

# AUBURN/BOWMAN COMMUNITY PLAN

June 1992

# **AUBURN/BOWMAN COMMUNITY PLAN**

June, 1994

## **AMENDMENTS**

March 23, 1999 (Amendment) – Changes were adopted by the Board of Supervisors to the various elements of the Plan, particularly the Land Use Element. The Board also adopted a new Highway 49 Community Design Section (GPA-324/REA-878).

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**Note:** A Background Report, produced under separate cover, contains the technical data, descriptive information, and design programs which were assembled in preparation of the Auburn/Bowman Community Plan.

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# INTRODUCTION



## **INTRODUCTION TO THE PLAN**

### **A. PURPOSE OF THE COMMUNITY PLAN**

The Auburn/Bowman Community Plan is the official statement of Placer County setting forth goals, policies, assumptions, guidelines, standards, plan proposals, and implementation measures that will guide the physical and economic development of the Auburn and Bowman areas to at least the year 2010.

It expresses a clear vision of the future of the community and the directions in which it must grow if it is to grow in a healthy fashion. The Plan is intended to increase the degree of certainty regarding future growth so that public and private efforts can be focused on implementing the adopted Plan.

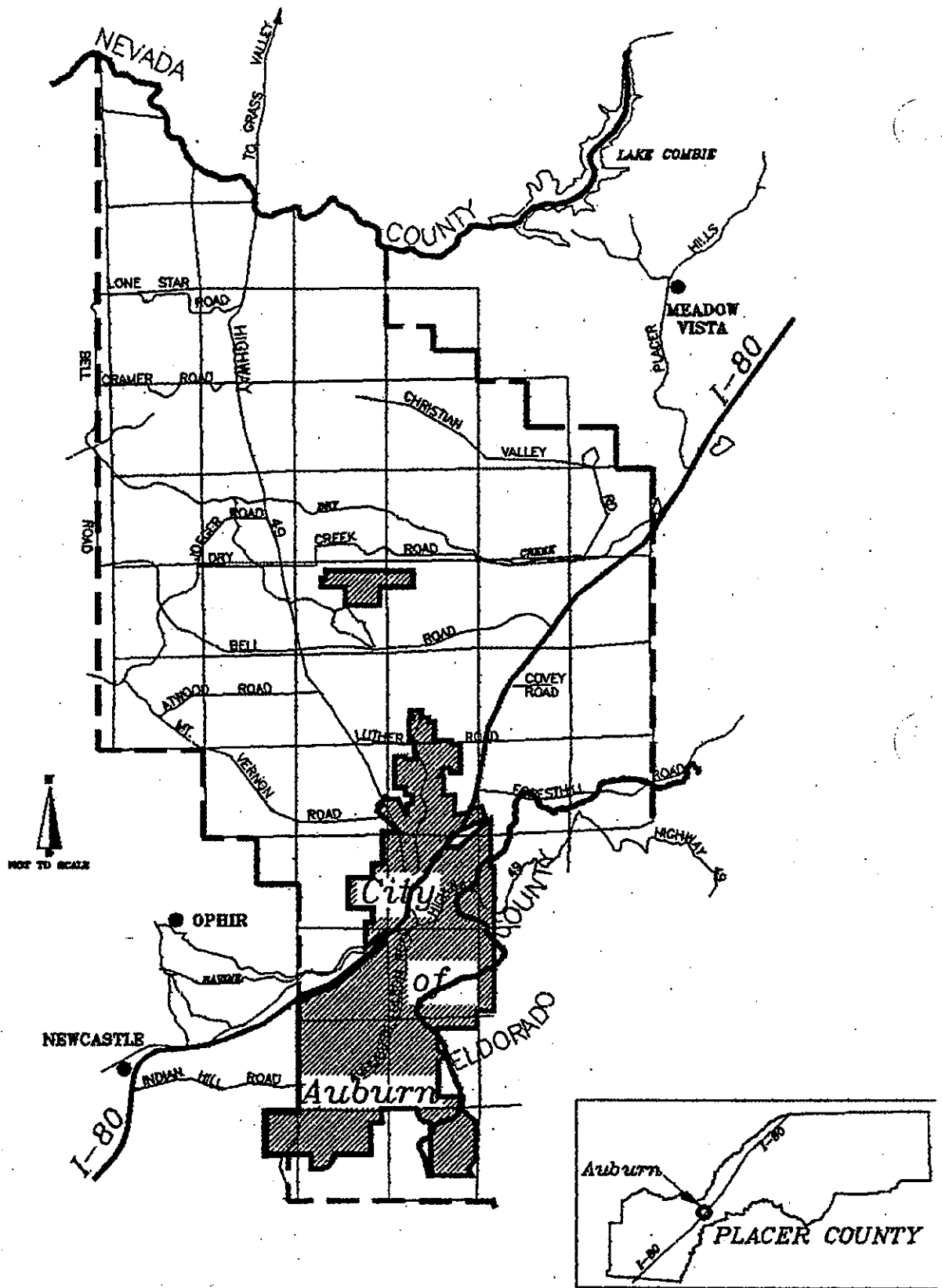
Many different goals, programs, and issues affect or are affected by future growth in the Auburn/Bowman area. This Plan, to a large degree, reconciles these sometimes disjointed and scattered goals, programs, and issues into a single policy document to guide future growth in this important area of Placer County.

### **B. DESCRIPTION OF THE STUDY AREA**

The Auburn/Bowman Community Plan encompasses an area of approximately 40 square miles at the base of the Sierra Nevada foothills. Its central location between the San Francisco Bay area and the Lake Tahoe recreation areas, along with its rural setting and mild "above the fog and below the snow" climate are some of the basic features attracting people to the area.

The Auburn/Bowman area can be currently characterized as a rapidly developing foothill community with a central-urban downtown area and sprawling suburban development to the north and south, strip commercial development along the primary north-south road, Highway 49, and nodes of highway commercial activity to the east along Interstate 80. Within the City of Auburn, the Old Town and Downtown areas offer a clearly defined urban core. More recent development of the Highway 49 corridor, especially between Dry Creek Road on the north and New Airport Road on the south, Dewitt Center to the west, and the Auburn Airport to the east, has resulted in the establishment of an office, commercial, and service oriented urban area 2-3 miles north of the traditional center of the Auburn community. Within this area is now found the hospital, airport, industrial centers, larger commercial facilities, county government complex, schools, parks, and a large number of multi- and single-family housing projects. The fact that this area has developed with the type of urban development now found presents both challenges and opportunities for future planning. This Plan addresses such issues.

Although the Auburn/Bowman Community Plan does not include the City of Auburn, it has been prepared with the recognition that the City is also updating its General Plan for the area. The City of Auburn's sphere of influence currently covers much of the urbanized north area described above. In fact, the Auburn Airport is within the City limits, although separated from the rest of the City. Because this area is within the City's sphere of influence, because the area may one



Auburn/Bowman Community Plan Area  
FIGURE 1

day be annexed to the City, and because the entire Plan area is identified as the Auburn area by both residents and visitors, this Plan acknowledges that it is important to maintain a single community identity. At the same time, it is clear that due to limited suitable land to accommodate new growth within the City, that substantial amounts of the growth, expected in this area over the next 20 years, is likely to occur in the unincorporated areas outside the City limits.

Although a great deal of the attention in this Plan is focused on the more intensely developed areas, the outlying agricultural and rural areas are important to the sense of community that typifies the Auburn/Bowman area. The study area extends out from Auburn and Bowman to include the Lone Star, Bear River, Christian Valley, Mt. Vernon, and Shirland Tract areas. (Portions of the Newcastle and Ophir area previously included within the study area, and a part of the 1978 Auburn Area General Plan are not included in this Plan. Those areas will be addressed in the future in a new Ophir-Newcastle Community Plan.) Auburn's attractiveness for residents and visitors is in large part attributable to its vitality and beauty of its natural setting and environment. The open spaces surrounding Auburn serve a crucial urban function as well. They separate the highly developed areas from the working landscape and from other urban areas. These open spaces and agricultural lands help make the community an identifiable, bounded place, places to which people feel they belong. Seen in this context the open spaces surrounding the community are as integral a part of the Auburn urban system as roads, buildings, and other basic facilities. They are a resource of irreplaceable value representing a major investment, which it is in the public interest to maintain.

The general study boundaries are depicted on the map on the following page. These boundaries are the American River to the east, the Bear River to the north, the Ophir General Plan area to the west, and the Newcastle/Shirland Tract area to the south.

The terrain is generally rolling foothills with some steep areas, especially along the American and Bear River Canyons. Elevations range from 680 to 2,100 feet above sea level, with the majority of the Plan area lying between 1,200 and 1,400 feet. Auburn Ravine, North Ravine, Orr Creek, Dry Creek, and Rock Creek are the major watercourses traversing the study area. A more complete description of the Plan area's resources is found in the Auburn/Bowman Community Plan Environmental Impact Report.

### **C. THE REGIONAL SETTING AND CONTEXT**

The Auburn/Bowman area, although still a distinct community, has a place in a larger regional context. The regional setting is defined by the area's proximity to Nevada County and El Dorado County, connected by Highway 49, and to the larger cities of Roseville, Rocklin, and Sacramento, to the west connected by Interstate 80. Regional issues that affect Placer County and the Auburn/Bowman area include housing, jobs, transportation, air quality, water, commercial services, the economy, etc.

- Housing is a regional issue since a substantial percentage of employees in the Roseville and Sacramento areas commute to work from Auburn or through Auburn on Highway 49 or Interstate 80. The types and number of jobs in these areas have supported a healthy housing market in the Auburn area for many years.

- Transportation is a regional issue since Interstate 80, Highway 49, and the Southern Pacific Railroad traverse the Plan area and contribute to traffic congestion while at the same time infusing money into the local economy.
- Air quality is a regional issue since regional traffic is responsible for much of the deterioration of the local air quality and because air pollution moves out of the more densely developed areas into Placer County and further east.
- Water is a regional issue because so much of the region's domestic water supply is generated from the mountainous areas to the east and passes through the Auburn area to serve development to the west.
- Commercial services are a regional issue both because the Auburn area serves a much larger market area, and because of the lack of larger commercial outlets in the immediate area.
- The Auburn/Bowman area is affected by regional economic trends because of these connections to the greater Sacramento area and its economy.

Many of the problems which exist because of the regional setting of the Auburn/Bowman area are not going to be solved by any action taken within the Plan area; however, regional problems are also local problems and many opportunities exist within the Auburn/Bowman area to contribute to the solution of these problems. Affordable housing provided in the Auburn/Bowman area contributes to the supply for the region; efforts to reduce vehicle miles traveled in the Plan area will minimize the increase in air pollution in the region, etc.

Development activities in surrounding communities will affect the Auburn/Bowman area. Major development proposals in the Pilot Hill area of El Dorado County will affect traffic in the Auburn area as well as views of the American River Canyon. As Nevada County continues to grow, traffic on Highway 49 and Interstate 80 will increase and contribute to an existing congestion and air quality problem.

#### **D. THE CURRENT PLANNING PROCESS**

In 1988, it became evident that the 1978/79 Auburn Area General Plan was becoming outdated due to new provisions in state law which required more specific implementation measures than that Plan provided for, as well as physical changes to the area which necessitated more modern solutions to problems associated with development. The staffs of the City of Auburn and Placer County began a joint work program in 1989 with the goal of updating the 1978/79 Plan. The current planning effort represents the third cooperative endeavor between the City of Auburn and the County of Placer to collect information necessary to provide a comprehensive long range plan for the community and its surroundings; however, in this case, each jurisdiction has prepared a separate plan document based upon some collectively gathered data and additional data generated independently. The City of Auburn General Plan (1993) update is not a part of this document, nor has it been adopted or endorsed by the Placer County Board of Supervisors.

The City of Auburn's General Plan addresses land use and related issues within the current city limits as well as within the city's adopted Sphere of Influence, as established by the Local Formation Commission. Also addressed are land use and related issues within an "area of interest" which extends beyond the adopted Sphere of Influence. The Auburn/Bowman Community Plan, as the county's update effort is called, includes all of the unincorporated lands within the boundaries mentioned in the "Plan Area" section above, including the area which was within the boundaries of the 1979 Bowman General Plan. It was decided early on in the planning process to include the Bowman area in the current study due to its close proximity to the Auburn city limits and because concerns such as traffic, air quality, noise and community design are common to the entire region.

Public information forums were held in early 1990 as a cooperative effort by the staffs of both the city and the county. These forums provided residents of the Plan area and other interested parties an opportunity to receive information about the planning program and to express their ideas, concerns, preferences, desires and interests. In addition, several newsletters were circulated to an extensive mailing list and made available at a number of public locations. In addition to the input received by the city and county staffs at the public forums, numerous letters were submitted by individuals wishing to communicate their opinions and requesting consideration of specific land use designations on particular parcels of land. Throughout 1990 and 1991, information gathering and evaluation of public input continued. Using this accumulated data, county staff prepared three alternative land use proposals to be used by various consultants and the staff as the study progressed. The alternatives provided three different land use scenarios:

1. A Reduced Density alternative indicated a somewhat smaller residential holding capacity than the 1978/79 Plan.
2. A Consolidation alternative provided for a slightly larger residential holding capacity than the 1978/79 Plan; however, the densities were differently arranged so that land uses within the urbanized areas were intensified while the outlying areas were left in a very rural state.
3. An Increased Density alternative essentially allowed a substantial increase in residential densities by extending the urban expansion patterns of the previous two or three decades.

These three scenarios formed the basis for analysis and a guide for the preparation of the proposed Plan.

#### Citizens' Committee

In January of 1991, the Board of Supervisors appointed the Auburn/Bowman Community Plan Citizens' Advisory Committee to assist the staff in the preparation of the Plan. Meeting twice a month or more, the Committee reviewed much of the basic data that had been accumulated as well as the assumptions and goals developed by the staff. The Committee heard presentations by various consultants associated with the update effort, met on three occasions with the City of Auburn's General Plan Advisory Committee, analyzed the three alternative land use maps, and toured the Plan area. The Committee was selected to represent a broad spectrum of community interests, and they conducted several public workshops to gain public input on the Plan. The

Committee made numerous recommendations during the preparation of the draft Plan. Due to this, the Plan reflects many of the Committee's comments.

Public hearings were conducted by the Planning Commission from September, 1992 to July of 1993, after which the Commission forwarded its recommendations to the Board of Supervisors. The Board held two public hearings in February, 1994, and adopted the Auburn/Bowman Community Plan on June 21, 1994.

**E.     RELATIONSHIP TO THE CITY OF AUBURN'S GENERAL PLAN**

As noted in the "Planning Process" section above, the Auburn/Bowman Community Plan is the third cooperative, comprehensive planning effort to be undertaken by the City of Auburn and Placer County. The 1964 Auburn General Plan was jointly prepared by the City and County and adopted by both the Auburn City Council and the Placer County Board of Supervisors. The same is true of the 1978/79 Auburn Area General Plan. While there was much cooperation between the City and County staffs and their consultants (some consultants were hired under joint contracts involving both the City and County; in other instances, the same consultant was hired separately by both the City and the County), the two jurisdictions will adopt separate plans.

The City of Auburn's General Plan serves as the official land use policy document within the incorporated City limits. It also serves as the City's guide to development and land use as it adds new area to the City by way of annexation. Although the Plan includes the City's adopted Sphere of Influence as established by the Local Agency Formation Commission (LAFCO), as well as an "area of interest" which the City proposes to add to its Sphere of Influence in the future, land use policies and designations outside the current City limits have no force and effect until and unless the area in question is formally annexed to the City.

The Auburn/Bowman Community Plan is a component of the Placer County General Plan and serves as the official land use policy document within the unincorporated area described in the "Plan Area" section above. The Community Plan supersedes the 1978/79 Auburn Area General plan and the 1979 Bowman General Plan, and it has no force and effect within the incorporated limits of the City of Auburn (including the Auburn Airport which is an incorporated "island" not contiguous to the rest of the City).

## **II. GENERAL COMMUNITY GOALS AND PLANNING PRINCIPLES**

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## **II. GENERAL COMMUNITY GOALS AND PLANNING PRINCIPLES**

### **A. GENERAL COMMUNITY GOALS**

Policy must come before planning and of course the content of the policy is important to the preparation of the Plan. For this reason the planning effort has focused first on the creation of a set of Community Plan Goals. Not all of the Community Plan Goals are listed here. Only those that have had the greatest impact on the Plan, and those that can be described as general community goals versus specific goals related to an element of the Community Plan. In all cases, later discussion of the goals within each element includes a listing of policies and implementation measures to further describe the Plan.

These general goals, many of which are repeated in other elements of the Auburn/Bowman Community Plan, are reflected in the adopted land use map. Through adoption of this Community Plan the County has determined that these goals (and others found in the Plan) are consistent with the Plan and that the Plan is consistent with the goals. It is understood that the application of a single goal to an isolated single parcel of land may not appear consistent; however when all goals are considered, the Plan provides a coordinated focus or direction. Overall, especially given the broad scope of the Plan, the goals are also internally consistent.

1. ENCOURAGE NEW DEVELOPMENT IN THE AUBURN AREA TO CONTRIBUTE TO THE CREATION OF A MIXED-USE, COMPACT, READILY IDENTIFIABLE, FOOTHILL TOWN.
2. LOCATE URBAN AND SUBURBAN DEVELOPMENT IN AREAS WHERE URBAN SERVICES, COMMERCIAL FACILITIES, AND TRANSPORTATION FACILITIES ARE READILY AVAILABLE.
3. ENCOURAGE THE CONSTRUCTION OF NEW HOUSING TO MEET FUTURE NEEDS ANTICIPATED IN CURRENT POPULATION PROJECTIONS FOR ALL ECONOMIC SEGMENTS OF THE POPULATION.
4. PROVIDE FOR RESIDENTIAL DEVELOPMENT WHICH CREATES FUNCTIONAL, ATTRACTIVE, COHESIVE NEIGHBORHOODS WHICH ARE CLOSELY TIED TO ADJOINING NEIGHBORHOODS.
5. PROVIDE A SUFFICIENT MIX OF NEIGHBORHOOD, REGIONAL, AND HIGHWAY COMMERCIAL FACILITIES TO SERVE THE RESIDENTS OF THE AUBURN/BOWMAN REGION AS WELL AS THOSE VISITING THE AREA.
6. ENCOURAGE AND ATTRACT BUSINESS AND INDUSTRY TO THE AUBURN AREA WHICH WILL HELP TO CREATE A MORE EVEN JOBS-HOUSING BALANCE.
7. TRANSFORM THE STRIP COMMERCIAL AREA IN NORTH AUBURN INTO A MORE DIVERSE, MIXED USE AREA WHENEVER OPPORTUNITIES EXIST. THESE OPPORTUNITIES MUST BE IDENTIFIED AND IMPLEMENTED AS DEVELOPMENT OCCURS.



8. MAINTAIN THE BOWMAN COMMERCIAL AREA AS A HIGHWAY-SERVICE ORIENTED RETAIL COMMERCIAL AREA WHILE ATTEMPTING TO MINIMIZE IMPACTS ON SURROUNDING LAND USES, AND EXPAND THE RANGE OF COMMERCIAL USES TO BETTER SERVE RESIDENTS OF THE LOCAL AREA.
9. PROTECT THE I-80 CORRIDOR, INCLUDING APPROPRIATE AREAS ALONG LINCOLN WAY AND BOWMAN ROAD IN THE BOWMAN AREA, TO PRESERVE EXISTING SCENIC VISTAS OF THE AMERICAN RIVER CANYON AND THE SIERRA NEVADA MOUNTAIN RANGE.
10. PROTECT THOSE LOCAL VIEWSHEDS AND SCENIC CORRIDORS ALONG HIGHWAY 49, BELL ROAD, CHRISTIAN VALLEY ROAD, DRY CREEK ROAD, AND MT. VERNON ROAD IN THE PLAN AREA WHICH ARE IMPORTANT TO MAINTAINING THE COMMUNITY'S RURAL IDENTITY.
11. ENSURE THAT LAND ADJACENT TO THE AUBURN AIRPORT IS DEVELOPED IN ACCORDANCE WITH THE AUBURN AIRPORT COMPREHENSIVE LAND USE PLAN WHILE INCLUDING ACCOMMODATION OF THE PROPOSED EXPANSION OF THE AIRPORT.
12. PRESERVE AND PROTECT FROM URBAN ENCROACHMENT THE RURAL/AGRICULTURAL AREAS, DESIGNATED IN THE LAND USE PLAN.
13. ENSURE THAT PUBLIC SERVICES AND FACILITIES ARE AVAILABLE TO SERVE THE NEEDS CREATED BY THE PRESENT AND FUTURE DEVELOPMENT WHICH OCCURS IN THE PLAN AREA.
14. PRESERVE THE NATURAL LAND FORMS; PRESERVE OUTSTANDING AREAS OF NATIVE VEGETATION INCLUDING, BUT NOT LIMITED TO, OAK WOODLANDS AND RIPARIAN AREAS, AND NATURAL RESOURCES OF THE AREA AS MUCH AS POSSIBLE. IT IS RECOGNIZED THAT DEVELOPMENT OF COMMERCIAL, INDUSTRIAL, AND HIGHER DENSITY RESIDENTIAL USES CAN RESULT IN THE LOSS OF NATURALLY OCCURRING AMENITIES. WHERE THIS IS ALLOWED TO OCCUR, ADHERENCE TO A SET OF COMMUNITY DESIGN GUIDELINES SHOULD ASSIST IN MITIGATING SUCH IMPACTS.
15. IDENTIFY THOSE AREAS WHERE GREENBELTS OR LINEAR OPEN SPACES SHOULD BE PRESERVED IN ORDER TO ENHANCE THE DEVELOPED AREAS AS WELL AS TO MAINTAIN CLEAR BOUNDARIES FOR THE "AUBURN/BOWMAN" COMMUNITY.
16. PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE AUBURN AREA FROM UNACCEPTABLE RISK RESULTING FROM FIRE OR FLOOD HAZARDS.
17. PROVIDE FOR A TRANSPORTATION SYSTEM THAT SUPPORTS THE SOCIAL AND ECONOMIC WELL BEING OF THE PEOPLE AND ENVIRONMENT OF THE PLAN AREA.

18. ENCOURAGE AND ENABLE THE USE OF PUBLIC AND PRIVATE TRANSIT AS WELL AS OTHER ALTERNATIVE MODES OF TRANSPORTATION. EXPAND PUBLIC TRANSPORTATION OPPORTUNITIES TO MEET THE NEEDS OF THE PLAN AREA'S RESIDENTS, REDUCE TRAFFIC CONGESTION, AND IMPROVE AIR QUALITY.
19. DEVELOP A COMMUNITY TRAIL SYSTEM.
20. ENCOURAGE THE CONTINUED PROVISION OF A WIDE VARIETY OF CULTURAL ACTIVITIES THAT CONTRIBUTE TO THE APPEAL OF THE AUBURN/BOWMAN AREA.
21. RECOGNIZE THAT CLEAN AIR AND WATER ARE ESSENTIAL RESOURCES FOR MAINTAINING A HIGH QUALITY OF LIVING, AND ENSURE THAT THESE RESOURCES ARE MAINTAINED AT ACCEPTABLE LEVELS.
22. AMENDMENTS TO THE AUBURN/BOWMAN COMMUNITY PLAN SHOULD BE MINIMAL UNTIL SUCH TIME AS THE COUNTY DETERMINES CIRCUMSTANCES IN THE AREA HAVE CHANGED SO SIGNIFICANTLY THAT AN UPDATE OF THE PLAN IS NECESSARY. PIECEMEAL COMMUNITY PLAN AMENDMENTS SHOULD BE DISCOURAGED.

**B. PLANNING PRINCIPLES**

There is general agreement on the magnitude of the growth problems facing California and specifically the Auburn/Bowman area. Regardless of one's views as a no-growth, planned growth, or unrestricted growth advocate (all of which are present in the Auburn area), it is apparent that changes are needed. The General Community Goals identify the "motherhood and apple pie" issues that most residents of the Auburn/Bowman area will agree are important. The Planning Principles, or concepts, that guided the formation of this Community Plan are briefly discussed in this section.

1. Firm urban growth boundaries are necessary for the creation of a compact, efficient, and functional community.

The alternative, continued expansion of urban development, means sprawl onto far more of the Community Plan area's natural landscape and an unmanageable pattern of development. Such expansion would sap economic and social energy from the existing community in which the City, County, and private individuals have extensive financial, social, and historic investment. Urban sprawl would result in the loss of the sense of community that has resulted from the relatively small town atmosphere which fosters social interaction and common interests. The character of the Auburn/Bowman community will be threatened as well, should growth continue to spread throughout the foothill area seemingly without boundaries or limits.

Growth boundaries can work by uniting the pattern of homes, jobs, services, and other destinations to provide an opportunity to avoid daily long-distance automobile travel. Such boundaries can provide for the efficient, cost effective, provision of all types of public services and infrastructure, promote the use of transit, strengthen the economic viability of commercial areas, and preserve outlying areas for long-term future options.

2. Maintenance of the open space character of lands outside the urban area is necessary, as is the incorporation of some open space characteristics into the urban area.

Due to the area's topography and historic pattern of development, the identification of the lands outside the urban growth area, that are important to the character of the area, is easily accomplished. These lands outside the urban growth area form the community's "greenbelt." They encompass recreational open space (especially on the fringe), watersheds, ranches, rural estates, wildlife habitat and corridors, woodlands, scenic vistas, ridgelines, and other natural resource lands essential for the vitality of the community. Large lot residential uses help maintain open space and also provide variety in housing opportunities. Access to these areas is simple and quick due to the existing road pattern in the area and this accessibility adds to the character of the Auburn area. One need only travel a very short distance on Mt. Vernon, Dry Creek, Joeger, or Bell Roads to experience the rural character of the surrounding area.

Due to the area's topography, riparian corridors pass through much of the Plan area. The preservation (and in some cases restoration) of these corridors can provide the link between the urban and rural areas; small but important open space areas can be preserved in the urban setting.

3. Lands within the urban area should be devoted to compact residential, commercial, and industrial development, thereby making efficient use of land and infrastructure.

New development should be located in such a way and in sufficient density to make the use of transit, bicycle, and pedestrian facilities more feasible. Due to the historic pattern of development in the Auburn area, transit service has been difficult to provide efficiently. Changes in the use of transit will not occur rapidly, however, new development can be designed to at least allow for alternative transportation facilities and their increased use in the future.

A mixed-use concept should be sought for new development on the larger developable parcels of land and within designated areas where redevelopment may occur. A balance of compatible commercial, industrial, residential, civic uses, enjoyable public places, and parks will enhance the communities sense of identity and interaction, as well as address traffic congestion, air quality, and affordable housing issues.

4. Specific programs are necessary to promote affordable housing or it is not going to be provided.

Compact, higher density growth is not enough to ensure the provision of sufficient affordable housing. Special programs designed specifically to provide low-income housing will be needed. New development standards, new funding mechanisms, and economic incentives will be necessary and must be addressed in this Plan.

5. In order to implement the Community Plan, it will be necessary to take advantage of opportunities available through both public and private actions, as well as opportunities for public/private partnerships. Such opportunities will exist in the Plan area for a number of reasons. The Dewitt Center, approximately 200 acres in size and owned by Placer County, is strategically located between Atwood and Bell Roads, west of Highway 49. Within close proximity lie many acres of developable lands with few constraints.

In addition to the wide range of public services offered at Dewitt, schools, medical facilities, commercial uses, and recreational facilities are found close by. Road access is excellent, and future roads will improve access further. The County, through the possible reconstruction of major office facilities at Dewitt, will increase the prominence of the center and spur increased private development in the immediate surroundings. Many opportunities will exist for private (residential, commercial, office, etc.) development close by, public development at Dewitt, and public/private joint ventures. All of these activities, if well planned, could create a very functional and successful area of development, as well as meet many different needs.

Because of the County's and the Auburn Recreation District's interest in recreational facilities to serve the greater Auburn area, opportunities may exist for these agencies and private parties to cooperatively bring new attractions to the area, such as a public golf course, etc.

6. There is a need to increase the economic base of the Auburn area, as well as to provide housing to improve the jobs/housing balance. The new Plan should address different approaches to accomplishing this. The proposed housing program could help to provide housing necessary for employees of existing and future businesses in the area. Retention and expansion of existing companies in the area can increase employment, maintain a stable tax base, and attract new businesses. According to the Sierra Economic Development District (SEDD) there are several reasons why local economic development efforts should begin with existing businesses. Among these "satisfied firms can form the best advertisement for attracting new firms to the area." SEDD suggests that "while some things may be outside of the control of a community, there are a number of other things a community can influence to improve business conditions." Four principles of economic renewal include, "Plug the Leaks," "Support Existing Businesses," "Encourage New Local Enterprise," and "Recruit Appropriate New Businesses." Adherence to these principles can give a community the opportunity to strengthen itself from within.
7. The protection of the environment within the Plan area is necessary in order to maintain the most important attributes that attract people here in the first place, and keep long-term residents from moving away. Part of the reason that the Auburn/Bowman area has experienced such growing pains in recent years is due to the recognition of the apparent conflict between new development and the desire to maintain the existing character of the area in which the natural environment is a key component. This Plan must create a balance by accommodating new growth while minimizing the loss or degradation of the natural environment.
8. All Elements of the Plan are interrelated and no one element or goal can be understood without also acknowledging the balance of the Plan. The Land Use and Transportation sections, although they may receive the greatest amount of attention, must be interpreted with an understanding of the housing, community design, noise, and conservation discussions.
9. It is important that this Plan recognize the need to identify appropriate techniques for preserving open space, enhancing urban design, analyzing environmental needs, planning for efficient infrastructure systems and promoting comprehensive citizen participation. Implementation is a key element of every section of the Plan.

**III.**

# **COMMUNITY DEVELOPMENT ELEMENT**

### **III. COMMUNITY DEVELOPMENT ELEMENT**

#### **A. POPULATION AND HOUSING**

##### **1. Purpose**

The purpose of this section is to the ultimate goal of providing adequate housing for all economic segments of the community. This section must be reviewed within the context of Placer County as a whole.

Note: The Placer County General Plan Housing Element is incorporated in this Community Plan by reference. The information following is more specific housing and population information relative to the Auburn/Bowman Community Plan.

##### **2. GOALS**

- a. ENSURE THAT SOUND AND ADEQUATE HOUSING IS PROVIDED TO ALL RESIDENTS AT DESIRABLE LOCATIONS, INCLUDING CONSIDERATION OF TRANSPORTATION FACILITIES, SCHOOL FACILITIES, AND PROXIMITY TO MAJOR EMPLOYMENT CENTERS.
- b. PROVIDE HOUSING TO MEET FUTURE NEEDS ANTICIPATED IN CURRENT POPULATION PROJECTIONS FOR ALL ECONOMIC SEGMENTS OF THE POPULATION ANTICIPATED WITHIN THE PLAN AREA WHILE ENSURING COMPATIBILITY WITH EXISTING LAND USES.
- c. PROMOTE SAFE, INNOVATIVE, AND ENERGY EFFICIENT RESIDENTIAL DEVELOPMENT.
- d. PROVIDE THE OPPORTUNITY FOR A VARIETY OF HOUSING TYPES.
- e. PROVIDE FOR RESIDENTIAL DEVELOPMENT WHICH CREATES FUNCTIONAL, ATTRACTIVE, COHESIVE NEIGHBORHOODS WHICH ARE CLOSELY TIED TO ADJOINING NEIGHBORHOODS.

##### **3. Policies**

- a. Encourage residential development in areas which provide an adequate and accessible transportation network and which reduce commuting distances to areas of employment.
- b. Discourage proposals which are not part of a cohesive transportation network and which do not make possible a diversity of transportation systems (pedestrian, bicycle, equestrian, public, private vehicle, etc.).

- c. Encourage innovative development techniques to assure a wide diversification of housing types.
- d. Limit high and medium density residential development to areas which have available public services and are compatible with surrounding land uses. Residential areas with parcel sizes of 1 acre or less, should be located where a full range of services can be provided most efficiently and economically.
- e. Ensure that state mandated housing goals are satisfied by reviewing the consistency of these policies when the County-wide housing element is updated as required by State law.
- f. Discourage large concentrations of low-cost housing through dispersal of such units through mixed-use areas, within single-family subdivisions, as accessory apartments, etc. Exceptions to this may be areas closely tied to an exceptional location in terms of proximity to social services, medical facilities, commercial areas, transit facilities, and recreational opportunities.
- g. Replace or renovate all substandard housing and improve deteriorating residential areas through continued enforcement of building, zoning, health, and seismic safety codes.
- h. Encourage developments which create a sense of community by fostering human interaction through subdivision design, pathways to adjoining neighborhoods and adjacent commercial areas, interconnecting trails systems, in-tract recreation opportunities, etc.
- i. Encourage the use of passive and direct solar collection and incorporate home design innovations which limit energy consumption.
- j. The design of future residential developments should emphasize character, quality, livability, and the provisions of all necessary facilities to insure their permanent attractiveness.
- k. Change the commercial land use and zoning designations of several existing mobilehome parks to either High Density Residential or Medium Density Residential to discourage the mobilehome parks from being converted to commercial uses.
- l. Develop a mixed-use designation for the north Auburn area to encourage commercial projects to provide housing. The mixed use district will allow for residential uses in conjunction with commercial projects or for a specific type of residential use not currently found in the Auburn area.
- m. Develop a Redevelopment Plan for designated areas in the North Auburn and Bowman areas as a tool to implement the Community Plan.

- n. Assist developers of affordable housing projects by developing an ordinance which provides for the priority processing of these projects after they receive their entitlements,
- o. Whenever feasible, new multifamily and other higher density single-family residential development projects should be oriented toward adjacent roadways to tie the development in with the surrounding neighborhoods.
- p. Pedestrian walkways should be incorporated into multifamily and urban residential subdivisions to provide access to adjoining neighborhoods and adjacent commercial areas.
- q. Discourage the appearance of creating walled-off communities such as is done through the use of sound walls along roadways where noise impacts can be appropriately mitigated in an alternative way.

#### 4. Population

Population projections play a major role in the formulation of a community plan. They are an important factor in determining land use as well as transportation and public service facilities to accommodate the anticipated growth. Care must be taken in the use of population projections since they are based on assumptions as to what will occur in the future. Unforeseen changes in the social or economic climate of an area can significantly alter the actual growth.

##### a. Historical Growth

There were approximately 20,248 persons living within the Auburn/Bowman community plan area in 1990 (source: 1990 Federal census). Projection A is based on the assumption that the Auburn/Bowman area will grow at a 3.0% annual growth rate for the Plan area. This projection would allow for 37,186 people in the Plan area by 2010. Projection B was prepared by the economic consulting firm, Recht Hausrath and Associates, and based on a variety of assumptions, determined that the Plan area will grow at a 2.1% annual growth rate. This projection would allow for 31,200 people in the Plan area by 2010.

#### 5. Housing

##### a. Existing Condition

Table 1 illustrates the type of housing units in the plan area based on a 1990 land use study prepared by the Placer County Planning Department. (The number of vacant units is based on a 3.85% vacancy rate from the 1990 census.)



**Table 1**  
Auburn/Bowman Housing Types  
1990

Housing Type	Housing Units	Vacant Units	Occupied Units
SFD	4793	185	4608
2-4	1104	42	1062
5+	568	22	546
MHP	1062	41	1021
<b>TOTAL</b>	<b>7527</b>	<b>290</b>	<b>7234</b>

Table 1 shows that the primary housing type is the single-family dwelling with 64% of the total units being of that type. Multiple units represent approximately 22% of the housing mix. The remaining 14% are units in mobile home parks. The predominance of single-family housing units is a reflection of the demand for this type of housing. Multiple-family and mobile home parks also make-up a significant percentage of these units and help provide a variety of housing types in the Community Plan area. The vacancy rate is 3.85%. Vacancy rates are helpful in determining whether a jurisdiction has sufficient housing to meet demand. A 5% vacancy rate is generally considered an optimum rate; therefore, in the Auburn/Bowman area, it appears that there is an insufficient supply of housing.

According to the 1980 census, approximately 18% of the residents worked in the Sacramento area, 4% worked in the City of Roseville, and 78% worked in the remaining portions of Placer County. The majority of persons were employed in either the managerial, professional and technical fields or in sales and administrative support. The median household income in the Auburn/Bowman area in 1991 was \$38,854 which was slightly below the County average of \$39,700. There were approximately 41% of the residents reporting incomes of less than 80% of the County median which is the standard for determining low income. Seventy-seven percent of the housing units were owner occupied. A certain percentage of the residents who are classified as low income are retired and own their own home.

**b. Housing Need**

The need for future housing is based on the community's projected population. These increased population figures would indicate a demand for approximately 6,147 housing units by the year 2010 based on Projection A and 3,930 housing units based on Projection B as illustrated in Table 2. Table 3 indicates that approximately 868 new mobile home park units should be provided by the year 2010 based on Projection A and 589 mobile home park units based on Projection B. Since the County has not received an application for a mobile home park in the Auburn/Bowman area in the past 15 years and the cost of suitable land has skyrocketed in recent years, it appears very unlikely that

a new mobile home park will be provided in the near future. Also, the existing supply of mobile home parks could be further reduced by the possibility of converting the parks into commercial uses. Approximately 35% of the mobile home parks are within a commercial zone district. Since mobile home parks often provide affordable housing, an attempt should be made to preserve the existing supply of mobile homes. If it is unlikely that new mobile home parks will be created in the near future, the number of new multiple-units will need to be increased beyond that listed in Table 3 to fulfill the affordable housing need that may not be satisfied by the creation of new mobile home parks. However, alternative methods of providing affordable housing, such as the creation of small homes on small lots, may also provide affordable housing. Multi-family residential need not be the only option of satisfying this housing need. Table 4 describes this adjusted housing need that can be accommodated based on the proposed land use plan.

**Table 2**  
Auburn/Bowman Housing Need

Population 1990	Percent Growth	Population 2010	Population Increase 1990-2010	Average Household Size	# of new units needed
20,589	2.1%	31,200	10,611	2.7	3,930
20,589	3%	37,186	16,597	2.7	6,147

**Table 3**  
Projected Auburn/Bowman Housing Need by Housing Type  
(Based on Current Distribution of Housing Available)

% of Housing Type	Existing Housing Type	Units 1990	Additional Units 2010	
			2.1% Growth	3% Growth
63%	Single Family	4,793	2,476	3,914
22%	Multiple Family	1,672	865	1,365
15%	Mobile Home Parks	1,062	589	868
<b>TOTAL</b>		<b>7,527</b>	<b>3,930</b>	<b>6,147</b>

**Table 4****Adjusted Housing Need**

% of Housing Type		Existing Housing Type	Units 1990	Additional Units 2010	
1990	2010			2.1% growth	3% growth
63%	57%	Single-Family	4,793	2,240	3,522
22%	25%	Multi-Family	1,672	983*	1,539*
15%	0%	Mobile Home Parks	1,062	0	0
0%	18%	Single Family-Small Lots	0	707*	1,086**
<b>TOTAL</b>			<b>7,527</b>	<b>3,930</b>	<b>6,147</b>

\* This figure has been adjusted to incorporate 20% of the units that mobile home parks would have theoretically provided.

\*\* This Figure has been adjusted to incorporate 80% of the units that mobile home parks would have theoretically provided plus 10% of the demand for single-family.

## 6. Jobs/Housing Balance

### a. Background

A community is considered to have a healthy jobs/housing balance if the available housing matches the jobholder's housing needs at prices commensurate with their wages. The benefits for attaining a jobs/housing balance include: an increase in quality, affordable housing for all income levels; a reduction in commuter vehicle traffic generation resulting in a decrease in air pollution; a reduction in commuter time and its associated stress; increased opportunities for alternative transportation; and achievement of social objectives such as relief from class segregation and an overall greater sense of community amongst the residents.

In order to determine if a true jobs/housing balance exists, existing jobs, including wages earned, compared against existing housing and its cost must be analyzed. In addition, community or study area boundaries must be examined in the context of their relation to a commute shed<sup>1</sup>. Rarely do commute shed and community or study area boundaries coincide, since each is established for a particular reason and trying to superimpose one

<sup>1</sup>Commute shed is described as the area surrounding a specific destination, commonly an employment base, and is usually expressed in either the distance or time required to access the specified destination by auto.

on the other is usually futile. Although a true jobs/housing balance can be achieved theoretically, factors such as personal, societal, and economic preferences will tend to take precedence over the best of plans. However, an effort can be made to achieve a greater balance.

Jobs/housing balance is typically expressed as a ratio of jobs to housing units; 1:1 denoting one job for each housing unit. However, with the advent of the ever popular, or necessary, dual wage earner household, the actual condition typically exceeds the 1:1 ratio. A number of studies have been conducted in the region which purport appropriate jobs/housing ratios ranging from a low of 1.23 :1 to a high of 1.6:1.

The Auburn/Bowman Plan area has a jobs/housing imbalance. Studies have documented that there is not only insufficient number of jobs to support the work force residing in the Plan area, but that the area also lacks the important match between jobholder's housing needs at prices commensurate with their wages. The area needs more high paying jobs to support the more expensive residences in the area and more lower cost housing to support the lower income jobs in the area.

b. Analysis

The Auburn and Bowman areas, typified by their rural setting and predominately small town atmosphere, have recently experienced great changes as a direct result of expanded development and an increase in population. With these changes an ever widening jobs to housing disparity has come into existence due to a lack of available, affordable housing for the lower paying commercial/retail jobholders and the lack of appropriate jobs for the workers residing in the typically more expensive single-family residences. As shown in Table 5, the Auburn/Bowman area currently offers a jobs/housing ratio of 0.93:1, a ratio which is considerably below the previously cited desired jobs/housing ratio range of 1.23:1 to 1.6:1, and confirms that the Auburn/Bowman area is lacking a sufficient number of jobs to support the work force residing in the area.

**Table 5**  
Auburn/Bowman Existing Jobs/Housing Conditions

	CITY	UNINC.	TOTAL
HOUSING UNITS	4,784	7,527	12,311
POPULATION	10,615	20,248	30,863
EMPLOYMENT	3,894	7,513	11,407
JOBS/HOUSING RATIO	0.81:1	1.00:1	0.93:1
POPULATION/HOUSING UNIT	2.22	2.69	2.51

Sources:

- (1) 1990 Preliminary Census data
- (2) Number of jobs based on square footage of existing commercial and industrial development and an employee/floor area ratio provided by Stanford Ranch West Regional Housing and Employment Study (Coopers & Lybrand, 1990)

Further study reveals that not only is the Auburn/Bowman area housing rich and job poor, but that the area lacks the important match between jobholder's housing needs at prices commensurate with their wages, and jobs to support the more expensive residences in the area. An analysis of types and amount of jobs within the Plan area is provided in Table 6, while an analysis of housing units and estimated costs to rent and purchase is provided in Table 7.

**Table 6**

**Auburn/Bowman Available Jobs**

	CITY	UNINC.	TOTAL	AVG ANNUAL EARNINGS
RETAIL/COMMERCIAL SERVICE	2,033	2,049	4,082	\$14,605
OFFICE	1,057	1,972	3,029	\$21,255
INDUSTRIAL	63	632	695	\$24,680
INSTITUTIONAL, GOVT.	741	2,860	3,601	\$21,312

- Sources:
- (1) Number of jobs based on square footage of existing commercial and industrial development and an employee/floor area ratio provided by Stanford Ranch West Regional Housing and Employment Study (Coopers & Lybrand, 1990)
  - (2) Average annual earnings - Sierra Economic Development District

**Table 7**

**Auburn/Bowman Available Housing Units**

	TOTAL NO. OF UNITS*	MEDIAN MONTHLY RENT (4/91)	MEDIAN PURCHASE PRICE (4/91)	AVERAGE ANNUAL EARNINGS TO RENT	AVERAGE ANNUAL EARNINGS TO OWN
SFR	9236	\$850	\$197,500	\$33,996	\$65,280
MFR	3002	\$540	\$61,200	\$21,600	\$20,936

- Notes: \*Includes City of Auburn  
 SFR - Single family residential (3 bedroom/2 bath)  
 MFR - Multi family residential (2 bedroom/1 or 2 bath)

- Sources:
- (1) Number of units - Placer County Assessor's Office records
  - (2) Median monthly rent - survey of local rental management companies and review of Auburn Journal classified advertisements
  - (3) Median purchase price - Placer County Board of Realtors
  - (4) Average annual earnings to rent and own - based on a 20% down payment and a debt to earning ration of 30%.

With consideration to the area's jobs/housing ratio of 0.93:1, indicating that there are slightly less than one job for each household within the area, it is evident from a review of Tables 6 and 7 that at least two workers must reside in each housing unit, or, workers spend more than 30% of their wages on rent or mortgage payments, or, workers are living outside of the Auburn/Bowman area. It is evident from a review of the tables that the average multi-family unit (2 bedroom/1 or 2 bath apartment) would not be within economic means of the average single-wage family to rent or buy. Compounding the affordability problem for the retail/commercial services workers would be the competition from the workers within slightly higher paying job categories since the only affordable units for those workers are also the average multi-family units. The outlook is slightly better for the average dual-wage family since the possibility exists that workers within the office, industrial and institutional categories would be able to afford to at least rent the average single-family housing unit.

Only a small percentage of the available jobs within the institutional, industrial, and office categories can be assumed to provide jobholders with adequate earnings to afford the average single family residential unit, even considering the dual-wage advantage of most of today's families. This would explain the large outflows of workers to job centers west of the Plan area where wages are known to be higher.

The jobs/housing imbalance in the Auburn/Bowman area has already caused a noticeable increase of in-commuting and out-commuting of job related traffic in and through the area. Traffic on Highway 49, Indian Hill Road, and Bell Road are all excellent examples of the increase in commuter trips. Another change resulting from the jobs/housing imbalance is the change in the character of the community. Although, this attribute is very difficult to quantify, it is almost always an impact which results when peoples daily lives are divided by distance between work and home. The result is less time to spend within the community where one lives and therefore less of a tie exists to that community.

c. Land Use Options and Implications

The update of the Auburn/Bowman Community Plan provides a vehicle in which the jobs/housing disparities that exist in the area can be narrowed. Through careful planning, land use designations can be altered to reflect current needs for additional affordable residential units and additional primary wage earner industry.

The goal of encouraging more primary wage earner jobs could be accomplished by providing more land designated for industrial use. Although, it is true that undeveloped industrial land currently exists within the plan area, introduction of additional industrial land could keep the price of industrial project development down (lower land costs) and therefore attractive to such industry. In essence, overzoning is providing for additional land within each land use district needed to result in a jobs/housing balance, over and above the amount estimated to be needed. The theory is that by "overzoning" the price of the land is not as susceptible to market influences (supply -vs- demand). The concept of overzoning could also be applied to high density residential in an effort to keep land cost down and thereby encourage their development.

It is important to remember that changes to land use can result in negative impacts which should be considered. Auburn/Bowman has come to exist as a quasi-bedroom community to the Sacramento metropolitan area and South Placer area. As a bedroom community,

the area enjoys both benefits and drawbacks. It should be considered, with the introduction of more industrial and office development, generating a greater number of primary wage earner jobs, and increased density residential projects, negative impacts will occur and can affect those attributes which make the area so unique.

## 7. Affordable Housing

As mandated by the State, the County is required to provide its fair share of affordable housing as determined by the appropriate regional housing need. This regional allocation has been determined by the Sierra Planning Organization, for the period between 1990 and 1997 and is shown in Table 8. The housing need identified here is for the Auburn/Bowman Community Plan area (not including the city of Auburn). Also shown on this table is the annual income for each category as well as affordable housing costs.

**Table 8**  
Auburn/Bowman Regional Housing Allocation

Income Category	Annual Income *	Monthly Housing Costs	1990-1997** Additional Housing Units Needed for Plan Area
Very low	\$13,900 - 26,000	\$347 - 655	316
Low	\$22,250 - 41,900	\$556 - 1,047	235
Moderate	\$33,350 - 62,900	\$834 - 1,572	293

\* Range reflects 1-8 persons per household. Information from the 1991 Addendum to the Placer County Housing Element.

\*\* Information from Sierra Planning Organization 11-8-91. These figures represent the percentage of households in the County located within the Auburn/Bowman Plan area.

In order to meet the need for additional very low, low, and moderate income housing units, the County currently has several programs designed to encourage affordable housing. Please refer to the Placer County General Plan Housing Element for a discussion of these programs. Several new programs are proposed to encourage the construction of affordable units. These programs include: creating a Redevelopment Plan; establishing a Housing Trust Fund; modifying the Second Unit Ordinance; providing for small homes on small lots; providing for Accessory Apartments; revising infra-structure standards; streamlining processing time; establishing inclusionary zoning; developing Public Land; waiving/reducing development fees; preserving mobile home parks; establishing a density Bonus for rental housing; and implementing the Community Reinvestment Act. All of the programs are described in detail in the Placer County General Plan Housing Element with the exception of inclusionary zoning and the mobile home park preservation provisions which are also described below due to their potential significance in providing and preserving affordable housing. Note: In the event the Placer County General Plan Housing Element is amended, the discussion contained below shall be automatically superseded by such an amendment.

a. Inclusionary Zoning

It is the recommendation of this Plan to require all new housing projects of 100 or more units on land that has received an increase in allowable density through either a public or privately initiated community plan amendment, rezoning or specific plan shall be required to provide at least 10 percent of the units to be affordable to low income households. The low income units shall be available concurrently with the market-rate units. All such units shall remain affordable for at least 20 years.

In cases where developers actually construct the low income units, the projects shall be eligible for a 10 percent density bonus. The Land Use Element and Zoning Ordinance will be amended to avoid potential conflicts with minimum lot size standards in cases where the density bonus option is exercised.

In cases where the County determines that it is impractical for the developer to actually construct the units on-site, the County may as an alternative allow the dedication of land within the Community Plan area sufficient to accommodate at least 10 percent of the units for low-income households and/or the payment of an in-lieu fee. In cases where land dedication is deemed suitable, such land shall be offered in fee to the County or to another public or nonprofit agency approved by the County. The amount of the in-lieu fee shall be determined on a case-by-case basis. The County may require the developer to fund an analysis showing how contributions of in-lieu fees could be best utilized to create the desired number of low-cost units.

All new housing projects of less than 100 units on land that has received an increase in allowable density through a general plan amendment, community plan amendment, rezoning or specific plan shall be required to pay an in-lieu fee of one percent of the total estimated land and construction cost of the project, for use in producing affordable housing. Alternatively, the County may waive the fee in cases where lower income units are included in the project and the Board of Supervisors finds that the number of lower income units is commensurate with the numbers that could be built or leveraged through the fee.

b. Mobile Home Park Preservation

The likelihood of mobile home parks being converted to another use could be reduced by rezoning existing mobile home parks on commercially zoned land to either high density residential or medium density residential district. If a mobile home park or any portion of a mobile home park is changed to another use, this Plan proposes to implement Section 65863.7, 65863.8 and 66427.4 of the California Government Code by requiring the applicant of a mobile home park conversion or closure to be responsible for the relocation of displaced residents. Provisions of these sections include, but are not limited to:

- (1) The applicant shall file a report on the impact of the conversion or closure upon the displaced residents of the mobile home park, and the report shall address the availability of adequate replacement housing in mobile home parks and relocation costs.



- (2) The applicant shall provide a copy of the report to a resident of each mobile home in the mobile home park at least 15 days prior to the hearing.
- (3) The applicant shall notify residents and mobile home owners of the mobile home park of the proposed change in use per Section 798.56 of the Civil Code and all applicable local requirements. (The County shall notify the applicant of these requirements 30 days prior to a hearing in writing.)

This Plan also recommends that the County assist in relocation costs when such resources are available.

## **8. General Discussion**

The various goals and policies of the housing element also implement other goals within the Community Plan. The large lot residential areas serve to preserve and maintain the rural character and quality of the outlying area. Although the discussions in this housing section have focused on the need to provide affordable housing and create a healthy job/housing balance, the large-lot (minimum of 2.3 acres) residential areas are also important in providing an effective buffer from the urban areas and maintaining the area's rural identity.

The goal of locating high density residential in close proximity to major commercial and/or employment centers is necessary in creating a mixed-use, compact, readily identifiable foothill town. By locating higher densities either near or at commercial/industrial areas, it can provide an opportunity to reduce the number of miles traveled by these residents and thereby help improve air quality. In addition, transportation expenses can be reduced by the potential for less miles traveled and also create the densities necessary to maximize transit use.

## **9. Implementation**

The following programs and policies have been developed to implement the affordable housing provisions of this Plan:

- a. Develop and adopt a redevelopment plan for the Auburn/Bowman area;  
Responsible Agency/Department: County Executive Office  
Time frame: 1994  
Funding: General Fund/Redevelopment Agency
- b. Establish a Housing Trust Fund;  
Responsible Agency/Department: Board of Supervisors/ Community Services  
Time frame: 1994  
Funding: None required
- c. Provide for small homes on small lots within the mixed-use areas;  
Responsible Agency: Planning Department  
Time frame: On-going  
Funding: Private Funding

- d. Provide for accessory apartments in the mixed-use areas;  
**Responsible Agency/Department:** Planning Department  
**Time frame:** On-going  
**Funding:** Private Funding
- e. Revise infrastructure standards for affordable housing projects;  
**Responsible Agency/Department:** Planning Department/ Department of Public Works  
**Time frame:** On-going  
**Funding:** General Fund
- f. Streamline processing time;  
**Responsible Agency/Department:** Land Development Departments  
**Time frame:** On-going  
**Funding:** General Fund
- g. Establish an inclusionary zoning requirement;  
**Responsible Agency/Department:** Planning Department/ Community Services Department  
**Time frame:** 1994  
**Funding:** General Fund
- h. Develop public land for affordable housing and/or establish a land banking program;  
**Responsible Agency/Department:** Public/Private Partnerships  
**Time frame:** 1994/95  
**Funding:** Public/Private
- i. Waive and/or reduce development fees on a case-by-case basis;  
**Responsible Agency/Department:** Board of Supervisors  
**Time frame:** On-going  
**Funding:** General Fund
- j. Preserve existing mobile home parks;  
**Responsible Agency/Department:** Planning Department  
**Time frame:** On-going  
**Funding:** None required
- k. Establish a density bonus program for rental housing;  
**Responsible Agency/Department:** Planning Department  
**Time frame:** 1994  
**Funding:** General Fund
- l. Encourage private lending institutions to utilize the Community Reinvestment Act.  
**Responsible Agency/Department:** Community Services Department  
**Time frame:** On-going  
**Funding:** None required

B. LAND USE

1. Purpose

The Land Use Element specifies the intensity and density of land uses permitted throughout the Plan area. It divides the Plan area into specific districts where a variety of uses are permitted and describes, in general terms, the intent of the Plan relative to each district. Although the Land Use Element often receives the greatest amount of attention of all the Community Plan Elements, it cannot be considered alone or apart from the balance of the Plan. Similarly, other elements of the Plan are directly affected by the Land Use Element. For example, the need for schools, parks, circulation system improvements, and other public facilities is based on the cumulative density identified by the location and size of various land use districts.

The Auburn/Bowman Community Plan Land Use Element is based upon the General Community Goals and Planning Principles stated earlier. These General Goals and Principles have guided the preparation of the Land Use Element, and often provide the rationale for a specific land use designation in a particular area. The various land use designations utilized are specific enough to provide for certain types of uses in each area, yet general enough to allow implementation through the use of a variety of zone districts. This Element also contains more specific goals and policies which relate to land use.

The Land Use Element designations included herein supersede those land use designations established for the Auburn area in 1978 and the Bowman area in 1979.

The following tables contain a breakdown of acreage for each land use designation and the Plan areas holding capacity, and a summary of existing residential, commercial, and industrial development within the Plan area. A copy of the Land Use Map is located at the back cover.

**TABLE 9  
AUBURN/BOWMAN COMMUNITY PLAN  
HOLDING CAPACITY SPREAD SHEET**

<b>PROPOSED PLAN</b>	
<b>LAND USE DESIGNATIONS</b>	<b>ACRES*</b>
HIGH DENSITY RES. (10-15 DU/AC)	41
MEDIUM DENSITY RES. (5-10 DU/AC)	425
MIXED-USE RESIDENTIAL	(130)
LOW MED. DENSITY RES. (2-5 DU/AC)	1219
LOW DENSITY RES. (.4-.9 AC)	366
RURAL LOW DENSITY RES. (.9-2.3 AC)	1380
RURAL RESIDENTIAL (2.3-4.6 AC)	9031
RURAL ESTATE (4.6-10 AC)	3566
AGRICULTURAL (10-80 AC)	3299
MIXED-USE AGRICULTURAL	(8)
OPEN SPACE	3312
MIXED-USE OPEN SPACE	(43)
OPEN SPACE/BUSINESS PARK	197
PROFESSIONAL OFFICE	100
MIXED-USE PROFESSIONAL OFFICE	(68)
COMMERCIAL	612
MIXED-USE COMMERCIAL	(63)
INDUSTRIAL	558
MIXED-USE INDUSTRIAL	(14)
MIXED-USE	372
RIPARIAN/DRAINAGE	559
<b>TOTAL</b>	<b>25037</b>
<b>HOLDING CAPACITY - RESIDENTS</b>	
<b>HOLDING CAPACITY @ 2.69/DU</b>	<b>40672</b>

**ASSUMPTIONS AND NOTES:**

Holding capacity numbers assume that residential development will not occur on land designated Commercial or Professional Office.

Existing land use used in holding capacity calculations for the following areas: Christian Valley; Saddleback north of Dry Creek and west of Hwy. 49; Copper Penny and Bell; Martin and Edgewood; Auburn Greens & Apartments; Luther Road; Sullivan Ranch; and, North Park Subd.

Holding capacity figures only partially take into consideration existing land use patterns (see #2 above) and assume maximum use of remaining land at the following densities:

HDR = 15 DU/AC; MDR = 10 DU/AC; LMDR = 5 DU/AC; LDR = 1 DU/.4 AC;  
RLDR = 1 DU/.9 AC; RR = 1 DU/2.3 AC; RE = 1 DU/4.6 AC; AG = 1 DU/10 AC;  
MU Residential = 10 DU/AC

Multi-family residential densities could increase by 25% for low/moderate income housing projects and/or 225% for Senior Independent Living Centers (SILC'S) and Senior Apartment Projects.

Mixed-use acreage figures shown in parenthesis are a breakdown of the total mixed-use acreage.

TABLE 10

**AUBURN/BOWMAN COMMUNITY PLAN  
EXISTING LAND USE**

<b>ESTIMATED 1990 POPULATION:</b>		
TOTAL	30,863	100.0%
CITY	10,615 (1)	34.4%
UNINCORPORATED AREA	20,248 (2)	65.6%
<b>SQUARE FOOTAGE OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT:</b>		
TOTAL	3,712,048	
CITY	1,416,208	100.0%
RETAIL	568,334	40.1%
PROFESSIONAL OFFICE	401,909	28.4%
RESTAURANTS	36,295	2.6%
COMMERCIAL, RECREATIONAL	114,552	8.1%
AUTO SALES, STORAGE, ETC.	79,719	5.6%
MISCELLANEOUS COMMERCIAL	94,723	6.7%
LIGHT INDUSTRIAL	16,767	1.2%
HEAVY INDUSTRIAL	2,000	0.1%
WAREHOUSE	101,909	7.2%
UNINCORPORATED AREA	2,295,840	100.0%
RETAIL	529,147	23.0%
PROFESSIONAL OFFICE	788,825	34.4%
RESTAURANTS	114,009	5.0%
COMMERCIAL, RECREATIONAL	40,305	1.8%
AUTO SALES, STORAGE, ETC.	157,243	6.8%
MISCELLANEOUS	60,597	2.6%
LIGHT INDUSTRIAL	162,982	7.1%
HEAVY INDUSTRIAL	146,159	6.4%
INDUSTRIAL PARK	31,752	1.4%
WAREHOUSE	264,821	11.5%
<b>RESIDENTIAL UNITS IN THE PLAN AREA:</b>		
TOTAL	12,311	100.0%
CITY	4,784	100.0%
UNINCORPORATED AREA	7,527	100.0%
SINGLE FAMILY RESIDENTIAL	4,720	62.7%
DUPLEX	312	4.1%
TRIPLEX	135	1.8%
FOURPLEX OR CONDOMINIUM	657	8.7%
MOBILEHOME	73	1.0%
MOBILEHOME IN PARK	1,062	14.1%
APARTMENTS	568	7.5%

Source: (1) 1990 Census Data  
 (2) 1990 Census Data Figure for average household occupancy within the unincorporated area multiplied by the number of residential units currently in the unincorporated area.

2. **GOALS** - In addition to the General Community Goals, the following goals apply to the Land Use Plan:

- a. COORDINATE LAND USE PLANS WITH THE CITY OF AUBURN IN AN EFFORT TO BALANCE DEVELOPMENT IMPACTS AND MINIMIZE LAND USE CONFLICTS THAT CAN OTHERWISE RESULT.
- b. PROVIDE RESIDENTIAL DENSITIES AND DEVELOPMENT PATTERNS WHICH MAXIMIZE TRANSPORTATION OPPORTUNITIES.
- c. MAINTAIN COMPATIBILITY BETWEEN NEIGHBORING LAND USES.
- d. ENSURE ADEQUATE ALLOCATION OF LAND USE DESIGNATIONS FOR PUBLIC FACILITIES (I.E. SCHOOLS, FIRE STATIONS, PARKS AND OTHER PUBLIC USES) AT A LEVEL NECESSARY TO MEET THE NEEDS OF EXISTING AND FUTURE RESIDENTS.
- e. MAINTAIN THE PRESENT CHARACTER OF ESTABLISHED RESIDENTIAL AREAS.
- f. DISCOURAGE ISOLATED, REMOTE AND WALLED-OFF DEVELOPMENTS THAT DO NOT CONTRIBUTE TO THE SENSE OF COMMUNITY DESIRED FOR THE AREA.
- g. RESTRICT THE USE OF VACANT LAND, NORTH OF QUARTZ DRIVE, ALONG HIGHWAY 49, TO LOWER INTENSITY AND LOWER TRAFFIC GENERATING COMMERCIAL OR LIGHT INDUSTRIAL USES.
- h. ASSIST THE CITY OF AUBURN IN ITS PLANS TO REDEVELOP THE COMMERCIAL AREAS THAT HAVE BECOME UNDER-UTILIZED IN PART AS A RESULT OF LARGE COMMERCIAL OPERATIONS MOVING TO THE UNINCORPORATED NORTH AUBURN AREA.
- i. ASSURE THAT ALL BUILDING SITES AND RESIDENCES ARE DEVELOPED IN A MANNER MINIMIZING DISTURBANCE TO NATURAL TERRAIN AND VEGETATION AND MAXIMIZING PRESERVATION OF NATURAL BEAUTY AND OPEN SPACE.
- j. LOCATE NOISE SENSITIVE LAND USES WITHIN AREAS OF ACCEPTABLE NOISE LEVELS.
- k. PROVIDE FOR THE DEVELOPMENT OF INDUSTRIAL AREAS WHERE SUITABLE LAND AND SERVICES EXIST AND WHERE A MINIMUM OF CONFLICTS WITH ADJACENT LAND USE ARE FOUND.
- l. PROVIDE FOR THE GROUPING OR CLUSTERING OF RESIDENTIAL BUILDINGS WHERE THIS TYPE OF DEVELOPMENT WILL MAXIMIZE THE OPPORTUNITY TO PRESERVE SIGNIFICANT NATURAL

RESOURCES, NATURAL BEAUTY, OR OPEN SPACE WITHOUT GENERALLY INCREASING THE INTENSITY OF DEVELOPMENT OTHERWISE POSSIBLE.

- m. PRESERVE AND MAINTAIN THE RURAL CHARACTER AND QUALITY OF THE OUTLYING AREAS. FACTORS THAT CONTRIBUTE TO THIS RURAL CHARACTER INCLUDE THE PREDOMINANCE OF NATIVE VEGETATION (BOTH IN THE LOWER OAK GRASSLANDS AND MIXED PINE FORESTS) AND OPENNESS; THE DE-EMPHASIS ON "URBAN" TYPE IMPROVEMENTS, SUCH AS STREET LIGHTS AND SIDEWALKS; A CLOSE INTERRELATIONSHIP BETWEEN PEOPLE AND NATURE; A HARMONIOUS COEXISTENCE BETWEEN RESIDENTIAL AND AGRICULTURAL USES; A VARIETY OF LARGE-LOT RESIDENTIAL DENSITIES; AND A SENSE OF LAND STEWARDSHIP THAT IS FOSTERED BY THE PRESERVATION OF LARGE (A MINIMUM OF 2.3 ACRES) PARCELS.
- n. INCLUDE THE GOALS AND POLICIES AS SET FORTH IN THE PLACER COUNTY AGRICULTURAL ELEMENT, ESPECIALLY RELATING TO AREAS IN THE NORTHERN AND WESTERN PORTION OF THE AUBURN AREA, AS PART OF THE AUBURN/BOWMAN COMMUNITY PLAN BY THIS REFERENCE.
- o. MAINTAIN PRODUCING AGRICULTURAL USES, SUCH AS ORCHARDS, CHRISTMAS TREE FARMS, GRAZING LANDS, AND HORSE RANCHES WITHIN THE AGRICULTURAL AREA.
- p. MANAGE LAND AS A VALUABLE RESOURCE, TO BE USED BY PRESENT AND FUTURE GENERATIONS, IN A WAY WHICH PROVIDES A BENEFIT TO THE COMMUNITY IN THE LONG TERM INSTEAD OF CONCENTRATING ON SHORT TERM GAINS.

3. Policies - The following policies are intended to guide the development of the Plan area and to provide greater direction relative to the specific issues addressed herein.

General Development

- a. Encourage logical expansion of the area by developing infill areas and those lands lying closest to existing developed areas before extending into outlying areas.
- b. Conservation and rehabilitation of existing areas is a priority.
- c. Continue to implement zoning policies which minimize potential loss of property and threat to human life caused by flooding; and prohibit the creation of new building sites within the floodplain.

- d. Promote energy and resource conservation in any future land development project especially through consideration of alternative energy sources (i.e. passive solar collection) or state of the art energy and water conservation measures.
- e. Protect the sewage treatment plant on Joeger Road from encroachment by uses which are incompatible with the long-term operation of the plant.
- f. Actively encourage and support efforts of adjoining jurisdictions to provide compatible land uses that border on the Plan area.
- g. Allow for continued increased commercial and residential development only where all public services can be provided in an adequate and timely manner.
- h. Subdivision of property containing existing structures of cultural or aesthetic merit shall be carefully designed to preserve the integrity of the resources.
- i. Intensity of use of individual parcels and buildings should be governed by considerations of: health and safety; impacts on adjoining properties due to noise, traffic, night lighting, or other disturbing conditions, and; protection of natural land characteristics.
- j. Buildings located outside of the major commercial and industrial areas shall be of a size and scale conducive to maintaining the rural atmosphere of the Auburn/Bowman area. The architectural scale of non-residential buildings, as differentiated from size, shall be more similar to that of residential buildings than that of monumental buildings. Non-residential buildings shall generally be of small or moderate size and, where groups of buildings are used, connected by plazas, terraces, porches, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter to pedestrians.

In major commercial and industrial areas it is recognized that large buildings will be constructed that are not residential in size or scale. In these areas compliance with adopted Design Guidelines will assist in minimizing such project's impacts on the community.

- k. Require new non-agricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between the agricultural uses and the non-agricultural uses. Such setback or buffer areas shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method and mechanism (e.g., a homeowners association or easement dedication to a non-profit organization or public entity) for guaranteeing the maintenance of this land in a safe and orderly manner shall be also established at the time of development approval.



### Open Space

- l. The retention of important open space features is critical to the future quality of life in the Plan area. Valuable natural features, such as streams, and stream corridors, scenic corridors, meadowlands, ridge tops, and significant stands of trees shall be preserved and protected through project design.

Retention of open space shall be considered in the review of all applications for residential developments.

### Specific Policies for Agricultural

- m. Maintain large agricultural areas and require development to provide adequate buffer zones between agricultural uses and other uses, as described in the Placer County General Plan.
- n. Maintain large parcel sizes in agricultural areas to both preserve and protect agricultural activity.
- o. Recognize and protect the properties within the Plan area that are in the Williamson Act.
- p. Strive to minimize negative impacts of development on the existing agricultural operations.

### Specific Policies for Commercial

- q. Encourage the development of professional offices and similar low intensity commercial uses, as a buffer between retail commercial areas and adjoining residential developments.
- r. Prevent additional unattractive strip commercial areas from developing in the Plan area. Such areas are characterized by linear buildings parallel to major roads without sufficient architectural interest, setbacks, or character, and often having monotonous, unarticulated building facades (see Placer County Design Guidelines, Pages 33-35). Compliance with these guidelines is strongly encouraged.
- s. Encourage land uses that accommodate commercial services that are regional in character, that provide goods and services that residents now travel outside the area to obtain, that provide goods and services in short supply in the area, while at the same time acknowledging that site constraints, design guidelines, and other land use considerations may limit the development of "regional malls," "power centers," very large commercial boxes or similar types of development.

- t. No additional commercial development should be permitted north of the existing commercial area north of Dry Creek Road on Highway 49, east of Wise Canal on Bell Road, or north of the Bowman Interchange on I-80 except as specified in this Plan.
- u. Analyze the market and fiscal impacts of proposed large-scale commercial projects on the entire Plan area prior to project approval.

#### Specific Policies for Industrial

- v. Encourage the establishment and growth of clean industry in the Plan area.
- w. Where industrial uses interface with residential uses, it shall be a requirement of the industrial landowner to establish adequate land use buffers through the use of setbacks, landscaping, berms and structural screening.
- x. Encourage the redevelopment of existing substandard industrial development areas.
- y. Encourage industrial or at least heavy commercial uses along Highway 49 between Quartz Drive and just south of Dry Creek Road.
- z. Generally, lands designated for industrial uses in this Plan should not be used for traditional retail commercial uses such as restaurants, banks, food sales, shops that are entirely retail sales, and similar commercial activities.

#### Specific Policies for Parks and Recreation Land Uses

- aa. Recreation areas should be located and designed so that access by pedestrians, equestrians, and bicyclists is encouraged.
- bb. Natural open-space/passive recreation land within the Plan area should be carefully managed and its uses controlled to ensure that vegetation, soil, wildlife, and visual qualities are protected and, where necessary, enhanced. The concept and principles of the Environmental Resources Management Element should be observed in park use and management.

#### Specific Policies for Residential

- cc. Residential areas with densities greater than one unit per acre should be located where a full range of services and facilities can be provided most efficiently and economically.
- dd. Where appropriate, higher density housing should be provided in sufficient quantity to meet Housing Element goals while retaining and preserving existing single family residential neighborhoods.

- ee. Insure that the recommendations of the Housing Element are reflected in the Land Use Plan.
  - 1) Encourage residential uses within commercial and professional office projects.
  - 2) Require or encourage second residential units or accessory apartments in some areas.
- ff. Locate high and medium density residential areas within existing, developed community centers where urban services are most efficiently provided.
- gg. Encourage planned unit developments as a means of designing projects which best fit the natural landscape, and where the area and specific site lend themselves to planned unit developments.
- hh. The number of lots permitted in a subdivision is dependent on the characteristics of the area, as well as the minimum lot area, or maximum number of dwelling units per acre, required by ordinance. The maximum number of lots permitted by a zoning designation should be considered only a maximum. Physical features of a site, road conditions, neighboring land uses, and other factors will often not allow the maximum number to be achieved.
- ii. Population densities within the planning area should be guided by considerations of topography, geology, vegetative cover, preservation of natural terrain and resources, and access to transportation and service facilities.

4. Description of Land Use Designations

a. High-Density Residential

The High-Density Residential land use designation is comprised of 41 acres, or less than 1% of the Plan area and permits densities of 10 to 15 dwelling units per acre.

The High-Density Residential land use designation is utilized in several areas to recognize existing or suitable sites for apartments. This land use designation is also used to acknowledge some of the existing mobile home parks which currently are located within commercial land use designations. Because mobile home parks provide a vital classification of housing within the Plan area, and in order to protect the mobile home parks from redevelopment with commercial projects, it is believed that redesignating the land to High-Density Residential will in fact preserve that use for the long term.

It is believed that future high-density residential projects should be located only in areas where the infrastructure can support this type of use and such that an array of services and employment opportunities are within close proximity. Consequently, implementation measures for the mixed-use areas will encourage the development of high-density residential projects within these areas.

Designs for residential development projects which result in a high density of residents within a small geographic area should be oriented so that public transportation is within easy access and alternative transportation opportunities (bike and walking paths, etc.) are available. Project design should also provide for adequate open space and amenities so that living in a high-density residential development can be a positive experience.

The high density residential area designated at Highway 49 and Florence Lane is intended to be developed as a mobile home park.

b. Medium-Density Residential

The Medium-Density Residential designation permits 5 to 10 dwelling units per acre and comprises 425 acres or 2% of the plan area and has been used in the Plan in recognition of the need for multi-family housing within close proximity to existing infrastructure, employment and services. It represents a recognition of density at existing condominium and apartment projects, such as Auburn Greens Condominiums, and the need for additional similar density projects in the Plan area at locations such as Bean and Atwood Roads, behind the Auburn Village Shopping Center, on Edgewood Road just west of Highway 49, east of Highway 49 at Summer Ridge Drive and Holly Vista Way, on Luther Road near Channel Hill Road, in the vicinity of Silver Bend Way in the Bowman area, and adjacent to Lincoln Way south of the Foresthill interchange. Additionally, as with the High-Density Residential land use designation, some of the existing mobile home parks in the Plan area that are currently located in Commercial land use districts have been redesignated to Medium-Density Residential. The redesignation is merely a recognition of their existing density and will help to preserve this classification of housing for the long term and reduce the opportunity to redevelop existing mobile home parks with commercial uses.

This district can be viewed as being very similar to the High-Density Residential land use designation with the exception of less density. The intent of this land use district is to allow for residential uses slightly higher in density than typical single-family residential uses. Typical use for this district would be apartments, condominiums, duplexes, half-plexes, mobile home parks, or single family residences on small lots. This district can also be viewed as a transition between multi-family residential uses and single-family residential uses.

All development must address access to Highway 49 and this Plan's interest in minimizing and even reducing access onto Highway 49 to the minimum number necessary to serve the development of residential and office uses. Development proposals must also prohibit retail commercial uses, minimize grading by working with the existing terrain and utilize either stepped slab or pole foundations for the buildings, adhere to high-quality design standards for both the office and residential development, and incorporate landscaping of a sufficient density so the project is not visually obtrusive from the Highway 49 corridor. These design issues are intended to create an appropriate entrance to the north Auburn area. The southern parcels of this site are located within the overflight zone and all proposed uses must be consistent with the Auburn Airport Comprehensive Land Use Plan.

c. Low-Medium Density Residential

With permitted densities of 2 to 5 dwelling units per acre, this land use district can best be described as the location for the typical single-family residence, complete with all the amenities associated with such development (sidewalks, street lighting, community parks, etc). Although it is recognized that the current, as well as future trend for housing within the area will remain single-family, it is also recognized that this type of housing is, or is fast becoming, unaffordable for the average family. Some of this demand for single-family residences can be met by single-family residential units on small lots within the Medium-Density Residential designation. Based on these observations, it was felt that a modest increase in this district was warranted. The Low-Medium Density Residential designation is comprised of 1,219 acres or 5% of the total plan area.

The Low-Medium Density Residential designation is located in various areas between I-80, Highway 49, Bell Road and the northern limits of the City of Auburn. This district is also found in the Russell and Flood Road areas, in the vicinity of Sylvan Vista Drive, the Hilltop Drive area, north of Margarite Mine Road, in the vicinity of the Panorama Subdivision (Tahoe Street off of Bell Road), as well as in the Martin Drive-Edgewood Road area.

An additional area is designated near Wilson Drive. In this specific area the implementing zoning should require a Land Use Intensity factor which would provide an open space buffer between this site and the more intensive uses at the Dewitt Center and the existing large lot residential uses to the west. This site has been included in this district in order to encourage the development of a senior housing project.

There are three additional areas in the vicinity of Highway 49 and Dry Creek Road within this district. Two of the areas are within the Airport Overflight Zone and although the location of the Low-Medium Density Residential designation within the Overflight Zone for the Airport is in conflict with the Airport Land Use Plan, the use of this district in that area is merely a recognition of the existing land uses and is not anticipated to result in further development. The third area is partially within the Overflight Zone and new residential development shall be limited to the portion of the area outside the Overflight Zone.

d. Low-Density Residential

Previous land use plans for the area provided for a Rural Low-Density Residential designation allowing a density range from .4 to 2.3 acres. Because of the uncertainty connected with the overly broad range which allowed for clearly suburban style projects with 20,000 square foot lots, and/or rural projects consisting of 2.3 acre parcels, the Rural Low-Density Residential designation's minimum building site size range was reduced to 1 to 2.3 acres, and the range of permitted density for the Low-Density Residential designation was reduced to a minimum building site size of .4 to .9 acres or 1 to 2.5 dwelling units per acre.

The Low-Density Residential land use designation is comprised of 366 acres, and represents approximately 1.5% of the plan area.

Based on individual project design and owner preference, lots created in the Low-Density Residential designation can provide for either an appropriate lot size to support large, single-family, "executive" type homes, or, more modest homes with large yards in which residents can pursue hobby farming and animal husbandry or simply enjoy the large setbacks between their residences and adjoining properties.

This land use district is found in the Dry Creek Road and Richardson Drive area, near Kemper Road and Pear Drive, west of Highway 49 near Edgewood Road and Wise Canal, and at the north end of Channel Drive. This land use district is best suited to the above areas based on topography and the location of sensitive features which would inhibit development at higher densities. Also, based on the densities of existing development surrounding these areas and the flexibility of this land use designation which can result in either clearly suburban uses (20,000 square foot lots) or semi-rural uses (one acre lots), new projects can conform and be compatible with existing neighborhoods. A further implementation tool for this district could be the addition of a Land Use Intensity factor to the zoning. This may be appropriate in the area west of the Bell Road mixed-use area, where this district provides a transition between clearly urban uses in the mixed-use area and suburban residential uses to the west.

One specific Low Density Residential area at the southwest corner of Joeger Road and Highway 49 has been given this High Density designation specifically to allow an affordable housing project which incorporates an open space/screening area along Highway 49 and a needed extension of Richardson Drive to Joeger Road.

e. Rural Low-Density Residential

This modified community plan land use designation will allow a density range of 1 to 2.3 acre building site sizes. As stated above, it was modified in order to reduce the uncertainty connected with the density range previously associated with the Rural-Low Density Residential designation. This district, with its 1 to 2.3 acre parcel sizes, represents a transition zone between clearly rural areas and large lot suburban projects.

Approximately 1,380 acres are included in this land use district, which represents 6% of the Plan area.

Lots within the 1 to 2.3 acre size typically provide for equestrian and small hobby farm enjoyment and thus are a vital contribution to the rural nature of the Plan area. Even at the higher density end of the range, the spacing between homes and the retention of much of the natural landscape and topography, can help to preserve some of the rural character of the area. This land use district also provides for a wide variety of housing in terms of cost, style, and size.

Land within this district is located in two distinct areas of the Plan. The first area can be viewed as a buffer strip lying along Joeger Road and extending south across Bell Road, Atwood Road and all the way to Edgewood Road, to the west of more urban areas proposed for the Dewitt Center and its surroundings. The western limits of this land use district roughly follow a ridge which to the west essentially limits parcels to larger sizes due to topographic constraints. The buffer strip wraps around the higher densities

proposed west of Highway 49 to Joeger Road at which point this land use district intersects with Highway 49.

In much the same way as this land use district provides a buffer on the western side of the plan area, this land use district forms a similar buffer between the American River Canyon and unquestionably suburban-residential development in the Bowman area south of Foresthill Road and in the Covey Road area. Again, the boundaries of this land use district were determined based partly on topographic concerns and partly out of necessity for a buffer between two differing land uses.

This land use district is also utilized in the Indian Rancheria and in the Covey Road area. The Covey Road area should remain in large lot zoning (4.6 acre or larger) until such time as sewer service is available. At that time a rezoning of the property to conform to the density ranges permitted by this land use district may be appropriate.

The Rural-Low Density Residential designation is used on the south side of Atwood Road, adjacent to a Medium Density Residential area. In this area the implementing zoning will permit higher densities when developed as a Planned Unit Development. The eastern portion of this land (adjacent to the Medium Density Residential area) will likely be developed in conjunction with the Medium Density Residential area. The Rural Low-Density Residential portion of the property should be developed with larger parcel sizes or an appropriate area should be set aside as an open space buffer so that the western portion of the property provides a transition to the lower density area to the west. The land use intensity (LUI) factor applicable on the Rural Low-Density Residential portion of the property can be combined with the higher LUI on the property to the east in order to develop the two properties as one project with an overall density provided for by combining the LUIs.

On the north side of Mt. Vernon Road, at Edgewood Road, another area with the Rural Low-Density Residential land use designation has been identified as an appropriate Planned Unit Development site. This land, known as the Ricketts Ranch, has several unique features which should be addressed as a part of any Planned Unit Development proposal. The additional density that can be authorized by a Planned Unit Development approval acknowledges these features. Constraints on the site exist due to the riparian areas in the northernmost and southernmost portions, steep slopes to the north, and a heavily treed area along Mt. Vernon Road. A new school site could potentially be needed in the area, and the extension of Richardson Drive south to Mt. Vernon Road would likely pass through this property and be developed as a part of the Planned Unit Development.

f. Rural Residential

This land use district is the largest within the Plan comprising 9,031 acres or approximately 37% of the Plan area. Building site sizes range from 2.3 to 4.6 acres and provide ample area for hobby farms, animal husbandry pursuits, country estates and ranchettes. This parcel size, when located adjacent to Rural Estate or Agricultural lands, provides an excellent buffer between rural residential/quasi-agricultural uses and clearly agricultural uses.

This district also includes areas unsuited for more dense residential development due to constraints imposed by natural features such as soils, geology, and hydrologic factors; and man-made constraints such as a lack of adequate roadways, unavailability of public sewers and water, as well as other public services. The Plan thus restricts lot sizes to those which appeared to be appropriate based on physical constraints and in order to comply with safe standards for the long term use of individual sewage disposal systems while protecting both ground water and surface water from deterioration in quality and maintaining public health standards.

This land use district runs along the southern boundary of the Plan area and along the western boundary of the Plan area from I-80 to Dry Creek. This district also wraps around the Airport and the Christian Valley area and then south to the Bowman interchange. Because the Auburn Airport Comprehensive Land Use Plan (CLUP) specifies residential densities to be a minimum of two acres, residential properties, except those that are currently built at higher densities and expected to remain as such for the life of this Plan, have been designated Rural Residential. Existing parcel sizes within this district range in size from less than 1 acre to more than 40 acres.

One site of note designated rural residential is located in Christian Valley at the intersection of Stanley Drive and Kimo Way. The site is approximately 48 acres. The Placer Hills School District anticipates acquiring approximately 14 acres for a school site and sewage disposal area, leaving 34 acres available for residential development. Due to the existing parcel sizes in the area and the need to protect Orr Creek, this site is appropriate for a PUD development with one dwelling unit per three acres. Provisions should also be made to allow a residential project developer to transfer residential density off of the portion of the site acquired by the school district, if it is demonstrated that the acquisition costs of the site reflect the residential density transfer.

g. Rural Estate

The Rural Estate land use designation is comprised of 3,566 acres or 14% of the total Plan area. Permissible parcel sizes range from 4.6 to 10 acres and similar to the Rural Residential land use designation, restricts lot sizes to those which appeared to be appropriate based on physical constraints and in order to comply with safe health standards for water and sewage disposal.

The intent of this district is to provide ample parcel sizes for country estates and ranchettes or small agricultural operations. The larger parcel sizes of 4.6 to 10 acres should ensure that both uses can coexist without conflict. New development within this land use district should maintain and promote the rural, agricultural character of the area.

This land district is located in the following areas of the Plan: north of Christian Valley; northwest of Dry Creek and Highway 49; southwest of Lone Star Road and Highway 49; east of the California Department of Forestry (CDF) station in the Bowman area; and at the southern boundary of the Plan near the American River Canyon.



h. Agriculture

The Agricultural land use designation is used in the Plan in order to preserve agricultural endeavors within the Plan area and to protect the rural lifestyle that so many of the residents desire to retain. The continued use of the agricultural designation in combination with the Rural Estate designation around the boundaries of the Plan area will ensure that at some future date the urban areas within the Plan area will not become blended with surrounding communities which today seem distant.

The Agricultural land use designation comprises of 3,299 acres or 13% of the total Plan area. Parcel sizes in the range of 10 to 80 acres are included in the Agricultural designation to retain large enough parcel sizes to support agricultural uses and to retain large single ownerships. This parcel size also limits the demand for public services in the area.

Farming, grazing, and open space uses are expected to continue in this area. At present, approximately 1430 acres of Agricultural Preserves (Williamson Act) exist in the area. Based on policies previously adopted by the County in the Agricultural Element of the County General Plan, these agricultural properties should not be subject to pressures from the development of adjoining properties as this can lead to the premature conversion of these lands to non-agricultural uses. In addition, the County's "Right-to-farm" Ordinance and the benefits of the Williamson Act are designed to encourage agricultural pursuits. Of the 1430 acres of agricultural preserves in this area, 780 acres or 55%, have filed "Notices of Non-renewal" and will be out of the Williamson Act beginning in the year 1992. It is difficult to predict if, or when, the remaining properties will file for a notice of non-renewal.

i. Commercial

The update of the Auburn and Bowman General Plans resulted in the deletion of the Highway Service land use designation and the addition of the Professional Office and Mixed-Use land use designations. The Highway Services designation was deleted purely to simplify the Plan since there is very little difference between the uses allowed within the Highway Services designation and the Commercial designation, and specification of uses can be accomplished through precise zoning. The Professional Office land use designation was added as a means to further define a specific type of commercial use for an area. The Mixed-Use designation was added to provide better opportunities in certain areas for the development of pedestrian oriented projects and to serve a host of other purposes explained in the Mixed-Use section of this Element.

Because the Plan area is bisected by two highways, it is believed that the Commercial designation should provide adequate services to the resident population as well as the transient population. For instance, the Bowman area including Train Village and surroundings, contains a large percentage of commercial development aimed at serving travelers on Interstate-80. However, because the area is the commercial designation for the Bowman area and in some cases for residents of the Foresthill and Todd Valley Estates areas, it should also provide essential commercial services to the residents of those areas. The Bowman area should be encouraged to develop as an area with highway

services in an amount that will satisfy the demand generated by Interstate-80 combined with an appropriate mix of neighborhood commercial services that will support the needs of local residents.

In general, the Plan provides for the continued expansion of the four nodes of retail commercial development that exist along Highway 49; on the west side of Highway 49 at Nevada Street; on both sides of Highway 49 at Luther Road; between the railroad tracks and Bell Road, and; at Dry Creek Road and Highway 49. The areas between these retail commercial nodes will be developed with low traffic generating uses such as industrial, professional offices, or low traffic generating retail or service commercial uses which will help to alleviate traffic problems, and concentrate on the major commercial activities in specific areas.

At the time of preparation of this Plan, several major retail uses have been proposed in the north Auburn area. All of these are proposed within the major commercial nodes identified in the Plan.

In each case, there will be specific concerns that must be addressed with any type of development proposal. Such concerns on all sites will include compatibility with adjoining uses, traffic improvements and design issues; other site specific issues will also need to be addressed as a part of the project review process.

In several areas the commercial land use designation is used on parcels for specific purposes. In these areas the implementing zoning of Shopping Center (SC) was used specifically to allow certain uses and ensure implementation of this Plan through the discretionary permit review process. These areas are discussed below.

The commercial area at Highway 49 and Florence Lane is intended to be utilized for commercial uses and those are intended to serve residents in the area (Christian Valley) and the visitors or occupants of the mobile home park that is intended to be constructed within the adjoining area designated as High Density Residential.

Another commercial site located on the west side of Highway 49 between Rock Creek and Quartz Drive, has been identified as a good site for a mixed-use project to include both offices and commercial uses. Due to the residential uses to the west, lower intensity uses at the rear of this parcel would be appropriate.

A gently sloping site, to the west of Rock Creek reservoir, and north of the Crossroads Shopping Center site, has also been included in the commercial land use designation, although professional office uses may be most appropriate. This site is within the overflight zone of the airport and is topographically separated from the other commercial areas to the south and west.

The site at the northeast corner of Highway 49 and Bell Road has been identified as a major commercial site for many years. A number of constraints exist at this location that have hindered development of the site in the past. No access to the site is available from Highway 49, a large portion of it is well below the level of Bell Road and the future Quartz Drive extension, it is within the airport overflight zone, significant drainageways

pass through the property, and several acres of wetlands exist on site. Despite these constraints the site is still believed to be suitable for a major commercial use. In keeping with the policies of this Plan related to development of major commercial sites, it is recognized that this site will undergo significant change as it is developed. The Plan recognizes that the drainageway riparian and wetland areas in all except the northwest portion of the site will be culverted, filled, or otherwise disturbed. The area in the northwest corner of the site, where drainage from under Highway 49 crosses the site and enters the north-south channel is significant enough to warrant review. It affects less than 13% of the site, contains riparian habitat and vegetation, has significant oak trees within or close to the drainageway and provides a natural buffer for a portion of the site. This area has not been designated as open space or riparian/drainage in order to allow the project review process to address the area and work it into a project design for the site.

Another underdeveloped commercial site exists on the east side of Highway 49, south of Luther Road and east of the Canal Street extension. Development on this site shall be restricted to low traffic generating uses. In addition, development on this site shall not adversely affect surrounding residential uses and shall include the use of effective land use buffers.

In order to ensure that commercial development is aesthetically pleasing and a positive feature of the community, while providing necessary and desirable services for area residents, adherence to the County's Design Guidelines and additional policies established in the Community Design section of this Plan should be sought. Furthermore, the design of commercial areas must clearly tie the commercial and public uses to the residential community through pedestrian access, building orientation, building scale, parking layout, etc.

Commercial land use designations may also permit multi-family residential uses, such as apartments and mobile home parks. For the purposes of this Element, residential uses located within commercial land use designations shall not exceed a density of 15 dwelling units per acre. The intensity of use within commercial designations is governed by the implementing zoning. Generally the commercial zone designations permit 50-100% building coverage, while the industrial zones are limited to 50-60% coverage. Professional office areas are limited to 40% coverage.

j. Professional Office

The Professional Office designation was added to the Plan in order to facilitate the separation of commercial uses. In many cases the Professional Office designation is incorporated into the implementation for the mixed-use designations. It was felt that certain areas due to traffic constraints, community design issues, and/or adjoining land use conflicts, should be limited to professional office use. During recent years the trend has been to utilize commercial land for retail related uses and not as much for office use. Because wages for office type jobs tend to be slightly higher than retail jobs, an additional incentive exists to create support of the Professional Office designation.

The Professional Office designation comprises 100 acres, less than 1% of the Plan area, and is located almost exclusively in the north Auburn-Highway 49 corridor area. Two

other small areas of Professional Office are also found in the Plan area; one is designated at the end of Musso Road, north of the I-80/Bell Road interchange, the other on the north side of Bell Road between Fiddler Green and Wise Canals. The Bell Road Professional Office area should be developed with only low-intensity, low traffic generating uses. Additionally, any projects proposed for this site should preserve the vegetation along Bell Road and buildings should have a large setback. Appropriate measures must be taken to preserve the area near the canals. This can be achieved by encasement, setbacks, or by diverting flows over or around the canals.

The economic and fiscal analysis prepared for the Plan indicates that a 27 year supply of office designated land is contained in the Plan. The supply could be substantially increased if industrially designated land is utilized for office purposes, which is not uncommon. (Further discussion is contained in the Economic and Fiscal Analysis of the Auburn/Bowman Community Plan contained in the Appendix.)

The Professional Office designation can and should act as a buffer between more traditional commercial uses and residential development. The buffer is achieved in part due to the usually low trip generating nature of professional offices and their limited office hours and in part to the office building design not having to be a marketing feature of the business tenant.

The Mixed-Use section further outlines the ways in which professional office uses can be developed to be a leading component in mixed-use areas. These principles hold true to professional office uses within all areas.

k. Industrial

As with the Professional Office land use designation, because of the higher wages available to workers in industrial related jobs, this Plan maintains a large amount of land within the Industrial land use designation. Other reasons included the suitability of various specific parcels of land, the location of the Auburn Airport and the land use compatibility issues related thereto, and policies contained in the Economic Development section of this Plan. The Auburn/Bowman Community Plan designates 558 acres of land for industrial uses as compared with the 1978 and 1979 general plans for the Auburn and Bowman areas which designated 545 acres for industrial uses. It is recognized that a portion of the land designated for industrial use will be zoned for Heavy Commercial use (C-3 and C-4) which allows for industrial related or so-called heavy retail operations, such as home improvement outlets, electrical/ plumbing/heating shops, storage facilities, etc.

Industrial designations are located throughout the Plan area as follows:

- (1) The Chevreux batch facility on Highway 49 at Nevada Street.
- (2) On Auburn Ravine Road (Sutherland's).
- (3) Surrounding the Airport.
- (4) Along the railroad tracks east of New Airport Road and from I-80 to Black Angus Golf Course.
- (5) On Kemper Road west of Highway 49.

- (6) In the vicinity of the CDF station on Lincoln Way.
- (7) Along Drive In Way, south of Atwood road.

Adequate setbacks and buffers should be retained and incorporated into the design of new industrial projects where new uses are proposed in close proximity to residential uses. In many cases industrial projects due to their low employee to floor area ratio, can be suited to sensitive lands through creative design. For instance, some industrial land in the vicinity of the Airport contains wetlands and sensitive habitat. Industrial parcels with such features should be developed in a campus-like fashion with sensitive areas preserved in open space. The open space areas could also serve as a buffer between the industrial use and potentially conflicting nearby uses.

At the time of adoption of this Plan, approximately 225 of the 558 acres within the Industrial land use designation had been developed and an additional 20 acre industrial park had been approved by the County. This specific project has proposed approximately 300,000 sq. ft. of new industrial development. The economic and fiscal analysis prepared for the Plan indicates that a 250+ year supply of industrial designated land is contained in the Plan. (Further discussion is contained in the Economic and Fiscal Analysis of the Auburn/Bowman Community Plan contained in the Appendix.) The industrial designation of the land along Highway 49 north of Quartz Drive is intended to restrict the extension of high traffic generating uses into this area. This area is intended to provide for heavy commercial, warehouse or light industrial users which can also conform to reasonable design standards. The existing uses in this area are appropriate and additional, similar uses are encouraged. High traffic generating uses are discouraged in this area in order to minimize the increase in traffic movements on and off of Highway 49 as well as to limit potentially incompatible uses within the airport overflight zone, and to concentrate typical retail or service commercial uses within the four commercial nodes discussed earlier. Additional building supply type uses and building trade operations such as plumbing, heating, electrical, sheet metal, and similar businesses are appropriate. Fast food restaurants, mini-markets, service stations, and uses with similar traffic generating characteristics would not be. The implementing zone district must provide for adequate discretionary review to ensure compliance with this policy.

#### 1. Open Space/Business Park

The Open Space/Business Park land use designation has been developed to provide for a specialized type of development that incorporates business park development (office, warehouse, industrial uses) into large open space areas. It is the intent of this land use district to provide for very limited development relative to the amount of open space, thereby allowing the open space area to remain the dominant land use.

This new land use district is only utilized in one area of the Plan, at the intersection of New Airport Road and Bell Road, and is comprised of approximately 197 acres or 1% of the Plan area. This land use designation was assigned to this site in order to accomplish a number of goals. This area is important to the scenic quality of the Bell Road corridor and it has been expressed throughout the update process that this site should be retained as open space. The owner of the majority of this site has expressed a desire to develop a golf course, which is a permitted use in the open space designation,

as well as a limited industrial/office development. The site is within the overflight zone of the Auburn Airport, therefore a development proposal which preserves the vast majority of the site in an open space use will help protect the airport. Lastly, the site is along the major access road to the industrial parks at the airport and, therefore, serves as a key gateway to this area and should thus be developed to preserve and enhance the attractiveness of the area.

Given the specialized nature of the development proposed on this site, the Auburn/Bowman Community Plan recognizes that subject to strict criteria the site can be appropriately developed and include limited office and/or industrial uses. Therefore, the following development standards should be adhered to for any development proposed on this site.

- (1) In order to protect the open space characteristics of the site and yet allow limited development, this site should retain 95% of its total area in an open space use.
- (2) Any development should be setback a minimum of 500' from Bell Road. At the intersection of New Airport Road and Old Airport Road development should provide an attractive "gateway" to the industrial uses surrounding the Airport.
- (3) Access to potential development, as well any golf course use, would be restricted off of Old Airport Road to the east.
- (4) All buildings should be limited to a maximum of two-stories.
- (5) Any development proposal must be compatible with the Auburn Airport Comprehensive Land Use Plan (CLUP).
- (6) Uses of any office or industrial buildings must be limited to within the buildings.
- (7) High quality architectural design should be required for all buildings.
- (8) Any golf course on the site should be developed to minimize tree removal, run-off into Rock Creek Reservoir, and site grading. In addition, a golf course, or other open space use, should be available for public use at all times.

In order to ensure that the intent of the Community Plan is implemented, a development proposal must be accompanied by a specific zoning proposal and master conditional use permit. The review of such a proposal will address all of the issues identified above and, if approved, result in rezoning of the property to recognize the open space areas as well as the areas permitted for the business park use.

m. Open Space

This land use district has been substantially increased in size over the Auburn and Bowman General Plans adopted in 1978 and 1979. The only area designated open space in those plans was the American River Canyon (actually designated Water Influence). A total of 3,312 acres have been designated Open Space in the Plan area. Principally, the areas within the Open Space designation are the American River Canyon, golf courses, parks (existing and proposed), some undeveloped lands owned by public utilities and entities, and cemeteries. The retention of these areas as open space is a major goal of the Plan and is critical to the development of the Plan area into a desirable living environment.

The increase in the Open Space land use designation is born from a realization that with the relatively rapid development which has occurred in the Plan area over the last few years, the retention of open space as a community resource has become increasingly important. Open space is a characteristic of the area which enhances its rural atmosphere, the maintenance of which is a primary goal of this Plan. Many of the area residents have expressed that they were drawn to the area because of the large areas of open space.

Another reason for preserving more open space in this Plan is related to physical constraints to development and loss of sensitive land which is highly desirable as fish and/or wildlife habitat. A case in point would be the American River Canyon. Because of the steep topography of the Canyon, development of almost any type would be infeasible and if accomplished would ultimately destroy a valuable fish and wildlife habitat and an important recreation area.

Open space can be used for passive and active pursuits. A good example of passive use would be the Rock Creek Reservoir site which although aesthetically pleasing, is not available for traditional "active" recreation pursuits. Active pursuits would include the use of open space for golf courses, parks, tot-lots, etc.

n. Riparian/Drainage

The Riparian/Drainage plan designation has been used to identify areas along streams, creeks, and riparian corridors. The designation is used only along the major streams such as Orr Creek, Dry Creek, Rock Creek, and North Ravine Creek, and in these areas reflects the 100 year flood plain of the streams and/or areas previously designated with special setbacks from a stream.

It is intended that this land use designation will be implemented through the use of a combining Flood Hazard (-FH) zone designation, which in turn references the County's Flood Damage Prevention Ordinance. The combining zone would be added to the principal underlying zone district on the adjoining property as reflected on the zoning map.

o. Mixed-Use

Early in the Plan update process it was determined that a number of locations within the Plan area were in need of special planning attention. Further, the planning challenges associated with these areas appeared to be beyond the performance limits of more conventional land-use designations. The introduction of the Mixed-Use land use designation is an attempt to direct development within each area in a manner which provides much greater flexibility than is found with traditional designations.

In the following sections describing each mixed-use area, a development vision for the area is provided. The development vision outlines one plan for development of the mixed-use area consistent with the goals and policies of the Plan as applied to the mixed-use areas. **It is acknowledged that other proposals for the development of these areas may also contain the necessary elements allowing such an alternative plan to be found consistent with the Community Plan.** The figures included in the Plan for each mixed-use area are simply an illustrative representation of the development vision discussion. Where possible, new roadways, suggested open space areas, and a generalized distribution of land uses have been depicted on these vision maps.

The development vision described for each mixed-use area attempts to achieve a balanced development pattern through the designation of an appropriate mix of commercial, industrial, residential, open space, and professional office uses. This balance is expected to vary for each mixed-use area and often draws upon surrounding land uses.

Housing within the mixed-use areas should be of a variety of type, cost, and ownership opportunities. Residential uses should have the following densities: a minimum of 6 units per acre, and a maximum of 15 units per acre. Types of housing encouraged within the mixed-use areas include single-family residences on small lots, duplexes, triplexes, townhouses, apartments, and the use of accessory apartments where appropriate. A density bonus or upper story use incentive program should be established which would permit the use of the upper floor(s) of commercial and office buildings as follows:

**Commercial buildings:** The second floor of the building can be utilized for office or residential uses. The second and third floors of the building can be utilized for residential uses. Residential densities permitted need not be based upon land area after the commercial area has been subtracted. Design, privacy, and security features of the building shall be an important consideration. Mitigation fees for the residential use of upper floors should be significantly reduced or waived altogether as an incentive for the provision of housing in this manner.

**Office buildings:** The uppermost floor of the building can be utilized for residential uses. Design, privacy, and security features of the building shall be an important consideration. Residential densities permitted need not be based upon land area after the office area has been subtracted. Mitigation fees for the residential use of upper floors should be significantly reduced or waived altogether.



Open space for use by pedestrians should be provided within each mixed-use area. Such pedestrian open space may be provided as walkways, seating areas, plazas, useable landscaped areas, etc. (See also Community Design section.) Open space in mixed-use areas is believed to be an important component of the "mixed-use" land use concept. Open space will benefit the area by making it more attractive.

Although the separation of uses with buffers will be required where appropriate, mixed-use areas should be developed to encourage easy access from use to use by means other than private vehicles. User-friendly pedestrian sidewalks and bicycle paths, the installation of bicycle parking facilities, the installation of public transit turn-outs, in conjunction with the discouragement of private vehicle use through a reduction in parking standards, a change in permissible parking area locations, etc., are all ways in which this goal can be implemented.

One of the biggest challenges of the mixed-use areas will be the integration of existing uses within and adjacent to the mixed-use areas. Methods that will help to accomplish this goal are the use of similar design components distinctive to each of the mixed-use areas, such as street theme trees, and the encouragement of integration through access routes and attractive features of each mixed-use area such as open spaces, courtyards, etc., which will help to draw people to each area.

In order to reduce traffic congestion in the vicinity of some of the mixed-use areas, professional office, commercial, and industrial land uses will in some cases be limited to low traffic generating or local serving uses. Although the mixed-use areas will provide ample opportunity for auto use, one of the primary goals of the mixed-use areas is to promote alternative modes of transportation, and therefore high traffic generating use including fast-food restaurants, drive-through banks and similar business utilizing drive-up windows, etc., should not be permitted in mixed-use areas.

Below is a description of each of the three locations where the Mixed-Use designation has been applied. Each section describes the setting for the area, an analysis of why the area is appropriate for the Mixed-Use designation, and a development vision. Projects proposed within these areas should address the issues raised in these descriptions and be found to be consistent with the Development Visions stated herein, as well as the Community Design section of the Plan that relates to mixed-use areas. Again, the figures included represent only one mix and distribution of uses on a site that implements the development vision. Other alternatives certainly exist and can be found to be consistent with this Plan.

(1) Bell Road Property

**SETTING:** This mixed-use area is comprised of land north of Bell Road between the Dewitt Center and Auburn Greens Condominiums. Much of the land is relatively flat and contains a mixture of large heritage oaks, small live oaks, and varied grasses, as well as small drainages. Surrounding uses include Auburn Faith Hospital, numerous medical offices, Auburn Greens Condominiums, an apartment complex, single-family residences, and the Dewitt Center. Uses within the boundaries of this mixed-use area which are not anticipated to cease to exist in the near future include medical offices along Bell

Road, single family residences, and a care facility. The undeveloped portions of the area can be typified as buffers between the more urban uses near the Dewitt Center, Highway 49 and Bell Road areas and the large lot single-family residential neighborhoods to the west.

**ANALYSIS:** A review of the Environmental Resources Management Element's Constraints Map indicates that although this mixed-use area contains some significant vegetation, specifically, large heritage oaks, it appears to be of minimal environmental sensitivity. This mixed-use area is probably the best opportunity in north Auburn to realize a different type of residential development than the primarily large lot, single-family residences that have typically been constructed in the recent past. Surrounding amenities also add to the attractiveness of the area. For instance, justification to decrease the minimum lot size and increase density can be found in the close proximity of the area to the Regional Park, a major recreational facility and the need to preserve many of the on-site oak trees and vegetation. The area is also situated so that it is within walking distance of major employment centers including the Dewitt Center and Auburn Faith Hospital and its appurtenant medical offices, an elementary school, proposed religious facilities, and major shopping facilities.

**DEVELOPMENT VISION:** Parcels fronting Bell Road on the north should be developed with low intensity office buildings designed to preserve existing oak trees. These offices should be designed to retain as much of the scenic view to the north and to act as a transition between the more urban development along the Highway 49 corridor and the residential development to the west.

Areas north of the Education Street extension and east of the proposed Richardson Drive extension could be developed as medical related services. This area is immediately adjacent to the Auburn Faith Community Hospital. Development of medical related services in this area provides a localized "continuum of care" services to the Auburn community. Development of ambulatory diagnostic and treatment services as well as potential long term care adjacent to existing acute health facilities can create economies that result in affordable health services.

Circulation within this mixed-use area should be improved to include new roads that will help reduce traffic congestion on existing roads. A proposed road system in this mixed-use area would include the extension of Education Street and Quartz Drive to the Richardson Drive extension and the extension of Galena Drive to the Education Street extension.

Open Space areas depicted on Figure 2 and on all other figures, are for illustrative purposes only. Specific development plans should locate site improvements in order to protect and enhance significant vegetation and open space amenities on the site. (See Figure 2)

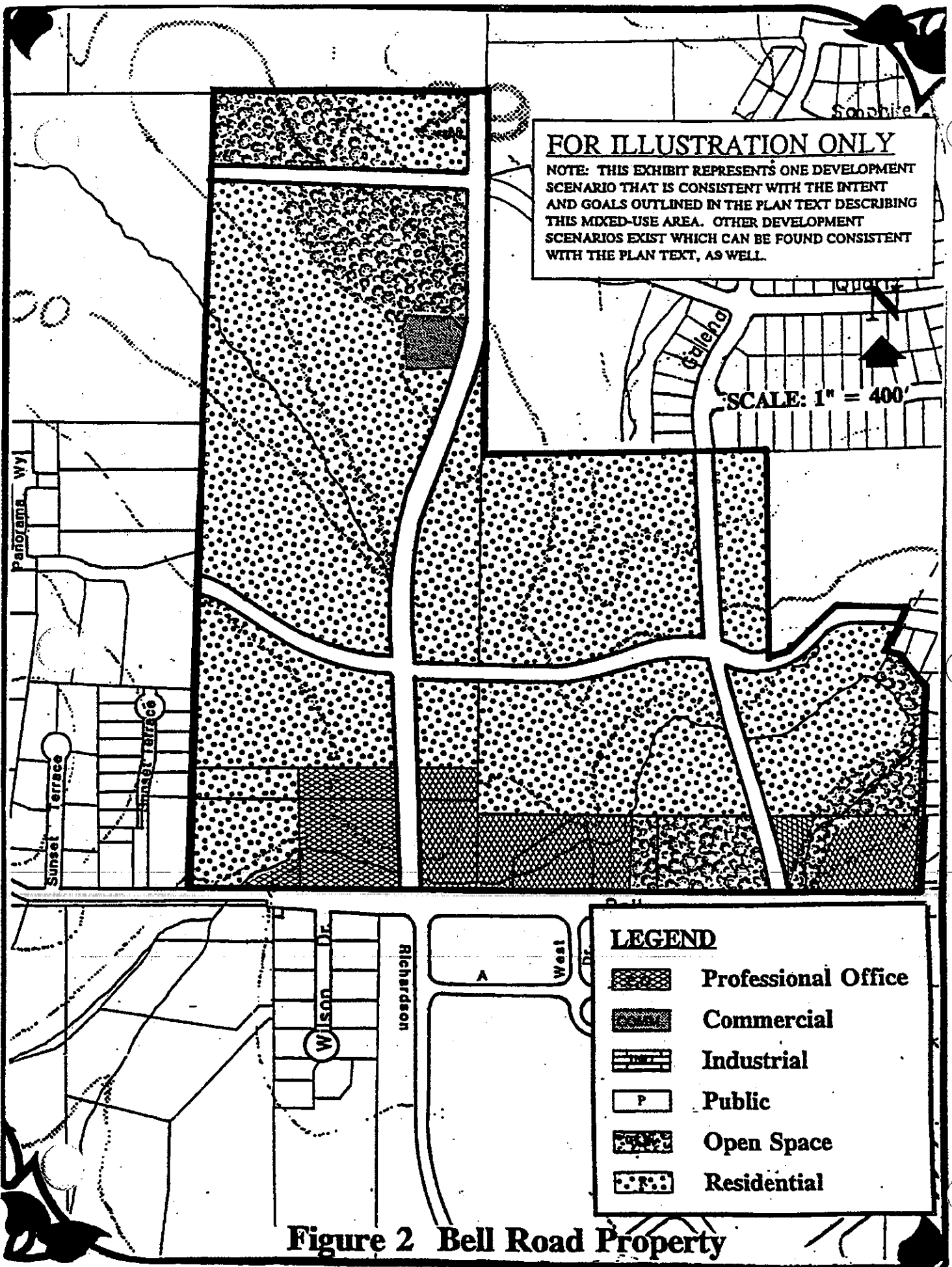
(2) Dewitt Center

**SETTING:** This mixed-use area is best known as the location for many of the Placer County offices. However, the Dewitt Center is also the location of many commercial businesses and services which lease space from the County (as of April 1992, over 200,000 sq.ft. of professional and light industrial space is leased to private enterprises and other agencies). The Bell Gardens Apartments (low income apartments) are also located within the area. The area, which is bounded by Atwood Road and Bell Road and extends from Highway 49 west to the boundary of the County owned property and includes the jail facility, animal control facility, and an abandoned sewage treatment pond. The parcels which are in the immediate vicinity of Highway 49 are in private ownership and currently partially developed with auto dealerships and automotive retail/service commercial. A small amount of undeveloped land is also located along Highway 49 in this area. The area includes a canal, as well as a non-operational water treatment plant and reservoir. Surrounding uses include professional offices and retail commercial, the Bell Road mixed-use area, and residential development--both large and small lot. The topography of the site is relatively flat.

**ANALYSIS:** The Environmental Resources Management Element, Constraints Map indicates that the Dewitt Center is of minimal environmental sensitivity. However, it should be recognized that because of the age of many of the buildings and the wide range of historic uses, a potential problem with the clean-up of the Dewitt Center may exist. Additionally, because of the age and condition of many of the buildings at the Dewitt Center, opportunities may exist for a significant redevelopment program.

The County is in a unique position due to its ownership of the Dewitt Center property with regard to promoting and shaping the development of the area. An underlying assumption in the creation of the Dewitt Center as a mixed-use area is that a large portion of the County's facilities will remain at the Dewitt Center and that the area surrounding the Dewitt Center will continue to develop. Further, it is recognized that development within the Plan area should occur in areas which are served by existing infrastructure. Dewitt fills this requirement since much of the infrastructure needed to realize the areas development vision exists today.

The Dewitt Center is attractive as a mixed-use area because of its proximity to existing major access routes, namely I-80 via Bell Road and Highway 49. It is recognized that as the Dewitt Center develops the need for an adequate circulation system will be necessary. Although the design of the Dewitt Center lends itself to public transportation, walking, and biking, it is also recognized that the prominent form of transportation will remain the private automobile. Many of the existing roads accessing the Dewitt Center can be incorporated into an improved road system for the area.



**DEVELOPMENT VISION:** Because of the opportunities available at the Dewitt Center based on its location, developability, and a large portion being owned by the County, a wide range of options exist. The area should work towards providing amenities not currently found in the north Auburn area and contain places for cultural and recreational events. As with all mixed-use areas, the development vision described for the Dewitt Center is only one concept of how the area may develop. It is recognized that other plans can be developed which take advantage of the same opportunities and meet the same objectives and thus be found to be consistent with this Community Plan.

Parcels closest to Highway 49 should be developed with retail/service commercial to serve the population working and residing at or in close proximity to the Dewitt Center while still drawing business from the traffic on Highway 49. Some of these parcels are in private ownership, therefore, in order for the area closest to Highway 49 to develop, it may require the combining of public and private land. The buildings should be constructed at the edge of a wide (10' +) sidewalk and the main entrance to the Dewitt property off of Highway 49 (proposed) should be lined with a street tree theme landscaping leading up to a focal point of open space containing either a plaza, fountain, and/or park area surrounded by either County and/or private office or commercial structures. It is believed that the inclusion of a focal point in the Dewitt Center is an important component of the overall development vision for the area. Based on the needs of the County for new office space, the County is likely to be in a position to establish the character of this mixed-use area while solving their own space needs.

The existing road system within the main part of the Dewitt Center could be minimally modified to provide an ideal system of roads allowing for adequate vehicle circulation, while increasing the desirability of use by pedestrians and bicyclists. A new access road off of Highway 49 should serve as another primary entrance to the Dewitt Center. Professional Drive should connect through to F Avenue and eventually Cottage Way should be connected to the new access road into the Dewitt Center off of Highway 49.

The portion of the area now developed with modified barracks should be replaced with modern office buildings to house County Departments and form the core professional office area of this mixed-use designation. Interspersed in this area would be additional professional office space and residential units. The residential units should consist of townhouses and apartments or similar types of units compatible with a medium- or high- density land use designation.

There is a need to replace the Bell Apartments with new construction, yet also with low cost units. The County could ensure that this happens by making land available and assisting in the construction of necessary infrastructure. Many of the units would serve as housing for wage earners working in the immediate vicinity.

The Dewitt property immediately west of Richardson Drive is envisioned to develop with more intensive County uses, i.e. Sheriff's Department, Courts, District Attorney, Juvenile Hall, etc. Because of the type of intensity associated with these particular uses, residential developments within the Dewitt Center mixed-use area should be adequately buffered from the west side of Richardson Drive. For this reason a small tree-covered hill to the west of the existing jail is shown as open space with additional residential use proposed further to the west. This area may also be appropriately developed with other uses so long as the criminal justice facilities are adequately buffered from potentially incompatible uses, and adequate area is retained for the long-term needs of the County.

Portions of the area should be developed as small park and open space sites (one-half to one acre size) for the enjoyment of residents and employees in the area. The canal which is located on the eastern portion of the area, should be developed as a park or project amenity. Additionally, active play areas, including tot-lots, to serve residents of the area should be developed.

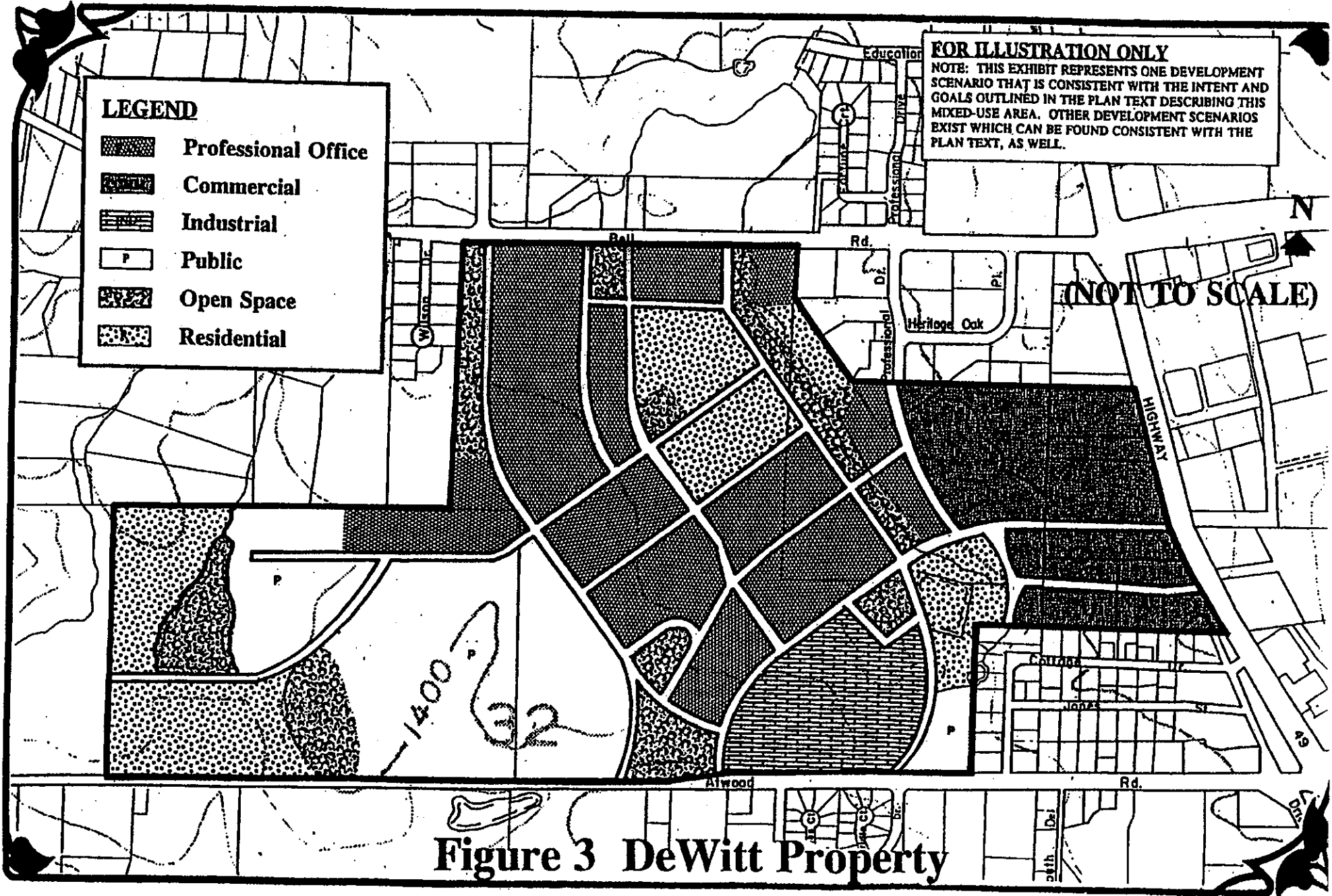
In order to facilitate the development of the area, it may be necessary to establish a phasing program whereby the vacant and underdeveloped lands to the east (near Highway 49) and the west (near Bell Road, Richardson Drive, and First Avenue) are developed first. As new office space became available, uses currently operating in the modified barracks could relocate to the new offices and the razing and reconstruction of the area now occupied by the modified barracks could commence. A new County Facilities Master Plan should assist in selecting a preferred alternative for the DeWitt Mixed-Use area. (See Figures 3 and 4)

### (3) Bowman Mixed-Use Area

Implementation of the Mixed-Use designation in the Bowman area should be preceded by the preparation and adoption of either one specific plan or separate specific plans thereby allowing multiple or phased specific plans to address the development of the Bowman mixed-use area. Because this site includes Bowman School, as long as the school remains in use as a public school within this mixed-use area, development of other portions of the mixed-use area must be found compatible with the school. The specific plan(s) should be guided by the information contained in this discussion.

**SETTING:** This mixed-use area is located along Bowman Road from Rock Creek, just south of Bowman School, to the end of Apple Lane between the railroad tracks. The area extends west from Bowman Road for approximately 1000 feet.

Existing development within the area includes the Bowman School, which is attempting to relocate its facility, an operating commercial orchard with a retail store, a small amount of industrial and industrial related retail commercial, and a few residences. Surrounding uses include Interstate-80, a mobile home park, the Bowman Acres neighborhood, and some large lot residences.



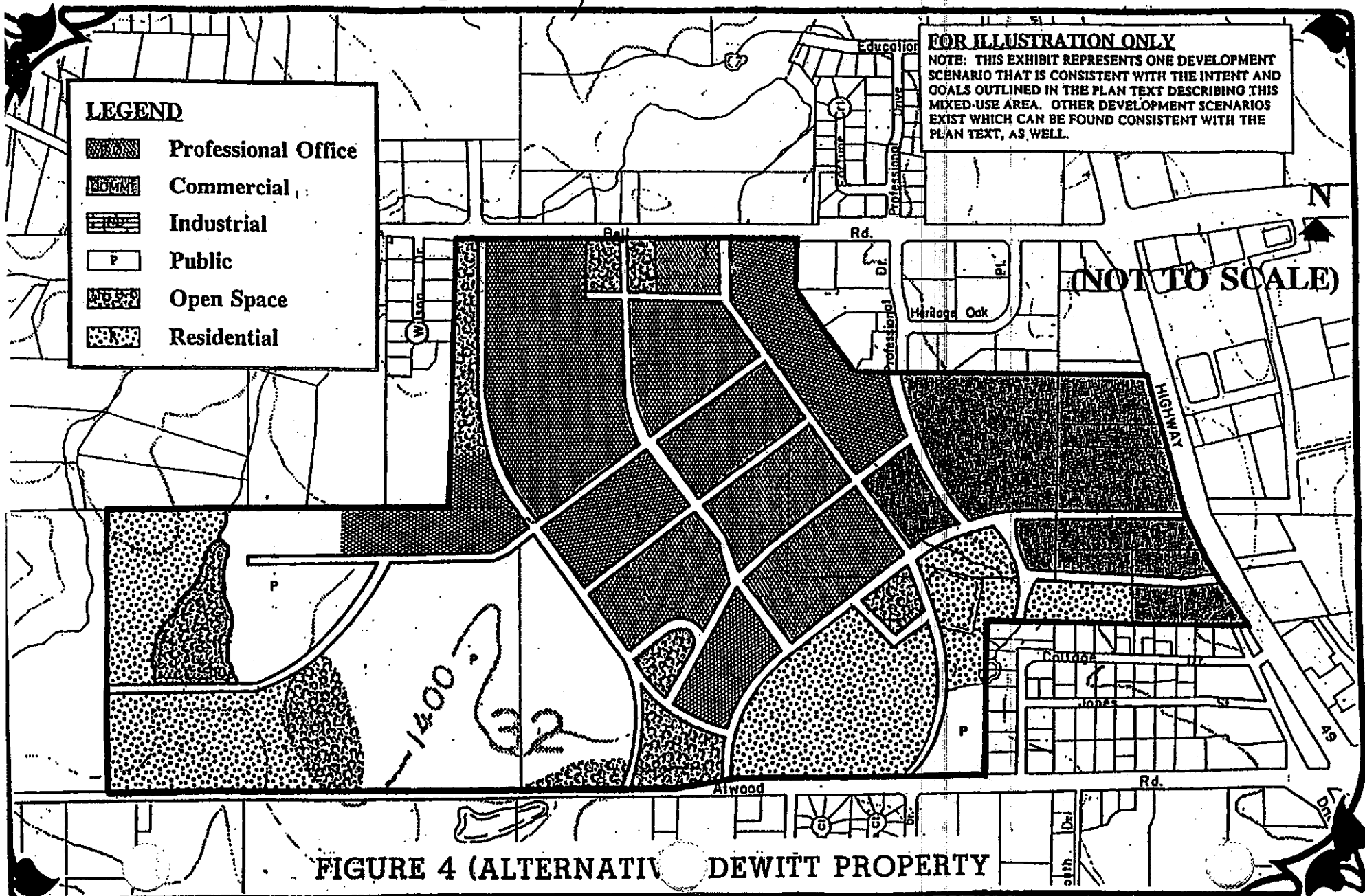


FIGURE 4 (ALTERNATIVE) DEWITT PROPERTY



**FOR ILLUSTRATION ONLY**

NOTE: THIS EXHIBIT REPRESENTS ONE DEVELOPMENT SCENARIO THAT IS CONSISTENT WITH THE INTENT AND GOALS OUTLINED IN THE PLAN TEXT DESCRIBING THE MIXED-USE AREA. OTHER DEVELOPMENT SCENARIOS EXIST WHICH CAN BE FOUND CONSISTENT WITH THE PLAN TEXT, AS WELL.

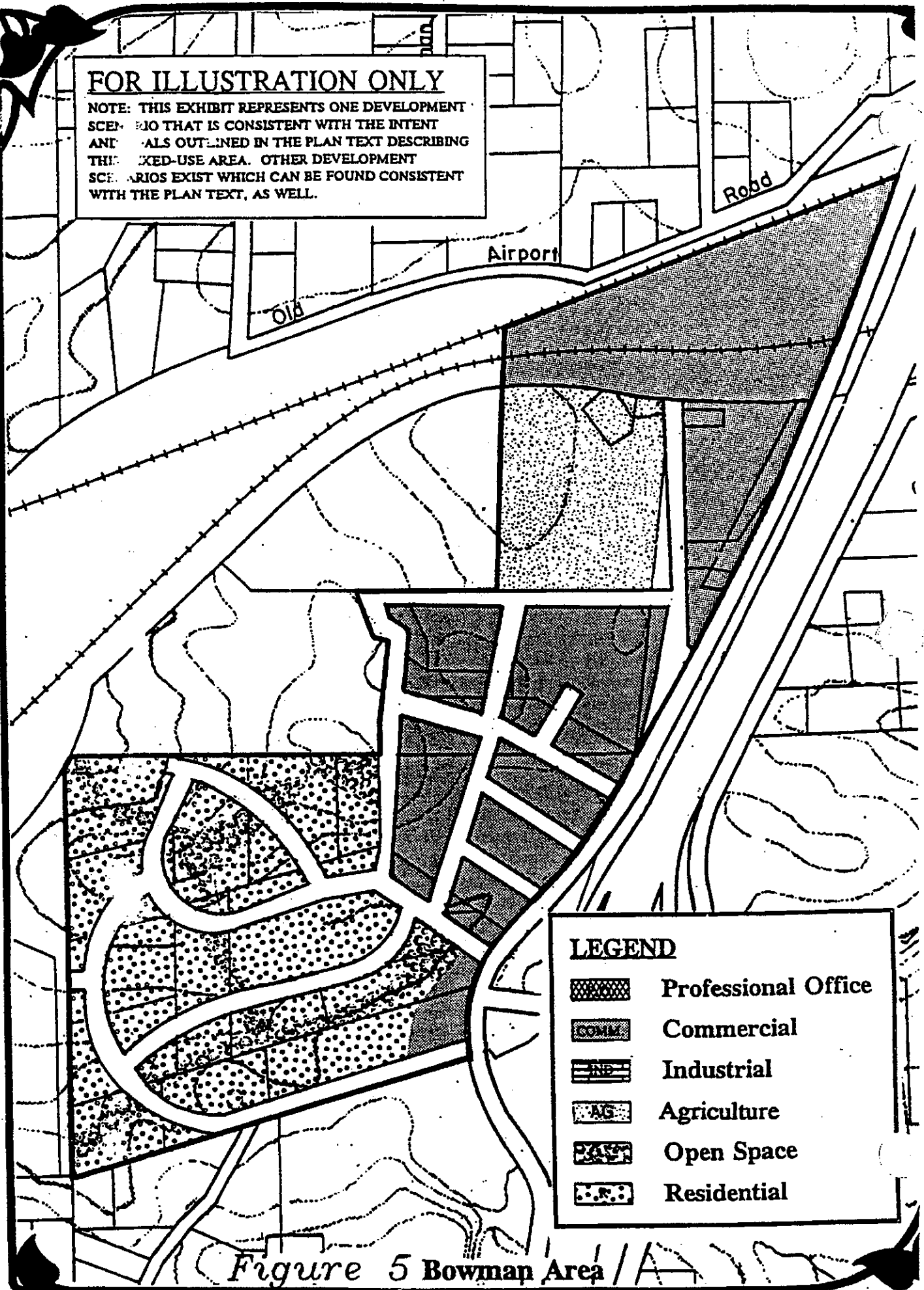


Figure 5 Bowman Area

**ANALYSIS:** It is recognized that the Bowman Elementary School should relocate to a more appropriate site and that the Plan, where possible, should aid in the relocation. One way is to ensure that the Plan identifies an appropriate alternative use for the current school property.

This area is situated such that it is bounded by Interstate-80, the railroad tracks, an operating orchard, and Rock Creek. Each of these features pose challenges in the development of the site. Both Interstate-80 and the railroad contribute to a serious noise problem, the creek contains a significant riparian environment, and the orchard is a significant open space/agricultural use.

**DEVELOPMENT VISION:** The Bowman School site and similarly flat property directly fronting Bowman Road should be developed with commercial uses that would serve auto traffic in the area and pedestrian and bicycle traffic generated by surrounding residences. Commercial development in this area should not be of a strip type but rather clustered in an attractive manner. In the future this area may also be enhanced should a rail station be constructed to the north. Such a rail station has been proposed but is not a high priority item in any capital improvement program and is, therefore, unlikely to be built in the near future.

A limited number of offices could be constructed to the west of the commercial development that would locate along Bowman Road. The far western portion of this mixed-use area could develop with a higher density residential project. It is believed that if the commercial and professional office projects located closer to I-80 are appropriately developed, they could mitigate a large percent of the noise generated from I-80. Because the area becomes more hilly to the west, any proposed project would need to incorporate special building techniques to conform the structures to the existing topography.

A multi-use, wide (10' +) path for pedestrians and cyclists should be developed adjacent to the roadway to the north and from this commercial area to the neighborhoods north of Luther Road. (See Figure 5)

#### Mixed-Use Implementation

In order to realize the development of the mixed-use areas in a manner consistent with the intent of the mixed-use land use designation, design guidelines have been developed and included in the Plan. The design guidelines should be incorporated into all project designs. In some areas, the combining Development Reserve (DR) zoning will be used to require the preparation of a specific plan prior to significant development in these areas. In other areas, a Use Permit will be required to ensure consistency between the Plan and the specific land use proposal.

#### 5. Compliance/Consistency with the Auburn Airport Comprehensive Land Use Plan (CLUP)

The Auburn Airport Comprehensive Land Use Plan (CLUP) was approved by the Foothills Airport Land Use Commission (FALUC) in 1987 for the purpose of defining compatible land uses in the area surrounding the Auburn Airport. The CLUP is adopted herein by reference.

The Plan specifically seeks to (a) protect the public from the adverse impacts of airport noise, (b) reduce the number of people exposed to airport-related hazards and (c) preserve air traffic corridors. The Plan has been amended on a couple of occasions in order to clarify the land use compatibility charts.

The Auburn Airport is laid out in an east/west direction on 210 acres of land located between Highway 49 and Interstate 80, south of Dry Creek Road. As of July 1986, there were 200 based aircraft with 63,000 annual operations. The runway is 3100 feet long and 60 feet wide.

The airport is owned and operated by the City of Auburn, but is surrounded by land which falls within the jurisdiction of Placer County. The City and County are therefore both involved in planning land uses around the airport. The land immediately surrounding the airport is predominantly developed for airport-related service businesses and light industrial/warehouse uses. The Auburn/Bowman Community Plan has been prepared in such a way as to be compatible with the CLUP. Where any new use is proposed within the overflight zone of the airport, the county must find that such use is compatible with the airport as shown in the CLUP. Where any uses are proposed which may be incompatible, such proposals must be submitted to the FALUC for review and comment.

The CLUP describes guidelines which have been adopted to help planners evaluate development plans. These guidelines can be summarized as follows:

a. Height

A person proposing to build a structure which would penetrate any of five imaginary surfaces projecting around and above the airport (as defined by Federal Aviation Administration regulations) must submit their plans to the FAA for a determination of whether the structure would be a hazard to air navigation. State law and City of Auburn ordinances prohibit construction where the FAA has determined there would be a hazard.

b. Noise

Community Noise Equivalent Level (CNEL) measuring methods are used to define noise standards as follows:

- (1) The creation of new residential parcels within the 65 CNEL contour at Auburn Airport is not a noise-compatible land use.
- (2) Within the 60 CNEL contour, all new residential structures shall be designed to reduce intruding noise to 45 CNEL in any habitable room.
- (3) Buyer notification programs and noise easements are recommended for any residential developments allowed within the 55 to 65 CNEL contours.
- (4) Placer County and the City of Auburn should submit for FALUC review any proposed land use changes within the established noise zone.

c. Safety

Three safety areas are defined: Area 1 - Clear Zone; Area 2 - Approach/Departure Zone, and; Area 3 - Overflight Zone. A chart is included with the CLUP (Page 22 of the 1990 edition) which describes compatible land uses for each of these zones. Development proposals should be reviewed to ensure that lights from direct or reflective sources, smoke, electrical interference, hazardous chemical or fuel storage do not result in conflicts with zones 1 and 2 safety standards.

In addition to the review required as a part of the discretionary permit review process, it is recommended that the County adopt a specific section of the zoning ordinance which addresses height, noise, and safety zone regulations. Such a revision could be addressed as a part of the comprehensive update of the zoning ordinance underway in 1993.

6. Implementation

In addition to the measures described in the Implementation section of the Plan, the following specific land use implementation measures are incorporated herein:

- a. The Rural-Residential and Rural-Low Density Residential Community Plan designations serve to provide an urban buffer zone within the Plan area. This area is important to the Plan in that it frames or surrounds the areas containing more intensely developed urban densities. The implementation of the Plan should consider the maintenance of this buffer zone in low intensity uses as critical to the Auburn/Bowman Community.

Responsible Agency/Department: Principally Planning Department but may involve other Land Development Departments

Time frame: During consideration of Community Plan Amendments

Funding: Application fees

- b. Complete and adopt a Redevelopment Plan.

Responsible Agency/Department: County Executive Office

Time frame: 1994

Funding: General Fund/Redevelopment Agency

- c. Review development projects for compliance with the goals, policies, and specific discussions contained in the Land Use Element and throughout the Plan.

Responsible Agency/Department: Land Development Departments

Time frame: Ongoing

Funding: Application fees

- d. Review development projects for compliance with the Environmental Review Ordinance and to determine that all feasible mitigation measures have been identified.

Responsible Agency/Department: Land Development Departments

Time frame: Ongoing

Funding: Application fees

- e. Implement the Tree Preservation Ordinance.  
**Responsible Agency/Department:** Planning Department  
**Time frame:** Ongoing  
**Funding:** Application fees/General Fund
- f. Encourage Williamson Act Preserves.  
**Responsible Agency/Department:** Planning Department/Agricultural Commissioner  
**Time frame:** Ongoing  
**Funding:** General Fund and by way of tax incentives
- g. Prepare educational brochures to be distributed with building permits and development applications relative to tree protection, watercourse and wetland protection, water conservation, wildlife and habitat protection, Fish & Game Code, etc.  
**Responsible Agency/Department:** Planning Department  
**Time frame:** Ongoing  
**Funding:** General Fund/Mitigation fees
- h. Implement special procedures for land development/alteration which occurs adjacent to all drainage ways and significant water features.  
**Responsible Agency/Department:** Planning Department, Department of Public Works, Division of Environmental Health  
**Time frame:** Ongoing  
**Funding:** General Fund
- i. All development projects shall be reviewed for compliance with the Design Guidelines.  
**Responsible Agency/Department:** Principally Planning Department, but may involve other Land Development Departments  
**Time frame:** Ongoing  
**Funding:** Application fees
- j. Form an Open Space Committee to address Open Space issues and adopt specific project related policies.  
**Responsible Agency/Department:** Board of Supervisors  
**Time frame:** Committee was formed 1992, policies to be adopted 1995  
**Funding:** General Fund
- k. Utilize recorded easements, final map information sheets, and/or deed restrictions to protect setback buffers from sensitive areas with provisions which prohibit the placement of fill, during or after construction, and provide protection and maintenance of vegetation over the long term.  
**Responsible Agency/Department:** Planning Department  
**Time frame:** Ongoing as a part of environmental review and project approval  
**Funding:** Application fees
- l. Through precise zoning, zone sensitive lands with a PUD designation so that the most sensitive portion of the land is preserved/protected.

**Responsible Agency/Department:** Planning Department  
**Time frame:** As a part of the A/BCP update  
**Funding:** General Fund

- m. Establish an upper story density bonus ordinance for commercial and professional office developments which would permit professional office and/or residential uses over commercial uses and residential uses over professional offices.

**Responsible Agency/Department:** Planning Department  
**Time frame:** 1994  
**Funding:** General Fund

- n. Revise parking standards for mixed-use areas to reflect a reduction in need created by the mix of uses and increase in opportunities for alternative modes of transportation.

**Responsible Agency/Department:** Planning Department/Department of Public Works  
**Time frame:** 1994  
**Funding:** General Fund

- o. Require street trees, sidewalks, bicycle paths, installation of bike parking facilities, installation of public transit turn-outs and access routes to adjacent areas in all mixed-use areas.

**Responsible Agency/Department:** Planning Department/Department of Public Works  
**Time frame:** Ongoing  
**Funding:** Application and permit fees

- p. Establish public-private partnerships for land development projects.

**Responsible Agency/Department:** Redevelopment Agency/Private parties  
**Time frame:** Ongoing, as appropriate  
**Funding:** Redevelopment funds

- q. Review all development projects within the overflight zone of the Auburn Airport for compatibility with the Auburn Airport CLUP.

**Responsible Agency/Department:** Planning Department/FALUC  
**Time frame:** Ongoing  
**Funding:** Permit fees

- r. Require applicants of large-scale commercial projects to submit a market and fiscal analysis, prepared by a third party, of the project's impacts on the entire Plan area.

**Responsible Agency/Department:** Applicant (analysis study preparation)/Planning Department (analysis study review)  
**Time frame:** During review of proposed project  
**Funding:** Applicant (analysis study preparation)/Planning Department (application fees)

## **C. COMMUNITY DESIGN**

### **1. Introduction**

The Community Design Element of the Auburn/Bowman Community Plan encourages the preservation of those unique features and characteristics which define the Auburn/Bowman community. Retention of the rural character of the area by minimizing the environmental impact

of new development is a primary goal of this plan. This Element contains several subsections to deal with the broad range of diversity within the Plan area.

Following are the goals, policies, and implementation measures which will provide for future growth and development of the Plan area while preserving its essential rural character. The Plan's Background Report describes specific design principles to minimize disturbance to prominent hillsides and ridgelines in the Plan area, design principles for residential projects, a description of landscape programs for the Plan area, and the designation of various roadways in the Plan area as "Scenic Corridors." The Plan's Background Report also contains specific "design guidelines" for commercial, professional office, and mixed-use developments which are incorporated into the existing Placer County Design Guidelines, Special District section.

## **2. GOALS**

- a. ENCOURAGE NEW DEVELOPMENT IN THE AUBURN/BOWMAN AREA TO CONTRIBUTE TO THE CREATION OF A MIXED-USE, COMPACT, READILY IDENTIFIABLE FOOTHILL TOWN WHILE MAINTAINING THE EXISTING RURAL CHARACTER OF THE AREA OUTSIDE THE URBAN BOUNDARIES.
- b. PROVIDE FOR SUFFICIENT, WELL DESIGNED COMMUNITY COMMERCIAL CENTERS TO MEET THE NEEDS OF RESIDENTS AND VISITORS.
- c. ESTABLISH SPECIFIC DESIGN GUIDELINES FOR THE AUBURN/BOWMAN AREA TO AUGMENT THE NORTH AUBURN SPECIAL DISTRICT SECTION OF THE PLACER COUNTY DESIGN GUIDELINES MANUAL.
- d. ENCOURAGE THE DEVELOPMENT OF INDUSTRIAL, COMMERCIAL, AND RESIDENTIAL PROJECTS WHICH COMPLEMENT THE RURAL NATURE OF THE AREA.
- e. ENCOURAGE COMPATIBILITY BETWEEN NEIGHBORING LAND USES.
- f. PROVIDE FOR RESIDENTIAL DENSITIES AND DEVELOPMENT PATTERNS WHICH MAXIMIZE THE POTENTIAL FOR PEDESTRIAN INTERFACE OPPORTUNITIES AND NON-AUTO TRANSPORTATION ALTERNATIVES.
- g. CREATE RESIDENTIAL DEVELOPMENT WHICH ENCOURAGES THE FOLLOWING ELEMENTS: HUMAN INTERACTION, BICYCLE AND PEDESTRIAN CIRCULATION, AND THE CREATION OF A NEIGHBORHOOD IDENTITY AND/OR FOCUS(I.E., PARKS, SCHOOLS, NATURAL OPEN SPACE AREAS, CREEKS, SITES OF HISTORICAL OR ARCHAEOLOGICAL SIGNIFICANCE, ETC.) WITHIN THE PROPOSED DEVELOPMENT AND SURROUNDING ENVIRONMENT.

- h. MAINTAIN THE CHARACTER OF ESTABLISHED RESIDENTIAL AREAS.
- i. DISCOURAGE ISOLATED, REMOTE AND WALLED-OFF DEVELOPMENTS THAT DO NOT CONTRIBUTE TO A DESIRED SENSE OF COMMUNITY FOR THE ENTIRE AREA.
- j. PRESERVE THE NATURAL LAND FORMS, NATURAL VEGETATION, AND NATURAL RESOURCES OF THE AREA AS MUCH AS POSSIBLE. IT IS RECOGNIZED THAT DEVELOPMENT OF COMMERCIAL, INDUSTRIAL, AND HIGHER DENSITY RESIDENTIAL USES CAN RESULT IN THE LOSS OF NATURALLY OCCURRING AMENITIES. WHERE THIS IS ALLOWED TO OCCUR, ADHERENCE TO A SET OF COMMUNITY DESIGN GUIDELINES SHOULD ASSIST IN MITIGATING SUCH IMPACTS.
- k. IMPLEMENT ZONING AND SUBDIVISION CONTROLS WHICH PROTECT AND PRESERVE SIGNIFICANT NATURAL, OPEN SPACE, AND CULTURAL RESOURCES IN THE AUBURN/BOWMAN COMMUNITY.
- l. IMPLEMENT THE TREE ORDINANCE IN ORDER TO FOCUS ATTENTION ON THE IMPORTANCE OF PRESERVING EXISTING NATIVE VEGETATION.
- m. TAKE ADVANTAGE OF THE BEST ENERGY TECHNOLOGY TO MAXIMIZE THE ENERGY EFFICIENCY OF ALL BUILDING AND STRUCTURES.
- n. PRESERVE, ENHANCE, AND PROTECT THE SCENIC RESOURCES VISIBLE FROM SCENIC ROUTES IN THE AUBURN AREA.

### 3. Policies

#### a. General

- (1) Where appropriate, natural features should be retained as buffers between different, potentially incompatible uses as well as serving to preserve the rural character of the area. Maintain the heavily vegetated corridors that exist along circulation routes to preserve their rural nature and their perceived value as natural buffers. Where natural features are not available, landscaped buffer yards should be provided to minimize the adverse effects of higher intensity uses.
- (2) Property should be developed with a minimum disturbance to the natural terrain. Natural drainage channels and swales should be preserved in-lieu of creating artificial drainage systems and creative and innovative building techniques to construct buildings suited to natural hillside surroundings shall be encouraged.



- (11) Encourage and utilize existing programs for protection and enhancement of scenic corridors, including but not limited to, design review, sign control, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.
- (12) New utility lines should be installed underground to ensure minimum disruption to the environment and as little disturbance as possible to vegetation, particularly in scenic corridors. Existing utility should be undergrounded as funding becomes available based on the existing Department of Public Works' program for such projects.
- (13) The use of aesthetic design considerations shall be encouraged for road construction, reconstruction, or maintenance of all designated scenic highways.
- (14) Properties in the Plan area shall be brought into compliance with the County's restrictions on commercial vehicle storage, and other nuisance/property maintenance type ordinances, to improve the general appearances and livability of the area.
- (15) Lots created after the adoption of this Plan shall be subject to a 750' noise/scenic setback line (from the centerline of the road) along Highway 49 between Joeger Road and the Placer County Line at the Bear River and a 450' noise/scenic setback line along Bell Road between Highway 80 and the Fiddler Green canal.
- (16) Buildings located outside of the major commercial and industrial areas should be of a size and scale conducive to maintaining the rural atmosphere of the Auburn/Bowman area. The architectural scale of non-residential buildings, as differentiated from size, should be more similar to that of residential buildings than that of monumental buildings. Non-residential buildings should generally be of small or moderate size and, where groups of buildings are used, connected by plazas, terraces, porches, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter to pedestrians.

In major commercial and industrial areas it is recognized that large buildings will be constructed that are not residential in size or scale. In these areas compliance with adopted Design Guidelines will assist in minimizing such project's impacts on the community.

**b. Commercial**

- (17) Night lighting, visible from the exterior of a building and the project's boundaries should be limited to that necessary for security, safety, and

identification. Night lighting should also be screened from adjacent, residential areas and not be directed in an upward manner nor beyond the boundaries of the parcel on which the building is located.

- (18) Projects within the Plan area will comply with the Placer County Landscape Guidelines and the Placer County Design Guidelines as amended by the specific design guidelines contained in this Plan. Major elements of the Design Guidelines include, but are not limited to:

- (a) Commercial buildings shall be designed to include the following desirable elements:

- richness of surface and texture
- significant wall articulation (insets, canopies, wing walls, etc.)
- roof overhangs
- articulated mass and bulk

- (b) Height and scale of new development shall be compatible with that of surrounding development.

- (c) Resource conservation shall be incorporated into project design. These measures include, but are not limited to, energy and water conservation measures.

- (d) Parking should be located to the side or rear of a building.

- (19) Utilize a citizen design review committee as a means of assuring that future development is consistent with design standards and reflect community concerns.

c. Residential

Projects should be guided by the following policies:

- (20) Planned Unit developments (PUD's) which provide for density transfers within the project site should be considered whenever the goals and policies of the Auburn/Bowman Plan would be better implemented than they would if a conventional project were constructed on a given site and when such a project meets the intent of PUD's as defined in the County Code. PUD's should not resemble a typical lot-and-block subdivision.
- (21) When PUD's are planned in areas where land use intensity standards require one acre or more per dwelling unit:

- (a) This Plan encourages the clustering of dwellings and other structures to help save larger areas of open space and preserve the natural terrain.
  - (b) Each residence should have a common open space area of sufficient size to convey a feeling of openness within the project.
  - (c) Clusters should generally consist of a small number of detached residences, and each cluster should be well separated from adjacent clusters rather than interconnected in a linear form.
- (22) The subdivision of property containing existing structures of cultural or aesthetic merit shall be carefully designed to preserve these structures and utilize them as a focal point of neighborhood design.
- (23) In subdivision design, natural features, noise exposures to residents, visibility of structures, circulation, access, maintenance of rural quality, and the relationship of the project to surrounding land uses shall be considered. Appropriate subdivision densities or total numbers of lots will be determined by these and other factors. In some instances, the maximum number of lots indicated by the land use or zoning designation on a given parcel of land may not be realized once these factors are considered.
- (24) Lots in subdivisions shall be of adequate size and appropriate shape for the range of primary and accessory uses for which the area is designated. Further, the subdivision shall:
- Not create a feeling of overcrowding.
  - Minimize the need for variances to ordinance requirements such as setbacks, lot size minimums, height maximums, length-to-width ratios, etc.;
  - Not violate the goals and policies of this plan.
- 
- Create lots which front and are oriented to the primary subdivision roadways and are not isolated from the remaining parcels within the project. Flag lots would generally not meet this design parameter.
- (25) In urban and suburban subdivisions, frontage (street) trees should be required on a per lot basis to provide future canopy coverage of neighborhood streets.
- (26) Whenever feasible, new multifamily and other higher density single family residential development projects should be oriented toward

adjacent roadways to tie the development in with the surrounding neighborhood.

4. Highway 49 Corridor

a. General (Auburn City limits to Joerger Rd)

- 1) Signs - Freestanding signs should be a low, profile monument style, not to exceed 8' in height, except where the grade level at the base of the sign may be increased to an equivalent of 8' above the grade of the road. All signs should either be externally illuminated or only the individual letters shall be internally illuminated. Natural materials shall be used for the monument base, painted metal is not an acceptable base material.
- 2) Highway 49 Landscape Plan - The purpose of the Highway 49 Landscape plan is to provide a cohesive landscape strip from the Auburn City limits to the vicinity of Joerger Road. A minimum of 75% of the plants incorporated into the landscape plan must come from an approved planting list of trees, shrubs, and groundcover. In recent years, several projects have been developed along the highway 49 corridor which conform to the Highway 49 landscape plan. Unfortunately, there are some areas along the highway that will have little or no room for landscaping as a result of the Highway widening. These areas will be evaluated on a case-by-case basis. The Highway 49 landscape program is discussed on pages 16 thru 20 in the A/BCP Background Report.

b. Nevada Street to Live Oak Lane

1) Roadway Improvements

The proposed Highway 49 improvements within this section include adding auxiliary lanes on both sides of Highway 49, a raised median, and a left turn channelization onto Summer Ridge Drive. Edgewood Road will be extended to the east of Highway 49 and connect to Alta Mesa Drive, a residential street, within the City of Auburn.

A system of parking lot connectors/frontage roads are required of all new and redeveloped projects, when applicable. By providing an alternative route to Highway 49, traffic trips on the highway can be reduced and safety conditions can be improved by increasing the opportunities of a motorist to reenter the highway at signalized intersections. A parking lot connector/frontage road is proposed along the west side of Highway 49 in this area. Additional road improvements may be required to address a substantial grade difference between the parking lot connector at the north end of Fiddler Green Plaza and the adjoining property.

## 2) Pedestrian Facilities

The lack of sidewalks and insufficient shoulder widths along certain segments of the highway creates a condition that is not conducive to pedestrians. In order to ensure public safety, pedestrian facilities/trails are to be incorporated into new and redeveloped projects, preferably with some form of barrier (i.e. landscaping) between Highway 49 and the pedestrian facilities/trails. Pedestrian facilities/trails should be coordinated so that a continuous pathway can be provided between various developments.

## 3) Permitted Uses

This area of the Highway, with the exception of the west side of Highway 49 and Nevada Street, has been identified for low traffic generating uses such as heavy commercial, professional office, or low traffic generating retail or service commercial uses to help alleviate traffic problems along the Highway 49 corridor.

## 4) Redevelopment Opportunities

The intersection of Highway 49 and Nevada Street serves as the entryway to the north Auburn area. This area is generally characterized by older commercial/industrial development. Due to the small lot size of several parcels, deteriorated building conditions, and several uses that are incompatible with the surrounding area, this stretch of the Highway 49 corridor provides an opportunity for redevelopment.

### c. Live Oak Lane to Luther Road

#### 1) Roadway Improvements

Highway 49 improvements within this area include constructing two additional traffic lanes, one in the north bound and one in the south bound travel direction.

Live Oak Lane will be realigned so that it will provide a straight connection from the residential area to Highway 49. Consequently, the parcel located directly south of the existing intersection of Highway 49 Live Oak Lane will be bisected by the new road alignment. Canal Street will be extended to the south and connect to the proposed signal at the realigned intersection of Live Oak Lane and Highway 49.

A system of parking lot connectors/frontage roads are required of all new and redeveloped projects, when applicable. By providing an alternative route to Highway 49, traffic trips on the highway can be reduced and safety conditions can be improved by increasing the opportunities of a motorist to reenter the highway at signalized intersections. Parking lot connectors/frontage roads are proposed along both sides of Highway 49 in this area. The extension of Canal Street to the Highway 49/Live Oak intersection will complete the road connector system on the east side of the highway. On the west side of Highway 49, several

parking lot connectors must be completed and a bridge be installed over Wise Canal before a completed alternative route can be provided between the Live Oak realignment and Luther Road.

2) Pedestrian Facilities

The lack of sidewalks and insufficient shoulder widths along certain segments of the highway creates a condition that is not conducive to pedestrians. In order to ensure public safety, pedestrian facilities/trails are to be incorporated into new and redeveloped projects, preferably with some form of barrier (i.e. landscaping) between Highway 49 and the pedestrian facilities/trails. Pedestrian facilities/trails should be coordinated so that a continuous pathway can be provided between various developments.

3) Permitted Uses

This area, with the exception of the commercial properties at the intersection of Luther Road and Highway 49, has been identified for low traffic generating uses such as heavy commercial, professional office, or low traffic generating retail or service commercial uses to help alleviate traffic problems.

4) Redevelopment Opportunities

One of the predominant land use activities within this segment is outdoor sales. Several of these sites have relatively minor site/building improvements which creates an ideal opportunity for redevelopment and or conversion of these uses to a more permanent development.

d. Luther Road to New Airport/Kemper Road

1) Roadway Improvements

Highway 49 improvements along this section includes an additional lane in each travel direction and a new south bound left turn lane to Luther Road. A traffic signal is proposed at the intersection of Highway 49 and Hulbert Way. Depending on the ultimate development of the old Bohemia site, further roadway widening may be required.

A system of parking lot connectors/frontage roads are required of all new and redeveloped projects, when applicable. By providing an alternative route to Highway 49, traffic trips on the highway can be reduced and safety conditions can be improved by increasing the opportunities of a motorist to reenter the highway at signalized intersections. Parking lot connectors/frontage roads are proposed along both sides of Highway 49, between Luther Road and Hulbert Way. However, the parking lot connectors/frontage roads will not be extended north of Hulbert Way to either New Airport Road or Kemper Rd due to the high construction costs associated with crossing the railroad tracks.

## 2) Pedestrian Facilities

The lack of sidewalks and insufficient shoulder widths along certain segments of the highway creates a condition that is not conducive to pedestrians. In order to ensure public safety, pedestrian facilities/trails are to be incorporated into new and redeveloped projects, preferably with some form of barrier (i.e. landscaping) between Highway 49 and the pedestrian facilities/trails. Pedestrian facilities/trails should be coordinated so that a continuous pathway can be provided between various developments.

### e. New Airport/Kemper to Atwood Road

#### 1) Roadway Improvements

Highway 49 improvements within this area include adding a south bound lane to the highway and an additional traffic lane to the west leg (north side) of Kemper Road. Additional improvements are required on the north side of Kemper Road to improve the existing alignment of Kemper Rd at Highway 49. Additional right-of-way may need to be acquired bordering Highway 49, Kemper Rd, and Drive-in Way to complete the necessary improvements to this intersection.

#### 2) Redevelopment Opportunities

The west side of Highway 49 is characterized by heavy commercial/industrial uses. This area has an excellent opportunity for redevelopment due to the deteriorated buildings conditions, small lot sizes, inadequate public improvements, and several uses that are incompatible with the surrounding area. The properties located between Drive-in Way and Highway 49, in their current configuration, limit the opportunity to provide landscaping, public improvements, and pedestrian facilities along either road frontage. A major realignment or relocation of Drive-in Way would result in larger parcel sizes and increase development opportunities. The undeveloped land on the west side of Drive-in Way plays a vital role in the possible redevelopment of this area, particularly with the realignment/relocation of Drive-in Way.

### f. Atwood Road to Bell Road

#### 1) Roadway Improvements

Highway 49 improvements within this area include an additional traffic lane on each side of the highway. A raised median will also be installed to limit turning movements on the highway. As a result, left turns onto Highway 49 from Masters Court will be prohibited.

A new traffic signal will be installed at the intersection of Willow Creek Road and Highway 49. Willow Creek Road will ultimately be extended west from Highway 49 to the DeWitt Center and serve as a third entrance to the DeWitt Center from Highway 49. Willow Creek Road is intended to be lined with street

trees leading up to a focal point of open space containing either a plaza, fountain, and/or park area surrounded by either County and/or private office or commercial structures. There is a large amount of vacant land between Highway 49 and DeWitt center that could readily accommodate these features. This area has minimal site constraints and provides one of the largest undeveloped, commercially zoned areas in the north Auburn area.

Plaza Way, a parallel parking lot connector/frontage road to Highway 49, has been completed and extends from New Airport Road to Bell Road. A similar parallel parking lot connector/road system is proposed, on the west side of Highway 49, from Atwood Road to Bell Rd. Drive-in Way currently serves as a parallel road to Highway 49. Master Court will be used as a part of this connector system and a future road is proposed to connect Masters Court to Willow Creek Road. Professional Drive will be extended to Willow Creek Road to complete the alternative route. Traffic generated within this general area can utilize a traffic signal at either Professional Drive/Bell Road or Willow Creek Road/Highway 49.

## 2) Pedestrian Facilities

The lack of sidewalks and insufficient shoulder widths along certain segments of the highway creates a condition that is not conducive pedestrians. In order to ensure public safety, pedestrian facilities are to be incorporated into new and redeveloped projects, preferably with some form of barrier (i.e. landscaping) between Highway 49 and the pedestrian facilities/trails. Pedestrian facilities/trails should be coordinated so that a continuous pathway can be provided between various developments.

## 3) Redevelopment Opportunities

There are several areas on the west side of Highway 49 that are suitable for redevelopment. One of these areas is between Atwood Road and Masters Court, along Drive-In Way. This area lacks public improvements such as curb, gutter, and sidewalks. This area also contains incompatible land uses, lacks adequate on-site parking, and older buildings. Redevelopment of this area can provide the opportunity to address these issues.

### g. Bell Rd to Quartz Drive

#### 1) Roadway Improvements

Highway 49 improvements within this area include an additional traffic lane for both sides of Highway 49 and a traffic signal is proposed at Education Street and Highway 49. Quartz Drive will be extended from north of Bell Road to the Highway 49/Quartz Drive intersection. On the west side of Highway 49, a new road is proposed to connect Education Road to Galena Drive.



On the east side of Highway 49, an unnamed creek tributary is located behind a large, undeveloped, commercially zoned area. This creek tributary has a Riparian Drainage (RP) land use designation to preserve the creek corridor. A creek restoration plan has been prepared for a portion of the tributary that is located within 800' +/- south of the confluence with Rock Creek. The intent of this plan is to restore and preserve the creek tributary which has been graded and otherwise disturbed in recent years.

## **2) Pedestrian Facilities**

The lack of sidewalks and insufficient shoulder widths along certain segments of the highway creates a condition that is not conducive for pedestrians. In order to ensure public safety, pedestrian facilities/trails are to be incorporated into new and redeveloped projects, preferably with some form of barrier (i.e. landscaping) between Highway 49 and the pedestrian facilities trails. Pedestrian facilities/trails should be coordinated so that a continuous pathway can be provided between various developments.

## **3) Redevelopment Opportunities**

A commercial center at the north west corner of Highway 49 has potential for redevelopment. This center is characterized by inadequately shaped parcels that hinder on-site circulation and access to Bell Road. There may be limited opportunities for major site changes due to the shape of the properties. However, the appearance of the site can be enhanced by landscaping and exterior remodeling.

## **4) Airport Overflight Zone**

A large portion of this area is within the overflight zone of the airport. All projects proposed within the overflight zone must be reviewed by the Placer County Transportation Planning Agency for compliance with the Auburn Airport Comprehensive Land Use Plan (AACLUP). Land use restrictions within the AACLUP include, but are not limited to, uses which do not result in a large concentration of people, a minimum residential density not to exceed one dwelling unit per two acres, and that maximum structural coverage does not exceed 35% of a parcel.

### **h. Quartz Dr to Dry Creek Rd**

#### **1) Roadway Improvements**

Highway 49 improvements within this area include an additional traffic lane for both sides of Highway 49. A parallel road is proposed on the east side of Highway 49, from Quartz Drive to Dry Creek Road. This road connection is vital to provide traffic from this area to have access to a traffic signal on Highway 49 at either Quartz Drive, Locksley Lane, or Dry Creek Road.

Comprehensive Land Use Plan (AACLUP). Land use restrictions within the AACLUP include, but are not limited to, uses which do not result in a large concentration of people, a minimum residential density not to exceed one dwelling unit per two acres, and that maximum structural coverage does not exceed 35% of a parcel.

## 5. Implementation

In order to implement the goals and policies established under the Community Design Element, specific design guidelines have been developed. These design guidelines will be implemented during the review and approval processes for subdivisions, parcel maps, commercial, industrial, or multi-family residential projects. During the review process, compliance with the County's Design Guidelines will be evaluated.

In addition, the Auburn/Bowman area has been proposed as a priority redevelopment area for the County. When a redevelopment agency is formed, the County will have the ability to do any of the following: eliminate blighted conditions, including, but not limited to, dilapidated and/or abandoned buildings; eliminate obnoxious or hazardous uses; provide public infrastructure improvements; construct or rehabilitate essential public facilities; revitalize downtown or strip commercial districts; restore and preserve historic districts; and gradually phase out or relocate incompatible uses to achieve a more acceptable land use pattern. Once the Redevelopment Agency is formed and a Redevelopment Plan adopted, there will be several provisions available to such an agency to implement the goals and policies of the Community Design element. In the absence of a Redevelopment Agency, the goals and policies of the Plan will be implemented through actions of both public and private entities.

This element must be considered in the context of all of the other Community Plan elements. The land use, noise, housing, open space and transportation/circulation elements all contain policies which significantly affect community design. When a site is zoned for commercial, industrial, or higher density residential (5 d.u. or more per acre) it must be acknowledged that when these areas develop, there could be a substantial alteration in the amenities that help identify the Auburn area, including a reduction in the tree coverage, wetland area, rock outcroppings, and natural terrain. Although attempts will be made to minimize these disturbances, complete avoidance of impacts on these resources will not always be possible.

## D. PUBLIC FACILITIES

### 1. Purpose

This section of the Community Development Element is intended to address the Plan proposals and recommendations for the provision of adequate public facilities. In all cases the entities which actually provide these facilities and services have been consulted in the preparation of this Plan.

Each of the following sections is divided into goals, policies, a short discussion, and implementation measures.

d. Implementation Measures

- (1) Implement the County ordinance (Chapter 4, Subchapter 1, Section 4.45) which provides administrative procedures for reviewing parcel maps and subdivisions to be served by on-site wastewater treatment and disposal systems.

**Responsible Agency/Department:** Division of Environmental Health

**Time frame:** On-going

**Funding:** General Fund

- 2) Continue the rate and fee structures essential to finance construction, operation and maintenance of consolidated facilities.

**Responsible Agency/Department:** Department of Public Works

**Time frame:** On-going

**Funding:** General Fund

- 3) Undertake more precise studies of areas identified as being in need of community sewer service.

**Responsible Agency/Department:** Division of Environmental Health/  
Department of Public Works

**Time frame:** 1993-95

**Funding:** General Fund

- 4) Require will-serve letters for new development.

**Responsible Agency/Department:** Land Development Departments

**Time frame:** On-going

**Funding:** None

- 5) Enter into an agreement with the City of Auburn to serve the east I-80 annexation area (unless the area is annexed to the City of Auburn).

**Responsible Agency/Department:** Board of Supervisors/City Council

**Time frame:** 1994

**Funding:** None

- 6) Create a joint powers authority with the City of Auburn to operate both the county and city wastewater systems.

**Responsible Agency/Department:** Board of Supervisors/City Council

**Time frame:** 1994

**Funding:** None

Or, as an alternative to the fifth and sixth implementation measures listed above:

- 7) Initiate a continuing joint planning effort for wastewater service in the Plan area which incorporates the possibility of county-contracted service by the city to areas which can best be served by city facilities or city-contracted service by the county to areas best served by the county.

**Responsible Agency/Department:** Board of Supervisors/City Council

**Time frame:** 1994

**Funding:** None

- (3) Facilitate the extension of a surface water supply to the Auburn Valley Country Club area by NID or PCWA.  
**Responsible Agency/Department:** Department of Public Works/ Nevada Irrigation District/Placer County Water Agency  
**Time frame:** 1994  
**Funding:** User fees
- (4) Continue to impose requirements for determination of groundwater supply adequacy in terms of minimum well production per dwelling unit at the time that individual parcels or subdivisions are created.  
**Responsible Agency/Department:** Division of Environmental Health  
**Time frame:** On-going  
**Funding:** Applicant
- (5) Initiation and implementation by the Health Department of an education and enforcement program leading to the replacement of canal-served water supplies with safe water sources.  
**Responsible Agency/Department:** Division of Environmental Health/Water Purveyors  
**Time frame:** On-going  
**Funding:** General Fund/User fees
- (6) Require will-serve letters for new development.  
**Responsible Agency/Department:** Land Development Departments  
**Time frame:** On-going  
**Funding:** No Cost
- (7) In situations where the County has review authority, require mitigation for impacts resulting from new water system facilities.  
**Responsible Agency/Department:** Department of Public Works  
**Time frame:** On-going  
**Funding:** Permit fees

4. Fire Protection

a. GOALS

- (1) PROVIDE FIRE SAFETY THROUGH INCREASED EMPHASIS UPON FIRE PREVENTION PROGRAMS, FIRE CODE ENFORCEMENT AND FIRE SAFETY EDUCATION.
- (2) MAINTAIN A HIGHLY TRAINED FIRE FIGHTING FORCE WHICH WILL RESPOND QUICKLY AND WITH ADEQUATE RESOURCES TO CONTROL EMERGENCY FIRE AND RESCUE INCIDENTS.
- (3) PROVIDE SELF SUPPORTING FIRE PROTECTION SERVICE.

b. Policies

- (1) Identify key fire loss problems and design appropriate fire safety education programs to reduce fire incidents and losses.
- (2) Control fire losses and fire protection costs through continued emphasis upon automatic fire detection, control and suppression systems.
- (3) Continue and strengthen automatic aid agreements to take maximum advantage of cost savings and improved services available through the joint use of existing public resources.
- (4) Maintain a prefire planning program with selected high risk occupancies reviewed at least annually.

c. Discussion

Fire services are currently provided to the Plan area by the Placer Foothills Consolidated Fire Protection District, the City of Auburn Fire Department, the California Department of Forestry and the Newcastle Fire District. Figure 9 shows the present service areas of the fire protection agencies and station locations. A complete description of fire protection facilities and Plan area fire protection agencies, and a discussion of Plan area needs relative to fire protection are contained in the Background Report. Another discussion relative to fire protection services was prepared by Recht Hausrath and Associates in the Economic/Fiscal Impact Analysis developed for this Plan (see Background Report). This discussion also includes each district's facility needs and identifies alternative funding sources.

d. Implementation Measures

- (1) Continued provision of fire protection to North Auburn by the Placer Foothills Consolidated Fire Protection District.  
**Responsible Agency/Department:** Placer Foothills Consolidated Fire Protection District  
**Time frame:** On-going  
**Funding:** Placer Foothills Consolidated Fire Protection District
- (2) Increase the level of service for fire protection as efficiently as possible to the north Auburn and Christian Valley areas either by:
  - a) Expansion of the Placer Foothills Consolidated Fire Protection District to serve the North Bowman/Christian Valley area.  
**Responsible Agency/Department:** Placer Foothills Consolidated Fire Protection District  
**Time frame:** Unknown  
**Funding:** Placer Foothills Consolidated Fire Protection District

- b) Increasing funding to California Department of Forestry (CDF).  
**Responsible Agency/Department:** Board of Supervisors/CDF  
**Time frame:** Unknown  
**Funding:** General Fund
- (3) Construct a new fire station in the Dry Creek/Christian Valley area.  
**Responsible Agency/Department:** CDF/ Placer Foothills Consolidated Fire Protection District  
**Time frame:** As funds are available  
**Funding:** Board of Supervisors/CDF or Placer Foothills Consolidated Fire Protection District
- (4) Increase the level of service for fire protection as efficiently as possible to the east I-80 annexation area (Bowman) either by:
  - a) Execution of an agreement with the City of Auburn to serve the east I-80 annexation area (unless the area is annexed to the City of Auburn) or annexation of the area to the Placer Foothills Consolidated Fire Protection District.  
**Responsible Agency/Department:** City of Auburn/Placer Foothills Consolidated Fire Protection District  
**Time frame:** 1994  
**Funding:** No cost
  - b) Increasing funding to California Department of Forestry (CDF).  
**Responsible Agency/Department:** Board of Supervisors/CDF  
**Time frame:** Ongoing  
**Funding:** General Fund
- (5) Increase the level of service for fire protection as efficiently as possible in the southwestern Auburn/Bowman Community Plan by transferring responsibility from Newcastle Fire Protection District to the City of Auburn.  
**Responsible Agency/Department:** Newcastle Fire Protection District/City of Auburn  
**Time frame:** 1993  
**Funding:** No cost
- (6) Ensure adequate funding is available to purchase equipment as needed.  
**Responsible Agency/Department:** Varies depending on area service provider  
**Time frame:** Ongoing  
**Funding:** Varies depending on responsible agency
- (7) Creation of Mello-Roos districts by the County and City in newly developing areas to offset the costs of capital outlay and ongoing operational costs, and imposition of impact mitigation fees by Placer

b. Policies

- (1) Undertake, within the two public protection agencies serving the Plan area, joint planning studies regarding functional areas of shared staff services, cooperation and coordination which will improve public protection in the Plan area.
- (2) Adequately finance public protection agencies' needs for facilities expansion, staffing, and equipment to correspond to Plan area growth and development.

c. Discussion

The law enforcement needs of the unincorporated Auburn/Bowman Plan area are served by the Placer County Sheriff's Department. In addition, traffic enforcement and accident investigations in the unincorporated area are provided by the California Highway Patrol. The Auburn Police Department is responsible for law enforcement within the city limits and maintains informal cooperative service agreements with the Sheriff's Department. There is also a formal mutual aid agreement in effect.

d. Implementation Measures

- (1) Continuation of the cooperative services agreement between the Placer County Sheriff's Department and the Auburn Police Department for the fringe areas of the City of Auburn.

**Responsible Agency/Department:** County Sheriff's Department/City of Auburn Police Department

**Time frame:** On-going

**Funding:** No cost

- (2) Addition of staff and support services by the Sheriff's Department sufficient to provide an urban level of law enforcement within unincorporated portions of the Plan area.

**Responsible Agency:** County Sheriff's Department

**Time frame:** On-going

**Funding:** General Fund

- (3) Implementation of an impact mitigation fees program and/or Mello-Roos district financing in newly developing areas, which address the needs of law enforcement.

**Responsible Agency/Department:** Board of Supervisors

**Time frame:** 1994

**Funding:** Dependent on budget process/Studies now underway to determine amount of general government services fees

- (4) Require will-serve letters for new development.

**Responsible Agency/Department:** Land Development Departments

**Time frame:** On-going

**Funding:** No cost

- (4) Elementary and middle schools should not be located along arterials and thoroughfares.
- (5) High schools should be located along arterial or thoroughfare streets.
- (6) New schools should link with planned bikeways, pedestrian paths and any other transportation routes wherever possible.
- (7) The Auburn/Bowman Community Plan should identify all existing and planned school sites and shall incorporate new schools into the overall neighborhood design.
- (8) Schools should be located in residential areas as close to the residential land-uses as possible.
- (9) Choice of future school sites should take into consideration such things as proximity to airports, electrical power lines, gas lines, railroads and major highways.
- (10) The county should support the school districts' efforts to acquire school sites through actions including permitting density transfers, site reservation (as authorized by state law), dedication of sites and/or land banking.
- (11) School site designations on land-use plans should be able to meet or exceed state standards for school land sizes.
- (12) The school districts in the Plan area shall develop a Facilities Master Plan which specifies the districts' policies for grade configuration, school enrollment sizes, class sizes, and school site sizes.
- (13) The county and the school districts will work closely together to explore all possibilities for securing adequate school facilities. Local resources may include the dedication of school sites, developer fees, development agreements, Mello-Roos CFDs, assessment districts, redevelopment funds, general obligation bond proceeds and special taxes, etc.
- (14) The county shall support state legislative efforts to secure additional state funding for school construction and ensure maintenance of local district priorities for funds in the state school bond program.
- (15) School districts shall have primary responsibility for ensuring that school facilities exist, or will exist in a timely manner, to accommodate projected student populations of new residential development projects in compliance with established service level standards. The County will assist the school districts by requiring will-serve letters from affected school districts for each new residential land use project.



school enrollment capacities. The state has established standards which, in many cases, impact the district's ability to provide quality education. However, in order to receive state funding for new school facilities, districts must attempt to follow these standards.

(5) Financing

Financing school facilities and school site acquisitions is one of the most critical problems facing school districts. State facility funding sources have not kept pace with the demand for school facilities statewide. With over an \$8 billion state need and only the ability to fund \$800 million per year, school districts must look for a greater share of facility funding from local sources.

Because of the financing crisis, districts have been forced to overcrowd existing sites, increase class sizes beyond acceptable levels and to consider year-round school schedules.

(6) Higher education program and facility needs

The Sierra Community College District provides higher education programs<sup>2</sup>(13-14), job training, job placement and skill enhancement programs for Placer and Nevada Counties.

The district currently serves over 14,000 students of which approximately 80% come from the Auburn area. Residential and commercial/industrial growth has created a very high demand on the district's programs, services and facilities. Like the K-12 school system, community colleges rely upon the state for facility funding.\* The district has not benefitted from impactation fee programs to supplement facility development.

e. Implementation

The County's ability to implement the goals and policies of the public education section of the Plan is limited. As indicated in the foregoing discussion, primary responsibility for implementation rests with the individual school districts. However, the County can assist in implementation through the following measures:

- (1) Identify existing and potential school sites and delineate the sites on Land Use Map.

**Responsible Agency/Department:** County Office of Education/Planning Department

**Time frame:** As a part of the Auburn/Bowman Community Plan update

**Funding:** General Fund

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<sup>2</sup>The state funding programs for community colleges are depleted must as is the K-12 funding.

(1) Policies

- (a) Consistent with PUC-accepted scientific methodology, planning for expansion, siting, and construction of future facilities should attempt to minimize EMF near sensitive areas (e.g. schools, hospitals, playgrounds), existing areas of high EMF exposure, and areas of future development.
- (b) The County will inform all affected citizens of the projected EMF during the design phases of new transmission lines, substations, and substation distribution lines.
- (c) The PG&E company and the Planning Department should coordinate joint review of land use applications where significantly increased EMF exposure may be anticipated.
- (d) In siting new transmission and distribution lines and substations, public exposure to EMF should not be increased where practical alternatives exist.
- (e) Substations shall be fenced to discourage public access to substation property. Substations shall be landscaped to mitigate adverse impacts on the surrounding properties.
- (f) For all new substation facilities, the County shall follow the site review process, including review by the Planning Commission.
- (g) Where reasonable or practical, the County should encourage systematic reductions in public exposure to EMF from existing electrical facilities. This should include dwellings, schools, playgrounds, hospitals, and public assembly areas.
- (h) The County shall encourage other entities with electrical facilities within the Plan area to adopt the policy of reducing public exposure to EMF.
- (i) The County shall require all new electric transmission projects to have an EMF mitigation plan as an element in the project's environmental impact document.

(2) Implementation

- (a) Review projects for compliance with the EMF doctrine of prudent avoidance.  
Responsible Agency/Department: Division of Environmental Health  
Time frame: Ongoing  
Funding: Permit Fees

currently not served or under served by ARD, along with areas suitable or desirable for annexation; estimating capital, operation and maintenance costs; identifying existing and future funding sources; and developing an implementation and monitoring program. Hence, while this Element will speak to recreation needs in generalities, the ARD Master Plan will provide much greater detail.

The trails section of this Element identifies, schematically, a Plan area trail system. Two categories of trails are recognized; commuter trails which would principally serve as an alternative to automobile transportation, and recreation trails which would principally be used for outdoor recreational enjoyment. In addition to the trails discussion herewith, the Plan's Background Report contains an inventory of trail segments by category and discussions relative to trail design and cost.

## **2. GOALS**

- a. **PROVIDE A VARIETY OF PARK AND RECREATION FACILITIES TO ADEQUATELY MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS OF THE AREA.**
- b. **PROTECT AND CONSERVE THE NATURAL RESOURCES OF THE AREA ESPECIALLY WHERE SUCH RESOURCES CAN ADD TO THE VARIETY OF RECREATION ACTIVITIES AVAILABLE IN THE AREA.**
- c. **MAINTAIN SOME FLEXIBILITY IN THE DEVELOPMENT OF PARK AREAS TO ALLOW FOR CHANGING TRENDS IN RECREATION ACTIVITIES.**
- d. **DEVELOP A COMMUNITY TRAIL SYSTEM, AND MORE SPECIFICALLY, TO CREATE A PEDESTRIAN AND EQUESTRIAN TRAIL NETWORK TO PROVIDE ACCESS TO OPEN SPACES AND RECREATION RESOURCES CONSISTENT WITH THE NEED TO PROTECT THESE RESOURCES.**

## **3. Policies**

- a. **Provide future park facilities in accordance with the following County and ARD park standard: five acres of improved park land for every 1000 persons and five acres of passive recreation area or open space for every 1000 persons, for a total of 10 acres of park land for every 1000 persons.**
- b. **Undevelopable land within a project (e.g. floodplains, steep slopes, wetlands, etc.) should count towards meeting the passive park land standard.**
- c. **The following factors shall be used in evaluating future park sites for acquisition:**
  - Availability of Land - willing seller, developer, etc.**

- h. The following guidelines shall be used in developing a comprehensive trail system:
- Provide safe, pleasant, and convenient travel by foot, horse, or bicycle within the planning area.
  - Link residential areas, schools, community buildings, parks, and other community facilities within residential developments. Whenever possible, trails should connect to the Countywide trail system, regional trails, and the Urban Bikeways Plan in the City of Auburn.
  - Provide access to recreation areas, major waterways, and vista points.
  - Provide for multiple uses (i.e. pedestrian, equestrian, bicycle, etc.).
  - Where permission is granted, utilize public utility corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roadways.
  - Whenever it is feasible, be designed to separate hiking and equestrian trails from cycling paths, and separate trails from the roadway by the use of curbs, fences, landscape buffering, and/or spatial distance.
- i. Protect linear open space along rail corridors for future use as trails.
- j. The County shall actively pursue all recreation funding sources.

4. Discussion

a. Park Sites

The proposed park sites shown on Figure 10 are conceptual in nature. Additional location recommendations will be provided in the ARD Master Plan. There is no intent to specifically designate one piece of property as a recreation site or to prevent another type of development or use in that location.

Following is a brief description of the sites which have been identified to date.

- Atwood Road to the west of the Dewitt Complex - Approximately 50 acres could be used for active park.
- Hyde Park Lane east of Country Club Estates - Approximately 5-10 acres. A neighborhood park is needed somewhere in this area.
- Bell and New Airport Road - Approximately 160 acres. This is one of the potential sites for a public golf course. An active park adjoining the golf course would be ideal.

**Table 11**  
**Recreation Facility Inventory 1991**

<b>PARK NAME</b>	<b>PARK ACRES</b>	<b>PLAY LOTS</b>	<b>TENNIS COURTS</b>	<b>LITTLE LEAGUE/ SOFTBALL</b>	<b>BASKET-BALL COURT</b>	<b>TRAILS MILES</b>	<b>YOUTH SOCCER</b>	<b>ADULT SOCCER</b>
Christian Valley	7	1		1			1	
Regional	62	1	4	3			1	1
W.C. Field	1			1				
Spring Meadows	0.5							
North Park	2.7	1			1			
<b>TOTALS</b>	<b>73.2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>

EXISTING STANDARDS DO NOT ADDRESS NEEDS FOR SOCCER FIELDS, SPECIFICALLY. THIS WILL BE INCLUDED IN THE ARD MASTER PLAN.

c. Trails

A recreational trail system could serve to maximize the recreational potential of several unique features which exist within the A/BCP area. These areas include:

- (1) **The American River:** Additional bikeways, hiking trails, equestrian trails, rest areas and picnicking accommodations could be provided within the American River Canyon in order to enhance the existing recreational use of this area.
- (2) **Major Ridge Tops:** Ridge tops offer outstanding scenic value for the recreationalist combined with the potential to link with other trail components. Development for recreation, especially trails, can link communities and provide an exceptional recreation opportunity. These ridge tops occur in many areas of Auburn and Bowman.
- (3) **Riparian Corridors:** The design, construction, and management of proposed trails and pathways within riparian corridors can be carefully executed in order to maximize the recreational experience and minimize environmental disturbance. Bridges and other public improvements should be designed to provide safe and secure routes for trails, including grade separations between roads and trails.
- (4) **Oak Woodlands:** Cooperative interagency planning of pathways, bikeways and equestrian trails can be promoted in "greenbelt" areas and provide links between various residential areas as well as connections to other trail systems.

The existing and proposed trails system is shown on Figure 11. In the development of future trail corridors, the various land owners who could be affected consist of private property owners; the State of California; the County of Placer; the City of Auburn; Pacific Gas & Electric Company; the Placer County Water Agency; the Nevada Irrigation District; and the Southern Pacific Railroad. These land owners would be affected when trail corridors are developed along stream corridors, public streets and highways, utility transmission easements, canal banks, and railroad rights-of-way. Trails would only be developed on private property following the public purchase of land, land dedication resulting from a development project, or when there is a public easement.

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The trails delineated on Figure 11 are categorized as follows:

- (1) **Independent Trails.** Independent Trails are those which generally follow utility easements (PG&E, canals, Southern Pacific Railroad tracks), permanent and intermittent drainageways, or cross private property within a trail easement. Ideally, these trails should be located within easements, at least 16 feet in width, so that trails with a maximum width of 12-feet, can be accommodated. However, narrower trails may be appropriate in some instances. Independent trails are intended for recreational use by equestrians, hikers and mountain bicyclists and, except as otherwise noted, would be unimproved except for minimal grading and a loose aggregate base.

**Time frame:** Ongoing  
**Funding:** Various

- (2) The potential park sites shown on the Plan map will serve as the most desirable sites to meet the future needs of the Auburn/Bowman Community Plan area. As development occurs, the acquisition of these sites will be considered.

**Responsible Agency/Department:** Parks Department  
**Time frame:** Ongoing  
**Funding:** Various

- (3) As new school sites are acquired and developed, both ARD and the County will consider joint use opportunities including the acquisition of land adjacent to the school.

**Responsible Agency/Department:** Parks Department  
**Time frame:** Ongoing  
**Funding:** Various

- (4) The County will prepare a revised park land dedication ordinance which addresses the County and ARD standard of 10 acres per 1000 people established by this Plan.

**Responsible Agency/Department:** Planning Department/Parks Department  
**Time frame:** 1994  
**Funding:** General Fund

- (6) As new development occurs, the County will require the dedication of rights-of-way and/or the actual construction of those trail segments identified in this plan, which are affected by the development project.

**Responsible Agency/Department:** Development Review Committee  
**Time frame:** Ongoing  
**Funding:** Permit Fees

- (7) When new State or County road projects are planned, pedestrian and bicycle trail/path facilities shall be incorporated into the project whenever feasible.

**Responsible Agency/Department:** Caltrans/Public Works  
**Time frame:** Ongoing  
**Funding:** Road Funds

- (8) A Trails Master Plan and Safety Ordinance should be developed which designates trail components for equestrians, hikers, and cyclists on mountain and non-mountain bikes; contains trail design, access and construction standards; establishes specific plan lines for trails along stream corridors; and identifies financing cost options.

**Responsible Agency/Department:** Parks Department  
**Time frame:** 1994  
**Funding:** General Fund

Figure 12



<p align="center"><b>Table 14</b></p> <p align="center"><b>NOISE LEVEL PERFORMANCE STANDARDS</b></p> <p align="center"><b>FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION SOURCES</b></p>		
<b>Noise Level Descriptor</b>	<b>Daytime (7 a.m. to 10 p.m.)</b>	<b>Nighttime (10 p.m. to 7 a.m.)</b>
<b>Hourly <math>L_{eq}</math>, dB</b>	<b>50</b>	<b>45</b>
<b>Maximum level, dB</b>	<b>70</b>	<b>65</b>
<p>Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).</p>		

- d. The feasibility of proposed projects with respect to existing and future transportation noise levels shall be evaluated by comparison to Table 16.
- e. New development of noise-sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 16, unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table 16.
- f. Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 16 at outdoor activity areas or interior spaces of existing noise-sensitive land uses in either the incorporated or unincorporated areas.
- g. Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 16 or the performance standards of Table 15, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
- h. Where noise mitigation measures are required to achieve the standards of Tables 15 and 16, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

#### 4. Discussion

There are a number of noise related issues that have been identified in the Plan area. Each of these issues is described below. The goals and policies previously listed were specifically developed as mechanisms to mitigate each of these issues.

##### a. Residential land use and noise

Noise is a significant factor in the suitability of lands within the Plan area for residential uses. Excessive noise in all portions of the Plan area may have harmful effects upon persons residing in and using those areas. Therefore, in order for the Plan to provide a healthful and pleasing environment, residents should not be exposed to excessive noise and associated adverse effects.

##### b. Rural noise expectations

Rural neighborhoods expect, and generally experience, lower ambient noise levels than more urbanized settings. Loss of "peace and quiet" is often a complaint of rural residents as areas build out, particularly when vehicular traffic increases near homes. Where rural neighborhoods are planned, their noise environments should remain appropriate to this land use.

##### c. Land use and noise incompatibilities

Residential and other noise-sensitive land uses and commercial/industrial land uses create inherently different noise environments owing to the differences in necessary activities. Where such potentially incompatible uses come closely into contact, residents may complain and otherwise make it difficult for commercial/industrial uses to conduct their business.

##### d. Noise reduction techniques

Where land uses with potential noise conflicts are planned close to one another, a number of techniques exist which, when employed, can lessen adverse noise effects. These techniques may involve the configuration/location of uses on the property, reductions of noise generated by equipment, the use of physical barriers to noise, simply avoiding the placement of noise-conflicting uses near one another, and so forth. Where such methodologies are not applied, unnecessary conflicts between differing land uses are likely to develop.

#### 5. Implementation Measures

To provide a comprehensive approach to noise control which supports the goals of the Noise Element, Placer County shall:

- a. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.

Responsible Agency/Department: Division of Environmental Health

Time frame: On-going

Funding: Permit fees

## IV. ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

### A. INTRODUCTION

The Environmental Resources Management Element (ERME) is presented in three major sections; Natural Resources, Open Space, and Cultural Resources. The element presents goals and policies intended to protect or conserve environmental resources within the Auburn/Bowman Community Plan area. The majority of the technical data and descriptive information relating to each of the sections below is contained in the Background Report which accompanies the Plan and the Plan EIR.

#### 1. Constraints Map

The Plan area contains several resource constraints which, when viewed individually or together as a composite, represent impediments to the use of land, water and air. The natural and open space resources identified in this element present various levels of constraints to urban and rural development. The absence or reduced existence of natural constraints also presents the opportunity for development with the least potential for environmental impact. Figure 13 shows a composite map of constraints made up of those factors which most clearly affect the location, type, and extent of potential development (high erosion hazard/steep slopes, serpentine formation, Williamson Act lands, and Foothill Valley Riparian Vegetation). However, several other constraints exist which should be considered in the review of any development proposal. These include wetlands which are closely correlated with riparian vegetation areas; fire hazard areas which are correlated with steep slopes, and; hydric soils, which are not considered a development constraint in themselves, but which present the greatest opportunity for land banking for riparian and wetland replacement. These constraints and their level of development restriction are discussed in the Background Report.

### B. NATURAL RESOURCES

Natural resources include soils, geology, hydrology, vegetation, fish and wildlife, and air quality. Together, these natural resources comprise the physical environment. The goals and policies contained in each of the following sections will allow for the necessary compromise in the competition for limited resources.

#### 1. Soils

##### a. GOALS

- (1) CONSERVATION OF SOILS AS A VALUABLE NATURAL RESOURCE.
- (2) MINIMIZE SOIL LOSS DUE TO ACCELERATED EROSION.
- (3) MINIMIZE THE CONVERSION OF SOILS SUITABLE FOR AGRICULTURAL PURPOSES TO NON-AGRICULTURAL USES.

b. Policies

- (1) Utilize the existing inventory of important soil types to serve as a means of identifying unique and important resources prior to project development. In the absence of more detailed site specific studies, determination of soil suitability for particular land uses shall be made according to the Soil Conservation Service's Soil Survey of Placer County.
- (2) Coordinate with local, state and federal agencies with a trustee responsibility for the management of natural resources when land development activities affect soil resource conservation and management efforts.
- (3) Require slope analysis maps during the environmental review process or at the first available opportunity of project review, as needed, to assess future grading activity, building location impacts, and road construction impacts.
- (4) Ensure implementation of the Placer County Grading Ordinance to protect against sedimentation and soil erosion.
- (5) Support and encourage existing special district, state, and federal soil conservation and restoration programs.
- (6) Developers shall provide adequate drainage and erosion control during construction as described in the Placer County Land Development Manual.
- (7) Discourage the use of off-road motor vehicles in areas where topsoil destruction or reduction of valuable habitat could result.
- (8) Discourage the conversion of land designated for agricultural uses to non-agricultural uses by encouraging Williamson Act Preserves, by maintaining large minimum parcel sizes in agricultural areas in order to prevent fragmentation of land ownership patterns that lead to the loss of open space and economic agricultural units, and by supporting an agricultural buffer zone which would result in directing "urban and suburban" uses into areas appropriately zoned for such uses.
- (9) Consider recreation facilities and activities such as fishing, camping, equestrian activities, and parks as appropriate uses in areas of agricultural operations.

- (4) Ensure that an adequate quality and quantity of water is delivered to residents of the Auburn/Bowman area through continued cooperation with the Placer County Water Agency and the Nevada Irrigation District.
- (5) Support regional, state, and federal agencies in their efforts to exact high levels of water quality from sewage dischargers.
- (6) Promote water conservation through development standards, building requirements, landscape design guidelines, and other applicable policies and programs.
- (7) Coordinate with the Placer County Health Department and the Department of Public Works in identifying critical watershed areas and in designating Best Management Practices appropriate to those areas for use by new development projects which are undertaken in those watersheds.
- (8) Establish a water well monitoring program in areas with known or potential water quality problems or reduced yields. Take action to mitigate water quality problems and review development proposals in low water yield areas.
- (9) Manage all stream environment zones, including flood plains, and riparian vegetation areas to promote multiple usage for flood control, open space, recreation, and wildlife habitat.
- (10) Maintain and improve, where necessary, the quality of water in perennial and intermittent streams.
- (11) Encourage owners of property adjacent to waterways and/or responsible agencies to maintain healthy vegetation along drainage courses, or to provide other suitable means of preventing bank erosion and siltation.
- (12) Establish special procedures (including setbacks, etc.) for land use, building locations, grading operations, and vegetation removal adjacent to all drainage ways, canals, and significant water features.
- (13) Prepare and adopt a stream management plan and ordinance to protect and enhance waterways and stream channels.
- (14) Develop brochures and other methods to educate the public and developers regarding the potential impacts of development on drainage, flooding and water quality.
- (15) Continue to implement and enforce the Grading Ordinance and Flood Damage Prevention Ordinance.

c. Discussion

Soil limitations (physical and chemical) are typically recognized as constraints to urban development and generally include the following considerations:

- (1) Water features and relationships
- (2) Engineering properties
- (3) Sanitary waste absorption properties
- (4) Properties to support wildlife
- (5) Properties to support woodland, rangeland, agriculture

Information for each of these limitations is included in Placer County's Soil Survey and discussed in general by the Soil Classification System.

2. Geology

a. GOALS

- (1) MINIMIZE LOSS OF LIFE, INJURY, DAMAGE TO PROPERTY, AND IMPACTS TO HUMAN HEALTH RESULTING FROM GEOLOGIC HAZARDS.
- (2) IDENTIFY AND PROTECT IMPORTANT GEOLOGIC AND MINERAL RESOURCES IN THE PLAN AREA.

b. Policies

- (1) Require a detailed geological report during the environmental review process (could be deferred until the improvement plan process) for public and private development projects in high hazard areas (15%-30% or more slopes). Such reports shall be completed by a registered geologist, or other qualified specialist, and shall conform to standards adopted by the County of Placer.
- (2) Require a soils report on all building permits and grading permits within areas of known slope instability or where significant potential hazard has been identified.
- (3) Discourage, through precise zoning for large parcel sizes, new development on serpentine formations which require individual wells, septic systems, or water recharge areas.
- (4) During project review, consider the development limitations of geologic formations.
- (5) The goals and policies of the Placer County Mineral Resource Conservation Element are included by reference as a part of the A/BCP.

information does not exist, require determination of this information by the project proponent prior to issuance of development permits.

- (25) Maintain natural conditions within the 100-year floodplain of intermittent and permanent streams except where work is required to maintain the streams' drainage characteristics and where such work is done in accordance with the Placer County Flood Damage Prevention Ordinance.
- (26) Assure that new development conforms with the adopted programs, recommendations, and plans of the Placer County Flood Control and Water Conservation District.

c. Discussion

(1) Ground Water

Rural residential uses in the northern and western portion of the Plan area generally depend on groundwater for domestic needs. Ground water in sufficient quantities to supply domestic requirements occurs only along open fractures within metamorphic and granitic rock units. Terrace deposits are of insufficient occurrence to provide a significant ground water supply, although there may be a few water wells producing from these surficial deposits along Dry Creek.

Groundwater, its occurrence and quality, is greatly variable due to the complex geology in the Plan area. In general, well water in the Auburn/Bowman area is of moderate to high quality. The only problem areas encountered have been in serpentine rock where ground water can be salty and brackish and in the Shirland Tract area where elevated levels of nitrate have been found.

(2) Surface Water Supplies

An extensive network of canals and reservoirs exists within the A/BCP boundaries which supplies surface water for domestic use throughout the Plan area, to the City of Auburn and also to the residential and agricultural regions of the County to the south and west of the Plan area. The canals are owned and operated by three different agencies: the Pacific Gas and Electric Company (PG&E), the Placer County Water Agency (PCWA), and the Nevada Irrigation District (NID). The source of the water for most of the canals is the Bear River and Lake Combie to the north of the Plan area. In general, most of the canals transport the water from north to south through the A/BCP area with many side diversions and spills being located within the Plan boundaries. Some of the canals are used solely for water supply purposes (municipal and agricultural), whereas others are also used for power generation. There

Figure 14



- (3) Require field studies as part of "major" project review or where the habitat of special status species is known to exist in order to document the possible occurrence of special status plant species and provide a method of protecting, monitoring, replacing or otherwise mitigating the impacts of development in and around these sensitive habitats.
- (4) Support the "no net loss" policy for wetland areas administered by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that their concerns are adequately addressed. Review the success of this policy every five years and make changes as appropriate.
- (5) Identify, protect, and enhance riparian corridors and vegetation; encourage preservation and maintenance of these areas in as natural a state as possible.
- (6) Require 100' building setbacks from the centerline of perennial streams and 50' building setbacks from the centerline of intermittent streams as specifically shown on Figure 14 (Watersheds Map).

Based on more detailed information supplied as a part of the review for a specific project, the County may determine that such setbacks are not applicable in a particular instance or should be modified based on the new information provided.

- (7) Provide mitigation where impacts to stream environment zones or wetland areas are unavoidable. Measures shall include but not be limited to the identification of vegetation impacted; the preparation of revegetation plans, and; the specific monitoring of plantings to assure that successful mitigation/revegetation has occurred.
- (8) Encourage landowners and developers to preserve the integrity of existing terrain and native vegetation in visually sensitive areas such as hillsides, ridges and along important transportation corridors and designated scenic highways.
- (9) Use native and compatible non-native species, especially drought resistant species, to the extent possible in fulfilling landscaping requirements imposed as conditions of discretionary permits.
- 10) Conserve representative areas of undisturbed oak woodlands and valley grasslands that have significant value as wildlife habitat.
- 11) Preserve and protect landmark trees and major groves of native trees.

- 12) Establish procedures for identifying and preserving threatened or endangered plant species, when they are adversely affected by public or private development projects.

c. Discussion

Vegetation not only supports abundant wildlife and is a vital part of the water quality protection function of watersheds, it is the most significant natural resource in the Plan area which people relate to when identifying a "rural" quality of life in Auburn and Placer County. Additionally, vegetative areas provide habitat for the wildlife which live or pass-through the Plan area.

Vegetation can be described in terms of vegetative habitats which share common characteristics. The area's vegetative habitats include valley-foothill riparian, annual grassland, pasture, orchard/vineyard, blue oak woodland, blue oak-Digger pine, Montane hardwood, Montane hardwood-conifer, mixed chaparral, urban and barren.

5. Fish and Wildlife

a. GOALS

- (1) CONSERVE THE QUALITY OF HABITATS WHICH SUPPORT FISH AND WILDLIFE SPECIES SO AS TO MAINTAIN POPULATIONS AT SUSTAINABLE LEVELS.
- (2) PROTECT, RESTORE AND ENHANCE HABITATS FOR NATIVE ANIMALS AND PROTECT THREATENED AND ENDANGERED, AND SPECIAL STATUS SPECIES.

b. Policies

- (1) Conserve large, continuous expanses of native vegetation as the most suitable habitat for maintaining abundant and diverse wildlife.
- (2) Identify and protect important spawning grounds, migratory routes, waterfowl resting areas, oak woodlands, wildlife corridors, and other unique wildlife habitats critical to protecting and sustaining wildlife populations.
- (3) Carefully plan development in areas known to have particular value for wildlife and, where allowed, locate development so that the reasonable value of the habitat for wildlife is maintained.
- (4) Recognize that stream channels, riparian corridors, natural drainages and the high quality of waters therein, are important as regional wildlife and fishery corridors.

- (5) Encourage the use of Best Management Practices (BMPs) to protect streams from the adverse effects of livestock grazing.
- (6) Encourage a program for the control of residual pesticides to prevent potential damage to birds, water quality, vegetation and wildlife.
- (7) Encourage private landowners to adopt good wildlife habitat management practices, as recommended by California Department of Fish and Game officials and the Placer County Resource Conservation District.
- (8) Require mitigation for development projects where isolated segments of stream habitat are unavoidably altered. Such impacts should be mitigated on-site or elsewhere in the Plan area through stream or riparian habitat restoration work.
- (9) Give special consideration to the habitats of rare, threatened, and endangered, and/or other special status species in the Plan area. Federal and State agencies, as well as other resource conservation organizations, shall be encouraged to acquire and manage endangered species' habitats.
- (10) Require field studies as part of "major" project review or where the habitat of a special status species has been identified. These studies shall document the possible occurrence of special status wildlife species and provide a method for their protection, monitoring, replacement, or for otherwise mitigating development near their sensitive habitats.

c. Discussion

The vegetative habitat areas and numerous waterways within the Plan area support diverse natural communities of animals, birds, fish and reptiles, including numerous game species. In addition, wetlands are an important vegetative and wildlife resource, as well as a vital link in the maintenance of water resources. Soil moisture regimes and hydrology are important influences on the extent of riparian vegetation.

(1) Important Wildlife Species

The following is a listing of some of the major species found in the Plan area. A complete description of the species and their habitats is presented in the Background Report.

Big Game - non-migratory Columbian Black-Tailed Deer  
Wild Turkey  
California Quail  
Band-Tailed Pigeon  
Mourning Dove  
Raptors - Golden Eagle and Bald Eagle

(2) ASSURE PLACER COUNTY'S COMPLIANCE WITH STATE AND FEDERAL AIR QUALITY STANDARDS.

b. Policies

- (1) Consider only area plan alternatives and later amendments that reduce emissions to their lowest practical levels.
- (2) Plans under consideration shall contemplate smooth flowing traffic systems for major arteries. This includes traffic signal coordination, parallel roadways and intra-neighborhood connectors where significant reductions in overall emissions can be achieved.
- (3) Continue the use of the -TL Zone and expand it to include synchronization of traffic signals on Highway 49 and similar arteries susceptible to emissions improvement through approach control.
- (4) Implement precise zoning which provides the opportunity for an improved jobs-housing balance.
- (5) Use Indirect Source Control Program strategies for all subsequent, new or revised, land uses within the Plan area to reduce emissions. These are to be developed in the EIR for the Plan area and applied through individual land use performance standards.
- (6) Use Direct Source Review as outlined in the EIR for the Plan to reduce emissions from existing land uses.
- (7) Produce mitigations for air quality impacts associated with adoption of the Community Plan and include them in the monitoring plan.
- (8) Utilize zoning regulations to provide a buffer between industrial and residential land uses.
- (9) Projects which result in 200 or more trip-ends may require an air quality analysis to be submitted for review and approval.
- (10) Actively participate in the Air Pollution Control District's Transportation Control Measures (TCM) program to reduce vehicle trips and miles travelled within the Plan area.

c. Discussion

The Auburn Bowman area suffers from poor air quality caused by local and transported air pollutants that combine with topographic and meteorological conditions.

requirement of an air quality analysis and application of mitigation measures is consistently applied to projects with significant air quality impacts, PCAPCD is currently working on establishing project size/type thresholds. With the development of these thresholds, projects with air quality impacts below the threshold limit would not be required to produce an air quality analysis, however the project would be subject to APCD's standard project conditions.

### **C. OPEN SPACE**

Open space is any parcel or area of land or water essentially unimproved and/or designated for any of the open space uses defined in Section 65560 of the Government Code; open space for the preservation of natural resources, open space for the management and production of resources, open space for outdoor recreation, and open space for health and safety. This section establishes goals and policies with the intent of preserving open space areas as scenic resources and for purposes of recreation, agriculture, soil conservation, fish and wildlife habitat and for the protection of threatened or endangered species. This section is closely aligned and overlaps extensively with the previous natural resources section.

#### **1. GOALS**

- a. PROTECT AND PRESERVE OPEN SPACES VITAL FOR WILDLIFE HABITAT AND/OR WHICH CONTAIN MAJOR OR UNIQUE ECOLOGICAL SIGNIFICANCE.
- b. PROTECT THE NATURAL BEAUTY AND MINIMIZE DISTURBANCE OF NATURAL TERRAIN AND VEGETATION.
- c. PROTECT OPEN AREAS AND GREENBELTS THROUGHOUT THE PLANNING AREA FOR USE AND ENJOYMENT BY RESIDENTS AND VISITORS.
- d. PERMIT EXISTING AGRICULTURAL USES IN THE PLANNING AREA TO CONTINUE, AND CONSERVE LANDS SUITABLE FOR AGRICULTURE WHILE ALLOWING URBAN/SUBURBAN/RURAL RESIDENTIAL USES WHERE OTHERWISE APPROPRIATE.
- e. PROVIDE FOR THE CONSERVATION, UTILIZATION, AND DEVELOPMENT OF MINERAL RESOURCES IN KEEPING WITH SOUND CONSERVATION AND RECLAMATION PRACTICES.
- f. PROVIDE OPEN SPACE TO SHAPE AND GUIDE DEVELOPMENT AND TO ENHANCE COMMUNITY IDENTITY.
- g. CONSERVE VISUAL RESOURCES OF THE COMMUNITY, INCLUDING IMPORTANT VISTAS AND WOODED AREAS.
- h. CREATE A PEDESTRIAN AND TRAIL NETWORK TO PROVIDE ACCESS TO DEVELOPED AREAS AS WELL AS PUBLIC ACCESS

TO OPEN SPACE AND RECREATION RESOURCES CONSISTENT WITH THE NEED TO PROTECT THESE RESOURCES.

- i. MINIMIZE INJURY AND THE LOSS OF LIFE AS WELL AS DAMAGE TO PROPERTY RESULTING FROM FLOODING, WILDLAND FIRES, GEOLOGIC HAZARDS, AND NOISE POLLUTION.

2. Policies

- a. Protect all economically valuable resources, including mineral deposits, soils conducive to agricultural uses, and those open space areas which add to the overall attractiveness of the region.
- b. Preserve and protect from urban encroachment the rural/agricultural areas generally north of Dry Creek Road, to the east of Highway 49 and northwest of Joeger Road, to the west of Highway 49, as regional open space.
- c. Preserve and enhance natural land forms, native vegetation, and natural resources as open space to the maximum extent feasible.
- d. Protect areas where greenbelts or linear open spaces should be preserved to enhance developed areas as well as to maintain the rural character of the area and clear boundaries of the "Auburn/Bowman" community.
- e. Protect the watershed and viewshed of the American River Canyon as an important open space/recreation area.
- f. In the design and construction of new development, preserve the following types of areas and features as open space to the maximum extent feasible: high erosion hazard areas; areas subject to landslide or with severe slope stability problems; areas with high fire risk; scenic and trail corridors; streams and other areas subject to flooding from a 100-year storm; streamside vegetation; wetlands; significant stands of vegetation; wildlife corridors, and; any areas of special ecological significance.
- g. Require development of all building sites and residences in a manner minimizing disturbance to natural terrain and vegetation and maximizing preservation of natural beauty and open space. Where urban uses are called for in the Plan, attempt to balance the needs of such projects with this policy.
- h. Encourage both private and public ownership and maintenance of large and small parcels of land for open space purposes.

- i. Provide open space for the preservation of buildings and sites of archaeological, historical and cultural significance.
- j. Protect the scenic corridor of I-80, Highway 49, Bell Road, Mt. Vernon Road, Dry Creek Road, and Christian Valley Road to preserve existing scenic vistas of the American River Canyon, the Sierra Nevada Mountain Range, and other local views.
- k. Encourage and utilize existing County programs for protection and enhancement of scenic corridors and routes, including but not limited to: design review, sign control, landscaping and mounding, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, land conservation contracts, and anti-litter, beautification and cleanup programs.
- l. Provide coordination of scenic highway programs between jurisdictions, recognizing that scenic routes are a resource of more than local importance.
- m. Encourage uses such as trails, picnicking, observation points, parks, and roadside rests along scenic highways as appropriate.
- n. Conserve visual resources of the community, including important vistas, wooded areas, and in particular riparian habitats and natural drainage channels which are important in providing high quality water resources and low cost natural flood control, and are important open space areas.
- o. Leave stream corridors in an open, natural condition. Uses such as road crossings, recreation trails, foot bridges and passive parks are to be considered compatible uses within such areas.
- p. Protect natural areas along creeks and canals through the use of non-development setbacks which may vary according to the significance of the area to be protected. (Where canals are to be enclosed and/or undergrounded, the water quality benefits shall be considered in determining whether naturalized areas along canals shall be protected.)
- q. Use streams and streamsides to provide natural open space recreation within the flood channel area, or activity areas for adjacent development.
- r. Implement zoning and subdivision ordinances which protect and preserve significant natural open space.
- s. Develop the recreation and open space potential of all water features, including reservoirs, natural streams and other waterways.

- t. Locate recreation uses (golf courses, trails, athletic fields, picnic areas) taking into account terrain, links to other parts of the community, and related factors.
- u. Include provisions within setback areas designated to protect natural resources which prohibit the placement of fill, during or after construction, establish a buffer area and protect vegetation within the buffer during construction; and provide covenants for the protection and maintenance of vegetation over the long term.

c. Discussion

Open space can serve a variety of purposes. It can be used as the focal point of a community in the form of local and regional parks or as a means of preserving significant features in the area. Animal and plant habitat can and should be preserved by the judicious use of open space. This Plan recognizes that open space is needed to create a sense of well being and a high quality of life. In order to use open space in community design, it must first be recognized. Once recognized, it should be incorporated into programs for the preservation of natural resources, managed for the production of resources, used for outdoor recreation, and set aside, where appropriate, for public health and safety.

These open space lands can be protected through a variety of measures available to Placer County which can be used to regulate the use of both public and private land. Projects which can provide the greatest amount of benefit (i.e. broadest range of open space amenities) should be highest on the priority list for acquisition and development.

D. IMPLEMENTATION MEASURES

1. Soils

- a. Through environmental review and project approval avoid development on highly erosive soils and slopes over 15%, if possible. Where development does occur in these areas, require the application of BMPs.  
**Responsible Agency/Department:** Development Review Committee  
**Time frame:** Ongoing  
**Funding:** Permit fees
- b. Desirable development densities on steep slopes are large-lot rural residential uses (5+ acres), or higher urban densities (PUDs) clustered to avoid impact areas.  
**Responsible Agency/Department:** Planning Department  
**Time frame:** As part of the A/BCP update  
**Funding:** General Fund
- c. Continue the program of monitoring mitigation measures that relate to accelerated erosion and attendant problems. Arrange with public agencies



and/or acceptable consultants to assist in implementing the mitigation monitoring program.

**Responsible Agency/Department:** Department of Public Works

**Time frame:** Ongoing

**Funding:** Permit fees

- d. Regulate development on Serpentine soils to consider water supply, septic filtration fields, and structural requirements. Avoid Serpentine formations for rural residential development, where possible.

**Responsible Agency/Department:** Development Review Committee

**Time frame:** Ongoing

**Funding:** Permit fees

- e. Require Best Management Practices of the Placer County Resource Conservation District and the USDA Soil Conservation Service through developer participation, discretionary fees, general fund monies, etc.

**Responsible Agency/Department:** Department of Public Works

**Time frame:** Ongoing

**Funding:** Permit Fees/General Fund

- f. Require a slope analysis during environmental review, or at the first available opportunity, as needed, during project review.

**Responsible Agency/Department:** Development Review Committee

**Time frame:** Ongoing

**Funding:** Permit fees

- g. The Planning Department and the Department of Public Works will be responsible for monitoring review of soils.

**Responsible Agency/Department:** Planning Department/Department of Public Works

**Time frame:** Ongoing

**Funding:** Permit fees

## 2. Geology

- h. Enforce the Uniform Building Code for seismic concerns, including masonry building design requirements.

**Responsible Agency/Department:** Building Department

**Time frame:** Ongoing

**Funding:** Permit fees

- i. Require individual site review for fault location within the Bear Mountain fault branch for discretionary projects.

**Redevelopment Agency/Department:** Department of Public Works

**Time frame:** Ongoing

**Funding:** Permit fees

## 3. Hydrology

- j. As funding permits, the Division of Environmental Health will work with water well drilling contractors and others with useful information to

4. Vegetation

- p. Implement the Stream Management Guidelines (adopted, 1992) and a wetland banking program when adopted.

**Responsible Agency/Department:** Department of Public Works/Planning Department/Department of Fish & Game/U.S. Army Corps of Engineers

**Time frame:** Ongoing

**Funding:** General Fund/Mitigation fees

- q. Maintain large parcel zoning for agricultural uses to protect existing grazing lands.

**Responsible Agency/Department:** Planning Department

**Time frame:** As a part of the A/BCP update

**Funding:** General Fund

- r. Require 100' building setbacks from the center line of perennial streams and 50' building setbacks from the centerline of intermittent streams as specifically shown on Figure 14 (Watersheds Map).

Based on more detailed information supplied as a part of the review for a specific project, the County may determine that such setbacks are not applicable in a particular instance or should be modified based on the new information provided.

**Responsible Agency/Department:** Planning Department

**Time frame:** Ongoing as a part of the A/BCP update

**Funding:** General Fund

- s. Develop an urban forestry program and continue to implement the tree preservation ordinance.

**Responsible Agency/Department:** Planning Department

**Time frame:** Ongoing

**Funding:** Permit fees/General Fund

5. Fish and Wildlife

- t. Designate parcels of 2.5 to 5 acres or larger in open woodland areas.

**Responsible Agency/Department:** Planning Department

**Time frame:** As a part of the A/BCP update

**Funding:** General Fund

- u. Make the public aware of the sections of the Fish and Game Code which apply to diversion or obstruction of stream channels and pollution of waterways with detrimental material through educational materials distributed with building permits and as a part of project review.

**Responsible Agency/Department:** Department of Public Works

**Time frame:** Ongoing

**Funding:** General Fund

**IV. ENVIRONMENTAL  
RESOURCES  
MANAGEMENT  
ELEMENT**

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**V.**

**TRANSPORTATION  
AND  
CIRCULATION  
ELEMENT**

## **V. TRAFFIC CIRCULATION ELEMENT**

### **A. Introduction**

The primary purposes of this Element of the Auburn/Bowman Community Plan are to identify future transportation needs, identify feasible ways to meet those needs, develop a transportation capital improvement program, and develop a financing plan (including mitigation fees) for proposed improvements.

### **B. GOALS**

1. PROVIDE FOR A TRANSPORTATION SYSTEM THAT SUPPORTS THE SOCIAL AND ECONOMIC WELL-BEING OF THE PEOPLE AND ENVIRONMENT OF THE PLAN AREA.
2. PROVIDE SAFE AND EFFICIENT TRANSPORTATION SYSTEMS FOR RESIDENTS OF THE PLAN AREA AND OTHERS WHO USE THE SYSTEMS.
3. ENCOURAGE AND ENABLE THE USE OF PUBLIC AND PRIVATE TRANSIT AS WELL AS OTHER ALTERNATIVE MODES OF TRANSPORTATION. EXPAND PUBLIC TRANSPORTATION OPPORTUNITIES TO MEET THE NEEDS OF THE PLAN AREA'S RESIDENTS, REDUCE TRAFFIC CONGESTION, AND IMPROVE AIR QUALITY.
4. ENCOURAGE THE USE OF TRANSPORTATION SYSTEMS MANAGEMENT (TSM) STRATEGIES -- SUCH AS FLEX TIME, PARK AND RIDE LOTS, ETC. -- TO REDUCE PEAK-PERIOD TRAFFIC AND TOTAL VEHICLE MILES TRAVELED (VMT).
5. COORDINATE THE ROAD NETWORK AND ALTERNATIVE TRANSPORTATION SYSTEMS WITHIN THE PLAN AREA WITH SIMILAR SYSTEMS IN SURROUNDING AREAS.
6. KEEP TO A MINIMUM THE NUMBER OF DRIVEWAY ENCROACHMENTS ALONG PUBLIC ROADWAYS -- PARTICULARLY ALONG MAJOR CORRIDORS.
7. ELIMINATE POTENTIAL HAZARDS AND OTHERWISE IMPROVE EXISTING, SUBSTANDARD ROADS IN THE PLAN AREA.
8. DEVELOP A COMMUNITY TRAIL SYSTEM PARALLEL TO PUBLIC ROADWAYS IN ORDER TO:
  - a. PROVIDE SAFE, PLEASANT, AND CONVENIENT TRAVEL BY FOOT, HORSE, OR BICYCLE WITHIN THE PLAN AREA.

## **V. TRAFFIC CIRCULATION ELEMENT**

### **A. Introduction**

The primary purposes of this Element of the Auburn/Bowman Community Plan are to identify future transportation needs, identify feasible ways to meet those needs, develop a transportation capital improvement program, and develop a financing plan (including mitigation fees) for proposed improvements.

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5. COORDINATE THE ROAD NETWORK AND ALTERNATIVE TRANSPORTATION SYSTEMS WITHIN THE PLAN AREA WITH SIMILAR SYSTEMS IN SURROUNDING AREAS.
6. KEEP TO A MINIMUM THE NUMBER OF DRIVEWAY ENCROACHMENTS ALONG PUBLIC ROADWAYS -- PARTICULARLY ALONG MAJOR CORRIDORS.
7. ELIMINATE POTENTIAL HAZARDS AND OTHERWISE IMPROVE EXISTING, SUBSTANDARD ROADS IN THE PLAN AREA.
8. DEVELOP A COMMUNITY TRAIL SYSTEM PARALLEL TO PUBLIC ROADWAYS IN ORDER TO:
  - a. PROVIDE SAFE, PLEASANT, AND CONVENIENT TRAVEL BY FOOT, HORSE, OR BICYCLE WITHIN THE PLAN AREA.

- b. PROVIDE RECREATIONAL OPPORTUNITIES TO RESIDENTS OF THE PLAN AREA.
  - c. CONNECT LOCAL TRAILS TO REGIONAL TRAIL SYSTEMS.
  - d. LINK SCHOOL FACILITIES, PARKS, COMMUNITY BUILDINGS, AND OTHER COMMUNITY-ORIENTED PUBLIC SERVICES WITH RESIDENTIAL DEVELOPMENTS.
9. PROVIDE SAFE BICYCLE FACILITIES ALONG EXISTING AND PROPOSED ROADWAYS.
  10. IMPLEMENT A CAPITAL IMPROVEMENT PROGRAM (CIP) SUFFICIENT TO ENSURE THAT ADOPTED LEVELS OF SERVICE FOR TRAFFIC ON THE PLAN AREA'S ROAD NETWORK AND FOR TRANSIT ARE ACHIEVED AS DEVELOPMENT OCCURS.
  11. MAINTAIN ROADS, TRAILS, AND OTHER TRANSPORTATION FACILITIES AT A STANDARD WHICH ASSURES SAFE PUBLIC USE.
  12. ENSURE THAT SUFFICIENT FUNDING IS AVAILABLE TO COMPLETE ROAD NETWORK PROJECTS INCLUDED IN THE CIP.
  13. PROVIDE ADEQUATE SPACE FOR ALTERNATIVE MODES OF TRANSPORTATION WITHIN OR ADJACENT TO EXISTING TRANSPORTATION CORRIDORS.
  14. IDENTIFY AND PROTECT EXISTING AND PROPOSED RAIL CORRIDORS AND FACILITY SITES.

**C. Policies**

1. Rights-of-way for roads shall be wide enough to accommodate roadways, trails, bikeways, drainage, public utilities, landscaping, and suitable separations. Minimum right-of-way criteria for roadways throughout the Plan area are shown in the Background Report.
2. Traffic signals shall be installed at roadway intersections in accordance with Caltrans standards.
3. Off-street vehicular parking shall be provided by all new development.
4. Safety shall be a heavily-weighted criterion in determining priorities for projects in the Capital Improvement Program (CIP).
5. The level of service (LOS) minimum standard for roadways and intersections throughout the Plan area shall generally be LOS C. Exceptions to this standard are listed in Table 17. Land development improvement requirements shall be set to sustain LOS C at all roadway and intersection locations for as long as possible.

**Table 17**  
**Exceptions to Level of Service (LOS) C Standard**  
**within Auburn/Bowman Community Plan Area**

			LOS
<b>ROADWAYS</b>	1	a) SR 49 -- Nevada County line to Joeger Road line	F
		b) SR 49 -- Joeger Road to Dry Creek Road	E
		c) SR 49 -- Dry Creek Road to Bypass	F
		d) SR 49 -- Bell Road to Atwood Road	D
		e) SR 49 -- Atwood Road to Edgewood Road	E
		f) SR 49 -- Edgewood Road to Auburn city limits	F
		g) SR 49 -- Auburn city limits to El Dorado County line	F
	2	a) I-80 -- Newcastle to Auburn city limits	F
		b) I-80 -- Auburn city limits to Auburn Ravine interchange	F
		c) I-80 -- Auburn Ravine interchange to Bowman interchange	E
	3	SR 49 Bypass -- I-80 to Bell Road	D/E
	4	Auburn Ravine Road -- I-80 overcrossing	E
	5	Lincoln Way --Sylvan Vista to Bowman	D
<b>INTERSECTIONS</b>	1	SR 49/Florence Drive	E
	2	SR 49/Bell Road	D
	3	SR 49/Luther Road	E
	4	SR 49/Nevada Street	E
	5	I-80 (Eastbound)/SR 49 Bypass	D
	6	Bowman Road/SR 49 Bypass	D
	7	Bell Road/Bypass	D
	8	SR 49/Bypass	F

**NOTE:** This list does not include LOS deficiencies for the City of Auburn.

6. Land development projects shall be approved only if the identified LOS standards can be sustained on the Plan area road network and intersections after:
  - a. Traffic from approved projects has been added to the system, and



- b. Improvements funded by this program are in place.

NOTE: This will sometimes result in temporary violation of level of service (LOS) standards until adequate funding has been collected for the construction of program improvements.

7. The CIP shall be constructed in response to buildout of the Plan area. Traffic mitigation fees to fund the CIP (or in lieu construction) shall be required as conditions of approval on land development projects within the Plan area.
8. Any part of a CIP-listed improvement which is "on-site" or "frontage" to a land development project, shall be constructed by that project. Such construction shall be required by conditions of approval placed on that project.
9. Priority and scheduling of the CIP projects shall be determined by the Placer County Board of Supervisors.
10. Traffic mitigation fee programs and ordinances shall be based on peak-period road network usage by traffic from proposed projects. Such road network usage shall be estimated using standard reference sources, such as the Institute for Transportation Engineers (ITE). Fees shall be collected when building permits are issued. The fee program shall be implemented by County ordinance.
11. The road network within the Plan area shall be coordinated with road networks of adjacent jurisdictions, particularly the City of Auburn.
12. "Through" traffic which must pass through this Plan area shall be accommodated in a manner which will not encourage the use of neighborhood roadways. This through traffic shall be directed to appropriate routes in order to maintain public safety and local quality of life in outlying sections of the Plan area.
13. As development of the Plan area occurs, dedication of public rights-of-way shall be required for the roads, trails, and bikeways identified in the Plan. Dedication of right-of-way as well as construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development projects.
14. Trail rights-of-way shall not be abandoned unless there is substantial evidence of no practical use for trail purposes.
15. Transit stops, turnouts, and shelters shall be required at appropriate locations as conditions of approval for land development projects.
16. "Park and ride" shelters and parking areas shall be required at appropriate locations as conditions of approval for land development projects.
17. In residential areas, concrete curb, gutter, and sidewalk shall be provided on both sides of roadways where lot sizes are 1/2 acre or smaller. In areas with lot sizes between 1/2 acre and 40,000 sq. ft., concrete curb and gutter shall be provided on both sides of the roadway; concrete sidewalk shall be provided on one side of the roadway. In areas with lot sizes larger than 40,000 sq. ft., an off-street,

multipurpose walkway shall be provided together with 4' (min.) wide paved roadway shoulders.

18. The traffic mitigation fee program described in this Plan shall not supersede or otherwise affect Placer County's Street Improvement Ordinance or other authority to require road improvements.
19. The preservation of a Highway 49 Bypass as a viable future transportation facility shall be considered in all land use decisions along the corridor. The precise alignment shall be adopted by the Board of Supervisors based upon a route alignment study and EIR.

**D. Level of Service**

The planning of the future road network proposed by the Plan is partially based on the concept of "level of service" (LOS). LOS is a quantitative and qualitative measure of traffic conditions on isolated sections of roadways ("links") or intersections (see Table 18). LOS ranges from Level A, with no congestion, to Level F, where the system fails with "gridlock" or stop-and-go conditions prevailing. The quantitative basis for determining LOS is the ratio between existing traffic volume (V) and the calculated capacity (C), the "V/C ratio." Normally, intersection capacity will be the limiting factor in an area's road network.

The use of a performance standard approach to road network planning assumes that a specified LOS becomes a general standard for the area's road network. Land development projects must satisfy this performance standard in order to receive permit approval; in other words, it must be shown that a certain performance standard for traffic operations will exist after a proposed project is in place. The existing road network in the area of such a project may have sufficient reserve capacity for the project's traffic; or it may be necessary to increase the available capacity by capital improvements (i.e., increasing the number of lanes, signaling an intersection, etc.).

In the past, there has been no adopted level of service standard for the Plan area. The lower limits of LOS C have been adopted for other community plans within Placer County; however, this standard does not presently exist at several locations along the Highway 49 corridor and will not be sustainable in the future — even after significant improvements to the transportation system.

Table 18

## Level of Service Definitions

LOS	INTERSECTION	ROADWAY SECTION
A	Uncongested operations all queues clear in a single signal cycle $V/C^* = 0.00 - 0.60^{**}$	Free flow, vehicles unaffected by other vehicles in the traffic stream
B	Uncongested operations, all queues clear in a single cycle $V/C = 0.61 - 0.70$	Higher speed range of stable flow, volume 50% of capacity or less
C	Light congestion, occasional backups on critical approaches $V/C = 0.71 - 0.80$	Stable flow with volumes not exceeding 75% capacity
D	Significant congestion of critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No lone queues formed $V/C = 0.81 - 0.90$	Upper end of stable flow conditions. Volumes do not exceed 90% of capacity
E	Severe congestion with some long, standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es)	Unstable flow at roadway capacity. Operating speeds 30 to 25 mph or less
F	Total breakdown, stop-and-go operation $V/C = 1.00$	Stop-and-go traffic with operating speeds less than 30 mph

\* V/C ratio same for road sections, except as noted

#### E. Computerized Traffic Model

A computerized traffic model was developed for the Plan area (as well as the City of Auburn) to forecast future traffic conditions. The model was developed jointly by Omni-Means, Ltd. (consulting traffic engineers) and Placer County staff. This model was developed to be able to evaluate future traffic conditions and the effects of proposed road network improvements and/or land use changes. This model is unusually detailed for the area and population of the area being evaluated—primarily because of the two separate jurisdictions and separate planning efforts. The traffic model has been used by both Placer County and the City of Auburn in preparing their respective circulation elements. Both daily and p.m. peak-period models were developed. Different trip generation rates were discovered for different areas of the Plan. For example, there are very different trip-generation characteristics for suburban shopping centers than for commercial areas of downtown Auburn on an acreage basis. The traffic model was tested and validated to much better than standard tolerances for existing (1988) conditions. Forecasting considers the effects of buildout of the Plan area together with increased traffic within, into, out

of, and through the Plan area on all major roadways. Forecasts of future traffic volumes at the boundaries of the traffic model area for I-80 and Highway 49 were obtained from Caltrans. The traffic model was also used as a basis for evaluating Highway 49 bypass alternatives as part of a separate study. Intersection capacity analysis was performed using future traffic volumes and turning movements projected by the model.

Traffic forecasts by the computer model indicated the roadway sections and intersections where undesirable levels of service would occur. The effects of different roadway improvements were then tested in order to determine the cost-effectiveness of various "fixes" to the future level of service problems. The most cost-effective set of roadway improvements which corrected future level-of-service deficiencies was then incorporated into the Capital Improvement Program (CIP).

The primary indicator of congestion which is output from the traffic model is "total system delay", which is measured in daily vehicle-hours. Total system delay is a good indicator of overall operating conditions of the area's road network. It avoids the problem of ignoring congestion which is shifted to other areas that can result from focusing on specific locations (such as the Highway 49 corridor, alone).

Within the Plan area, full buildout of residential land use was assumed to be 80% of maximum density--the balance being streets, vacant parcels, larger than minimum lots, etc. This is consistent with Placer County's experience in other community plan areas. Non-residential land use was assumed to buildout to 100% of development potential. The cost of the CIP has been assigned to the increment of future land development which is forecast to occur during the next 20-year period.

The most heavy traffic loadings will occur on I-80 and Highway 49. Because I-80 traffic is mostly interregional, very little can be done by the Plan to improve future traffic conditions. However, over two-thirds of the future traffic on Highway 49 is forecasted to be traffic with either an origin or destination within the Plan area. Therefore, traffic conditions on Highway 49 can be greatly affected by land use in the Plan area.

The 1978 Auburn Area General Plan includes a Highway 49 bypass on the west side of the Plan area. The traffic model was used to analyze several bypass alternatives. In very general terms, a westerly Highway 49 bypass would have the most beneficial effects on traffic congestion and would be the most expensive alternative; an easterly bypass would have fewer environmental problems--such as displacement of existing homes and potential growth inducement. Much can be done to mitigate future traffic problems with a combination of improvements to the existing road network and land use changes without any Highway 49 bypass.

Early in the bypass study, it became apparent that the criteria being used to evaluate the traffic benefits of bypass alternatives were not the best. Using relief of traffic congestion on Highway 49 as the primary criterion ignores what happens elsewhere. It was decided that it is better to evaluate bypass alternatives (and other road network alternatives) in terms of effect on the entire road network for the Auburn area.

The modeling effort also raised questions about the viability of a "no bypass" alternative. The traffic model was used to evaluate the effect of improving the existing road network wherever possible (for example, improving Highway 49 to six lanes, improving Bell Road to four lanes, etc.), both with and without a bypass.

The third issue that changed the evaluation criteria was the development of proposed land use alternatives by the Planning Department. It became apparent that future traffic conditions could be greatly affected by the location, density, distribution, and mix of proposed land uses. Therefore, the traffic model was used to evaluate the effect of such land use changes on traffic conditions with and without a bypass.

**F. Transportation Capital Improvement Program (CIP)**

The proposed CIP, including cost estimates and cost-spread for the traffic mitigation fee program, is shown on Table 19. In addition to road network and intersection improvements, the CIP also includes shoulder widenings on approximately 20 miles of existing roadways to provide much safer roadways for motor vehicles, bicycles, and pedestrians.

The CIP includes a State Route 49 Bypass of Auburn. The Plan includes the bypass as part of a long-term strategy to reduce congestion along the Highway 49 corridor as forecast by the transportation model. Highway 49 is predicted to still have significant congestion even with the bypass. Travel time through the Plan area in a north/south direction would be reduced with a bypass.

The bypass alignment would be to the north and east of Auburn and is shown in its approximate location on Figure 15. The bypass would leave the present alignment of Highway 49 south of Dry Creek Road, pass between the airport and Rock Creek Reservoir, cross Bell Road and connect to I-80 at the Bowman Road interchange. The exact alignment must be approved by the Board of Supervisors based upon a formal "Route Alignment Study." The alignment study will include an engineering and environmental analysis of alternatives and an EIR. After a route has been selected and adopted, preservation of the corridor and the reduction of land use conflicts adjacent to the route should be a consideration in all land use decisions along the route.

The bypass is estimated to cost \$36 million; however, the many decisions made during the route alignment process will affect the cost. The CIP divides the project into two parts: 1) Route alignment selection, environmental review, engineering, surveying and some initial right-of-way acquisition, and 2) The remainder of the right-of-way acquisition and construction. The first phase (\$4 million) is proposed for inclusion in the mitigation fee program. The source of funding for the second phase (\$32 million) is currently unknown.

The bikeway facilities proposed by this Plan are consistent with the Bikeways Master Plan in that all Master Plan routes are included. However, many more miles of bikeways are provided by the Auburn/Bowman Community Plan, and many such facilities will be provided at an upgraded standard (refer to the Parks and Recreation Element trails section for a discussion of Plan area trails).

NO.	PROJECT	PROJECT LIMITS	APPROX. PROJ. LENG. (MILES)	STANDARD	TOTAL COST ESTIMATE	STATE	LOCAL/ MISC. PROGRAMS	DEVELOPER FRONTAGE REQMTS.	SEE PAGE SHARE
1	I. ROAD NETWORK IMPROVEMENTS	NEVADA ST. TO JOEGER RD.	4.47	6 LANE	\$12,272,000	\$6,000,000	\$167,000	\$1,500,000	\$4,605,000
2	SR 49	SR 49 TO I-80	2.81	4 LANE	\$2,226,000	\$0	\$0	\$560,000	\$1,666,000
3	BELL RD.	FLORENCE DR. TO SR 49	0.64	2 LANE	\$507,000	\$0	\$207,000	\$150,000	\$150,000
4	CHRISTIAN VALLEY RD.	EXIST. END TO OLD AIRPORT	0.42	2 LANE	\$313,000	\$0	\$0	\$250,000	\$63,000
5	BELL FRANCIS DR.	SR 49 TO CITY LIMIT	0.59	2 LANE	\$467,000	\$0	\$117,000	\$117,000	\$233,000
6	LOCKSEY LANE	DRY CREEK RD. TO BELL RD.	0.70	2 LANE	\$554,000	\$0	\$54,000	\$400,000	\$100,000
7	RICHARDSON DR.	GALENA DR TO RICHARDSON DR.	0.10	2 LANE	\$80,000	\$0	\$20,000	\$20,000	\$40,000
8	QUARTZ DR.	QUARTZ DR. TO BELL RD.	0.20	2 LANE	\$158,000	\$0	\$83,000	\$50,000	\$25,000
9	GALENA DR.	PROFESSIONAL DR. TO RICHARDSON DR.	0.16	2 LANE	\$127,000	\$0	\$27,000	\$50,000	\$50,000
10	EDUCATION ST.	QUARTZ DR.	0.51	2 LANE	\$404,000	\$0	\$101,000	\$202,000	\$101,000
11	QUARTZ DR.	SR 49 SE TO BELL RD.	0.60	2 LANE	\$475,000	\$0	\$158,000	\$158,000	\$159,000
12	UNNAMED ROAD	DRY CREEK TO EAST OF SR 49							
13	PROFESSIONAL DR.	SOUTH TO QUARTZ DR. EXIT	0.38	2 LANE	\$301,000	\$0	\$200,000	\$0	\$101,000
14	WILLOWCREEK RD.	BELL RD. TO ATWOOD RD.	0.37	4 LANE	\$592,000	\$0	\$60,000	\$266,000	\$266,000
15	BELL RD. WEST OF SR 49	THIRD ST. TO SR 49 AT AUBURN HONDA	0.60	4 LANE	\$480,000	\$0	\$0	\$130,000	\$350,000
16	RICHARDSON DR. SO. EXT.	SR 49 TO RICHARDSON	1.45	2 LANE	\$1,160,000	\$0	\$0	\$580,000	\$580,000
17	MT. VERNON ROAD	ATWOOD RD. TO EDGEWOOD/MT. VERNON	0.70	2 LANE	\$600,000	\$0	\$0	\$100,000	\$500,000
18	LUTHER ROAD	.3 MI. WEST OF NEVADA ST. TO EDGEWOOD RD.	0.15	4 LANE	\$120,000	\$0	\$0	\$60,000	\$60,000
19	LUTHER ROAD	SR 49 TO CANAL STREET	0.23	4 LANE	\$184,000	\$0	\$0	\$92,000	\$92,000
20	LINCOLN WAY	BOWMAN RD. TO CARRIAGE LN.	0.41	4 LANE	\$328,000	\$0	\$0	\$66,000	\$262,000
21	NEW AIRPORT RD.	RUSSELL RD. TO FERGUSON RD.	1.09	2 LANE	\$872,000	\$0	\$120,000	\$349,000	\$403,000
22	OLD AIRPORT RD.	SR 49 TO BELL RD.	0.69	2 LANE	\$552,000	\$0	\$138,000	\$276,000	\$138,000
23	MISC. SHOULDER ADDITIONS	BELL RD. TO AUBURN AIRPORT	1.02	2 LANE	\$555,000	\$0	\$0	\$505,000	\$50,000
24	SHALE RIDGE ROAD	BELL RD. TO NEW AIRPORT RD.	20.00	2 SIDES	\$4,000,000	\$0	\$1,000,000	\$1,000,000	\$2,000,000
25	ATWOOD ROAD	VARIED LOCATIONS - 4' MIN. WIDTH (SEE A/B/C/P TEXT)	0.32	2 LANE	\$256,000	\$0	\$0	\$100,000	\$156,000
26	LINCOLN WAY	EAST OF SR 49	0.42	2 LANE	\$350,000	\$0	\$0	\$0	\$350,000
27	LINCOLN WAY	RICHARDSON DRIVE TO PROFESSIONAL	0.20	4 LANES	\$240,000	\$0	\$0	\$0	\$240,000
28	INDIAN HILL ROAD	SILVER BEND TO SYLVAN VISTA	0.43	2 LANES	\$344,000	\$0	\$0	\$172,000	\$172,000
29	EDUCATION STREET	AUBURN FOLSOM ROAD TO NEWCASTLE	2.40	4 LANES	\$3,336,000	\$0	\$2,508,000	\$728,000	\$100,000
30	BOWMAN ROAD	PROFESSIONAL TO SR 49	0.17	2 LANES	\$136,000	\$0	\$0	\$0	\$136,000
	ROADS SUBTOTAL	AUBURN RAVINE ROAD TO LUTHER ROAD	0.30	2 LANES	\$240,000	\$0	\$80,000	\$0	\$160,000
					\$32,229,000	\$6,000,000	\$5,040,000	\$7,881,000	\$13,308,000
	II. STATE ROUTE 49 BYPASS	STATE ROUTE 49 TO I-80	3.10	4 LANE	\$4,000,000	\$0	\$0	\$0	\$4,000,000
		ROUTE ALIGNMENT, ENGINEERING, ENVIRONMENTAL REVIEW, INITIAL RIGHT-OF-WAY ACQUISITION							

AUBURN/BOWMAN COMMUNITY PLAN  
CAPITAL IMPROVEMENT PROGRAM PROJECT LIST

NO.	PROJECT	PROJECT LIMITS	PROJECT LENGTH (MILES)	STANDARD	TOTAL COST ESTIMATE	STATE	LOCAL/ MISC. PROGRAMS	DEVELOPER FRONTAGE REQMTS.	MIT FEE PROGRAM SHARE
	III. SIGNALIZATION AND INTERSECTION IMPROVEMENTS								
31	SR 49/SIGNAL COORDINATIONS	NEVADA ST TO DRY CREEK RD			\$450,000	\$300,000	\$0	\$65,000	\$85,000
32	SR49/FLORENCE				\$150,000	\$75,000	\$0	\$0	\$75,000
33	SR49/DRY CREEK				\$175,000	\$75,000	\$25,000	\$0	\$75,000
34	SR49/BELL				\$250,000	\$125,000	\$90,000	\$0	\$35,000
35	SR49/WILLOWCREEK				\$275,000	\$50,000	\$115,000	\$0	\$110,000
36	SR49/ATWOOD				\$150,000	\$75,000	\$25,000	\$0	\$50,000
37	SR49/NEW AIRPORT				\$150,000	\$75,000	\$25,000	\$25,000	\$25,000
38	SR49/LUTHER				\$150,000	\$75,000	\$0	\$100,000	\$50,000
39	SR49/LIVE OAK				\$150,000	\$0	\$0	\$0	\$75,000
40	SR49/EDGEWOOD				\$150,000	\$75,000	\$0	\$0	\$75,000
41	SR49/NEVADA				\$150,000	\$75,000	\$0	\$0	\$75,000
42	AUBURN RAVINE INTER/I-80	WIDEN OVERXING TO 5 LANES			\$1,875,000	\$1,025,000	\$460,000	\$0	\$390,000
43	BOWMAN/LUTHER				\$150,000	\$0	\$50,000	\$50,000	\$50,000
44	BELL RD. INTERCHANGE/I-80				\$950,000	\$0	\$0	\$0	\$950,000
45	ATWOOD RD./RICHARDSON DR.				\$150,000	\$0	\$0	\$50,000	\$100,000
46	ATWOOD RD./PROFESSIONAL DR.				\$150,000	\$0	\$50,000	\$0	\$100,000
47	BELL RD./RICHARDSON DR.				\$150,000	\$0	\$20,000	\$80,000	\$50,000
48	BELL RD./GALENA DR.				\$150,000	\$0	\$50,000	\$50,000	\$50,000
49	LUTHER RD./CANAL ST.				\$150,000	\$0	\$0	\$75,000	\$75,000
50	S. OLD AIRPORT RD./BELL RD.				\$235,000	\$0	\$115,000	\$80,000	\$40,000
	INTERSECTION SUBTOTAL				\$6,160,000	\$2,025,000	\$1,025,000	\$625,000	\$2,485,000
	GRAND TOTAL				\$42,389,000	\$8,025,000	\$6,065,000	\$8,506,000	\$19,793,000

Note: 1. Above estimates include the costs of construction, engineering, environmental review, and administration but do not include right-of-way acquisition (except as noted) costs.

2. Improvements generally include 12' wide traffic lanes, 8' wide paved shoulders, and concrete curb, gutter, and sidewalk.

EASTERLY BYPASS  
(BOWMAN)



- NOTES:**

150



#### **G. Financing Plan**

Funding for the projects included in the CIP will likely be provided from several sources. However, the financing plan and fee schedule assume that the Plan area's share of these projects will be funded in the amounts shown in Table 19 by land development as it builds out the Plan area. In general, the CIP included in the Plan should allow LOS C to be maintained on the area's road network excepting only sections of I-80, State Highway 49, the 49 Bypass and a few signalized intersections.

Table 19 indicates that only a portion of the cost of the CIP would be funded by future land development. Other sources of funding include the County Road Fund, Transportation Development Act (TDA) monies, existing mitigation fee programs, and contributions from other jurisdictions, such as Caltrans and the City of Auburn.

A separate County Ordinance establishes the traffic mitigation fee program which will collect funds from future land development.

#### **H. Other Future Transportation Measures**

##### **1. Future Transit**

Over the next seven years, Placer County Transit is planning to change and expand transit service for the Auburn/Bowman Community Plan area. The service will be changed by adding two 25-30 passenger buses that operate on fixed routes with 30-minute headways. These buses will provide local transit service and accomplish timed-transfers to other transit systems such as intercity rail, vanpools, etc. This will require more coordination among transit systems than presently exists.

This service would operate 12 hours per day for five days per week for the first year. In the second year, service would operate for 12 hours each day for six days per week. In the third year (and thereafter), service would be expanded to 16 hours each day for six days each week.

##### **2. Future Rail**

Intercity rail services are planned between Colfax and San Jose via Sacramento. Trains currently run from Roseville to San Jose and service will be expanded when rolling stock and stations become available. A station is planned within the City of Auburn near the intersection of Nevada Street and Fulweiler Avenue. Although the purpose of the system is to provide intercity and not commuter service, there will be one morning and evening train that could serve this function. If intercity rail service proves to be successful, expanded service for commuters would be added.

##### **3. Future TSM**

Placer County will implement the following Transportation Systems Management (TSM) measures during the Plan lifetime:

a. Trip Reduction Ordinance

Placer County adopted a countywide Trip Reduction Ordinance in August, 1993. This Ordinance requires all businesses, government agencies, etc. to reduce anticipated trip generation. Small employers have only a minimal posting of notice requirement. Larger employers have requirements for a designated coordinator, performance monitoring, and reporting.

b. Park and Ride Lots

Private land development (both residential and commercial/office) will be required to designate parking areas for commuter parking at appropriate additional locations. Public Park and Ride lots will be constructed within surplus road rights-of-way and adjacent to interchanges on I-80.

c. Signal Coordination

Under certain circumstances, through-movement highway capacities can be improved on a major corridor (such as Highway 49) by signal coordination. To be effective, this coordination requires high traffic volumes, certain minimum spacing between signals, and relatively high through-traffic/cross-traffic ratios. All signal controllers installed in the last 10 years along Highway 49 have the capability of being coordinated by a master controller.

Conditions in the Highway 49 corridor are now approaching the point where signal coordination could be effective. Caltrans has initiated a study to determine the first locations where coordination would be established. There may be problems with a reliable power source for the signal system if coordination is established for the full length of the Highway 49 corridor. A solution to this appears to be several separate blocks of signals with separate power sources. Under ideal conditions, signal coordination can improve effective capacity (10-15%) during peak periods.

Other measures that could be implemented that would reduce peak-period traffic generation include the following: "flex-time" for employees, non-peak shift changes, parking fees or parking limitations, telecommuting, financial incentives/ disincentives by employers, a safe network of bike trails and pedestrian walkways, "guaranteed ride home" carpooling, etc.

I. Summary and Conclusion

If the assumptions of this Circulation Element are correct regarding land use development patterns, road improvements, etc., traffic conditions will be significantly worse in the future than at present. This will be the case despite major road improvements to improve capacity. There will be more traffic signals, increased delay on the road network and intersections, and generally, less overall mobility. Travel time will increase for most routes within the Plan area—particularly on heavily-travelled routes such as the Highway 49 corridor. The miles of roadway which will operate at undesirable levels of service (at peak periods) will more than double, as will the number of intersections operating at undesirable levels of service. Total vehicle miles travelled

will double. Within the City of Auburn, conditions would be much worse. Road improvement solutions to congestion problems (such as additional lanes) which work at most places in the unincorporated area, may be impossible to implement in the City where surplus rights-of-way and setbacks are minimal.

On the positive side, many existing safety deficiencies will be corrected. More and better facilities will be available for pedestrians and bicyclists. Alternative transportation opportunities will be improved by an expanded local transit service, coordination with other transit services, and intercity rail service.

It should be noted that without the proposed CIP, traffic conditions on the road network would be much worse. Within financial constraints, the CIP includes all improvement projects (excepting only I-80 improvements) which would significantly reduce delay on the Community Plan area's road network. The traffic mitigation fee program should ensure that sufficient funding is available for road improvements made necessary by land development through the year 2010. This should also be true for the additional road improvements required to serve the increment of growth between 2010 and full buildout of the Plan area. There is a great deal of uncertainty about the timing, location, and land use mix of future development; these factors will largely determine the timing and sequence of proposed road improvements.

The Highway 49 Bypass is part of a long-term strategy to reduce congestion along major arterial highways in the north Auburn area. It is predicted to be only partially successful at reducing congestion and will require continuing political and financial support in order to become a reality. The first step is to determine and formally adopt the route alignment, then implement measures to preserve the corridor. Funding for construction and land acquisition has not been identified.

#### **J. Implementation**

The following programs and policies will implement the Traffic/Circulation Element of the Auburn/Bowman Community Plan:

1. Prepare/adopt an ordinance implementing traffic mitigation fees for Road Network Capital Improvement Program.  
Responsible Agency/Department: Department of Public Works/Board Supervisors  
Time frame: 1994  
Funding: Road Fund
2. Revise road improvement and right-of-way dedication requirements for land development projects within the Plan area.  
Responsible Agency/Department: Department of Public Works  
Time frame: 1994  
Funding: Road Fund
3. Prepare/adopt a Trip Reduction Ordinance which includes the Plan area.  
Responsible Agency/Department: Department of Public Works/Board of Supervisors  
Time frame: 1993  
Funding: Transportation Development Act (TDA)

4. Coordinate transportation planning with City of Auburn and Caltrans.  
**Responsible Agency/Department:** Department of Public Works  
**Time frame:** Ongoing  
**Funding:** General Fund/Road Fund
5. Require land development projects to construct public transportation improvements.  
**Responsible Agency/Department:** Department of Public Works  
**Time frame:** Ongoing  
**Funding:** General Fund/Road Fund
6. Pursue other sources of funding for transportation improvements.  
**Responsible Agency/Department:** County Executive Office/Department of Public Works  
**Time frame:** Ongoing  
**Funding:** General Fund/Road Fund
7. Continue existing transportation construction and maintenance programs.  
**Responsible Agency/Department:** Public Works/Caltrans  
**Time frame:** Ongoing  
**Funding:** Varied
8. Adopt an alignment for the Highway 49 Bypass.  
**Responsible Agency/Department:** Department of Public Works/Caltrans/Auburn  
**Time frame:** 3 - 5 years  
**Funding:** Mitigation Fees/Road Fund

# **VI. IMPLEMENTATION**

## **IMPLEMENTATION**

### **A. SUMMARY**

In addition to all of the implementation measures mentioned in the previous chapters of this Plan, the goals, policies and other measures identified in the Auburn/Bowman Community Plan are implemented in a variety of ways. Some elements require the adoption of subsequent ordinances, regulations and/or guidelines to control various aspects of the development process. Elsewhere, references to guidelines contained within the Plan documents will assist with implementation done as a part of the development approval process. Service and infrastructure financing programs referred to within the elements of the Plan result in the implementation of the Plan as a whole.

The "Implementation" section is intended to summarize those measures which are proposed as a part of the adoption of the Plan. It should be noted that many of the policies stated herein are to be implemented through the on-going project approval process which occurs by way of applications for subdivisions, conditional use permits and other discretionary permits that are considered by Placer County authorities such as the Board of Supervisors, the Planning Commission, the Zoning Administrator, etc. In order to track the implementation of the Plan, the rate of build-out of the area, and to ensure that deficiencies or changes are noted, it shall be a policy of the County to provide an annual report on the Plan to the Planning Commission and Board of Supervisors.

**Responsible Agency:** Planning Department

**Time frame:** Annually

**Funding:** General Fund

### **B. ZONING AND LAND USE REGULATIONS**

It is through the ability to regulate the development and use of land that the Auburn/Bowman Community Plan will be implemented.

The Community Plan is the policy framework and plan of action for the area and the zoning regulations are the tools to effectuate the Plan. The County can guide and control development within the Plan boundaries through the enforcement of Zoning Ordinance provisions such as minimum lot sizes, structural setbacks, design criteria, etc. Precise zone district designations are included as a part of the Community Plan process, and they are important to the future development of the area. Whereas the Community Plan land use designations provide for a range of residential densities or a general category of commercial or industrial uses, the implementing zone district specifies a minimum lot size (or maximum residential density) or a more definitive type of commercial or industrial enterprise that may be allowed.

The Placer County Zoning Ordinance (which is currently being rewritten) provides the precise standards, regulations, process requirements and development criteria which will have the greatest impact upon the eventual build-out of the Plan. Other Placer County land use regulations which will contribute to the Plan's implementation include: the Subdivision Ordinance, the Grading Ordinance, the Environmental Review Ordinance, the Development Agreement Ordinance, the Design Review Guidelines, the Landscape Guidelines, the Flood Damage Prevention Ordinance, the Uniform Building Code and numerous other rules adopted to protect public health and safety, and promote the general welfare of the County.

**C. RELATIONSHIP TO VARIOUS PLACER COUNTY GENERAL PLAN ELEMENTS AND RELATED FUNCTIONAL PLANS**

The Placer County General Plan was adopted in 1967 and is currently under revision. Between 1967 and 1991, the County has adopted various elements as a part of the County-wide General Plan. Some of these elements were adopted due to changes in the State Planning Law, while others were determined to be necessary by the Board of Supervisors. These independent elements, and other related functional plans, include: the Agricultural Element, the Mineral Resource Conservation Plan, the Solid Waste Management Plan, the Hazardous Materials Management Plan, the Seismic Safety Element and the Auburn Airport Comprehensive Land Use Plan. All of these documents have impacts upon the Auburn/Bowman Community Plan.

Due to the geographic, environmental and socioeconomic diversity found in Placer County, Community Plans or area General Plans have been adopted to address approximately 20 different planning areas throughout the County. The Auburn/Bowman Community Plan is the most recent of these plans and is an update of two earlier area plans (the Bowman General Plan - 1979 and the Auburn Area General Plan - 1978/79). The adoption of the Auburn/Bowman Community Plan signals its incorporation into the Placer County General Plan as the primary policy document for the area discussed in the introduction section of this Plan.

The Government Code (Section 65302 et. seq.) requires the General Plan (including any Community Plans adopted pursuant thereto) to be an internally consistent statement of local government land use policy. During the preparation of the Auburn/Bowman Community Plan, all relevant General Plan elements were considered and policies integrated into the Community Plan where appropriate. Where more specific policy direction is not provided by the Auburn/Bowman Community Plan for any given issue, the Placer County General Plan must be used for guidance.

**1. Agricultural Element (Adopted 3/27/89)**

"Policies expressed in the Agricultural Element are intended to apply to lands designated within the four agricultural land use categories used in the Placer County General Plan and local Community Plans, as well as on-going agricultural operations in other areas of the County, especially those lands in the Williamson Act." The Auburn/Bowman Community Plan includes areas designated as Agricultural, as well as some areas encumbered by Williamson Act contracts. Several of the goals and policies of the Plan reflect this recognition of and consideration for these agricultural areas. In fact, the general land use pattern included within the Plan attempts to protect the larger agricultural areas. Due to the location of existing agricultural, residential, commercial, industrial and institutional uses in and around the Plan area, potential land use conflicts are apparent.

The following goals of the Agricultural Element specifically address agricultural protection and potential land use conflicts:

**A-2 GOAL: TO PROVIDE FOR THE LONG-TERM CONSERVATION AND USE OF AGRICULTURAL LANDS.**

**A-3 GOAL: TO IDENTIFY FARMLANDS WITHIN THE COUNTY THAT ARE IMPORTANT TO THE MAINTENANCE OF THE LOCAL AGRICULTURAL ECONOMY.**

**A-4 GOAL: TO MAINTAIN AGRICULTURAL LANDS IN PARCEL SIZE CONFIGURATIONS WHICH HELP ASSURE THAT VIABLE FARMING UNITS ARE RETAINED.**

**A-5 GOAL: TO ESTABLISH POLICIES AND REGULATIONS WHICH RESTRICT THE USE OF LAND TO AGRICULTURAL AND COMPATIBLE USES RATHER THAN OTHER DEVELOPMENT PURPOSES.**

**A-6 GOAL: TO REDUCE THE INTRODUCTION OF CONFLICTING USES INTO FARMING AREAS AND TO MINIMIZE CONFLICTS WHERE EXISTING PARCEL SIZES OR USES CURRENTLY CREATE THE POTENTIAL FOR SUCH CONFLICTS.**

These goals and their companion policies listed in the Agricultural Element were utilized in developing the goals and policies for the Auburn/Bowman Community Plan.

**2. Solid Waste Management Plan (Adopted 1989)**

The Auburn/Bowman Community Plan is consistent with the projections contained within the 1989 Placer County Solid Waste Management Plan in that it does not provide for residential, commercial or industrial growth beyond that anticipated by that Solid Waste Plan. Projections regarding the lifespan of the County's waste disposal facilities as discussed in the 1989 Plan remain unchanged with the adoption of the Auburn/Bowman Community Plan.

**3. Hazardous Waste Management Plan**

The Placer County Hazardous Waste Management Plan was prepared with consideration given to local Community Plans (see pp. 3 - 5 of the Hazardous Waste Management Plan, March, 1988). No special acknowledgment is required herein because the Hazardous Waste Management Plan identified the Auburn/Bowman area as one which "precludes repository siting" (see page M-11).

**4. Seismic Safety and Safety Element (Adopted 4/77)**

The Auburn/Bowman Community Plan is subject to and consistent with the Seismic Safety and Safety Element of the Placer County General Plan which is included herein by reference.

**5. Auburn Airport Comprehensive Land Use Plan (Adopted 2/87, Revised 3/90 by the Foothill Airport Land Use Commission)**

Pursuant to modifications to the Public Utilities Code in 1984 (Section 21670 et. seq.), the Sierra Planning Organization was designated by the Boards of Supervisors of Placer,



El Dorado and Nevada counties as the Airport Land Use Commission (ALUC) for those counties. The Sierra Planning Organization (named the Foothill Airport Land Use Commission (FALUC) for purposes of implementing the provisions of the Public Utilities Code) adopted a Comprehensive Land Use Plan (CLUP) for the Auburn Airport in February of 1987. The CLUP limits land uses surrounding the Auburn Airport based upon Federal Aviation Agency (FAA) regulations and other rules established by the FALUC. The CLUP has the force and effect of the land use element of a community plan unless any of its provisions are overridden by a 4/5ths vote of the governing body of the jurisdiction within which the land use is proposed.

In order to provide for uses that are compatible with the City of Auburn's Municipal Airport, land use designations in the Auburn/Bowman Community Plan have been configured in conformance with the adopted and modified Auburn Airport Comprehensive Land Use Plan.

#### D. ECONOMIC DEVELOPMENT

##### 1. Definition of Economic Development

Economic Development is the process by which a community creates quality employment opportunities for its residents. It also refers to activities designed to provide a stable, diverse economy to guard against unforeseen economic change affecting particular industry sectors. Economic Development may include financial or technical assistance to businesses to ensure the retention and expansion of existing enterprises and the attraction of new businesses, as well as job training and employment programs. In Placer County, the economic development program must focus on the creation of higher income employment opportunities for primary wage earners, so as to decrease the number of workers commuting out of the County to work.

##### 2. Background

Despite the attractiveness of the Auburn/Bowman area, new industrial enterprises have not located here for a variety of reasons. A strong economic development program is needed in order to provide a well balanced, economically healthy community. Industrial growth is interrelated with the jobs-housing goals identified earlier in this Plan and is essential to the economic vitality of the community.

At the present time there is approximately 606,000 sq. ft. of developed industrial space in the unincorporated Plan area. In addition, there is a large amount of undeveloped industrially zoned land. The County's Economic Development Department estimates that the current demand for industrial space is split: 75% for lease space and 25% for space which would be owned by the user. A typical potential user in this area is looking for 20,000± sq. ft. in an existing building within ten minutes of their home.

In the past, the location of industry in this area has been inhibited by the lack of readily available building inventory and available lots. The lack of large industrial parks and relatively small industrial parcels have added to the cost of development through the need to install relatively expensive infrastructure to serve industrial users. Development of

larger areas can benefit from economies of scale. The additional development costs can also be attributed to the foothill terrain which adds to grading, building, roadway, and infrastructure costs. As a result of these and other factors, the cost for industrial space in the Auburn/Bowman area averages \$.45 per sq. ft., which is significantly higher than the \$.23-.35 per sq. ft. cost in the South Placer area.

The development of new high quality commercial uses, in order to provide a wider range of services in the Plan area has also been recognized. The establishment of commercial enterprises which provide goods and services not found in the area at the present time can benefit the area in a number of important ways including reduced vehicle miles traveled, reduced air pollution, increased employment opportunities, additional tax revenues and a stable economy.

### **3. County Economic Development Strategy**

Recognizing the importance of economic development in Placer County, an Economic Development Strategy Plan was prepared in 1990. Although the Plan addresses County-wide issues, the general goals apply to the Auburn/Bowman Plan area, as do the specific "Goals for the Foothills." The need for a strong economic development program is acknowledged as one of the basic Planning Principles upon which this Plan is based. (See Section II - General Community Goals and Planning Principles.)

The economic development strategy prepared for Placer County is organized around a mission statement, goals, and key issues. However, it goes beyond broad policy recommendations to produce an action-oriented planning document for achieving economic development. The strategy outlines actions, projects, and steps for implementing these actions. The organization responsible for implementing each program is also identified. The importance of each element is identified, and the timing for the implementation of the elements is discussed. In addition to the County-wide strategy, this Plan identifies specific proposals that apply in this area.

The overall mission statement for the County's strategy is as follows: "To ensure continued, diversified economic growth throughout Placer County, providing employment opportunities for all wage earners, regardless of skill level or educational background, while maintaining the environmental character of the County." The Auburn/Bowman Community Plan embodies this statement through the Land Use, Housing, and Community Design sections primarily and secondarily through the environmental resources discussion.

#### **a. COUNTY-WIDE GOALS**

- (1) PROVIDE ASSISTANCE TO BUSINESSES THROUGHOUT THE COUNTY TO SUPPORT RETENTION, GROWTH AND EXPANSION OF EXISTING BUSINESSES AND THE START UP OF NEW BUSINESSES.**
- (2) ACHIEVE COMPLEMENTARY AND COORDINATED ECONOMIC DEVELOPMENT EFFORTS WITH THE**

EFFORTS OF CITIES AND OTHER ECONOMIC DEVELOPMENT ORGANIZATIONS.

- (3) DEVELOP AND PROMOTE TWO-WAY COMMUNICATION BETWEEN THE PUBLIC SECTOR AND BUSINESS COMMUNITY.
- (4) ACHIEVE COOPERATIVE WORKING RELATIONSHIPS AMONG ALL COUNTY DEPARTMENTS SO THAT THE BROADER NEEDS OF THE COUNTY (E.G. ENVIRONMENTAL QUALITY, AFFORDABLE HOUSING, REDUCED TRAFFIC CONGESTION, CONTINUED EMPLOYMENT OPPORTUNITIES, ETC.) ARE GIVEN ADEQUATE CONSIDERATION.
- (5) MAXIMIZE LONG-TERM NET REVENUES TO THE COUNTY.

b. GOALS FOR THE FOOTHILLS

- (1) PROVIDE PRIMARY WAGE EARNER JOB OPPORTUNITIES WITHIN THE COUNTY TO ENCOURAGE RESIDENTS NOT TO COMMUTE TO THE SACRAMENTO AREA AND TO ACHIEVE A JOBS/HOUSING BALANCE FOR THE AUBURN/BOWMAN AREA.
- (2) ENSURE RETENTION OF SOME UNDEVELOPED INDUSTRIALLY ZONED LAND FOR FUTURE USE.
- (3) PURSUE COORDINATING EFFORTS WITH CHAMBERS OF COMMERCE AND INCORPORATED CITIES WITHIN THE COUNTY.
- (4) ENSURE CONTINUED EMPLOYMENT OPPORTUNITIES IN RESOURCE-BASED INDUSTRIES.
- (5) PROVIDE A SUFFICIENT MIX OF NEIGHBORHOOD, REGIONAL, AND HIGHWAY COMMERCIAL FACILITIES TO SERVE THE RESIDENTS OF THE AUBURN/BOWMAN REGION AS WELL AS THOSE VISITING THE AREA.
- (6) MAKE THE AUBURN/BOWMAN AREA AS ATTRACTIVE AS POSSIBLE TO NEW AND/OR RELOCATING "CLEAN" INDUSTRY, INCLUDING AVAILABILITY OF A VARIETY OF HOUSING OPPORTUNITIES FOR EMPLOYEES IN CLOSE PROXIMITY TO THE WORK SITE LOCATION AND AT A PRICE COMMENSURATE WITH EMPLOYEE WAGES.

c. Policy for the Foothills

- (1) It is recognized that development of commercial and industrial uses can result in the loss of naturally occurring amenities. Where this is allowed to occur, adherence to a set of community design guidelines should assist in mitigating such impacts.

4. Plan Proposals

As discussed in the Land Use Section, a large amount of land in the Plan area has been designated for industrial and commercial use. In selecting these industrial and commercial areas several factors were considered. Among the most important of these were access, surrounding compatible uses, historical use of property, areas with the fewest development constraints, and availability of infrastructure.

The County's continuing economic development efforts should consider the following problems and recommended approaches.

- a. The County should complete a specific target study for the Auburn/Bowman area to identify the specific types of industry which are best suited to the area.
- b. The project approval process should be simplified and accelerated as much as possible in order to reduce up-front costs and enable a developer to get building space on-line as soon as possible after a tenant has been identified. This can be accomplished in a number of ways. First, the Auburn/Bowman Community Plan EIR has been prepared to address the potential impacts resulting from build-out of the area. This EIR provides extensive background material and, in many cases, can be relied upon to address most environmental issues related to subsequent development projects. Such projects may then only be required to demonstrate consistency with the Plan and the ways in which applicable mitigation measures have been incorporated into the proposed project. The resulting Addendum EIR can meet the requirements of CEQA and be completed in substantially less time than other EIRs. The County should also support newly proposed legislation which specifically authorizes such an environmental review process.

Secondly, the continued and broader use of "master plan" Conditional Use Permits is especially appropriate for phased industrial, office, or commercial projects where exact building footprints cannot be determined until tenants have been found. As long as the Community Plan and Design Guidelines provide sufficient direction, such Use Permit approvals can allow the developer significant flexibility in final project design while also providing a project approval in advance of identifying specific tenant needs. This process has been used successfully in the County in the recent past.

- c. In order to ensure that commercial and industrial development is aesthetically pleasing and a positive feature of the community, while providing necessary and desirable services and employment opportunities for area residents, strict adherence to the County's Design Guidelines and additional policies established in the Community Design section of this Plan should be sought. However, the County's Design Guidelines should be interpreted to provide greater flexibility and a relaxed standard for heavier industrial uses, especially where such uses are located out of view of important public areas and designated design corridors do not present a land use compatibility problem.

Additional, when a site is zoned for commercial or industrial uses, it must be acknowledged that when these areas develop, there could be a substantial alteration in the amenities that help identify the Auburn area, including a reduction in the tree coverage, wetland areas, rock outcroppings, and natural terrain. Although attempts will always be made to minimize these disturbances, complete avoidance of impacts on these resources will not always be possible.

- d. In the rewrite of the Placer County Zoning Ordinance, consideration should be given to permitting a wider spectrum of uses which may be approved as ministerial, rather than discretionary projects.
- e. New methods of financing the infrastructure necessary to support economic development should be explored. The use of assessment districts may be appropriate for some improvements while industrial bond financing or redevelopment may be useful in other circumstances. Where specific projects are proposed which implement the goals and policies of this Plan and are shown to have a net positive fiscal impact on the County, consideration should be given to the use of future revenues for the purpose of attracting such development. These funds could be used to provide road improvements, drainage facilities, multi-use parking facilities, sidewalks and other facilities which are needed to serve the new development and which may have other public uses as well.
- f. The County shall encourage private lenders to invest in the Auburn/Bowman area through public input to these lenders under the Community Reinvestment Act. These recommendations to private lenders shall include:
- Low interest long term loans to meet the credit needs of special districts that provide infrastructure and facilities for recreation, water, fire protection, or other public safety services.
  - Low interest long term financing to assist the small business entrepreneur.
  - Technical assistance to small and start-up business entrepreneurs.

Low interest 15 year loans to assist with attracting primary wage earner industry and/or targeted industries per the Placer County Economic Development Study.

- g. The County's Economic Development Department should continue to seek out and locate industrial uses which help to achieve the goals of this Plan.
- h. Encourage land uses that accommodate commercial services that are regional in character, that provide goods and services that residents now travel outside the area to obtain, that provide goods and service in short supply in the area, while at the same time acknowledging that site constraints, design guidelines, and other land use consideration may limit the development of "regional malls," "power centers," or similar types of development. A number of sites exist in the Plan area which may be suitable for large (needing 10 or more acres) retail development.

## **E. REDEVELOPMENT**

### **1. Introduction**

Over the past 30 years the redevelopment process has become accepted as an effective technique for revitalizing America's aging and deteriorating urbanized areas, attracting new industries and other employment generators, expanding the tax base, and providing space for potential growth. To a large degree the redevelopment process was pioneered in California.

Placer County has been studying redevelopment as a tool to improve communities within the County for approximately two years. On April 30, 1991 the Board of Supervisors approved the creation of the Placer County Redevelopment Agency. The Bowman and North Auburn areas have been identified as redevelopment survey areas and additional review has identified both areas as being eligible as locations for redevelopment projects.

### **2. Background**

Redevelopment is a method used for improving housing conditions, financing infrastructure, stimulating private investment, providing for public facilities, and eliminating blighting conditions. Over the last 30 years the redevelopment process has become accepted as an effective technique for revitalizing deteriorating urbanized areas. Redevelopment is a local program and is operated by the Board of Supervisors.

Financing for improvements related to redevelopment is generally provided through tax increments. Tax increments are increased property tax revenue generated above a base level value, or "frozen base" set at the time of project approval. The increased revenues come from the appreciation of property values due to rehabilitation, inflation or new development. Funds can be used for a range of public purposes including improvements, residential and commercial rehabilitation, relocation costs, developer assistance, and project administration. While the redevelopment process is quite complex and time consuming, it is being successfully used by cities and counties throughout California.

A more complete list of potential benefits that can result from redevelopment activities, and which could obviously be of benefit to the Auburn/Bowman Community Plan area are as follows:

- Elimination of blighting conditions (such as substandard housing, dilapidated or abandoned buildings, unsanitary or unhealthy conditions, or obnoxious or hazardous uses).
- Generation of new sources of governmental revenues (for example: sales taxes, transient occupancy taxes, and tax increments).
- Improvement, through rehabilitation and new construction, of housing conditions (both market rate and subsidized housing).
- Construction of major multi-use projects that act as catalysts for other redevelopment and revitalization efforts.
- Public infrastructure improvements (streets, sewer systems, storm drains, etc.).
- Construction or rehabilitation of cultural or tourist oriented facilities (community centers, theaters, convention centers, and tourist information centers, for example).
- Construction or rehabilitation of essential public facilities (such as police, fire, and jail facilities).
- Revitalization of downtown or strip commercial districts.
- Creation of parks, open space, and recreational opportunities.
- Restoration and preservation of historic districts.
- Attraction of industry or other generators of revenue and employment.

California Community Redevelopment Law (Part 1 of Division 24 of the California Health and Safety Code) generally gives redevelopment agencies the authority to carry out the programs discussed above. In some cases the law is very specific, i.e. 20% of the revenues to the Redevelopment Agency must be used to provide low-income housing, while in other cases the authority of the Redevelopment Agency is more general and similar to local government's authority.

### 3. Process of Identifying Redevelopment Areas

Each redevelopment plan must be approved by an ordinance that contains a finding that the area within the project boundary is "blighted" and that public intervention in the form of redevelopment is necessary. In general an area can be characterized as blighted if there are substandard, deteriorated, or dilapidated commercial buildings, poorly subdivided lots, inadequate public improvements, depreciated values, impaired

investments, etc. In addition, the law requires that each area be "predominantly urbanized."

Judgements concerning the potential of the Auburn and Bowman areas as possible redevelopment areas were made after consideration of several factors:

- The ability of an area to meet the eligibility requirements of the California Community Redevelopment Law. These include: (1) the presence of blighting conditions sufficient to permit a legal finding of blight, and (2) the ability of the area to meet the requirement that at least 80 percent of the area is urbanized.
- The need for redevelopment action as evidenced by conditions such as substandard housing, deteriorated commercial buildings, inadequate public improvements, or under-utilized land.
- The potential for generating tax revenues during and after redevelopment. such revenues could include property taxes, transient occupancy (hotel) taxes, and sales taxes.
- The likely cost of implementing the program and the chances that these costs could be recaptured by increased tax revenues over time.
- The ability to define "defensible" survey and project area boundaries.
- The possibility of "packaging" individual redevelopment projects so that "strong" projects (for example, successful commercial projects that generate substantial tax increments) can be used to support "weak" projects (those emphasizing housing rehabilitation, for example).
- The ability of the County to handle a projects of the size contemplated.
- The general prognosis for success.

#### 4. Bowman Area Potential Redevelopment

The Bowman area presents a number of opportunities for the effective use of a redevelopment program. These opportunities range from the rehabilitation of small single family residences to the encouragement of commercial projects of higher quality. With a carefully structured program, the potential for implementing a successful redevelopment program over a 10-15 year period is good.

Conditions found in the area that can be improved through redevelopment include poorly subdivided lots, aging and deteriorated buildings, and substandard streets and public improvements.

A number of useful redevelopment implementation techniques exist that may apply in this area:

- Preparation of a redevelopment plan and strategy.



- Implementation of a residential and commercial rehabilitation program.
- Assembly of land to produce marketable sites.
- Encouragement of movement of incompatible uses in order to achieve a more balanced land use pattern.
- Provision of public improvements as may be necessary to achieve redevelopment objectives.

##### 5. North Auburn Area Potential Redevelopment

The potential North Auburn redevelopment area is a long, informally subdivided, unincorporated highway strip development along Highway 49 north of the Auburn city limits. The area is characterized by an inefficient lot pattern, a chaotic mixture of uses, inadequate public improvements, and a distribution of deteriorating structures. On the positive side, there are a number of new privately sponsored development projects within or adjacent to the area, some of which are of very high quality. However, overall, detrimental existing conditions within the area constrain revitalization efforts by private enterprise acting alone.

The size of the area and the magnitude of the problems described above all make early redevelopment of the area difficult. Nevertheless the County's redevelopment consultants believe that the North Auburn area presents a positive opportunity for redevelopment and the potential for successful redevelopment is quite good.

Potential implementation techniques include, but are not limited to, the following:

- Preparation of a redevelopment plan and strategy.
- Use of a residential and commercial rehabilitation program to improve conditions in the area.
- Assembly of land as may be necessary to produce marketable and developable parcels.
- Gradual phase out or relocation of incompatible uses to achieve a more acceptable land use pattern.
- Installation of public improvements in support of private revitalization efforts.
- Support for an active code enforcement program.
- Acquisition of land for open space purposes.
- Development of affordable housing in suitable areas.
- Redevelopment of public service facilities.

## 6. Plan Proposals

As discussed above, and in other sections of the Plan, the future development of the Auburn/Bowman area can benefit from many of the programs a Redevelopment Agency can provide assistance in implementing. Therefore, the Plan proposes the following:

- a. The County will consider redevelopment as a tool to implement the goals and policies of the Auburn/Bowman Community Plan.
- b. The County will prepare a Redevelopment Plan for the North Auburn and Bowman survey areas, and during its consideration of the Plan the County shall identify projects which further the goals of this Community Plan.
- c. Redevelopment projects which meet the greatest need and provide the greatest benefit to the area shall be identified and carried out.

## F. GENERAL RULES FOR INTERPRETATION

### Community Plan Designation

### Zone Districts Permitted

High Density Residential -

Single Family Residential (R-1)  
Medium Density Multiple Residential (R-2)  
High Density Multiple Residential (R-3)  
Residential Professional (R-P)  
Open Space (O)

Medium Density Residential -

Single Family Residential (R-1)  
Medium Density Multiple Residential (R-2)  
High Density Multiple Residential (R-3)  
Residential Professional (RP)  
Open Space (O)

Low-Medium Density Residential -

Single Family Residential (R-1)  
Open Space (O)

Low Density Residential -

Single Family Residential (R-1)  
Open Space (O)  
Agricultural Residential (AR)  
Farm (F)

Rural Low Residential -

Single Family Residential (R-1)  
Open Space (O)  
Agricultural Residential (AR)  
Farm (F)

Rural Residential -

Agricultural Residential (AR)  
Farm (F)  
Open Space (O)  
Forestry

<b>Rural Estate</b>	-	Open Space (O) Agricultural Residential (AR) Farm (F) Forestry
<b>Agricultural</b>	-	Open Space (O) Agricultural Residential (AR) Farm (F) Forestry
<b>Commercial</b>	-	Neighborhood Commercial (C-1) General Commercial (C-2) Heavy Commercial (C-3) Neighborhood Shopping Center (SC) Medium Density Multiple Residential (R-2) High Density Multiple Residential (R-3)
<b>Professional Office</b>	-	Medium Density Multiple Residential (R-2) High Density Multiple Residential (R-3) Residential Professional (R-P) Combining Density Limitation-0 (-DL-0)
<b>Industrial</b>	-	Industrial (M) Industrial Park (MP) Heavy Commercial (C-3) Limited Industrial (C-4)
<b>Open Space/Business Park</b>	-	Open Space (O) Residential Professional (RP) Industrial (M) Industrial Park (MP)
<b>Open Space</b>	-	Farm (F) Open Space (O)
<b>Riparian/Drainage</b>	-	Open Space (O) Flood Hazard (-FH) and any adjoining zone district
<b>Mixed Use</b>	-	Single Family Residential (R-1) Medium Density Multiple Residential (R-2) High Density Residential (R-3) Neighborhood Commercial (C-1) General Commercial (C-2) Heavy Commercial (C-3) Limited Industrial (C-4) Shopping Center (SC) Open Space (O) Residential Professional (RP) Industrial (M) Industrial Park (MP)

In all Community Plan areas, zoning designations which are more restrictive and which can act as a holding zone are considered to be consistent with the Plan. This will allow the Community Plan to project growth and development into the future, without designating such lands for development in the short term. In addition, a larger minimum lot size may be specified where development of property as a Planned Unit Development, at a density consistent with the Community Plan designation, has been specified in the Plan and implemented with the zoning.

Zoning designations may not permit densities to exceed those permitted by the Community Plan designation except where such additional densities are specifically authorized such as for senior independent living centers, low-income housing density bonuses, and second-residential units.

The County's various combining zones may be used in combination with any of the above-mentioned basic zone districts. Such combining zones are used for a variety of purposes including: to indicate areas where density is limited (-DL), and where minimum lot sizes are specified (-B), where conditional use permits are required (-L), and where a specific plan must be prepared in order to develop the area pursuant to the Plan (-DR). In the future, after a new zoning ordinance is adopted, additional combining zones may be used for: airport overflight areas (-AO), flood hazard areas (-FH), and other new zones which may be authorized in the future.

**II.**

## **APPENDICES**

# APPENDIX A

· Before the Board of Supervisors  
County of Placer, State of California

In the matter of: A RESOLUTION ADOPTING  
THE AUBURN/BOWMAN COMMUNITY PLAN  
(GPA-285)

Resol. No: 94-175

Ordin. No: \_\_\_\_\_

First Reading: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer  
at a regular meeting held June 21, 1994, by the following vote on roll  
call:

Ayes: OZENICK, LICHAU, UHLER, FERREIRA

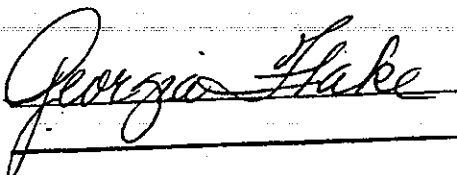
Noes: BLOOMFIELD

Absent: NONE

Signed and approved by me after its passage.

  
Chairman, Board of Supervisors

Attest:  
Clerk of said Board,



THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF  
CALIFORNIA, DOES HEREBY RESOLVE:

WHEREAS, the Planning Commission of the County of Placer, State of California, has  
held public hearings on September 24, 1992, September 30, 1992, October 15, 1992, October  
9, 1992, November 5, 1992, November 19, 1992, December 3, 1992, January 14, 1993,  
March 10, 1993, April 8, 1993, May 6, 1993, May 13, 1993, May 19, 1993, and July 22, 1993  
in the time and manner prescribed by law to consider and make a recommendation to the Board  
of Supervisors on the Auburn/Bowman Community Plan (A/BCP);

WHEREAS, the Board of Supervisors of the County of Placer, State of California, has held public hearings on February 1, 1994 and February 15, 1994 in the time and manner prescribed by law to consider the adoption of the A/BCP; and

WHEREAS, the Board of Supervisors has considered the recommendations of the Placer County Planning Commission, County staff, local community groups, other public agencies, oral evidence of all individuals wishing to testify; and

WHEREAS, the Board of Supervisors finds that the A/BCP conforms to all applicable sections of the California Government Code regarding general and community plans; and

WHEREAS, an Environmental Impact Report (EIR) was prepared and certified for the A/BCP in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, CEQA and State and County Guidelines adopted pursuant thereto require this Board to make certain findings where the EIR identifies one or more significant effects which would or could result from approval of the Plan; and

WHEREAS, the findings and overriding considerations relied upon by the Board are set forth in Exhibit A; and

WHEREAS, the Board of Supervisors recognizes that A/BCP supersedes the Auburn Area General Plan and Bowman General Plan; and

WHEREAS, the Board of Supervisors finds that the A/BCP is a comprehensive, long-term plan for the physical development of the area which will serve to protect and enhance the health, safety, peace, and general welfare of the residents of the Plan area and the County of Placer as a whole.

NOW, THEREFORE, BE IT RESOLVED that the A/BCP is hereby adopted as shown in Exhibit B attached hereto and incorporated herein by reference.

NOTE: REA- 831 amending the zoning in this area was approved at the same time.



## EXHIBIT "A"

### AUBURN/BOWMAN COMMUNITY PLAN

#### FINDINGS - FINAL EIR

---

1. The project site is located in Placer County, in the area of the County known as Auburn/Bowman.
2. Placer County has proposed the adoption of a new Community Plan to update the Auburn Area General Plan and Bowman General Plan.
3. Placer County prepared an Initial Study, incorporated herein by this reference, determined that the project had the potential to adversely affect the environment, and determined that an Environmental Impact Report (EIR), would be required pursuant to the California Environmental Quality Act (CEQA).
4. A Notice of Preparation of an EIR was mailed to all responsible and affected agencies and interested persons on October 10, 1991 pursuant to Public Resources Code Section 21080.4.

A scoping meeting was held by Placer County on October 15, 1991 to obtain input from interested individuals and agencies.
6. A Draft EIR for the project was prepared in accordance with CEQA, the State CEQA Guidelines, and the Environmental Review Ordinance of the Placer County Code.
7. A Notice of Completion of a Draft EIR was forwarded to the State Clearinghouse on September 1, 1992 pursuant to Public Resources Code Section 21161.
8. The County distributed copies of the Draft EIR to the public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies and sought the comments of such persons and agencies.
9. The County also distributed a Notice of Availability for Public Review of a Draft EIR to interested individuals and groups to provide additional public notice of the Draft EIR.
10. Notice inviting comments on the Draft EIR was given in compliance with the State CEQA Guidelines Section 15085.
11. Written and oral comments on the Draft EIR have been received and responses to those comments have been prepared.
12. On February 15, 1994, the Board of Supervisors closed the public hearing, and adopted, by a vote of 4 to 1, a Motion of Intent to certify the Final EIR as adequate and complete, and voted to approve the project in concept.

13. The environmental record prepared in conjunction with the project includes the following:
- a. The Draft and Final EIR;
  - b. All staff reports, memoranda, maps, letters, minutes of meetings, and other documents prepared by County staff relating to the project;
  - c. All testimony, documents, and other evidence presented by the County and consultants working with the County staff relating to the project;
  - d. The proceedings before the Planning Commission and Board of Supervisors relating to the project and EIR, including testimony and documentary evidence introduced at the public hearing(s); and,
  - e. Matters of common knowledge to the Board of Supervisors which it considers including, but not limited to, the following:
    - (1) The Placer Countywide General Plan and various community plans;
    - (2) The Placer County Zoning Code;
    - (3) The Placer County Code;
    - (4) Other formally adopted policies and ordinances of the County.

NOW, THEREFORE, the Board of Supervisors of the County of Placer does hereby resolve as follows:

- SECTION 1. Certify the EIR. The Board of Supervisors certifies that the Final EIR for the Auburn/Bowman Community Plan is adequate and has been completed in compliance with CEQA, the State CEQA Guidelines, and the County Environmental Review Ordinance, and that the Board of Supervisors has reviewed and considered the information contained in the Final EIR.
- SECTION 2. Findings on Potentially Significant and Significant Impacts of the Proposed Project Identified in the Draft/Final EIR. See attached
- SECTION 3. Findings on Project Alternatives Considered in the Environmental Impact Report. See attached
- SECTION 4. Statement of Overriding Considerations. See attached

SECTION 5. File the Notice of Determination. Upon approval and adoption of the project by the Board of Supervisors, the Planning Department is hereby directed to file a Notice of Determination with the County Clerk of Placer County and the State Clearinghouse, pursuant to the provisions of Section 21152 of the Public Resources Code and the State CEQA Guidelines adopted pursuant thereto.



**SECTION 2: FINDINGS ON POTENTIALLY SIGNIFICANT AND SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT IDENTIFIED IN THE DRAFT EIR/FINAL EIR**

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**PROJECT ONLY IMPACTS**

**Impact: Housing land use mix balance (long term)**

**Mitigation Measure Land Use 4:** Increase the supply of multi-family residential land.

**Finding:** Mitigation Measure Land Use 4 is infeasible. The County finds that Mitigation Measure Land Use 4 is infeasible and undesirable due to indirect impacts which would result. In order to meet the objectives established by the Housing Element and adequately mitigate the long-term impacts to the housing land use mix, the amount of land available for multi-family residential uses would need to be increased, thereby resulting in further negative impacts to the traffic and circulation system for the Plan area. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Growth inducing impacts**

**Mitigation Measure Land Use 19:** Phasing of industrial area buildout should be delineated on the Land Use Map and related policies created to encourage an orderly pattern of development.

**Finding:** Mitigation Measure Land Use 19 infeasible. The County finds that Mitigation Measure Land Use 19 is infeasible. Because a fairly low annual commercial/industrial/office construction absorption rate is projected during the Plan period, market conditions will control the phasing of such development. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Landform disturbance**

**Mitigation Measure Geology/Landforms 1a.1:** Revise the Placer County Design Guidelines to include the following:

- a) Floor area ratio specifications/implement coverage minimums by slope category
- b) Stipulation of percentages of lot area allowed to be padded (i.e. mass-pad grading prohibition)

**Finding:** Mitigation Measure Geology/Landforms 1a.1 infeasible. The County finds that Mitigation Measure Geology/Landforms 1a.1 is infeasible. The A/BCP contains a number goals and policies relating directly to minimizing the impacts caused by landform disturbance in the Community Design Element and the Natural Resources section of the

Conservation/Open Space Element. In general, issues addressed include:

- Preservation of natural landforms when possible
- Use of design guidelines to mitigate impacts in other cases
- Protection of viewsheds
- Conservation of natural drainage channels when feasible
- Encouragement of clustering of structures
- Slope analysis early in project review
- Implementation of the Grading Ordinance. This ordinance establishes general grading criteria on which a project of sufficient size requires a grading permit will be evaluated (Section 9.03, Placer County Land Development Manual).

Although not definitive in nature, the grading criteria notes the importance of:

- 1) preserving, matching, or blending with natural contours;
- 2) retaining trees and vegetation;
- 3) preserving natural scenic beauty;
- 4) reducing the quality of cuts and fills, and minimizing the scars associated with necessary ones;
- 5) eliminating the impacts of grading-induced erosion.

Additionally, a number of specific illustrated design elements are provided to preserve significant ridgelines and scenic corridors.

Taken as a whole, these goals, policies, and guidelines will combine to restrict the degree to which development can alter the native landform. Implemented as a part of the approval process, they can be expected to guide future development proposals toward more site-adaptive designs than have previously been constructed within the Plan area and therefore, the County finds that requiring Mitigation Measure Geology/Landforms 1a.2 to be excessive and unnecessary. This impact requires adoption of a Statement of Overriding Considerations.

Mitigation Measure Geology/Landforms 1a.2: Revise Grading Ordinance to:

- a) Review grading permits for adherence to Plan guidelines;
- b) Stipulate the percentage of lot areas allowed to be pad graded, based upon slope category and/or lot size;
- c) Require grading permits for operations on slopes of 20% or greater that:
  - exceed 4 ft. in cut or fill;
  - exceed 100 cubic yards in grading volume; and,
  - clears over 2000 sq. ft. of vegetation other than grasses.
- d) On slopes  $\geq 10\%$  but less than 20%, require permit when over 5,000 sq. ft. of non-grass vegetation is cleared in the process of grading.
- e) On slopes  $< 10\%$ , require permit if over  $\frac{1}{2}$  acre of non-grass vegetation is cleared in the process of grading.

- f) Review and increase security deposits and/or permit fees as appropriate. The County should review the current level of erosion control security deposits and/or permit fees to determine the percentage of increase that will be required to facilitate implementation of the Grading Ordinance revisions.

**Finding: Mitigation Measure Geology/Landforms 1a.2 infeasible.** The County finds that Mitigation Measure Geology/Landforms 1a.2 is infeasible. This mitigation measure would result in substantially more involvement in the review of single-family residential uses resulting in higher permit costs. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Geology/Landforms 1b.1: Land Use designation and text related changes.**

- .1 Revise land use designation text and add policies to achieve the following:
  - a) Medium Density Residential (MDR) designation not to be utilized in areas exceeding 15% slope (see impact discussion for areas of concern - Table 26 of the Final EIR).
  - b) Low-Medium Density Residential (LMDR) not to be utilized in areas exceeding 20% slopes (see impact discussion for areas of concern - Table 26).
  - c) No development in areas exceeding 30% slope (see impact discussion for areas of concern - Tables 24,26).
  - d) Limit Industrial/Commercial designations to areas of less than 15% slope (see impact discussion for areas of concern Table 24).

Tables 24 and 26 of the Final EIR note locations within the Plan area that are contrary to these recommendations. However, in all of these areas it is expected that there are sub-areas with lesser slopes where development could be clustered. As a result, these recommendations could be carried out by including these limitations as footnotes and requiring PUDs where appropriate.

**Finding: Mitigation Measure Geology/Landforms 1b.1 infeasible.** The County finds that Mitigation Measure Geology/Landforms 1b.1 is infeasible for the reasons stated under "Finding" for Mitigation Measure Geology/Landforms 1a.1. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Geology/Landforms 1b.2: Land Use designation and text related changes.**

- .2 Revise Plan text to include special treatment to avoid significant landform disturbance in the following areas. (Implementation could be via Zoning Map overlays or specific mention in Design Review Guidelines.)

### RECOMMENDED SPECIAL TREATMENT AREAS

Area	Concern	Treatment Recommendations
Mixed-Use Industrial/Comm. areas near Airport/Hwy. 49 corridor	Potential for large buildings on steeper slopes	Limit floor area ratios and paving pads on increasingly steep slopes.
Mixed-Use Industrial/Comm. areas northeast, southwest of Bowman undercrossing at I-80/Bell interchange	Potential for large buildings on steeper slopes	Limit large developments to maximum slope category (See b.1)
Industrial area east of I-80/Bell interchange	Potential for large buildings on steeper slopes	
Industrial area east of Hwy 49/Marguerite Mine Road	Potential for large buildings on steeper slopes	
MDR, RLDR, & LMDR areas north and south of Foresthill Road	Development density/slope severity conflicts	Require site adaptive foundations on slopes over 12%.  Limit land use densities to maximum slope categories (See b.1)  Require use of PUDs.
LMDR & MDR along Hwy 49 corridor	Development density/slope severity conflicts	Require site adaptive foundations on slopes over 12%
MDR & LMDR along Luther Road	Development density/slope severity conflicts	Require use of PUDs

**Finding: Mitigation Measure Geology/Landforms 1b.2 infeasible.** The County finds that Mitigation Measure Geology/Landforms 1b.2 is infeasible for the reasons stated under "Finding" for Mitigation Measure Geology/Landforms 1a.1. This impact requires adoption of a Statement of Overriding Considerations.



**Impact: Erosion control**

**Mitigation Measure Geology/Landforms 2a.1:** See Mitigation Measure Geology/Landforms 1 above.

**Finding:** Geology/Landforms 2a.1 infeasible. The County finds that Mitigation Measure Geology/Landforms 2a.1 is infeasible for the reasons stated under "Finding" for Mitigation Measure 1a.1, 1a.2, 1b.1 and 1b.2. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Geology/Landforms 2a.2a:** Include measure calling for Revision of Grading Ordinance to:

- a) Revise the project-by-project determination of a winter grading prohibition in the Grading Ordinance to include the following criteria: projects which will disturb over 250 cubic yards of soil or exposure of more than 10,000 sq. ft. of soil except on slopes over 8% which should use a lower threshold of 25 cubic yards or 1000 sq. ft. of disturbance. (The options given are to address grading operations in various slope categories and differing concerns relative to volume of soil disturbance vs. surface area disturbance.)

**Finding:** Mitigation Measure Geology/Landforms 2a.2a is infeasible. The County finds that Mitigation Measure Geology/Landform 2a.2a is infeasible because it would be impractical to impose a seasonal grading prohibition on any project given the weather conditions experienced at lower elevations in this County. Discretionary authority for allowing grading activities between October and May rests with the Department of Public Works (DPW) Director. Proper erosion control measures must be in place on-site, and winterization must be readily available and installed as soon as activity ceases. This approach has worked successfully for many years, though there are occasional, infrequent, problems resulting from improper or incomplete installation of erosion control measures. The proposed measure would effectively prohibit activity for anything but single family residential (SFR) construction during winter months. Such prohibitions would likely result in increased grading violations, which are often difficult to resolve. It is believed that this degree of control is unnecessary and that current practices are satisfactory in controlling erosion potential. This impact requires a Statement of Overriding Considerations.

**Mitigation Measure Geology/Landforms 2a.2b:** Include measure calling for Revision of Grading Ordinance to:

- b) Develop a policy and procedure paper specifically outlining the Department of Public Works' responsibilities in erosion control mitigation monitoring and provisions for fee collection. Individual lot development should not be deleted from this system. The intent is to clearly outline the Department's procedures

relative to when monitoring will take place, to provide for inspection of all grading permit controlled operations if fees are available, and to ensure maximum monitoring given fee constraints.

**Finding: Mitigation Measure Geology/Landforms 2a.2b is infeasible.** The County finds that Mitigation Measure Geology/Landforms 2a.2b is infeasible. This mitigation measure is aimed at increasing inspection activity and erosion control monitoring during project grading, including the addition of these elements to SFR permits. For most development projects (excluding SFRs) regular inspection is provided by DPW during the entire construction period. Erosion control and winterization requirements are included in construction plans approved by the County; the inspector is responsible for verifying and enforcing compliance with the approved plans. For projects with extensive grading or particularly sensitive resources near work areas, DPW has occasionally required a full-time project inspector and/or oversight by the local Resource Conservation District. DPW maintains an annual contract with the Resource Conservation District (RCD) to review plans and field conditions on an as-needed basis. DPW regularly uses RCD's services in reviewing erosion control/winterization plans and for advice in installation and maintenance of drainage and erosion control features. Their book, entitled "Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains" is used as a design guide to developers and staff. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure 2b:** Redesignate the areas as shown on Final EIR Table 26 as shown.

**Finding: Mitigation Measure 2b infeasible.** The County finds that Mitigation Measure 2b is infeasible. The A/BCP contains a number goals and policies relating directly to minimizing the impacts caused by landform disturbance in the Community Design Element and the Natural Resources section of the Conservation/Open Space Element. In general, issues addressed include:

- Preservation of natural landforms when possible
- Use of design guidelines to mitigate impacts in other cases
- Protection of viewsheds
- Conservation of natural drainage channels when feasible
- Encouragement of clustering of structures
- Slope analysis early in project review
- Implementation of the Grading Ordinance. This ordinance establishes general grading criteria on which a project of sufficient size requires a grading permit will be evaluated (Section 9.03, Placer County Land Development Manual).

Although not definitive in nature, the grading criteria notes the importance of:

- 1) preserving, matching, or blending with natural contours;
- 2) retaining trees and vegetation;
- 3) preserving natural scenic beauty;
- 4) reducing the quality of cuts and fills, and minimizing the scars associated with necessary ones;
- 5) eliminating the impacts of grading-induced erosion.

Additionally, a number of specific illustrated design elements are provided to preserve significant ridgelines and the viewshed of scenic corridors.

Taken as a whole, these goals, policies, and guidelines will combine to restrict the degree to which development can alter the native landform. Implemented as a part of the approval process, they can be expected to guide future development proposals toward more site-adaptive designs than have previously been constructed within the Plan area and therefore, the County finds that requiring Mitigation Measure Geology/Landforms 2b to be excessive and unnecessary. This impact requires adoption of a Statement of Overriding Considerations.

#### **Impact: Seismic hazards**

**Mitigation Measure Geology 3:** Add implementation measure calling for individual site review for fault location within potential Bear Mountain fault branch for ministerial projects.

**Finding: Mitigation Measure Geology 3 infeasible.** The County finds that Mitigation Measure Geology 3 is infeasible. For discretionary projects, evaluation of on-site soils/geotechnical conditions is generally required at the environmental review and/or improvement plan stages of project review. Where the fault has been identified within the limits of a project, buildings have been sited to avoid it. All habitable structures are required to comply with Uniform Building Code seismic standards applicable to this area. This particular mitigation calls for site analysis for ministerial projects which, in this area, would be primarily SFR construction. No such detailed review is currently conducted for SFR's. Implementing such a procedure would result in substantial additional costs for geotechnical studies, and for staff review. If the fault was identified, there really is no existing building code or regulation that would prevent construction over the fault line. The result would simply be disclosure of its existence; compliance with UBC is still the only requirement that would apply. This impact requires adoption of a Statement of Overriding Considerations.

#### **Impact: Increases in stormwater runoff and flooding at bridges and culverts**

**Mitigation Measure:** No mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no feasible mitigation measures are available to reduce this impact to a less-than-significant level. This impact requires a Statement of Overriding Considerations.

**Impact: Regional downstream flooding**

**Mitigation Measure Hydrology 7a:** Continued efforts by the Placer County Flood Control and Water Conservation District to establish regional stormwater management facilities, including regional detention facilities if necessary.

**Finding:** Mitigation Measure Hydrology 7a feasible and included. The County finds that Mitigation Measure Hydrology 7a is feasible and included in the Plan as Policies Hydrology 16, 17, 23, and 26 and Implementation Measure Hydrology 1, and will partially reduce the impact, but not to a less-than-significant level. This impact requires a Statement of Overriding Considerations.

**Mitigation Measure Hydrology 7b:** Addition of the Dairy Road Watershed/Auburn Ravine Basin #1A to the list of basins in which detention should be required for new development.

**Finding:** Mitigation Measure Hydrology 7b feasible and included. The County finds that Mitigation Measure Hydrology 7b is feasible and included in the Plan as Policies Hydrology 17 and 23, and Implementation Measure Hydrology 1, and will partially reduce the impact, but not to a less-than-significant level. This impact requires a Statement of Overriding Considerations.

**Impact: Impacts of Detention Facilities**

**Mitigation Measure Hydrology 8:** Require biological surveys, wetland replacement, basin drainage and maintenance, and soils testing and proper disposal of sediments to address detention basin effects. The following studies and basin design features should be included in the project description submitted for environmental review:

- a. Botanical and biological surveys of areas to be affected by proposed detention basins.
- b. Recommended measures, such as wetland replacement, to offset impacts on biotic resources.
- c. Non-visually obtrusive fencing capable of restricting small children from any basins with permanent or semi-permanent standing water.
- d. Proper basin design and maintenance to prevent the occurrence of stagnant water and mosquito breeding.
- e. Periodic soils testing of accumulated sediments for hazardous substances and disposal at a site approved to receive hazardous materials.

**Finding:** Mitigation Measure Hydrology 8 feasible and included. The County finds that Mitigation Measure Hydrology 8 is feasible and already addressed in the County's

environmental review procedures which must be conducted at such time as drainage projects are proposed in the A/BCP area. Such environmental review procedures and identified mitigation measures are expected to reduce the impacts to a less-than-significant level.

**Impact: Degradation of surface water qualities (Rock Creek Reservoir)**

**Mitigation Measure Hydrology 9:** No mitigation is available for this impact beyond that contained in the Plan.

**Finding: Mitigation Measure Hydrology 9 feasible and included.** The County finds that Mitigation Measure Hydrology 9 is feasible and included in the A/BCP as Plan Policy Hydrology 18 and Implementation Measure Hydrology 1, and will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Recommended water quality protection facilities (Rock Creek Reservoir)**

**Mitigation Measure Hydrology 10 (Rock Creek Reservoir):** Require biological surveys, wetland replacement, basin drainage and maintenance, and soils testing and proper disposal of sediments to address detention basin effects. The following studies and basin design features should be included in the project description submitted for environmental review:

- a. Botanical and biological surveys of areas to be affected by proposed detention basins.
- b. Recommended measures, such as wetland replacement, to offset impacts on biotic resources.
- c. Non-visually obtrusive fencing capable of restricting small children from any basins with permanent or semi-permanent standing water.
- d. Proper basin design and maintenance to prevent the occurrence of stagnant water and mosquito breeding.
- e. Periodic soils testing of accumulated sediments for hazardous substances and disposal at a site approved to receive hazardous materials.

**Finding: Mitigation Measure Hydrology 10 (Rock Creek Reservoir) feasible and included.** The County finds that Mitigation Measure Hydrology 10 (Rock Creek Reservoir) is feasible and already addressed in the County's environmental review procedures which must be conducted at such time as drainage projects are proposed in the A/BCP area. Such environmental review procedures and identified mitigation measures will partially reduce this impact, but not to a less than significant level. This impact requires a Statement of Overriding Considerations.

**Impact: Recommended water quality protection facilities (General)**

**Mitigation Measure Hydrology 10 (General):** Require biological surveys, wetland replacement, basin drainage and maintenance, and soils testing and proper disposal of sediments to address detention basin effects. The following studies and basin design features should be included in the project description submitted for environmental review:

- a. Botanical and biological surveys of areas to be affected by proposed detention basins.
- b. Recommended measures, such as wetland replacement, to offset impacts on biotic resources.
- c. Non-visually obtrusive fencing capable of restricting small children from any basins with permanent or semi-permanent standing water.
- d. Proper basin design and maintenance to prevent the occurrence of stagnant water and mosquito breeding.
- e. Periodic soils testing of accumulated sediments for hazardous substances and disposal at a site approved to receive hazardous materials.

**Finding: Mitigation Measure Hydrology 10 (General) feasible and included.** The County finds that Mitigation Measure Hydrology 10 (General) is feasible and already addressed in the County's environmental review procedures which must be conducted at such time as drainage projects are proposed in the A/BCP area. Such environmental review procedures and identified mitigation measures are expected to reduce the impacts to a less-than-significant level.

**Impact: Groundwater quality**

**Mitigation Measure Hydrology 11:** No mitigation is available for this impact beyond that contained in the Plan.

**Finding: Mitigation Measure Hydrology 11 feasible and included.** The County finds that Mitigation Measure Hydrology 11 is feasible and included in the A/BCP as Plan Policy Hydrology 8 and Implementation Measure Hydrology k, and will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Oak woodlands**

**Mitigation Measure Biotic Resources 1:** Supplemental oak woodland replacement requirements for incorporation into Tree Preservation Ordinance or environmental review process:

- a. Developers should be required to provide off-site lands, or adequate fees earmarked for those lands, for tree plantings if woodlands over one acre will be lost.

- b. Oak woodland restoration plans should include consideration of effects on habitat at the off-site locations.
- c. Oak woodland restoration plans should incorporate native understory plantings in order to create a plant community rather than a simple stand of trees.
- d. The restoration plans should be prepared by qualified consultants experienced in restoration ecology.

**Finding: Mitigation Measure Biotic Resources 1 infeasible.** The oak woodlands replacement requirements contained in this mitigation measure are already generally recommended, but not required in the Tree Preservation Ordinance. This was done to allow flexibility in the application of the Tree Preservation Ordinance to different situations, while still ensuring replacement of impacted oak woodlands. Therefore, the County finds that requiring Mitigation Measure Biotic Resources 1 is excessive and unnecessary. This impact requires adoption of a Statement of Overriding Considerations.

#### **Impact: Wetlands (riparian areas)**

**Mitigation Measure Biotic Resources 2:** The 22 riparian forests shown in Figure 23 of the Final EIR should be protected with the Open Space designation or identified in the Land Use Plan as environmentally sensitive areas.

**Finding: Mitigation Measure Biotic Resources 2 infeasible.** The County finds that Mitigation Measure Biotic Resources 2 is infeasible. The A/BCP does include a policy requiring identification, protection, and enhancement of riparian corridors and vegetation and to encourage the preservation and maintenance of these areas in as natural a state as possible (Policy Vegetation 5) and therefore, the County finds that requiring Mitigation Measure Biotic Resources 2 is excessive and unnecessary. The A/BCP does include Plan Policy Vegetation 5 which will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

#### **Impact: Impacts to special natural plant communities.**

**Mitigation Measure Biotic Resources 3:** Require that special natural plant communities will be considered as a part of the project environmental review process.

**Finding: Mitigation Measure Biotic Resources 3 feasible and included:** The County finds that Mitigation Measure Biotic Resources 3 is already a part of the environmental review process. Such environmental review procedures and identified mitigation measures are expected to reduce the impacts to a less than significant level.

**Impact: Impacts to other important wildlife species.**

**Mitigation Measure:** None available.

**Finding:** The County finds that no feasible mitigation measure beyond Mitigation Measure Biotic Resources 1, 2, and 3, are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Air quality impacts from construction activity**

**Mitigation Measure Air Quality 1:** Add policy requiring Air Pollution Control District (APCD) review and approval of grading plans.

**Finding: Mitigation Measure Air Quality 1 infeasible.** The County finds that Mitigation Measure Air Quality 1 is infeasible. Dust control resulting from grading activities is currently addressed as a part of the project review and grading plan review process and therefore, the County finds that requiring Mitigation Measure Air Quality 1 is excessive and unnecessary. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Air quality from mobile emission sources**

**Mitigation Measure Air Quality 2:** The indirect source control program should include: air quality-related policies found in their sections of the Plan; the policies recommended for inclusion by the APCD in its 1991 Air Quality Attainment Plan, and; additional policies/program recommendation as part of this EIR.

**Finding: Mitigation Measure Air Quality 2 feasible and included.** The County finds that Mitigation Measure Air Quality 2 is feasible and included in the A/BCP as Policy Air Quality 5, and will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Air quality from stationary sources**

**Mitigation Measure Air Quality 3:** Stationary source review. Point sources are required to obtain permits from the Air Pollution Control District (APCD) and no additional measures are recommended. For area sources add the following policies:

- a. New development projects requiring discretionary approval shall provide information to future homeowners to inform them that the open burning of refuse/household trash and construction debris is prohibited by county and state rules and regulations.



- b. New development projects requiring discretionary approval shall include standard Placer County Air Quality conditions of approval numbers AP1 through AP8 as appropriate.

**Finding: Mitigation Measure Air Quality 3 feasible and included.** The County finds that Mitigation Measure Air Quality 3 is feasible and included in the A/BCP as Policy Air Quality 5 and by reference to implementation of PCAPCD's 1991 Air Quality Attainment Plan, and will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Impacts to sensitive areas and specific cultural resource sites**

**Mitigation Measure Cultural Resources 1a and 2a:** Sensitive areas and specific cultural resource sites. Addition of more specific implementation program. The following program element would address the concerns noted in the impact section:

- a. Require record search as part of all grading permits, building permits, and land use applications requiring environmental review, and require appropriate treatment per resulting recommendations.

**Finding: Mitigation Measure Cultural Resources 1a and 2a infeasible.** The County finds that Mitigation Measure Cultural Resources 1a and 2a is infeasible. This Mitigation Measure would require record searches and site surveys for all projects, including ministerial projects (i.e. building permits, grading activity) and therefore, not economically feasible. The A/BCP contains Policies Cultural Resources a-e which will partially mitigate this impact, but not a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Cultural Resources 1b, 2b, 1c, and 2c:**

- b. Require demolition permit and historical analysis by an accredited historian of all structures (including outbuildings) over 50 years in age.
- c. Develop demolition ordinance prohibiting demolition of structures over 50 years in age if they contribute to the historic fabric of the community. (Individual historic significance is of concern as well as the overall historic backdrop of the community.)

**Finding: Mitigation Measure Cultural Resources 1b, 2b, 1c and 2c infeasible.** The County finds that Mitigation Measure Cultural Resources 1b, 2b, 1c, and 2c are infeasible. The additional cost of such review and the additional permit process required is not warranted given the identification of significant cultural resources that have already occurred and the likelihood that discretionary project review will address such concerns in many instances. This impact requires adoption of a Statement of Overriding Considerations. The A/BCP contains Policies Cultural Resources d and e and

Implementation Measure e which will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Cultural Resources 1d1, 1d3, 2d1, and 2d3:** Redesignate the following areas:

- 1) Pioneer Trail Alignment to Open Space where it occurs on private undeveloped land and where existing uses do not occur.
- 3) Historic canals & ditches rights-of-way to Open Space.

**Finding: Mitigation Measure Cultural Resources 1d1, 1d3, 2d1, and 2d3 infeasible.** The County finds that Mitigation Measure Cultural Resources 1d1, 1d3, 2d1, and 2d3 are infeasible. In order to designate land for open space (preservation) purposes only, the County may be required to purchase such land. No such funds are available. However, the A/BCP contains Policies Cultural Resources a-e which will partially mitigate this impact, but not to a less-than-significant level.

**Mitigation Measure Cultural Resources 1d2 and 2d2:** Redesignate the following area:

- 2) Key landmarks within First Continental Railroad Alignment to Open Space where existing uses do not occur.

**Finding: Mitigation Measure Cultural Resources 1d2 and 2d2 feasible and included.** The County finds that Mitigation Measure Cultural Resources 1d2 and 2d2 is feasible and included in the A/BCP as shown on the Land Use Map, and will partially reduce the impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Cultural Resources 1e, 1f, 2e, and 2f:**

- e. Call for specific site protection in Plan text. The Plan text should be revised to call for the protection within future development of the following sites. (These sites are located within land use designations which are generally appropriate to provide for retention or adaptive reuse.) These sites should also be called out on the Land Use Map where possible. This list should be added to as new inventories are conducted.

- |                           |                                |
|---------------------------|--------------------------------|
| 1. WPA Bridge             | 16. Southern Pacific Underpass |
| 2. Hammond Porter Ranch   | 17. James S. Howell Home       |
| 3. Channel Hill Mine Site | 18. Hammond Home #2            |
| 4. WPA Bridge             | 19. Lauren Bryan Home          |
| 5. WPA Bridge             | 20. Mt. Vernon Grange Hall     |
| 6. Cal-Ida Lumber Co.     | 21. Bradanini Ranch            |

- |     |                                      |     |  |
|-----|--------------------------------------|-----|--|
| 7.  | Glenoaks Auto Court                  | 22. | Bowman Store Site  |
| 8.  | Armbruster Home                      | 23. | Bowman Auto Court  |
| 9.  | Ormsby Dairy                         | 24. | Bowman/Machado Ranch   |
| 10. | Sherwood Bowman Ranch                | 25. | Ackerman School  |
| 11. | Cole Ranch/Tofanelli Ranch           | 26. | R.S.V. Thomas Home   |
| 13. | Bancroft Home                        | 27. | Christian Valley School  |
| 14. | Chastain Ranch                       | 29. | Armbruster Ranch   |
| 15. | Southern Pacific culvert & rock wall | 30. | George Haines Ranch  |
| 33. | Chinese Cemetery                     | 31. | Congdon Home   |
| 34. | Gasoline Alley                       | 50. | Ray Weller Home  |
| 35. | Edgewood Grocery Store               | 51. | Pellencer Farm   |
| 36. | Hammond Home #1                      | 52. | Lester Millam House  |
| 37. | Hammond Home #3                      | 53. | Whittington Home   |
| 38. | Hammond Home #4                      | 54. | Lone Star School Site  |
| 43. | Hanson Ranch                         | 58. | Jones' Place   |
| 44. | Herman Oest Ranch                    | 60. | Lake Arthur  |
| 45. | George Silva Home                    | 61. | Larry C. Magorian Home   |
| 46. | Mark Beecher Home                    | 62. | Goldsberry Ranch/Rock Creek School Site  |
| 47. | Bettireunds Home                     | 67. | Bissett Ranch  |
| 48. | Channel Hill Grocery                 | 71. | PG&E Bridge over Wise Canal  |
| 49. | Oak Ridge Farm                       | 72. | Bear River Ditch/South Yuba Canal (Boardman Canal)   |
|     |                                      |     | Remnants of Bowman Orchard   |
|     |                                      |     | Non-structural historic features such as stone walls, signs, flumes, fences, orchard remnants, visible foundations, mining/agricultural remains, outbuildings/barns when possible. |

f. Revise land use designations as new information becomes available.

**Finding:** Mitigation Measure Cultural Resources 1e, 1f, 2e, and 2f infeasible. The County finds that Mitigation Measure Cultural Resources 1e, 1f, 2e, and 2f are infeasible due to the County's inability to regulate all activities which may affect such resources. The A/BCP does include Policies Cultural Resources a-e which will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Cultural Resources 1g and 2g:**

- g. Request that the cultural resources inventory underway by the Department of Museums include non-structural historic features as well as outbuildings and orchards/vegetation groupings which contribute to the historic fabric of the area.

**Finding:** Mitigation Measure Cultural Resources 1g and 2g infeasible. The County finds that Mitigation Measure Cultural Resources 1g and 2g are infeasible due to the extensive additional cost that would be involved in expanding the scope of the recently completed Cultural Resources Inventory. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Increased traffic congestion**

**Mitigation Measure Traffic/Circulation 1a:** Increased emphasis on Transportation Control Measures to address congestion of the circulation system. The County has considered a wide variety of measures to ease traffic congestion including: road improvements (including the Highway 49 Bypass) within the Capital Improvement Program; transit support, and; Transportation System Management. None of these measures will provide effective avoidance of significant congestion. See Plan text for details. Also see Alternative section of the Final EIR for potential means of reducing urban development.

**Finding:** Mitigation Measure Traffic/Circulation 1a feasible and included. The County finds that Mitigation Measure Traffic and Circulation 1a is feasible and already addressed as a part of the proposed Capital Improvement Program and Transportation System Management measures described in the A/BCP and will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Traffic/Circulation 1b:** Addition of a policy and implementation measures calling for the County to work with the City of Auburn toward a joint City/County mitigation fee program to address impacts to the Auburn Bowman/City street system. This fee program should entail joint mitigation fee collection into a single fund targeting needed improvements.

**Finding:** Mitigation Measure Traffic/Circulation 1b feasible and included. The County finds that Mitigation Measure Traffic/Circulation 1b is feasible and included in the A/BCP as Policy Traffic/Circulation 11 and Implementation Measure 4 and will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Proposed road improvements**

**Mitigation Measure Traffic/Circulation 2a:** Maximum feasible wetland avoidance and replacement and erosion control of exposed surfaces to reduce impacts on wetlands. Mitigation available through existing policy (see Resol. #92-39 and Minute Order 90-9 excerpts for details).

**Finding:** Mitigation Measure Traffic/Circulation 2a feasible and included. The County finds that Mitigation Measure Traffic/Circulation 2a is feasible and already addressed by existing County policy (i.e. Board of Supervisors Resolution 92-39 and

Board of Supervisors Minute Order 90-9) and will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Mitigation Measure Traffic/Circulation 2b:** Tree avoidance, replantings, and payment of mitigation fees for tree loss.

**Finding: Mitigation Measure Traffic/Circulation 2b feasible and included.** The County finds that Mitigation Measure Traffic/Circulation 2b is feasible and already addressed by the existing Placer County Tree Preservation Ordinance and will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact\*:** Effect on the character/quality of life on local residential streets as a result of increases in traffic congestion.

**Mitigation Measure Traffic/Circulation 4:** Installation of street barriers.

**Finding: Mitigation Measure Traffic/Circulation 4 infeasible:** The County finds that Mitigation Measure Traffic/Circulation 4 is infeasible. There is no way to avoid this impact without street barriers which are contrary to County policy and which have their own impacts on the circulation system and public safety. This impact requires adoption of a Statement of Overriding Considerations.

\* This impact is not numerically identified in the Draft EIR, but, it was a discussion added to the Final EIR.

**Impact:** Traffic noise due to buildout of Plan and Railroad noise

**Mitigation Measure Noise 1., 2.a:** Acoustical analysis in critical areas as part of environmental review.

**Finding: Mitigation Measure Noise 1., 2.a feasible and included.** The County finds that Mitigation Measure Noise 1., 2.a is feasible and included in the A/BCP as Policy Noise g and will partially mitigate but not to a less-than-significant level. This impact requires a Statement of Overriding Considerations.

**Mitigation Measure Noise 1., 2.b and 1., 2.c:**

- b. Add new policy to Plan for consideration of Plan area-wide noise impact fee to retrofit existing residential uses with noise walls and for interior noise insulation.
- c. Study noise wall feasibility and create noise wall master plan.

**Finding: Mitigation Measure Noise 1., 2.b and 1., 2.c infeasible.** The County finds that Mitigation Measure Noise 1., 2.b and 1., 2.c are infeasible. Retrofitting of soundwalls throughout the Plan area directly conflicts with other, more important mitigations and Plan goals and policies relating to neighborhood interaction, feeling of community, use of open space. Therefore, this is not considered a viable mitigation.

When roadways are widened to increase capacity, they must be reviewed as new traffic noise sources, and this is the time that mitigations such as soundwalls and other measures for pre-existing noise receptors should be considered in the environmental review process.

New discretionary projects, however, in the planning stages (when options are still open and site flexibility exists) should perform acoustical analyses to identify the appropriate noise mitigations. In these instances, setbacks and sound-deadening construction rather than extensive soundwalls will likely be the chosen alternatives. These alternatives are compatible with other mitigations and Plan goals and policies.

This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Railroad Noise**

**Mitigation Measure Noise 2:** See Mitigation Measure Noise 1.

**Finding:** See Finding Noise 1. This impact requires a Statement of Overriding Considerations.

**Impact: Airport noise to existing receptors and future receptors.**

**Mitigation Measure Noise 4:** Require 10-acre lots within the 65 dB Ldn contour plus 100 feet to the east of the airport to provide for adequate building setbacks. Implement via overlay zoning.

**Finding: Mitigation Measure Noise 4 infeasible.** The County finds that Mitigation Measure Noise 4 is infeasible. The A/BCP requires a noise analysis be performed for all projects requiring environmental review (Plan Policy Noise e and g) and that needed noise mitigation be included in the project design. Therefore, the County finds that requiring Mitigation Measure Noise 4 is excessive and unnecessary. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Ackerman School District**

**Mitigation Measure Schools 2a:** New school needed - Encouragement via revised policies needed. Policy Schools 15 should be revised to read:

Residential rezone, general plan and community plan amendments, specific plans, or other land use entitlement requests shall not be approved unless accompanied by a finding that school facilities to accommodate projected students consistent with service level standards will be available in a timely manner to serve the project or that the project includes phasing conditions to ensure coordination of residential construction and school construction consistent with policy.

**Finding: Mitigation Measure Schools 2a infeasible.** The County finds that Mitigation Measure Schools 2a is infeasible. The County's ability to assist school districts in acquiring new facilities is limited to project conditioning requiring a "will-serve" letter from the serving school district (Plan Implementation Schools 1). The schools themselves, however, do have the ability to require additional mitigation before issuing a will-serve letter. The A/BCP does include Plan Policies Schools 10, 13, and 15 and together with the Plan Implementation Measure Schools 1 will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Sierra Community College**

**Mitigation Measure Schools 5:** The County should assist the College in meeting its goals by allowing for the following in the updated Zoning Ordinance:

- Allow for shared parking facilities when Community Learning Centers are proposed within existing or future shared facilities (such as shopping centers), and when hours of operation are not concurrent.
- Allow educational facilities in a variety of land use designations.

**Finding: Mitigation Measure Schools 5 infeasible.** The County finds that Mitigation Measure Schools 5 is infeasible to include in the A/BCP, but will be addressed in the new County Zoning Ordinance, currently being updated, which will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Increased demand on public parks**

**Mitigation Measure Parks and Recreation 1 and 2:** Add policy related to site acquisition and full fee charges (i.e. requiring full mitigation of park and recreation impacts of new development).

**Finding: Mitigation Measure Parks and Recreation 1 and 2 infeasible.** The County finds that Mitigation Measure Parks and Recreation 1 and 2 are infeasible. Requiring such increases in dedications/fees to be counter productive to other goals of the Plan,

principally providing affordable housing to all economic segments of the Plan area's population. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Indirect impacts from sewer line construction**

**Mitigation Measure:** No mitigation is available for this impact.

**Finding:** The County finds that no additional mitigation measures, other than the environmental review and project permitting process, are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Increased demand for Sheriff Services (short-term)**

**Mitigation Measure:** No mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no mitigation measures are available to reduce this impact to a less-than-significant level (the long term impact is less-than-significant). This impact requires adoption of a Statement of Overriding Considerations.

**Impact: New water system facilities (collection line extension)**

**Mitigation Measure:** No additional mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no additional mitigation measures are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Wildland fire hazard**

**Mitigation Measure:** No additional mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no additional mitigation measures are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Overall change in visual character of the area due to increased urbanization**

**Mitigation Measure:** No mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no mitigation measures are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.



**Impact:** Change in visual character of agricultural and open space lands

**Mitigation Measure:** No mitigation is available for this impact.

**Finding:** Impact infeasible to mitigate. The County finds that no mitigation measures are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact:** Scenic Corridors - Commercial designation at Highway 49 and Florence Lane

**Mitigation Measure Visual Resources 6b:** Delete Commercial designation at Highway 49 and Florence Lane.

**Finding:** Mitigation Measure Resources 6b infeasible. The County finds that Mitigation Measure Visual Resources 6b is infeasible. This particular area of Commercial designated land is limited by Plan text discussion as follows, "At Highway 49 and Florence Lane the commercial area has been increased from ten to approximately fifteen acres. The intent of this expansion was to allow the property to develop as a residential vehicle or mobile home park. Only a small portion of this site is to be utilized for commercial uses and those are intended to serve residents in the area (Christian Valley) and the visitors or occupants of the recreational vehicle/mobile home park. The commercial designation in this area is not intended to provide for a shopping center at this location." This commercial area serves to further the Plan goals which encourage mobile home parks and recreation facilities. Any development occurring at this location will be subject to the scenic corridor protection measures contained in the Plan which will partially mitigate this impact, but not to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

## CUMULATIVE IMPACTS

~~Cumulative Impact City plus County: Landform disturbance/erosion control/seismic hazards~~

**Mitigation Measure:** See Mitigation Measures Geology/Landforms 1, 2, and 3

**Finding:** See Findings for Geology/Landforms 1, 2, and 3. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact:** Increase in storm water runoff and flooding at bridges and culverts

**Mitigation Measure:** See Mitigation Measure Hydrology 1

**Finding:** See Finding Hydrology 1. This impact requires a Statement of Overriding Considerations.

**Cumulative Impact: Regional down stream flooding**

**Mitigation Measure:** See Mitigation Measure Hydrology 7a and 7b. This impact requires a Statement of Overriding Considerations.

**Finding:** See Finding Hydrology 7a and 7b. This impact requires a Statement of Overriding Considerations.

**Cumulative Impact: Detention facilities**

**Mitigation Measure:** See Mitigation Measure Hydrology 8

**Finding:** See Finding Hydrology 8. This impact requires a Statement of Overriding Considerations.

**Cumulative Impact: Recommended water quality protection facilities**

**Mitigation Measure:** See Mitigation Measure Hydrology 8

**Finding:** See Finding Hydrology 8. This impact requires a Statement of Overriding Considerations.

**Cumulative Impact: Groundwater quality**

**Mitigation Measure:** See Mitigation Measure Hydrology 11

**Finding:** See Finding Hydrology 11. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County:** Increases in stormwater runoff and flooding at bridges and culverts, drainage/runoff; Impacts of proposed bridge and culvert improvements; Increases in stormwater runoff and flooding in floodplains; Increases in stormwater runoff and flooding on canals; Impacts of recommended canal protection features; Impacts of regional down stream flooding; Impacts of detention facilities; Degradation of surface waters; Impacts of recommended water quality protection facilities; Impacts on ground water quality; Effects of urbanization on groundwater recharge.

**Mitigation Measure:** See Mitigation Measures Hydrology 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12.

**Finding:** See Findings Hydrology 1, 2, 3, 4, 5\*, 6, 7, 8, 9 (general)\* (Rock Creek), 10 (general)\* (Rock Creek), 11, and 12. This impact requires adoption of a Statement of Overriding Considerations.

\*Determined to be less-than-significant for project only.

**Cumulative Impact: Oak Woodlands**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 1.

**Finding:** See Findings Biotic Resources 1. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Wetlands**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 2.

**Finding:** See Findings Biotic Resources 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Special natural plant communities**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 3.

**Finding:** See Findings Biotic Resources 3.

**Cumulative Impact: Other important wildlife species**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 1, 2, and 3.

**Finding:** The County finds that no feasible mitigation measures beyond Mitigation Measure Biotic Resources 1, 2, and 3 are available to reduce this impact to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

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**Cumulative Impact City and County: Oak Woodlands**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 1.

**Finding:** See Findings Biotic Resources 1. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County: Wetlands**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 2.

**Finding:** See Findings Biotic Resources 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County: Special natural plant communities**

**Mitigation Measure:** See Mitigation Measures Biotic Resources 3.

**Finding:** See Findings Biotic Resources 3.

**Cumulative Impact City and County: Air quality from construction activity/Air quality from stationary sources/Air quality from mobile emission sources.**

**Mitigation Measure:** See Mitigation Measures Air Quality 1, 2, and 3.

**Finding:** See Findings Air Quality 1, 2, and 3. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Sensitive cultural resource areas**

**Mitigation Measure:** See Mitigation Measures Cultural Resources 1 and 2.

**Finding:** See Findings Cultural Resources 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Loss of specific cultural resources**

**Mitigation Measure:** See Mitigation Measures Cultural Resources 1 and 2.

**Finding:** See Findings Cultural Resources 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Increased traffic congestion**

**Mitigation Measure:** See Mitigation Measure Traffic/Circulation 1

**Finding:** See Finding Traffic/Circulation 1. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Proposed road improvements**

**Mitigation Measure:** See Mitigation Measure Traffic/Circulation 2

**Finding:** See Finding Traffic/Circulation 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County: Increased traffic congestion and proposed road improvements.**

**Mitigation Measure:** See Mitigation Measures Traffic/Circulation 1 and 2.

**Finding:** See Findings Traffic/Circulation 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact:** Increased traffic noise due to buildout of the A/BCP.

**Mitigation Measure:** See Mitigation Measures Noise 1 and 2.

**Finding:** See Findings Noise 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact:** Railroad noise

**Mitigation Measure:** See Mitigation Measures Noise 1 and 2.

**Finding:** See Findings Noise 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact:** Airport noise due to existing receptors

**Mitigation Measure:** See Mitigation Measure Noise 3.

**Finding:** See Finding Noise 3. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact:** Airport noise due to future receptors.

**Mitigation Measure:** See Mitigation Measure Noise 4.

**Finding:** See Finding Noise 4. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County:** Increased traffic noise, railroad noise, noise from non-transportation sources, and airport noise.

**Mitigation Measure:** See Mitigation Measures Noise 1, 2, 3, and 4.

**Finding:** See Findings Noise 1, 2, 3, and 4. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact: Ackerman School District (short-term)**

**Mitigation Measure:** See Mitigation Measure Schools 2a.

**Finding:** See Finding Schools 2a. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County: Parks**

**Mitigation Measure:** See Mitigation Measure Parks and Recreation 1 and 2.

**Finding:** See Finding Parks and Recreation 1 and 2. This impact requires adoption of a Statement of Overriding Considerations.

**Cumulative Impact City and County: Visual resource changes**

**Mitigation Measure:** See Mitigation Measures Visual Resources 1 through 9.

**Finding:** See Finding Visual Resources 1 through 9. This impact requires adoption of a Statement of Overriding Considerations.

### SECTION 3:

## FINDINGS ON PROJECT ALTERNATIVES CONSIDERED IN THE ENVIRONMENTAL IMPACT REPORT

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### Project Alternatives:

In order to evaluate a range of possible environmental impacts from development within the project area, ten community plan land use alternatives were analyzed. Each alternative was evaluated in the EIR. The impacts of the identified land use alternatives were evaluated for build-out under each plan.

The main objective of the EIR was to identify and analyze the environmental impacts which would be likely to result from future growth in the Auburn/Bowman area under each of the alternatives being considered. The ten alternatives examined in the EIR are described on pages 392-424 of the draft EIR and are as follows:

1. No project/no development
2. Year 2002 development only
3. Year 2012 development only
4. No project/existing plan
5. Land use plan sketch #1
6. Land use plan sketch #2
7. Land use plan sketch #3
8. Land use plan sketch #4
9. Increased high density residential/downscaled Bowman area/upper Rock Creek Watershed
10. Preferred plan

All of the alternatives will result in significant, unmitigatable impacts with the exception of the No Project/No Development alternative. However, there is no practical or feasible way to implement this alternative because of the presence of the many legal undeveloped parcels that can be built upon without any discretionary approvals. These lots would have to be purchased by the County to eliminate their development, which is not economically feasible.

The 2002 Development Only alternative would result in substantially fewer impacts (26<sup>1</sup> compared to 34 from the project) and therefore, was identified as the environmentally superior alternative; however, there is no feasible way to restrict development to that expected to occur through the year 2002 for the same reasons as stated above.

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<sup>1</sup> The total of 26 identified significant, unmitigatable impacts does not include fiscal impacts which were not analyzed and quantified for this alternative. Fiscal impacts were analyzed and quantified for the Preferred Plan (two were identified).

**Finding: Alternatives infeasible**

The Board of Supervisors evaluated the Preferred Plan and the other land use alternatives in light of the economic, social, environmental, land use and cultural objectives of the County. As a result of this review, and consideration of public comments on the EIR and the land use alternatives, and the record, the Board has determined that the Preferred Plan represents the most balanced and prudent basis on which to proceed with planned growth in the Auburn/Bowman area during the planning period for the project and consistent with its goals and policies.



#### **SECTION 4: STATEMENT OF OVERRIDING CONSIDERATIONS**

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The Placer County Board of Supervisors has made a reasonable and good faith effort to mitigate potential impacts resulting from this project. The Board has adopted all feasible goals, policies, implementation measures, and guidelines to substantially mitigate or eliminate potential impacts. Changes and alterations to the Auburn/Bowman Community Plan (A/BCP) text and land use designations have been adopted which will substantially lessen or avoid significant environmental impacts as identified in the EIR. Additionally, the Board has adopted a Mitigation Monitoring Program for the A/BCP which outlines how the mitigation measures adopted as part of the A/BCP will be implemented, monitored, and evaluated.

Notwithstanding, the disclosure of impacts identified in the EIR as significant and potentially significant, and which have not been avoided or mitigated to a less-than-significant level, the Board acting pursuant to Section 15093 of the State CEQA Guidelines, hereby determines that the benefits of approving the proposed A/BCP outweigh the unmitigated adverse environmental impacts.

The Board finds that the economic, social, and other benefits of the A/BCP outweigh the avoidable environmental impacts identified in the EIR. In making this finding, the Board has balanced the benefits of the proposed community plan against its unavoidable environmental impacts and has indicated its willingness to accept those risks. In part, the A/BCP will provide the following benefits:

1. The A/BCP provides a broad framework and policy direction for development of the area to at least the year 2010.
2. The A/BCP provides for sound and adequate housing to meet future needs anticipated in current population projections for all economic segments of the community, while ensuring consistency with existing land uses.
3. The A/BCP provides for preservation of the unique rural character of outlying areas and high quality development of urban and suburban portions of the Plan area.
4. The A/BCP identifies existing environmental resources and establishes goals and policies for their preservation and enhancement.
5. The A/BCP provides for orderly growth in conjunction with the necessary expansion of infrastructure to serve that growth.

Furthermore, the adopted Plan is environmentally superior to the no-project alternative (1978/79 Auburn Area General Plan and 1979 Bowman General Plan) as documented in the Plan's Environmental Impact Report and therefore has a reduced overall impact on the community environment.

**Before the Board of Supervisors  
County of Placer, State of California**

**In the matter of: AN ORDINANCE ADOPTING  
THE AUBURN/BOWMAN COMMUNITY PLAN  
IMPLEMENTING ZONING MAPS 10C, 10D,  
11A, 11B, 11C, AND 11D. (REA-831)**

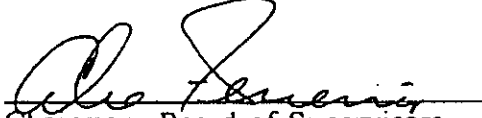
Resol. No: \_\_\_\_\_  
Ordin. No: 4587-B

First Reading: June 21, 1994

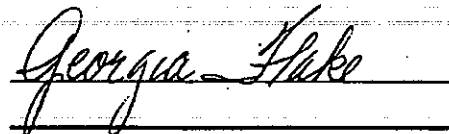
The following ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held June 28, 1994, by the following vote on roll call:

Ayes: OZENICK, LICHAU, UHLER, BLOOMFIELD, FERREIRA  
Noes: NONE  
Absent: NONE

Signed and approved by me after its passage.

  
Chairman, Board of Supervisors

Attest:  
Clerk of said Board,

  
\_\_\_\_\_  
Clerk of said Board

**THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:**

That Placer County Code, Chapter 30, Zoning Maps 10C, 10D, 11A, 11B, 11C, and 11D are hereby amended as shown on Exhibit A for the purpose of adopting the Auburn/Bowman Community Plan implementing zoning.

## **APPENDIX B**

# **ACKNOWLEDGEMENTS**

## **Board of Supervisors**

Phil Ozenick (District 1)  
Alex Ferreira (District 2)  
Ron Lichau (District 3)  
Kirk Uhler (District 4)  
Rex Bloomfield (District 5)

## **Planning Commission**

Al Saraceni (District 1)  
Frank Aguilar (District 2)  
Theresa "Terry" Cook (District 3)  
Douglas Hoffman (District 4)  
Judy Creek (District 5)  
Larry Sevison (At Large)  
Robert Weygandt (At Large)

## **Auburn/Bowman Citizens' Advisory Committee**

Jim Forman  
Robert Hogan  
Scott Johnson  
Richard Bluhm  
Larry Smith  
Duane Frink  
Carol Lee  
Bill Knorp  
Bud Richardson  
Terry Davis  
Sharon Cavallo  
Don Miller  
Hal Rubin

## **Placer County Staff**

### **Planning Department**

Fred Yeager, Planning Director  
Dean Prigmore, Principal Planner  
Debra Andaloro, Senior Planner  
Charlene Daniels, Associate Planner  
Larry Clevenger, Cartographic Technician  
Chris Haskin, Drafting Technician  
Lori Lawrence, Principal Secretary  
Debi Uno, Planning Commission Secretary  
Loretta O'Brien, Planning Commission Secretary

### **Public Works Department**

Bob Costa, Senior Civil Engineer  
Richard Dondro, Senior Civil Engineer  
John Krogsrud, Associate Civil Engineer  
Warren Tellefson, Special Districts/District Sanitary Engineer

### **Air Pollution Control**

Walter Arenstein, Air Pollution Control District

### **Museum Department**

David Tucker, Museum Director

### **Facility Services**

John Ramirez, Parks Administrator

### **County Executive Office**

Don Lunsford, County Executive Officer  
Holly Heinzen, Executive Assistant

### **Print Shop**

## **Technical Assistance**

**James M. Montgomery, Inc., Consulting Engineers - Hydrology**

**Rich Gresham, Placer County Resource Conservation District - Conservation and Open Space**

**Recht Hausrath & Associates - Economic & Fiscal**

**Jim Bush, Placer County Office of Education - Public Education**

**Brown & Buntin Associates - Noise**

**Quad Consultants - Public Facilities**

**Planning Concepts - Environmental Impact Report**

## **APPENDIX C**



PLACER COUNTY  
DATE  
RECEIVED

**BEFORE THE BOARD OF SUPERVISORS  
COUNTY OF PLACER, STATE OF CALIFORNIA**

In the matter of: A RESOLUTION AMENDING THE  
AUBURN/BOWMAN COMMUNITY PLAN (GPA-324)

Reso. No: 99-61

Ord. No: \_\_\_\_\_

First Reading: \_\_\_\_\_

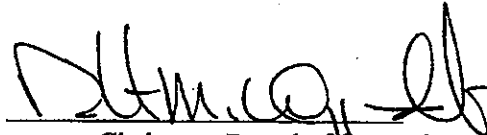
The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held March 23, 1999, by the following vote on roll call:

Ayes: SANTUCCI, WHITE, WILLIAMS, BLOOMFIELD, WEYGANDT

Noes: NONE

Absent: NONE

\_\_\_\_\_  
Signed and approved by me after its passage

  
Chairman, Board of Supervisors

ATTEST:  
Clerk of said Board



**THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY RESOLVE THAT**

WHEREAS, the Planning Commission of the County of Placer, State of California, has held public hearings on July 23, 1998 and August 27, 1998, in the time and manner prescribed by law to consider and make a recommendation to the Board of Supervisors on amendments to the Auburn/Bowman Community Plan (A/BCP), as directed by the Board of Supervisors; and

WHEREAS, the Board of Supervisors of the County of Placer, State of California, has held a public hearing on January 19, and March 23, 1999, in the time and manner prescribed by law to consider the amendments to the A/BCP; and

WHEREAS, the Board of Supervisors has considered the recommendations of the Placer County Planning Commission, County staff, local community groups, other public agencies, oral evidence of all individuals wishing to testify; and

**WHEREAS**, the Board of Supervisors finds that the A/BCP amendments conform to all applicable sections of the California Government Code regarding general and community plans; and

**WHEREAS**, and Addendum Environmental Impact Report (AEIR) was prepared and approved for the A/BCP amendments in accordance with the California Environmental Quality Act (CEQA); and

**WHEREAS**, the Board of Supervisors finds that the A/BCP, with the revisions, is a comprehensive, long-term plan for the physical development of the area which will serve to protect and enhance the health, safety, peace, and general welfare of the residents of the Plan area and the County of Placer as a whole.

**NOW, THEREFORE, BE IT RESOLVED** that the A/BCP is hereby amended as shown in Exhibit 1, 2, & 3 attached hereto and incorporated herein by reference.

**NOTE:** REA-878 amending the zoning in this area was approved at the same time.

T:\CMD\COMM\MRES\GPA324

## APPENDIX D

**BEFORE THE BOARD OF SUPERVISORS  
COUNTY OF PLACER, STATE OF CALIFORNIA**

In the matter of: AN ORDINANCE AMENDING THE  
AUBURN/BOWMAN COMMUNITY PLAN  
IMPLEMENTING ZONING MAPS 10D AND 11A  
(REA-878)

Reso. No: \_\_\_\_\_

Ord. No: 4952-B

First Reading: \_\_\_\_\_

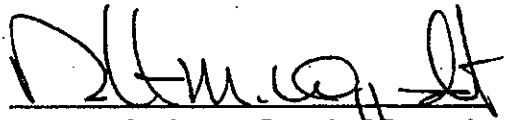
The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held March 23, 1999, by the following vote on roll call:

Ayes: SANTUCCI, WHITE, WILLIAMS, BLOOMFIELD, WEYGANDT

Noes: NONE

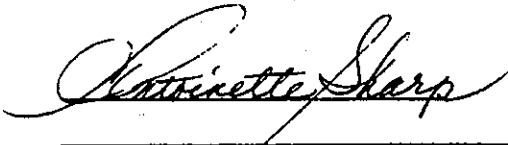
Absent: NONE

Signed and approved by me after its passage

  
Chairman, Board of Supervisors

ATTEST:

Clerk of said Board



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**THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN THAT**

That Placer County Code, Chapter 30, Zoning Maps 10D, and 11A are hereby amended as shown on Maps 1, 2, & 7 for the purpose of amending the Auburn/Bowman Community Plan implementing zoning.

NOTE: GPA-324 amending the A/BCP was approved at the same time.