developments	✓		Policies require new development on large tracts of undeveloped land near the rail corridor to be transit supportive with high-density uses.
Housing Choice & Diversity	✓		Policies allow accessory housing within a dwelling unit (DU). The Plan established land use regulation that allows for home/work place, occupations, businesses, and disallows CC&Rs that preclude home occupations or work-at-home activities.
Use of Existing Assets	✓		Policies encourage parks to locate adjacent to schools for joint use. In addition, the Plan established an urban growth boundary to delineate the Community Region boundary.
Quality Design	✓		Policies require roadway design standards that provide safe pedestrian use and connectivity. The Plan requires sidewalks and curbs on roads adjacent to schools or parks, throughout residential subdivisions where lots are greater than 10,000 square feet, and at commercial and research and development subdivisions.
Natural Resources Conservation	✓		Policies promote preservation of open space, wildlife habitat areas, and parks. The Plan requires mandatory-clustered development to protect critical wildlife areas and migration corridors to retain contiguous undeveloped areas.

El Dorado Hills Specific Plans

I evaluated six El Dorado Hills Specific Plans for consistency with SACOG's Blueprint principles following the same process as the evaluation of the General Plan in the previous section. An objective of each Plan was to retain the rural character of the area by purposefully committing to preservation of open space and natural resources. The terrain limited development

designs. Thus, the Plans proposed densities accommodated the terrain, with steep slopes in some areas. I summarize my assessment for each of the Plans in the tables below.

The Northwest El Dorado Hills Specific Plan entitled development of 915 acres. The Plan is inconsistent with the Blueprint. Though the Plan area tries to address bicycle and pedestrian circulation, the Plan encourages use of culs-de-sac, which limits connectivity. In addition, some neighborhoods are gated, which limits connectivity as well. Table 4.2 summarizes the consistency analysis.

Table 4.2: Northwest El Dorado Hills Specific Plan Consistency Analysis with SACOG Blueprint

Principles	Consistent		Discussion
	Yes	No	
Transportation Choices and Quality Design	✓		The Plan required local streets, culs-de-sac, and collector streets to be designed with adequate road widths to provide bicycle and pedestrian circulation. The Plan also included a park and ride facility close to the commercial center.
Mixed-Use Developments		✓	The Plan designated commercial land use on 24 acres, only 2.6% of the Plan area. Transitional land uses were required to separate differing residential areas from the commercial area, which precluded any mixed-use developments.
Compact Developments and Housing Choice & Diversity		✓	The Plan contained 1,700 large lot single-family DUs (with a density of 3-5 DUs to an acre) on 812 acres, 88.7% of the Plan area. Multi-family land use (with a density of 12-20 DUs to an acre) was on 24 acres, only 2.7% of the Plan area. The Plan does not represent compact development nor does it provide for other housing choices or diversity.
Use of Existing Assets			N/A
Natural Resources Conservation	✓		The Plan promoted preservation and protection of open space and native trees with 30 acres designated for parks, open space, and landscaped corridor.

The El Dorado Hills Specific Plan entitled development of close to 4,000 acres. Overall, the Plan is consistent with natural resources conservation, transportation choices, and quality of design. However, there are limited housing choices and diversity nor mixed-use developments. In addition, the design for the Plan area provided a full range of facilities and services necessary

for a self-contained community, which detracts from connectivity with other neighborhoods. Table 4.3 summarizes the consistency analysis.

Table 4.3: El Dorado Hills Specific Plan Consistency Analysis with SACOG Blueprint

Principles	Consistent		Discussion
	Yes	No	
Transportation Choices	✓		The Plan: required major arterial streets to accommodate local public transit with bus turnouts provided near village entrances; and reserved space for a park and ride lot near the intersection of Highway 50 and Silva Valley Parkway.
Mixed-Use Developments		✓	The Plan protected major commercial activities from non-complementary competing land uses, which preclude mixed-use developments.
Compact Developments And Housing Choice & Diversity		✓	The Plan contemplated 6,162 DUs on 2,021 acres in three major neighborhoods: the North Uplands Golf Course with an average density of 2.38 DU per acre; the South Uplands Golf Course with an average density of 3.37 DU per acre; and the Valley Floor with an average of 3.67 DU per acre. Though the Plan densities are a bit higher than some areas in EDH, 51.8% of the Plan area is mostly single-family detached residences. The Plan lacks more small lot and attached housing, which equates to compact land use patterns.
Use of Existing Assets			N/A
Quality Design	✓		The Plan requires sidewalks, paths, and trails for pedestrian and bicycles along major arterial streets, which links schools and parks. In addition, the Village Green/Community Center provides the community an outdoor and indoor public gathering place and serves as the focal point of the community.
Natural Resources Conservation	✓		The Plan area consists of 821 acres, 21.1%, for open space. The golf course, on 370 acres or 9.5% of the Plan area, adds additional open space. In addition, the Plan promoted environment-friendly practices by requiring golf courses to adopt water conservation measures. Design elements considered solar orientation, shade control, wind management, and solar access.

The Bass Lake Hills Specific Plan entitled development of approximately 1,196 acres. Much of the Plan area consists of rolling hills visible from Highway 50. The Plan area also contains oak woodland and savannah, wetlands, intermittent streams, a riparian corridor, two stock ponds, and seven prehistoric and historic resource sites. The terrain in the Plan area dictated the development. Though the Plan stipulated clustering development, retained most of

the natural landscape, and provided options for transportation choices, it does not represent compact and walkable developments. Table 4.4 summarizes the consistency analysis.

Table 4.4: Bass Lake Hills Specific Plan Consistency Analysis with SACOG Blueprint

Principles	Consistent		Discussion
	Yes	No	
Transportation Choices	✓		The Plan incorporated bicycle lanes and pedestrian pathways, and a park and ride lot on the east side of Bass Lake Road near Highway 50.
Mixed-Use Developments		✓	The Plan does not include any commercial uses, or any mixed-uses.
Compact Developments		✓	Village densities ranged from 1 DU per 5 acres to 4 DU per acre, the maximum density. Average density was 1.25 DU per acre.
Housing Choice & Diversity		✓	The Plan accommodated a maximum of 1,458 single-family detached residences on 1,167 acres, 97.5% of Plan area. There were no provisions for other types of housing such as attached or multi-family units.
Use of Existing Assets			N/A
Quality Design	✓		The Plan incorporated the natural resources as open space within residential area and required parks and open space be linked to pedestrian and bicycle pathways. The park and ride lot doubles as a parking area for a trail system. Moreover, El Dorado County Transit and school buses can jointly use the bus stop at Bass Lake Road.
Natural Resources Conservation	✓		The Plan directed numerous conservation policies. It specified water conservation standards; designed stormwater drainage areas to follow natural channels and parks to serve dual purpose as a recreation function and for mitigation; located detention basins in open space areas. Standards were adopted to protect cultural resource protection, agricultural land protection, wetland and intermittent streams and drainages, woodland habitat and oak trees, and view sheds.

The Carson Creek Specific Plan entitled development of a little over 710 acres. Overall, the Plan created a walkable community and preservation of natural resources, consistent to Blueprint objectives. However, the community is gated so exclusivity preempts connectivity to other neighborhoods within EDH. In addition, the Plan encourages use of culs-de-sac, which limits connectivity as well. Table 4.5 summarizes the consistency analysis.

Table 4.5: Carson Creek Specific Plan Consistency Analysis with SACOG Blueprint			
Principles	Consistent		Discussion
	Yes	No	
Transportation Choices	✓		The Plan designed major collector streets to accommodate bicycle lanes and pedestrian paths.
Mixed-Use Developments		✓	Mixed-uses not addressed in the Plan.
Compact Developments		✓	The Plan designated 369 acres or 51.7% of the Plan area for single-family detached dwellings. With a maximum of 1,700 DUs, densities in the Plan area are higher than some neighborhoods in EDH. However, the Plan lacks attached or mixed-use units that represent more compact land use.
Housing Choice & Diversity		✓	The only housing choice specified in the Plan is single-family detached units.
Use of Existing Assets			N/A
Quality Design	✓		Residential street design included pedestrian paths for residents to walk to parks, retail centers, and jobs. A parkway trail system provides pedestrian connections from residential areas to parks, schools, and commercial area.
Natural Resources Conservation	✓		The Plan designated close to 200 acres for open space or 27.9% of the Plan area, plus 37 acres for parks or 5.2%. Open Space intended as natural and enhanced habitat provides opportunities for preservation and enhancement of wildlife and wetlands.

The Valley View Specific Plan entitled development of approximately 2,037 acres. Overall, the Plan accommodated natural resources conservation and stressed a mix of housing types and densities that intended to address the change in housing preferences. However, over half of the plan is inconsistent with compact developments, and only a little over 10% is for higher density development. Table 4.6 summarizes the consistency analysis.

Table 4.6: Valley View Specific Plan Consistency Analysis with SACOG Blueprint			
Principles	Consistent		Discussion
	Yes	No	
Transportation Choices		✓	The Plan has limited pedestrian and bicycle pathways. The terrain dictated road design within the Plan. Roads are mostly culs-de-sac with sidewalks not required in Estate Residential neighborhoods, 50.4% of the Plan area. The only required sidewalks are for roads close to schools and parks. The El Dorado County Transit is the transit service provider for the area. However, ridership is low. "Future improvements to the system may bring fixed route shuttle routes in EDH at such time as the service may be commercially viable" (El Dorado County, 1998).
Mixed-Use Developments	✓		A Village Center accommodates mixed-use with the possibility of multi-family residential dwellings with retail, service, or professional offices.
Compact Developments		✓	About half of the plan area is mostly low-density. Higher density developments, such as single-family detached residences on smaller lots and attached residences such as halfplexes, condominiums, townhomes, and multi-family units, only make up 12% of the Plan area.
Housing Choice & Diversity		✓	The Plan stressed a mix of housing types and densities that intended to address the change in housing preferences. However, most of the residences on approximately 1,026 acres or 50.3% of the Plan area are for single-family detached residences that range in densities from 0.25 to 2 DUs per acre.
Use of Existing Assets			N/A
Quality Design		✓	The Plan located the Village Center at the western entrance to the community, which is not centrally located or walking distance to most of the neighborhoods. Additionally, road design limited sidewalks and bicycle pathways (see Transportation Choices).
Natural Resources Conservation	✓		The Plan designated 617 acres or 30.3% of the Plan area for open space, strictly for passive recreation as buffers and for environmentally sensitive natural areas intended for protection, such as wetlands. The Plan specified an additional 86 acres, or 4.2% of the Plan area, as multi-use open space areas for active and passive recreation as well as for drainage, water storage, and stormwater detention.

The Promontory Specific Plan entitled development of close to 1,000 acres, mostly residential units that offer a variety of housing choices. In general, the Plan tries to promote housing choice and diversity. However, it does not support compact development. Additionally, limited sidewalks constrain walkability within the Plan area. Table 4.7 summarizes the consistency analysis.

Table 4.7: The Promontory Specific Plan Consistency Analysis with SACOG Blueprint			
Principles	Consistent		Discussion
	Yes	No	
Transportation Choices		✓	The Plan maintained the semi-rural character of the area by reducing road widths and limiting the use of sidewalks. While narrow road widths promote walkability and bicycle friendliness, limiting construction of sidewalks somewhat negates walkability. There are some pedestrian path and bicycle lanes planned for major arterial road. However, other publicly and privately owned residential streets depending on location will not have sidewalks.
Mixed-Use Developments	✓		The Village Center area addresses horizontal mixed-uses by including higher density residences with commercial and retail spaces as well as a community park.
Compact Developments		✓	The Plan designated 829 acres or 82.9% of the Plan area, for medium lot to hillside large lot single-family detached dwellings with an average density 1.16 DU. The Plan allotted higher densities at the Village Center. However, the 44-acre Village Center encompasses only 4.4% of the Plan area.
Housing Choice & Diversity	✓		The Plan offers a variety of housing choices with merchant built homes on production-sized lots and semi-custom or custom homes on lots up to 2 acres. The Plan also accommodates higher density homes such as medium lot single-family detached dwellings, multifamily dwellings, and small lot single-family attached and detached dwellings.
Use of Existing Assets			N/A
Quality Design	✓		The Village Center area provides a sense of place where the community can gather. It includes a community park and 3 acres for commercial and office space, with residences close by.
Natural Resources Conservation	✓		Open space, planned on 101 acres, will protect natural resources, maintain steep slopes in their natural state, and provide recreational opportunities. The Plan protects the natural terrain, preserves oak trees, and minimizes visual impact of development.

The results of my analysis show that the El Dorado County General Plan is consistent with Sustainable Communities Strategies. The six El Dorado Hills Specific Plans demonstrates the intent to preserve the rural character of the area through natural resource conservation. However, most of the Specific Plans had limited housing choices and diversity. Lack of attached or multi-family dwelling units and mixed-uses precluded compact development. Thus, the Specific Plans did not represent Sustainable Communities Strategies. In the next part of this

study, I had an opportunity to meet with local planners to discuss General Plans and Specific Plans further.

Part 2

Professional Assessment of Sustainable Communities

For the second part of this study, I interviewed a private sector planner who works for a local developer and two public sector planning professionals. On April 9, 2012, I interviewed Andrea Howard, Principal Planner with Parker Development, a development company based in EDH. On the same day, I separately interviewed a Planner from the El Dorado County Planning Services Department. They provided their perspective on the challenges EDH face in order to achieve a sustainable, smart growth suburb, and the likelihood of such an outcome. I also interviewed Scott A. Johnson, Planning Manager with the City of Folsom Community Development Department on April 16, 2012. He shared some insights on how the City views sustainable planning practices and what they are doing to address SACOG's Blueprint guidelines. Detail responses to the interview questions are in Appendix D. I summarize those findings below.

The common theme from the interviews is that market demand drives what developers build. Financing dictates production. The biggest challenge with getting developers in EDH to build according to Smart Growth principles is consumer demand. Most buyers in EDH are attracted to the semi-rural, suburban setting. They are less interested in compact designs. In addition, a majority of existing residents renounce higher density developments. The applicability of Smart Growth or New Urbanism principles within EDH depends highly on the buyers' and existing residents' acceptance of those types of products. If market demand for such products materializes, there is potential for those types of developments along the valley floor, where existing infrastructure is in place and walkability is conceivable. EDH topography is a

consideration for walkability and connectivity. Public transit, bicycle lanes, and pedestrian paths are feasible along EDH Boulevard. Andrea Howard added that integrating a range of land uses in close proximity to each other instead of separating those uses as has been traditionally practiced is fundamental to making such projects viable.

The City of Folsom's Planning Manager Scott A. Johnson stated that there is no mechanism to induce or compel developers to build Smart Growth projects. The General Plan does not require it. New Urbanism and Smart Growth principles are not a requirement in design and development of new residential communities. Yet, the City supports Smart Growth projects. The Folsom Plan Area Specific Plan contains development based on principles of Smart Growth and Transit Oriented Developments (TOD). However, the costs associated with building such projects can potentially make it difficult to develop.

In terms of local government support for New Urbanism and Smart Growth principles, the County Planner pointed out that the El Dorado County Board of Supervisors approved a General Plan Amendment to change regulation for mixed-use developments on December 10, 2009. The amendment addressed allowing horizontal mixed-uses, commercial in front (such as storefronts) and residential in the back (such as cottages). Developers were the primary proponents of amending the General Plan. Yet, no developers have submitted any applications to utilize the amendment. Financing mixed-use developments is very difficult. In addition, the recent real estate market collapse impeded demand for such products. If it materialized, according to Andrea Howard, "Mixed-use developments will go a long way in protecting the agricultural operations further east, which is a fundamental goal of the General Plan and what gives El Dorado [County] its character."

To address SACOG's Blueprint guidelines, the County Planner stated that the county meets the minimum General Plan requirement. The General Plan is for a 25-30 year cycle.

Comprehensive application of Plan policies are balanced with competing economic, social, and environmental issues. Thus, decision makers may weigh a particular project's benefits to the community with its consistency to the General Plan as a whole. Ultimately, the Board of Supervisors determines a project's merit by consistency with all General Plan elements and land use map, not necessarily by individual policies. The county's biggest challenge to implementing the Blueprint is its mostly rural land. Topography and lack of infrastructure are primary impediments. In most cases, the developers build the infrastructure. However, when costs exceed the benefits or potential profits, developers do not construct projects and related infrastructure. Thus, the project stalls. Andrea Howard conveyed that outdated zoning codes and subdivision designs based on already approved Specific Plans preclude more compact, mixed-use developments. Most of the adopted Specific Plans that dictate current development activities are 15-20 plus years old. At the time of approval, the Board of Supervisors, county planners, and developers did not fully recognize or consider the benefits of mixed-use developments. For example, the EDH Specific Plan restricts residential density to a maximum seven dwelling units to an acre. The intention at the time of adoption was to preserve some of the rural character in EDH. Amending existing Plans is a considerable task requiring new environmental analysis and potentially re-opening the associated Development Agreement. Without consumer demand for such products, developers are reluctant to "re-entitle existing project approvals." Lastly, EDH lacks diverse housing choices and public transit to be consistent with Blueprint objectives. A majority of housing planned and built in EDH are single-family large lots. Most residents drive their automobiles to get around. There is no public transit service within EDH.

The City of Folsom promotes SACOG's Blueprint principles. Besides the Sphere of Influence project south of Highway 50, the City applied for a grant to update the General Plan to address more sustainability measures. The City also applied for a grant from Caltrans for the

construction of a "complete street" on East Bidwell. As evidenced in the Folsom Plan Area Specific Plan, the City encourages TODs. In March 2012, the City passed a mixed-use ordinance. Lastly, the City Planning Department is considering the adoption of form-based codes. The City has embraced sustainability. It is their philosophy and practice. Their biggest challenge is funding.

Concerning local governments working together to have a common plan for regional land use and development, there is a consensus that there is value with working together. Consistency between land use designations so that developments are integrated is an ideal goal. According to the County Planner however, state funding structure makes it hard for local officials to implement those goals. Local jurisdictions have to battle for state funding. Scott A. Johnson shared similar acumen and added that jurisdictions usually come together when issues arise.

Differing jurisdictions makes it difficult for EDH and Folsom to work together. Four different Boards (Folsom City Council, Sacramento County Board of Supervisors, El Dorado County Board of Supervisors, and Rancho Cordova City Council) must agree. Folsom and EDH have different political environments and different philosophies. For the most part, most Folsom residents have been tolerant of new developments. On the other hand, some EDH or county residents evoke a different philosophy. Sales tax base from retail activities also differ. According to Andrea Howard, "Folsom has developed a much stronger retail presence than El Dorado County." County residents frequently shop at Folsom stores. This practice equates to lost sales tax revenue for El Dorado County. She adds, "During these economic times where general fund revenues are essential, jurisdictions may be hesitant to partner with others if it means they might lose out on funds." The County Planner suggests that perhaps Folsom and EDH can set-up a Joint Powers Authority (JPA). However, the main issue with that is how to go about revenue sharing? Which jurisdictions will get what?

In terms of the state government providing Smart Growth guidelines to local governments for local housing and land use planning, AB 32 and SB 375 is already an example that the state is involved in land use planning. The state mandates environmental controls. In addition, SACOG as the metropolitan planning organization for the Sacramento region assumes that role by providing population growth forecasts and transportation grants. SACOG is responsible for long-range transportation planning, the Metropolitan Transportation Plan (MTP). SACOG receives state and federal transportation funds and allocates those funds to specific projects. The MTP must include those projects if a city, county, or public agency within SACOG region intends to use any of the transportation funds. Thus, SACOG influences local housing and land use planning.

The findings from the interviews pointed out significant challenges in attaining a sustainable suburb for EDH. The next part of the study will discuss a sample EDH residents' point of view.

Part 3

EDH Residents' Sentiment toward Sustainable, Walkable, Smart Growth Suburbs

For the last part of this study, I conducted a survey of EDH households to find out if residents would be amenable to a walkable, sustainable, and smart growth suburb. Survey questions and results are in Appendix E. Out of a sample size of 202, I successfully interviewed 73 survey respondents, a 36% response rate. Of the 50 telephone numbers I called (some as often as three times), 21 participated in my survey. I randomly canvassed neighborhoods and knocked on 68 homes, of which 20 were willing to answer the survey questions. Lastly, I conducted interviews in front of the EDH library. Out of 84 individuals I solicited, 32 agreed to the interview. I eliminated three responses from the interviews in front of the library because they

were not EDH residents. Table 4.8 lists the demographic and socioeconomic characteristics of the respondents.

Table 4.8: Demographic and Socioeconomic Characteristics of Survey Respondents

Characteristics	Survey Respondents		2010 Census EDH CDP[1]
	Frequency	Percent	
Age			
<18-26	0	0%	35%
27-40	10	14%	13%
41-50	24	34%	19%
51-60	17	24%	16%
> 60/no response	19	27%	16%
Children living at home[2]			
Elementary or preschool age	20	29%	60%
Middle or high school age	17	24%	20%
College	9	13%	19%
None[3]	34	49%	17%
Education			
High school diploma	1	1%	13%
Some college/associate (2 yr.) degree	11	16%	33%
Bachelor's	31	44%	34%
Master's or professional degree	27	39%	18%
No response[4]	0	0%	2%
Annual income[5]			
> $115,000	31	44%	
< $115,000	20	29%	
= $115,000	10	14%	
No response	9	13%	
Race/ethnicity			
Caucasian	44	63%	77%
Hispanic or Latino	3	4%	9%
Asian	9	13%	8%
African American	2	3%	1%
Mixed Race	7	10%	3%
Other	5	7%	1%
No response	0	0%	-
Gender			
Male	35	50%	49%
Female	35	50%	51%

[1]CDP = Census Designated Place.
[2]Includes multiple children in a household.
[3]2010 Census: 2,421 out of 14,526 total households have no children.
[4]2010 Census: 1.0% < 9th Grade and 1.3% = 9th to 12th Grade w/no diploma.
[5]2010 Census: 41% < $100,000 and 59% > $100,000 (with 33% > $150,000).

A majority of the respondents were between 41 to 50 years old with at least a bachelor's degree and an annual household income in excess of the $115,000 median in EDH. The racial makeup is mostly White with 63%, Hispanic or Latino at 4%, Asians 13%, African Americans 3%, Mixed Race 10%, and other at 7%. A majority interviewed did not have school-aged children living at home, though there were 29% who had elementary or preschool aged children, 24% middle or high school age, and 13% had college-aged children still living at home. I was able to have an even mix of genders, though the three eliminated were females. Derived from EDH village or street provided, Table 4.9 shows the relative Specific Plans respondents reside.

Table 4.9: EDH Specific Plans of Survey Respondents

Specific Plans	Frequency	Percent
Northwest EDH	25	36%
El Dorado Hills	10	14%
Bass Lake Hills	3	4%
Carson Creek	2	3%
Valley View	2	3%
The Promontory	2	3%
None	26	37%

I asked employed respondents about their commute to work. I was surprised to see that the results showed a plurality, 34% commute between 0-14 minutes. However, this relative majority could be because many respondents worked at home. The number does not include those who are retired or not working. Commuters between 15-29 minutes made up 28%, and 26% made up commuters between 30-44 minutes. A staggering 91% drive alone, compared to respondents to the PPIC Statewide Survey in 2002, 75% drive alone, 11% carpool, 6% use public bus or transit, and 5% walk or ride a bicycle. PPIC asked the same question in 2011. Driving alone dropped by 5%, which increased carpool and public bus or transit use. Table 4.10 depicts those results.

Table 4.10: How do you usually commute to work?	EDH 2012	PPIC Statewide Survey	
		2002	2011
Drive alone	91%	75%	70%
Carpool	2%	11%	12%
Public bus or transit	3%	6%	8%
Walking and bicycle	0%	5%	5%
Other	4%	3%	4%

Regarding satisfaction with their commute to work, 49% were very satisfied, 25% were somewhat satisfied, 15% somewhat dissatisfied, and 4% very dissatisfied. I believe that satisfaction is related to the relatively minor commute times reported.

When asked what were the top two things that mattered most when choosing a house or a neighborhood, safety was number one with schools emerged as the second. Table 4.11 shows those results. The results are closely aligned with the statewide survey.

Table 4.11: Top two values in choosing a house and neighborhood	EDH 2012	PPIC Statewide Survey 2002	EDH 2012	PPIC Statewide Survey 2002
	First Mention		Second Mention	
Safety	46%	37%	14%	22%
Living space	9%	20%	19%	15%
Schools	26%	16%	23%	21%
Parks and open space	9%	9%	20%	13%
Length of commute	1%	9%	6%	14%
Stores and shops	4%	4%	9%	13%
Other	4%	2%	7%	2%
Don't know	1%	3%	3%	0%

Intended to elicit attitudes toward living in neighborhoods with various characteristics of compact development, the following four questions weighed competing land use options (Lewis & Baldassare, 2010).

1. Would you choose to live in a small home with a small backyard if it means you have a short commute to work, or would you choose to live in a large home with a large

backyard, even if it means you would have a long commute to work? Though the respondents in EDH showed they are somewhat split on this tradeoff, the results differ slightly from the statewide survey wherein the majority showed preference for small homes and short commutes.

Table 4.12: Home size and commute to work Blueprint Principles: compact developments and housing choice & diversity.	EDH 2012	PPIC Statewide Survey 2004
Small home with a small backyard if it means you have a short commute to work.	43%	53%
Large home with a large backyard even if it means you would have a long commute to work.	46%	42%
Don't know.	11%	5%

2. Would you choose to live in a high-density neighborhood where it is convenient to use public transit when you travel locally, or would you choose to live in a low-density neighborhood where you would have to drive your car when you travel locally? A majority of EDH respondents showed the same preference for low-density neighborhood as the statewide respondents.

Table 4.13: Neighborhood density and transit options Blueprint Principles: compact development and transportation choices.	EDH 2012	PPIC Statewide Survey 2004
High-density neighborhood where it is convenient to use public transit to commute and travel locally.	19%	26%
Low-density neighborhood even if it means you would have to drive a car to commute and travel locally.	77%	70%
Don't know.	4%	4%

3. Would you choose to live in a mixed-use neighborhood where you can walk to stores, schools, and services, or would you choose to live in a residential-only neighborhood, even if it means you have to drive a car to stores, schools, and services? A majority

of EDH respondents prefer residential only neighborhood and do not mind driving to fulfill their daily errands.

Table 4.14: Neighborhood type and walk vs. drive Blueprint Principles: mixed-use developments, transportation choices, and housing choice & diversity.	EDH 2012	PPIC Statewide Survey 2004
Mixed-use neighborhood where you can walk to stores, schools, and services.	41%	48%
Residential-only neighborhood even if it means you would have to drive a car to stores, schools, and services.	59%	49%
Don't know.	0%	3%

4. Would you choose to live in a neighborhood where single-family homes are close together if it means you could walk to parks and outdoor recreation or would you choose to live in a neighborhood where single-family homes are far apart, even if it means you have to drive to parks and outdoor recreation? Like respondents to the statewide survey, respondents in EDH were divided on this tradeoff.

Table 4.15: Lot size and walk vs. drive Blueprint Principles: quality of design, transportation choices, and compact development.	EDH 2012	PPIC Statewide Survey 2004
Neighborhood where single-family homes are close together if it means you could walk to parks and outdoor recreation.	47%	47%
Neighborhood where single-family homes are far apart even if it means you would have to drive a car to parks and outdoor recreation.	50%	49%
Don't know.	3%	4%

Whereas the four questions above are oriented toward respondents' roles as housing consumers, the following question focused on the respondents' role as citizens (Lewis & Baldassare, 2010).

5. Should local government steer growth to already developed areas of your region in order to preserve open space and encourage the use of public transit; or, local

governments should allow growth in undeveloped areas in your region in order to avoid high-density and traffic congestion? A majority of EDH respondents are for preserving open space, encouraging public transit, and limiting growth to already developed areas.

Table 4.16: Local government influence on growth Blueprint Principles: use of existing assets, different modes of transportation, and natural resources conservation.	EDH 2012	PPIC Statewide Survey 2002
Local governments should steer growth to already developed areas in the region to preserve open space and encourage the use of public transit.	54%	50%
Local governments should allow growth in undeveloped areas in the region to avoid high-density and traffic congestion.	24%	44%
Don't know.	21%	6%

The predominant consumer preference in EDH is low-density, drivable suburban. EDH residents favor large homes with large backyards in residential only neighborhoods that are far apart from each other. They do not mind long commutes and having to drive a car locally to stores, schools, and services. However, a majority want to steer growth to already developed areas in the region to preserve open space and encourage the use of public transit.

Chapter Summary

This chapter reports the results from plan policy analysis, focus interviews with local Planners, and surveys of a sample of EDH residents. I analyzed relevant El Dorado County General Plan policies and relevant policies in the six El Dorado Hills Specific Plans using SACOG's Blueprint growth principles as a benchmark for consistency with Sustainable Communities Strategies. The results showed that the El Dorado County General Plan addressed those strategies. Though the six El Dorado Hills Specific Plans supported some of the Blueprint principles, the Plans did not clearly illustrate consistency with the Blueprint principles nor

represent Sustainable Communities Strategies. Focus interviews with planning professionals in the area showed significant challenges EDH face to become a sustainable suburb. In addition, EDH and the City of Folsom working together towards a common plan for regional land use and development is an ideal goal. Yet, achieving that goal is very complex and difficult. Lastly, the surveys with a sample of EDH residents validated what the local planners affirmed, that EDH residents prefer low-density developments and accept having to drive to destinations. In the next chapter, I reflect on the results from this chapter and address the implications.

Chapter 5

CONCLUSION

Introduction

This study explored the possibility of a vision of creating a sustainable suburb for El Dorado Hills (EDH), an unincorporated suburban community in El Dorado County. EDH and the county must conform to California's Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which mandate reducing green house gas (GHG) emissions and vehicle miles traveled (VMT). In addition, changes in demographics and consumer behavior will drive future real estate development patterns. The aging baby boomers and the millennial generation will demand more compact, walkable neighborhoods. EDH must become more sustainable to meet the demands of the future. The challenge is how to accommodate growth befitting a sustainable and walkable suburb, making sensible use of the resources and using Smart Growth principles. Sustainability does not call for stopping growth in EDH. The objective is to guide growth with a vision to lead development towards an economically, environmentally, and socially sustainable community. However, is it feasible for EDH? Can EDH become a sustainable, walkable, smart growth suburb?

In Chapter 1, I presented a brief history of suburbanization and of EDH. The unintended consequence of current land use practices resulted in unwanted sprawl. I cited Smart Growth and New Urbanism as principles that could mitigate sprawl, which are more compatible with sustainable developments and livable communities. I also introduced research questions guiding this study. In Chapter 2, I reviewed literature related to sustainable developments to provide insight in dealing with those research questions I introduced. Influenced by the literature reviewed, I outlined the methods I applied towards resolving the research questions in Chapter 3. Chapter 4 discussed the results from those methods.

In this chapter, I present a summary of those findings to facilitate resolving the research questions. I first present the obstacles to realizing a sustainable suburb for EDH and their implications. Next, I discuss regional considerations between EDH and the City of Folsom. I then discuss the applicability of a sustainable suburb for EDH based on the results of this study and provide some recommendations to advance Smart Growth. For the remainder of the chapter, I suggest prospects for future research and impart my concluding remarks.

Research Questions Examined

Summary of Findings, Implications, and Recommendations

What are the obstacles to realizing a sustainable walkable suburb for El Dorado Hills?

EDH faces numerous obstacles to become a sustainable walkable suburb. I reflect on core challenges below and pose their implications.

Consumer demand or preference: Danielsen, Lang, and Fulton (1999) found that suburban residents prefer low-density housing, which they relate to positive community features such as good schools and low crime. Indeed, the results of my survey showed EDH residents prefer low-density developments and consider safety and schools as the top two values that mattered most in choosing a house and neighborhood. However, residents of low-density neighborhoods are auto-dependent and commute long distances to work and other destinations, unlike those in higher density. Higher density developments with mixed land uses offer the greatest promise to lowering GHG and VMT. Adding density and mixed-use developments in appropriate places can create more housing choices and diversity. Moreover, allowing such development to occur and cluster in certain identified areas will support preservation of other areas in EDH and the county, keeping its rural character, the main objective of the General Plan and EDH Specific Plans.

Lack of diverse housing choices and public transit: A majority of housing planned and built in EDH are single-family in large lots. In his book, *The Option of Urbanism: Investing in a New*

American Dream, Leinberger (2009) makes it clear that Americans have only been exposed to drivable suburban developments, which EDH can be characterized. There are few options other than single-family dwellings in low-density neighborhoods. Indeed, most of the Plans I reviewed lack housing choices. However, low-density drivable suburban residents depend on their automobiles. A huge majority, 91%, of residents I surveyed drive their cars alone to commute to work. Public transit service is not available within EDH. However, according to an Urban Land Institute Real Estate Summit at the Spring Council Forum in Boston held on May 1, 2010, changes in demographics and consumer behavior will drive future housing demand towards easily accessible and walkable suburbs (Riggs, 2010). In a recent *Reuters* article, "America's Generation Y not driven to drive" Zabarenko (2012) noted that driving was no longer a necessity to many millennials. She cited the federal government's National Household Travel Survey, which found that the annual VMT by people ages 16-34 dropped 23 percent from 2001 to 2009. The survey also found that the millennial generation tends to ride bicycles and public transit. This observable account supports my earlier discussion in Chapter 1 that the millennial generation will demand housing accessible by public transit or in walkable neighborhoods. Yet, most regulations strongly favor automobile-oriented development patterns with wide roads, lack of transportation alternatives, and discourage transit-friendly, multi-modal, mixed-use, and compact development patterns. Lack of diverse housing choices and public transit may deter the millennial in addition to the aging baby boomer generations from buying in EDH. They may not choose to live in big homes with big back yards. Changes in demographics and consumer preference may make EDH homes obsolete resulting in oversupply of the drivable suburban home. That oversupply may cause decline in values and appeal, making EDH less desirable.

Current land use regulations: Integrating land uses as in mixed-use developments will allow jobs and retail to be closer to residences encouraging walkability thus reducing VMT. However,

current Plans in EDH require separating residential areas from commercial areas, which preclude any mixed-use. Outdated zoning codes and subdivision designs based on already approved Specific Plans preclude compact, mixed-use developments. Adopted Specific Plans in EDH did not fully consider the benefits of mixed-use developments. Revising existing Plans would require new environmental analysis and re-opening Development Agreements, which could be costly.

Financing/cost constraints: According to local planners interviewed and literature reviewed, financing dictates production or development. Mixed-use developments involve complex designs, which make standardization impractical. Its relative complexity makes it riskier than conventional suburban developments, which influences financing. In addition, its non-standard design can result in additional costs associated to building and securing permits, adding to the difficulty of development.

Topography/terrain: Topography is a primary impediment for walkable developments in EDH. Most residents are not beguiled to walk steep slopes such as Serrano Parkway to go to the grocery store or the Raley's center, for example. Additionally, the County Planner mentioned that the county lack infrastructure in some areas because of terrain and environmentally sensitive areas. In most cases, developers must build the infrastructure. However, when costs exceed the benefits or potential profits, developers do not construct projects and related infrastructure. This circumstance relates to financial constraints.

Lack of walkability, connectivity, and regional mobility: Not all areas in EDH have steep slopes. There are neighborhoods that can be walkable. However, sidewalks are limited and not always mandatory. The El Dorado County General Plan requires sidewalks and curbs throughout residential subdivisions where any residential lot or parcel size is 10,000 square feet or less. However, some EDH residential lots are greater than 10,000 square feet. In addition, most residential roads are culs-de-sac, which limit connectivity. In terms of regional mobility, four

major routes connect EDH with the City of Folsom. Automobile drivers and cyclists can connect via Green Valley Road, Sophia Parkway, and White Rock Road. Although, I do not recommend cycling White Rock Road, which is quite dangerous with cars traveling as fast or faster than freeway speeds on a narrow country road. Highway 50 is accessible only by automobile. There is no public transit service available between the two destinations, nor is it walkable. I discuss regional considerations further in the next section.

Can El Dorado Hills and the neighboring City of Folsom join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region?

In his 2003 study, Wheeler stated that future sustainable urban form is likely to have a regional perspective towards compact, contiguous, and connected developments. There is a consensus among the planners I interviewed that there is value with the City of Folsom and EDH working together toward regional sustainability. Consistency between land use designations so that developments are integrated is an ideal goal. However, the local police power of land uses is mutually exclusive in California, which poses significant challenges to overcome. I enumerate some of those challenges below.

Different jurisdictions, different sets of elected officials: "'Home rule' powers are among the most vigorously defended of any authorities entrusted to local governments" (Downs, 2005, p. 369). Differing jurisdictions make consensus difficult. For this region, four different Boards along with their constituents must agree with every decision. In addition, Folsom and EDH have different political structures. Folsom is a city in Sacramento County. EDH is an unincorporated community in El Dorado County.

Funding sources: Local jurisdictions have to battle for state funding. In the region, SACOG is responsible for long-range transportation planning, the Metropolitan Transportation Plan (MTP). SACOG receives state and federal transportation funds and allocates those funds to specific

projects. The MTP must include those projects if a city, county, or public agency within SACOG region intends to use any of the transportation funds. Local jurisdictions compete to have their projects included.

Another source of funding is the sales tax base from retail activities. Retail activities in Folsom and EDH differ. According to Andrea Howard, Principal Planner with Parker Development, "Folsom has developed a much stronger retail presence than El Dorado County." County residents frequently shop at Folsom stores. This practice equates to lost sales tax revenue for El Dorado County. She added that during tight economic times, jurisdictions may be hesitant to form partnerships with others if it means they might lose out on funds.

State government involvement: AB 32 and SB 375 are examples of how the state is involved in land use planning. SB 375 specifically requires metropolitan planning organizations (MPO) to include Sustainable Communities Strategies (SCS) in their regional transportation plans. SACOG as the MPO for the Sacramento region assumes that role. The MTP includes SCS, which is influenced by the Blueprint. Though SACOG carries out land use and transportation planning for the region, it does not mandate compliance with the Blueprint. In addition, SACOG is a voluntary association. SACOG does not require local jurisdiction membership or compliance with its Smart Growth vision (McKeever, 2010). Likewise, local General Plans do not require Smart Growth developments. There is no mechanism to induce or compel developers to build Smart Growth projects.

Different land-use cultures: According to local planners interviewed, Folsom residents seem more tolerant to new developments. On the other hand, El Dorado County residents evoke a different philosophy. Any type of development becomes a contentious fight in El Dorado County public meetings. I witnessed such incident first hand during a Land Use Policy Update meeting for EDH residents on March 5, 2012. Residents who had an opportunity to speak were clearly

emotionally driven, shouting their opposition for any type of development. Renouncing membership from SACOG was a topic broached in that meeting as well. According to Beebe and Wheeler (2012), it is not surprising that El Dorado County hosts a strong Tea Party movement, which in 2011 pressured the Board of Supervisors to refrain from participating in SACOG's Sustainable Communities regional planning. They held the belief that participation in the regional planning effort is equivalent to "abdication of local authority" (p. 9).

Is a sustainable suburb applicable to El Dorado Hills? Can El Dorado Hills become a community with mixed-use developments, which accommodate housing in close proximity to employment center(s) thus reducing worker commutes out of the county? Are residents amenable to having such developments?

To understand EDH land use culture as it relates to El Dorado County, I want to briefly refer to a recent paper written by Beebe and Wheeler (2012), "Gold Country: the politics of landscape in exurban El Dorado County, California." According to the authors, "the balance of development and preservation has largely been missed in the landscape politics in El Dorado County" (p. 10). They argued that attempts to manage growth in El Dorado County have been a difficult task because of conflicting factions with diverging land use ideals. On one side are the many elected officials who promote preservation of the county's rural character, but in practice endorse developers' pro-growth agenda, which exploits that rural character. On the other side are county citizens with strong "landowner-rights culture" who are continually against growth or any type of development, rejecting sensible planning practices and subverting government agencies and planning staff. County planners "are caught in the middle…with nearly everyone accusing them of conspiracy, idiocy, incompetence, and/or misguidedness" (p. 9). Beebe and Wheeler further stated that the confrontational nature of land use policy within the county is primarily

fostered by uncertain impacts of growth fueled by "the dynamics of power, fear, distrust, and antagonism" (p. 15).

One example is the 14-year battle over the General Plan, which the Board of Supervisors finally approved in 2004. Different citizen groups with differing views and objectives engaged in bitter battles in legal and public forums. Development continued with no vision or planning guidance. The contentious land use culture in El Dorado County does not encourage any positive vision for future county growth nor address solutions to economic, social, and environmental challenges the county face. Addressing a long-standing challenge with El Dorado County's land use issues affects land use in EDH.

The results of my survey and interviews with local planners support Beebe and Wheeler's contention regarding managing growth in the county and EDH. Indeed the local planners I interviewed commented that Folsom and EDH evoke different philosophies regarding new developments or growth, with Folsom residents more tolerant and EDH residents the opposite. Driven by uncertain impacts of growth thwarts the benefits of a positive vision for future growth addressing future demand sustainably thus preserving the rural character of the area. There is no motivation to aspire for sustainable suburban developments. In Talen's (2001) study of suburban residents in Allen, Texas, she found that affluent suburban residents were likely to agree with growth management principles such as New Urbanism based on factors that affect them in practical ways, such as time spent commuting. However, 49% of EDH residents I surveyed were very happy with their commute, with 34% having relatively short commutes. Accordingly, my findings construe that EDH residents would not be willing to accept alternative models of urban developments. More compact dwelling, even detached homes on smaller lots may not attract EDH residents. High-density or mixed-uses are not the preference. The results of my survey show that 77% prefer low-density neighborhoods even if it means driving a car to commute or

travel locally. Likewise, 59% preferred residential only neighborhoods as opposed to mixed-use, and 46% preferred large homes with large backyards even if they have long commutes to work. Based on the results, EDH residents are not amenable to compact and walkable developments. Albeit, the applicability of Smart Growth or New Urbanism principles within EDH depends highly on residents' acceptance of those types of products.

Lewis and Baldassare (2010) proclaimed that to be successful at implementing Smart Growth, planners must look at public attitude toward compact development. The future of compact development depends on understanding and shaping those attitudes. "Smart Growth means a lot of different things to different people, and actually implementing it is harder than simply speaking favorably of it" (p. 235). EDH and county residents must be convinced that sustainable suburbs are a way to achieve preserving the rural character of the area thus allowing the community to thrive in the future. Getting the public involved in the planning process is crucial to shaping those attitudes. In anticipation for the next General Plan, county planners can get the public involved in the planning process by conducting workshops similar to SACOG's Blueprint process. Participants can use simulation technology to come up with different scenarios. Being able to visualize the concepts can explain the benefits of Smart Growth. Being a part of the planning and decision-making process may persuade citizens to accept Smart Growth principles. County citizens and government need to be involved in the process to decide the county's future growth and acknowledge that, "no growth is not an option" (Leinberger, 2009).

There may come a time when EDH land use culture is transformed resulting in a community willing to accommodate growth befitting a sustainable and walkable suburb. In order to advance a Smart Growth vision, the community must address the following assertions.

Political will: Grant's 2009 study concluded that municipal leaders could influence the development process a great deal. With their support, a municipality can advance a Smart

Growth vision. Without political support, Smart Growth objectives seem irresolute. There must be political will to put these principles in practice. Politicians must also persuade voters that the benefits will lead to a prosperous and sustainable future. Thus, an important component to advance Smart Growth in EDH or the county is the Board of Supervisors.

Political hurdles/state government involvement: A community needs a clear vision that will decide where growth will take place and identifies places that will be protected. "A key ingredient in the process of creating a vision is leadership" (Corrigan et al., 2004, p. 2). Grant (2009) concluded that municipal leaders could advance Smart Growth vision. However, in El Dorado County the conflict-ridden relationship between leadership and their constituents often results in an impasse and warrants assistance. According to Downs (2005), "only the state government has the Constitutional power to shift authority over certain types of land use planning from local governments to regional or statewide agencies with the scope to carry out many Smart Growth policies" (p. 376). This action is rare and difficult to carry out (P. Detwiler, personal communication, August 2, 2012). If implemented however, the state can delegate the authority to SACOG, to uphold a regional land use vision.

Additionally, Leinberger (2009) suggested that federal, state, and local transportation spending must shift to encourage Smart Growth projects. Funding should shift from more auto-oriented expenditures to investments that support walkable developments with public transit, accessible by bicycling and walking (Leinberger, 2009). An example is providing funding for construction of complete streets along EDH valley floor, where existing infrastructure is in place and walkability and other modes of transportation is conceivable.

Changing current land use: El Dorado County amended its General Plan in 2009 to address mixed-use developments. The amendment addressed allowing horizontal mixed-uses, commercial in front (such as storefronts) and residential in the back (such as cottages). The six El

Dorado Hills Specific Plans, however, addressed mixed-uses minimally, and some not at all. According to Andrea Howard, "Mixed-use developments will go a long way in protecting the agricultural operations further east, which is a fundamental goal of the General Plan and what gives El Dorado [County] its character."

Integrating land uses in EDH as in mixed-use developments is an important element in encouraging walkability thus reducing VMT. However, current Plans and zoning codes in EDH preclude more compact and mixed-use developments. El Dorado County may need to amend those zoning codes or change its designation with an "overlay zoning." An "overlay zoning" is a special zoning assigned over an existing base zoning, which allows special provisions in addition to the existing zoning (Center for Land Use Education, 2005).

Potential development/increase housing choices: According to Andrea Howard, if market demand for mixed-use products materializes, there is potential for developments along the valley floor, where existing infrastructure is in place and walkability is conceivable. Public transit, bicycle lanes, and pedestrian paths are feasible along EDH Boulevard. In addition, certain areas in the Valley View Specific Plan can accommodate mixed-use products. The Valley View Specific Plan already incorporates mixed-use on 11 acres east of Latrobe Road. However, the acreage is only less than one percent of the Plan area. From a purely design perspective and barring any drainage or soil constraints, additional mixed-use is possible. Amending existing Plans, however, can be a difficult task requiring new environmental analysis and potentially re-opening the associated Development Agreement, as Andrea Howard stated. As an optional means, developers and planners should explore "overlay zoning."

According to the County Planner I interviewed, Marble Valley within the vicinity of Bass Lake Road and Highway 50 has potential for mixed-use development. If planned right and with cooperation from the developers who have rights in the area, it could address future demand for

walkable developments. Additionally, there is already a park and ride lot at Bass Lake Road near Highway 50. It has the potential to endorse public transit service in and around EDH.

Public transit: "The American bias against transit must be overcome…Transit is in fact a public service and a public good that increases choice, spurs economic development, and gives us an important tool in the fight against climate change" (Leinberger, 2009, pp. 166-167). El Dorado Transit provides commuter service from the county to downtown Sacramento during commuting hours. There is a bus stop at EDH Town Center. No other transit service is available within EDH. Some of the individuals I interviewed use the commuter service to downtown. They suggested that it would be convenient to have a shuttle service along EDH Boulevard and along Silva Valley Road during those commuting hours, which would reduce automobile use. In addition, available shuttles in the afternoon can provide kids an option to get to afterschool activities, rather than relying on their "soccer moms" to drive them around.

Possible Joint Powers Authority (JPA): Public agencies create JPAs to cut costs, share resources, and be more efficient (Cypher & Grinnell, 2007). The County Planner suggested that EDH and Folsom can form a JPA to address regional sustainability. A JPA's mission can be to fulfill SCS objectives of SB 375. Because SCS is a component of the MTP, regional transportation funding can be a motivating factor for the partnership. A program could tackle regional mobility by sharing a public transit system. EDH could benefit by having transit available within EDH and to Folsom. The city could benefit by sharing costs as well as getting EDH residents to businesses in Folsom. Another program could tackle consistency between land use designations so that developments are seamlessly integrated. Sharing resources and providing joint services saves time and money for the member agencies and their taxpayers (Cypher & Grinnell, 2007).

Financing/cost constraints: Leinberger (2009) suggested that moving away from the current drivable suburban developments require reeducating developers, planners, architects, and public

officials. Smart Growth and New Urbanism projects currently cost more to develop. It costs more to go through the permitting process because the design is more complex than standard suburban developments. Developers and planners need to work together to make the process more efficient. Scott A. Johnson mentioned that the City of Folsom has had positive feedback from developers about the ease of processing plans. Developers and El Dorado County Planners, with the help of the Board of Supervisors can work towards having a more collaborative relationship.

Currently real estate and financial industries only know how to finance and build only drivable suburban development. Developers and architects need to take initiative in getting these projects built. Due to its non-standard design, it is more risky to finance. "The financial community needs to understand the differences in providing the capital, particularly the need for patient equity, for this kind of development rather than drivable suburban product" (Leinberger, 2009, p. 171).

Limitations

In limiting survey respondents to EDH residents, I introduced selection bias in my sample, which means the sample is not sufficiently random to draw a general conclusion. It does not take into consideration potential buyers and their preference. Respondents have already chosen to live in EDH in its current condition. Thus, they may not be open to compact or walkable developments. It may be beneficial to expand the survey to outside EDH. In addition, I only interviewed planning professionals but did not have the opportunity to interview any members of the governing bodies in El Dorado County and the City of Folsom. It would have added a different perspective to the results.

Future Research

While conducting this study, I encountered other opportunities that warrant further research. EDH lacks an assured public transit system. A feasibility analysis may establish the viability of providing public transit or shuttle service along El Dorado Hills Boulevard and Silva Valley Road. Correspondingly, another potential study would be to go through the process of forming a JPA between EDH and the City of Folsom with the objective of addressing Sustainable Communities Strategies. The study can be a cost benefit analysis, outlining funding sources and expenditures and concluding with a draft of a proposed joint powers agreement. Similarly, another prospective study is to explore cityhood for EDH. EDH voters opted against cityhood in 2005. It would be interesting to explore why and what proponents can do differently. The City of Folsom supports Sustainable Communities Strategies and Smart Growth developments. It is considering adoption of form-based codes. The city is also successful at attracting retail and technology companies, more so than EDH. Perhaps cityhood affords the City that opportunity. As it relates to addressing Sustainable Communities Strategies, cityhood warrants further examination.

Concluding Remarks

Sustainable Communities Strategies is a major undertaking that requires cooperation from many parties. Wheeler (2003) suggested that if sustainable regional form were to emerge in the future, it would have to involve social forces and institutional influences to a greater degree. It will have to be supported by urban social movement and active public sector planning professionals. The public must feel strongly about environmental protection and promote enhanced neighborhoods and their quality of life. Government agencies, non-government organizations, urban social movements, political leaders, and citizen activist must work together to advance sustainable patterns of urban form. For EDH to become a sustainable suburb, the

community must be willing to engage in amicable discussions with multiple factions that may not share the same ideals, thus cultivating collaborative relationships.

"To achieve their community goals and create a vibrant place to live, the community needs different types of development…It [a community] cannot thrive over the long-term with only one development choice" (Local Government Commission, 2003). EDH is already a desirable place to live. However, to flourish in the future EDH must become economically, environmentally, and socially sustainable. It must consider future housing demand of the aging baby boomer and millennial generations, with their preferences for smaller housing with minimal yard maintenance and easy access to retail, recreation, employment centers, with options for other modes of transportation. EDH must also address reducing GHG and VMT as mandated by AB 32 and SB 375. Compact and walkable developments with housing choices and mixed-uses are important elements in reducing GHG and VMT. Adding such developments in certain areas in EDH can address future housing demand and can yield the potential to preserve natural resources and open space thus maintaining the character that makes EDH a desirable community. For a community to progress and thrive, it must be willing to embrace change positively. As self-made billionaire David Murdock of Castle & Cooke said, "I have learned in life that change is inevitable and can be quite positive when guided in the right direction" (Garcia, 2012). Addressing growth or change utilizing Smart Growth principles could guide EDH to an economically, environmentally, and socially sustainable community.

Appendix A

EL DORADO HILLS SPECIFIC PLANS

Approved by the El Dorado County Board of Supervisors on June 2, 1987, the Northwest El Dorado Hills Specific Plan consists of 915 acres bounded by Green Valley Road, Folsom Lake, Lakehills Estates, and Lakehills Drive. The Plan contemplated development over 10 to 20 years of mostly residential villages, comprised of close to 2,000 dwelling units, with supporting commercial public facilities such as fire protection, police protection, schools, and utilities. The commercial area, concentrated at the intersection of Francisco Drive and Green Valley Road, was planned for a community shopping area, professional service offices, and general and medical office use. It also planned for preservation of close to 30 acres for parks, open space, and landscaped corridor. Land use for the residential villages called for a maximum of three units to an acre unless accompanied by a planned development, which allowed five units to an acre. The multi-family land use allowed a maximum of twelve units to an acre unless accompanied by a planned development, in which case permitted twenty units to an acre. Table A.1 illustrates the Plan land use (El Dorado County, 1987).

Approved by the El Dorado County Board of Supervisors on July 18, 1988, the El Dorado Hills Specific Plan called for development of close to 4,000 acres, 3,620 of which is located north of Highway 50. The Plan area is not fully built out as of 2012. There are 6,162 dwelling units planned on 2,021 acres. The Plan calls for a variety of housing types on specified lot sizes.

Small lots include the following housing types:

- Single-Family Detached – units considered as starter homes with 1,500 to 2,000 square feet on 6,000 to 7,500 square foot lots.
- Patio Homes – denser single-family detached homes that are 1,400 to 1,800 square feet on 5,000 square foot lots.
- Attached Townhomes – proposed adjacent to the golf course. Units are 900 to 1,400 square feet in size.

Table A.1: Northwest El Dorado Hills Specific Plan Land Use Summary Table

Land Use	Units	Density DU/AC	Acres	% of Plan
Existing Residential	239		133	14.5%
Proposed Residential:				
Single-Family (R-1)	1,311	2.10	624	68.2%
Single-Family (R1-PD)	163	2.98	55	6.0%
Multi-Family (R2-PD)	220	9.05	24	2.7%
Subtotal	1,933		836	91.3%
Commercial			18	1.9%
Medical/General Office			6	0.6%
Subtotal			24	2.6%
Public:				
Park			14	1.5%
Open Space			2	0.2%
School (Elementary & Middle)			23	2.5%
Water Treatment Plant			2	0.3%
Fire Station			1	0.1%
Major Street Right-of-Way			14	1.5%
Subtotal			56	6.1%
Total	1,933		915	100.0%
Note:				
R-1 = One-family Residential				
R-2 = Multifamily Residential				
PD = Planned Development				

Source: El Dorado County, 1987

Medium sized lots include the following housing types:

- Fairway Estates – located parallel to the golf course fairway. Units are up to 3,000 square feet on lots 7,500 to 10,000 square foot lots.
- Estate Homes – Unspecified unit size on 10,000 to 18,000 foot lots that do not have views or golf course frontage.

Large lots include the following housing types:

- View Lots and View Estates – View lots range from 15,000 to 25,000 square feet. View Estate lots range from 25,000 to 35,000 square feet. Unit sizes are unspecified.
- Ranch Estates – single-family housing types on a minimum of four acres.

Table A.2: El Dorado Hills Specific Plan Land Use Summary Table

Plan Area	Land Use	Units	Density DU/AC	Acres	% of Plan
North Uplands Golf Course Neighborhood					
Village H	Fairway Estates; View Lots; Estate Homes	362		160	4.1%
Village I	Attached Golf Townhomes; Single Family Detached; Fairway Estates	699		134	3.4%
Village J	Single Family Detached; Ranch Estates	342		117	3.0%
Village K	Ranch Estates; Estate Homes; View Estates; Single Family Detached	458		236	6.1%
Village L	Estate Home	56		25	0.6%
Village M	Ranch Estate	37		148	3.8%
	Subtotal	1,954	2.38	820	21.0%
South Uplands Golf Course Neighborhood					
Village C	View Lots; Estate Homes; Fairway Estates; Ranch Estates	482		252	6.5%
Village E	Estate Homes; Fairway Estates	282		109	2.8%
Village F	Single Family Detached; Attached Golf Townhomes	553		107	2.7%
Village G	Ranch Estates; Attached Golf Townhomes; Patio Homes	905		192	4.9%
	Subtotal	2,222	3.37	660	16.9%
Valley Floor Neighborhood					
Village A	Single Family Detached	606		151	3.9%
Village B	Single Family Detached	212		53	1.4%
Village D	Patio Homes; Single Family Detached; View Lots; Attached Golf Townhomes	1,051		250	6.4%
Village P	Single Family Detached	90		53	1.4%
Village Q	Single Family Detached	27		27	0.7%
Village V	Proposed access rampls for Highway Interchange	-		7	0.2%
	Subtotal	1,986	3.67	541	13.9%
Commercial Neighborhood					
Village T	Stores; Restaurants; Services; Highway Commercial; Office Parks			126	3.2%
Village U	Hotel; Restaurants; Medical Facilities; Highway Commercial; Office Parks			130	3.3%
	Subtotal			256	6.6%
Miscellaneous					
Village J	Commercial: Limited Retail Commercial			45	1.2%
Village Green	Park; Community Center; Public Services; Limited Retail Commercial			27	0.7%
Village R	El Dorado Irrigation District Bass Lake: water resorvoir & water treatement facility			157	4.0%
Schools	Elementary & Middle			60	1.5%
Golf Course	Golf Courses; Country Club			370	9.5%
Open Space				821	21.1%
Circulation				139	3.6%
	Subtotal			1,619	41.6%
Total		6,162		3,896	100.0%

Source: El Dorado County, 1988

Preservation of approximately 821 acres of for open space and 370 acres designated for golf courses created an idyllic setting for the Plan area. EDH Specific Plan also includes approximately 256 acres intended for commercial use located south of Highway 50, which accommodates retail and office spaces. The Plan designated another 45 acres for commercial use specifically for convenient neighborhood services such as a grocery or drug store, beauty or barbershop, restaurant or coffee shop, or cleaners east of Bass Lake Road. Located at the heart of the planned area is a village green/community center on approximately 27 acres. It was designed to provide the neighborhoods with public services such as a sheriff substation, fire station, post office, or library. It also allowed for limited, convenience-oriented shops. Lastly, included in the Plan were an elementary and a junior high school to accommodate households with children. Table A.2 illustrates the Plan land use (El Dorado County, 1987).

Table A.3: Bass Lake Hills Specific Plan Land Use Summary Table

Land Use	Units	Density DU/AC	Acres	% of Plan
Residential:				
High Density Residential	545		198	16.5%
Medium Density Residential	655		437	36.5%
Low Density Residential	258		532	44.5%
Subtotal	1,458	1.25	1,167	97.5%
Public:				
School (Elementary)			9	0.8%
Neighborhood Park			19	1.6%
Park & Ride			1	0.1%
Subtotal			30	2.5%
Total	1,458		1,196	100.0%

Source: El Dorado County, 1995

Approved by the El Dorado County Board of Supervisors on November 7, 1995, the Bass Lake Hills Specific Plan called for development of approximately 1,196 acres, located within the eastern portion of El Dorado Hills, north of Highway 50 and adjacent to the west end of Cameron Park. The Plan area accommodated a maximum of 1,458 dwelling units amongst a variety of natural resources. Much of the Plan area consists of rolling hills visible from Highway 50. The Plan area also contained oak woodland and savannah, wetlands, intermittent streams, a riparian corridor, two stock ponds, and seven prehistoric and

historic resource sites. The Plan incorporated the natural resources as open space within the residential area. Table A.3 illustrates the Plan land use (El Dorado County, 1995).

Approved by the El Dorado County Board of Supervisors on September 24, 1996, the Carson Creek Specific Plan called for development of a little over 710 acres, located approximately one mile south of Highway 50 and at the west end of the El Dorado Hills Business Park. The Plan includes 1,700 housing units consisting of single-family housing for mostly an age-restricted, senior citizen housing development. Six acres of the residential area will accommodate non-age-restricted housing of up to 18 dwelling units. There is a 3-acre community center. Open space to preserve natural resources, wetlands, upland habitat adjacent to riparian and seasonal wetland habitat, and flood plain areas comprise close to 200 acres. Another 37 acres of parkland or parkway interconnects with the open space. A little over 100 acres are for commercial uses that accommodate retail, industrial, and research and development. Table A.4 illustrates the Plan land use (El Dorado County, 1996).

Table A.4: Carson Creek Specific Plan Land Use Summary Table

Land Use	Units	Density DU/AC	Acres	% of Plan
Residential:				
Age-restricted, senior citizen housing development			363	50.9%
Non-age restricted: up to 18 dwelling units			6	0.8%
Subtotal	1,700		369	51.7%
Commercial:				
Local Convenience Commercial			5	0.6%
Community Center			3	0.4%
Industrial			60	8.4%
Research & Development			34	4.8%
Subtotal			102	14.3%
Public:				
Parks			37	5.2%
Open Space			199	27.9%
Sheriff's Substation			1	0.2%
Fire Station			5	0.8%
Subtotal			242	34.0%
Total	1,700		713	100.0%
Note:				
Dwelling units and actual density subject to change and finalized at the tentative map stage.				

Source: El Dorado County, 1996

Approved by the El Dorado County Board of Supervisors on December 8, 1998, the Valley View Specific Plan called for development of approximately 2,037 acres, located east of Latrobe Road, and south of Highway 50 and the Town Center commercial area. The Plan stressed a mix of housing types and densities that intended to address the change in housing preferences. Rather than stick to the common zoning designations, the Valley View Plan replaced them with a set of land use categories that allow flexibility for a broad range of housing opportunities but still controls those densities to remain within the planned limits. The Plan defined eight land use categories:

1. Single Family Residential (SFR) – Average gross density does not exceed four dwelling units per acre on a minimum 6,200 square foot lot.
2. Estate Residential (ER) – The lowest density residential classification in the Plan, with densities between 0.25 to 2 units per acre. They are located in areas that contain significant slope, tree cover, or exposed views. There are three lot sizes in this category:
    a. ER-2: Average density does not exceed two units per acre, with lot sizes of not less than 12,000 to 18,000 square feet.
    b. ER-1: Average density does not exceed one unit per acre, with minimum lot size of 40,000 square feet.
    c. ER-LL (Large Lot): Average density does not exceed 0.25 units per acre, with minimum lot size of 2 acres.
3. Core Residential (CR) – Developed with a mix of moderate density residential homes such as single-family detached homes on parcels up to 6,200 square feet in area; high-density single-family detached homes on "zero lot line" units; attached single-family homes including "half-plexes," condominiums or townhomes; and multi-family homes including apartment. The net density permitted in this category is a maximum of 15 dwelling units per acre.
4. Mixed Use (MU) – Developed with a mix of higher density residential and professional offices. Mixed-use are permitted either on adjacent lots or vertically but not exceeding 40 feet in height. The residential units are single-family attached homes or multi-family

residences, up to ten dwelling units per acre. The commercial uses are for professional offices and financial institutions.

5. Multi-family Residential (MFR) – Intended to be developed with high-density condominiums, townhomes, or apartments. Up to twelve dwelling units per acre are permitted. Building height shall not exceed 40 feet.
6. Village Center (VC) – Intended to be an activity center, which provides neighborhood commercial/retail services. Multi-family residences such as high-density townhomes or condominiums are permitted with densities up to twelve units per acre.
7. Multi Use Open Space (MOS) – Includes all actively used open spaces including parks, school sites, and open space that provide complementary public utility function such as drainage or stormwater detention.
8. Open Space (OC) – Used primarily for passive open spaces, buffers, and environmentally sensitive and protected natural areas.

Table A.5 illustrates the Plan land use (El Dorado County, 1998).

Table A.5: Valley View Specific Plan Land Use Summary Table

Land Use		Units	Density Range per Acre	Acres	% of Plan
Estate Residential	ER-LL		0.25	206	10.1%
	ER-1		1	172	8.4%
	ER-2		2	648	31.8%
Single-Family Residential	SFR		6-15	152	7.5%
Core Residential	CR		15	53	2.6%
Multi-Family Residential	MFR		12	11	0.5%
Mixed Use	MU		10	11	0.5%
Village Center	VC		12	18	0.9%
Subtotal				1,271	62.4%
Public:					
Open Space Buffer	OS			617	30.3%
Multiuse Open Space	MOS			86	4.2%
School Sites (2 Elementary)				24	1.2%
Major Roads				39	1.9%
Subtotal				766	37.6%
Total		2,840		2,037	100.0%

Source: El Dorado County, 1998

Approved by the El Dorado County Board of Supervisors on September 29, 1999, the Promontory Specific Plan called for development of close to 1,000 acres. Located adjacent to the County's western boundary and the City of Folsom, the Plan area stretches from north of Highway 50 for approximately four miles. The Plan provided for a mixed-use planned community with eight residential villages comprised of 1,100 dwelling units; a Village Center that includes office, commercial, residential and opens space; a community, a neighborhood park, and more open space; and an elementary school. Table A.6 illustrates the Plan land use (El Dorado County, 1999).

Table A.6: Promontory Specific Plan Land Use Summary Table

Plan Area	Land Use	Units	Density DU/AC	Acres	% of Plan
Residential					
Village 1	Medium Lot Single Family Detached	84	1.39	61	6.1%
Village 2	Medium Lot Single Family Detached	81	1.35	60	6.0%
Village 3	Medium Lot Single Family Detached	178	2.15	83	8.3%
Village 4	Hillside Large Lot Single Family Detached	142	1.32	108	10.8%
Village 5	Hillside Large Lot Single Family Detached	124	1.13	110	11.0%
Village 6	Hillside Large Lot Single Family Detached	158	0.95	169	16.9%
Village 7	Hillside Large Lot Single Family Detached	134	0.76	176	17.6%
Village 8	Hillside Large Lot Single Family Detached	63	1.00	63	6.3%
	Subtotal	964		829	82.9%
Village Center					
Planning Area A	Medium Lot Single Family Detached	9	2.10	4	0.4%
Planning Area C	Multifamily; Single Family Attached; Small Lot Single Family Detached	45	5.00	9	0.9%
Planning Area D	Commercial; Office			3	0.3%
Planning Area D1	Multifamily; Single Family Attached; Small Lot Single Family Detached	37	6.80	5	0.5%
Planning Area E	Community Park			10	1.0%
Planning Area G	Community Park			4	0.4%
Planning Area H	Multifamily; Single Family Attached; Small Lot Single Family Detached	45	5.00	9	0.9%
	Subtotal	136		44	4.4%
Park				14	1.4%
Open Space				101	10.1%
Elementary School				11	1.1%
	Subtotal			126	12.6%
Total		1,100		999	100.0%

Source: El Dorado County, 1999

Appendix B

PLAN POLICY ANALYSIS

El Dorado County General Plan
Land Use Element

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

OBJECTIVE 2.1.1: COMMUNITY REGIONS
Purpose: The urban limit line establishes a line on the General Plan land use maps demarcating where the urban and suburban land uses will be developed. The Community Region boundaries as depicted on the General Plan land use map shall be the established urban limit line.

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

Policy 2.1.1.1: 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 2.1.1.2: 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.
Consistent - Establishing an urban growth boundary is consistent with the principle Use of Existing Assets. Policy also encourages compact development and locating new development in areas supported by transit.

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 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.
Consistent – Permitting stores, office, and residences to occur vertically or horizontally creates a walkable neighborhood and encourages less automobile use, reducing VMT.

Policy 2.1.1.6: The boundaries of existing Community Regions may be modified through the General Plan amendment process.
Inconsistent – Modification of boundaries does not encourage the use of existing assets or compact development, which consumes less land and requires less infrastructure or public services.

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, 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.
Consistent – Restriction links land use and transportation. It also requires urban growth to be coordinated with provision of infrastructure capacity.

GOAL 2.2: LAND USE DESIGNATION
A set of land use designations, which provide for the maintenance of the rural and open character of the County and maintenance of a high standard of environmental quality.

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	Community Regions
Multifamily Residential	●
High-Density Residential	●
Medium-Density Residential	●
Low-Density Residential	●
Commercial	●
Research & Development	●
Industrial	●
Open Space	●
Public Facilities	●
Tourist Recreational	●

Policy 2.2.1.2: To provide for an appropriate range of land use types and densities within the County, the following General Plan land use designations are established and defined.

Multifamily Residential (MFR): This land use designation identifies those areas suitable for high-density, multifamily structures such as apartments, single-family attached dwelling units (i.e., air-space condominiums, townhouses) and multiplexes. 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. The minimum allowable density is five dwelling units per acre, with a maximum density of 24 dwelling units per acre. The provision of single-family 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 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 developments 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)

Medium-Density Residential (MDR): This land use designation establishes areas suitable for detached single-family residences with larger lot sizes, which will enable limited agricultural land management activities. This designation shall be applied where the character of an area is single-family residences; where the absence or reduced level of infrastructure including roads, water lines, and sewer lines does not justify higher densities; where the topography poses a constraint to higher densities; and as a transitional land use between the more highly developed and the more rural areas of the County. The maximum allowable density shall be one dwelling unit per 1.0 acre. Parcel sizes shall range from 1.00 to 5.00 acres. Except as provided in Policy 2.2.2.3, this designation is considered appropriate only within Community Regions and Rural Centers.

Low-Density Residential (LDR): This land use designation establishes areas for single-family residential development in a rural setting. In Rural Regions, this designation shall provide a transition from Community Regions and Rural Centers into the agricultural, timber, and more rural areas of the County and shall be applied to those areas where infrastructure such as arterial roadways, public water, and public sewer are generally not available. This land use designation is also appropriate within Community Regions and Rural Centers where higher density serving infrastructure is not yet available.

The maximum allowable density shall be one dwelling unit per 5.0 acres. Parcel size shall range from 5.0 to 10.0 acres. Within Community Regions and Rural Centers, the LDR designation shall remain in effect until a specific project is proposed that applies the appropriate level of analysis and planning and yields the necessary expansion of infrastructure.

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. 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.

Research & Development (R&D): The purpose of this land use designation is to provide areas for the location of high technology, non-polluting manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a rural or campus-like setting, which ensures a high quality, aesthetic environment. This designation is highly appropriate for the business park/employment center concept. Lands designated as R&D can be located in Community Regions and in Rural Centers.

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. 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 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.

Open Space (OS): This land use category can be used to designate public lands under governmental title (County, State Parks, BLM, U.S. Bureau of Reclamation, U.S. Forest Service, etc.), where no development other than that specifically needed for government-related open space uses is desired. This land use includes State parks, ecological preserves, and public lands acquired specifically for open space uses. It

may also be used on private lands to maintain natural features within clustered development where a General Plan amendment is processed. This designation is considered appropriate within Community Regions, Rural Centers, and Rural Regions.

Public Facilities (PF): This land use category includes only publicly-owned lands used for public facilities such as sanitary landfills, storage and maintenance yards, regional parks and recreation facilities, fire stations, schools, community parks and recreation facilities, libraries, administration and support buildings, hospitals (including non-profit), airports, transit facilities, water and sewer treatment facilities, etc. This designation is considered appropriate within Community Regions, Rural Centers, and Rural Regions.

Adopted Plan (AP): This land use category recognizes areas for which specific land use plans have been prepared and adopted. These plans (e.g., specific plan or community plan) are accepted and incorporated by this reference, and the respective land use map associated with each such plan is hereby adopted as the General Plan map for each such area. The plans recognized by the AP category do not include the now-superseded Area Plans that comprised the County's General Plan prior to the adoption of this General Plan.

Tourist Recreational (TR): This land use designation is to provide areas for tourist and resident serving recreational uses, transit and seasonal lodging facilities, and supporting commercial activities. The land use category would have differing intensities of use based on the location. In the Community Regions and Rural Centers where infrastructure exists or can be extended, the uses permitted would be more intense and commercial in nature. Types of uses would include campgrounds, golf courses, ski areas, snow parks, riding stables, trailheads, museums, and other similar recreational and sightseeing activities. Lodging uses would include RV parks and other appropriate transit lodging. Tourist recreational activities, facilities, and industries shall be allowed throughout the County; however, specific activities and facilities shall be identified through zoning and permitted by right or special use permit, as appropriate.

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 Unit[1]	Persons Per Acre
Multifamily Residential	5 – 24	2.3	11.5 - 55.2
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[3]	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[2]	2.3/2.8	36.8-44.8/ 9.2-11.2
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
3 Policy 5.2.3.5 requires an average of 5-acre minimum parcels if ground water dependent. Parcel may be subdivided to create one new parcel not less than 4.5 acres in size under this policy as allowed by Title 16.44.120(L) and implemented by Title 17.14.120.

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, by the underlying zoning district with which it is combined. Primary emphasis shall be placed on furthering uses and/or design that provide a public or common benefit, both on- and off-site, by clustering intensive land uses to minimize impact on various natural resources, avoid cultural resources where feasible, minimize public health concerns, minimize aesthetic concerns, and 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 Planned Development in residential projects shall include the following:
    1. Commonly owned or publicly dedicated open space lands of at least 30 percent of the total site. Within a community area, the commonly owned open space can be developed for recreational purposes such as parks, ball fields, or picnic areas. Commonly owned open space does not include space occupied by infrastructure (e.g., roads, sewer, and water treatment plants).
    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.

Consistent – Policy address factors that influence the quality of design and aesthetic of development. In addition, it promotes the natural resources conservation by minimizing impact on natural and cultural resources through clustering of intensive land uses.

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: Planned Developments shall be provided additional residential units (density bonus), 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. (See example below.)

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

Consistent – Policy promote preservation of open space, wildlife habitat areas, and parks by setting aside land for public benefit.

OBJECTIVE 2.2.5: GENERAL POLICY SECTION

Policy 2.2.5.3: The County shall evaluate future rezoning: (1) To be based on the General Plan's general direction as to minimum parcel size or maximum allowable density; and (2) To assess whether changes in conditions that would support a higher density or intensity-zoning district. The specific criteria to be considered include, but are not limited to, the following:

1. Availability of an adequate public water source or an approved Capital Improvement Project to increase service for existing land use demands;

2. Availability and capacity of public treated water system;
3. Availability and capacity of public waste water treatment system;
4. Distance to and capacity of the serving elementary and high school;
5. Response time from nearest fire station handling structure fires;
6. Distance to nearest Community Region or Rural Center;
7. Erosion hazard;
8. Septic and leach field capability;
9. Groundwater capability to support wells;
10. Critical flora and fauna habitat areas;
11. Important timber production areas;
12. Important agricultural areas;
13. Important mineral resource areas;
14. Capacity of the transportation system serving the area;
15. Existing land use pattern;
16. Proximity to perennial water course;
17. Important historical/archeological sites; and
18. Seismic hazards and present of active faults.
19. Consistency with existing Conditions, Covenants, and Restrictions.

Consistent – Future rezoning for land development or redevelopment considers transportation capacity, use of existing assets/infrastructure, availability and capacity of schools, and preserving natural resources.

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.
Consistent – Policy allows for mixed-use developments.

Policy 2.2.5.9: The County recognizes the need to allow for certain types of extended family support services and institutional uses in areas in which residential uses are allowed on the General Plan land use map. This policy recognizes the need to provide for support services to both the urban and rural residential areas throughout the County. While allowing for the establishment of such support services, this policy will protect the residential areas by only allowing the establishment of such support services with a special use permit. This will require a finding that the establishment of the uses will have no significant adverse effect on surrounding property or the permitted uses thereof. Uses that are recognized to be consistent with this policy are those that provide a direct service to the family and/or community and include educational institutions, day care services, places of worship, cemeteries, community and group meeting centers, fire stations, libraries, public utility facilities, other public facilities, and recreational facilities. These uses would be consistent in the Multifamily Residential, High-Density Residential, Medium-Density Residential, Low-Density Residential, and Rural Residential land use designations.
Consistent – Policy allows for mixed-use developments by allowing extended family support services and institutional uses in residential areas.

Policy 2.2.5.15: Any imposition of National Recreational Area or Wild and Scenic River designations on lands within El Dorado County shall be deemed inconsistent with this General Plan.
Inconsistent – Federal lands are not excluded from the General Plan, thus allowing any type of use deemed by the Federal government. This may be a moot point since projects or developments would require NEPA certification.

Policy 2.2.5.21: Development projects shall be located and designed in a manner that avoids incompatibility with adjoining land uses that are permitted by the policies in effect at the time the

development project is proposed. Development projects that are potentially incompatible with existing adjoining uses shall be designed in a manner that avoids any incompatibility or shall be located on a different site.
Inconsistent – Incompatible use may be commercial/research and development/industrial next to residential. The policy does not encourage mixed-use developments.

Policy 2.2.5.22: Schools and other public buildings and facilities shall be directed to Community Regions and Rural Centers where feasible and shall be considered compatible outside of Community Regions and Rural Centers when facilities will be located and designed in a manner that avoids any substantial incompatibility with land uses permitted on adjoining lands.
Consistent – Policy promotes locating schools to support existing neighborhoods or region (Community Regions).

OBJECTIVE 2.2.6: SITE SPECIFIC POLICY SECTION
Establishment of site-specific policies are given to provide additional, specific direction for the development of land where circumstances apply to areas of special interest.

Policy 2.2.6.2: Those lands within the El Dorado Hills Specific Plan known as Villages P, Q, and V shall be subject to the applicable provisions of the El Dorado Hills Specific Plan Design Criteria, the draft (most recent version) Village P Design Guidelines, and the draft (most recent version) Scenic Highway Corridor Ordinance as part of any discretionary design review.
Consistent – Policy establishes guidelines for the protection of view sheds and natural vistas.

GOAL 2.3: NATURAL LANDSCAPE FEATURES
Maintain the characteristic natural landscape features unique to each area of the County.

OBJECTIVE 2.3.1: TOPOGRAPHY AND NATIVE VEGETATION
Provide for the retention of distinct topographical features and conservation of the native vegetation of the County.

Policy 2.3.1.1: The County shall continue to enforce the tree protection provisions in the Grading Erosion and Sediment Control Ordinance and utilize the hillside road standards.
Consistent – Policy addresses natural resources conservation.

Policy 2.3.1.2: The Zoning Ordinance shall include consideration of a standard for parking lot shading and provision of street trees in all new development projects.
Consistent – Policy addresses natural resources conservation.

OBJECTIVE 2.3.2: HILLSIDES AND RIDGE LINES
Maintain the visual integrity of hillsides and ridgelines.

Policy 2.3.2.1: Disturbance of slopes thirty (30) percent or greater shall be discouraged to minimize the visual impacts of grading and vegetation removal.
Consistent – Policy promotes natural resource conservation and guidelines to protect view shed.

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.

GOAL 2.5: COMMUNITY IDENTITY
Carefully planned communities incorporating visual elements, which enhance and maintain the rural character and promote a sense of community.

OBJECTIVE 2.5.1: PHYSICAL AND VISUAL SEPARATION
Provision for the visual and physical separation of communities from new development.

Policy 2.5.1.1: Low intensity land uses shall be incorporated into new development projects to provide for the physical and visual separation of communities. Low intensity land uses may include any one or a combination of the following: parks and natural open space areas, special setbacks, parkways, landscaped roadway buffers, natural landscape features, and transitional development densities.
Inconsistent – Policy does not allow for connectivity.

Policy 2.5.1.2: Greenbelts or other means of community separation shall be included within a specific plan and may include any of the following: preserved open space, parks, agricultural districts, wildlife habitat, rare plant preserves, riparian corridors, and designated Natural Resource areas.

Policy 2.5.1.3: The County shall develop a program that allows the maintenance of distinct separators between developed areas (Community Regions and Rural Centers). This program shall include the following elements:

Parcel Analysis: Areas between developed areas (Community Regions and Rural Centers) shall be analyzed to determine if they create inefficiencies for ongoing rural land uses. For instance, parcels that may be too small to support long-term agricultural production shall be identified for potential consolidation. Areas within Community Regions and Rural Centers shall also be analyzed to identify opportunity sites where clustering of development may be appropriate, including increases in the allowable floor-to-area building ratio (FAR) in Community Regions.

Parcel Consolidation/Transfer of Development Rights (TDR): A program to allow consolidation of parcels where appropriate shall be established. This shall include a TDR program that encourages transfer of development rights from the parcels to be consolidated to opportunity sites in Community Regions and Rural Centers. The TDR program shall also allow for consideration of increasing the FARs at specific sites in Community Regions, as deemed appropriate.
Consistent – Policy allows for development of compact building patterns, which consume less land.

OBJECTIVE 2.5.2: COMMERCIAL FACILITIES
Designate lands to provide greater opportunities for El Dorado County residents to shop within the County.

Policy 2.5.2.1: Neighborhood commercial centers shall be oriented to serve the needs of the surrounding area, grouped as a clustered, contiguous center where possible, and should incorporate but not be limited to the following design concepts as further defined in the Zoning Ordinance:

A. Maximum first floor building size should be sized to be suitable for the site;
B. Residential use on second story;
C. No outdoor sales or automotive repair facilities;
D. Reduced setback with landscaping and walkways;
E. Interior parking, or the use of parking structure;
F. Bicycle access with safe and convenient bicycle storage area;
G. On-street parking to reduce the amount of on-site parking;
H. Community bulletin boards/computer kiosks;
I. Outdoor artwork, statues, etc., in prominent places; and
J. Pedestrian circulation to adjacent commercial centers.

Consistent – Policy clearly demonstrates Blueprint principles by addressing compact development (reducing setback requirements and adopting reduced parking ratio), allowing mixed-uses (residential use second story), providing transportation choices (bicycle access, pedestrian circulation), and allowance for quality of design (outdoor artwork).

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

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

Policy 2.6.1.1: A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The ordinance shall incorporate standards that address at a minimum the following:

A. Mapped inventory of sensitive views and view sheds within the entire County;
B. Criteria for designation of scenic corridors;
C. State Scenic Highway criteria;
D. Limitations on incompatible land uses;
E. Design guidelines for project site review, with the exception of single family residential and agricultural uses;
F. Identification of foreground and background;
G. Long distance view sheds within the built environment;
H. Placement of public utility distribution and transmission facilities and wireless communication structures;
I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridgeline development;
J. Residential setbacks established at the 60 CNEL noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;
K. Restrict sound walls within the foreground area of a scenic corridor; and
L. Grading and earthmoving standards for the foreground area.

Consistent – Policy promotes protection of important view sheds and natural vistas.

Policy 2.6.1.5: All development on ridgelines shall be reviewed by the County for potential impacts on visual resources. Visual impacts will be assessed and may require methods such as setbacks, screening, low-glare or directed lighting, automatic light shutoffs, and external color schemes that blend with the surroundings in order to avoid visual breaks to the skyline.
Consistent – Policy promotes protection of important view sheds and natural vistas.

Transportation and Circulation Element

GOAL TC-1: To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.

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.

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’
Major Two-Lane Road				
Community Regions	¼ mile minimum spacing	Limited	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.

Policy TC-1p: The County shall encourage street designs for interior streets within new subdivisions that minimize the intrusion of through traffic on pedestrians and residential uses while providing efficient connections between neighborhoods and communities.
Inconsistent – Minimizing the intrusion of through traffic between neighborhoods and communities does not necessarily address connectivity or walkability.

Policy TC-1u: The County shall amend the circulation diagram to include a new arterial roadway from the west side of the El Dorado Hills Business Park to U.S. 50.

Policy TC-1v: The County shall consider modification of the circulation diagram to include a frequent transit service operating on exclusive right-of-way to the El Dorado Hills Business Park from residential communities in El Dorado County and from the City of Folsom.
Consistent – Policy encourages and supports public transit use.

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.
Consistent – Policy promotes quality of design by addressing functionality of future roadways.

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.
Inconsistent – A cap of the number of employees does not encourage jobs creating a disconnect with jobs and housing balance.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

Policy TC-2a: The County shall work with transit providers to provide transit services within the county that are responsive to existing and future transit demand and that can demonstrate cost-effectiveness by meeting minimum fare box recovery levels required by state and federal funding programs.
Consistent – Policy encourages public transit. However, it depends on revenue and costs associated with providing the service.

Policy TC-2b: The County shall promote transit services where population and employment densities are sufficient to support those transit services, particularly within the western portion of the county and along existing transit corridors in the rural areas.
Consistent – Policy encourages public transit.

Policy TC-2c: The County shall cooperate with other agencies in the identification and development of transit corridors.
Consistent – Policy encourages development in areas that can be supported by transit.

Policy TC-2d: The County shall encourage the development of facilities for convenient transfers between different transportation systems (e.g., rail-to-bus, bus-to-bus).
Consistent – Developing facilities that provide convenience for public transit users encourage such use.

Policy TC-2f: The County shall work with the El Dorado Transit Authority and support the provision of paratransit services and facilities for elderly and disabled residents, and those of limited means, which shall include bus shelters, bus stops, and ramps at stops.
Consistent – Policy supports the use of public transit.

GOAL TC-3: To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

Policy TC-3a: The County shall support all standards and regulations adopted by the El Dorado County Air Quality Management District governing transportation control measures and applicable state and federal standards.
Consistent – The policy considers quality of life with clean air to breath.

Policy TC-3c: The County shall encourage new development within Community Regions and Rural Centers to provide appropriate on-site facilities that encourage employees to use alternative transportation modes. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.
Consistent – Policy addresses providing different modes of transportation that encourage people to walk, ride bicycle, public transit, rail, etc.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

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*. 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.
Consistent – Policy promotes connectivity and different modes of transportation.

Policy TC-4b: The County shall construct and maintain bikeways in a manner that minimizes conflicts between bicyclists and motorists.
Consistent – Policy allows for bike use.

Policy TC-4c: The County shall give priority to bikeways that will serve population centers and destinations of greatest demand and to bikeways that close gaps in the existing bikeway system.
Consistent – Policy promotes the connection of bikeway 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*, taking into account available funding for construction and maintenance.
Consistent – Policy promotes different modes of transportation and address construction of complete streets.

Policy TC-4e: The County shall require that rights-of-way or easements be provided for bikeways or trails designated in adopted master plans, as a condition of land development when necessary to mitigate project impacts.
Consistent – Policy allows for bike use.

Policy TC-4f: The County shall sign and stripe Class II bicycle routes, in accordance with the County's *Bikeway Master Plan*, on roads shown on Figure TC-1, when road width, safety, and operational conditions permit safe bicycle operation.
Consistent – Policy addresses quality of design by promoting bicycle friendliness and encouraging bike use.

Policy TC-4g: The County shall support development of facilities that help link bicycling with other modes of transportation.
Consistent – Policy promotes different modes of transportation

Policy TC-4h: Where hiking and equestrian trails abut public roads, they should be separated from the travel lanes whenever possible by curbs and barriers (such as fences or rails), landscape buffering, and spatial distance. Existing public corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roads should be put to multiple use for trails, where possible.
Consistent – Policy address quality design by making streets safer for other forms of transportation.

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.
Consistent – Policy encourages multimodal use and connectivity.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

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.
Consistent – Policy requires roadway design standards that protect pedestrians. However, some lots in El Dorado Hills are greater than 10,000 square feet. The policy does not promote walkability in those neighborhoods.

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.
Consistent – Policy provides for safe pedestrian use.

Policy TC-5c: Roads adjacent to schools or parks shall have curbs and sidewalks.
Consistent – Policy provides for safe pedestrian use and connectivity.

GOAL TC-6: To plan for a safe and efficient rail system to meet the needs of all El Dorado County residents, industry, commerce, and agriculture.

Policy TC-6a: The County shall support improvements and uses on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC) that maintain its viability as a potential freight and passenger hauling rail facility.
Consistent – Policy promotes different modes of transportation.

Policy TC-6b: The County shall support improvements to at-grade crossings on the former Southern Pacific right-of-way and track within the county, now known as the Sacramento-Placerville Transportation Corridor (SPTC), if that facility is reactivated as a freight or passenger hauling rail facility.
Consistent – Policy promotes different modes of transportation by supporting railway access to EDH.

Policy TC-6c: The County shall support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.
Consistent – Policy promotes different modes of transportation.

Housing Element

This Housing Element embodies El Dorado County's plan for addressing the housing needs of residents of unincorporated areas of the county through June 2013.

General Plan policies encourage the development of mixed-uses (residential with commercial) within the Commercial land use designation. However, mixed-use development is currently permitted only by special use permit. Implementation Measure HO-27 provides that the County will amend the General Plan and Zoning Ordinance within one year to permit mixed-use development by right, subject to specified site development standards. This amendment is currently in process (March 2008).

Energy Conservation Opportunities
On March 25, 2008, El Dorado County took a significant step toward proactively addressing energy conservation by adopting Board of Supervisors Resolution No. 29-2008, the "Environmental Vision for El Dorado County." The Resolution sets forth goals for County departments to address positive environmental changes for Transportation, Traffic and Transit; Planning and Construction; Waste; Energy; Air Quality; and Education, Outreach and Awareness.

The County also employs policies that encourage solar energy technology in both retrofits and new construction. There are two distinct approaches to solar heating: active and passive. Active systems use mechanical equipment to collect and transport heat, such as the relatively common roof plate collector

system used in solar water and space heaters. Collectors can contain water, oil, or air that is pumped through conduits and heated, then piped to the spaces to be heated or to a water heater tank. Passive solar systems collect and transport heat through non-mechanical means. Essentially, the structure itself becomes part of the collection and transmission system. Certain types of building materials absorb solar energy and can transmit that energy later. Passive systems often employ skylight windows to allow sunlight to enter the room, and masonry walls or walls with water pipes inside to store the solar heat. This heat is then generated back into the room when the room cools in the evening. The best method to encourage use of active or passive solar systems for heating and cooling is to not restrict their use in the zoning and building ordinances and to require subdivision layouts that facilitate solar use.

The County's land use practices also encourage energy conservation. For example, mixed-use development is conditionally permitted in commercial districts. Mixed-use development provides for more balanced land use that reduce vehicular trips. In addition, the housing within mixed-use developments is typically high-density, which data shows results in lower Vehicle Miles Traveled (VMT). The County is currently in the process of encouraging mixed-use development by processing a mixed-use ordinance that will provide specific regulations and incentives to facilitate mixed-use within commercial zones. In addition, Implementation Measure HO-27 will amend the Zoning Ordinance to permit mixed-uses within commercial zones, and HO-31 will analyze the traffic benefits of mixed-uses with the intention of reducing the Traffic Impact Mitigation (TIM) fees commensurate with the traffic benefits of mixed-use development.

Table HO-13: Jobs-to-Housing Ratios for the West Slope of El Dorado County

Regional Analysis District (RAD)	1999 Jobs	1999 Housing	Jobs: Housing Ratio Balanced = 1.5:1
El Dorado Hills (RAD 85)	6,082	6,685	0.9:1

Ratio indicates workers must leave EDH for work.

Goal HO-1: To provide for housing that meets the needs of existing and future residents in all income categories.

Policy HO-1.5: The County shall direct higher density residential development to Community Regions and Rural Centers.
Consistent – Policy promotes compact development.

Policy HO-1.8: The County shall encourage mixed-use projects where housing is provided in conjunction with compatible nonresidential uses. Such housing shall be permitted by right, subject to appropriate site development standards.
Consistent – Policy promotes mixed-use developments and housing choice and diversity.

Policy HO-1.9: The County shall work with local community, neighborhood, and special interest groups in order to integrate affordable workforce housing into a community and to minimize opposition to increasing housing densities.
Consistent – Policy allows for compact development.

Policy HO-1.24: The County shall encourage 2nd Dwelling Units to provide housing that is affordable to very low, low and moderate-income households.
Consistent – Policy offers an alternative housing option by allowing accessory housing within a dwelling unit.

Policy HO-1.25: The County shall encourage programs that will result in improved levels of service on existing roadways and allow for focused reductions in the Traffic Impact Mitigation (TIM) Fee. Such programs may include, but not be limited to, analyzing the traffic benefits of mixed-use development.
Consistent – Policy encourages mixed-use developments.

Goal HO-4: To recognize and meet the housing needs of special groups of county residents, including a growing senior population, the homeless, agricultural employees, and the disabled through a variety of programs.

Policy HO-4.1: The development of affordable housing for seniors, including congregate care facilities, shall be encouraged.
Consistent – Policy offers a range of housing options.

Policy HO-4.2: County policies, programs, and ordinances shall provide opportunities for disabled persons to reside in all neighborhoods.
Consistent – Policy offers a range of housing options.

Policy HO-4.3: The County shall work with homebuilders to encourage the incorporation of universal design features in new construction in a way that does not increase housing costs.
Consistent – Policy offers a range of housing options.

Policy HO-4.7: The County shall incorporate provisions for co-housing, cooperatives, and other shared housing arrangements in its regulations and standards for multi-family or high-density residential land uses.
Consistent – Policy offers a range of housing options.

Goal HO-5: To increase the efficiency of energy and water use in new and existing homes.

Policy HO-5.1: The County shall require all new dwelling units to meet current state requirements for energy efficiency and shall encourage the retrofitting of existing units.
Consistent – Policy promotes natural resource conservation.

Policy HO-5.2: New land use development standards and review processes should encourage energy and water efficiency, to the extent feasible.
Consistent – Policy promotes natural resource conservation.

Public Services and Utilities Element

The purpose of the Public Services and Utilities Element is to promote a pattern of development, which maximizes the use of existing services while minimizing the costs of providing new facilities and services.

GOAL 5.1: PROVISION OF PUBLIC SERVICES
Provide and maintain a system of safe, adequate, and cost-effective public utilities and services; maintain an adequate level of service to existing development while allowing for additional growth in an efficient manner; and, ensure a safe and adequate water supply, wastewater disposal, and appropriate public services for rural areas.

OBJECTIVE 5.1.2: CONCURRENCY
Ensure through consultation with responsible service and utility purveyors that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided, and ensure that adequate school facilities are provided concurrent with discretionary development to the maximum extent permitted by State law. It shall be the policy of the County to cooperate with responsible service and utility purveyors in ensuring the adequate provision of service. Absent evidence beyond a reasonable doubt, the County will rely on the information received from such purveyors and shall not substitute its judgment for that of the responsible purveyors on questions of capacity or levels of service.

Policy 5.1.2.1: Prior to the approval of any discretionary development, the approving authority shall make a determination of the adequacy of the public services and utilities to be impacted by that development. Where, according to the purveyor responsible for the service or utility as provided in Table 5-1, demand is determined to exceed capacity, the approval of the development shall be conditioned to require expansion of the impacted facility or service to be available concurrent with the demand, mitigated, or a finding made that a CIP project is funded and authorized which will increase service capacity.
Inconsistent – Expansion does not utilize existing infrastructure.

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

Policy 5.1.3.1: Growth and development and public facility expenditures shall be primarily directed to Community Regions and Rural Centers.
Consistent - Policy committed to keeping growth within urban limit line.

GOAL 5.2: WATER SUPPLY
The development or acquisition of an adequate water supply consistent with the geographical distribution or location of future land uses and planned developments.

OBJECTIVE 5.2.1: COUNTYWIDE WATER RESOURCES PROGRAM
Establish a Countywide water resources development and management program to include the activities necessary to ensure adequate future water supplies consistent with the General Plan.

Policy 5.2.1.4: Rezoning 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.
Consistent - Policy considers use of existing infrastructure.

Policy 5.2.1.5: Approval of development projects requiring annexations to water districts in Rural Regions may only occur if groundwater sources are not available to serve, or are unable to continue serving, the development, or if existing infrastructure abuts the property and sufficient water is available to serve the annexed area.
Consistent – Policy considers development where existing infrastructure exists.

Policy 5.2.1.6: Priority shall be given to discretionary developments that are infill or where there is an efficient expansion of the water supply delivery system.
Consistent – Policy encourages infill development and use of existing assets by designating such developments a priority.

Policy 5.2.1.10: The County shall support water conservation and recycling programs and projects that can reduce future water demand consistent with the policies of this General Plan. The County will develop and implement a water use efficiency program for existing and new residential, commercial/industrial, and agricultural uses. The County will also work with each of the county's water purveyors to develop a list of the type of uses that must utilize reclaimed water if feasible. The feasibility of using reclaimed water will be defined with specific criteria developed with public input and with the assistance of the El Dorado Irrigation District (EID), and will be coordinated with their ongoing reclaimed water (also referred to as recycled water) planning and implementation process. The County shall encourage all water purveyors to implement the water conservation-related Best Management Practices already implemented by EID and in compliance with the related criteria established by USBR.
Consistent – Policy promotes environment-friendly practices through water conservation and recycling programs and projects.

Policy 5.2.1.11: The County shall direct new development to areas where public water service already exists. In Community Regions, all new development shall connect to a public water system. In Rural Centers, all new development shall connect either to a public water system or to an approved private water system.
Consistent – Policy directs growth where infrastructure already exists.

Policy 5.2.1.12: The County shall work with the El Dorado Irrigation District (EID) to support the continued and expanded use of recycled water, including wet-season use and storage, in new subdivisions served by the Deer Creek and El Dorado Hills Wastewater Treatment Plants. To avoid the construction impacts of installing recycled water facilities, the County shall encourage the construction of distribution lines at the same time as other utilities are installed. Facilities to consider are recycled water lines for residential landscaping, parks, schools, and other irrigation needs, and if feasible, wet-irrigation-season storage facilities.
Consistent – Policy promotes resource conservation through use of recycled water.

Policy 5.2.1.13: The County shall encourage water purveyors to design water supply and infrastructure projects in a manner that avoids or reduces significant environmental effects to the maximum extent feasible in light of the water supply objectives of a given project.
Consistent – Policy promotes resource conservation.

GOAL 5.3: WASTEWATER COLLECTION AND TREATMENT
An adequate and safe system of wastewater collection, treatment, and disposal to serve current and future County residents.

OBJECTIVE 5.3.1: WASTEWATER CAPACITY
Ensure the availability of wastewater collection and treatment facilities of adequate capacity to meet the needs of multifamily, high-, and medium-density residential areas, and commercial and industrial areas.

Policy 5.3.1.7: In Community Regions, all new development shall connect to public wastewater treatment facilities. In Community Regions where public wastewater collection facilities do not exist, project applicants must demonstrate that the proposed wastewater disposal system can accommodate the highest possible demand of the project.
Inconsistent – Policy allows for development away from existing infrastructure.

GOAL 5.4: STORM DRAINAGE
Manage and control storm water runoff to prevent flooding, protect soils from erosion, prevent contamination of surface waters, and minimize impacts to existing drainage infrastructure.

OBJECTIVE 5.4.1: DRAINAGE AND FLOOD MANAGEMENT PROGRAM
Initiate a Countywide drainage and flood management program to prevent flooding, protect soils from erosion, and minimize impacts on existing drainage facilities.

Policy 5.4.1.1: Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.
Consistent – Policy considers natural resource conservation.

Policy 5.4.1.2: Discretionary development shall protect natural drainage patterns, minimize erosion, and ensure existing facilities are not adversely impacted while retaining the aesthetic qualities of the drainage way.
Consistent – Policy considers natural resource conservation.

GOAL 5.5: SOLID WASTE
A safe, effective and efficient system for the collection and processing of recyclable and transformable materials and for the disposal of residual solid wastes, which cannot otherwise be recycled or transformed.

OBJECTIVE 5.5.1: INTEGRATED WASTE MANAGEMENT PROGRAM
Comply with El Dorado County Integrated Waste Management program, which complies with the intent and requirements of the California Public Resources Code, Division 30, Waste Management.

OBJECTIVE 5.5.2: RECYCLING, TRANSFORMATION, AND DISPOSAL FACILITIES
Ensure that there is adequate capacity for solid waste processing, recycling, transformation, and disposal to serve existing and future users in the County.

Policy 5.5.2.1: Concurrent with the approval of new development, evidence will be required that capacity exists within the solid waste system for the processing, recycling, transformation, and disposal of solid waste.
Consistent – Policy allows for growth where public service already exists.

Policy 5.5.2.3: The County shall adopt a Construction and Demolition Debris Diversion Ordinance requiring that a minimum of 50 percent of the debris from construction and demolition projects be reused or recycled. The County shall encourage a higher rate of diversion.
Consistent – Policy promotes environment-friendly practices.

GOAL 5.6: GAS, ELECTRIC, AND OTHER UTILITY SERVICES
Sufficient utility service availability consistent with the needs of a growing community.

OBJECTIVE 5.6.2: ENCOURAGE ENERGY-EFFICIENT DEVELOPMENT
Encourage development of energy-efficient buildings, subdivisions, development, and landscape designs.

Policy 5.6.2.1: Require energy conserving landscaping plans for all projects requiring design review or other discretionary approval.
Consistent – Policy encourages environment-friendly practices through energy efficient design.

Policy 5.6.2.2: All new subdivisions should include design components that take advantage of passive or natural summer cooling and/or winter solar access, or both, when possible.
Consistent – Policy encourages environment-friendly practices through energy efficient design.

GOAL 5.8: SCHOOL SERVICES
An adequate, high-quality school system consistent with the needs of current and future residents.

OBJECTIVE 5.8.1: SCHOOL CAPACITY
Require that adequate school capacity exists and/or appropriate mitigation consistent with State law to serve new residents concurrent with development.

Policy 5.8.1.3: Whenever feasible, develop joint (shared) school facilities, recreational facilities, and educational and service programs between school districts and other public agencies.
Consistent – Policy encourages use of existing assets by promoting joint use of schools and parks.

OBJECTIVE 5.8.2: LAND FOR SCHOOL FACILITIES
Support the identification and acquisition of land for the purpose of siting new school facilities to serve existing and future residents.

Policy 5.8.2.1: Where feasible, elementary schools shall be centrally located within the communities they serve.
Consistent – Policy promotes quality of design by encouraging central location of schools in communities.

Policy 5.8.2.4: Specific plans for Planned Communities shall identify and set aside land for new schools approvable under Title 5 Standards to serve new communities. A funding mechanism for site acquisition and construction shall be provided. School site dedication shall be considered as part of the funding mechanism.
Consistent – Policy promotes a sense of community by providing for schools in new developments.

OBJECTIVE 5.8.3: CHILD AND OTHER CARE AND DAY CARE PROGRAMS
Encourage and promote opportunities for child-care and extended day care programs.

Policy 5.8.3.1: Child day care facilities shall be allowed by right in commercial/office projects, in multiple family housing developments, in mixed-use developments in specific plans, in employment centers, and near transit facilities.
Consistent – Policy promotes mixed-use.

GOAL 5.9: LIBRARY SERVICES AND CULTURAL FACILITIES
A quality County library system and other cultural facilities consistent with the needs of current and future residents.

OBJECTIVE 5.9.1: LIBRARY FACILITIES
Maintain existing library facilities and locate new libraries to serve existing and new communities throughout the County.

Policy 5.9.1.2: New libraries shall be funded through Community Services Districts, assessment districts, zones of benefits, or other sources.
Consistent – Policies encourages quality of design by providing inclusion of places for interaction among residents within the neighborhood.

Public Health, Safety, and Noise Element

GOAL 6.5: ACCEPTABLE NOISE LEVELS
Ensure that County residents are not subjected to noise beyond acceptable levels.

OBJECTIVE 6.5.1: PROTECTION OF NOISE-SENSITIVE DEVELOPMENT
Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.5: Setbacks shall be the preferred method of noise abatement for residential projects located along U.S. Highway 50. Noise walls shall be discouraged within the foreground view shed of U.S. Highway 50 and shall be discouraged in favor of less intrusive noise mitigation (e.g., landscaped berms, setbacks) along other high volume roadways.
Consistent – Policy promotes natural resources conservation by providing guidelines to protect view sheds.

GOAL 6.7: AIR QUALITY MAINTENANCE

A. Strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.

B. Minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors.

OBJECTIVE 6.7.2: VEHICULAR EMISSIONS

Reduce motor vehicle air pollution by developing programs aimed at minimizing congestion and reducing the number of vehicle trips made in the County and encouraging the use of clean fuels.

Policy 6.7.2.4 Encourage a local and inter-State rail system.
Consistent – Policy promotes other modes of transportation.

OBJECTIVE 6.7.3: TRANSIT SERVICE

Expand the use of transit service within the County.

Policy 6.7.3.1: Legally permissible trip reduction programs and the development of transit and ridesharing facilities shall be given priority over highway capacity expansion when such programs and facilities will help to achieve and maintain mobility and air quality.
Consistent – Policy promotes other modes of transportation.

OBJECTIVE 6.7.4: PROJECT DESIGN AND MIXED USES

Encourage project design that protects air quality and minimizes direct and indirect emissions of air contaminants.

Policy 6.7.4.1: Reduce automobile dependency by permitting mixed land use patterns, which locate services such as banks, child-care facilities, schools, shopping centers, and restaurants in close proximity to employment centers and residential neighborhoods.
Consistent- Policy promotes mixed-use developments.

Policy 6.7.4.2: Promote the development of new residential uses within walking or bicycling distance to the County's larger employment centers.
Consistent- Policy promotes mixed-use developments and other modes of transportation.

Policy 6.7.4.3: New development on large tracts of undeveloped land near the rail corridor shall, to the extent practical, be transit supportive with high-density or intensity of use.
Consistent – Policy promotes compact development and other modes of transportation.

Policy 6.7.4.4: All discretionary development applications shall be reviewed to determine the need for pedestrian/bike paths connecting to adjacent development and to common service facilities (e.g., clustered mailboxes, bus stops, etc.).
Consistent – Policy promotes quality of design by establishing guidelines for connectivity.

Conservation and Open Space Element

The purpose of the Conservation and Open Space Element of the General Plan is to address the management, preservation, and conservation of natural resources and open space of El Dorado County. This element contains provisions for the conservation and protection of soils, minerals, water, wildlife and fisheries, vegetation, cultural resources, and open space.

GOAL 7.1: SOIL CONSERVATION

Conserve and protect the County's soil resources.

OBJECTIVE 7.1.1: SOILS
Long-term soil productivity.

Policy 7.1.1.1: Conserve and maintain important agricultural soils for existing and potential agricultural and forest uses by limiting non-agricultural/non-forestry development on those soils.
Consistent – Policy promotes preservation of agricultural land.

GOAL 7.3: WATER QUALITY AND QUANTITY
Conserve, enhance, and manage water resources and protect their quality from degradation.

OBJECTIVE 7.3.1: WATER RESOURCE PROTECTION
Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Policy 7.3.1.2: Establish water conservation programs that include both drought tolerant landscaping and efficient building design requirements as well as incentives for the conservation and wise use of water.
Consistent – Policy promotes environment-friendly practices toward water conservation.

Policy 7.3.1.3: The County shall develop the criteria and draft an ordinance to allow and encourage the use of domestic gray water for landscape irrigation purposes. (See Title 22 of the State Water Code and the Graywater Regulations of the Uniform Plumbing Code).
Consistent – Policy promotes environment-friendly practices through use of domestic gray water for landscaping.

OBJECTIVE 7.3.2: WATER QUALITY
Maintenance of and, where possible, improvement of the quality of underground and surface water.

Policy 7.3.2.5: As a means to improve the water quality affecting the County's recreational waters, enhanced and increased detailed analytical water quality studies and monitoring should be implemented to identify and reduce point and non-point pollutants and contaminants. Where such studies or monitoring reports have identified sources of pollution, the County shall propose means to prevent, control, or treat identified pollutants and contaminants.
Consistent – Policies encourage natural resource conservation.

OBJECTIVE 7.3.3: WETLANDS
Protection of natural and man-made wetlands, vernal pools, wet meadows, and riparian areas from impacts related to development for their importance to wildlife habitat, water purification, scenic values, and unique and sensitive plant life.
Consistent – All policies establish guidelines to regulate development in critical areas.

Policy 7.3.3.1: For projects that would result in the discharge of material to or that may affect the function and value of river, stream, lake, pond, or wetland features, the application shall include a delineation of all such features. For wetlands, the delineation shall be conducted using the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual

Policy 7.3.3.3: The County shall develop a database of important surface water features, including lake, river, stream, pond, and wetland resources.

Policy 7.3.3.4: The Zoning Ordinance shall be amended to provide buffers and special setbacks for the protection of riparian areas and wetlands. The County shall encourage the incorporation of protected areas into conservation easements or natural resource protection areas.

Exceptions to riparian and wetland buffer and setback requirements shall be provided to permit necessary road and bridge repair and construction, trail construction, and other recreational access structures such as docks and piers, or where such buffers deny reasonable use of the property, but only when appropriate mitigation measures and Best Management Practices are incorporated into the project. Exceptions shall also be provided for horticultural and grazing activities on agriculturally zoned lands that utilize "best management practices (BMPs)" as recommended by the County Agricultural Commission and adopted by the Board of Supervisors.

Until standards for buffers and special setbacks are established in the Zoning Ordinance, the County shall apply a minimum setback of 100 feet from all perennial streams, rivers, lakes, and 50 feet from intermittent streams and wetlands. These interim standards may be modified in a particular instance if more detailed information relating to slope, soil stability, vegetation, habitat, or other site- or project-specific conditions supplied as part of the review for a specific project demonstrates that a different setback is necessary or would be sufficient to protect the particular riparian area at issue.

For projects where the County allows an exception to wetland and riparian buffers, development in or immediately adjacent to such features shall be planned so that impacts on the resources are minimized. If avoidance and minimization are not feasible, the County shall make findings, based on documentation provided by the project proponent, that avoidance and minimization are infeasible.

Policy 7.3.3.5: Rivers, streams, lakes and ponds, and wetlands shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site while disturbance to the resource is avoided or minimized and fragmentation is limited.

OBJECTIVE 7.3.4: DRAINAGE
Protection and utilization of natural drainage patterns.

Policy 7.3.4.1: Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.
Consistent – Policy promotes quality of design through preservation of the natural character of site.

Policy 7.3.4.2: Modification of natural streambeds and flow shall be regulated to ensure that adequate mitigation measures are utilized.
Consistent – Policy promotes natural resource conservation.

OBJECTIVE 7.3.5: WATER CONSERVATION
Conservation of water resources, encouragement of water conservation, and construction of wastewater disposal systems designed to reclaim and re-use treated wastewater on agricultural crops and for other irrigation and wildlife enhancement projects.

Policy 7.3.5.1: Drought-tolerant plant species, where feasible, shall be used for landscaping of commercial development. Where the use of drought-tolerant native plant species is feasible, they should be used instead of non-native plant species.
Consistent – Policy encourages natural resource conservation by promoting environment-friendly practices.

Policy 7.3.5.2: A list of appropriate local indigenous drought tolerant plant materials shall be maintained by the County Planning Department and made available to the public.
Consistent – Policy encourages natural resource conservation by promoting environment-friendly practices.

Policy 7.3.5.3: The County Parks and Recreation Division shall use drought tolerant landscaping for all new parks and park improvement projects.

Consistent – Policy encourages natural resource conservation by promoting environment-friendly practices.

Policy 7.3.5.4: Require efficient water conveyance systems in new construction. Establish a program of ongoing conversion of open ditch systems shall be considered for conversion to closed conduits, reclaimed water supplies, or both, as circumstances permit.
Consistent – Policy encourages natural resource conservation by promoting environment-friendly practices.

Policy 7.3.5.5: Encourage water reuse programs to conserve raw or potable water supplies consistent with State Law.
Consistent – Policy encourages natural resource conservation by promoting environment-friendly practices.

GOAL 7.4: WILDLIFE AND VEGETATION RESOURCES
Identify, conserve, and manage wildlife, wildlife habitat, fisheries, and vegetation resources of significant biological, ecological, and recreational value.

OBJECTIVE 7.4.1: RARE, THREATENED, AND ENDANGERED SPECIES
The County shall protect State and Federally recognized rare, threatened, or endangered species and their habitats consistent with Federal and State laws.

Policy 7.4.1.3: Limit land uses within established preserve areas to activities deemed compatible. Such uses may include passive recreation, research and scientific study, and education. In conjunction with use as passive recreational areas, develop a rare plant educational and interpretive program.
Consistent – Policy promotes natural resources conservation.

Policy 7.4.1.4: Proposed rare, threatened, or endangered species preserves, as approved by the County Board of Supervisors, shall be designated Ecological Preserve (-EP) overlay on the General Plan land use map.
Consistent – Policy promotes natural resources conservation.

Policy 7.4.1.5: Species, habitat, and natural community preservation/conservation strategies shall be prepared to protect special status plant and animal species and natural communities and habitats when discretionary development is proposed on lands with such resources unless it is determined that those resources exist, and either are or can be protected, on public lands or private Natural Resource lands.
Consistent – Policy promotes natural resources conservation.

Policy 7.4.1.6: All development projects involving discretionary review shall be designed to avoid disturbance or fragmentation of important habitats to the extent reasonably feasible. Where avoidance is not possible, the development shall be required to fully mitigate the effects of important habitat loss and fragmentation. Mitigation shall be defined in the Integrated Natural Resources Management Plan (INRMP) (see Policy 7.4.2.8 and Implementation Measure CO-M).
The County Agricultural Commission, Plant, and Wildlife Technical Advisory Committee, representatives of the agricultural community, academia, and other stakeholders shall be involved and consulted in defining the important habitats of the County and in the creation and implementation of the INRMP.
Consistent – Policy promotes natural resources conservation.

OBJECTIVE 7.4.2: IDENTIFY AND PROTECT RESOURCES
Identification and protection, where feasible, of critical fish and wildlife habitat including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.

Policy 7.4.2.1: To the extent feasible in light of other General Plan policies and to the extent permitted by State law, the County of El Dorado will protect identified critical fish and wildlife habitat, as identified on the Important Biological Resources Map maintained at the Planning Department, through any of the following techniques: utilization of open space, Natural Resource land use designation, clustering, large lot design, setbacks, etc.
Consistent – Policy promotes natural resources conservation.

Policy 7.4.2.2: Where critical wildlife areas and migration corridors are identified during review of projects, the County shall protect the resources from degradation by requiring all portions of the project site that contain or influence said areas to be retained as non-disturbed natural areas through mandatory clustered development on suitable portions of the project site or other means such as density transfers if clustering cannot be achieved. The setback distance for designated or protected migration corridors shall be determined as part of the project's environmental analysis. The intent and emphasis of the Open Space land use designation and of the non-disturbance policy is to ensure continued viability of contiguous or interdependent habitat areas and the preservation of all movement corridors between related habitats. The intent of mandatory clustering is to provide a mechanism for natural resource protection while allowing appropriate development of private property. Horticultural and grazing projects on agriculturally designated lands are exempt from the restrictions placed on disturbance of natural areas when utilizing "Best Management Practices" (BMPs) recommended by the County Agricultural Commission and adopted by the Board of Supervisors when not subject to Policy 7.1.2.7.
Consistent – Policy promotes natural resources conservation and encourages compact development by mandatory-clustered development.

Policy 7.4.2.3: Consistent with Policy 9.1.3.1 of the Parks and Recreation Element, low impact uses such as trails and linear parks may be provided within river and stream buffers if all applicable mitigation measures are incorporated into the design.
Consistent – Policy promotes natural resources conservation and joint use of resources.

Policy 7.4.2.4: Establish and manage wildlife habitat corridors within public parks and natural resource protection areas to allow for wildlife use. Recreational uses within these areas shall be limited to those activities that do not require grading or vegetation removal.
Consistent – Policy promotes natural resources conservation.

Policy 7.4.2.5: Setbacks from all rivers, streams, and lakes shall be included in the Zoning Ordinance for all ministerial and discretionary development projects.
Consistent – Policy promotes natural resources conservation.

OBJECTIVE 7.4.4: FOREST AND OAK WOODLAND RESOURCES
Protect and conserve forest and woodland resources for their wildlife habitat, recreation, water production, domestic livestock grazing, production of a sustainable flow of wood products, and aesthetic values.

Policy 7.4.4.2: Through the review of discretionary projects, the County, consistent with any limitations imposed by State law, shall encourage the protection, planting, restoration, and regeneration of native trees in new developments and within existing communities.
Consistent – Policy promotes natural resources, forest, and oak woodland, conservation.

Policy 7.4.4.3: Utilize the clustering of development to retain the largest contiguous areas possible in wildland (undeveloped) status.
Consistent – Policy promotes natural resources conservation and encourages compact development by clustering of development.

Policy 7.4.4.4: For all new development projects (not including agricultural cultivation and actions pursuant to an approved Fire Safe Plan necessary to protect existing structures, both of which are exempt from this policy) that would result in soil disturbance on parcels that (1) are over an acre and have at least 1 percent total canopy cover or (2) are less than an acre and have at least 10 percent total canopy cover by woodlands habitats as defined in this General Plan and determined from base line aerial photography or by site survey performed by a qualified biologist or licensed arborist, the County shall require one of two mitigation options: (1) the project applicant shall adhere to the tree canopy retention and replacement standards described below; or (2) the project applicant shall contribute to the County's Integrated Natural Resources Management Plan (INRMP) conservation fund described in Policy 7.4.2.8.

Option A

The County shall apply the following tree canopy retention standards:

Percent Existing Canopy Cover	Canopy Cover to be Retained
80–100	60% of existing canopy
60–79	70% of existing canopy
40–59	80% of existing canopy
20–39	85% of existing canopy
10-19	90% of existing canopy
1-9 for parcels > 1 acre	90% of existing canopy

Under Option A, the project applicant shall also replace woodland habitat removed at 1:1 ratio. Impacts on woodland habitat and mitigation requirements shall be addressed in a Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8. Woodland replacement shall be based on a formula, developed by the County, that accounts for the number of trees and acreage affected.

Option B

The project applicant shall provide sufficient funding to the County's INRMP conservation fund, described in Policy 7.4.2.8, to fully compensate for the impact to oak woodland habitat. To compensate for fragmentation as well as habitat loss, the preservation mitigation ratio shall be 2:1 and based on the total woodland acreage onsite directly impacted by habitat loss and indirectly impacted by habitat fragmentation. The costs associated with acquisition, restoration, and management of the habitat protected shall be included in the mitigation fee. Impacts on woodland habitat and mitigation requirements shall be addressed in a

Biological Resources Study and Important Habitat Mitigation Plan as described in Policy 7.4.2.8.

Consistent – Policy promotes preservation woodland habitats.

Policy 7.4.4.5: Where existing individual or groups of oak trees are lost within a stand, a corridor of oak trees shall be retained that maintains continuity between all portions of the stand. The retained corridor shall have a tree density that is equal to the density of the stand.

Consistent – Policy promotes preservation of oak trees.

OBJECTIVE 7.4.5: NATIVE VEGETATION AND LANDMARK TREES

Protect and maintain native trees including oaks and landmark and heritage trees.

Policy 7.4.5.1: A tree survey, preservation, and replacement plan shall be required to be filed with the County prior to issuance of a grading permit for discretionary permits on all high-density residential, multifamily residential, commercial, and industrial projects. To ensure that proposed replacement trees survive, a mitigation monitoring plan should be incorporated into discretionary projects when applicable and shall include provisions for necessary replacement of trees.

Consistent – Policy promotes natural resources conservation.

Policy 7.4.5.2: It shall be the policy of the County to preserve native oaks wherever feasible, through the review of all proposed development activities where such trees are present on either public or private property, while at the same time recognizing individual rights to develop private property in a reasonable manner. To ensure that oak tree loss is reduced to reasonable acceptable levels, the County shall develop and implement an Oak Tree Preservation Ordinance that includes the following components:

A. Oak Tree Removal Permit Process. Except under special exemptions, a tree removal permit shall be required by the County for removal of any native oak tree with a single main trunk of at least 6 inches diameter at breast height (dbh), or a multiple trunk with an aggregate of at least 10 inches dbh. Special exemptions when a tree removal permit is not needed shall include removal of trees less than 36 inches dbh on 1) lands in Williamson Act Contracts, Farmland Security Zone Programs, Timber Production Zones, Agricultural Districts, designated Agricultural Land (AL), and actions pursuant to a Fire Safe plan; 2) all single family residential lots of one acre or less that cannot be further subdivided; 3) when a native oak tree is cut down on the owner's property for the owner's personal use; and 4) when written approval has been received from the County Planning Department. In passing judgment upon tree removal permit applications, the County may impose such reasonable conditions of approval as are necessary to protect the health of existing oak trees, the public and the surrounding property, or sensitive habitats. The County Planning Department may condition any removal of native oaks upon the replacement of trees in kind. The replacement requirement shall be calculated based upon an inch for inch replacement of removed oaks. The total of replacement trees shall have a combined diameter of the tree(s) removed. Replacement trees may be planted onsite or in other areas to the satisfaction of the County Planning Department. The County may also condition any tree removal permit that would affect sensitive habitat (e.g., valley oak woodland), on preparation of a Biological Resources Study and an Important Habitat Mitigation Program as described in Policy 7.4.1.6. If an application is denied, the County shall provide written notification, including the reasons for denial, to the applicant.

B. Tree Removal Associated with Discretionary Project. Any person desiring to remove a native oak shall provide the County with the following as part of the project application:
    - A written statement by the applicant or an arborist stating the justification for the development activity, identifying how trees in the vicinity of the project or construction site will be protected and stating that all construction activity will follow approved preservation methods;
    - A site map plan that identifies all native oaks on the project site; and
    - A report by a certified arborist that provides specific information for all native oak trees on the project site.

C. Commercial Firewood Cutting. Fuel wood production is considered commercial when a party cuts firewood for sale or profit. An oak tree removal permit shall be required for commercial firewood cutting of any native oak tree. In reviewing a permit application, the Planning Department shall consider the following:
    - Whether the trees to be removed would have a significant negative environmental impact;
    - Whether the proposed removal would not result in clear-cutting, but will result in thinning or stand improvement;
    - Whether replanting would be necessary to ensure adequate regeneration;
    - Whether the removal would create the potential for soil erosion;
    - Whether any other limitations or conditions should be imposed in accordance with sound tree management practices; and
    - What the extent of the resulting canopy cover would be.

D. Penalties. Fines will be issued to any person, firm, or corporation that is not exempt from the ordinance who damages or destroys an oak tree without first obtaining an oak tree removal permit. Fines may be as high as three times the current market value of replacement trees as well as the cost of

replacement, and/or replacement of up to three times the number of trees required by the ordinance. If oak trees are removed without a tree removal permit, the County Planning Department may choose to deny or defer approval of any application for development of that property for a period of up to 5 years. All monies received for replacement of illegally removed or damaged trees shall be deposited in the County's Integrated Natural Resources Management Plan (INRMP) conservation fund.

Consistent – Policy promotes natural resources conservation.

GOAL 7.5: CULTURAL RESOURCES
Ensure the preservation of the County's important cultural resources.

OBJECTIVE 7.5.1: PROTECTION OF CULTURAL HERITAGE
Creation of an identification and preservation program for the County's cultural resources.

Policy 7.5.1.1: The County shall establish a Cultural Resources Ordinance. This ordinance shall provide a broad regulatory framework for the mitigation of impacts on cultural resources (including historic, prehistoric, and paleontological resources) by discretionary projects. This Ordinance should include (but not be limited to) and provide for the following:

A. Appropriate (as per guidance from the Native American Heritage Commission) Native American monitors to be notified regarding projects involving significant ground-disturbing activities that could affect significant resources.
B. A 100-foot development setback in sensitive areas as a study threshold when deemed appropriate.
C. Identification of appropriate buffers, given the nature of the resources within which ground-disturbing activities should be limited.
D. A definition of cultural resources that are significant to the County. This definition shall conform to (but not necessarily be limited to) the significance criteria used for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) and Society of Vertebrate Paleontology.
E. Formulation of project review guidelines for all development projects.
F. Development of a cultural resources sensitivity map of the County.

Consistent – Policy promotes resource conservation.

OBJECTIVE 7.5.2: VISUAL INTEGRITY
Maintenance of the visual integrity of historic resources.

Policy 7.5.2.1: Create Historic Design Control Districts for areas, places, sites, structures, or uses, which have special historic significance.
Consistent – Policies promote resource conservation.

Policy 7.5.2.3: New buildings and reconstruction in historic communities shall generally conform to the types of architecture prevalent in the gold mining areas of California during the period 1850 to 1910.
Consistent – Policies promote resource conservation.

GOAL 7.6: OPEN SPACE CONSERVATION
Conserve open space land for the continuation of the County's rural character, commercial agriculture, forestry and other productive uses, the enjoyment of scenic beauty and recreation, the protection of natural resources, for protection from natural hazards, and for wildlife habitat.

OBJECTIVE 7.6.1: IMPORTANCE OF OPEN SPACE
Consideration of open space as an important factor in the County's quality of life.

Policy 7.6.1.1: The General Plan land use map shall include an Open Space land use designation. The purpose of this designation is to implement the goals and objectives of the Land Use and the Conservation

and Open Space Elements by serving one or more of the purposes stated below. In addition, the designations on the land use map for Rural Residential and Natural Resource areas are also intended to implement said goals and objectives. Primary purposes of open space include:

A. Conserving natural resource areas required for the conservation of plant and animal life including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, banks of rivers and streams and watershed lands;
B. Conserving natural resource lands for the managed production of resources including forest products, rangeland, agricultural lands important to the production of food and fiber; and areas containing important mineral deposits;
C. Maintaining areas of importance for outdoor recreation including areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes including those providing access to lake shores, beaches and rivers and streams; and areas which serve as links between major recreation and open space reservations including utility easements, banks of rivers and streams, trails and scenic highway corridors;
D. Delineating open space for public health and safety including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality; and
E. Providing for open spaces to create buffers, which may be landscaped to minimize the adverse impact of one land use on another.

Consistent – Policies promote resource conservation.

Policy 7.6.1.2: The County will provide for Open Space lands through:

A. The designation of land as Open Space;
B. The designation of land for low-intensity land uses as provided in the Rural Residential and Natural Resource land use designations;
C. Local implementation of the Federal Emergency Management Agency's National Flood Insurance Program;
D. Local implementation of the State Land Conservation Act Program; and
E. Open space land set aside through Planned Developments (PDs).

Consistent – Policies promote resource conservation.

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:

A. The Open Space (OS) Zoning District is consistent with and shall implement the Open Space designation of the General Plan land use map and all other land use designations.
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.
C. Zoning regulations shall provide for setbacks from all flood plains, streams, lakes, rivers and canals to maintain Purposes A, B, C, and D set forth in Policy 7.6.1.1.
D. Zoning regulations shall provide for maintenance of permanent open space in residential, commercial, industrial, agricultural, and residential agricultural zone districts based on standards established in those provisions of the County Code. The regulations shall minimize impacts on wetlands, flood plains, streams, lakes, rivers, canals, and slopes in excess of 30 percent and shall maintain Purposes A, B, C, and D in Policy 7.6.1.1.
E. Landscaping requirements in zoning regulations shall provide for vegetative buffers between incompatible land uses in order to maintain Purpose E in Policy 7.6.1.1.
F. Zoning regulations shall provide for Mineral Resource Combining Zone Districts and/or other appropriate mineral zoning categories, which shall be applied to lands found to contain important

mineral deposits if development of the resource can occur in compliance with all other policies of the General Plan. Those regulations shall maintain Purposes A, B, C, D, and E of Policy 7.6.1.1.
Consistent – Policies promote resource conservation.

Policy 7.6.1.4: The creation of new open space areas, including Ecological Preserves, common areas of new subdivisions, and recreational areas, shall include wildfire safety planning.
Consistent – Policies promote resource conservation.

Parks and Recreation Element

This Parks and Recreation Element establishes goals and policies that address the long range provision and maintenance of parks and recreation facilities needed to improve the quality of life of existing and future El Dorado County residents.

GOAL 9.1: PARKS AND RECREATION FACILITIES
Provide adequate recreation opportunities and facilities including developed regional and community parks, trails, and resource-based recreation areas for the health and welfare of all residents and visitors of El Dorado County.

OBJECTIVE 9.1.1: PARK ACQUISITION AND DEVELOPMENT
The County shall assume primary responsibility for the acquisition and development of regional parks and assist in the acquisition and development of neighborhood and community parks to serve County residents and visitors.

Policy 9.1.1.1: The County shall assist in the development of regional, community, and neighborhood parks, ensure a diverse range of recreational opportunities at a regional, community, and neighborhood level, and provide park design guidelines and development standards for park development. The following national standards shall be used as guidelines for the acquisition and development of park facilities:

Guidelines For Acquisition and Development of Park Facilities	
Park Types	Developed
Regional Parks	1.5 ac/1,000 population
Community Parks	1.5 ac/1,000 population
Neighborhood Parks	2.0 ac/1,000 population
Specific Standards (Neighborhood and Community Parks)	
Cameron Park Community Services District	5.0 ac/1,000 population
El Dorado Hills Community Services District	5.0 ac/1,000 population
Planned Communities	5.0 ac/1,000 population

The parkland dedication/in-lieu fees shall be directed towards the purchase and funding of neighborhood and community parks.
Consistent – Policy promotes quality of design with the inclusion of parks as place for interaction among residents within neighborhoods.

Policy 9.1.1.2: Neighborhood parks shall be primarily focused on serving walk-to or bike-to recreation needs. When possible, neighborhood parks should be adjacent to schools. Neighborhood parks are generally 2 to 10 acres in size and may include a playground, tot lot, turf areas, and picnic facilities.
Consistent – Policy promotes quality of design and transportation choices by requiring access by walking or biking. In addition, policy promotes use of existing assets by encouraging joint use of schools and parks.

Policy 9.1.1.3: Community parks and recreation facilities shall provide a focal point and gathering place for the larger community. Community parks are generally 10 to 44 acres in size, are for use by all sectors and age groups, and may include multi-purpose fields, ball fields, group picnic areas, playground, tot lot, multi-purpose hardcourts, swimming pool, tennis courts, and a community center.
Consistent – Policy promotes quality of design through sense of place for the community.

Policy 9.1.1.4: Regional parks and recreation facilities shall incorporate natural resources such as lakes and creeks and serve a region involving more than one community. Regional parks generally range in size from 30 to 10,000 acres with the preferred size being several hundred acres. Facilities may include multi-purpose fields, ball fields, group picnic areas, playgrounds, swimming facilities, amphitheaters, tennis courts, multi-purpose hardcourts, shooting sports facilities, concessionaire facilities, trails, nature interpretive centers, campgrounds, natural or historic points of interest, and community multi-purpose centers.
Consistent – Policy promotes quality of design and resources preservation through the incorporation of those natural resources with park and recreation facilities.

Policy 9.1.1.5: Parkland dedicated under the Quimby Act must be suitable for active recreation uses and:
A. Shall have a maximum average slope of 10 percent;
B. Shall have sufficient access for a community or neighborhood park; and
C. Shall not contain significant constraints that would render the site unsuitable for development.
Consistent – Policy provides a community with a place to interact.

Policy 9.1.1.10: As a priority, the County shall continue to plan for and develop existing County owned regional and community park sites.
Consistent – Policy provides a community with a place to interact.

Policy 9.1.1.11: Focus park acquisition on recreation oriented facilities.
Consistent – Policy provides a community with a place to interact.

OBJECTIVE 9.1.2: COUNTY TRAILS
Provide for a County-wide, non-motorized, multi-purpose trail system and trail linkages to existing and proposed local, State, and Federal trail systems. The County will actively seek to establish trail linkages between schools, parks, residential, commercial, and industrial uses and to coordinate this non-motorized system with the vehicular circulation system.

Policy 9.1.2.5: All discretionary applications may be conditioned to provide an irrevocable offer of a trail easement dedication and construction of trails as designated on the Trails Master Plan provided it can be shown that such trails will serve as loops and/or links to designated or existing trails, existing or proposed schools, public parks and open space areas, and existing or proposed public transit nodes (e.g., bus stops, park and ride lots). Parkland dedication credit shall be given where applicable for provision of land and trail improvements that aid in implementing the Trails Master Plan.
Consistent – Policy promotes connectivity for non-motorized transportation to parks and recreation.

Policy 9.1.2.8: Integrate and link, where possible, existing and proposed National, State, regional, County, city and local hiking, bicycle, and equestrian trails for public use.
Consistent – Policy promotes connectivity for non-motorized transportation to parks and recreation.

Policy 9.1.2.9: The County shall update the *Bikeway Master Plan* and include the bikeways system on the Trails Master Plan Map within two years of General Plan adoption. The *Bikeway Master Plan* shall be reviewed annually for changes and possible updating. Major revision studies shall be conducted in accordance with Policy 2.9.1.2. The bicycle routes established in the *Bikeway Master Plan* are considered

a part of both the Parks and Recreation Element and the Transportation and Circulation Element of the County General Plan.
Consistent – Policy promotes connectivity for non-motorized transportation to parks and recreation.

GOAL 9.2: FUNDING
Secure an adequate and stable source of funding to implement a comprehensive County-wide parks and recreation plan.

OBJECTIVE 9.2.2: QUIMBY ACT
Land dedicated to the County under the Quimby Act and Quimby in-lieu fees shall continue to be used primarily to meet neighborhood park needs but may assist in meeting the community park standards as well.

Policy 9.2.2.1: The Parks and Recreation Commission shall review all tentative subdivision maps of 50 parcels or more outside community service districts and special recreation districts boundaries and will provide recommendations to the Planning Commission for appropriate provision of recreation services.
Consistent – Policy promotes quality design by encouraging inclusion of places for interaction among residents within the neighborhood.

Policy 9.2.2.2: New development projects creating community or neighborhood parks shall provide mechanisms (e.g., homeowners associations, or benefit assessment districts) for the ongoing development, operation, and maintenance needs of these facilities if annexation to an existing parks and recreation service district/provider is not possible.
Consistent – Policy promotes quality design by encouraging inclusion of places for interaction among residents within the neighborhood.

Policy 9.2.2.3: The County will cooperate with cities and independently funded districts to help acquire land and develop facilities for neighborhood and community parks as funding allows.
Consistent – Policy promotes quality design by encouraging inclusion of places for interaction among residents within the neighborhood.

Policy 9.2.2.4: The County shall work with local districts and County services area recreation advisory committees to secure neighborhood park sites by use of the Quimby Act Implementing Ordinance.
Consistent – Policy promotes quality design by encouraging inclusion of places for interaction among residents within the neighborhood.

Economic Development Element

Local planning, through the inclusion of an Economic Development Element in the General Plan or preparation of an Economic Strategic Plan, can be used to strengthen community development activities, enhance economic growth, and reinforce the planning process as a positive part of economic development.

GOAL 10.1: COOPERATION
The County shall work with all levels of government and with the various economic development organizations including the business community to cooperatively identify and promote the County's positive opportunities and strength.

OBJECTIVE 10.1.1: COOPERATIVE APPROACH
Utilize the Economic Development Providers Network or other Board of Supervisors recognized economic development organizations to advise and recommend to the Board of Supervisors policies and a course of action that will facilitate the County's economic vitality.

Policy 10.1.1.3: Encourage local governments and private business to develop a coordinated and regional approach to a sustainable economy for El Dorado County.

Program 10.1.1.3.1:
Support County business and local government efforts to develop regional, State, National, and international markets for our County's products, services, and attractors.
Consistent – Policy tries to encourage more jobs to the area.

OBJECTIVE 10.1.2: IMPROVE REGULATORY PROCESS
Reform and improve regulatory processes relating to business in order to foster the spirit of cooperation, understanding, and consensus between government and business.

Policy 10.1.2.2: Improve, streamline, and monitor permit processing procedures.

Program 10.1.2.2.3:
Expedite permitting services as an incentive to encourage upgrading of unoccupied developed and underutilized commercial and industrial sites and/or structures. The County should encourage the use of unoccupied developed and/or underutilized County owned sites and/or structures for commercial and industrial use when a public use is not needed.
Consistent – Policy encourages use of existing assets by providing incentives to redevelop underutilized properties.

OBJECTIVE 10.1.4: COMMUNICATION
Establish a forum for discussion and make recommendations on pending environmental issues that affect business and the County's economic vitality.

Policy 10.1.4.1: The Economic Development Providers Network shall promote communication to identify and resolve issues of concern to environmental and economic interests and identify opportunities to integrate the goals of economic health and environmental enhancement.

Program 10.1.4.1.1:
Provide information to educate the business community on environmental issues and to educate the environmental community on the local and regional economy.

Program 10.1.4.1.2:
Identify issues to be considered including, but not limited to, the following:

- location of environmentally compatible areas to develop or expand a full range of housing opportunities including affordable housing opportunities for the local labor force;
- location of environmentally compatible areas for industry to develop or expand;
- provision of transportation facilities;
- methods of streamlining regulatory processes;
- ways in which economic activity can strengthen environmental quality and rural character;
- promotion and protection of environmental quality as an economic asset;
- promotion of increased tourism; and
- support for environmentally sound business in the County.

Consistent – Policy promotes transportation choices, housing choice and diversity, and natural resources conservation through consideration for environment-friendly practices.

OBJECTIVE 10.1.5: BUSINESS RETENTION AND EXPANSION
Assist in the retention and expansion of existing businesses through focused outreach and public and private incentive programs and target new industries, which diversify and strengthen our export base.

Policy 10.1.5.1: Assist industries to remain, expand, or to locate in El Dorado County.

Program 10.1.5.1.1:
Identify and attract selected targeted industries that are consistent with the County's goal of balancing economic vitality and environmental protection.

Program 10.1.5.1.2:
Develop an action plan for each targeted industry to encourage retention and expansion of businesses including special needs of each targeted industry and location assistance for expansion or relocation. Incubator space within commercial/industrial parks is an important component of these action plans.

Program 10.1.5.1.3:
The Economic Development Providers Network shall establish a system for annually inventorying existing industries and businesses in order to provide early warning of businesses that are at risk and are considering moving or expanding out of the County.

Program 10.1.5.1.4:
Annually dedicate and budget County staff to implement programs under Objective 10.1.5 and/or coordinate County efforts with the private sector and Economic Development Providers Network.

Program 10.1.5.1.5:
The County shall monitor land availability through five-year reviews of the General Plan to assure a sufficient supply of commercial and industrial designated lands.

Program 10.1.5.1.6:
El Dorado County, in cooperation with the Economic Providers Network, shall develop a comprehensive regional economic development program to attract industry to the County at a rate higher than the Sacramento Area Council of Governments (SACOG) and/or County employment forecasts. The economic development program should consider the employment needs of the resident labor force as well as more traditional measures of progress/stability as the jobs/housing balance.
Consistent – Policy addresses jobs and housing balance in the General Plan; satisfies Blueprint transportation choices.

OBJECTIVE 10.1.6: CAPTURE OF RETAIL AND TOURISM DOLLARS
Capture a greater share of retail and tourist dollars within the County by providing opportunities to establish new tourist-related commercial operations while promoting and maintaining existing tourist commercial operations.

Policy 10.1.6.2: The use of public transportation shall be encouraged to serve and support the County's tourist destinations.
Consistent – Policy encourages other modes of transportation.

Policy 10.1.6.3: Support land use designations adjacent to major transportation corridors, which are suitable for convention centers and vehicle-to-shuttle-bus transfer facilities to support tourism, large special events, etc.
Consistent – Policy encourages other modes of transportation and development that can be serviced by other modes of transportation.

OBJECTIVE 10.1.7: SMALL BUSINESS AND WORK PLACE ALTERNATIVES
Promote the establishment and expansion of small businesses and work place alternatives including home occupations, telecommuting businesses, and technology transfer based industries.

Policy 10.1.7.3 Encourage employers, including public agencies, to offer work place alternatives such as telecommuting and promote formation of neighborhood based telecommuting centers in which multiple businesses use joint services.
Consistent – Policy encourages live-work homes.

Program 10.1.7.3.1:
Establish land use regulations that permit by right satellite work centers, home work place alternatives, and home occupations as a means of reducing commutes on U.S. Highway 50.

Policy 10.1.7.4 Home occupations shall be encouraged and permitted to the extent that they are compatible with adjacent or surrounding properties.
Consistent – Policy encourages live-work homes.

Program 10.1.7.4.1:
Establish standards in the Zoning Ordinance that provide compatible home businesses that complement residential uses in the Community Regions, Rural Centers, and Rural Regions.

Program 10.1.7.4.2:
Land use regulations shall disallow Conditions, Covenants, and Restrictions that preclude home occupations or work-at-home activities.

OBJECTIVE 10.1.9: JOBS-HOUSING RELATIONSHIP
The County shall monitor the jobs-housing balance and emphasize employment creation.

Policy 10.1.9.1: The County shall use appropriate land use, zoning, and permit streamlining strategies, and other financial incentives to provide for and encourage a broad mix housing types that are compatible with wage structures associated with existing and forecasted employment.
Consistent – Policy addresses jobs and housing balance, which supports transportation choices principle.

Policy 10.1.9.2: Encourage specific plans and large planned developments in Community Regions and Rural Centers to include a broad mix of housing types and relate it to local wage structures to achieve balance with existing and forecasted resident household needs.
Consistent – Policy addresses jobs and housing balance, which supports transportation choices principle.

Policy 10.1.9.3: The County shall actively promote job generating land uses while de-emphasizing residential development unless it is tied to a strategy that is necessary to attract job generating land uses.
Consistent – Policy addresses jobs and housing balance, which supports transportation choices principle.

GOAL 10.2: PUBLIC SERVICES AND INFRASTRUCTURE
Provide adequate levels of public services and infrastructure for existing residents and targeted industries and establish equitable methods to assure funding of needed improvements to existing infrastructure and services and new facilities to further economic development consistent with the County's custom, culture, and economic stability.

OBJECTIVE 10.2.1: PUBLIC AND CIVIC FACILITIES INVESTMENT
Give a high priority to funding quality civic, public and community facilities, and basic infrastructure that serve a broad range of needs.

Policy 10.2.1.6: Provision of new infrastructure and facilities shall be coordinated with existing infrastructure and facilities and shall maximize use of existing facilities capacity to the extent that any exists.
Consistent – Policy promotes use of existing assets/infrastructure.

Policy 10.2.1.8: Direct new development to land where infrastructure and service levels are adequate so as to minimize development costs.
Consistent – Policy promotes use of existing assets/infrastructure.

Appendix C

PLAN POLICY ANALYSIS

El Dorado Hills Specific Plans
Northwest El Dorado Hills Specific Plan

Current Area Plan Policy
The El Dorado Hills/Salmon Falls Area Plan includes key policies intended to define the character of residential development.

- Within the high-density land use designation, a maximum of three (3) units to the acre shall be allowed unless accompanied by a planned development, in which case five (5) units to the acre will be permitted.
  Consistent – Policy consistent with SACOG's large-lot single-family housing mix category of 1 to 8 dwelling units per acre.
- Within the multi-family land use designation, a maximum of twelve (12) units to the acre shall be allowed unless accompanied by a planned development, in which case (20) units to the acre will be permitted.
  Consistent – Policy consistent with SACOG's attached single-family and multi-family housing mix category of 8 to over 50 dwelling units per acre.
- Transitional land uses shall be designed into development projects in order to alleviate land use conflicts in differing residential density areas, commercial, industrial, and agricultural areas.
  Inconsistent – Policy does not provide for mixed-uses.

Specific Plan Policies for Residential Land Use
Policy A. Develop single-family areas as "villages" with internally focused roads and individual village identity. Location of multi-family and single-family land uses is intended to provide a transition from the commercial uses near Green Valley Road.
Inconsistent – Internally focused roads does not provide flexibility for connectivity.

Policy C. Residential land uses within the Specific Plan shall provide range of housing densities. Residential developments shall be consistent with the following densities:

Single Family PD west of Francisco Drive
And south of the existing Marina Village: 1 to 2 DU/Acre

Multi-Family Planned Development (Village D)
East of Francisco Drive: 5 to 16 DU/Acre

The net density of multi-family dwellings within 100 feet of a common property line with single-family dwellings shall be lower than the maximum allowable density to provide a buffer that will insure privacy and mitigate noise impacts. However, the overall density of the multi-family residential project may be achieved by increasing the density in other portion of the project away from single-family dwellings. Further, the total number of multi-family units in Village D shall not exceed 220.
Both – Policy promotes housing choices and diversity, but not for mixed-use nor compact developments.

Policy E. The multi-family area on the east side of Francisco Drive (Village D) is to be processed as a Planned Development with the objective:

- Provide buffering from commercial and single-family residential uses, major arterial roadways, and community service facilities.
- Alleviate noise impact and maintain privacy of multi-family and adjacent single-family units by:
  a. Prohibiting the construction of any two-story dwellings within 100 feet of the property line adjacent to single-family dwellings;

b. Construction of a 6 foot high fence along the common property line; and
c. Planting trees along the common property line that, at full maturity, will provide a visual screen between adjacent land uses.

Consistent – Policy provides housing choice with multi-family housing.

Specific Plan Circulation Policies

Policy B. Provide for alternative travel modes to the automobile as means around and through Plan Area.

1. Provide a pedestrian/bikeway corridor along one side of the Francisco Drive travel lanes. The location of the pedestrian/bikeway will be dictated by the terrain and landscaping.
2. Design the pedestrian system to create a landscaped environment separate from the auto travel lanes.
3. A park and ride facility shall be provided for on the Francisco Drive frontage of Village F or the Village Center in a design and location as recommended by the County Transportation Director. Development of the park and ride facility shall occur concurrently with development of the adjacent property unless earlier development is deemed necessary by the County Transportation Director.

Consistent – Policy promotes quality of design by providing pedestrian and bikeway. Policy addresses other modes of transportation by designating pedestrian/bikeway access and a park and ride facility.

Policy C. Local streets, cul-de-sacs, and collector streets shall be designed with adequate road widths to provide bicycle and pedestrian circulation.

Consistent – Policy provides for other modes of transportation.

Specific Plan Open Space Policies

Policy A. Prohibit development within the designated open space area on Land Use Map.

Consistent – Policy promotes natural resources by designating open space.

Policy B. Protect existing native trees.

Implementation:

1. Prohibit by this policy and by specific language in the development agreement the cutting or removal of any native trees within the designated open space, park land and privately owned ravines except a required for homes on the parcels fronting on these ravines, roadway construction, sewer and similar utility extensions and public health and safety as may be determined by county officials.

Consistent – Policy protects natural resources.

Specific Plan Housing Policies

Policy A. Increase housing supply and a range of housing choice and density within the North West El Dorado Hills Specific Plan Area to meet a portion of the housing needs of the labor force employed in western El Dorado County.

Consistent – Policy promotes housing choices with differing densities.

General Goals

A. The citizens of the Plan Area desire to retain the rural atmosphere while striving for a well-balanced community.
C. The integrity of the environment, quality of air, water, and noise levels should be considered a priority in all development.
D. Retention of a feeling of open space is desired through provision of open space areas, and consideration of view sheds, ridgelines, and natural features.
J. Efficient energy usage and conservation should be consistently encouraged in development.
L. A quality circulation system, which safely and efficiently accommodates development and recognizes all transportation modes, is desired for the Area.
M. Development for additional recreation facilities through proper planning is a priority to local citizens.
N. Quality neighborhood school sites are a priority to local citizens and should be considered as the area grows.

Consistent – Plan promotes multi-modal transportation; provides housing choices; address quality of design; and promotes natural resources conservation.

El Dorado Hills Specific Plan

1.3 Goals of the El Dorado Hills Specific Plan

The goals of the El Dorado Hills Specific Plan include providing for the following:

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

Consistent – Plan promotes housing choices with a mix of residential types; promotes natural resource conservation; and promotes nonvehicular transportation.

1.4 Policies of the El Dorado Hills Specific Plan

1.4.1 General Policies

a. The Plan Area shall be an integral and complementary component of the El Dorado Hills community and shall provide the full range of facilities and services necessary for a self-contained community.
Inconsistent – Self-contained community does not seem to provide connectivity to the surrounding neighborhoods.
b. Large areas within the plan boundaries characterized by steep topography, expanses of tree cover, sensitive environmental or archaeological features, or major recreational amenities, shall be preserved as permanent open space.
Consistent – Policy promotes natural resources conservation.
c. The major commercial activities within the Plan Area shall be concentrated in locations from which the community may be served, and shall be protected from noncomplementary, competing land uses.
Inconsistent – Policy does not allow mixed-use development.

1.4.1.1 Site Development and Grading

d. A plan to minimize impact to oak trees shall be submitted to the El Dorado County Community Development Department prior to approval of any tentative map. The plan will include, at a minimum, the locations and sizes of individual trees that should not be impacted.
Consistent – Saving oak trees promotes natural resource conservation.
e. Removal of oak trees and other large native trees with trunk circumferences of 25 inches at 4.5 feet above grade shall be avoided where feasible.
Consistent – Policy promotes preservation of natural resources.
h. Landscaping in improved common area shall be of drought-resistant varieties.
Consistent – Policy promotes environment-friendly practices.
k. Site design, building orientation, and street and lot patterns shall follow solar orientation principles to the maximum extent practicable to maximize energy conservation.
Consistent – Policy promotes environment-friendly practices.

o. Where feasible, and given the physical constraints of the Plan Area, subdivisions and other new development shall be designed to facilitate solar use as a means of reducing total energy consumption. The design elements that shall be considered include:
- Solar orientation
- Shade control
- Wind management
- Solar access

Consistent – Policy promotes environment-friendly practices.

1.4.3 Commercial Policies

c. Commercial areas shall be directly accessible through use of public transportation, pedestrian, and bicycle routes.
Consistent – Policy provides access to other modes of transportation.

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

h. Multi-family uses are expressly prohibited in the commercial portion of Village J.
Inconsistent – Policy does not allow mixed-uses.

1.4.4 Village Green/Community Center Policies

a. The Village Green/Community Center shall foster mixed-use facilities that will provide recreational, public, and limited retail services in a central and convenient location within the community.
Consistent – Policy provides mixed-use developments.

d. Opportunities shall be provided for outdoor and indoor public activity area, including space for cultural events, organizational meetings, recreational areas, and public seating accommodation.
Consistent – Policy encourages inclusion of places for residents to meet and interact, a sense of place.

1.4.5 Golf Course/Country Club Policies

d. Water conservation measures shall be employed in the design and landscaping of the golf courses. In particular, provision shall be made for use of treated wastewater and stored drainage water for irrigation to the maximum extent possible.
Consistent – Policy requires environment-friendly practices.

1.4.6 Institutional Uses Policies

1.4.6.1 Schools

b. Schools shall be linked to the pedestrian trail and bicycle path systems.
Consistent – Policy addresses quality of design by providing pedestrian and bicycle access to schools.

c. School sites should be located adjacent to public open space and public park sites wherever possible and should provide for joint use of facilities.
Consistent – Policy promotes joint use thus promoting efficient use of infrastructure.

1.4.6.2 Parks

a. Park facilities shall be designed to meet the recreational needs of village residents, consistent with the availability of the recreational and open space areas.
Consistent – Policy promotes quality of design by providing residents a gathering place.

b. Where school sites are contiguous to parks, play apparatus and other recreation features and amenities shall be coordinated to avoid duplication.
Consistent – Policy promotes joint use thus promoting efficient use of infrastructure.

c. Native and drought-tolerant trees and shrubs shall be incorporated into the landscape design of parks where feasible.
Consistent – Policy promotes environment-friendly practices.

i. Public parks should be linked to bicycle and pedestrian paths, if feasible.
Consistent – Policy addresses quality of design by connecting paths with parks.

1.4.7 Circulation Policies

1.4.7.1 Public and Private Streets

a. Bus shelters and turnouts shall be provided along arterial streets near village entrances to facilitate use of public transit.
5.6 Public Transit
Major arterial streets will be designed to accommodate local public transit.
5.7 Park and Ride
Space for a park and ride lot will be reserved near the intersection of Highway 50 and Silva Valley Parkway.
Consistent – Policy addresses transportation choices by promoting the use of public transit.

c. Trees shall be planted along all streets to provide shade, to soften the appearance of the hard streetscape, and to create a tree canopy to enhance pedestrian comfort.
Consistent – Policy promotes design details that promote pedestrian comfort.

1.4.7.2 Pedestrian Sidewalks, Paths, and Trails

a. Sidewalks, paths, and trails along major arterial streets should be separated from streets and parking areas to the maximum extent possible both for the safety and enjoyment of the user.
Consistent – Policy provide safe access to pedestrian thus promoting quality of design.

1.5 Summary of Plan Proposals

1.5.1 Golf Course Community

The goals of this Specific Plan envision a physically attractive community with a strong relationship to the natural surroundings. These goals will be achieved by focusing development around undisturbed open space and two potential golf course-oriented environment.
Consistent – Plan promotes open space preservation.

1.5.2 Residential Land Use

The Specific Plan are is designed to be primarily a residential community that provides housing opportunities in a planned environment with ample open space and a variety of retail shopping and service activities. The housing will be a mix of residential dwellings that appeal to a variety of householders, both young and old. Individuals and householders will be able to select among a range and variety of housing types and settings within the broad open spaces and hillsides of El Dorado County. It is anticipated that such a setting would appeal to those who seek a full-service community with opportunities for shopping, leisure, and employment activity, as well as those who might also enjoy daily walks and panoramic views of the open countryside.
Both – Plan promotes natural resource conservation with ample open space; promotes multiple housing choices; and provides access to commercial centers. However, access to those commercial centers would require driving. The Plan does not promote compact or mixed-use developments.

1.5.3 Retail Commercial, Services, and Industrial Development

The core area around the intersection of El Dorado Hills Boulevard and Highway 50 will be the hub of economic development in the western El Dorado County. The El Dorado Hills Business Park will provide a cornerstone to this development, but it also can be expected that additional office, services, and retail land use may emerge within the Plan Area as the residential population in the area grows.
Both – Plan provides for job creation in the commercial center; thus creating a benefit towards jobs-housing balance. However, they are separated from the residential area; thus requiring the use of automobiles and not promoting mixed-uses.

1.5.4 Village Green/Community Center

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

Consistent – Plan promotes quality of design by providing a place for the community to meet and interact.

Bass Lake Hills Specific Plan

3.2Land Use Concept

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

The terrain limits the densities in the Plan area.

3.3Residential Development Standards

2. "Conservation setbacks" which include open space and conservation easements, recorded non-building setbacks, or any other method to permanently set aside property for the purposes of natural resources conservation shall be the primary method of protection for such resources.
   Consistent – Plan promotes natural resources conservation.
3. Neighborhood service zones within villages shall be permitted per Land Use Element Policy 2.3.9 of the General Plan. Non-residential uses such as daycare facilities, churches, and group homes will be permitted within parcels identified for neighborhood service uses in accordance with the County Zoning Ordinance. Such facilities will be designed and constructed consistent with Plan design guidelines. Said facilities shall be located on corner lots at road intersections.
   Both - Plan allows neighborhood services within residential area; but not necessarily allows mixed-uses.
4. Newly subdivided residential lots shall not have direct access to urban collectors or primary local roads.
   Inconsistent – Plan does not support connectivity.
6. Villages shall be zoned to include the PD Zone District overlay prior to development. Clustering of residential units shall be encourages in order to maximize land use while conserving natural site features and resources and creation of open space.
   Consistent – Clustering encourages compact development. Plan also promotes conservation of natural site features.

4.2 Primary Local Roads

Primary local roads serve the Plan area by connecting secondary local roads with the urban collectors (i.e., Bass Lake Road and Country Club Drive).

- 60-foot right-of-way;
- 4-foot Class 2 bicycle lane on both sides;
- Pedestrian pathway/sidewalk;
- Landscaping

Consistent – Plan provides for bicycle lanes and sidewalks, addressing quality design with complete streets.

4.7 Pedestrian, Equestrian, and Bicyclist Facilities
It is an objective of this Plan to provide non-vehicular forms of transportation. Accordingly, pedestrian and bicycle facilities are provided along streets (rights-of-way or landscape easements) and in open space locations. In additions, equestrian trails can be provided in open space areas of the Carson Trail and/or individual villages.
Consistent – Plan calls for other modes of transportation.

4.8 Public Transit
Use of various modes of public transit, including buses and car-pooling, is encouraged as an effective means of reducing commute or peak-hour traffic volumes.
Consistent – Plan encourages public transit and car-pooling.

4.9 Park-and-Ride Lot
A site for a park-and-ride parking lot capable of accommodating 100 vehicles with expansion to 200 vehicles (approximately 2 acres) has been designated to the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road near U.S. Highway 50. This lot will allow Plan area residents alternatives to single-occupancy vehicle commuting. Transit and ridesharing programs will increase use of this facility resulting in vehicle trip reduction. This lot will also double as a parking area for the east west trail.
Consistent – Plan includes park-and-ride lot, which encourages the use of public transit. In addition, the parking area will be jointly used as parking for recreation area.

4.10 Bus Stops
In anticipation that a bus system for the general public and school children will be extended into the Plan area, bus stops will be provided at the intersection of primary local roads with Bass Lake Road in accordance with standards and criteria of El Dorado County Transit and the local school districts.
Consistent – Plan includes bus stops for joint use by El Dorado County Transit and school buses.

4.11 General Circulation and Trail Standards

3. Pathways shall be constructed at locations convenient to residential lots to facilitate pedestrian travel to open space trails, secondary local roads, primary local roads, and Bass Lake road. Such pedestrian and bike lane connections shall be located and protected to restrict access to adjoining private property.
   Consistent – Plan provides walkways to parks and open space, addressing quality of design.
5. The Class 1 bicycle/pedestrian path along Bass Lake Road shall be separated from the street pavement to the maximum extent possible while maintaining the privacy of adjoining private property.
   Consistent – Plan encourages bike and pedestrian friendliness, addressing quality of design.
6. Where practical and compatible, pedestrian paths shall be constructed in public open space to separate pedestrians from motor vehicle.
   Both – Plan includes safe pedestrian paths; but does not require it.
7. The Clarksville Toll Road Trail, an off-road pedestrian/equestrian/bicycle trail connecting the eastern and western boundaries of the Plan area shall be created within the approximate alignment of the historic Clarksville Toll Road. To trail and park-and-ride lot shall be constructed to allow joint use of the parking facilities.
   Consistent – Plan provides pedestrian/equestrian/bicycle connection to trails.
8. Secondary local roads within villages shall be designed to facilitate internal circulation and discourage through traffic.
   Inconsistent – Roads are planned to be closed off discouraging connectivity.
11. Parks and open space shown on the Specific Plan Land Use Diagram and Parks and Open Space Plan shall be linked by a pedestrian and bicycle circulation system.

Consistent – Plan connects pedestrian and bicycle circulation to parks and open space.

5.2.3 Water Conservation Standards

1. Landscaping, excluding lawn areas in all public parks and street rights-of-way, shall be achieved with low water-using native plants and trees and irrigation systems, which utilize the best available technology for water conservation and comply with State and local regulations.
2. Construction of residential projects shall be encouraged to utilize low water-using plants and irrigation and plumbing systems, which utilize the best available technology for water conservation and comply with State or local regulations.
3. Established indigenous plants, trees, and shrubs shall be protected as much as possible.
4. Efficient irrigation systems, which minimize runoff and evaporation and maximize the water that will reach plant roots, shall be utilized.
   Consistent – Standards encourage environment-friendly practices.

5.4 Stormwater Drainage

To the maximum extent practicable, the development proposal will plan to convey stormwater drainage via the existing drainage courses. Plan policies provide for the use of natural channels for the collection and conveyance of stormwater runoff and do not propose substantial alteration of existing drainage catchments.

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

5.4.1 General Stormwater Facility Policies

2. Storm drainage detention basins may be located in open space areas and parks and may be accessible to the public in order to serve a dual impact mitigation/recreation function.
   Consistent – Stormwater facilities jointly used for drainage and open space or mitigation area.

5.6.2 Recreation Facility Standards

2. Wherever possible, school sites should be located adjacent to park sites. Joint-use agreements between the EDHCSD and the school districts are encouraged in order to allow the sharing of costs and operational responsibilities.
   Consistent – Plan encourages joint use of school and park infrastructures. However, it does not require it.

5.7 Open Space

The Plan provide a variety of options to create open space amenities both for the benefit of Plan residents and as means of conserving natural features and wildlife habitat.
Consistent – Plan promotes natural resources conservation.

7.2 Cultural Resource Protection Standards

1. The County shall require site-specific archaeological investigations for all development proposals which may impact sensitive archaeological sites described in the EIR.
2. Mitigation measures to protect archaeological sites shall be implemented through condition in development permits and shall require on-site monitoring by qualified personnel during excavation work in areas identifies as sensitive for archaeological resources. Development activity shall cease whenever artifacts or skeletal remains are discovered until arrangement can be made to avoid or otherwise protect the site. Identified archaeological sites shall be protected through non-building setbacks to be recorded on the subdivision map.
3. The local Indian Council shall be notified of all discretionary development application for review and comment.

Consistent – Plan promotes preservation of cultural resources.

7.3 Agricultural Land Protection Standards
The following policies apply to all lands adjacent to Agricultural land located outside of the Plan are.

1. Residential lands adjacent to agricultural lands shall be fenced.
2. New residential lots within the Plan area located adjacent to agriculturally zoned land outside of the Plan area shall maintain 10-acre minimum lot size.
3. No use or activity shall be permitted on property adjoining agriculturally zoned land, which conflicts with the agricultural uses.
4. New lots within the Plan area adjacent to agriculturally zoned lands located outside of the Plan area shall maintain a 200-foot setback for incompatible land uses (schools, dwelling, etc.)

Consistent – Plan establishes guidelines for farmland protection.

7.4 Wetland and Intermittent Streams and Drainages
It is the intent of this Plan to retain and protect as much of the existing wetlands and intermittent stream and drainage resources as possible. The primary method of preservation will be avoidance by means of conservation setbacks.
Consistent – Plan promotes natural resources conservation.

7.5 Woodland Habitat and Oak Trees
It is an objective of this Plan to conserve and enhance existing oak woodland habitat and native oak trees to the maximum extent possible. It is also the objective of this Plan to maintain existing native plant species within natural habitat areas and to introduce only native plant species to these areas.

2. Oak tree groves and oak woodland habitat shall be conserved within the Plan area principally by avoidance.
3. A grove shall be defines as any group of oak trees, regardless of maturity, with a continuous canopy of 5,000 square feet or greater measured at the drip line.

Consistent – Plan promotes preservation of woodland habitat.

Carson Creek Specific Plan

3.3 Land use Categories
Residential
Land use plan provides for the development of 1,700 units in 10 residential Villages. The Specific Plan contemplates, in its residential areas, an age-restricted, senior citizen housing development within the meaning of California Civil Code Section 51.3 with an array of largely single-family housing types and densities. Section 51.3 provides that qualifying residents for senior communities are those who are 55 years of age or older. The Specific Plan will also accommodate a small, 6-acre pocket of non-age-restricted residential housing up to 18 unrestricted residential dwelling units may be constructed on the 6 acres. (3 du/acre)

Although the Land Use Table provides for a tabular summation of the acreage and unit count for each Village, the actual density will be fixed at the tentative map stage. The plan allows for the flexibility to design the development of each village in either one, consistent density or a range of densities. For instance, a Village may be only 7,000 square foot lots, or a Village may be divided into areas of 7,000 square foot lots, 5,000 square foot lots, and 3,000 square foot lots, or some other combination of product mix. Generally speaking, sloped areas will have larger lots and flatter areas will have smaller lots. At the tentative map stage, the zoning for residential areas will be fixed in accordance with section 4 of the specific plan.
Inconsistent – Plan does not provide diverse housing units or compact development. Though units accommodate age and non-age restricted housing, they are all single-family detached 2 to 5 du/acre

(considered large-lots per SACOG). The development is located in a valley setting, which could accommodate compact developments.

Table 2: Residential Land Use Calculations			
Villages	Acres	Units	DU/Acre
1	74.8	255	3.4
2	1.1	4	3.6
3	9.5	28	2.9
4	3.2	7	2.2
5	31.2	125	4.0
6A	10.4	36	3.5
6B	20.9	83	4.0
7	9.2	41	4.5
8	55.3	304	5.5
9	16.6	67	4.0
10	136.4	750	5.5
Total	368.6	1700	

Employment

(RD) Research and Development

The purpose of this land use designation is to provide areas for the location of high technology, non-polluting manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a rural or campus-like setting, which ensures a high quality, aesthetic environment. This designation is highly appropriate for the business park/employment center concept. The Research and Development areas consist of 34.4 acres and will provide approximately 449,605 square feet of floor space. The Research and Development areas are located adjacent to the existing El Dorado Hills Business Park, allowing for coordination of land uses with existing developments.
Inconsistent – Plan does not address mixed-uses.

(LC) Local Convenience Commercial

The Local Convenience Commercial land use designation is intended to permit small convenience shopping sites serving individual neighborhoods. There is a total of 4.6 acres of LC located along White Rock Road. Approximately 40,000 square feet of commercial space, accommodating delis, cleaners, cafes, general stores, and other local services such as beauty and barbershops, with the potential for office space above will be provided. Commercial buildings will be designed so that the architecture is consistent with the residential neighborhood theme. Access to the site should be provided for cars, pedestrians, and bicyclists. Walkways, overhangs, and benches should be incorporated into the site design to provide a small gathering area for neighbors to meet. The entrance to the centers should include sidewalks leading directly to the building entrances so that pedestrians do not have to cross parking areas to enter. Design should include central areas for notice and bulletin boards. Bicycle stands should be provided in front of buildings. Residential uses may be incorporated into spaces above ground floor retail uses by right.
Consistent – Plan provides convenient access for non-vehicular travel. It also promotes quality of design by providing a place where the community can gather.

(CC) Community Center

Community Centers are highly desirable features in an age-restricted community. As such, a 3.0-acre community center is provided.
Consistent – Plan encouraged the inclusion of a place for community interaction or gathering.

(I) Industrial
The Industrial land use designation has been provided in the Plan area to foster opportunities for industrial-related activities. El Dorado Hills has limited opportunity for industrial land to provide for uses that are otherwise not available in the community.

(P) Parks
Five parks consisting of 37 acres are provided within the community. These parks include one regional and several neighborhood parks.

A 30-acre Region Park is located in the southernmost portion of the site away from, but accessible to the community. The location will reduce the impact of regional traffic using the park, and allow for lighted playing fields without conflict to residential areas.

This park is intended to provide for the large scale active recreation needs of the western area of El Dorado County. The park could have ball fields, basketball courts, and other recreation facilities. Parking areas and picnic areas will also be provided.

Several Neighborhood Parks have been provided for active and passive use. The parks may contain picnic areas, playgrounds, and sports fields. Local parks should be designed to allow visibility from surrounding residential areas. These parks may also be used for storm water detention if properly designed to also allow recreation activities to coexist.
Consistent – Plan promotes quality of design by proving a gathering place.

The Carson Creek Specific Plan provides for 198.9 acres of enhanced open space in conjunction with the natural drainage system of the site. Open Space areas have been established for preservation of natural resources, wetlands, upland habitat adjacent to riparian and seasonal wetland habitat, and flood plan areas, for passive recreation, and for the enjoyment of the residents of the community. Buildings and development within this category shall be kept at the minimum necessary to allow full enjoyment of the open space. This category is differentiated from the (OS) Open Space District described in the El Dorado zoning Ordinance in that agricultural and timber harvesting activities are not allowed.
Consistent – Plan promotes natural resources conservation.

3.4 Circulation Plan

Residential Street designs will be used for the majority of the interior streets in the Plan Area. Included in some areas within the right-of-way will be a pedestrian path for residents to safely walk to parks, retail centers, and jobs without having to compete with vehicles on busy streets. Space for street trees will be included in the right-of-way or adjacent to the rights-of-way in landscape areas.
Consistent – Plan requires roadway design that protects pedestrians; thus promoting other transportation choices.

Minor collector street design will used with and between community facilities and housing. Included in some areas within the right-of-way is a pedestrian path and landscape areas. The street will provide the appropriate travel lanes; and no on street parking except for emergency vehicles within shoulder areas, will be allowed.
Consistent – Plan provides pedestrian access, which promotes transportation choices.

The major collectors will be designed to carry a large percentage of the Plan Area traffic. The designs include combined bicycle lanes and shoulders on each side of the pavement sections. Pedestrian paths are provided on each side of the right-of-way with landscaping.
Consistent – Plan promotes other modes of transportation by providing pedestrian and bicycle paths.

In an effort to create a better sense of community and to slow the speed of traffic in residential areas, the use of cul-de-sacs in the design stage shall be encouraged. Cul-de-sacs can be provided with abutting open space areas to provide ready access to the open space view sheds. In other areas, cul-de-sacs, curvilinear streets and other design methods may be used to slow traffic within the residential Villages.
Inconsistent – Plan does not allow for connectivity.

To preserve a more natural feel of the community, open-channel drainage ways will be used to the extent feasible. Open-channel drainages provide water quality treatments and erosion control measures in addition to avoiding the concrete-lined channels common in urban development.
Consistent – Plan promotes environment-friendly practices.

Pedestrian Circulation
Pedestrian traffic is encouraged with the Plan Area via an extensive system of inter-lined trails, paths, or sidewalks. These pedestrian routes are intended to provide an alternative to automobile travel, but also foster health and social interaction among residents.

The trail system will connect to points adjacent to the plan Area that may be interconnected to future trail systems.

Access to the trail system will occur at designated points along the public street right-of-way adjacent to open space areas.

Pave pedestrian trail paths will be provided in street right-of-ways except at some local residential streets. These paths will be constructed with either concrete or asphalt, depending on location.
Consistent – Plan promotes quality of design by providing pedestrian access and connections to the parks and open space areas.

3.5 Open Space Plan
A community-wide open space system is planned which preserves, restores and enhances significant natural habitat and other natural sections of the site. Carson Creek and its tributaries will provide the framework for the interconnecting parkway/trail system.

Open Space: There will be approximately 199 acres of Open Space within the Specific Plan area. These areas will be maintained as natural and enhanced habitat, and as preserved sensitive creek and wetlands areas, providing opportunities for preservation and enhancement of wildlife and plant species. Several enhanced wetland areas in the southern and western portion of the site will support a diversity of wildlife. Where the open space abuts Sacramento County agricultural lands, a four-foot high, open screen fence will be constructed to control the movement of cattle and to discourage trespassing.
Consistent – Plan provides ample open space thus promoting natural resource conservation.

3.6 Infrastructure
Storm Drainage
It is the intent of the Specific Plan that the existing channels be as natural in appearance as possible and still convey storm drainage from the Plan Area. Riparian vegetation will be allowed to grow in existing channels.
In areas of more sensitive wetland habitat, the corridor has been increased to 200 feet.
Consistent – Plan promotes environment-friendly practices and preserves natural resources.

Reclaimed Water
Existing System: The existing sewage treatment facility, the El Dorado Hills Sewage Treatment Plan that is located off Latrobe Road south of U.S. Highway 50 can presently provide reclaimed water service. The

sewage treatment facility is subjected to secondary treatment and is presently providing service to the El Dorado Hills Golf Course and the golden State Building Products facility.

In conjunction with the development of the El Dorado Hills Specific Plan, the sewage treatment facility has been upgraded to provide additional reclaimed water service to the El Dorado Hills Area north of U.S. Highway 50. The El Dorado Hills Sewage Treatment Plant will be expanded and may provide additional reclaimed service for the Plan Area for landscaping in public areas, the parks, and open space areas, especially in conjunction with revegetative efforts. Reclaimed water may be available for private residential use in a controlled manner.

Specific Plan Area System: Based upon current events it is apparent that reclaimed water service would be available to the Plan Area. If reclaimed water service becomes available, the proposed reclaimed water service lines may be sized within the Plan Area in accordance with EID design standards and would connect to the overall master reclaimed water system.
Consistent – Plan encourages environment-friendly practices through the use of reclaimed water for landscaping, etc.

3.7 Environmental Management
Wetlands
An extensive assessment of wetland and other sensitive biotic resources was conducted prior to the development of the land use plan. As a result, a comprehensive planning approach was used to ensure the project design minimizes impacts to wetlands resources. The site development concept was based on the preservation and enhancement of the highest value wetlands on site. A mitigation plan has been developed to preserve existing wetland where practicable and compensate for unavoidable impacts to existing wetlands with the goal of no net loss of total wetland habitat.
Consistent – Plan promotes natural resources conservation of wetlands.

Linear Parkways
A Linear parkway system will be established within the buffer area of Carson Creek and its tributaries.

The parkway trail system will provide pedestrian connections from the residential areas to parks, schools, and commercial areas via trails and bikeways away from busy streets. Landscaping will be used to enhance key view or activity areas and to provide a screen between natural areas and development.
Consistent – Plan not only preserves natural resources it also utilizes the open space for residents recreational use.

Valley View Specific Plan

The El Dorado County General Plan contains a number of objectives and policies pertaining to the desirability of minimizing employment commuting and reducing the burden of such trips upon Highway 50. The difficulty of achieving this is evident from the fact that most of the urbanized communities in El Dorado County are linked primarily by this single transportation route as is the entire County linked to the greater Sacramento metropolitan region by this same route. Few real opportunities of achieving a greater jobs-housing balance are possible because of this fact. Valley View, along with one or two other residential areas represent the rare opportunity to link housing choice to employment centers, even providing in the case of West Valley Village and White Rock Village an opportunity for non-vehicular commuting. For this reason, the concentration of density exists in the General Plan and is carried out in this Specific plan nearest those employment centers.

West Valley Village
West Valley Village is envisioned as a middle-priced oriented community with its centrally placed commercial and village center, internal trail/greenbelt system and local landform creating a unifying identity. The types of residential uses planned are predominately single-family detached homes, which

occur in a mixture of graded and ungraded neighborhoods. Steeper areas within West Valley Village and exposed ridges will be developed with larger, estate-type lots on raised foundation. Flatter areas and those portions of the Village, which are secluded from view by topographic and other elements, will be graded into developable neighborhoods. A mixed-use area is situated on the westerly portion of the Village and is intended to blend attached single-family dwellings, Multi-family dwellings and the possibility of more compact single-family uses into the fabric of the village. These higher density uses will be developed in a compatible relationship to a limited amount of commercial services serving the neighborhood and within close proximity to major entrances of the El Dorado Hills Business Park.

At the northern end of West Valley Village is a 12-acre park, situated to contain the most prominent stand of oak trees in a setting of scattered rock outcroppings at the confluence of drainage systems. This "Oak Tree Park" is intended to preserve the native oak habitat and landform in its natural condition but may be improved with trails, picnic areas and other landscape improvements compatible with the natural values of the site. At other points of the Village will be a small neighborhood park within the Village Center and one of the planned elementary schools.

The Village Center will function as a thematic center-point, be both pedestrian and vehicle accessible, architecturally distinctive, and provide an informal place for gathering and community events. The size and type of the retail component will depend upon needs and will be structured to be complementary to the commercial services offered in larger, nearby centers such as Town Center.

White Rock Village

White Rock Village, the smallest of the three villages proposed within valley View, is located at the northern end of the Specific Plan area. It is bounded by White Rock Road on the north, which places it within walking distance of the extensive commercial services under development in Town Center. Because of this relationship, White Rock village will provide an opportunity for more affordable, higher density residential development. Carson Creek, which separates the area from a developed mobile home park on the west, and the El Dorado Hills Wastewater Treatment Plant on the southwest, also influences the design of White Rock Village by limiting the opportunity for interconnected roads and creating a need for buffering and separation.

A major element within White Rock Village is a community park of approximately 52 acres. Sited on generally flat land, this park can be developed with active ball fields and can accommodate sports and recreation facilities, which meet the needs of community residents. No park of community scale currently exists in the southern portion of the El Dorado Hills area. The Parks Master Plan adopted by El Dorado Hills Community Services District shows such a facility in White Rock Village and the adoption of this Specific Plan is a major step to fulfillment of the overall community parks and recreation program. Part of this community park site may be dedicated in fulfillment of the requirements for parkland dedication under County Ordinance.

The Community Park will also function as a buffer between the existing El Dorado Hills Wastewater Treatment Plant and developed uses within the village. It will extend westward across Carson Creek and will be designed to be accessible from both the north and east within White Rock Village.

Housing types within the village may include Multi-family apartments, Multi-family owner-occupied homes, townhomes, and small lot single-family residential detached

East Ridge Village

East Ridge Village is the most remote residential area and lowest density of the three villages within the Valley View Specific Plan. It is intended to be developed as custom, semi-custom and production single-family detached home sites designed to coexist with the natural terrain and native vegetation cover.

East Ridge Village has been planned to limit the intrusion of residential structures into dominant ridgelines, enclose homes within the canopy of oak woodland, and provide a transition in density to adjoining rural residential development on the border of the El Dorado Hills Community Region. The border of the village with the rural subdivision of Marble Ridge and Ryan Ranch is also subject to design limitations that will ensure compatibility with adjacent developments and preserve the sense of privacy for the owners. No direct road connection is provided except for potential emergency access, necessary for the safety of residents of both areas.

The native oak woodland has been extensively studied. Its conservation through preservation of commonly owned and managed open space and protection in privately owned and managed areas, which are transitional to be developed portions of lots, is fundamental to this Plan.

Specific Plan Policies
Objectives for Overall Design

1. Improve housing diversity within El Dorado Hills and the County of El Dorado by providing housing of various types within a variety of price ranges or rents.
   Consistent – Policy provides housing diversity (more than just single-family detached dwelling units).
2. Provide recreational and open space amenities accessible to all parts of the Plan area and all future residents.
   Consistent – Policy provides quality of design with the inclusion of recreational amenities and promotes natural resource conservation with open space amenities.
3. Provide for higher density housing nearest employment and commercial centers and allow for a variety of housing types in these locations.
   Consistent – Policy promotes compact development.
5. Maintain and enhance landscape values of the site. Oak Tree Protection shall be carried out in conformance to the program described in Chapters 8 and 9, which emphasize the wildlife, aesthetic and fire protection considerations of certain oak woodland types and provides for management of woodlands transitional to developed areas and implementation of an oak regeneration program.
   Consistent – Policy promotes natural resources conservation by preserving oak woodland.

West Valley Village Policies

3. Provide design controls on exposed intermediate ridges, which limit grading and provide reduced densities.
   Consistent – Policy establishes guidelines for the protection of vies sheds.
4. Provide an aggressive landscaping program in both public and private spaces. Emphasizing the use of drought tolerant and native species and provide for the use of reclaimed water in landscaping where feasible. Enhance natural oak regeneration in open space and lot transitional zones.
   Consistent – Policy promotes environment-friendly practices with the use of drought tolerant and native species and encouraging the use of reclaimed water for landscaping.
5. Create a village center consisting of neighborhood commercial and office uses and acting as a major node of activity.
   Consistent – Policy aids in the objective of jobs-housing balance addressing transportation choices and promotes quality of design by providing a place where the community can gather.
6. Allow for mixed residential and non-residential uses, encouraging innovation in design and fostering defensible space.
   Consistent – Policy promotes mixed-use developments.

White Rock Village Policies

2. Create opportunities for more affordable housing, including rental housing and provide for higher density housing nearest to commercial uses present in Town Center East.
   Consistent – Policy provides opportunities for a range of housing types and promotes compact developments.

East Ridge Village Policies

3. Reduce the "footprint" of the developed portion of residential lots to provide an open landscape managed for fire protection, oak woodland conservation and interlinked wildlife corridors.
   Consistent – Policy promotes preservation of oak woodland and wildlife corridors.

Management and Construction Policies

2. Environmentally sensitive lands including wetlands may be managed by a public agency or private entity either through dedication in fee, through open space or conservation easements, or through provisions of the CC&Rs. Where such environmentally sensitive land or buffer area is included within any private parcel, it shall be protected from development by appropriate restrictions or non-building designations made of record in the title of the property. Public access to environmentally sensitive areas shall generally be allowed but shall be directed away from wet areas or other fragile resources through designated paths, signing or other means.
   Consistent – Policy promotes natural resource conservation of sensitive lands.

Land Use Plan

Single Family Residential (SFR)

The SFR District is intended to be developed with detached single-family homes at densities averaging four (4) units per gross acre. The SFR District makes up less than 9% of the Plan area and is exclusively limited to West Valley Village. Neighborhoods are intended to be developed primarily as production housing on prepared (padded) lots, which meet certain architectural criteria, but custom and semi-custom housing may also occur in SFR areas. Streets will have curb and gutter, and for minor collectors, a sidewalk. In some cases, pedestrian trails, or bikeways, which serve neighborhood residents, will exist in adjacent greenbelts and in other cases may be included within road rights-of-way.
Consistent – Plan consistent with SACOG's large-lot single-family housing products with 1 to 8 dwelling units per acre.

Accessory Uses

Home Occupations carried out by the residents of the property such as professional services or sales utilizing telecommunications as a primary communication medium and not involving excessive vehicular traffic or delivery of goods or products beyond that, which is customarily present in residential neighborhoods.
Consistent – Plan encourages live-work homes addressing housing choices and diversity.

Public or Private Parks, Tot Lots, or similar active open spaces for the enjoyment of neighborhood residents.
Consistent – Plan provides a place for neighbors to interact addressing quality of design.

Residential Care Facilities or Day Care Facilities having six or less person receiving care.
Consistent – Plan encourages mixed-use of sites.

Lot Size

Residential parcels shall not be created less than 6,200 square feet in area.
Medium-sized lots.

Defined Building Envelope:

The building envelope diagram may reflect standard setbacks as established in the previous section or may be used to allow for innovative residential designs such as reduced front setbacks for neo-traditional homes having porches and detached garages in the rear of the lot; shared or "swing" driveway combinations; or, irregular or "zero" lot line configurations providing greater utility of yard spaces. In this case, the building envelope may be allowed within any standard setback area provided it is approved by the County.

Estate Residential (ER)

The ER District is the lowest density residential classification in the Valley View Specific Plan and makes up approximately 50% of the Plan area. It occurs throughout East Ridge Village and in certain portion of West Valley Village. It is intended to be developed at densities averaging between 0.25 and 2 units per gross acre. A unique feature of the ER district is the use of a density-combining suffix to control density and lot size.

The ER District is employed primarily in areas, which contain significant slope, tree cover or exposed view and in certain circumstances is used together with density controls to provide for a transition of development densities to adjacent rural residential areas outside the Plan boundaries. To minimize grading and the removal of native tree cover, homes may be produced as custom, semi-custom, or production units on built-up foundations or on pads limited to the general areas of the footprint of the structure.
Consistent - Plan consistent with SACOG's rural residential housing products with 1 to 8 dwelling units per acre. Higher densities are limited due to topography. Plan addresses natural resource conservation.

Accessory Uses
Home Occupations carried out by the residents of the property such as professional services or sales utilizing telecommunications as a primary communication medium and not involving excessive vehicular traffic or delivery of goods or products beyond that, which is customarily present in residential neighborhoods.
Consistent – Plan encourages live-work homes addressing housing choices and diversity.

Public or Private Parks, Tot Lots, or similar active open spaces for the enjoyment of neighborhood residents.
Consistent – Plan provides a place for neighbors to interact addressing quality of design.

Residential Care Facilities or Day Care Facilities having six or less person receiving care.
Consistent – Plan encourages mixed-use of sites.

Density and Lot Size Suffix
Density and lot size in the ER District is controlled through the use of a combining suffix as follows:

- ER-2: Average density shall not be greater than 2 units per grows acre. Minimum lot size shall be 12,000 square feet in West Valley and 18,000 square feet in East Ridge Village when not utilizing clustering concept.
- ER-1: Average density shall not be greater than 1 unit per gross acre. Minimum lot size shall be 40,000 square feet when not utilizing clustering concept.
- ER-LL (Large Lot): Average density shall not be greater than 0.25 units per gross acre. Minimum lot size shall be 2 acres when not utilizing clustering concept.

Core Residential (CR)
The CR District is found in both West Valley Village and White Rock Village on flatter terrain. It is intended that this district will be developed with a mix of moderate density residential product including single-family detached homes on parcels up to 6,200 square feet in area; high-density single-family detached homes such as patio homes or "zero lot line" units; attached single-family homes including "halfplexes", condominiums or townhouses; and Multi-family homes including apartments. A high degree of flexibility in both design and density is encouraged in the CR District to promote both affordability and diversity.
Consistent – Plan provides housing choice and diversity with small lots, attached housing units, and multi-family dwelling. In addition, policy encourages compact development.

Primary Uses
Single-family residential, attached and detached
Multi-family residential
Consistent – Plan promotes compact developments.

Accessory Uses
Home Occupations carried out by the residents of the property such as professional services or sales utilizing telecommunications as a primary communication medium and not involving excessive vehicular traffic or delivery of goods or products beyond that, which is customarily present in residential neighborhoods.
Consistent – Plan encourages live-work homes addressing housing choices and diversity.

Public or Private Parks, Tot Lots, or similar active open spaces for the enjoyment of neighborhood residents.
Consistent – Plan provides a place for neighbors to interact addressing quality of design.

Residential Care Facilities or Day Care Facilities having six or less person receiving care.
Consistent – Plan encourages mixed-use of sites.

Density
Net density of development within CR District may be permitted up to 15 du's per acre.
Consistent – Plan consistent with SACOG's small-lot single family with densities between 8 to 25 dwelling units per acres; and attached dwelling units with densities from 8 to over 50 per acre.

Lot size
In general, lots intended for a single-family detached residence shall not be greater than 6,200 square feet in area. However, smaller townhouse or "halfplexes" parcels corresponding to the "footprint" of the individual unit in attached single-family structures shall be permitted subject to a staff level Specific Plan Review.

Mixed Use (MU)
The MU District is found in West Valley Village at its southerly access point along Latrobe Road. It is intended that this district will be developed with mix of higher density residential and professional offices. Uses may be mixed either vertically on the same site or may occur in separate structures or on adjacent sites.

Residential uses
Single-family residential, attached and detached
Multi-family residential
Consistent – Plan promotes mixed-use and compact development plus housing choice and diversity.

Accessory Uses
Home Occupations carried out by the residents of the property such as professional services or sales utilizing telecommunications as a primary communication medium and not involving excessive vehicular traffic or delivery of goods or products beyond that, which is customarily present in residential neighborhoods.
Consistent – Plan encourages live-work homes addressing housing choices and diversity.

Public or Private Parks, Tot Lots, or similar active open spaces for the enjoyment of neighborhood residents.
Consistent – Plan provides a place for neighbors to interact addressing quality of design.

Residential Care Facilities or Day Care Facilities having six or less person receiving care.
Consistent – Plan encourages mixed-use of sites.

Service and Professional Offices

Professional offices and financial institutions
Consistent – Plan allows multiple uses.

Density
Net density of residential development within a MU District may be permitted up to 10 du's per acre. For mixed residential and offices uses occurring on the same parcel, the allowable density shall be considered for the entire site and the presence of office uses shall not affect the allowable density except for the indirect effect of compliance with parking and landscaping requirements.

Multi-family Residential (MFR)
MFR land is found only on the extreme northerly portion of White Rock Village on the northeast side of the entrance road from White Rock Road. The MRF District is intended to be developed exclusively with high-density condominiums, townhouses, or apartments as a single, unified project.
Consistent – Plan promotes compact development and housing choices and diversity.

Accessory Uses
Home Occupations carried out by the residents of the property such as professional services or sales utilizing telecommunications as a primary communication medium and not involving excessive vehicular traffic or delivery of goods or products beyond that, which is customarily present in residential neighborhoods.
Consistent – Plan encourages live-work homes addressing housing choices and diversity.

Density
Net density of development within an MFR District may be permitted up to 12 du's per acre.
Consistent – Plan consistent with SACOG's attached dwelling units with densities from 8 to over 50 per acre.

Village Center (VC)
The Village Center District appears in the Plan only at the entrance to West Valley Village. This important site is enhanced by the intensity of development as an activity center for the Plan. The Village Center provides neighborhood commercial services within a focused architectural theme, encouraging the opportunities for social interaction through the presence of integral residential use. The proximity of the Village Center to the entrance park provides a pedestrian and open space linkage to other parts of West Valley Village and a positive visual contrast.

Primary Uses
Retail
Service and Professional Offices
Residential Multi-family
Consistent – Plan allows for mixed-use and compact development.

Accessory Uses
Temporary uses including outdoor displays or promotions by established business not exceeding two consecutive days nor seven total days per year.

Density
Net density of residential development within VC District may be permitted up to 18 du's per acre but with the overall density of 12 du's per acre. For mixed residential and commercial uses occurring on the same parcel, the allowable density shall be considered for the entire site and the presence of commercial uses shall not affect the allowable density except for indirect effect of compliance with parking and landscaping requirements.
Consistent – Plan consistent with SACOG's attached dwelling units with densities from 8 to over 50 per acre.

Multi Use Open Space (MOS)
The MOS classification encompasses all actively used open spaces including parks, school sites and those open spaces, which fulfill a complementary public utility function such as providing for drainage or stormwater detention. It makes up slightly less than 5% of the Plan area. MOS parcels may be in either public or private ownership. Property designated as MOS is characterized by the presence of improvements and/or landscaping which provides a setting for permitted activities and compatible uses.

Primary Uses
Active parks, playgrounds, picnic areas and tot lots
Schools and day care centers
Drainage, water storage, stormwater detention, and similar uses
Consistent – Plan promotes joint use of infrastructure.

Accessory Uses
Bike paths, trails, and similar improvements
Parking
Snack bars and concession uses in conjunction with recreational or educational use
Storage and maintenance facilities
Wetlands and environmental mitigation and management areas

Open Space (OS)
The OS designation is used primarily for passive open spaces, buffers and environmentally sensitive natural areas intended for permanent protection from development and incompatible use. These uses make up slightly more than 27% of the Plan area.
Consistent – Plan promotes natural resource conservation.

Primary Uses
Protection of natural and cultural resources
Visual landscape barriers and buffers

Accessory Uses
Wetlands
Watershed management
Bike paths, roads, trails

Circulation Plan
The dominant transportation mode in the El Dorado Hills area remains the private car.

Circulation Concept
Due to curvilinear nature of planned roads, which is dictated by terrain, cul-de-sacs shall be encouraged in road design and flexible lot designs such as allowance for "flag" lots shall be allowed. Sidewalks shall not be required in ER neighborhoods.
Inconsistent – Plan does not allow for connectivity.

Local Roads
Local roads within the Plan area are designed to provide access to residential parcels and to carry neighborhood traffic at low design speeds. They are distinguished in West Valley and White Rock Villages as either minor collector roads, having a 36-foot pavement width and sidewalk on both sides or local roads, which have no sidewalk in the ER District and sidewalks on both sides in all other districts. The County may delete sidewalks at the tentative map stage based upon slope and grading constraints and may require additional sidewalks at the tentative map stage based upon the site's proximity to schools and parks.

Public Transportation
Fixed route and dial-a-ride public transit services are provided by the El Dorado County Transit Authority. Ridership is low compared to the amount of trips taken on a daily basis by residents of the County in private cars but continued improvements to the system make it an increasingly viable option.

Fixed route service is provided daily from El Dorado Hills to Sacramento and dial-a-ride service is also available in the community. These services are easily available from West Valley and White Rock Villages at the Multimodal facility recently established in Town Center.

Future improvements to the system may bring fixed route shuttle routes in El Dorado Hills at such time as the service may be commercially viable. Bus turnouts will be provided within the Plan area at key locations, which can serve such uses. These facilities can also help to serve school bus service within the community.
Plan discusses availability of public transit and providing bus turnouts when service becomes commercially viable.

Nonvehicular Circulation
Within the Plan area and the immediate surroundings, opportunities exist for non-motorized transportation primarily by bicycle and foot. West Valley and White Rock Villages, particularly, are within easy walking and riding distance of the neighborhood services planned for the village Center and also within a short distance of major commercial and office uses and the Multi Modal Transfer facility located in Town Center East.

Bicycle and pedestrian paths will be developed within the collector street system of Valley View and White Rock villages leading to the entrances at White Rock Road and the Village Center. These routes will also link neighborhoods to the two schools, which are planned within each village. Bicycle paths will be installed both in the right-of-way as Class 2 facilities and, where feasible, within adjacent open space and greenbelt areas.
Consistent – Plan provides bicycle and pedestrian paths.

Schools
Final decisions on the siting of identified schools and the possibility of joint use facilities with the El Dorado Hills Community Services District rests with each respective agency and their governing boards.
Consistent – Plan addresses joint use of schools and parks; but leaves it up to agencies and governing boards.

The Promontory Specific Plan

A semi-rural character of the residential villages will be promoted by:

- Reducing road widths.
- Limiting the use of sidewalks.
- Reducing or eliminating the need for masonry walls throughout the project.

Inconsistent – On one hand, narrow road widths promotes walkability and bicycle friendliness. However, limiting the use of sidewalks negates walkability.

The Promontory consist of eight residential villages that will offer a variety of housing choices, ranging from merchant built homes on production size lots to semi-custom and custom homes on lots of up to two acres or larger. The merchant built homes will be located on areas that are best suited for mass grading. As the elevation and steepness of the site increases, the lot sizes within the villages will increase accordingly. By using larger lot sizes and restricted building pads in the steep areas, the plan will protect the natural terrain, preserve stands of oak trees, and minimize the visual impact of development.
Consistent – Plan provides housing choices.

Village Center
The Village Center is the focal point for The Promontory, addressing the civic and service needs of the community. Unlike many rural areas where the population is distributed over large areas with limited access to day-to-day convenience shopping, residents of The Promontory community will have convenient access to services and shopping in the Village Center. The Center will provide a uniquely attractive setting for retail goods and services, dining, and professional services. The Plan also provides opportunities for moderate cost housing in the Village Center, in the form of higher density small lot single family homes, attached single-family housing, and apartments.
Consistent – The Village Center not only promotes quality of design by providing a sense of place where the community can gather; it also promotes compact and mixed-use development with the inclusion of higher density homes, attached single-family housing, and apartment units in close proximity to commercial and retail spaces.

Circulation
The circulation system for The Promontory is intended to provide for the safe movement of traffic on scenic roadways through and around the site.

Arterial Road
The proposed Russell Ranch Boulevard (planned for the Russell Ranch community in Folsom) is incorporated into The Promontory circulation system, and provides the main access route to the community. The proposed alignment has been coordinated with the Folsom East Area Facilities Plan.

Russell Ranch Boulevard is designed with a 120' R.O.W. and includes combined bicycle lanes (Class II), and roadway shoulders on each side of the pavement section. Pedestrian paths and a landscaped median are also part of the standard 120' roadway section.
Consistent – Roadway provides for auto, bicycle, and pedestrian traffic.

Village Center Collector
The village center collector street loops from Russell Ranch Boulevard to collect traffic in and around the Village Center and from higher elevation residential villages. The 60' R.O.W. consists of two travel lanes, Class II bike lanes, parking on both sides of the street, and pedestrian walks.
Consistent – Roadway provides for auto, bicycle, and pedestrian traffic.

Community Collector
The community collector accesses the upland area of the community with connections at Russell Ranch Boulevard and at the village center collector. This 50' R.O.W. will consist of two travel lanes with parking on both sides of the street. Sidewalks on both sides of the street are also included in the 50' street section.
Consistent – Roadway provides for auto, bicycle, and pedestrian traffic.

Publicly Owned Residential Streets
Residential street designs are used for the majority of the interior streets and utilize a variety of different street sections, each tailored to a specific type of situation, primarily due to topographical constraints. In upland areas, street section varies. The valley floor portion utilizes the El Dorado County design standard for two way (50' R.O.W.) residential streets.

Privately Owned Residential Streets
Portions of the Specific Plan area will contain roads that will be privately owned and maintained. For these roads, narrower road sections and roadside ditches may be used.

Pedestrian Circulation
The main pedestrian system is associated with the roadway circulation system. It will allow residents an alternative to automobile travel throughout the community. The secondary trail system will run through the designated open space and park areas connecting to the roadway oriented sidewalk system.

Consistent – Plan addresses alternative to automobile travel.

Recreation and Public Open Space
The Plan's intent is that undeveloped open-space areas will remain in their natural state as much as possible. Two public parks will provide active recreational opportunities for this development as well as the surrounding El Dorado Hills area. A centrally located community park is provided in the Village Center area, and a smaller neighborhood park is located in the northern area of the project site.

The Open space plan for The Promontory is designed to protect important natural resources, maintain steep slopes in their natural state, and provide both passive and active recreation opportunities.
Consistent – Plan preserves open space to their natural state thus promotes natural resources conservation.

Appendix D

INTERVIEW QUESTIONNAIRE AND RESULTS

Andrea Howard, Principal Planner
Parker Development

Questions 1-4 pertain to New Urbanism and Smart Growth principles (Grant, 2009).

1. What are your thoughts on the applicability of New Urbanism and Smart Growth principles within El Dorado Hills? *I think it makes complete sense, particularly for infill sites with available infrastructure already in place and in a valley setting where walkability is easiest for users. For example, it's not likely that people will walk the steep grade of Serrano Parkway to go to the grocery store. It also makes complete sense for new, large-scale, comprehensively planned communities to integrate land uses to achieve Smart Growth objectives. So, the key is creating a more integrated range of uses in proximity of each other instead of separating land uses like local governments have done traditionally.*

2. (In terms of adopting the "theories" of New Urbanism and Smart Growth) How do you explain the gap between theory and practice in the design and development of new residential neighborhoods? *As far as El Dorado Hills is concerned, most of the adopted Specific Plans that govern development activities today are 15-20+ years old and at the time, they didn't envision mixed-use developments as we have come to know them today. For example, in the case of the El Dorado Hills Specific Plan that defined patterns of growth in Serrano over the past 15 years and into the future, residential density is restricted to 7 units to the acre. The intention at the time of plan adoption was to preserve some of the rural atmosphere of El Dorado Hills by requiring mostly large lot single-family homes. What this means in today's economic climate is that you can't construct various product types and price points for a range of users, such as apartments, townhomes and condominiums without amending the Specific Plan approval. Amending an entitlement like that is a major undertaking of environmental analysis and a potential re-opening of the associated Development Agreement, which can be risky. In absence of consumer demands for those particular product types, developers are subsequently hesitant to re-entitle existing project approvals.*

3. What are the challenges to getting developers on board to create or to follow Smart Growth principles? *The biggest challenge is consumer demand and the particular challenge with El Dorado Hills is that residents relocating from the Bay Area, for example, are looking for a quieter way of life. They are drawn to the more rural/suburban lifestyle of El Dorado Hills, rather than the metropolitan environment of a large city. If there is no demand for communities that exemplify Smart Growth principles, developers will not be inclined to build. Complicating things further is that the existing residents of El Dorado Hills often times oppose higher density projects because they are fearful of impacts like traffic congestion and reduced public services that might degrade their quality of life.*

4. Is local government supportive of New Urbanism and ideas of Smart Growth?
   - In terms of facilitating New Urbanism and Smart Growth principles, does the local government staff (planners, development staff, engineers) practice consistent objectives towards implementation? *Local government is making strides. In the last few years, decision-makers have adopted a Mixed-Use Ordinance to help promote the delivery of various product types, but development of the Ordinance was constrained by policies in the General Plan. So, in reality, the Ordinance was a good first step, but it needs to be expanded to truly achieve Smart Growth principles. By allowing an appropriate balance of land uses primarily in the western portion of the county in proximity to the growth patterns of Sacramento and available infrastructure, Mixed Use Developments will go a long way in protecting the agricultural operations further east, which is a fundamental goal of the General Plan and what gives El Dorado its character.*

Question 5 and 6 are regarding SACOG's Blueprint growth principles.

5. What can El Dorado County do to implement strategies towards achieving SACOG's Blueprint objectives? *The County's General Plan already designates "Community Regions" as areas that can support higher intensity uses and infrastructure demands, and El Dorado Hills lies within an established Community Region. What El Dorado Hills lacks is diversity of housing and public transit, and the existing retail/commercial developments are suffering from high vacancy rates, which suggest there is not enough local demand for services.*

6. What are the challenges to implementation? *Outdated zoning and subdivision design standards preclude these types of developments and community members are nervous to change them.*

Questions 7, 8, and 9 deal with local, regional, state governments.

7. How does the neighboring City of Folsom affect El Dorado Hills' future for sustainable growth? Does Folsom help or hurt El Dorado Hills' ability to become a sustainable suburb? Can Folsom and El Dorado Hills join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region? What needs to happen? What are the challenges? *El Dorado Hills is fortunate to have a major employment node at the El Dorado Hills Business Park, but Folsom also has several mayor employers like Intel and Kaiser, and the spatial and topographic differences between them may be an impediment. The eventual build-out of the South 50 specific Plan will eventually fill that gap, but that will be many years down the road. Also, Folsom has developed a much stronger retail presence than El Dorado County, and county residents frequently shop in Folsom, meaning El Dorado County is losing sales tax revenue. During these economic times where general fund revenues are essential, jurisdictions may be hesitant to partner with others if it means they might lose out on funds. However, tough financial times can also spur creative arrangements and cost savings to deliver, for example, a much needed transit system.*

8. Many people say there are tradeoffs involved in land use and development issues—meaning that you have to give up some things in order to have other things. For the following, please tell me which comes closest to your views (*PPIC Statewide Survey on Californians and Their Housing,* Nov. 2004) (a) Should local governments work together and have a common plan for regional land use and development, *[or]* (b) Should local governments work independently where each has their own plan for local land use and development. Why?
   Local governments should work together towards consistency between land use designations so that developments would seamlessly blend together (i.e. blend densities and land use strategies); cost sharing of infrastructure and joint shuttle/transit systems may also make sense.

9. People have different ideas about state land use and growth issues. Please tell me if the first statement or the second statement in the following questions comes closer to your views—even if neither is exactly right (*PPIC Statewide Survey on Californians and Their Housing,* Nov. 2004.)
   (a) The state government should provide Smart Growth guidelines to local governments for local housing and land use planning *[or]* (b) The state government should not be involved in local housing and land use planning.
   California is geographically and socially diverse, so a "one-size-fits-all" set of policies may work for one community, but not another. State legislative acts like AB32 and SB375 provide good frameworks to revamp land use strategies and the decision-making process at the local level, but cities and counties should be in charge of their own local land use patterns and have the ability to prioritize their needs.

10. Open discussion
    Walkable and sustainable developments are possible in the valley setting, along El Dorado Hills Boulevard, where existing infrastructure is already in place-infills. Public transit, bicycle lanes, walkability is possible along the Boulevard. Public perception for such developments is the key. Current residents do not exactly have an affinity for high-density or compact or commercial developments near their homes. It would take some education and creativity.

County Planner
El Dorado County Planning Services Department

Questions 1-4 pertain to New Urbanism and Smart Growth principles (Grant, 2009).

1. What are your thoughts on the applicability of New Urbanism and Smart Growth principles within this County and El Dorado Hills? *It really depends on the market. Most people in El Dorado Hills believe they are in a rural setting. Urbanized setting equates to higher density. Moreover, most in the County are uneasy about higher density. The culture would need to change in the County. Many people live on large residential estates or are ranchers with large parcels of land. They live on their land as long as possible. Urbanized settings are not for them. Many times the only reason they leave their home is to go straight to assisted living. There is no in between in terms of selling their property and moving or renting smaller homes. They would not consider compact living. Their children or the millennial generations move out of the County. The demographics in the County would have to change and create the demand.*

2. (In terms of adopting the "theories" of New Urbanism and Smart Growth) How do you explain the gap between theory and practice in the design and development of new residential neighborhoods? *The General Plan is for a 25-30 year cycle. Plan policies are applied comprehensively and are balanced with competing economic, social, and environmental issues. Thus, decision makers must weigh a particular project's benefits to the community with its consistency to the General Plan as a whole. The merits of a project should be determined by consistency with all General Plan elements and land use map and not necessarily by individual policies.*

3. What are the challenges to getting developers on board to create or to follow Smart Growth principles? *Market demand drives what developers build. In addition, financing dictates production. The County is pursuing the development of more refined and clear development standards in hopes it will streamline the review process. For those interested following Smart Growth principles this may help to reduce cost and time making it a more attractive option.*

4. Is local government supportive of New Urbanism and ideas of Smart Growth?
    - In terms of facilitating New Urbanism and Smart Growth principles, does the local government staff (planners, development staff, engineers) practice consistent objectives towards implementation? *It is consistent with what the State mandates.*

Question 5 and 6 are regarding SACOG's Blueprint growth principles.

5. What is the County doing to implement strategies to achieve SACOG's Blueprint objectives? *The County meets the minimum State objectives in the General Plan.*

6. What are the challenges to implementation? *The County's biggest challenge is it is comprised of mostly rural land. Topography and lack of infrastructure is a major challenge. In order to get infrastructure built, project proponents or developers must pay development fees. Sometimes the cost does not outweigh profits, which then routs the project.*

Questions 7, 8, and 9 deal with local, regional, state governments.

7. How does the neighboring City of Folsom affect El Dorado Hills' future for sustainable growth? Does Folsom help or hurt El Dorado Hills' ability to become a sustainable suburb? Can Folsom and El Dorado Hills join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region? What needs to happen? What are the challenges? *Differing jurisdictions makes it difficult for Folsom and EDH to work together. Four different Boards (Folsom City Council, Sacramento County Board of Supervisors, El Dorado County Board of Supervisors, and Rancho Cordova City Council) must get together and agree. That is a huge hurdle. Perhaps the Folsom and EDH can set-up a Joint Powers Authority (JPA). However, how would they*

agree on revenue sharing? Who gets what? One jurisdiction may lose opportunities for future revenue streams.

8. Many people say there are tradeoffs involved in land use and development issues—meaning that you have to give up some things in order to have other things. For each of the following, please tell me which comes closest to your views (*PPIC Statewide Survey on Californians and Their Housing*, Nov. 2004)
   (a) Should local governments work together and have a common plan for regional land use and development, *[or]* (b) Should local governments work independently where each has their own plan for local land use and development. Why?
   This is tough to do. Yes, they should work together. However, State financing does not make it easy to do. Local jurisdictions have to battle for State funding. Local governments are rarely the driver of land use and development. They are always responders. They respond to the State, the developers, the banks.

9. People have different ideas about state land use and growth issues. Please tell me if the first statement or the second statement in the following questions comes closer to your views—even if neither is exactly right (*PPIC Statewide Survey on Californians and Their Housing*, Nov. 2004.)
   (a) The state government should provide Smart Growth guidelines to local governments for local housing and land use planning *[or]* (b) The state government should not be involved in local housing and land use planning.
   The State already provides guidelines with AB32 and SB375. The State advocates that they do not have control over local land uses. However, they actually have more control than is rendered. They utilize hold out certain types of financing and funding options s to local jurisdictions if those jurisdictions do not do what the State directs. They are involved in local housing and land use planning by directing local jurisdictions on housing requirements, environmental controls, etc. The ambiguity is actually causing more harm than good.

10. Open discussion
    On December 10, 2009, the County Board of Supervisors approved a General Plan Amendment to change regulation for mixed-use developments. It allowed for horizontal mixed-use with commercial in front (such as storefronts) and residential in the back (such as cottages). It also allowed dwelling units to be parcelized. The amendment was primarily driven by developers. Yet to this day, no developers have submitted any applications. It is very difficult to finance mixed-use developments. With the recent real estate market crash, demand for such products has not materialized.

    If the real estate market improves and market demand evolves toward mixed-use developments, the Marble Valley area (concentrated within the vicinity of Bass Lake Road and Highway 50) could be a plausible site for such product. However, four developers must work together in order for such a development to come to fruition.

    Bottom line is… it is all about economics/money: demand and financing.

Scott A. Johnson, Planning Manager
City of Folsom, Community Development Depart*ment*

Questions 1-4 pertain to New Urbanism and Smart Growth principles (Grant, 2009).

1. What are your thoughts on the applicability of New Urbanism and Smart Growth principles within the City of Folsom and El Dorado Hills? *The City of Folsom promotes Smart Growth developments. The Folsom Plan Area Specific Plan contains development based on principles of Smart Growth and Transit Oriented Developments (TOD). El Dorado Hills must contend with a different perspective (with a rural mindset) when it comes to growth management in the County of El Dorado.*

2. (In terms of adopting the "theories" of New Urbanism and Smart Growth) How do you explain the gap between theory and practice in the design and development of new residential neighborhoods?
   New Urbanism and Smart Growth principles are not a requirement in design and development of new residential communities. Smart Growth projects are encouraged or supported. However, the costs may preclude building such projects.

3. What are the challenges to getting developers on board to create or to follow Smart Growth principles?
   The current General Plan does not require developers to build Smart Growth projects. There is no mechanism to induce or compel them to build accordingly.

4. Is local government supportive of New Urbanism and ideas of Smart Growth?
   - In terms of facilitating New Urbanism and Smart Growth principles, does the local government staff (planners, development staff, engineers) practice consistent objectives towards implementation? *The City of Folsom is very supportive of sustainable projects. The City is actively pursuing funding to pursue such endeavors through grants. The Folsom Plan Area Specific Plan represents the City's commitment towards Smart Growth.*

Question 5 and 6 are regarding SACOG's Blueprint growth principles.

5. What is the City of Folsom doing to implement strategies to achieve SACOG's Blueprint objectives?
   The City promotes SACOG's Blueprint principles. Besides the Sphere of Influence project south of 50, the City applied for a grant to update the General Plan to address more sustainability measures; an also applied for a grant from Caltrans for the construction of a "complete street" on East Bidwell. The City encourages TODs, as evidenced in the Folsom Plan Area Specific Plan; as recent as last month passed a mixed-use ordinance; and are looking into moving towards form-based codes. The City has embraced sustainability. It is their philosophy and practice.

6. What are the challenges to implementation? *The biggest challenge is financial constraints. The Folsom Plan Area Specific Plan, which is consistent with the Blueprint principles, was funded entirely by the south of Highway 50 landowners.*

Questions 7, 8, and 9 deal with local, regional, state governments.

7. How does the City of Folsom affect El Dorado Hills' future for sustainable growth? Does Folsom help or hurt El Dorado Hills' ability to become a sustainable suburb? Can Folsom and El Dorado Hills join forces in becoming a joint sustainable suburb in the eastern portion of the Sacramento region? What needs to happen? What are the challenges?
   It is the City's philosophy to work with other jurisdictions. Yet, the City and El Dorado Hills have different political environments and different philosophies. For the most part, Folsom residents have not been vociferous about new developments. On the other hand, El Dorado Hills or County residents evoke a different philosophy. In addition, the City embraces smart growth and has a proficient permitting process. Developers are often appreciative of the City's zeal to work through issues or concerns.

8. Many people say there are tradeoffs involved in land use and development issues—meaning that you have to give up some things in order to have other things. For each of the following, please tell me which comes closest to your views (*PPIC Statewide Survey on Californians and Their Housing*, Nov. 2004)
   (a) Should local governments work together and have a common plan for regional land use and development, *[or]* (b) Should local governments work independently where each has their own plan for local land use and development. Why?
   To some extent, the City already engages or communicates with other jurisdictions. For example, Folsom, Elk Grove, and Rancho Cordova were in discussion over RHNA guidelines. For the most part, though, it is tough to do. Only when issues arise that jurisdictions come together.

9. People have different ideas about state land use and growth issues. Please tell me if the first statement or the second statement in the following questions comes closer to your views—even if neither is exactly right (*PPIC Statewide Survey on Californians and Their Housing*, Nov. 2004.)
   (a) The state government should provide Smart Growth guidelines to local governments for local housing and land use planning *[or]* (b) The state government should not be involved in local housing and land use planning.
   SACOG assumes that role by providing population growth forecasts and transportation grants. SACOG is responsible for long-range transportation planning, the Metropolitan Transportation Plan (MTP). SACOG receives state and federal transportation funds and assigns them to specific projects. The projects must be addressed in the MTP if a city, county, or public agency within the SACOG region wants to use of federal or state transportation funding. Thus, SACOG can influence projects within those jurisdictions.

10. Open discussion
    Regarding cityhood for El Dorado Hills: As a resident of El Dorado Hills, it is my opinion that it would necessitate more of a commercial base to support such an endeavor.

Appendix E

SURVEY QUESTIONNAIRE AND RESULTS

Survey of El Dorado Hills Residents/Households

February 27 – March 31, 2012

El Dorado Hills Residents/Households: 202 Sample Size / 73 Respondents / 70 Useable Data

Margin of error ± 6.86% at 95% Confidence Level for Total Sample

Percentages may not add to 100 due to rounding

The first three questions are related to commute to work for employed adults:

1. How many minutes does it take you to commute to work?
   - 34% 0-14 min
   - 28 15-29 min
   - 26 30-44 min
   - 8 45-59 min
   - 0 60-89 min
   - 4 >90 min

2. How do you usually commute to work:
   - 91% drive alone
   - 2 carpool
   - 3 public bus or transit
   - 0 walking and bicycle
   - 4 other

3. Overall, how satisfied are you with your commute to work? Are you:
   - 49% very satisfied
   - 25 somewhat satisfied
   - 15 somewhat dissatisfied
   - 4 very dissatisfied
   - 8 don't know

The following questions are related to housing and development:

4. If price were not an issue, what would you say are the top two things that matter to you in choosing a house and neighborhood? *(Record up to two mentions in order of mention)*
   First Mention
   - 46% safety
   - 9 living space
   - 26 schools
   - 9 parks and open space
   - 1 length of commute
   - 4 stores and shops
   - 4 other
   - 1 don't know

Second Mention

14%	safety
19	living space
23	schools
20	parks and open space
6	length of commute
9	stores and shops
7	other
3	don't know

Many people face tradeoffs when choosing where to live—meaning that they have to give up some things in order to get other things. How do you feel about the following tradeoffs? Other things being equal…

5. (a) Would you choose to live in a small home with a small backyard if it means you have a short commute to work *[or]* (b) Would you choose to live in a large home with a large backyard, even if it means you would have a long commute to work?

43%	small home, short commute
46	large home, long commute
11	don't know

6. (a) Would you choose to live in a high-density neighborhood (condo or townhome) where it is convenient to use public transit to commute and travel locally *[or]* (b) Would you choose to live in a low-density neighborhood (single-family) detached home, even if it means that you need to drive a car to commute and drive locally?

19%	condo or townhome, convenient to use public transit
77	single-family detached home, drive a car
4	don't know

7. (a) Would you choose to live in a mixed-use neighborhood if it means you can walk to stores, schools, and services *[or]* (b) Would you choose to live in a residential-only neighborhood, even if it means you have to drive a car to stores, schools, and services?

41%	mixed-use neighborhood, walk to stores
59	residential-only neighborhood, drive to stores
0	don't know

8. (a) Would you choose to live in a neighborhood where single-family homes are close together if it means you could walk to parks and outdoor recreation *[or]* (b) Would you choose to live in a neighborhood where single-family homes are far apart, even if it means you have to drive to parks and outdoor recreation?

47%	single-family homes close together, walk to parks and outdoor recreation
50	single-family homes far apart, drive to parks and outdoor recreation
3	don't know

9. (a) Should local governments steer growth to already developed areas of your region in order to preserve open space and encourage the use of public transit, or (b) Should local governments allow growth in undeveloped areas in your region, in order to avoid high-density and traffic congestion.

54%	steer growth to already developed areas
24	allow growth in undeveloped areas
21	don't know

The rest of the questions are related to demographics and will be used to group the data:

10. What EDH street or village do you reside in? (Categorized according to Specific Plans)
    - 36% Northwest EDH
    - 14 El Dorado Hills
    - 4 Bass Lake Hills
    - 3 Carson Creek
    - 3 Valley View
    - 3 The Promontory
    - 37 None

11. In which age group are you in (survey respondents limited to one of the "heads" of the household):
    - 0% <18-26
    - 14 27-40
    - 34 41-50
    - 24 51-60
    - 27 > 60/no response

12. Do you have any children living at home and what age group:
    - 29% Elementary or preschool age
    - 24 Middle or High school age
    - 13 College
    - 49 None

13. Which of the following best reflects your educational background:
    - 1% High school diploma
    - 16 Some college/associate (2 yr.) degree
    - 44 Bachelor's
    - 39 Master's or professional degree
    - 0 No response

14. Is your annual household income more or less than the EDH median household income of $115,000 (Median household income 2006-2010, U. S. Census Bureau, American Community Survey):
    - 44% more
    - 29 less
    - 14 equal
    - 13 no response

15. In which one of the following racial or ethnic categories would you place yourself:
    - 63% Caucasian
    - 4 Hispanic or Latino
    - 13 Asian
    - 3 African American
    - 10 Mixed Race
    - 7 Other
    - 0 No response

16. Identify gender:
    - 50% Male
    - 50% Female

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