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SPECIFIC PLAN

MONUMENT HILLS SPECIAL STUDY
Yolo County , California

Prepared for
Ward, Roberts & Watts

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Specific Plan
For
Monument Hills Special Study Area
Yolo County, California

1.0 INTRODUCTION

1.1 SPECIFIC PLAN - PURPOSE.

This Specific Plan has been prepared in accordance with section 65450 et seq. of the Government Code. It applies to the original Monument Hills Special Study Area ("Study Area") identified in the Woodland Area General Plan ("WAGP"). (See Figure 1-1.)

The purpose of this Plan is to provide for the systematic implementation of the Yolo County General Plan as it applies to the Study Area and to provide a clearly articulated response to the policies set forth in the WAGP. This Plan is intended to be consistent with and in furtherance of the General Plan and the WAGP and to effectuate the basic goal of orderly development.

1.2 LOCATION OF STUDY AREA.

The Study Area is located approximately four miles west of Woodland in Yolo County. The main portion of the Study Area is located on the north side of State Route 16 between County Road 94B and the east line of the Patterson property and south of Cache Creek. The Study Area also includes a parcel east of County Road 94B, bounded on the north by County Road 22. The Study Area location is shown in Figure 1.1.

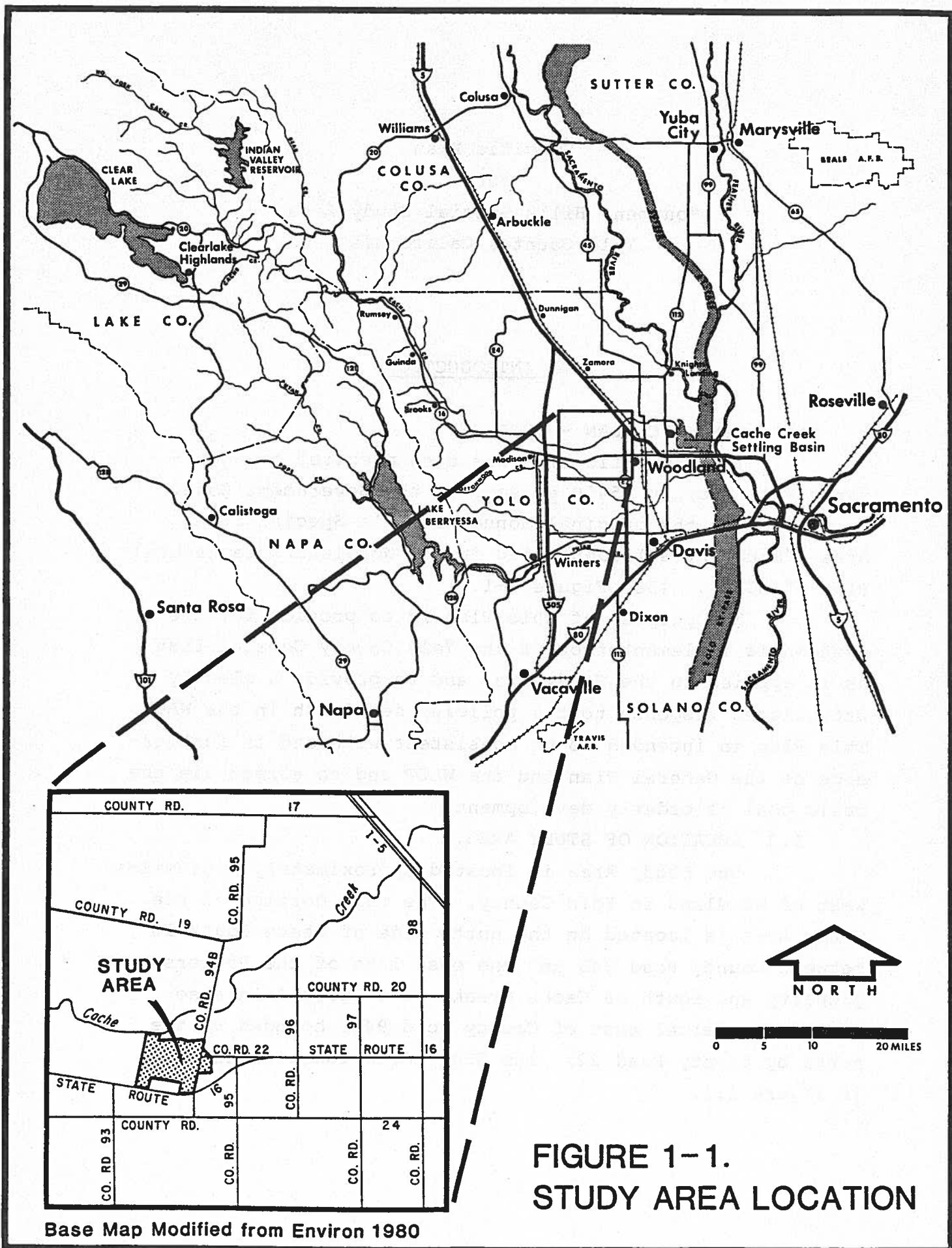


FIGURE 1-1.
STUDY AREA LOCATION

Base Map Modified from Environ 1980

1.3 WAGP POLICIES APPLICABLE TO STUDY AREA.

The WAGP establishes a number of goals for the development of the Woodland area in general and the Study Area in particular. The general goals include the following:

- A. The preservation of prime agricultural land;
- B. The provision of an orderly pattern of urban development;
- C. The provision of adequate housing for all members of the community;
- D. The improvement of the quality of the natural environment; and
- E. The provision of a range of services to maintain an acceptable quality of life for all community residents.

All land proposed for development is designated Rural Residential (RR) and Open Space (OS). The Open Space designation is applied to the other existing uses within the Study Area including the golf course, country club facilities, airport and cemetery. Rural Residential is defined in the WAGP as follows: Rural Residential Development means the types of residential development allowed by right or use permit, in the Agricultural General (A-1) and Residential Suburban (R-S) zones, and/or approved as consistent with this General Plan in a Planned Development (PD) Zone.^{1/} The Open Space designation allows development if consistent with the General Plan and in conformity with all applicable County zoning and building ordinances.^{2/}

^{1/} Yolo County, Woodland Area General Plan, section 111F, page 13.

^{2/} Yolo County, Woodland Area General Plan, section 1, page 13.

Finally, the WAGP requires the development of a Specific Plan for the Study Area. The Plan must be accompanied by an environmental assessment of, among other things, the feasibility of residential densities greater than that normally allowed in the RR designation and the impacts on surrounding agricultural uses. In addition, the Plan must address the protection of surrounding agricultural uses and various methods by which urban services may be provided to the development. This Plan and the accompanying EIR are designed to meet these requirements.^{3/}

1.4 CURRENT ZONING AND LAND USES IN STUDY AREA.

The majority of land within the Study Area is zoned agricultural general (A-1), with portions zoned airport (A-V), and a small area adjacent to Cache Creek in a combined sand and gravel zone (A-1 and SG). Under the A-1 zone, 20-acre lots are permitted without a use permit, and 5-acre lots are the minimum lot size; lot sizes in between these two limits require a use permit. Existing zoning is shown in Figure 1-2.

Current uses include agriculture, recreation, open space, airport, residential, and public facilities. Existing land uses are quantified in Table 1-1.

Table 1-1

Existing Land Use

<u>LAND USE</u>	<u>ACREAGE</u>
Open Space	130
Agriculture	140
Golf Course	138
Airport	71
Residential	1.5
Public Facilities	4.5
TOTAL	<u>485</u>

^{3/} Stephens and Jones & Stokes Associates, Draft Environmental Impact Report, Monument Hills Specific Plan, October 1984.

1.5 ORGANIZATION AND SCOPE OF PLAN.

This Plan discusses land use concepts, design and engineering criteria and standards, and other implementing measures to be used in construction of planned improvements, conservation and development of resources, and landscaping concepts.

To provide a readily discernible linkage between goals and policies of the Yolo County General Plan and the WAGP and the proposed implementation measures contained in this plan, pertinent General Plan and WAGP policies are referenced in the left hand margins next to proposed implementation measures.

2.0 PROPOSED DEVELOPMENT

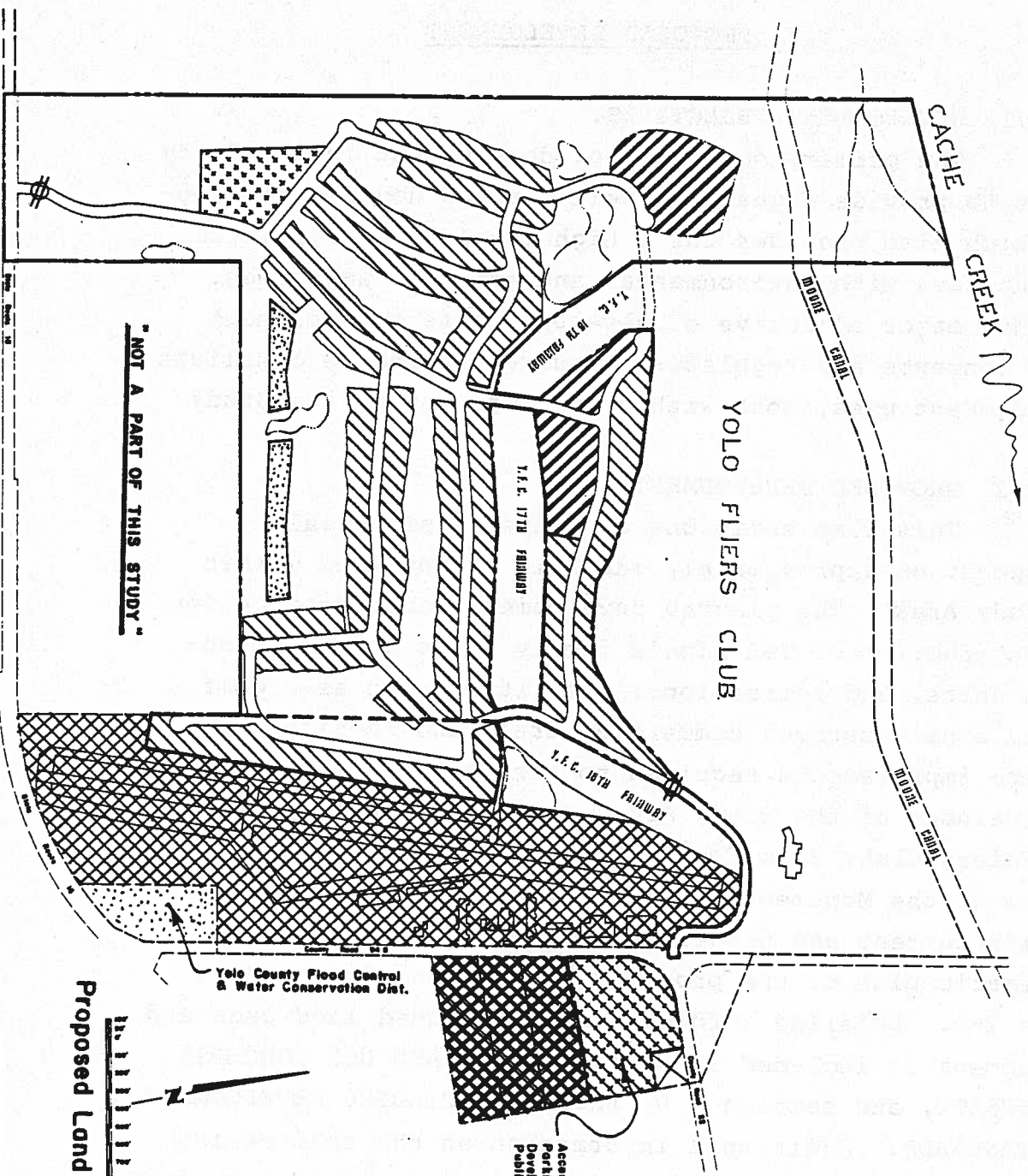
2.1 DEVELOPMENT OBJECTIVES.

The primary objective of development in the Study Area is to provide a quality, well-planned housing development which also provides for a high level of recreational opportunities with environmental and man-made amenities. The other major objective of development is to implement design concepts and regulatory measures to reduce conflicts with adjacent uses, both within and adjacent to the Study Area.







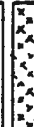





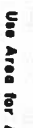

2.2 PROPOSED DEVELOPMENT.

This Plan envisions a planned residential development on approximately one-half of the land within the Study Area. The planned development would provide for the construction of 192 single family units and 90 condominium units, and recreational facilities such as a golf course, a neighborhood commercial area, and on-site and off-site improvements required to service the development. The remainder of the Study Area, including the airport, Yolo Fliers Club, Yolo County Flood Control facilities, and portion of the Monument Hills Memorial Park, would remain in their current and projected uses. A schematic plan of the proposed development is shown in Figure 2-1. Detailed information on proposed land uses and development is included in section 3.0, LAND USE CONCEPTS AND DENSITY, and section 4.0, PROPOSED BUILDING DEVELOPMENT AND STANDARDS. Additional information on the engineering and design concepts and the facilities proposed is contained in subsequent sections of this Plan.

Residential development is expected to house between 700 and 800 people with an average net density per residential acre of 2 to 3 dwelling units per acre single-family and 5 to 6 dwelling units per residential acre condominiums.



LEGEND

-  P.D. Rezone Boundary
-  Controlled Access
-  Single Family Resident (Max. 192 dwelling units)
-  Condominium Residential (Max. 90 dwelling units)
-  Airport
-  Public Facilities
-  Commercial
-  Open Space
-  Accessory Use Area
-  Existing A-1 Residential
-  Total Specific Plan Area
-  488.3 acres
-  Total Planned Development Zoning Area
-  247.3 acres

Accessory Use Area for Airport & Fliers Club Parking and R.V. & Boat Storage Area for Development, possible Security Quarters and Public Facilities.

NOTE
 Area not identified with hatching, within the Study Area is classed as Open Space, excluding area within the Roads as shown hereon.

Proposed Land Uses



Major recreational developments will include a golf course. Other major recreational developments will include paths and trails, a nature study area adjacent to Cache Creek and an open space corridor. Condominium clusters will provide additional recreational facilities.

A commercial service center not exceeding five acres in area would be permitted within a portion of the planned development to serve the needs of Study Area residents. The service center would provide typical neighborhood commercial services, a community center, parking, and recreational services.

A new taxiway will be constructed adjacent to and west of the existing airport runway to provide access to single-family units for those persons who desire this type of housing relationship. Additional, secured, general purpose parking for the airport would be provided on the 8.4 acre parcel located east of County Road 94B and south of County Road 22.

On-site improvements required to serve the planned development would be constructed by private developers and operated and maintained by a community service district or homeowners' association. Major facilities will include a sewage treatment facility with an ultimate capacity of approximately 59,000 gallons per day and a domestic water supply and distribution system with a continuous capacity of 3,000 gallons per minute. Treated wastewater will be used to irrigate a portion of the golf course. Other on-site improvements to be provided and maintained by private developers include all necessary drainage improvements, maintenance buildings, and exterior lighting. Private developers would also provide the secured, general purpose parking for the airport which would also be used for the Yolo Fliers Club and for storage of recreational vehicles, boats, etc., owned by residents of the planned development.

Primary access to the planned development would be from State Route 16, with secondary access from County Roads 22 and 94B through an enlarged Fliers Club entrance. All necessary improvements would be the responsibility of private developers. This would include costs of left-turn channelization on State Route 16, restriping of State Route 16 at the County Road 94B intersection, and redesign of this intersection. Internal streets are to be constructed to County standards and maintained as private streets. The streets should include bicycle and golf cart paths. Access to the development will be controlled by security gates.

2.3 ENVIRONMENTAL CONSIDERATIONS.

About 145 acres of the planned development will serve as open space, including the golf course, nature areas and other common areas. Ornamental lakes for landscaping, for storm water drainage control and for emergency fire fill will be constructed. Wastewater treatment ponds will be within golf course areas and will be isolated by depressing into the ground, fencing and landscaped earthen berms. Extensive landscaping of common areas, buffers and riparian plantings along Cache Creek and the Moore Canal shall be installed. More detailed information is included in section 7.0 CONSERVATION AND DEVELOPMENT OF RESOURCES.

2.4 ECONOMIC CONSIDERATIONS.

Total market value of the planned development at full buildout is estimated at \$78,000,000.00 (1983 dollars). The area designated for single-family units is anticipated to be marketed on a lot sale basis. Buyers would be responsible for construction of the units subject to design guidelines as contained in the covenants, conditions and restrictions for the planned development. Condominiums would be constructed and marketed by the developer. The

developer would bear the cost of construction of all capital improvements required to serve the development.

A community service district and/or homeowners' association will be formed to fund operating and maintenance costs.

2.5 PHASING OF DEVELOPMENT.

It is anticipated that construction of the planned development will be phased. If construction is phased, all on-site improvements shall also be phased to provide all services needed for each phase of the construction. Table 2-1 provides a conceptual summary of the improvements needed for each phase of development. Figure 2-2 illustrates the conceptual plan.

Table 2-1

Preliminary Construction Phasing

PHASE I

Residential units:	122 units
Streets:	Construct primary and secondary access; all necessary improvements on State Route 16, build temporary construction road; all streets necessary to serve Phase I of development with all required utilities in street sections; provide street lighting.
Infrastructure Improvements:	Construct and develop domestic water system, irrigation system, initial sewage treatment plant and holding ponds; provide security gate; parking areas as needed.
Other:	Construct west airport taxiway and taxiway to lots.

PHASE II

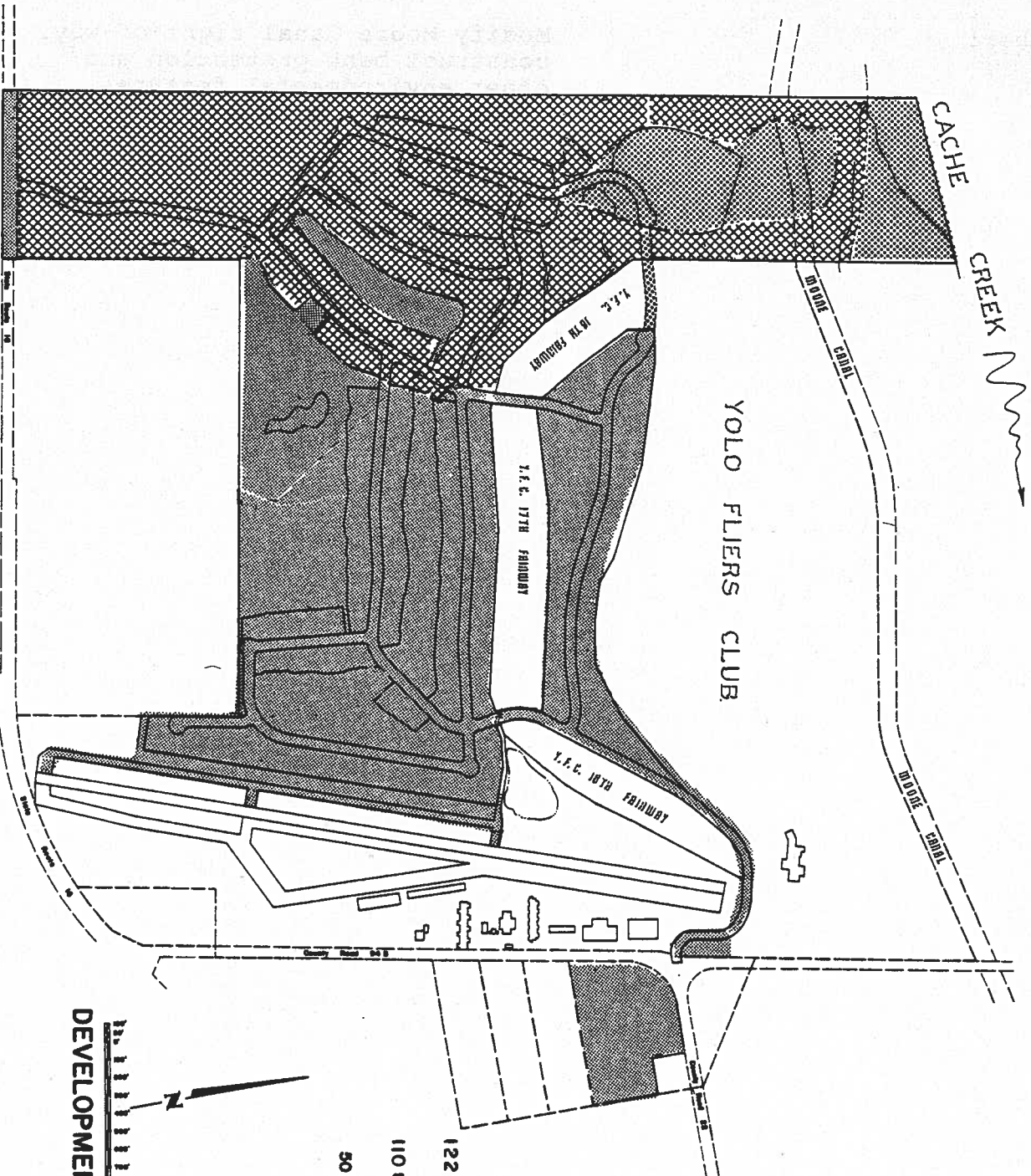
Residential Units:	110 units
Streets:	Connect primary entrance from State Route 16 to streets connected in Phase I; construct all streets needed to serve Phase II of development with all required utilities in street sections; provide street lighting.
Infrastructure Improvements:	Expand domestic and water supply systems. Complete ornamental lakes, drainage system and diversion to Cache Creek.
Recreation Facilities:	Construct nine holes of golf course, including irrigation and landscaping system; construct jogging paths.
Other:	Construct service center.

PHASE III

Residential Units:	50 units (northwest)
Streets:	Complete emergency access street across the Fliers Club fairway to serve 50 units in northwest; construct all streets necessary to serve development with all required utilities in street sections; provide street lighting.
Infrastructure Improvements:	Construct second sewage lift station and force main to connect with existing system; provide all sewer and water connections as required to serve new housing.
Recreation Facilities:	Complete second 9 holes of 18-hole golf course.

Other:

Modify Moore Canal right-of-way,
construct bank protection and
other environmental features
along Cache Creek.



MONUMENT HILL SPECIAL STUDY
FIGURE 2-2

3.0 LAND USE CONCEPTS AND DENSITY

3.1 SUMMARY OF OBJECTIVES.

A Land Use Plan has been developed as part of this Plan and is shown in Figure 2-1. It has been designed to achieve the goals of the WAGP and policies of the 1983 General Plan. It provides a framework for development and it establishes regulations for all proposed land uses, as well as development standards and mitigation measures including buffering and cluster developments as recommended in the WAGP. The Land Use Plan also emphasizes protection of prime agricultural land through extensive buffers and barriers, an orderly pattern of development through phasing, and compatibility with adjacent land uses as recommended in the WAGP.

The primary land uses proposed are residential and open space/recreation. Housing shall be predominantly low density residential, with three condominium clusters, as discussed in greater detail in section 4.0. The plan shows housing units oriented toward the existing and the proposed golf course.

The proposed Land Use Plan provides for about 255 acres of open space land which are shown in Figure 2-1. About 145 acres are designated for open space within the planned development.

The plan includes both active and passive open space/recreation areas, as well as areas designed primarily for resource conservation. The golf course is the largest active, open space area. Active and passive open space/recreation lands include the lake areas, the path and trail system, and the extensive landscaped common areas. The riparian lands within the Study Area shall be an open space corridor. Both aesthetic and habitat improvements shall be made in the open space corridor. Use of the corridor would

be limited to nonintensive uses such as nature study. In review of tentative subdivision maps for the proposed development, the County may require public dedication of an open space easement in order to preserve the riparian open space corridor after its improvement by developer in accordance with section 7.4 of this Plan. The major open space/recreation features are shown on the Recreation Plan, Section 8.0, Figure 8-1.

Buffers, utilization of existing topographical features, and legal instruments shall be required to achieve compatibility with existing land uses within and adjacent to the Study Area. By utilizing the topographic relief afforded by the Moore Canal, the high bench between the canal and the channel of Cache Creek together with the southwest trending ridge southerly from Moore Canal, constructive use of land is achieved that otherwise would be non-productive.

Commercial development as shown in Figure 2-1 shall be limited to no more than five acres and would be oriented to the convenience and needs of the Study Area residents.

The airport is a major existing use which shall be integrated by means of access to the development via a new taxiway and construction of single-family units paralleling the runway and compliance with governing federal, state and local regulations and policies. Housing in this area will be constructed to provide additional sound insulation to reduce noise levels.

3.2 PROPOSED LAND USES AND DENSITIES.

Yolo County G.P.
Adm. 8, p. 59

- A. The distribution of land uses is shown on the Proposed Land Use Map, Figure 2-1.
- B. Average residential densities will be as shown in Table 4-2.

- Yolo County G.P. OS 1., 2., p. 38 C. Location of open space land is as shown in Figure 2-1.
- Yolo County G.P. OS 1., 2., p. 38 D. The approximately 145 acres of open space within the planned development will be achieved by designating open

space areas and corridors, increasing housing density over that of the surrounding areas, utilizing of design variables including bulk, set-back, sight lines, and condominiums, and limiting impervious surfacing to no more than thirty percent (30%) of the total area planned for new development.

Yolo County G.P. OS 1., 2., p. 38 E. All land not sold for building sites shall be retained as common areas and shall be professionally maintained by a homeowners' association or other suitable entity. All such areas shall be landscaped into lawns, trees and lakes. Any development of or encroachment onto the open space areas which is incompatible to the open space use shall be prohibited.

Yolo County G.P. OS 6., p. 39. F. An open space corridor is proposed on Cache Creek to provide for bank stabilization and erosion control, wildlife habitat, and aesthetic enhancement. Design concepts are described in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES.

Yolo County G.P. OS 9., 11., p. 40. F. and erosion control, wildlife habitat, and aesthetic enhancement. Design concepts are described in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES.

Yolo County G.P. CON 6., 7., p. 42. F. and erosion control, wildlife habitat, and aesthetic enhancement. Design concepts are described in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES.

Yolo County G.P. CON 35., p. 46. F. and erosion control, wildlife habitat, and aesthetic enhancement. Design concepts are described in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES.

G. A recreation plan has been developed as part of this Plan. The design of recreational facilities is described in Section 8.0, RECREATION.

3.3 LAND USE COMPATIBILITY.

Agriculture

- WAGP p. 34a.
Yolo County G.P.,
p. 8.
L.U. 6, p. 14.
- Yolo County G.P.
Con 12, p. 42
- WAGP p. 34a.
- Yolo County G.P.,
Con. 27., p. 45.
- A. All feasible measures to preclude interference or conflicts with adjacent agricultural operations are to be incorporated into development design and operation.
- B. Development is located on poorer class soils with a record of low agricultural productivity.
- C. Extensive buffers and barriers are to be included in the planned development design to minimize conflicts with adjacent agricultural activities. A 200-foot buffer must be maintained on the western boundary of the project site.
- No residential units may be constructed within this area. The buffer shall include landscaping by screen planting of trees and bushes and shrubs to reduce intrusion of dust, herbicides, and insecticides from agricultural operations bordering the project area. The remainder of the buffer shall consist of the golf course and landscaped common areas. Maintenance of the buffer, golf course and all common areas will be the responsibility of a homeowners' association or other appropriate entity. The buffer will allow continued application of Category I (dry) and Category II (liquid and dry) chemicals by ground.
- D. Approval of any entitlements for development shall be conditioned on the creation of enforceable restrictions in favor of agricultural operators

for agriculturally generated drift and noise. The instruments conveying the easement shall meet all requirements of County Counsel.

WAGP p. 3, p. 7 E. Other regulatory measures and
Yolo County G.P., programs now in effect to
LU 6., p. 14 preserve agricultural land to
LU 8., p. 14 the west include the A-P
LU 14., p. 15 designation of the land under
the Williamson Act and poli-

cies contained in the WAGP and Yolo County General Plan.

F. Conflicts with current non-intensive agricultural activities on lands bordering the eastern boundary of the project shall be minimized by the planned rural residential use.

Yolo County G.P. G. Agricultural lands shall be
LU 10, p. 14. additionally protected from
urban encroachment by a limitation on service facilities

required to serve the planned development. Sewer and water facilities must be sized to accommodate only the Study Area (with the exception of storm water runoff from the localized drainage area).

Airport

Yolo County G.P. A. The residential units paralleling the Watts-Woodland
LU 52, p. 22, runway shall be designated as
Cir. 16., p. 29 airport single family. The
S 20., p. 33 units will be designed for
N. 12., p. 36 aircraft owners and may feature a planeport at each

unit for aircraft storage. A new taxiway parallel to the existing runway shall be constructed to provide access to and from these units. The residential units shall be set back a minimum of 325 feet from the centerline of the run-

made in future inspections will be considered including recommendations related to safety requirements associated with the proposed development.

E. To minimize the danger of pilots confusing the street lights with the runway lights, street lights within the planned development shall be high pressure sodium and shall be shielded. The yellow cast from this type of light will be distinctly different from runway lights. Lights on the north-south street nearest to the runway shall be selected to insure a significant difference between the street lighting and the runway lights in terms of spacing, intensity and color.

F. Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) Part 77 and Article 21 of the Yolo County Zoning Regulations set forth criteria for preservation of navigable airspace in the area of airport traffic patterns. Obstruction standards and the procedure for notifying the FAA prior to construction or alteration of an existing or potential obstruction to navigable airspace are included within FAR Part 77. No development shall be allowed which will conflict with the approach zone requirements or vertical height restrictions.

G. The owner shall restrict the number of based aircraft to not more than 250 aircraft which is believed will limit annual airport operations to a maximum of 110,000.

Yolo County G.P.
N. 12., p. 36

H. Airport noise shall be controlled by the following stipulations agreed to by the airport manager:

(1) Nighttime operations shall be limited to one percent (1%) of the total operations. Training flights shall be limited at night to accomplish the one percent (1%) limitation.

(2) Touch and go landings shall be eliminated between 10:00 p.m. and 7:00 a.m.

(3) Traffic pattern altitude 1,000 feet; all departing aircraft will climb on a runway heading to an altitude of 600 feet before turning.

(4) No midfield takeoffs are or shall be permitted.

(5) Helicopter touch-and-go landings shall be discouraged.

(6) Use of airport shall be restricted to aircraft with FAA certificated takeoff noise levels of 80 EPNdB or less (effective January 1, 1990.)

Yolo County G.P.

S. 20., p. 33

(7) No agricultural operations shall be allowed.

The airport has not been used as a base for agricultural aircraft since November 1, 1982, and will not be used for this purpose in the future.

(8) Aviation and jet fuel is and shall be stored in underground tanks which meet all safety requirements.

(9) The airport fire truck and mutual aid agreement with Willow Oak Fire District shall continue to provide for any unforeseen emergencies.

I. Approval of any entitlement for development shall be conditioned on the creation of enforceable restrictions in favor of airport operations for noise, vibrations, fumes, smoke, dust, overflight and safety as long as the airport is operated in a manner consistent with the standards in this Plan.

Yolo Fliers Club

A. Conflicts with the Yolo Fliers Club operation shall be minimized by on-site improvements and coordination and integration of the proposed plan with existing and future plans for the club.

B. To reduce future traffic flow utilizing the entry to the Fliers Club from County Road 22, this road shall be designed for secondary access, primarily to serve units bordering the club fairways, and shall be controlled. The entry arch shall be modified to allow for anticipated traffic. A detailed discussion of the proposed plans for entry points, parking and streets affecting the Fliers Club is provided in Section 5.0, CIRCULATION.

C. Plans for the design and operation of the proposed golf course and the residential construction shall be reviewed and coordinated with the Fliers Club Directors to eliminate potential conflicts.^{5/}
Yolo County Flood Control and Water Conservation District
(YCFC & WCD)

A. The planned improvement of the Moore Canal right-of-way, design and operation of the golf course in that portion of the planned development adjacent to the canal, and proposed drainage facilities have been coordinated with the YCFC & WCD to assure project compatibility (minutes of Board of Directors, YCFC & WCD, June 5, 1983). The planned improvements are designed primarily to satisfy environmental and safety concerns.

Yolo County, G.P.
S. 1, p. 31
S. 3, p. 31
S. 24., p. 34

B. Under the current agreement with YCFC and WCD, the developer would assume maintenance of the canal right-of-way to an elevation of 2.0 feet above

^{5/} Agreement between Watts, W.R.W. and Yolo Fliers Club filed in Book 1627, Official Records, page 31, dated February 2, 1984.

the high water line of the canal. Normal maximum water depth ranges from 2.5 feet to 3.0 feet.

Yolo County G.P., C. Signs prohibiting use shall be posted on Moore Canal and other security measures taken to prevent unauthorized use as discussed in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES.

Existing Residential

W.A.G.P.

p. 34a

Yolo County G.P.

Con 27., p. 45.

A. A landscaped buffer is proposed along that portion of the Study Area bordering the residential units to the south. The landscaping will provide an additional buffer between the existing housing

and the proposed main entrance road and new residential development.

B. Drainage improvements shall be designed to accept storm runoff from the existing residential parcels and are discussed in greater detail in Section 6.0, SERVICE FACILITIES.

Monument Hills Cemetery

A. No changes are proposed for the land planned for future expansion of the Monument Hills Memorial Park.

Gravel Mining

Yolo County G.P.

p. 9.

LU 5., p. 13.

A. The proposed development shall be coordinated with gravel companies currently operating in Cache Creek to reduce

potential conflicts. Development shall be phased to delay construction of the residential units in the northern most portion of the Study Area until ongoing mining activities are completed.

Yolo County G.P.
N. 3, p. 35.
N. 6 - N. 71,
p. 35.

B. No residential units shall be constructed within 800/feet of existing and currently approved mining activities.

A complete discussion of noise from gravel mining activities and the effect on proposed housing is included in the EIR.^{6/}

Yolo County G.P.
CON 35., p. 46

C. There is no significant dust problem along Cache Creek due to existing gravel mining or

future off-channel operations. A potential problem on unpaved haul roads may exist.^{7/} Use of water trucks to wet the surface on haul roads is a routine practice by the gravel companies but should be imposed as a requirement for future gravel operations in the area. Dust suppression is also accomplished under Section 10.5.502, Soil Erosion Control, Yolo County Mining Ordinance. Approval of entitlements for development shall be conditioned on the creation of enforceable restrictions in favor of gravel operators in Cache Creek for noise and dust as long as operations abide by standards established by the County or other agencies and in effect at the time this Plan is originally adopted.

^{6/} Stephens and Jones & Stokes Associates, October 1984.

^{7/} Environ, Draft EIR, Sand and Gravel Operations Along Cache Creek Between Capay and Yolo, January 1980, pages 200-201.

4.0 PROPOSED BUILDING AND DEVELOPMENT AND STANDARDS

4.1 SUMMARY OF OBJECTIVES.

The housing proposed in this Plan is aimed at providing a quality residential environment. The design includes a mix of housing types and lot sizes to accommodate varying life styles, age groups and income levels. The condominiums are estimated to cost from \$185,000 to \$225,000. Cost of detached single-family units are estimated from \$285,000 to \$350,000.

Housing development will incorporate innovative measures in energy production, energy conservation and new forms of housing to reduce operation costs. The development will provide an alternative to homeowners wishing to maintain ownership of their residence but reduce the time and expense typically required to maintain the traditional single-family units. This will be accomplished by the various services provided, including landscaping and maintenance of the common areas by a homeowners' association or other appropriate entity.

The development will be phased and will be designed to meet a share of the housing needs identified within the County for market rate housing. The project could also provide for a portion of the housing demand anticipated within the Woodland Urban Limit Line, but which may not be provided due to severe public service limitations. Future economic development, particularly in Woodland, will require additional homes for management and executive personnel. Availability of such housing is often a major determinant in an industry's decision to locate or expand in a particular area. The unique features and amenities of this proposed development will make it particularly suitable in fulfilling that housing demand.

A service center and parking would be constructed on no more than five acres of the planned development.

The commercial facilities would primarily serve Study Area residents and would not be expected to draw customers from the larger market area. The service center would be designed as a total entity to include all of the community needs including integrated parking and landscaping.

4.2 GENERAL BUILDING STANDARDS.

A. Regulations establishing minimum lot size, heights and setback limits will meet or exceed all State and local code requirements.

B. Typical building and design standards proposed for the planned development are shown in Table 4-1.

Table 4-1

Typical Building and Design Standards

	<u>Standard Single Family</u>	<u>Airport Single Family</u>	<u>Estate Single Family</u>	<u>Condo- minium *</u>	<u>Com- mercial *</u>
MINIMUM LOT SIZE	10,000 S.F.	13,000 S.F.	15,000 S.F.	2,500 S.F.	N/A
AVERAGE BUILDING COVERAGE	18%	13.8%	12%	40%	
BUILDING HEIGHT	30 ft.	30 ft.	30 ft.	30 ft.	40 ft.
MINIMUM FLOOR AREA	1,500 S.F.	1,800 S.F.	1,800 S.F.	1,000 S.F.	
MINIMUM FRONT YARD SETBACK	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	
MINIMUM STREET TO GARAGE SETBACK	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	

	<u>Standard Single Family</u>	<u>Airport Single Family</u>	<u>Estate Single Family</u>	<u>Condo- minium *</u>	<u>Com- mercial *</u>
MINIMUM SIDE YARD, STREET	25.0 ft.	25.0 ft.	25.0 ft.	N/A	
MINIMUM SIDE YARD, INTERIOR	10.0 ft.	10.0 ft.	10.0 ft.	N/A	
MINIMUM REAR YARD SETBACK	25.0 ft.	25.0 ft.	25.0 ft.	N/A	
PARKING SPACES PER UNIT (OFFSTREET AND NOT INCLUDING GARAGE)	2.0	2.0	2.0	1.5	

** NOTE: CONDOMINIUMS AND COMMERCIAL AREAS ARE TO BE DESIGNED AS COMPLETED INTEGRATED UNITS, INCLUDING BUILDINGS, PARKING, LANDSCAPING, LIGHTING AND OPEN SPACE.

4.3 RESIDENTIAL BUILDING STANDARDS.

A. Typical building and design standards proposed for residential units are shown. Typical site plans for single-family units are shown in Figures 4-1 and 4-2.

B. Housing types will be mixed and would typically range in density, size and selling price as shown in Table 4-2.

Table 4-2

Proposed Housing

<u>Housing Type</u>	<u>Proposed Housing</u>			<u>S.F. Bldg. Unit</u>	<u>Bldg.(2) Cv./Lot</u>	<u>Est. Price(3)</u>
	<u>No. Units</u>	<u>Lots/ S.F.</u>	<u>Units(1) Net Ac.</u>			
Single- Family	6	10,000		1500	16%	\$285,000
		--		--	--	
	127	11,999 12,000	Av. 2.03	3600	25%	to 350,000
		--				
	59	14,999 15,000	+			

<u>Proposed Housing</u>						
<u>Housing Type</u>	<u>No. Units</u>	<u>Lots/S.F.</u>	<u>Units(1) Net Ac.</u>	<u>S.F. Bldg. Unit</u>	<u>Bldg.(2) Cv./Lot</u>	<u>Est. Price(3)</u>
Condos	90	2,500 min.	5.96 Av.	1000 -- 1800	40% -- 72%	\$185,000 225,000
Rural Res.	<u>3</u>	5.0 Ac.	0.20		N/A	
Total	285					

- (1) Units Per Net Residential Acre
- (2) Range of Building Coverage of Lot - %
- (3) Estimated Sales Price including Lot Cost.
Bldg. Const. Costs based upon \$70/S.F.

C. All buildings shall be constructed in accordance with the Uniform Building Code and all other codes adopted by the State and County of Yolo. Construction shall also comply with the State of California Title 24 Building Standards.

Yolo County G.P. S14., p. 32 D. For fire prevention purposes, all roofs of structures will be of tile or fire resistant material.

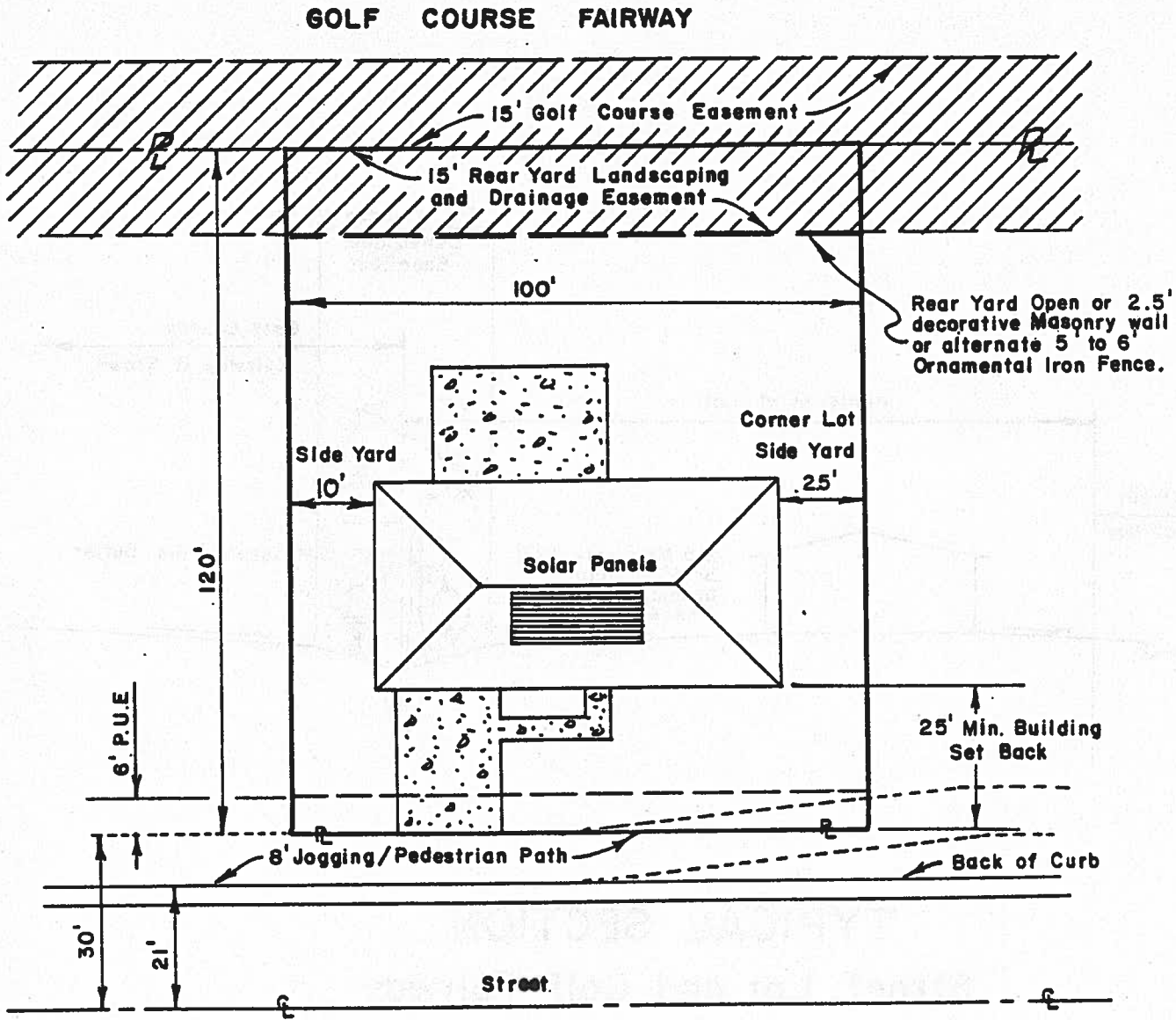
E. Each residence shall have a 1-1/4 inch water service to accommodate a sprinkler system. Smoke detectors should be required in all residential units.

F. Condominiums shall have two-hour fire rated party walls.

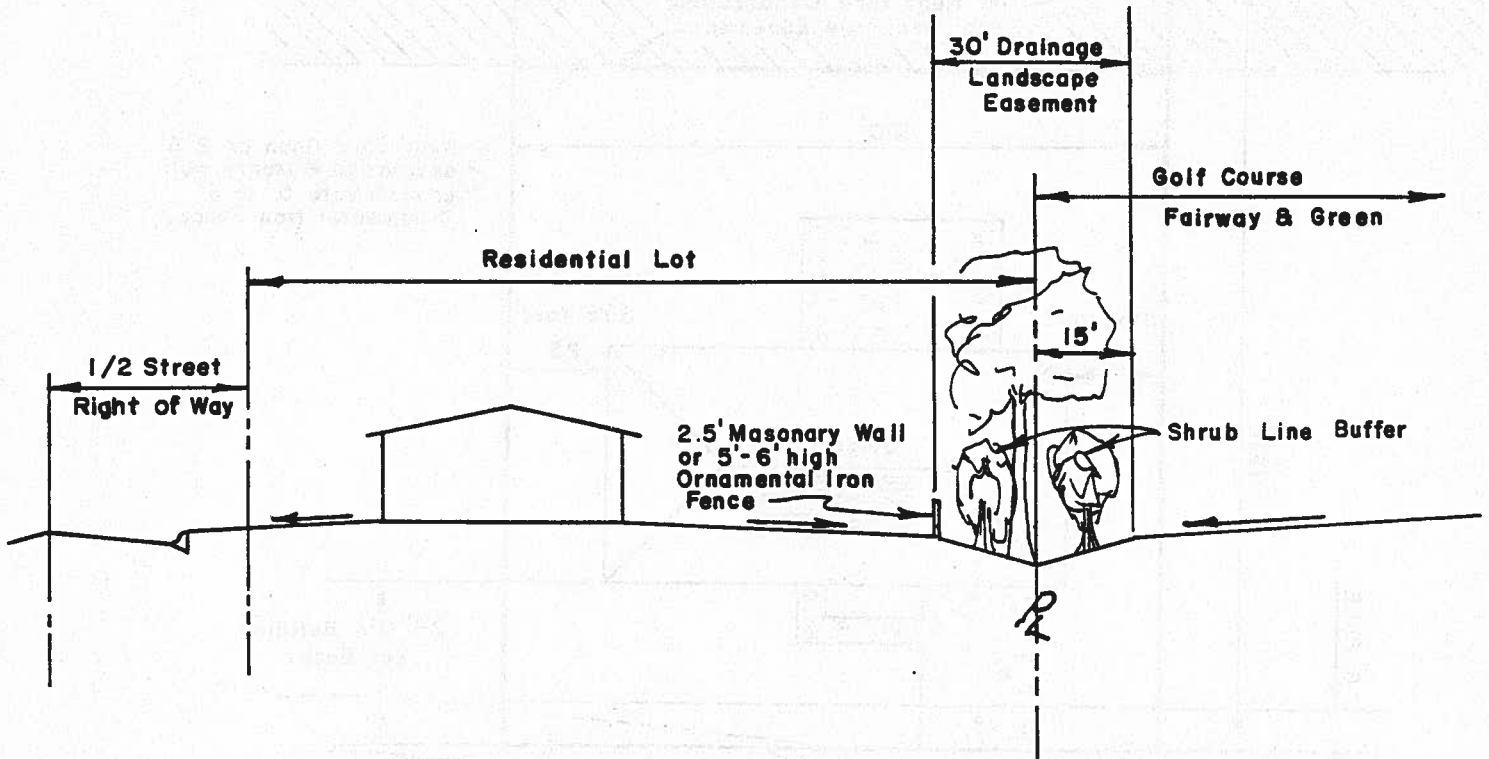
G. A variable front yard set back will be used for residential units to avoid a monotonous row-house appearance. Each owner of a single-family or condominium unit will have a private yard area which they must landscape and maintain.

H. The fairway-street alignment will allow the rear yards of practically all of the single

TYPICAL SITE PLAN Single Family



No Scale



**TYPICAL SECTION
Street, Lot and Golf Fairway**

family residents to open upon one of the fairways and/or open space. Homeowners will have the option of constructing in rear yards either low solid barriers not to exceed 2-1/2 feet in height or open work ornamental, metal fencing not to exceed 6 feet in height. Landscaping shall be planted on the open space perimeters of the golf course to screen residential lots from the golf course. See Section 9.0, LANDSCAPING AND DESIGN CONCEPTS for a more detailed discussion.

I. Condominiums will be designed as architecturally integrated units, and will maximize site amenities. Architectural design will emphasize compatibility within each condominium complex as well as integration into the overall development. Construction will be primarily single story at grade for those units developed in the first stage.

J. The condominium units proposed for the ridge area overlooking Cache Creek, the Moore Canal, the Fliers Club Golf Course and the ornamental lakes will be sited and adapted to take advantage of the elevation differences that exist. The profile of the units will offer visual diversity by utilizing creative building design and landscaping.

Yolo County G.P.
N 8., N 9., p. 36

K. Acoustical site planning is integrated into the planned development design. The acoustical site planning

incorporates orienting parking lots and open space between the noise sources and sensitive uses, using buildings as barriers, and orienting buildings in higher noise level areas to face away from the noise source. Noise insulation construction will be used as required to achieve acceptable interior noise levels. All buildings shall be insulated in accordance with the applicable standards in 24 California Administrative Code.

L. With the exception of the homes paralleling the runway which are designed for access to the airport, no residential units shall be constructed where the 60 dB/CNEL exterior noise level will be exceeded. A 60-65 CNEL noise level is anticipated for the limited area adjacent to the runway. As homes adjacent to the runway will be designed primarily for persons owning aircraft and/or desiring proximity to the airport, this noise level is expected to be acceptable. A noise easement will be required for each of the homes bordering the runway.

Yolo County G.P.
 N 1., N 3., N 6.,
 p. 35; N 9., p. 36.

M. Landscaping and open space buffers shall shield residential areas and reduce noise impacts from State Route 16, the airport, gravel mining operations and other noise generators. The Fliers Club Golf Course, proposed golf course and undeveloped open space shall serve as noise buffers. The following minimum distances are proposed between noise generators and residential units:

Yolo County G.P.
 N 3., N 7., p. 35
 N 8., 9., N 12.,
 p. 36

	<u>Noise Source</u>	<u>Minimum Distance to Residential Units</u>
Yolo County G.P. N 2., p. 35	Airport	650 feet from centerline of runway (*)
	State Route 16	800 feet from centerline of highway
	Gravel Operation	800 feet from boundary of mining operations (+)

(*) Excludes the proposed 21 units with access to the runway.

(+) Based on approved mining areas.

4.4 SERVICE CENTER/COMMERCIAL BUILDING STANDARDS.

A. The commercial space may include a postal service area, general store, auto service station and pro shop. Commercial uses proposed are those which are effective in reducing traffic generation from project residents. The service center may also include a community center building which would provide an office, meeting rooms, security base, limited kitchen and food service facilities and restrooms. A practice putting area and tennis courts could also be included. A maintenance and equipment storage area could be included in the service center. Parking for the golf course would be provided at the service center. Preliminary plans for the service center are shown in Figure 4-3.

Yolo County G.P.
S14., p. 32

B. Commercial structures shall be limited to two stories in height.

C. All service and commercial structures shall be fully sprinklered and will be constructed in accordance with the Uniform Building Code and all other codes adopted by the State and County of Yolo. Roofs of structures will be of tile or other fire resistant material.

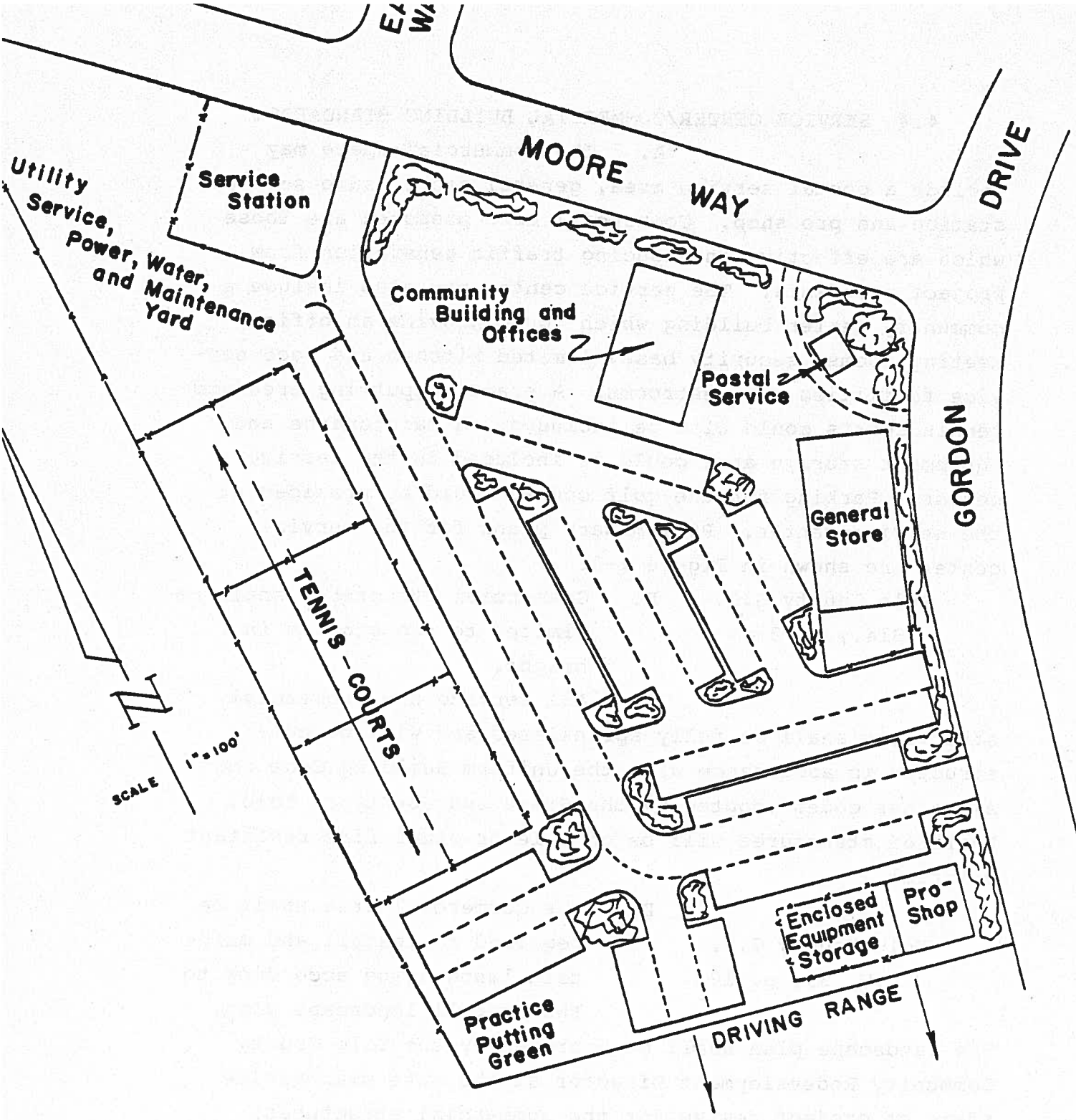
Yolo County G.P.
L.U. 39, p. 19.

D. The commercial area shall be required to install and maintain landscaping according to the overall landscape plan.

The landscape plan shall be approved by the Yolo County Community Redevelopment Director at the site plan review stage of project review for the commercial structures.

4.5 ENERGY CONSIDERATIONS.

A. Solar systems shall be encouraged in both residential and commercial structures, and shall be utilized, where feasible, in structures constructed by the developer. The design objective is to



**CONCEPTUAL PLAN
SERVICE CENTER
GOLF PRO FACILITIES**

Yolo County Energy
Plan Strategy 4.1,
p. V-14

preserve roof-top and south
wall solar access. Height
restrictions and design of
building envelopes shall

insure solar access and provide protection against shading
of solar collection systems. Building height and bulk shall
consider shadow patterns on adjacent properties. These
restrictions shall be included in the covenants, conditions
and restrictions established for the project. Accessory
structures and walls shall not be located so as to diminish
south wall solar access.

B. The condominium clusters shall
be oriented to maximize southerly exposure of units. For
units not capable of southerly orientation, at least fifty
percent (50%) of the unit's glazing shall face a southerly
direction with a minimum of glazing on westward direction.

C. Paved areas of subdivisions
shall be limited to thirty percent (30%) to reduce heat
absorption and reflection.

D. Maximum feasible shading of
streets and parking areas will be required to reduce heat
absorption during summer months. See Section 9.0,
LANDSCAPING AND DESIGN CONCEPTS for a more detailed
discussion.

E. Energy conservation
construction measures shall be integrated with noise
reduction measures planned for dwellings nearest the
airport.

Yolo County
Energy Plan
Strategy 1.6,
p. V-12

F. Only solar heating shall be
allowed for swimming pools.

G. High pressure sodium street
lights shall be used to reduce energy use.

5.0 CIRCULATION CONCEPTS

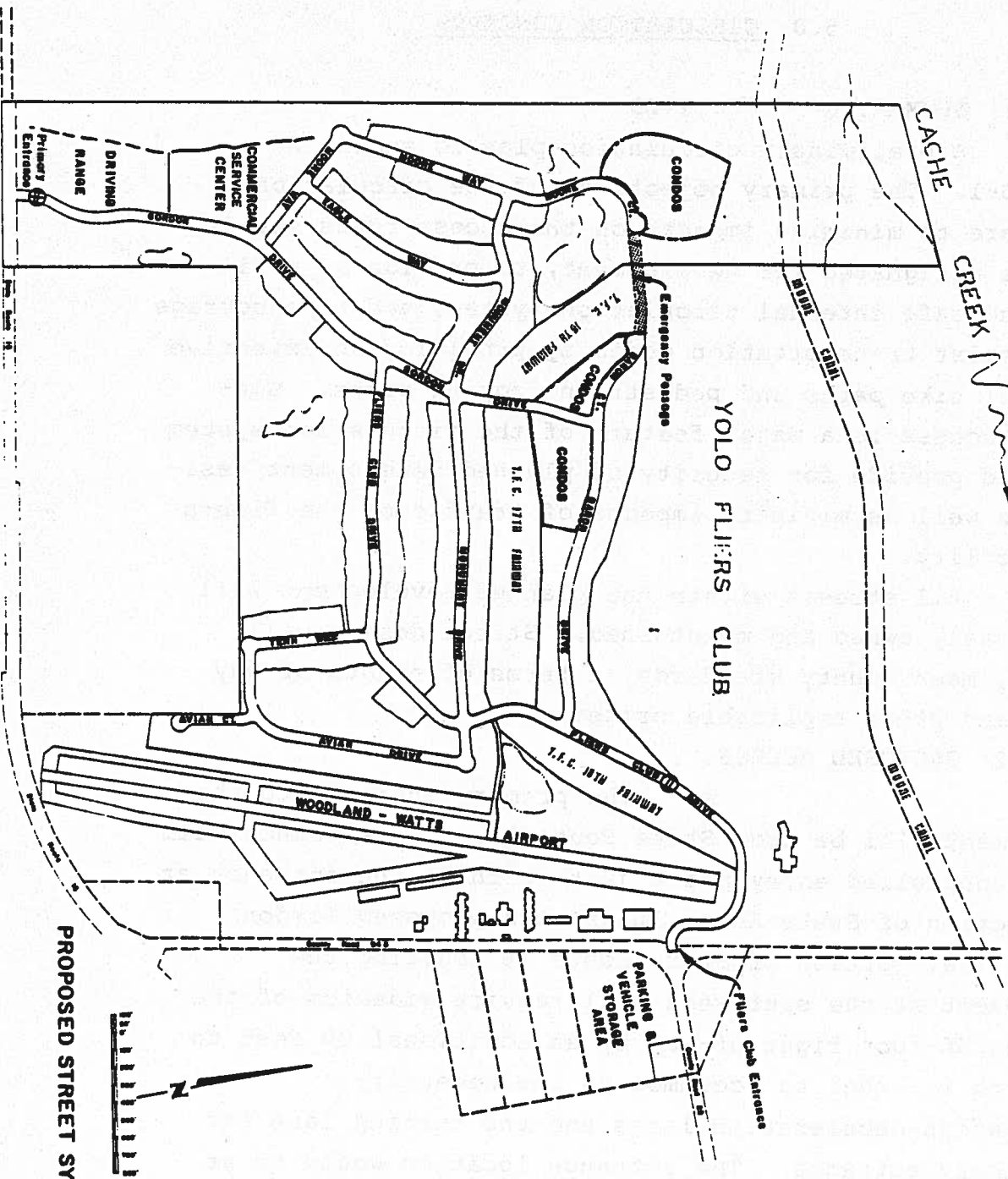
5.1 SUMMARY OF OBJECTIVES

A preliminary circulation plan is shown in Figure 5-1. The primary objectives of the circulation system are to minimize impacts on the access roads serving the area designated for development, to provide an efficient and safe internal circulation system, and to encourage nonvehicular transportation modes by providing an extensive system of bike paths and pedestrian/jogging paths. Controlled access is a major feature of the circulation system and would provide for security of planned development residents as well as minimize impacts of traffic on the Fliers Club facility.

All streets within the planned development will be privately owned and maintained. Street design will, however, meet County standards in terms of rights-of-way widths and other applicable criteria.

5.2 PROPOSED ACCESS.

A. The primary entrance to the development will be from State Route 16. The entrance will have a controlled entry point just north of the entrance at the junction of State Route 16 and the proposed Gordon Drive. That portion of State Route 16 abutting the development at the southwest will require widening of the existing 60-foot right-of-way by an additional 20 feet to the north in order to accommodate the necessary acceleration-deceleration lanes and the turning lane for the primary entrance. The entrance location would be at the crest of a rise in the State Route 16 alignment. The vertical difference in elevation of the highway to the east and west of the entrance presents a sight distance restriction to the flow of traffic on State Route 16. From the



- Legend**
- ⊕ Guard Gate
 - ⊖ Cardlock Gate

PROPOSED STREET SYSTEM AND CIRCULATION

entrance location at the crest, traffic departing the development will have unobstructed vision of oncoming traffic from either direction. Figures 5-2 and 5-3 show the proposed design and cross sections of the primary entrance.

B. A secondary entrance will utilize and modify the existing entrance to the Fliers Club, opening up County Road 94B and Road 22 as shown in Figure 5-4. This entrance will be controlled by a card operated gate west of the County Road 22 entrance. Access will only be permitted to those residents who purchase lots adjacent to the Fliers Club existing 16th, 17th and 18th fairways and to those who purchased lots with airport frontage. In response to concerns of the Yolo County Public Works Department, the Road 22/94B intersection would be modified by the developer to eliminate two-way traffic on the curved sections of the intersection, left-turn lanes would be provided for westbound traffic on Road 94B and northbound traffic on Road 22, and a 4-way stop sign control would be provided at this secondary access point into the planning area.

The internal roadway segment just west of the secondary access will include a median island on the existing curve, as well as a barrier on the inside of the curve. Figure 5-4 shows the modifications proposed.

C. Emergency vehicles will have unimpeded access including the section of street crossing the 16th fairway of the Fliers Club and joining Baron Court and Moore Court. This emergency crossing street will include frangible barriers to permit emergency vehicles to cross the fairways as shown in Figure 5-5. All other access by auto, golf carts, bicycles and pedestrians shall be prohibited. (A formal agreement to this effect has been reached between the developer and the Fliers Club Board of

Directors.)^{8/} These access limitations will be included in appropriate homeowner documents.

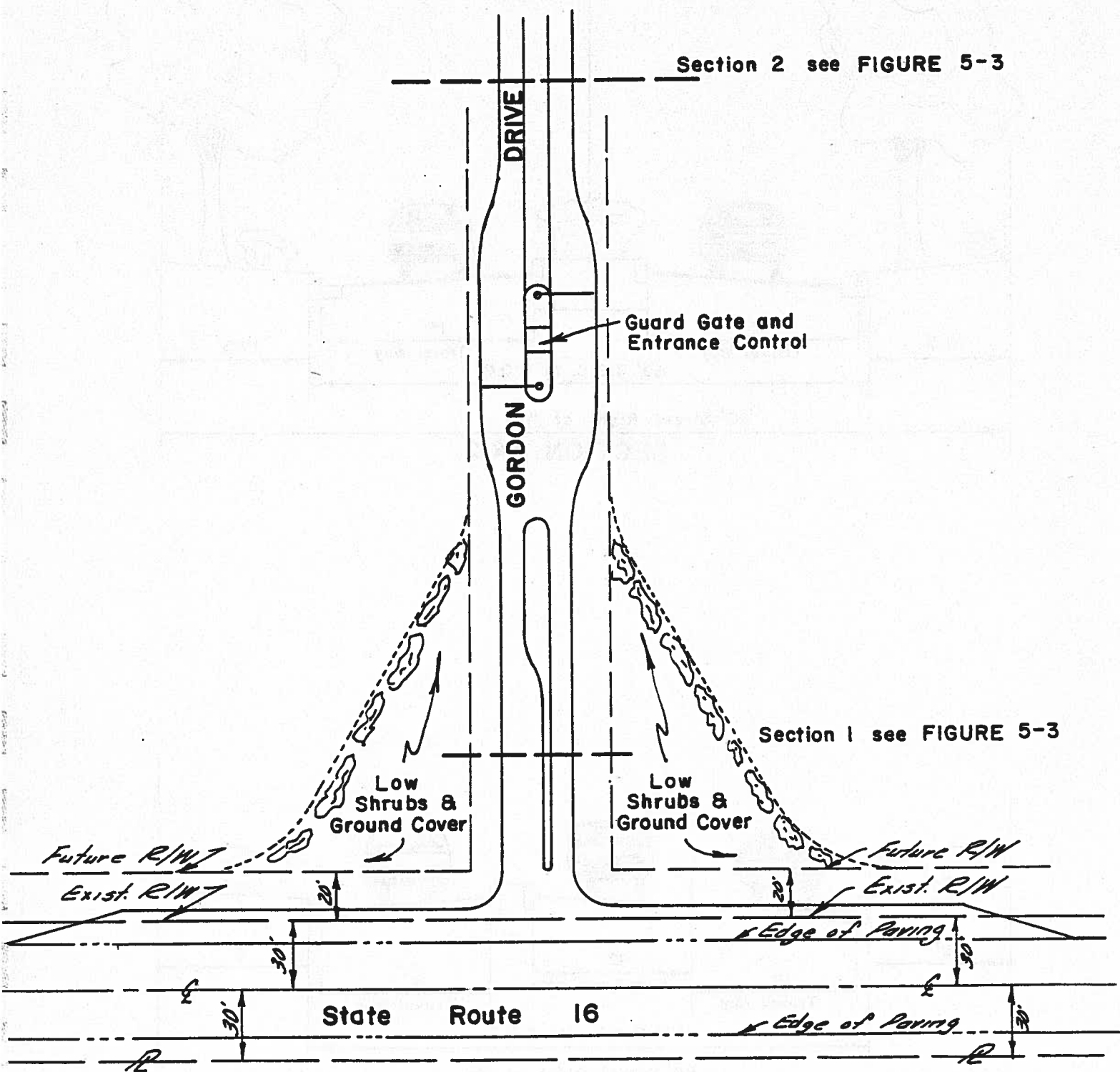
D. The developer would be required to pay the costs of the off-site circulation improvements previously described.

An encroachment permit would be obtained from Caltrans prior to constructing any improvements within the state right-of-way. Upon applying for a permit, a landscaping and engineering plan would be submitted detailing all vegetation and grading impacts within the state right-of-way.

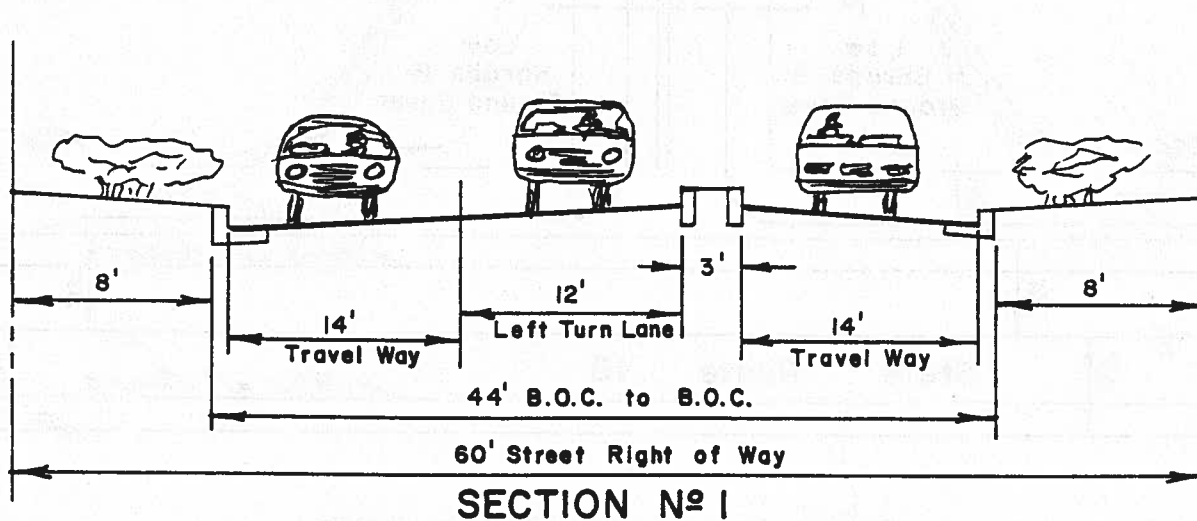
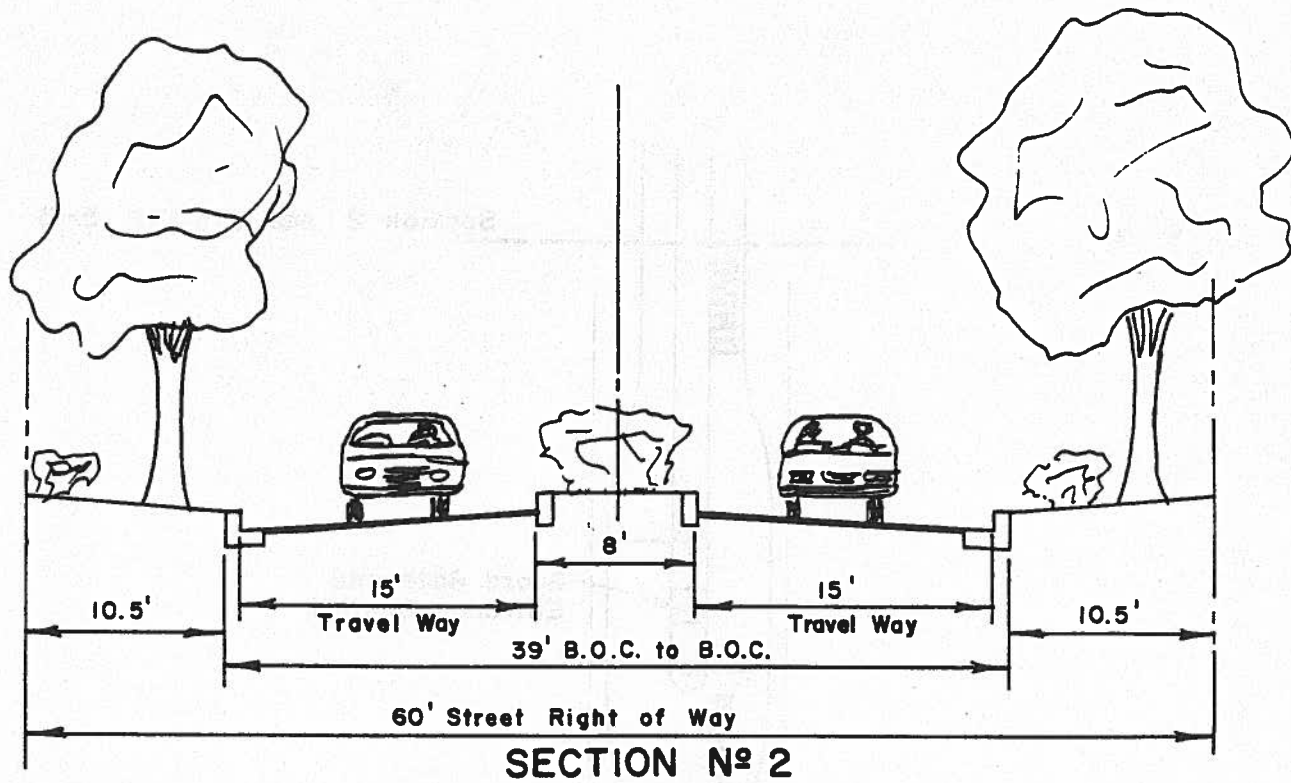
5.3 PROPOSED STREET DESIGN.

A. The street pattern and alignment shall follow and reflect the design and layout of the golf course (see Figure 5-1).

^{8/} Agreement recorded on February 2, 1984 in Book 1627, Official Records, page 31, County of Yolo, State of California.

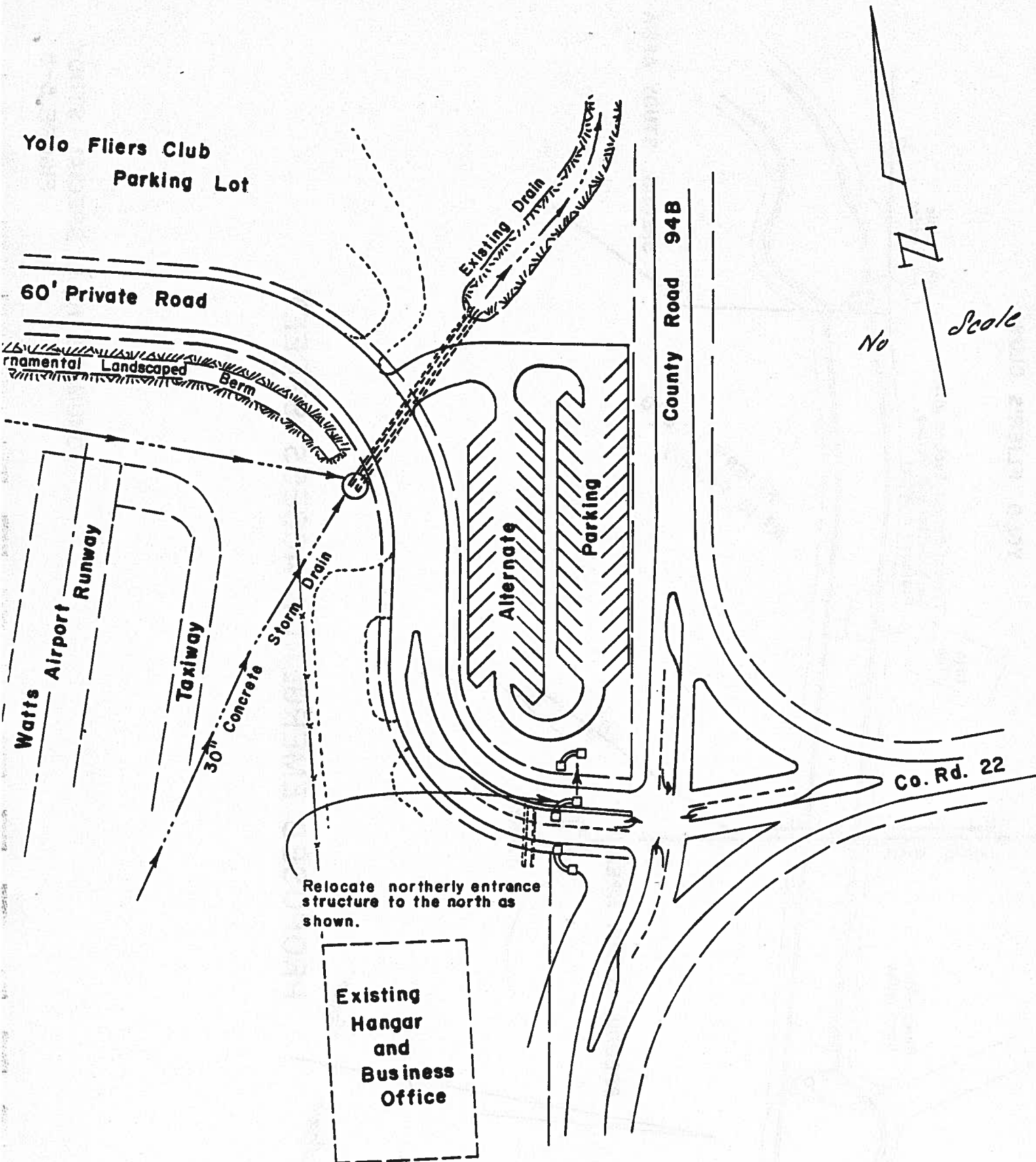


**PRIMARY ENTRANCE
Proposed Street Design**



PRIMARY ENTRANCE
Typical Street Cross Sections

at
 State Route 16 MONUMENT HILL SPECIAL STUDY

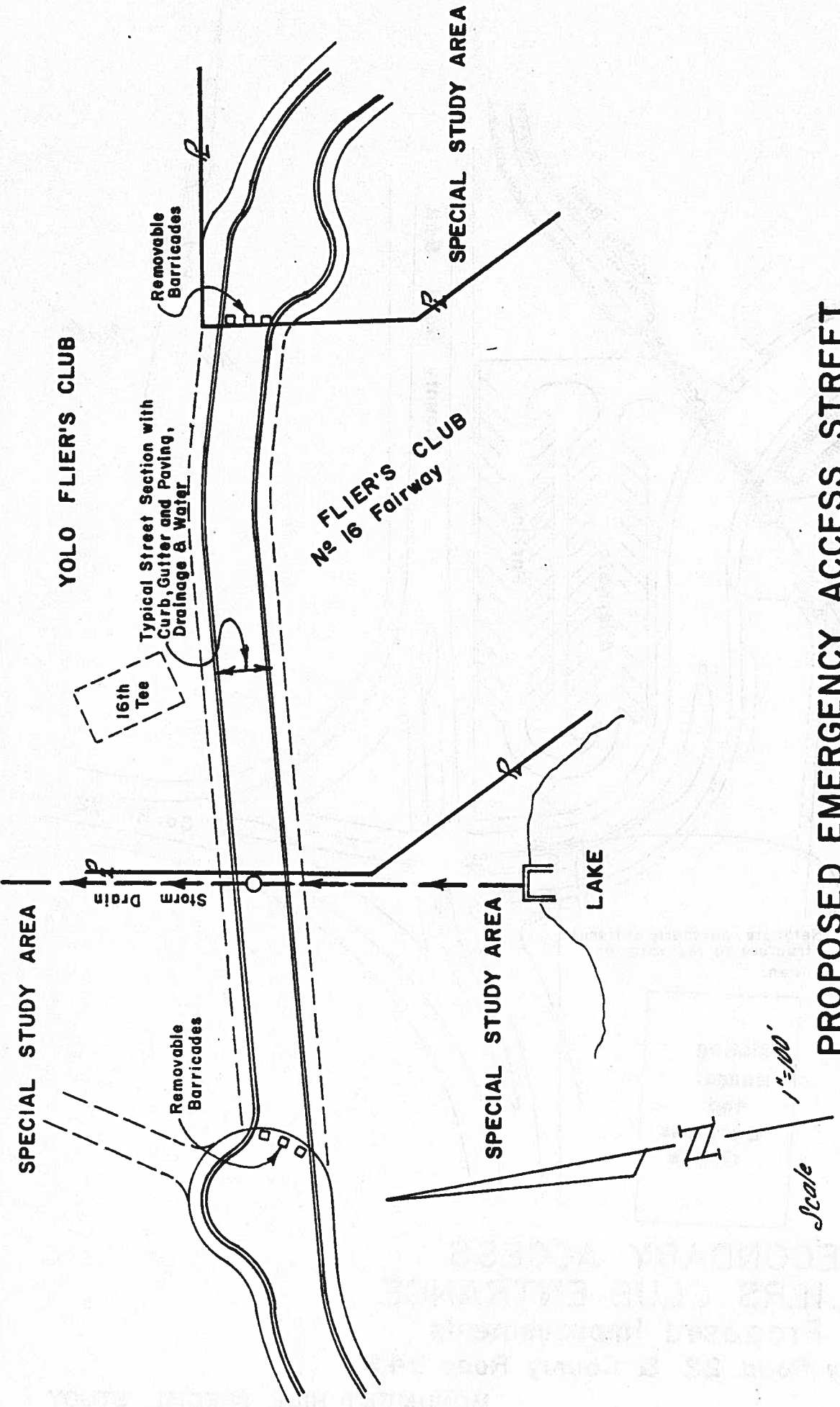


North arrow pointing up and slightly right.
No Scale

**SECONDARY ACCESS
 FLIERS CLUB ENTRANCE
 Proposed Improvements**

County Road 22 & County Road 94B

MONUMENT HILL SPECIAL STUDY



PROPOSED EMERGENCY ACCESS STREET

B. In anticipation of the internal traffic to and from the service center, the street section shall utilize a full 60-foot right-of-way and a 42-foot curb-to-curb width. This will provide two 12-foot traffic lanes in the center of the street with two bicycle/ golf cart lanes on the outer portion of the street sections adjacent to the roll type curbs. Figure 5-6 shows a typical cross section of the street design.

C. The streets crossing between the Fliers Club existing 16th and 17th fairways and between the existing 17th and 18th fairways are 50 feet in width. To conform with the 60-foot street right-of-way as now proposed, an additional 10 feet in width has been secured by the developer from the Fliers Club. To avoid existing landscaping, the paving and utilities within the street right-of-way may be shifted laterally.

Yolo County G.P.
S 11., p. 32

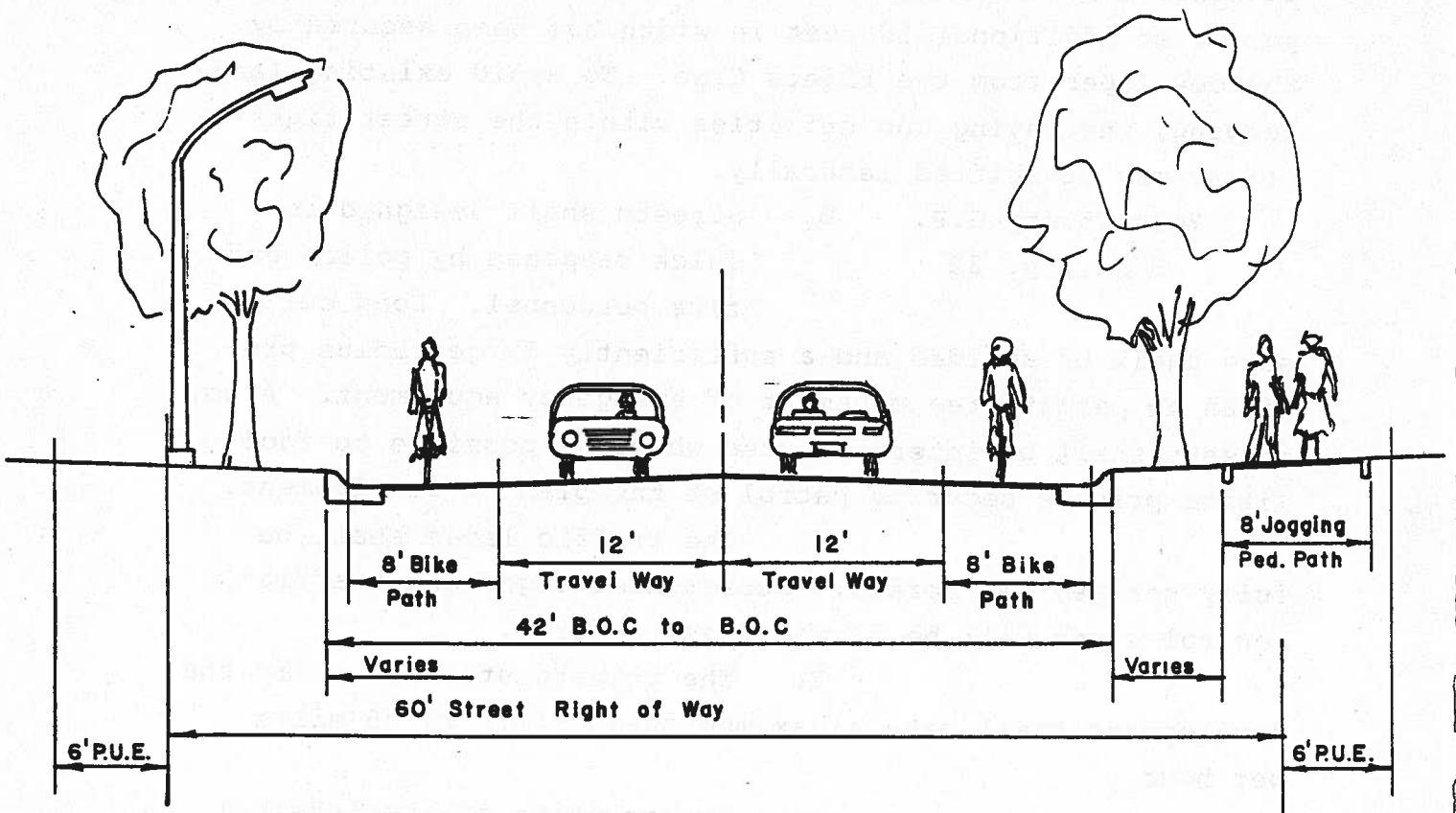
D. Streets shall be designed for quick response by police and fire personnel. Long cul-de-sacs shall be avoided and a sufficiently large radius provided to permit free movement of emergency equipment. Also, streets shall be interconnected wherever possible to facilitate private security patrol of the planned development.

E. The traffic lanes shall be fully striped and marked. Street name signs and traffic control signs will be provided as required.

F. The private streets within the development shall have a maximum speed limit of 25 miles per hour.

G. Construction of the internal street system shall be the responsibility of the developer. Ownership and maintenance responsibilities shall be transferred to a community services district or homeowners'

TYPICAL STREET CROSS SECTION



association. Street lighting shall also be provided by developer.

5.4 CONSTRUCTION ROAD.

A. During the construction stages of the development, there will be periodic movement of equipment and trucks into the project site. A substantial portion of this traffic will move to the construction site by means of an off-highway corridor from Cache Creek, entering the development by a temporary construction road at the northwest portion of the property. This off-highway movement of heavy equipment will result in an indeterminate but substantial reduction of movements upon State Route 16 and the County road system during the construction period.

5.5 PATHS AND BIKEWAYS.

A. As a recreation oriented community, design shall encourage use of the golf cart-bicycle lanes in the streets and the jogging paths. The paths and bike lanes shall provide access to the golf course and other recreational facilities, the Yolo Fliers Club, the airport and the riparian areas of Cache Creek.

B. The fairways will be interconnected by golf cart paths. Golf corridors will be provided where required in the residential areas. Where golf carts cross the streets, roll curbs or ramps will be constructed.

Yolo County G.P.
LU 50., p. 22

Yolo County G.P.
LU 50., p. 22
OS 8., p. 40
REC 20., p. 52

C. Bike paths shall be provided within an eight-foot section of the paved street rights-of-way as shown in Figure 5-5.

D. Off-street bike/peaestrian paths will be constructed along the major drainage swale extending in a north-south direction. The final

design of the path system will be dictated by golf course requirements. As now envisioned, the bike/pedestrian pathways will be part of an overall path system interconnecting the manmade lakes, bordering sections of the lakes and providing access to the open space corridor along Cache Creek. Bike/pedestrian paths will follow a meander pattern to preserve a more natural appearance. A typical cross section is shown in Figure 5-7.

5.6 PARKING.

A. All vehicle parking will be off-street. This will be included in the homeowners' association agreement or other appropriate documents.

B. Two parking spaces would typically be provided for each single-family unit and 1.5 spaces for condominium units. This allocation is consistent with Yolo County's parking requirements. The design of the proposed single-family and condominium units would also allow the provision of up to four additional off-street parking spaces for guests (two spaces in the driveway and two optional spaces adjacent to the driveway) in addition to the required double garage. Optional off-street golf cart spaces could also be provided. Since Yolo County's zoning regulations do not specify requirements for guest parking, the provision of guest parking would be reviewed by the County at the time that the Planned Development rezone request is made.

C. Parking for the golf course shall be provided at the service center. Sixty to 75 spaces should be provided for non-resident golfers.

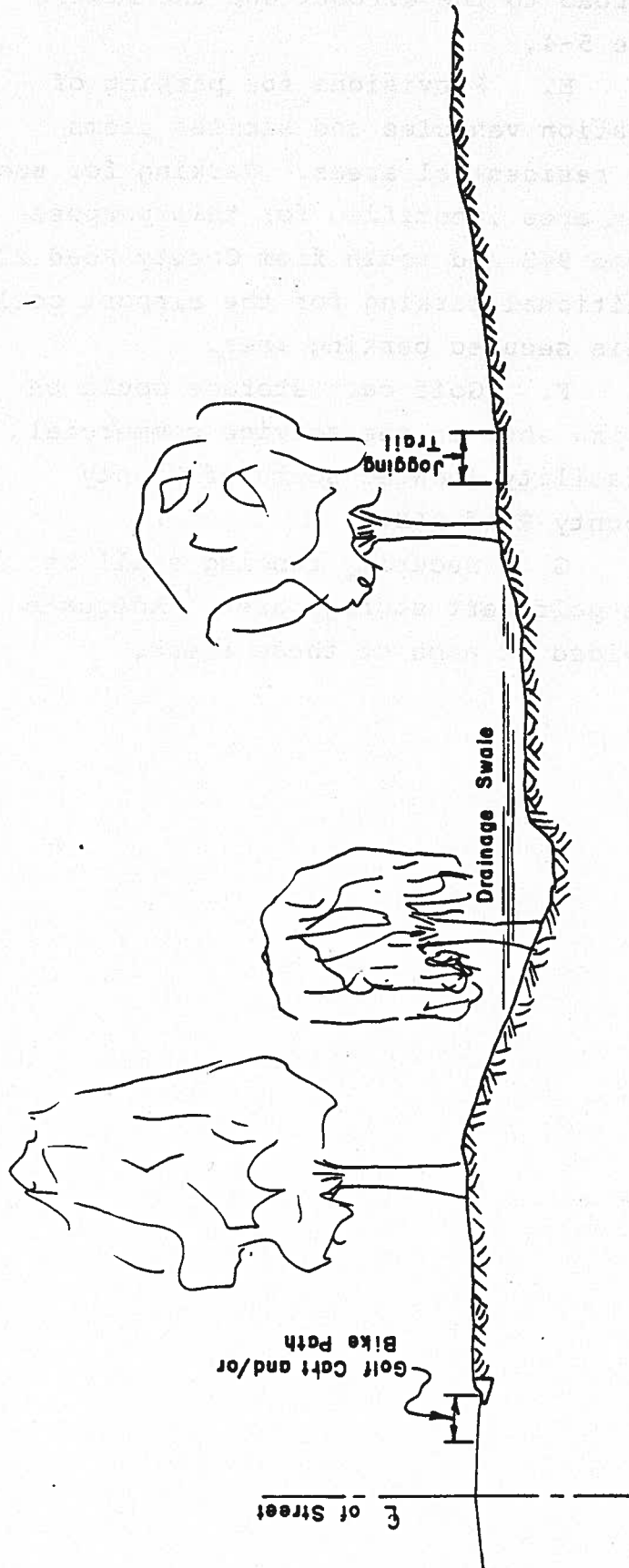
D. The Fliers Club is currently using the road right-of-way owned by one of the project applicants as a parking lot. The proposed street improvements will eliminate 27 spaces of this lot. Developers shall construct an alternate parking lot to the north of

the existing entrance road to the airport and the Fliers Club as shown in Figure 5-4.

E. Provisions for parking of boats, trailers, recreation vehicles and similar items shall be prohibited in residential areas. Parking for such shall be provided in an area identified for this purpose just east of County Road 94B and south from County Road 22 (see Figure 5-1). Additional parking for the airport could also be provided in this secured parking area.

F. Golf cart storage could be made available at the pro shop in the service commercial area and the storage facility located south of County Road 22 and east of County Road 94B.

G. Security fencing shall be constructed around the golf cart storage area. Adequate lighting shall be provided at each of these areas.



**TYPICAL CROSS SECTION
Bike - Pedestrian Path along Drainage Swale**

6.0 SERVICE FACILITIES

6.1 SUMMARY OF OBJECTIVES.

Provision of the on-site facilities required to serve the proposed development is a primary objective of this Plan. These facilities shall include a sewage treatment plant, a domestic and irrigation water system, a storm drainage system, all necessary street construction, exterior lighting, a security system, and trash removal.

The proposed wastewater disposal system for the area is described in detail in a report developed by the sanitary engineering consulting firm of Swanson Oswald Associates.^{9/} The report includes design considerations for the types of treatment system recommended, disposal alternatives, storage requirements and irrigation needs.

The cost of constructing on-site service facilities shall be borne by the developer. Maintenance responsibilities would then be transferred to a community services district or homeowners' association. The cost of off-site highway improvements, as described under Section 5.0, CIRCULATION, will also be borne by the developer.

The fiscal considerations associated with the construction and maintenance of on-site improvements which may be required are analyzed in a separate study prepared by Ralph Anderson and Associates.

Offsite public services needed to serve development are police protection, fire protection, and schools. Police protection will be provided by the Yolo County

^{9/} Swanson/Oswald Associates, Feasibility Study and Preliminary Design Wastewater Treatment and Disposal, Monument Hills/Hillcrest Estates, Yolo County, 1983.

Sheriff's Department, and fire protection by the Willow Oak Fire District. The areas proposed for development currently fall within two school districts, the Woodland Unified School District and the Esparto Unified School District. The service demands on these agencies created by development in the Study Area, as well as alternative methods for meeting the demands are analyzed in the environmental assessment of the proposed development previously cited. No development shall be approved unless it demonstrates how these necessary services will be provided, operated and maintained to adequately serve the development.

6.2 DOMESTIC WATER SUPPLY SYSTEM.

Yolo County G.P. A. Domestic water will be
CO 16., p. 43 provided by wells providing
3,000 gpm into the system at

all times. The system shall meet urban standards for water pressure, storage and peak flows and shall be designed in accordance with the Uniform Plumbing Code, latest recommendations of the American Water Works Association (AWWA), and local requirement including the Yolo County Department of Public Health.

Yolo County G.P. B. Water and wastewater facilities shall be sized to provide
CON 2., p. 41 for flows based on the most
current water conservation criteria. Average water use from development is expected to be about 100,000 gallons per day (110 acre-feet per year) for domestic requirements.^{10/}

^{10/} For comparison purposes, annual water use in Woodland is about 10,000 acre-feet annually.

housing development and in the southwest corner of the property. The effluent used to irrigate a section of the golf course shall be treated to conform to the requirements for golf courses and landscaping as defined in Title 22, Wastewater Reclamation Criteria. (The code sets standards for coliform levels and basically requires that at all times where the public has access or exposure, wastewater shall be adequately disinfected and oxidized.) The treatment system shall produce an effluent meeting or exceeding these requirements. Storage basins shall be monitored for MPN during irrigation with reclaimed effluent. In the unlikely case that E.coli counts exceed the maximums allowed by Title 22, supplemental chlorination, along with added emergency storage when needed, will provide a means for fail-safe performance. Absolute control will be practiced to restrict coliform levels to required levels in the irrigation system. Redundant supplemental aeration capacity shall be provided, designed for twice the full biological loading to mediate possible odors. This redundant system shall be provided to prevent the depression of dissolved oxygen levels and the consequent possible development of odors in either of the primary ponds. It will also assure that the dissolved oxygen in the irrigation waters will exceed 1.0 ppm.

C. Rates of irrigation shall be controlled to avoid any surface runoff.

D. A water management plan shall stipulate the rate, frequency and amount of water to be applied on the landscaped common areas. Drip irrigation systems shall be utilized wherever possible.

E. Homeowners should be encouraged to install time controlled sprinklers.

6.4 SEWAGE DISPOSAL SYSTEM

A. The design of the sewage disposal system shall be as set forth in the Swanson/Oswald report previously cited.

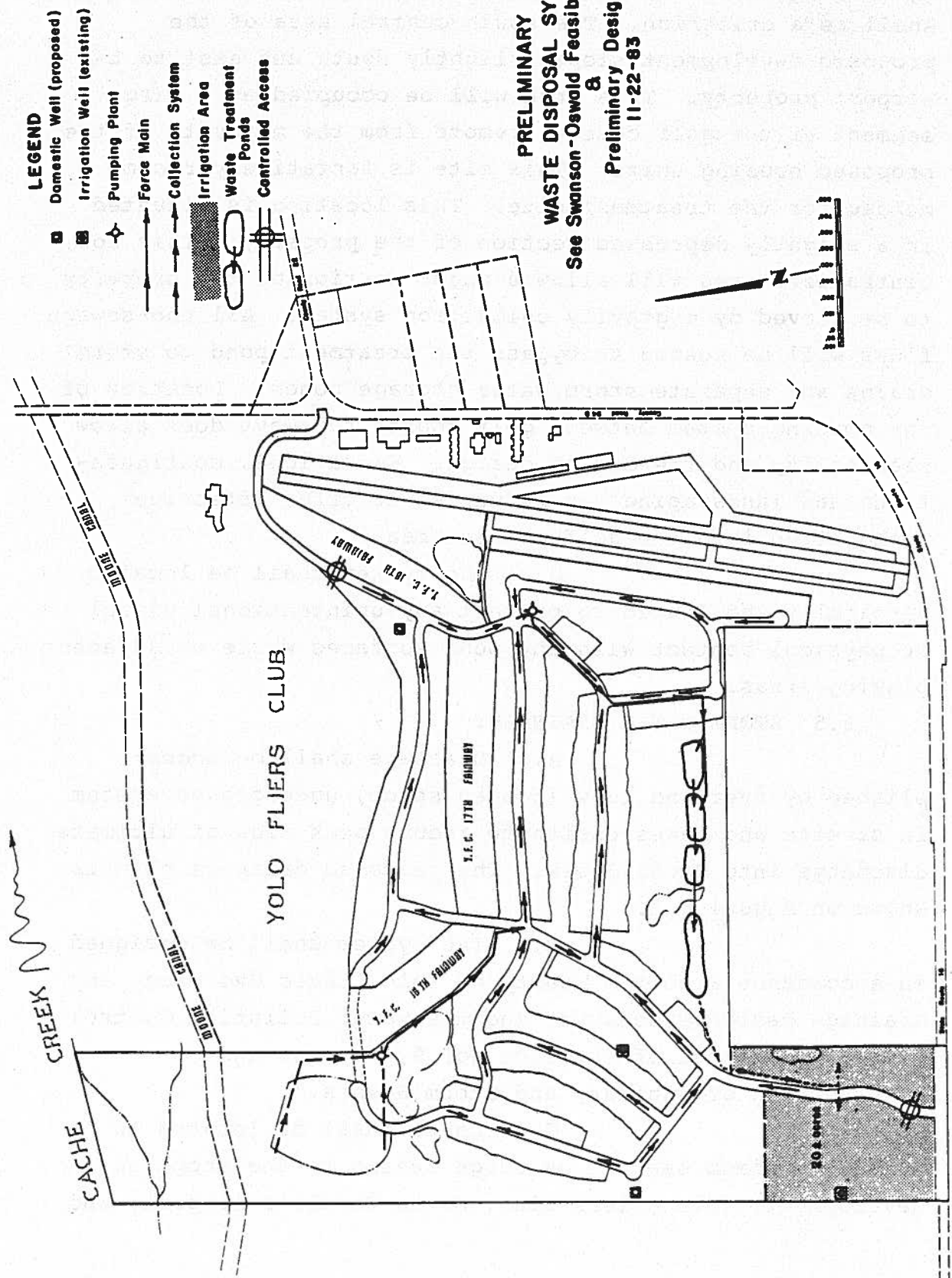
B. Total projected wastewater flows at full buildout of the project are estimated at 59,000 gallons per day. This is based on a per capita flow of 75 gallons per day which is representative of flows generated by similar type development.

C. After careful consideration of alternatives for waste management in the development, based on criteria such as aesthetics, low maintenance, low energy requirement, high reliability and high effluent quality, a series of scientifically designed integrated ponds is proposed. The system will consist of a four-pond series-parallel configuration. These ponds will be designed to blend into the golf course landscape between fairways at the south-central portion of the property. The pond configuration is shown on Figure 6-1. There will be a filtered overflow retention system based on reuse of treated, filtered effluent for controlled golf course irrigation. A four-pond series system is the minimum number required for positive prevention of short circuiting, effective coliform bacteria destruction, effective treatment and storage. The first two ponds of the system are of similar dimensions, designed to act interchangeably and in series or parallel operation. Normally, these ponds will be operated in series on a sequential basis from pond one to pond two. Pond three is designed to act as the tertiary treatment unit of the system. Pond four is classified as the polishing unit and also acts as a secondary storage facility.

D. The wastewater system shall use passive solar power to provide most of the energy needs for waste treatment.

E. An authorized licensed wastewater treatment plant operator shall be employed by the entity charged with the operation and maintenance of the system.

F. The waste treatment system shall be located some distance from high-density traffic, drainage courses, and sited to minimize potential impacts on adjacent development. Location at a low elevation, to



PRELIMINARY
 WASTE DISPOSAL SYSTEM
 See Swanson-Oswald Feasibility Study
 &
 Preliminary Design
 11-22-83

MONUMENT HILL SPECIAL STUDY
 FIGURE 6-1

allow gravity flow throughout the collection system, also shall be a criterion. The south-central area of the proposed development slopes slightly south and east to the airport property. This area will be occupied by a large segment of the golf course, remote from the majority of the proposed housing units. This site is tentatively recommended for the treatment site. This location is situated in a slightly depressed section of the property. This low, centralized area will allow a major portion of the property to be served by a gravity collection system. All non-sewage flows will be routed to bypass the treatment pond to storm drains and separate storm water storage ponds. Location of the ponding system between golf course fairways does allow flexibility and freedom of design. Elevations, configurations and landscaping can be varied to offer effective integration into the golf course area.

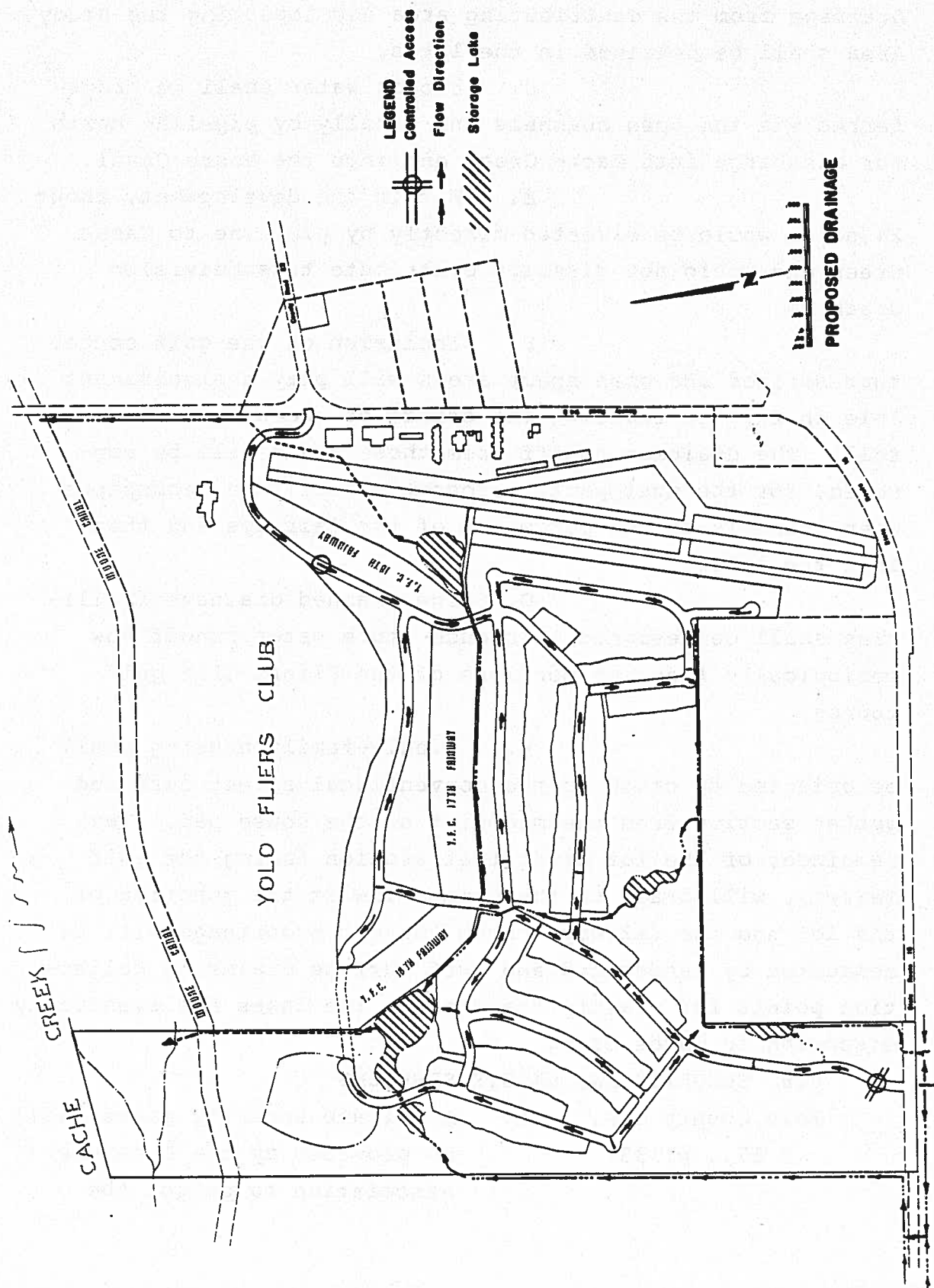
G. The system shall be located vertically and fenced to prevent any unintentional visual or physical contact with any pond surfaces while on adjacent playing areas.

6.5 STORM WATER DRAINAGE.

A. Drainage shall be accomplished by overland flow in open space, underground system in streets and lakes onsite to reduce peak flow of ultimate discharge into Cache Creek. The proposed drainage plan is shown on Figure 6-2.

B. The system shall be designed in accordance with the County of Yolo "Basic Hydrology and Drainage Design Procedure" and the Water Pollution Control Federation Manual of Practice No. 9, "Design and Construction of Sanitary and Storm Sewers."

C. Lakes shall be located to provide maximum benefit as surge basins to the proposed development, Yolo Fliers Club, Watts-Woodland Airport, and



MONUMENT HILL SPECIAL STUDY
FIGURE 6-2

several adjoining owners to the south of the Study Area. Drainage from the contributing area now impacting the Study Area shall be detained in the lakes.

D. Excess water shall be transferred via the open channels and finally by pipeline north for discharge into Cache Creek and into the Moore Canal.

E. Within the development, about 24 acres would be diverted directly by pipeline to Cache Creek and would not directly contribute to subdivision drainage.

F. Inclusion of the golf course turf surface and open space areas will play a significant role in further reducing the effect of excess winter rainfall. The drainage runoff from these areas will be conveyed, for the most part, across the turf into landscaped open channels on the perimeter of the fairways and then into the lakes.

G. The planned drainage facilities shall be designed to reduce storm water runoff now periodically flooding portions of the Fliers Club golf course.

H. Single-family housing shall be oriented to drain to the conventional street curb and gutter section from the midpoint of the house pad. The remainder of the lot area, that section facing the golf fairway, will drain to the common low at the junction of the lot and the fairway. From there the drainage will be conducted by landscaped and turf surface drains to collection points for gravity transfer to the lakes and eventually disposing in Cache Creek.

6.6 SECURITY AND SAFETY SERVICES.

Yolo County G.P.

S 17., p. 33

A. A private security patrol will be provided by the homeowners' association to patrol the

area during the hours of darkness. Streets will be interconnected wherever possible and long cul-de-sacs avoided to facilitate ease of patrol.

B. Controlled access at both the primary and secondary entrances will be required to provide additional security.

C. Street and security lighting shall be provided by the developer and located to provide maximum safety to area residents. It shall be required at all mass parking areas, the commercial area, equipment and storage yards, along pathways and along streets.

D. Emergency equipment shall be maintained at the service center and the airport hangar.

7.0 CONSERVATION AND DEVELOPMENT OF RESOURCES

7.1 SUMMARY OF OBJECTIVES

The objectives of the Specific Plan are to achieve the goals of the Yolo County General Plan Open Space and Conservation Elements and policies in terms of providing increased, useable open space and protection of natural resources within the Study Area. The Plan includes detailed land use controls and regulations and design standards to achieve open space and environmental objectives cited in the General Plan elements and policies. Environmental objectives of the Specific Plan include protection of surface and groundwater, soils, vegetation and fish and wildlife resources, and avoidance of natural and manmade hazards through project design.

7.2 PROTECTION OF SURFACE AND GROUNDWATER RESOURCES.

Yolo County G.P.

CON 40., p. 46

- A. Soil erosion and subsequent siltation of downstream receiving waters will be minimized by the erosion

control measures set forth in section 7.3.

B. Monitoring of treated effluent will be undertaken and will meet all requirements of the State Regional Water Quality Board. No direct discharge of effluent into Cache Creek shall be permitted.

Yolo County G.P.

CON 20., p. 44

C. Groundwater recharge shall be maximized to the extent possible considering the impervious characteristics of on-site soils. Impervious surfacing shall be limited to thirty percent (30%) of the total planned development. The large expanses of open space, including the golf course and other common areas should encourage groundwater recharge.

D. Water quality is expected to be representative of the generally good water quality found within the groundwater basin. Water quality must be in conformance with primary and secondary drinking water standards for public water systems, and water quality delivered to consumers must be periodically monitored, pursuant to sections 4010-4037, Health and Safety Code.^{12/}

Yolo County G.P.
CON 16., p. 43

As required by the Code, the "water supplier" shall conduct bacteriological samples of the system once every two weeks and also monitor the system, subject to the State Department of Health requirements, for the following water quality parameters: turbidity; inorganic and organic chemicals; and radiological contaminants.^{13/} Should water quality contaminant limits be exceeded, the water supplier shall notify the State Department of Health and the water users and take necessary corrective actions.^{14/}

7.3 PROTECTION OF SOILS.

Yolo County G.P.
CON 12,
CON 13, p. 42

A. Although the soil types where construction is proposed have a low erosion potential, and land alterations will be limited, a number of protective measures shall be required.

B. Excavations and filling for the golf course, the drainage swales, and the streets

^{12/} California Health and Safety Code and California Administrative Code Title 22, California Domestic Water Quality and Monitoring Regulations, page ____.

^{13/} Title 22, pages 6, 8 and 11-22.

^{14/} Title 22, pages 18-19.

should be minimal, between three feet and five feet, but final designs shall determine limits achieved. All cut and fill slopes shall be gentle, and not steeper than 3:1.

C. All pertinent recommendations of the Erosion and Sediment Control Handbook will be adhered to during project construction.^{15/} The fundamental principal for minimizing erosion during the construction phase shall be to limit the duration of exposure of bare soils to natural erosive forces. This shall be achieved by scheduling and limiting the extent of clearing, grading, trenching, etc., so as to assure completion of each phase of construction and soil stabilization prior to significant rainfall. Topsoil shall be conserved or stockpiled during construction and then replaced. Any stockpiles not removed prior to the rainy season shall be temporarily winterized and then permanently stabilized in the following construction season.

D. To effectively perform work on street excavation, to the extent that it creates vertical side banks at its edges, the area affected shall be immediately converted to a sloping edge to prevent erosion from any area and to decrease the rate of water flow.

E. During the trenching for utilities, construction plans shall call for the backfilling of utility trenches approximately 500 feet behind the excavator and pipe installation so there is little or no opportunity for erosion or water damage to the work in progress.

F. Surface water management during the construction shall be achieved by scheduling excavation and construction of off-site improvements during the late spring

^{15/} State of California Resources Agency, Erosion and Sediment Control Handbook.

through early fall season. It is imperative that turf landscaping be established following excavation and prior to the rainy season to prevent erosion.

G. The final designs shall determine the depths of the drainage swales. The swales shall have a maximum side slope of 5:1. The drainage swales shall be seeded and maintained in permanent grass cover to minimize erosion potential, and shall be integrated into the bike/pedestrian path system as discussed in Section 5.0, CIRCULATION.

H. All areas where runoff concentrates shall be protected from erosive forces by installing storm sewers, culverts, diversion, berms, drains, and grass line channels as appropriate.

Yolo County G.P. I. Due to the moderate to high
CON 7., p. 42 corrosiveness and moderate
shrink-swell characteristics
of the soil, further soils engineering studies shall be conducted prior to submittal of any final subdivision or parcel maps. These studies will determine the proper foundation design of structures and design of road cross sections. As a result of these studies, importation of soils for roadbed construction may be required. The moderate to high corrosive aspects of these soils would indicate use of subsurface materials that are not affected by the corrosive characteristics. This would include pipe and conduits.

7.4 CACHE CREEK OPEN SPACE CORRIDOR.

Yolo County G.P. A. An open space corridor shall
OS 6., p. 39. be provided on Cache Creek to
OS 9., 11., p. 40 provide for bank stabilization
CON 6., 7., p 42. and erosion control, wildlife
CON 35., p. 46 habitat, and esthetic enhance-
ment. Design concepts are
shown in Figure 7-1.

Yolo County G.P. B. Bank stabilization and erosion
Con 1., 2., p. 41 control on Cache Creek will be
Con 7., p. 42. necessary to protect Moore
Canal and Yolo Fliers Club

golf course. This shall be accomplished by compliance of the gravel operations with the existing County ordinance and State Code and by additional measures required of the developer.

C. Erosion control is a requirement of the gravel operations as set forth in the following sections of the Yolo County Mining Ordinance: Sections 10.3.504, Excavation Limit; 10.3.505 Cross-Sectional Grades, Methods of Excavation; 10.3.507, Protection of Structures; 10.3.1301 Violations, Public Nuisance; 10.5.502, Soil Erosion Control; 10.5.510, Erosion and Drainage; and 10.5.608, Reclamation Plans.^{16/} If off-channel mining to the west on A-P lands were to occur, County policy would require that bank or erosion control be a primary purpose of the mining (Section 10.5.513). Excavation shall be performed in such a manner as to preserve the natural, lateral support of adjacent land.

D. The project developer would assume responsibility for additional bank protection and other improvements required in the proposed open space corridor within the Study Area. A community services district or other appropriate entity would assume maintenance responsibilities. Prior to constructing the corridor improvements, the creek bed is planned for aggregate extraction to be used in construction of the proposed development.

^{16/} Yolo County, Mining Ordinance, Chapter 3 of Title 10, Yolo County Code, February 28, 1979.

E. The method of bank protection proposed includes several environmental features. To facilitate regrowth of riparian vegetation which now is limited due to extensive erosion and modifications of the natural channel regime, the banks shall be reshaped to permit a more gradual slope for re-establishment of vegetation. Bank protection would be provided on the reshaped slopes and would consist of a system of flexible cabled restrained "doughnuts" of old tractor and truck tires securely anchored by "deadmen" dug down below the creek thalweg as now established by County ordinance. From this base by overlapping and sloped stages, the tires would be built up to an elevation above the 100 year floodplain as established by the Corps of Engineers. The backfill of the voids resulting from the tire configuration shall be native soils, silt, sand and gravel, planted, watered and maintained so as to provide a continuous root mat system of vegetation together with interspersed tree plantings. An irrigation system shall be installed to maintain the plantings. Trees and shrubs will also be planted on the upper bench of Cache Creek. Plantings would be characteristic of the riparian habitat on Cache Creek.

F. A meandering nature path shall be provided through the corridor.

G. The Department of Fish and Game recommends that a 100-foot environmental buffer strip be left along the entire bank of Cache Creek. The open space corridor proposed within the Study Area provides a buffer in excess of this recommendation. However, this Specific Plan does not pertain to the other sections along Cache Creek. Much of this extensive area is planned for

Yolo County G.P.

CON 30., 33., p. 45

CON 35., p. 46

limited due to extensive

erosion and modifications of

the natural channel regime,

the banks shall be reshaped to

commercial aggregate mining. As Yolo County has jurisdiction over these activities, revegetation and provision of wildlife habitat would be a requirement of any commercial aggregate mining.

7.5 MOORE CANAL.

Yolo County G.P.

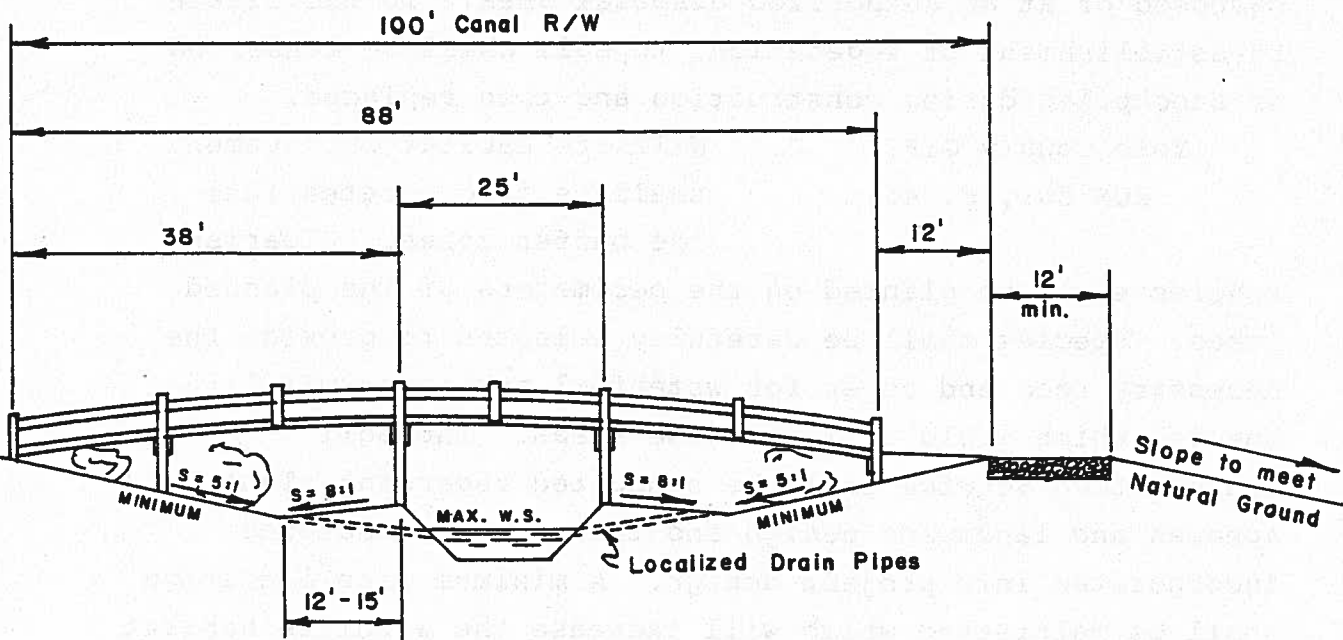
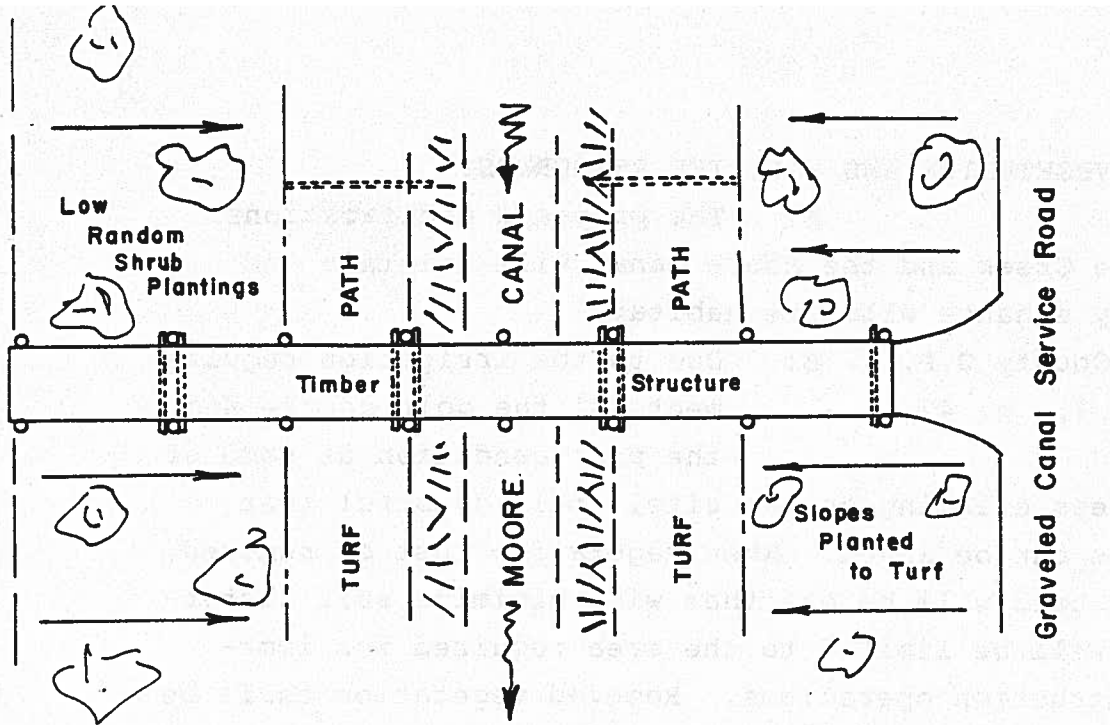
CON 30., p. 45.

A. The development plan contemplates reducing the present steep canal banks by sloping away from the canal water section for a width of about 15 feet on the north and south side of the canal, then opening the area by excavating with variable slopes north and south. A conceptual plan for the canal is shown in Figure 7-2.

B. Maximum slopes could be seeded with bermuda grass with low profile shrubs in a random pattern to blend with the open areas to the south and north of the canal. The landscaping objective for the area is to maintain a "natural" riparian setting which will blend into Cache Creek bank and streambed. This area would be available to the development residents as recreational open space.

C. The existing canal maintenance road on the north bank would be moved further north and reconstructed to continue service functions. As part of the golf course development, golf cart bridges would be constructed near the west and east property boundary across the canal.

D. The existing canal control structure would be lengthened on the downstream side to provide a crossing for heavy equipment during the construction phases of the development and for later maintenance functions of the golf course and creek bank area.



**CONCEPTUAL
Moore Canal Modification
and
Golf Cart Bridge Crossing**

7.6 VEGETATION AND WILDLIFE RESOURCES.

A. The proposed modifications along Cache Creek and the Moore Canal will maintain and potentially enhance wildlife habitat.

Yolo County G.P.
CON 7., p. 42.

B. Due to the irrigation requirements of the golf course and the poor condition of some of the oak trees existing on the site, it is doubtful that these trees can be saved. When vegetation must be removed, the method used will be one that will minimize soil disturbance and will be limited to the area required for immediate construction operations. Removed vegetation shall be disposed of at an authorized disposal area. To facilitate re-establishment of vegetation, topsoil shall be conserved or stockpiled during construction and then replaced.

Yolo County G.P.
CON 30., p. 45.

C. Wildlife habitat improvement shall be incorporated into the buffer zones. Riparian species shall be planted on the perimeters of the planned lakes. Species shall be carefully selected to provide the necessary food and cover for waterfowl and other wildlife species which would utilize these areas. The Soil Conservation Service shall be consulted regarding plant species and landscape design and their recommendations incorporated into project design. A minimum lake elevation shall be maintained which will increase the wildlife habitat value of these lakes.

7.7 AIR RESOURCES.

Yolo County G.P.
CON 15, p. 43.

A. To reduce pollutants from vehicular emissions, commercial facilities proposed are those which would be most effective in reducing average daily trips by Study Area residents. Bike lanes shall also be constructed to reduce internal vehicular use.

B. The project shall comply with all requirements established by the Air Pollution Control District for construction activities. Measures shall include wetting grading areas and unpaved roads.

C. To reduce further dust intrusion into the Study Area, a landscape barrier on the west and a landscape screen on the northern boundary of the project should be considered. (The Yolo County Pollution Control District identifies high, planted windbreaks as a primary method of reducing dust invasion.)

D. As discussed under Section 3.0, LAND USE, wetting of gravel haul roads is a routine dust suppression practice and could be imposed by the County as a requirement for future gravel mining operations in the area.

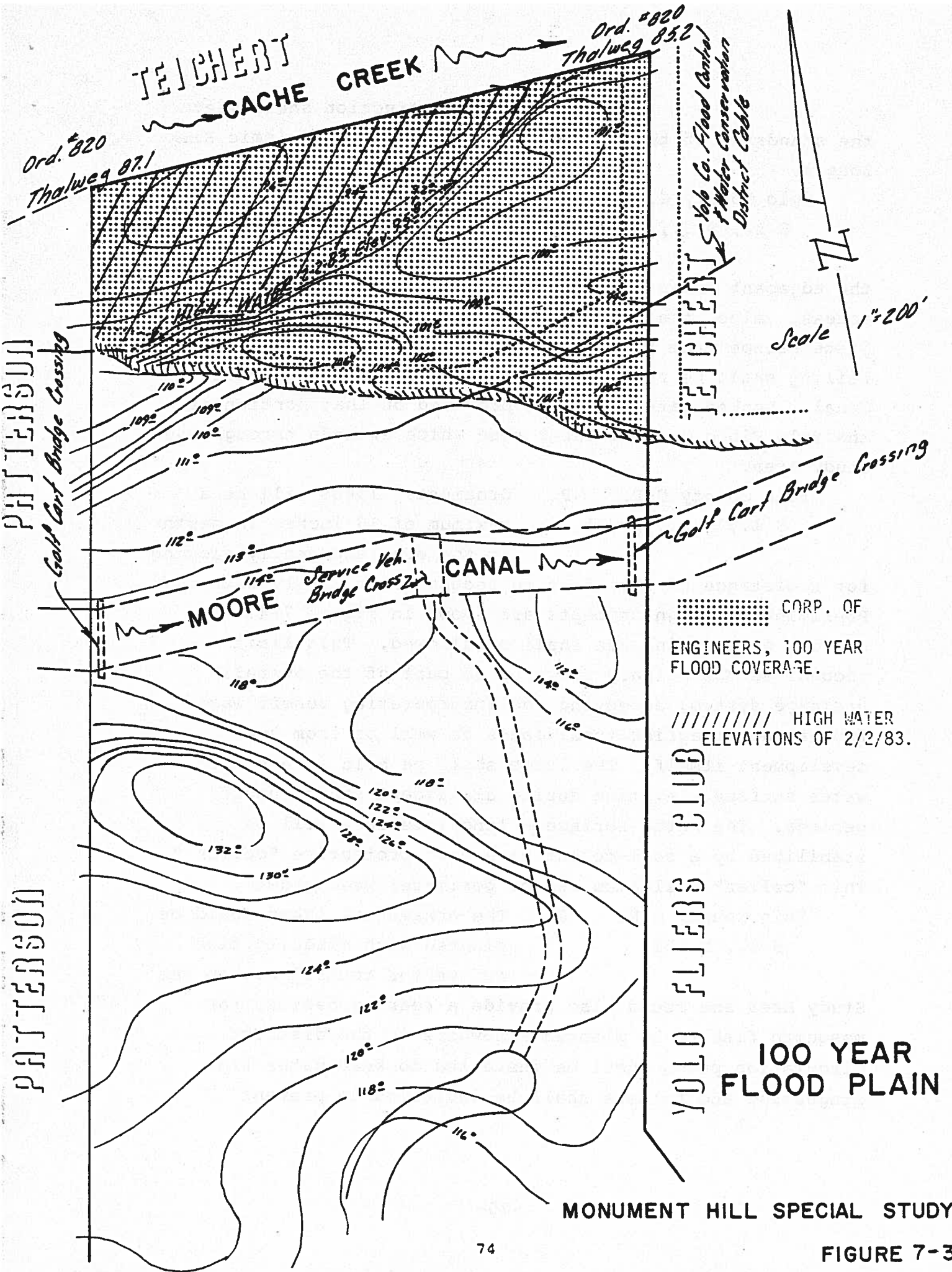
7.8 AVOIDANCE OF NATURAL AND MANMADE HAZARDS.

A. No structural development shall be allowed in areas subject to flooding. Areas subject to stormwater ponding shall be protected by the proposed drainage system and storage lakes and shall be developed only for open space and recreation use. Flood plain elevations are shown in Figure 7-3.

B. A geological assessment of the Study Area has been completed, and is included in the EIR. As all of the known lineaments and faults are outside of the Study Area, a comprehensive seismic evaluation is outside the scope of this Specific Plan. Further on-site

Yolo County G.P. studies shall be undertaken
S. 25., p. 37 by developers prior to submittal of the final subdivision map. Information from these studies will be made available to reviewing agencies.

C. A detailed soil report shall be prepared at the subdivision stage of development review which report will determine the best type of foundation and structural design. This report shall be prepared prior to submittal of the final subdivision map and shall be made available to reviewing agencies.

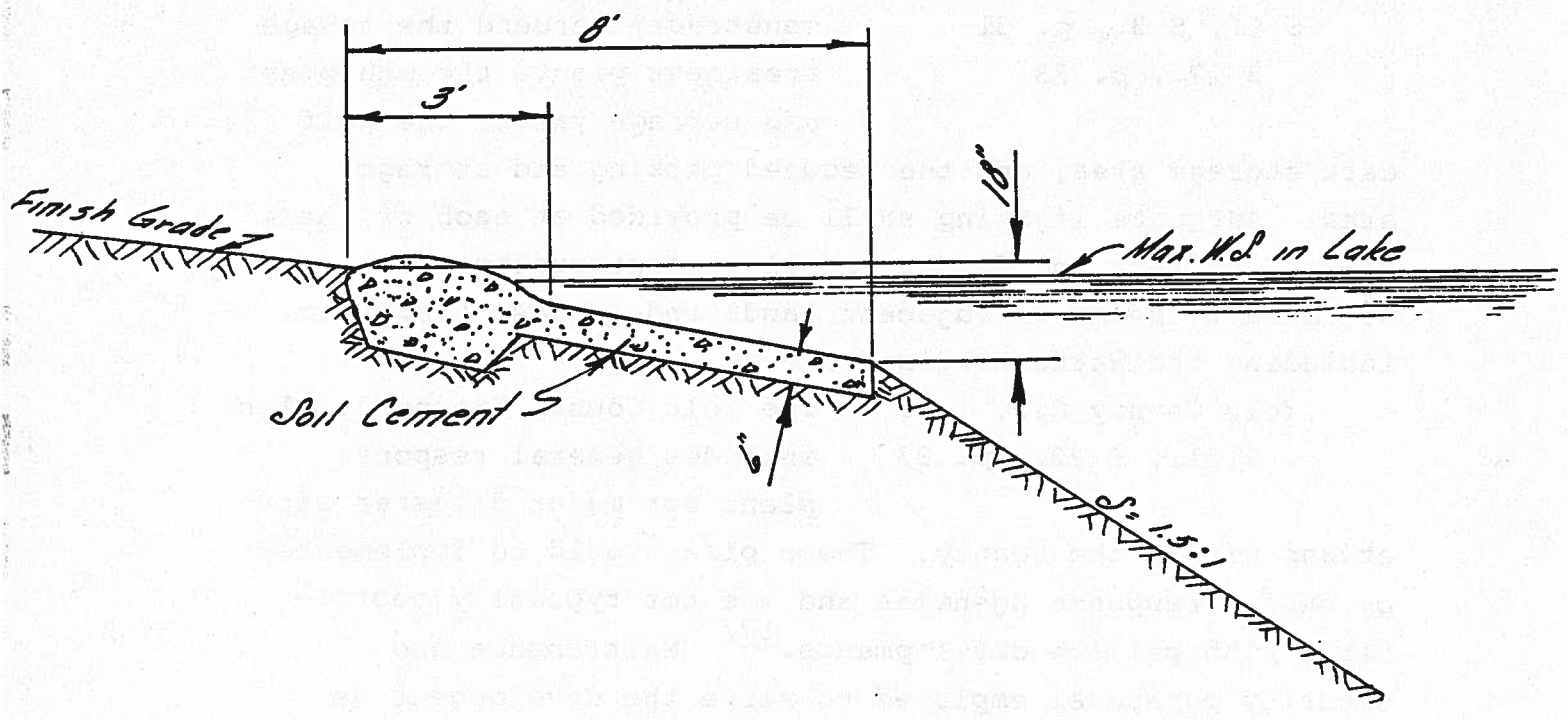


D. All construction shall meet the standards of the Uniform Building Code for Seismic Risk Zone 3.

Yolo County G.P. E. Signs prohibiting use shall be
S 1., S 3., posted on Moore Canal and the
type of vegetation planted on
the adjacent areas shall be that which will discourage
access. Also, the reshaped banks of the canal would facil-
itate escape from the canal should trespass occur. Security
railing shall be required on the bridges crossing Moore
Canal. Locked gates shall be provided on that portion of
the Yolo Flood Control Canal road which extends through the
Study Area.

Yolo County G.P. F. Ornamental lakes will be a
S 1., S 3., p. 31 maximum of 18 inches in depth
at the edge and gently sloping
for a distance of five feet to reduce water safety hazards.
Preliminary design concepts are shown in Figure 7-4. No
boating or swimming use shall be allowed. This limit
recognizes the primary function as part of the overall
drainage system, accepting and incorporating runoff water
from adjacent agricultural lands as well as from the
development itself. The lakes shall be held at a stable
water surface elevation during all except storm runoff
periods. The water surface - land interface will be
stabilized by a soil-cement wave wash protective "collar."
This "collar" will also reduce perimeter weed growth.

Yolo County G.P. G. The ornamental lakes could be
S 1., P. 31 planted with mosquito fish
for vector control within the
Study Area and could also provide a rearing habitat for
mosquito fish to be planted elsewhere in the district.
Circulation pumps shall be installed to keep water from
stagnating and filters shall be installed to prevent



**TYPICAL
LAKE SHORE DETAIL**

mosquito fish from entering the pumping systems. Drop inlets without sumps could be used to drain water and debris completely.

Yolo County G.P.
S 1., S 3., p. 31
S 17., p. 33

H. Security fencing shall be constructed around the sewage treatment plant, the equipment and storage yards, the golf

cart storage area, and the secured parking and storage area. Adequate lighting shall be provided at each of these areas. Buffers and fencing shall be constructed to minimize trespass on adjacent lands and ingress therefrom, including the Watts-Woodland runway.

Yolo County G.P. I. The Yolo County Emergency Plan
S 21., S 22., p. 33 includes general response

plans for major disaster situations within the County. These plans would be implemented by public response agencies and are not typically coordinated with private developments.^{17/} Maintenance and security personnel employed to serve the development as well as resident volunteer fire personnel could be trained in emergency medical treatment and evacuation procedures.

^{17/} Powell, Ross, Coordinatory Emergency Services, Personal Communication, March 1983.

8.0 RECREATION PLAN

8.1 SUMMARY OF OBJECTIVES.

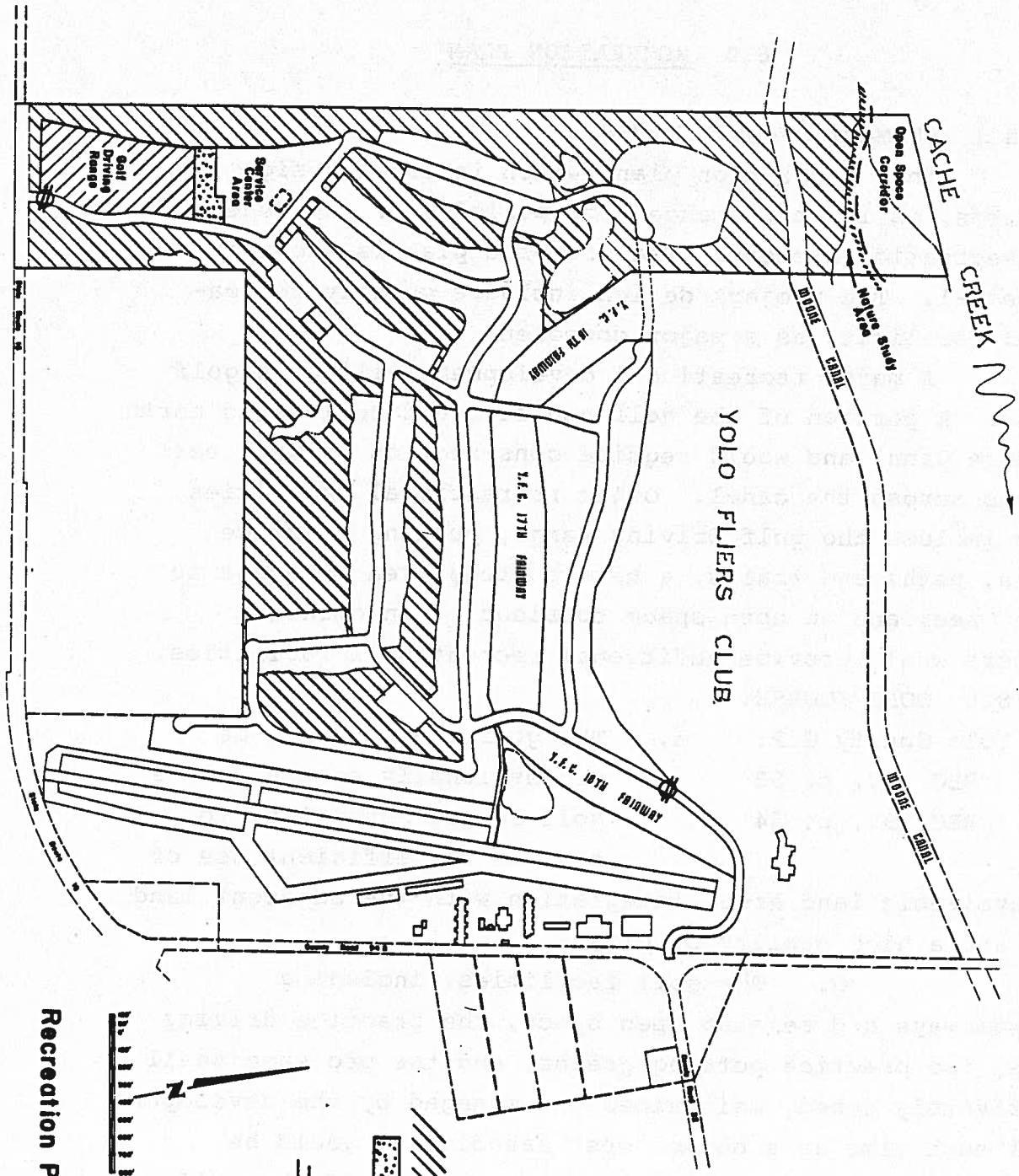
This recreation plan, which includes design standards, is in conformance with policies of the General Plan Recreation Element. The proposed plan is shown in Figure 8-1. The project design includes quality recreational facilities as a major component.





A major recreational development will be a golf course. A portion of the golf course could be located north of Moore Canal and would require construction of golf cart bridges across the canal. Other recreational facilities would include the golf driving range, putting practice greens, paths and trails, a nature study area adjacent to Cache Creek and an open space corridor. Condominium clusters would provide additional recreational facilities.

8.2 GOLF COURSE.

Yolo County G.P. A. The golf course shall be
REC 20., p. 52 professionally designed by a
REC 29., p. 54 golf course consultant to
 provide for efficient use of
the available land area, integration with the adjacent land
uses and a high quality of play.

B. The golf facilities, including
the fairways and related open space, the practice driving
range, the practice putting greens, and the pro shop shall
be privately owned, maintained and managed by the developer
until such time as a homeowners' association would be
capable of assuming management and ownership of the golf
facilities. Public play would be encouraged in the interim
in order to pay development and operating costs. These



- LEGEND**
-  Open Space & Golf Course
 -  Golf Pro-Shop & Parking Area
 -  Community Center Building
 -  Controlled Access

Recreation Plan

relationships shall be defined in detail in the covenants, conditions and restrictions.

C. The golf course layout shall be designed to achieve a number of objectives. The course shall serve as a buffer between existing housing to the south and the proposed housing; provide a buffer area west of the airport lots for noise reduction; and provide a buffer along the western boundary between the development and adjoining agricultural activities. The driving range at the southwest should effectively isolate the housing and service center from State Route 16 noises and intrusion. The continuance of the fairways across the Moore Canal and adjacent to Cache Creek should effectively relate a formalized open space to the "natural" riparian creek corridor. Interface compatibility between the golf course and residential areas shall be accomplished by landscaping and design controls on rear yard barriers. See Section 4.0, PROPOSED BUILDING AND DEVELOPMENT STANDARDS for a more detailed discussion.

D. The golf course shall be landscaped and designed so as to be compatible with the physical and esthetic setting of the existing Fliers Club fairways.

E. The proposed fairways shall be interconnected by golf cart paths. Golf corridors shall be provided where required in the residential areas. Where golf carts cross the streets, roll curbs or ramps shall be constructed. Parking for the golf course will be provided at the service center. Sixty to 75 spaces should be provided for non-resident golfers.

8.3 OTHER RECREATION FEATURES.

A. Nature and jogging trails and bikeways will be included within the development for use by

project residents. Design criteria is discussed in Section 5.0, CIRCULATION.

B. Passive recreation areas should be provided at several of the lakes. These areas would provide for quiet recreation and limited picnicking facilities. The open space corridor should be limited to non-intensive use.

C. A community center-building may be constructed to serve project residents. See Section 4.0, PROPOSED BUILDING AND DEVELOPMENT STANDARDS, for a more detailed discussion.

Yolo County G.P.
REC 27., p. 53

D. Public restrooms will be provided in the public use areas. Litter containers shall be placed as needed.

Yolo County G.P.
REC 20., p. 52

E. Benches, light standards, litter containers, and other street furniture on-site shall be designed in a coordinated fashion to enhance the appearance and function of open space/recreation areas.

Yolo County G.P.
REC 16., p 52

F. The design of paths, restrooms and the community center building, shall incorporate features to facilitate use by the handicapped.

Yolo County G.P.
REC 26., p. 53

G. No subdivision fees shall be required for recreation development as the developer will be responsible for construction and initial maintenance of all recreational facilities proposed. Long-term maintenance of the facilities will be the responsibility of a homeowners' association. In addition, a homeowners' association will be responsible for the following functions on open space/recreation lands:

Yolo County G.P.
REC 27., p. 53

- Trash and litter control
- Trespass enforcement
- Vandalism and shooting
prevention measures
- Parking regulation

1940-1941
1942-1943
1944-1945
1946-1947
1948-1949

9.0 LANDSCAPING AND DESIGN CONCEPTS

9.1 SUMMARY OF OBJECTIVES.

A complete landscaping plan shall be developed and will be required at the tentative subdivision map stage. Overall control and responsibility for landscaping the project shall remain with developer. The common areas shall be professionally maintained by a homeowners' association or other suitable entity. The design concept shall emphasize solar efficiency, low maintenance and irrigation requirements, and visual harmony with the surrounding landscape. Varieties selected shall be those which have shown their adaptability to the valley climate and soil and water conditions on site. Wherever possible, drought tolerant and low-maintenance species shall be used. Because of the relatively poor soils within the area, it is not anticipated that a lush environment could be created. Rather, by judicious use of lawn, shrubs and trees, sense of a relative open space could be developed that would lend itself to the use of solar energy by the residents.

Yolo County G.P.

CON 27., 45

Landscaping and buffers shall act as a visual barrier for a large portion of the planned development. Extensive landscape buffers shall be planted on the northern, southern and western boundaries of the subdivision. A landscape buffer shall be planted between residential units and the Fliers Club fairways and the proposed fairways. A landscaped berm shall be provided on the north and west sides of the Watts-Woodland Airport. Height limitations adjacent to the airport will require low profile trees and shrubs.

9.2 SOLAR LANDSCAPING.

Yolo County Energy A. Solar landscaping shall be
Energy Plan required in the condominium
Strategy developments, common areas,
1.4, p. 7-11 parking lots, and commercial
areas. Solar landscaping in
the remaining residential areas will be accomplished by use
of plant species as recommended under architectural and
landscape controls in the covenants, conditions and
restrictions for the project.

B. Landscaping of common areas
shall be designed to insure solar access and necessary
shading in summer months. Deciduous trees shall be used
where required to achieve maximum penetration of sunlight
in winter months and shading in summer. Parking areas
shall be heavily landscaped to reduce heat gain.

C. Tree species within on-site
landscape areas shall be selected for height, crown shape
and leaf types which do not diminish south-wall or roof-top
solar access.

9.3 RESIDENTIAL LANDSCAPING.

A. Landscaping of the single
family lots shall be the responsibility of the individual
property owners.

B. The solar requirements and
solar rights will control the type and placement of all
plantings. Recommended plant species shall be contained in
the covenants, conditions and restrictions for the project.

C. The relationship of the rear
lot lines abutting the golf course should require coordina-
tion with the golf course landscaping.

D. Condominiums shall be designed
as complete units and include landscaping to harmonize with
the overall design concepts. Solar requirements shall be

the controlling factor, as well as visual relationships of the condominium units to the adjoining open space areas. Maintenance of landscaping shall be the responsibility of a homeowners' association in cooperation with condominium owners.

9.4 GOLF COURSE LANDSCAPING.

A. Golf course requirements will integrate open space and lawn with selective placement of trees.

B. The common boundary between the limits of the fairways and the rear lot lines must also serve as a part of the drainage function for both the golf course fairways as well as the individual lots. As such, the plantings must function as a linear visual screen as well as a protective screen from stray golf balls.

C. A homeowners' association or other suitable entity will be responsible for maintenance of the fairways.

9.5 STREETSCAPES.

A. Landscaping shall be designed to provide solar access for the adjoining homesites as well as shading of the street paving to reduce heat absorption during the summer months. This would require higher, bushy and spreading trees on the south and west sides of the street rights-of-way with lower tree plantings on the north and east.

B. Street intersections shall be left visually open with only low, shrubs or lawn areas as needed to reduce traffic frictions due to the common use of streets by bicycles, golf carts and automobile traffic.

C. Landscaping for the primary entrance off State Route 16 shall be designed to maintain maximum visibility for traffic while screening the development itself. This shall be accomplished by using low

spreading ground shrubs adjacent to the highway and along the primary entrance, with increasing height of shrubs and trees in the areas removed from the highway. Species selected for landscaping the entrance road shall blend with the golf course and the golf driving range landscaping.

9.6 ORNAMENTAL LAKES.

A. Riparian plantings shall be emphasized at the ornamental lakes.

9.7 CACHE CREEK.

A. Landscaping concepts were previously described in Section 7.0, CONSERVATION AND DEVELOPMENT OF RESOURCES. The primary emphasis will be to provide a natural riparian setting along the creek and screen and provide a visual separation from the more formal golf fairways.

9.8 WASTE TREATMENT PONDS LANDSCAPING.

A. The ponds shall be constructed so as to be below the normal ground surface and protected from casual contact by ornamental earthen berms and security fencing. The earthen berms shall be planted to low profile ground cover, maintained by irrigation. The slopes of the earthen berms fronting upon the golf course shall be integrated into the golf fairways.

B. Planting of trees and shrubs will be oriented to the golf course requirements. Trees shall be planted to insure maximum exposure of the pond surface to the available sunlight and air circulation.

9.9 PERIMETER LANDSCAPING

A. The various land uses adjacent to the proposed development will require differing landscape treatments to accomplish interface compatibility and other objectives of the development.

B. The interface between the residential lots and the golf fairways must have drainage control as well as planting control built into the overall design. Planting details shall be controlled primarily by needs of the golf course but also must recognize the open space values.

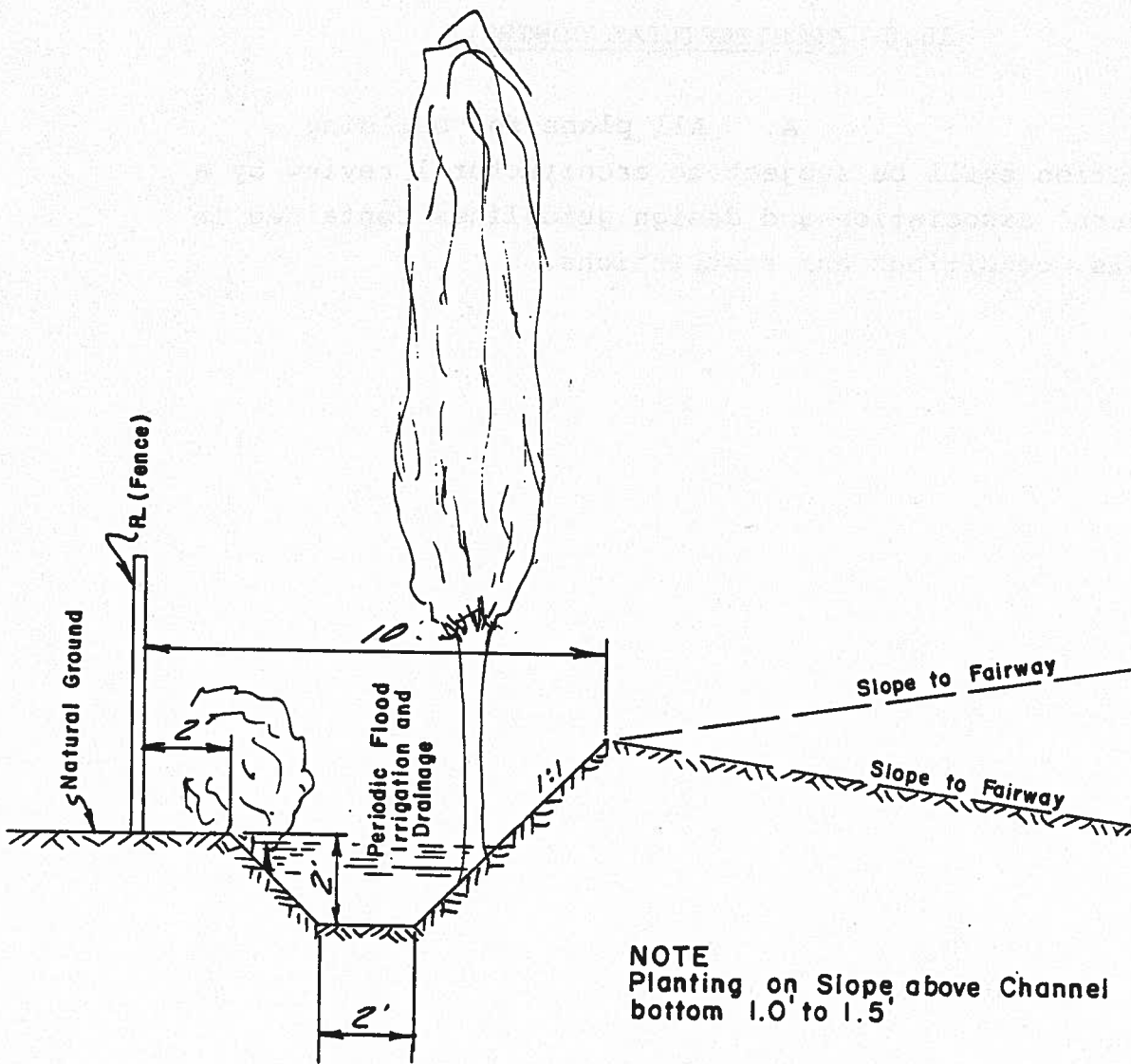
C. The area adjoining the airport, because of height limitations, must maintain a low profile of planting from the rear lot lines to the street.

D. The area to the south is open area, primarily pasture land, some portions of which are irrigated. The drainage from this area, both irrigation and winter runoff, presently flow into an existing drain on the development property. This drainage shall be maintained and incorporated into the overall landscaping plan. (See Figure 9-1.) Flows from this would be conveyed into the ornamental lake system with eventual disposal to Cache Creek. Plantings shall be selected to take advantage of the normally wet conditions of the drain, such as fast growing poplar and willow trees, with inter-planting of slower growing species such as eucalyptus.

E. State Route 16 and the primary entrance to the development is the single area of exposure to the general public. As previously discussed, it shall require a more formalized landscaping effort which also recognizes the safety requirements of highway traffic turning into and exiting the development. Visibility considerations for the entrance shall require low profile planting and shrubs from the control gate to the highway with dense screen planting set back along the entire highway frontage.

F. The west boundary of the development borders a large block of agricultural land which is the only area included within an agricultural preserve.

The proposed golf course would buffer this agricultural frontage. The golf course width in this area shall insure that residences not be constructed within 200 feet of the agricultural land.



**TYPICAL
LANDSCAPE DETAIL
West and South Boundary**

10.0 ARCHITECTURAL CONTROLS

A. All plans for building construction shall be subject to architectural review by a homeowners' association and design guidelines contained in covenants, conditions and restrictions.