baltimore RAVINE SPECIFIC PLAN

Plan Area 1 and Future Plan Area 2

City of Auburn

February 28, 2011

baltimore RAVINE SPECIFIC PLAN

for Plan Area 1 & Future Plan Area 2

Adopted – February 28, 2011

Resolution 11-30

City of Auburn
Community Development Department
1225 Lincoln Way, Room 3
Auburn, CA 95603

prepared for

Baltimore Ravine, LLC

City of Auburn

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Preface

The Baltimore Ravine Specific Plan (BRSP) comprehensively guides the future development of 277 acres of land within the City of Auburn's 406-acre southwestern Urban Reserve area. The BRSP provides the framework for the creation of a balanced and diverse mixed use community organized into a series of clearly-defined neighborhoods that create a desirable sense of place for future residents. The BRSP is distinguished by its expansive wooded open space areas and neighborhoods that are thoughtfully integrated with the natural terrain. Over 50 percent of the BRSP has been set aside in permanent open space.

The following outlines the key points that influence both the scope and structure of this Specific Plan:

- The BRSP has been prepared in accordance with the City's 1993 General Plan, which recognized the southwestern Urban Reserve area's future development potential and designated it as Urban Reserve. This Urban Reserve designation reflected the City's intent that the area be carefully and comprehensively planned through a specific plan process.
- To facilitate a logical progression of growth and development, the southwestern Urban Reserve has been divided into six geographic areas with different levels of development entitlements. These include two Plan Areas (Plan Area 1 and future Plan Area 2), which are covered by the BRSP, and four Study Areas located outside of but adjacent to the BRSP.
- The BRSP provides for a total of 725 residential units and 90,000 square feet of commercial development. Plan Area 1 provides for a total of 270 low and medium density residential units and 55 acres of open space. Future Plan Area 2 provides for a total of 455 residential units, 90,000 square feet of commercial mixed use, a park, and over 88 acres of open space.
- Subject to the adoption of a Specific Plan and the amendment of the Auburn General Plan to remove the urban reserve land use designation, the zoning for the areas associated with the BRSP could have allowed for up to 532 units (355 units in Plan Area 1 and 177 units in future Plan Area 2).
- Plan Area 1 represents the logical location for the initial phase of development within the BRSP because of its direct connection to primary and secondary roadway access points, proximity to infrastructure including water and sewer services, and ownership.
- The BRSP lays the foundation for development of the Specific Plan Area. For Plan Area 1, the City approved new General Plan land uses, new zoning designations, a development agreement, large lot subdivision map, and project level CEQA review through the BRSP EIR. Development of Plan Area 1 may proceed with approval of subsequent entitlements (e.g., small lot subdivision maps, design review permits) by the City.
- Prior to any development in future Plan Area 2, the developer must obtain development approvals including a Specific Plan amendment, new General Plan land uses, new zoning, subdivision maps, and a development agreement(s).

This Specific Plan provides plans for land uses, affordable housing, circulation systems, parks, open space areas, public services, and utility systems for Plan Area 1 and future Plan Area 2. In accordance with the different levels of approvals granted, in some cases more detailed information is provided for Plan Area 1 than future Plan Area 2. For example, development standards and design guidelines, which direct the physical form and design of the planned community, are more detailed in some cases for Plan Area 1. With the granting of development approvals for future Plan Area 2 this Specific Plan document may be amended, and more detailed development standards and design guidelines incorporated for future Plan Area 2.

CHAPTER

1

Introduction & Setting

1.1 Overview & Purpose

The Baltimore Ravine Specific Plan (BRSP) establishes the regulatory framework for the future development of 277 acres of a larger 406-acre Urban Reserve land area in southwestern Auburn. The land area subject to this Specific Plan was designated by the City's 1993 General Plan as Urban Reserve in recognition of its future development potential. The General Plan provides policy direction requiring that a comprehensive master planning effort (e.g., a specific plan) be conducted in order to convert the Urban Reserve to developable land uses. This Specific Plan has been prepared in accordance with General Plan policy by outlining a process to re-designate Urban Reserve parcels to developable land uses, and by providing the regulations to guide future development in the BRSP.

This Specific Plan establishes the vision for the BRSP, addressing its ultimate urban form and development pattern. Its framework is shaped by the desire to create a series of residential neighborhoods, in both lower and higher densities, that evoke a clearly-defined community character and sense of place. A community distinguished by its expansive, wooded open space areas and neighborhoods that are thoughtfully integrated with the site's natural terrain.

As an implementation tool, the BRSP includes plans for land uses, circulation systems, parks, open space areas, public services, and utility systems. It also includes development standards and design guidelines for streetscapes,

community identity features, hillside development, and other unique aspects of the planned development. These elements provide the regulatory framework that the City can use to evaluate and implement individual projects within the BRSP, helping to ensure that its buildout is consistent with the overarching vision.

1.2 Project Location

The BRSP is located in the southwest area of the City of Auburn, approximately 2 miles from the downtown district along Interstate 80. The City of Auburn is located in Placer County, situated at the crossroads of Interstate 80 and Highway 49, approximately 30 miles northeast of the City of Sacramento and 15 miles northeast of the City of Roseville (see Figure 1-1, Regional Location Map). The Specific Plan Area is generally bounded by a Union Pacific Railroad line (westbound track) to the south, Auburn-Folsom Road to the east, and Interstate 80 to the north and northwest.

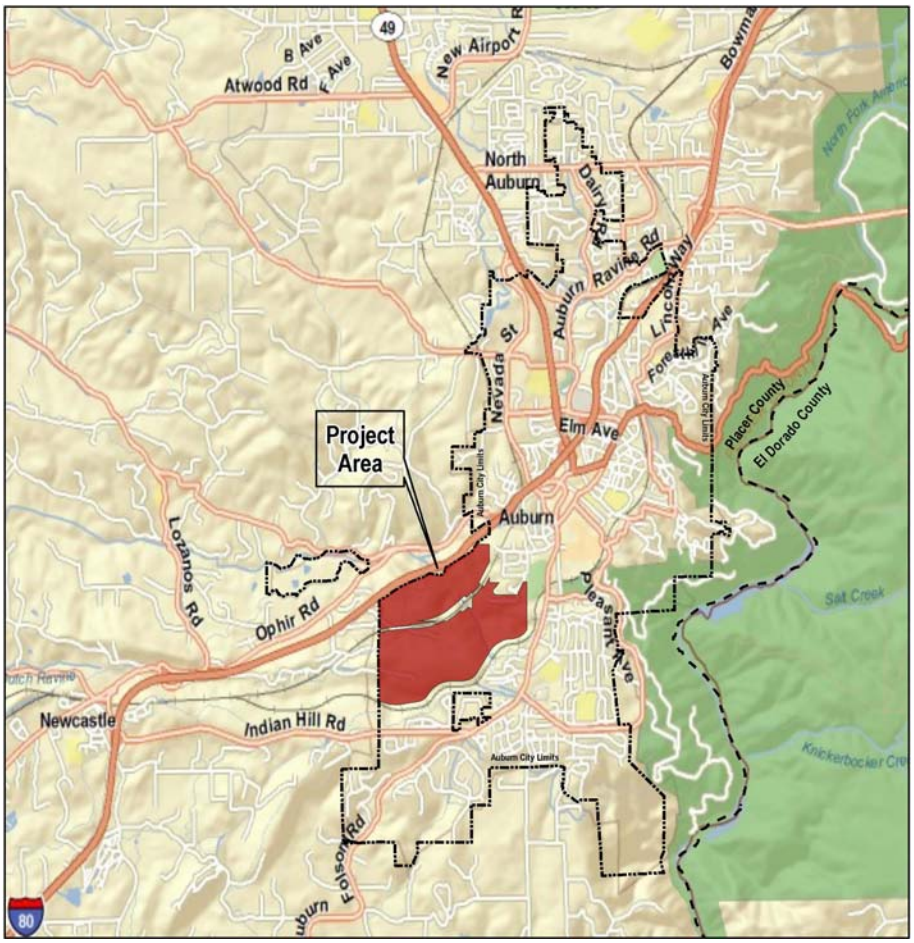


Figure 1-1: Location Map

1.3 Setting & Context

A. Regional Influences

During the 1990's and through the mid-2000's, Placer County, Sacramento County, and the adjacent region experienced significant growth. Although Auburn's pace of growth was not as rapid as other developing cities in Placer County, its pace was moderate and reflective of its inventory of available land suitable for new development. According to the Sacramento Area Council of Governments (SACOG), the six-county region that SACOG represents is expected to add over 500,000 jobs and 500,000 residential units between the years 2005 and 2035. A majority of the growth is expected to occur adjacent to major employment centers, a large portion of which is projected for the cities of Elk Grove, Folsom, Sacramento, and Roseville. Of this regional growth, SACOG estimates that the City of Auburn could accommodate roughly 1,700 new dwelling units, bringing the City's total housing unit count to approximately 7,868 and the population to approximately 17,985 persons by the year 2035. In addition, SACOG estimates that the City could add nearly 400 new jobs in the same time frame.

During periods when the Sacramento region is growing, southwestern Placer County will experience a strong demand for residential development. This includes the City of Auburn, which is located along the Interstate 80 corridor and is within the commute shed of some of the region's major employment centers. Given Auburn's proximity to major employment and retail centers, the City is expected to continue growing at a moderate pace, adding both new households and jobs through a combination of greenfield development and redevelopment.

Although the City has areas of sparsely-developed and/or vacant land within its geographic boundaries, most of it is developmentally-constrained by existing topography or natural resources. The BRSP Area is the City's last remaining large contiguous tract of vacant land that is suitable for development. This area has been contemplated by the City's General Plan as a future growth area and was designated as Urban Reserve in both the 1978 and 1993 General Plans. Given its proximity to existing development and transportation corridors, it is a logical area for growth within the City.

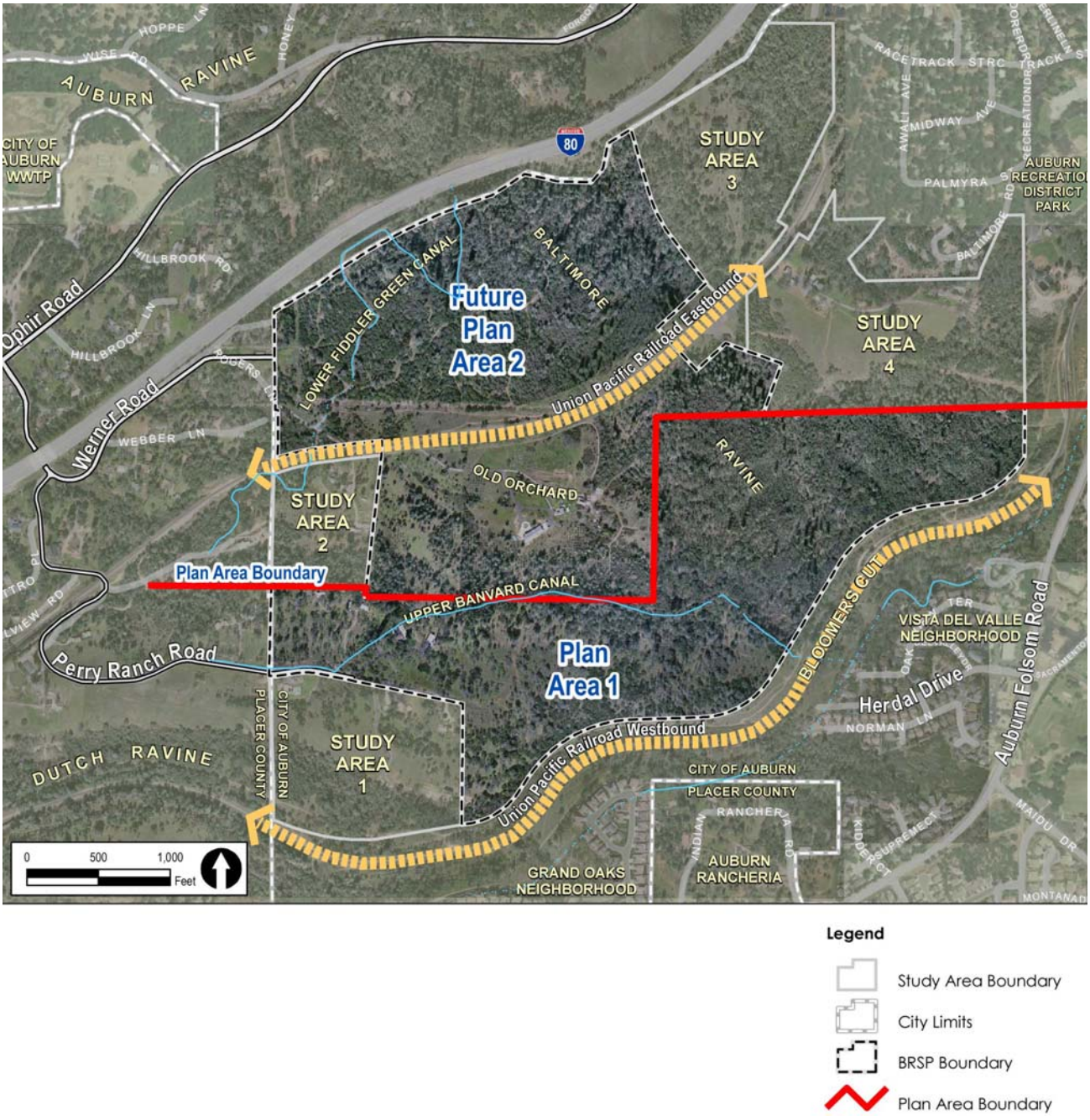


Figure 1-2: Aerial Image of BRSP and Existing Features

B. Site Conditions and Uses

At the time of Specific Plan preparation, much of the 277-acre Specific Plan Area was vacant, with a few developed areas that were limited to individual residential homes and accessory structures. Historically, the site has not been used for a single purpose. Aside from the scattered residential uses, one portion of the Specific Plan Area's core was previously used as an orchard, but all farming activities have ceased. In addition, mining activities occurred on the site dating back to the Gold Rush era.

The BRSP has several natural and constructed features that dominate the site's character. Baltimore Ravine crosses the eastern portion of the site in a north-south direction, and Dutch Ravine extends along the southern edge of the site in an east-west direction. Both of these features constitute the BRSP's steepest terrain, which give way to moderately-rolling topography through the balance of the site. In addition, much of the BRSP, especially areas with steeper terrain, is heavily forested with Oak and Pine tree species.

Eastward views towards Auburn Folsom Road from Baltimore Ravine.

Two lines of the Union Pacific Railroad (UPRR) extend through the BRSP. The eastbound UPRR line extends in generally an east-west direction through the center of future Plan Area 2. The westbound UPRR line forms a portion of Plan Area 1's southern edge, extending through Dutch Ravine in an east-west fashion. In addition, this westbound line traverses Bloomer Cut, which is located along the southeastern edge of Plan Area 1. Bloomer Cut is a 63-foot-deep by 800-foot-long corridor through a granite rise known as Bloomer Divide, which was dug in the late 1800's for the railroad's construction. It is a feature of historical significance within the City.

Union Pacific Railroad through Bloomer Cut along the southeastern edge of the BRSP Area.

Several irrigation and/or water conveyance facilities controlled by the Placer County Water Agency (PCWA) are located within the BRSP. The Upper Banvard canal, a portion of which is in an underground pipeline, traverses the southern portion of Plan Area 1, originating in the southeastern edge of the site (near Bloomer Cut) and extending through the site in a westerly direction. In addition, the Lower Fiddler Green Canal winds through the northern portion of future Plan Area 2, following the land's existing contours near Interstate 80 and generally flowing in a westerly direction.

The Specific Plan Area's existing terrain and natural features are illustrated on Figure 1-2. Additional detail regarding the BRSP's most prominent natural and constructed features is provided throughout this Specific Plan. Chapter 2, Neighborhood Form and Design, describes how the site's existing features helped shape the urban framework for the land use plan.

C. Surrounding Uses

The BRSP is framed to the north and south by several prominent features. Interstate 80 is located along the northern edge of the Specific Plan Area, and the westbound line of the UPRR is located along a majority of the southern edge. The UPRR is aligned within a portion of Dutch Ravine, a visually prominent feature that frames the southern edge of the BRSP. Together, these features create strong edges that confine the Specific Plan Area. To the east, the BRSP is bordered by a dense mixture of oak woodlands and low-density residential housing, and to the west, by very-low-density rural residential housing in the County.

The BRSP is located near Indian Hill Road and Auburn-Folsom Road, both of which are located to the south and south-east of the BRSP. Land uses between these roadways and the edge of the Specific Plan Area consist mainly of several residential subdivisions. The Grand Oaks neighborhood is located to the south and consists of single-family detached homes. The Auburn Rancheria, located to the east of Grand Oaks, contains a mixture of residential homes and vacant parcels. The Vista del Valle neighborhood, which consists of single-family detached homes, is located to the south of the Specific Plan Area on Herdal Drive. In addition, retail and service uses are located at the intersection of Auburn-Folsom Road and Herdal Drive.

At the time of Specific Plan approval, access to the Specific Plan Area was limited to Werner Road, Rogers Lane, and Perry Ranch Road from the west, with connections to Interstate 80 via Ophir Road to the north. Planned access to the BRSP, as outlined in Chapter 5, Circulation, is via the planned extension of Herdal Drive into Plan Area 1, connection to Werner Road with future Plan Area 2 via the Herdal-Werner Connector, and emergency vehicle access from Perry Ranch Road.

1.4 Plan Areas & Phased Approvals

The BRSP is located in the southwest portion of the City of Auburn within an area designated by the General Plan as Urban Reserve. The Specific Plan Area is a significant component of the southwest Urban Reserve, encompassing 277 acres of the larger 406-acre Urban Reserve area. In order to meet the objectives of the General Plan and comprehensively plan for future development of the entire Urban Reserve area, the City used the BRSP entitlement process to establish an overarching development framework. To accomplish this, the Urban Reserve area has been divided into two distinct geographic zones with six individual areas, described below and illustrated in Figure 1-3.

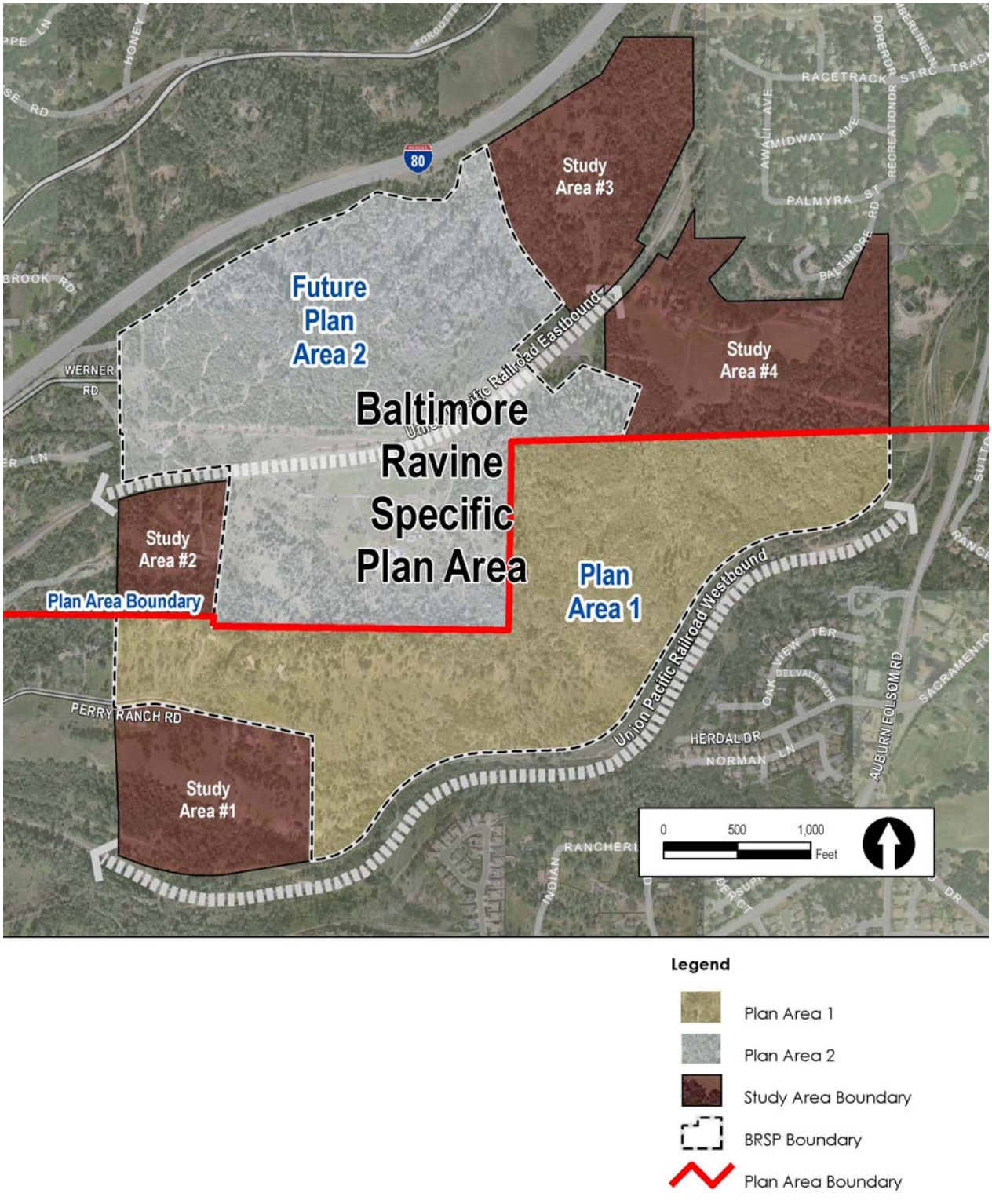


Figure 1-3: Plan Areas of Baltimore Ravine

* **Baltimore Ravine Specific Plan –** The BRSP, or Specific Plan Area, encompasses 277 acres within the 406-acre Urban Reserve. For this area, the City adopted this Specific Plan as its comprehensive planning and regulatory tool. However, in response to several factors such as roadway access, utility connection points, topography, and ownership patterns, the BRSP is further divided into two Plan Areas (Plan Area 1 and future Plan Area 2), described below and illustrated on Figure 1-3. This framework allows the various land ownerships to develop separately and under different timelines. Upon initial adoption of this Specific Plan, the land use and zoning approvals differed between Plan Area 1 and future Plan Area 2, as summarized below:

  → **Plan Area 1:** This area generally encompasses the southern portion of the BRSP and is defined by properties that have access to both roadway and utility connection points. Prior to Specific Plan approval, the General Plan land use designation was Urban Reserve and zoning consisted of a combination of Agricultural Residential and Single-Family Residential/Mineral Extraction.

  Through approval of this Specific Plan, the City granted development approvals for up to 270 dwelling units. Land use and zoning designations have been revised consistent with this Specific Plan, a development agreement and large-lot subdivision map approved, and project-level CEQA analysis completed through certification of the BRSP EIR. Development of Plan Area 1 may proceed with approval of subsequent entitlements (e.g., small lot subdivision maps, design review) by the City.

  → **Future Plan Area 2:** This area generally encompasses the northern portion of the BRSP and is defined by properties that have greater constraints obtaining access to roadways and utilities. Future Plan Area 2 retains its Urban Reserve designation and zoning until subsequent approvals are granted (e.g., General Plan Amendment, zoning, development agreement). Current zoning includes a combination of Agricultural Residential, Agricultural Residential/Mineral Extraction, and Single-Family Residential.

  Through approval of this Specific Plan a conceptual land use plan has been established. Prior to any development in future Plan Area 2, the developer must obtain development approvals including, but not limited to, a General Plan amendment, a Specific Plan amendment, zoning, subdivision maps, and a development agreement(s).

* **Study Areas –** The parcels located outside the BRSP, but within the Urban Reserve, are designated as Study Areas. These consist of four geographic areas located on the periphery of the Specific Plan Area, which combined, encompass approximately 129 acres. The Study Areas are located along the northeastern and southwestern edge of the Specific Plan Area.

As part of the BRSP process, the Study Areas have been redesignated Rural Density Residential with a minimum 2-acre lot size. Rezoning and project-specific studies, including CEQA compliance, will be needed in order to subdivide lots within the Study Area parcels. This process is separate from the BRSP development, and the Study Areas are not subject to this Specific Plan.

The above approach is further outlined in Section 9.4 and will ensure that the framework of this Specific Plan is applied in a consistent manner as the BRSP develops over time.

1.5 Development Objectives

The development framework for the BRSP is guided by several objectives, which include:

Comprehensive Planning for the City's Urban Reserve Area

Formulate a specific plan that, consistent with the direction of the General Plan, comprehensively plans for future development of a majority of the City's southwestern Urban Reserve area, facilitates the systematic and orderly development of the BRSP, and functions as a regulatory document guiding long-term implementation.

Balanced and Diverse Mix of Land Uses

Provide for a mix of land uses to create a balanced community that consists of a mixture of residential, commercial, and/or office uses within the context of the site's natural setting. Tailor this mix of uses to anticipate the housing needs for all demographics and to be both flexible and responsive to the market's demand for non-residential uses. The intent is to create opportunities for Auburn residents to live, shop, and recreate within the BRSP Area and have convenient access to Auburn's commercial districts near Old Town and Downtown.

Housing Opportunities

Create opportunities for the development of a variety of low-, medium-, and high-density housing choices that respond to multiple demographics and market segments including opportunities for rental units, senior living facilities, and affordable housing consistent with the City's General Plan and the provisions of the Sacramento Regional Compact for Production of Affordable Housing.

Smart Growth Principles

Incorporate some of the principles of *Smart Growth* for new housing as a means to reduce the pressure to urbanize vacant land areas on the fringe of the greater Sacramento region. This can be accomplished by creating new higher density housing opportunities focused on lands determined to be suitable for such development. These principles also include promoting a diversity of housing choices, creating standards that allow compact housing, and providing opportunities for residential mixed-use developments that locate goods and services in proximity to residences.

Working with the Land

Create a development framework that is sensitive to the site's existing topography, character, drainage corridors, natural resources, and constructed features such as the Union Pacific Railroad corridors and canal systems.

Identifiable Neighborhoods

Create neighborhoods that are clearly identifiable as part of Auburn reflecting the City's character and heritage. Neighborhoods should have a healthy and attractive public realm; provide convenient access to services, parks, and open spaces; be part of an environment where people feel safe; be framed by the system of natural open space; and provide pedestrian and bicycle connectivity.

Public Facilities and Services

Provide infrastructure and services that meet City standards, integrate with existing and planned facilities and connections, and do not diminish services to existing residents of the City.

Financial Feasibility

Provide a mix of land uses with development intensities that will respond to market demands that, when coupled with orderly development phasing and various financing mechanisms, will ensure that the Specific Plan can be implemented, is self-sufficient, will generate financial resources to fund construction of project-related infrastructure systems, and will support or augment existing City facilities and services, at no negative fiscal impact to existing residents or rate-payers.

Phased Development Strategy

Create a phasing strategy that will allow construction of Plan Area 1 and future Plan Area 2 in an orderly and logical fashion, guided by the issuance of project-level development entitlements that are capable of securing access to the roadway and infrastructure facilities needed to serve development.

Environmental Mitigation

Create a "self-mitigating" plan that, to the extent practical, incorporates measures to minimize impacts on the environment.

1.6 Regulatory Authority

A. The Specific Plan Tool

A specific plan is a planning and regulatory tool intended to implement a city or county general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects.

The BRSP is the primary land use, policy, and regulatory document used to guide development. The BRSP, and accompanying Development Standards and Design Guidelines (Appendices A and B), establish a development framework for land use, circulation, utilities and services, resource management, implementation, financing, and design. The intent is to promote the systematic and orderly development of the BRSP Area. All subsequent development projects and related activities in the BRSP Area are required to be consistent with this Specific Plan.

The City of Auburn has adopted this Specific Plan in accordance with the authority to prepare and adopt specific plans set forth in Article 8, Sections 65450 through 65457, of the California Government Code (Planning and Zoning Law). These provisions require that an adopted or amended specific plan be consistent with the jurisdiction's adopted general plan. The BRSP has been developed consistent with the City of Auburn 1993 General Plan, and all of its referenced components, as well as other applicable State and local regulations. This Specific Plan has been adopted by Ordinance.

B. Related Documents

Several documents work in tandem with this Specific Plan to provide policy guidance for implementation of the project including the City's General Plan, Municipal Code (including the Zoning Ordinance, Tree Ordinance, and Grading Ordinance), and other pertinent City documents. In addition, concurrent with adoption of the BRSP, a development agreement and large lot subdivision map for Plan Area 1, and an environmental impact report, including a mitigation monitoring and reporting plan, were approved, each providing guidance for the ultimate buildout of the BRSP.

The application of these documents is further discussed in Chapter 9, Implementation.

1.7 Specific Plan Structure

The BRSP is organized into the following chapters. Where appropriate, information relating to Plan Area 1 and future Plan Area 2 has been called out separately within the individual chapters:

Chapter 1 Introduction & Setting

Summarizes the purpose, location and setting, Plan Areas, objectives, regulatory authority, and structure of the Specific Plan and related documents.

Chapter 2 Neighborhood Design

Identifies the overarching vision, organizing principles, and community form elements that shape the Plan.

Chapter 3 Land Use

Identifies the land use plan and corresponding land use designations.

Chapter 4 Affordable Housing

Specifies an affordable housing program for the BRSP consistent with the General Plan Housing Element and the City's housing compact with SACOG.

Chapter 5 Circulation

Describes the location and design of roadways, sidewalks, bikeways, trails, and transit that residents will use to circulate within the BRSP Area.

Chapter 6 Public Services

Identifies public services including parks and recreation, schools, libraries, police, and fire.

Chapter 7 Utilities

Describes water, wastewater, storm drainage, electric, natural gas, communication, and solid waste services.

Chapter 8 Natural and Cultural Resources

Describes the on-site vegetation, biological, wildlife, and cultural resources.

Chapter 9 Implementation

Describes the various specific plan-related documents, effectuation of Specific Plan approvals, amendment and modification procedures, unit transfers, subsequent approval actions, phasing, and financing of improvements.

Appendix A Development Standards

Includes permitted uses and development standards, identifying deviations to typical standards.

Appendix B Design Guidelines

Provides guidelines for the design of streetscapes, entry features, roundabouts, walls and fencing, street lighting, hillside development, Bloomer Cut, bridge design, retaining walls, emergency access and landscape buffer design on Perry Ranch Road, lotting design on Parcel 3A, and residential architecture.

CHAPTER

2

Neighborhood Design

2.1 Overview

The City of Auburn has a rich, long-standing history that dates back to California's gold rush era of the 1850's. Put on the map in 1848 with the discovery of gold in Auburn Ravine, the city has evolved slowly over time, maintaining its original character and small-town charm during a time when the Sacramento Region has changed at a dramatic pace. In contrast to the region's significant growth during the late 1990's and early 2000's, Auburn remains a small town compared to much of the highly-urbanized region. It's character continues to be defined by its rustic old town, historic buildings, and older homes, which are collectively framed by the foothill's rolling topography and forested terrain.

The BRSP establishes a vision for a new community in southwestern Auburn that appropriately reflects Auburn's heritage and respects its existing character. The development plan carefully fits within the context of the surrounding landscape, striving to maintain the City's existing identity while working with the land to create a development pattern that functions well with the natural topography, features, and uses in the area.

2.2 Shaping the Specific Plan

There are several factors that shape the form and design of the BRSP's development plan. Some of these are physical characteristics of the land, which influence the organization and arrangement of land uses in response to both natural elements and constructed features. Other factors that influence

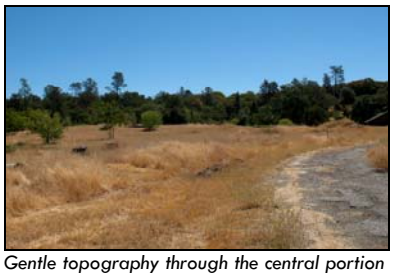
the BRSP include City policies, market opportunities, and the site's location within the City. Guided by the development objectives outlined in Chapter 1, these factors collectively influence the pattern and organization of uses and the location of roadways for the project's development plan.

A. Creating Opportunities from Constraints

As described in Chapter 1, there are several regional factors as well as site-specific elements that influence the physical form of the Baltimore Ravine community. While these elements create challenges to the community's framework, on balance, they create several opportunities. The following points describe the key influential factors that shape the form and design of the BRSP, as highlighted on Figure 2-1:

Natural Resources and Land Topography

Rolling topography along Dutch Ravine.



Gentle topography through the central portion of the BRSP.

Existing site topography has a significant role in determining how land uses are sited and organized throughout the Specific Plan Area. As noted previously, Baltimore Ravine extends through the eastern portion of the site in a north/south direction through both Plan Areas 1 and 2. In addition, Dutch Ravine extends along much of Plan Area 1's southern edge. Aside from these prominent features, much of the BRSP has moderate to gently-rolling terrain.

The general approach for determining the suitability for land development began with identifying what portions of the BRSP have natural land slopes greater than 20%. With this threshold identified (see Figure 2-1), the basic framework for a development plan emerges.

While Baltimore and Dutch Ravines constitute the BRSP's steepest terrain and create significant development constraints, they also create several opportunities. Preserved as open space, these features provide relief to the developed environment, conserve natural resources such as trees and drainages, provide viewsheds through neighborhoods, and provide passive recreation spaces for community residents.

In the balance of the site's moderate and gentle-rolling topographical areas (less than 20% slope), the development potential of the land is maximized by placing higher intensity uses on flatter areas, where it is more feasible to construct buildings in greater densities. Some of the steeper areas suitable for development are used for lower density residential uses, particularly along the ravines, where flexibility exists for the siting of individual home pads. In addition, the existing topography limits views into the Specific Plan Area from nearby transportation corridors, which allows much of the envisioned development to occur without altering existing viewsheds.

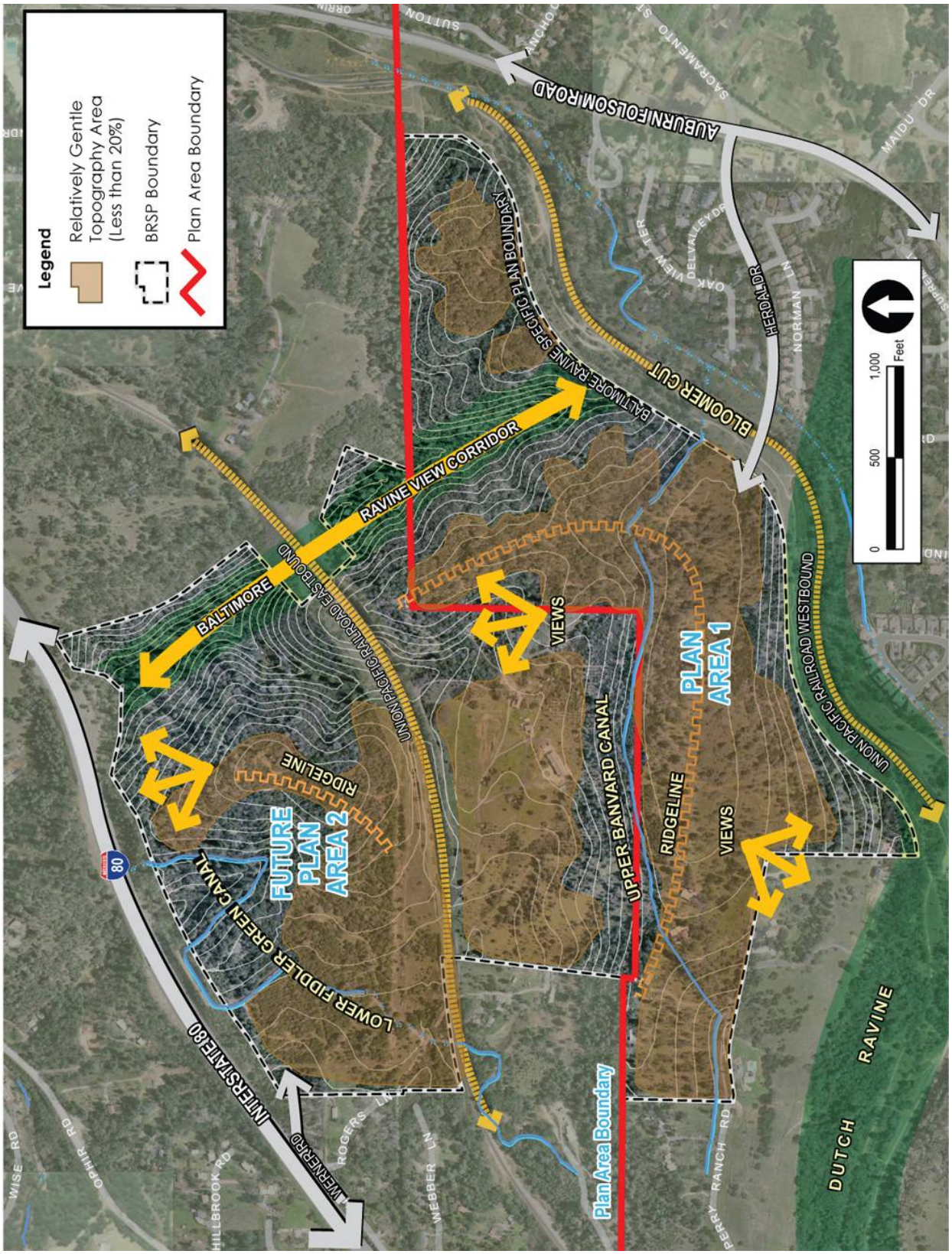


Figure 2-1: Opportunities and Constraints Exhibit

As noted, the preserved open space areas provide amenities to the community and allow for the conservation of natural resources and vegetation. While the BRSP has extensive woodlands and grasslands, it supports few rare or endangered species. During surveys of the BRSP Area a single elderberry shrub and patches of a listed plant species were identified.

Railroad Corridors

Union Pacific Railroad corridor along southern edge of BRSP.

Bloomer Cut along the south-eastern edge of the BRSP.

The Union Pacific Railroad maintains two separate lines that affect the development framework for the BRSP. The eastbound line bisects the northern portion of future Plan Area 2 and the westbound line forms the southern edge of Plan Area 1. These corridors create hard edges that will distinguish the various neighborhoods envisioned for the project. In addition, the topography associated with these corridors creates challenges that necessitate the construction of bridges in order to provide access to and through the BRSP.

Roadways

The placement and alignment of roadways are heavily dictated by several existing facilities. Connections to the Specific Plan Area respond to the site's proximity to Herdal Drive, Werner Road, Rogers Lane, and Perry Ranch Road. Herdal Drive is the most logical roadway connection to the BRSP, providing both roadway capacity and utility connections that will serve initial phases of development. Within both Plan Areas 1 and 2, the alignment of the Herdal-Werner Connector and supporting streets is heavily influenced by site topography, following to the extent feasible, the most gentle land contours in order to create a cross-plan connection between Herdal Drive and Werner Road. In addition, the alignment of the Herdal-Werner Connector is partially influenced by the need for a grade-separated crossing above each line of the Union Pacific Railroad, siting crossings where road geometrics and grade changes are most practical for bridge construction. A secondary vehicle access point will be provided in the southwest corner of Plan Area 1 via a connection to Rogers Lane, and an emergency vehicle access will be provided via a connection to existing Perry Ranch Road.

Constructed Features

Several previously-built features within or adjacent to the site help shape the design of the BRSP's development plan. Bloomer Cut, located along the southeastern edge of Plan Area 1, is a landmark of historical significance that adds value to the planned community. Proximity to this feature also creates an opportunity to pay tribute to this landmark through reflective or interpretive areas provided within the BRSP. As noted previously, two canals traverse through portions of the BRSP. Portions of the Upper Banvard Canal in Plan Area 1 and the Lower Fiddler Green Canal in future Plan Area 2 remain exposed at ground level, which creates opportunities to capture these

features as amenities for the neighborhood open space areas. In addition, as is typical of many areas in the Gold Country, several historic underground mine sites exist within the BRSP Area.

B. Smart Growth Principles

In 2002, the Sacramento Area Council of Governments (SACOG) initiated a study known as the Blueprint, which examined how the six-county region could accommodate growth via smarter development concepts that better link transportation and land use planning. After a two-year process involving jurisdictions in Sacramento, Yolo, Sutter, Yuba, Placer, and El Dorado counties, a "Preferred Blueprint Scenario" was adopted in 2004. The Blueprint provides a roadmap to guide the location of new development and redevelopment in the region's cities and counties.

The Blueprint is supported by several "smart growth" development principles that focus upon better and more efficient use of the land. These include providing transportation choices, establishing mixed use and compact development, providing for housing choices and diversity, using existing assets, and conserving natural resources. The BRSP embodies several of the smart growth principles that were outcomes of SACOG's effort. Most of these principles are reflected in the community's physical form, as illustrated on the land use plan in Chapter 3, and are described in greater detail throughout the Specific Plan.

2.3 Form & Design Elements

A. Organizing Principles

The ultimate form and design of the BRSP is organized by several principles and key design concepts. These elements are reflected on Figure 2-2 and described below. Some of these reflect the development objectives outlined in Chapter 1. The key principles characterizing the BRSP are:

- Working with the land's natural features and topography to create a series of new residential neighborhoods that reflect Auburn's distinct character.
- Designating open space areas that will permanently capture viewsheds to and through the BRSP, and that can be appreciated from both within the community and from surrounding properties.
- Creating a walkable community, with pedestrian-friendly street designs and access to walking trails and open space areas.
- Establishing an approach to phase entitlement approvals and project development (Plan Area 1 and future Plan Area 2) that responds to topography, property ownership, and access to roadway and utility connections.
- Being sensitive to uses surrounding the Specific Plan Area, siting lower density uses along the periphery where it is appropriate to provide a transition to existing very-low and low density residential uses adjacent to the BRSP.
- Creating a new east/west thoroughfare that improves traffic circulation in the southern portion of the City.

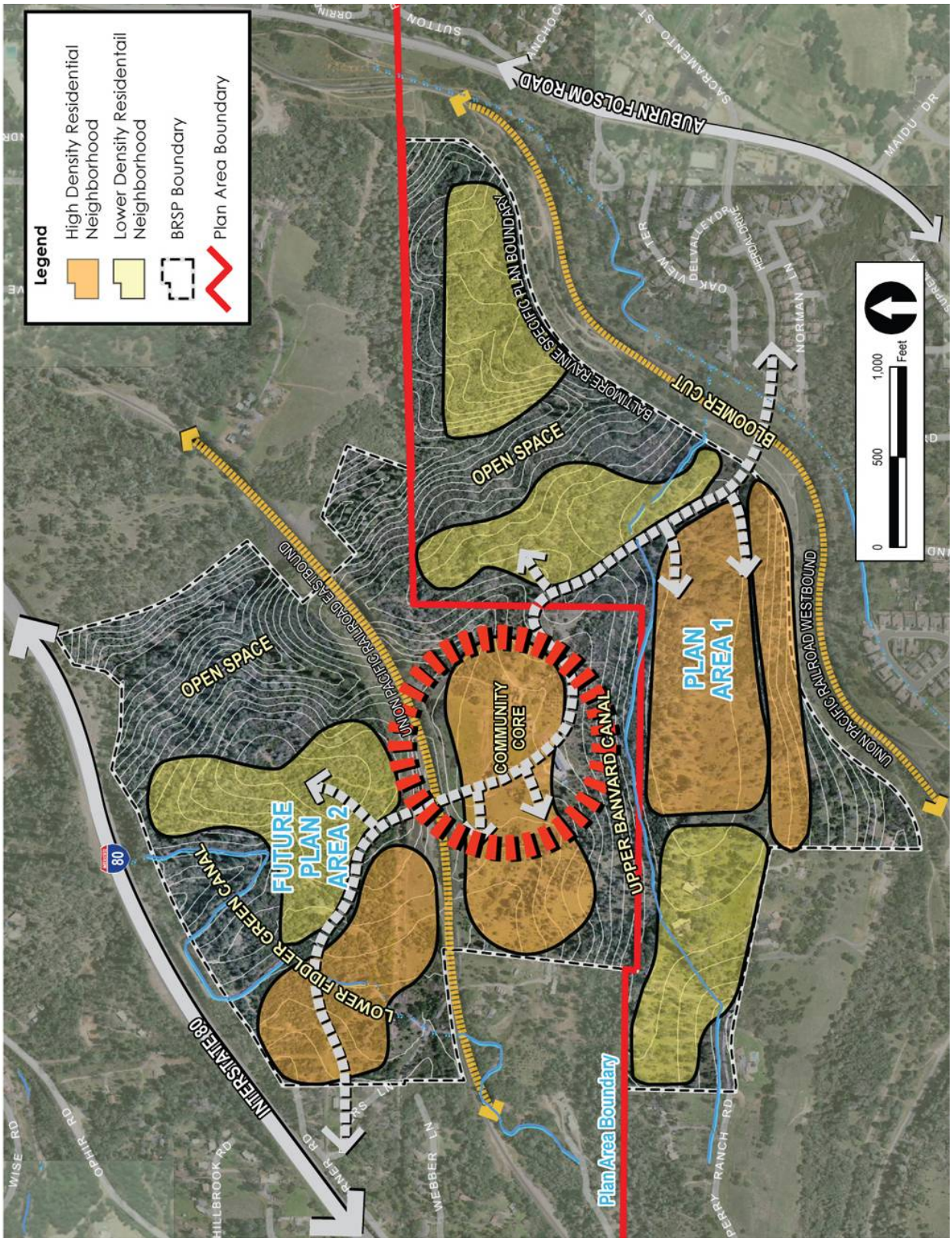


Figure 2-2: Community Form Elements

B. Overarching Design Concepts

The organizing principles outlined above manifest themselves in the following design concepts that establish a vision for, and define the desired character of, the BRSP.

Community Core

One element of the BRSP development plan is its community core, a central hub that supports a combination of residential and commercial/office uses that are oriented around a park space. Located along the Herdal-Werner Connector in future Plan Area 2, this component of the community is envisioned as a gathering place that is easily accessible for residents, on foot, by bike, or via car. The Specific Plan's framework allows the physical form of the core to mimic that of an urban environment, with buildings oriented to the street, wide sidewalks that accommodate walking, seating, and outdoor eating, and a setting that places priority on the pedestrian.

The community core is not intended as a place that competes with the retail areas in central Auburn. Instead, the types of uses envisioned are primarily residential and are supported by small scale, local-serving retail or office establishments. The mixed-use nature of this core is flexible, allowing vertical mixing of uses within buildings (such as office or apartments located above retail spaces), or the horizontal mixing of uses on site (such as retail, office, and/or residential uses located in separate buildings and on a single parcel).

This core element of future Plan Area 2 is also envisioned to have a strong relationship with its surrounding uses. It is supported by a central park, which creates a public space for active and passive recreation, as well as formal events and other gatherings. In addition, its surrounding residential neighborhoods are high-density, putting the greatest concentration of residential units in proximity to this central hub. By concentrating a large component of future Plan Area 2's population to a central core, access to goods and services is enhanced, which facilitates walking and bicycling as modes of transportation in lieu of the automobile.

Residential Neighborhoods

The BRSP's residential neighborhoods in both Plan Area 1 and future Plan Area 2 are intended to complement the small-town character of Auburn and be appropriately integrated with the land's natural context. Neighborhood form is to emphasize and create a sense of "community" – a place where residents feel at home and can take ownership of their streets. To this end, design concepts facilitate the creation of walkable, pedestrian-friendly streetscapes, with homes that orient to the streets. This is particularly evident on the Herdal-Werner Connector which is envisioned to include separated sidewalks, landscaped parkways with large-canopy street trees, roundabouts, and enhanced pedestrian crossings. In addition, neighborhood design is enhanced by the natural setting of the site, with trees and open space areas surrounding the neighborhoods through the careful siting of homes and roadways.

In general, residential density is highest in and around the community core in future Plan Area 2. This supports walkability in future Plan Area 2's central hub and locates residents in proximity to the central park and areas where commercial and office uses may develop. Lower-density residential areas are generally located along the southern edges of the BRSP, where development is more challenging due to land topography and resources, and where sensitivity is needed for compatibility with adjacent off-site uses. The lower-density residential areas and adjacent open space provide a separation and/or transition between existing residences to the south of the BRSP and higher densities in the BRSP core.

As previously noted, areas identified for development have generally been limited to those locations with existing slopes of 20 percent or less to minimize disruption of the natural terrain. In addition, measures have been incorporated in the BRSP Design Guidelines that limit grading in low density/ urban low density residential areas to the first 80 feet from back of curb.

On balance, the residential neighborhoods are structured to support a wide array of housing types, reinforcing the BRSP's incorporation of smart growth principles and further expanding the diversity of housing choices available in the City. These include conventional-style detached units on small and large lots, detached cluster housing, detached townhomes, homes with alleys, and a variety of attached residential units with product-specific siting characteristics. The types of housing units actually constructed will depend on their location within the community, demographics, and market forces. Higher-density areas will likely consist of attached units, either as apartments or townhomes. Medium-density areas will support both detached and attached units, which could consist of small-lot single-family homes, cluster housing, townhomes, or similar housing types. Lower-density areas along the southern edge of the

Specific Plan Area will likely consist of single-family detached units, especially in areas where topography is somewhat steeper. The envisioned mix of residential homes will provide for a large variety of housing, resulting in more compact development and efficient use of the land.

Open Space

The BRSP's open space corridors are a defining element, framing residential neighborhoods and reinforcing the small-town character of the community. Both Plan Areas 1 and 2 have a very distinctive, natural terrain, characterized by ravines, drainages, and natural oak woodland. The highest-value areas are preserved as permanent open space, helping integrate the natural areas with the built environment and preserving viewsheds through and within the community. Over one half of the BRSP, approximately 141 acres, will be preserved as open space, which extends throughout the community's residential neighborhoods.

The presence of natural open space throughout the BRSP is a significant feature that can be captured as an amenity for community residents. The natural, undisturbed terrain adds context to the residential neighborhoods, helping define sense of place, and provides public space for residents to hike in and interact with the natural environment. Trails are provided for BRSP residents in portions of the open space.

CHAPTER

3

Land Use

3.1 Overview

The BRSP provides for a mix of residential and non-residential uses to guide development of a new series of neighborhoods in southwestern Auburn. The mix of uses is consistent with the objectives outlined in Chapter 1 and the urban form and design elements outlined in Chapter 2.

The BRSP includes a mix of land uses that varies by Plan Area. Plan Area 1 includes a blend of low and medium-density residential neighborhoods surrounded by natural open space. This area is approximately 130 acres and provides for development of 270 homes, resulting in a gross density of approximately 2.1 dwelling units per acre. Future Plan Area 2 includes a blend of low, medium, and high-density residential, commercial/office, recreation, open space, and public facilities, some of which may be provided in a mixed-use format. This area is approximately 147 acres, and upon future City approval, could support an additional 455 homes and 90,000 square feet of commercial/office uses. At buildout, the BRSP is planned to provide up to 725 dwelling units and up to 90,000 square feet of commercial and/or office uses. This could ultimately accommodate an estimated 1,675 residents, assuming 2.31 persons per household per the US Census 2000.

The layout of the BRSP's residential neighborhoods places priority on the pedestrian by providing street-separated sidewalks and trails in each Plan Area. In addition, the land use plan protects the BRSP's most valuable natural

features by incorporating significant open space areas and other natural features that enhance the character of the neighborhoods.

This chapter sets forth the land use plan and corresponding zoning districts used to implement the BRSP.

Entitlement Phasing

As noted in Chapter 1, land use and zoning approvals differ between the Plan Areas within the BRSP. Upon City approval of the BRSP, Plan Area 1 was granted a General Plan Amendment to establish land uses, a Rezone to establish new zoning designations, and a Development Agreement. This allows development of Plan Area 1 to proceed through approval of subsequent development entitlements such as subdivision maps, design review permits, and other discretionary permits issued by the City.

Future Plan Area 2 retains an Urban Reserve land use designation and pre-Specific Plan zoning. A conceptual land use plan for future Plan Area 2 is included in this chapter to allow project-level environmental review to be conducted, as well as to prepare appropriate infrastructure plans for buildout of the Specific Plan. However, in order to develop, properties within future Plan Area 2 new General Plan land use designations, zoning, a development agreement(s), and other City approvals must be obtained.

Complete details regarding this phased approach for granting project-level entitlements, including a process for future Plan Area 2 to secure development approvals, is outlined in Chapter 9, Implementation.

3.2 Land Use Plan

The BRSP land use designations are summarized in Tables 3-1 and 3-2, with an accompanying Land Use Map reflected on Figure 3-1.

Table 3-1: Land Use Summary

Plan Area 1

Land Use Designation	Applied Zoning	Acres	Density Range/ Floor Area Ratio	Square Feet	Dwelling Units
Residential					
Low Density Residential (LDR)	R-1	12 ac.	up to 1 du/ac		11 du
Urban Low Density Residential (ULDR)	R-1	39 ac.	1-4 du/ac		109 du
Medium Density Residential (MDR)	R-2	17 ac.	1-10 du/ac		150 du
Subtotal		*68 ac.*			
Park & Open Space					
Open Space	OS-C	55 ac.			
Other					
Right of Way (ROW)		7 ac.			
Sub-Total Plan Area 1		**130 ac.**			**270 du**

Future Plan Area 2

Land Use Designation	Future Zoning	Acres	Density Range/ Floor Area Ratio	Square Feet	Dwelling Units
Residential					
Urban Low Density Residential (ULDR)	R-1	13 ac.	1-4 du/ac		23 du
Urban High Density Residential (UHDR)	R-4	11 ac.	10-20 du/ac		180 du
Subtotal		*23 ac.*			
Mixed Use (MU)					
Mixed Use - Urban Low Density Residential/Commercial (ULDR/COMM)	R-1/C-1	3 ac.	1-4 du/ac FAR up to 3.0	10,000 sf	2 du
Mixed Use - High Density Residential/ Commercial (HDR/COMM)	R-3/C-1	17 ac.	5-15 du/ac FAR up to 0.6	50,000 sf	130 du
Mixed Use - Urban High Density Residential/Commercial (UHDR/COMM)	R-4/C-1	8 ac.	10-20 du/ac FAR up to 3.0	30,000 sf	120 du
Subtotal		*28 ac.*			
Park & Open Space					
Park	OS-C	2 ac.			
Open Space	OS-C	86 ac.			
Subtotal		*90 ac.*			
Other					
Right of Way (ROW)		7 ac.			
Sub-Total Future Plan Area 2		**147 ac.**		**90,000 sf**	**455 du**

Total for Plan Areas 1 and 2

Total		**277 ac.**		**90,000 sf**	**725 du**

Table 3-2: Land Use Allocation by Parcel

Plan Area 1

Parcel #	Land Use	Zoning	Acres	Square Feet	Units
1a	Urban Low Density Residential (ULDR)	R-1	2 ac.		8 du
1b	Urban Low Density Residential (ULDR)	R-1	4 ac.		10 du
2	Medium Density Residential (MDR)	R-2	17 ac.		150 du
3a	Urban Low Density Residential (ULDR)	R-1	15 ac.		45 du
3b	Urban Low Density Residential (ULDR)	R-1	1 ac.		3 du
4a	Urban Low Density Residential (ULDR)	R-1	2 ac.		3 du
4b	Urban Low Density Residential (ULDR)	R-1	1 ac.		2 du
5	Urban Low Density Residential (ULDR)	R-1	9 ac.		23 du
6	Urban Low Density Residential (ULDR)	R-1	5 ac.		15 du
11	Low Density Residential (LDR)	R-1	12 ac.		11 du
81	Open Space (OS)	OS-C	13 ac.		
83a	Open Space (OS)	OS-C	2 ac.		
83b	Open Space (OS)	OS-C	3 ac.		
83c	Open Space (OS)	OS-C	1 ac.		
84	Open Space (OS)	OS-C	0.5 ac.		
85	Open Space (OS)	OS-C	33 ac.		
86	Open Space (OS)	OS-C	2 ac.		
ROW			7 ac.		
Subtotal			*130 ac.*		*270 du*

Future Plan Area 2

Parcel #	Land Use	Zoning	Acres	Square Feet	Units
7	Urban Low Density Residential (ULDR)	R-1	13 ac.		23 du
20	Urban High Density Residential (UHDR)	R-4	10 ac.		160 du
21	Urban High Density Residential (UHDR)	R-4	1 ac.		20 du
40	Mixed Use (High Density Residential/Commercial)	R-3/C-1	3 ac.	8,800 sf	30 du
41	Mixed Use (High Density Residential/Commercial)	R-3/C-1	14 ac.	41,200 sf	100 du
42	Mixed Use (Urban High Density Residential/Commercial)	R-4/C-1	8 ac.	30,000 sf	120 du
43	Mixed Use (Urban Low Density Residential/Commercial)	R-1/C-1	3 ac.	10,000 sf	2 du
50	Open Space (Park)	OS-C	2 ac.		
87	Open Space (OS)	OS-C	49 ac.		
88a	Open Space (OS)	OS-C	2 ac.		
88b	Open Space (OS)	OS-C	5 ac.		
88c	Open Space (OS)	OS-C	0.5 ac.		
89a	Open Space (OS)	OS-C	15 ac.		
89b	Open Space (OS)	OS-C	15 ac.		
ROW			7 ac.		
Subtotal			*147 ac.*	*90,000 sf*	*455 du*

Total Plan Areas 1 and 2

Total	**277 ac.**	**90,000 sf**	**725 du**

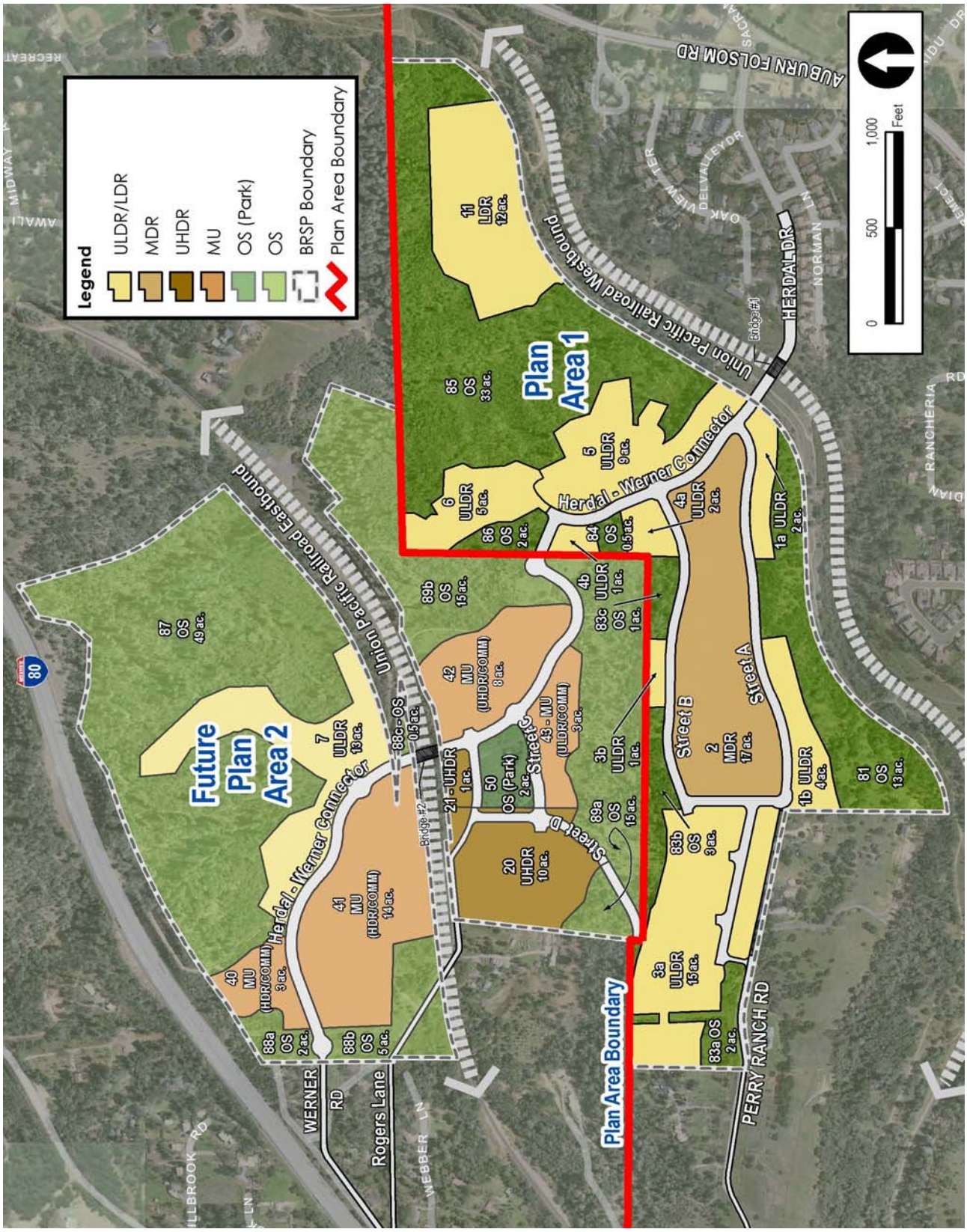


Figure 3-1: Land Use Plan

3.3 Land Use Designations

The BRSP establishes the land uses and zoning that will be used to implement future development in the Specific Plan Area. Land use designations are consistent with those provided in the City of Auburn General Plan. While consistent with the General Plan's land uses, in some cases, this Specific Plan incorporates 'customized' development regulations (zoning) in order to achieve the envisioned neighborhood form and design outlined in Chapter 2. The land use and zoning designations for each parcel are reflected in Table 3-2.

This chapter outlines the land use framework for the BRSP. A summary of each land use designation is provided, with details for each use's density/ development intensity, applied zoning districts, and permitted uses. It also provides a brief description of the types of development anticipated for each land use designation. Some land uses apply to parcels only in Plan Areas 1, some to parcels only in future Plan Area 2, and some to both. These are noted in the description for each use type identified in this section.

This Specific Plan also includes development standards and design guidelines that will be used to implement this land use framework (Appendix A & B). These standards and guidelines build upon existing City development regulations and are to be used as the primary regulatory documents for the BRSP, used in tandem with the City's General Plan and Zoning Ordinance.

The Development Standards (Appendix A) identify permitted uses for all BRSP zone districts, with development standards for Plan Area 1 uses only. The Design Guidelines are also focused upon Plan Area 1. At the time that development approvals (General Plan land use, zoning, and development agreement) are effectuated for future Plan Area 2, Appendices A and B will be amended to establish development standards and design guidelines for future Plan Area 2. To the extent applicable, it is intended that the standards and guidelines established for Plan Area 1 also be applied to future Plan Area 2.

A. Residential Land Uses

The residential component of the BRSP includes five residential land use designations: Low Density Residential (LDR), Urban Low Density Residential (ULDR), Medium Density Residential (MDR), High Density Residential (HDR), and Urban High Density Residential (UHDR).

To achieve the vision for the BRSP's neighborhoods, a wide array of housing types are encouraged. In general, lower density residential units are located along the BRSP's edges, providing a transition to adjacent open space areas and pockets of outlying residential neighborhoods. The Specific Plan supports Low Density Residential (LDR) development of detached homes on conventional lots. These lots may be large in some areas of the community in response to existing site topography. Medium-density areas are also envisioned to accommodate single-family detached homes, but on smaller lots, as well as attached housing types.

Higher density residential units are located on flatter areas in future Plan Area 2, where it is more feasible to construct buildings in greater densities. These higher density units are adjacent to and incorporated into the BRSP mixed use central hub, putting the greatest concentration of residential units in proximity to this hub. Higher density areas are envisioned to primarily accommodate attached housing, but could also include detached housing.

Low Density Residential (LDR)	
Density:	up to 1 dwelling unit per acre
Applied Zoning Districts:	R-1 (Single-Family Residential District)
Location	Plan Area 1
Description:	The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots within the prescribed density range noted above. Lot sizes are the largest within the BRSP. Typical housing product types include single family detached units.
Permitted Uses and Development Standards	As specified for the R-1 zone district in Appendix A.

Urban Low Density Residential (ULDR)	
Density:	1 to 4 dwelling units per acre
Applied Zoning Districts:	R-1 (Single-Family Residential District)
Location	Plan Area 1 and future Plan Area 2
Description:	The Urban Low Density Residential (ULDR) land use designation supports single-family detached homes on conventional lots within the prescribed density range noted above. Lot sizes could be 5,000 square feet or greater depending on site slope, topography, and other natural features. Typical housing product types include front-loaded, alley-loaded, or clustered, single family detached units.
Permitted Uses and Development Standards	As specified for the R-1 zone district in Appendix A.

Medium Density Residential (MDR)	
Density:	1 to 10 dwelling units per acre
Applied Zoning Districts:	R-2 (Medium Family Residential)
Location	Plan Area 1
Description:	The Medium Density Residential (MDR) land use designation accommodates both single-family detached homes and attached homes. Lot sizes are normally smaller than those in LDR and ULDR areas, which allows greater densities per the range outlined above. Within this density range, single-family detached housing is typically supported on standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, zero-lot lines, or z-shaped lots. In addition, duet/half-plex homes, townhomes, or condominiums are accommodated in MDR areas. A small tot lot, pocket park or similar recreational amenity will typically be included within MDR areas.
Permitted Uses and Development Standards	As specified for the R-2 zone district in Appendix A.

High Density Residential (HDR)	
Density:	5 to 15 dwelling units per acre
Applied Zoning Districts:	R-3 (Medium Density Multiple-Family Residential)
Location	Future Plan Area 2
Description:	The High Density Residential (HDR) land use designation primarily accommodates attached housing, but could also include detached housing, within the density range noted above. Typical housing types include detached townhomes, courtyard townhomes/condominiums, garden style apartments, and podium design apartments/condominiums. The HDR land use has been applied within the mixed use area.
Permitted Uses and Development Standards	Permitted uses as specified for the R-3 zone district in Appendix A. Development standards to be provided in conjunction with development approvals for future Plan Area 2.

Urban High Density Residential (UHDR)	
Density:	10 to 20 dwelling units per acre
Applied Zoning Districts:	R-4 (High Density Multiple-Family Residential)
Location	Future Plan Area 2
Description:	The Urban High Density Residential (UHDR) land use designation is similar to the HDR land use described above, but provides for greater residential densities (up to 20 du/ac). Similarly, the UHDR land use accommodates a variety of housing types including detached townhomes, condominiums, garden style apartments, and units on podiums. A portion of the UHDR land use has been applied within the mixed use area.
Permitted Uses and Development Standards	Permitted uses as specified for the R-4 zone district in Appendix A. Development standards to be provided in conjunction with development approvals for future Plan Area 2.

B. Mixed Use Areas

The land use plan designates several parcels in the central core and northern area of future Plan Area 2 as Mixed Use, allowing for a combination of higher-density residential, commercial, and/or office uses. This combining designation provides development flexibility, allowing these areas to develop with a single use or in a mixed-use fashion. Uses may be mixed in either a horizontal or vertical manner, meaning that a commercial/office component could be co-located on the same site with a residential component, or that a commercial/office component could be located on the ground floor of a multi-story residential component. This approach allows flexibility for future market conditions while maintaining sites for neighborhood services.

See Section A, Residential Land Uses, for a description of the Urban Low Density Residential (ULDR), High Density Residential (HDR), and Urban High Density Residential (UHDR) components of the mixed use areas.

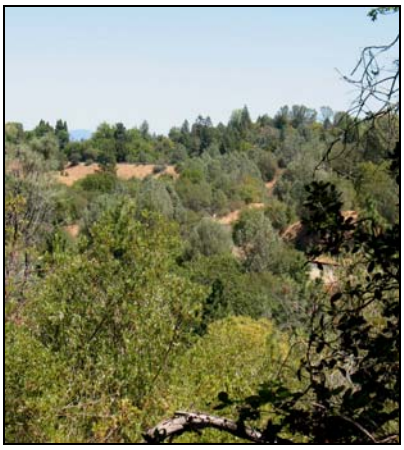
Mixed Use (MU)	
Floor Area Ratio/ Density:	As specified for the applicable land uses being combined via the MU designation
Applied Zoning Districts:	As specified for each parcel with a MU land use designation, per Table 3-2
Location	Future Plan Area 2
Description:	The Mixed Use (MU) land use is a combining designation that is applied to some parcels in future Plan Area 2 where two or more land uses are desired. In the BRSP, the MU designation is used to combine residential and commercial uses to allow mixed-use development patterns to occur. The dwelling unit and square footage allocations for each MU parcel are outlined in Table 3-2.
Permitted Uses and Development Standards	Permitted uses as specified for the applicable residential and commercial zone districts in Appendix A. Development standards to be provided in conjunction with development approvals for future Plan Area 2.

Commercial (COMM)	
Floor Area Ratio:	FAR up to 3.0
Applied Zoning Districts:	C-1 (Neighborhood Commercial)
Location	Future Plan Area 2
Description:	The Commercial land use designation supports a range of retail and office uses and is only applied in the BRSP as a component of the mixed use area in future Plan Area 2. The COMM land use is combined with a residential land use, allowing mixed use development to occur. The intent of the COMM land use is to accommodate basic commercial services for the surrounding neighborhoods, but also to support office, storage, and other uses that are compatible with the adjacent residential areas. In aggregate, future Plan Area 2 supports up to 90,000 square feet of non-residential uses. The square footage allocations for each parcel with a COMM land use are outlined in Table 3-2.
Permitted Uses and Development Standards	Permitted uses as specified for the C-1 zone district in Appendix A. Development standards to be provided in conjunction with development approvals for future Plan Area 2.

C. Open Space Land Use

Approximately 143 acres of natural open space, or 52 percent of the BRSP, is preserved as Open Space (OS) – Preserves. This is comprised of approximately 55 acres in Plan Area 1 and 88 acres in future Plan Area 2. The location of open space is guided largely by the site's natural features and topography. The system of open space will remain mostly in its existing, natural condition, preserving a significant component of the BRSP's on-site resources. In addition, it is envisioned that trails will be provided in some of the open space areas, enhancing the recreational amenities and viewsheds afforded by the BRSP's natural setting. Individual homes will be situated to take advantage of open space viewsheds and corridors. Incorporating open space areas not only provides recreational and visual benefits, but also helps preserve local drainage patterns, wildlife movements, and natural habitats.

A 2-acre park is provided in future Plan Area 2 acting as a focal point at the center of the community. This park is intended to function as the BRSP's primary active recreation hub and is located as part of the Mixed Use Core within an easy walking distance for surrounding residential neighborhoods.



Open Space (OS) – Preserves	
Applied Zoning Districts:	OS-C (Open Space-Conservation)
Location	Plan Area 1 and future Plan Area 2
Description:	Open Space provides for passive recreation opportunities, preservation of significant resources, view sheds, potential flood water conveyance and retention, water tanks, trails, and resource mitigation. The BRSP's open space resources consist of several vegetative community types including non-native annual grasslands, oak woodlands, and valley foothill riparian. In addition, the preserves include natural drainage ravines. The BRSP supports a diverse wildlife community. The biological, vegetation, and wildlife communities are described in Chapter 8, Natural and Cultural Resources.
Permitted Uses and Development Standards	Permitted uses as specified in Appendix A. Development standards as specified in the City of Auburn Zoning Ordinance.

Open Space (OS) – Parks	
Applied Zoning Districts:	OS-C (Open Space-Conservation)
Location	Future Plan Area 2
Description:	The BRSP includes a 2-acre park in future Plan Area 2 for active recreational uses. The park has an Open Space (OS) land use designation. The park is located in the center of future Plan Area 2 to maximize exposure to the high-density residential neighborhoods and pedestrian activity stemming from the Mixed Use parcels. This is an active park facility, programmed with various amenities that could include a picnic area, play structure, hard and soft courts, as well as plaza spaces for community gatherings and organized events. Parks and Recreation facilities are further described in Chapter 6, Public Services.
Permitted Uses and Development Standards	As specified in Appendix A. Development standards as specified in the City of Auburn Zoning Ordinance.

CHAPTER

4

Affordable Housing

4.1 Overview

State law (California Government Code Section 65584) requires that each city and county plan to accommodate a fair share of the region's housing construction needs. In the six-county greater Sacramento region (comprised of the counties of Sacramento, Placer, El Dorado, Yolo, Sutter, and Yuba), the Sacramento Area Council of Governments (SACOG) is the entity authorized to determine the future housing needs for the region. Through its Regional Housing Needs Plan (RHNP) SACOG assigns each city and county a Regional Housing Needs Allocation (RHNA) representing the jurisdiction's share of the total number of housing units that must be planned for during the term of its housing element. The allocations provide for very-low, low, moderate, and above-moderate income households.

The City of Auburn Housing Element identifies the City's current and future housing needs including its share of the regional housing allocation. Goals, policies and implementation programs are defined to facilitate the provision of high quality housing to meet the needs of all Auburn residents in terms of type, density and cost. The Housing Element includes policy that reinforces the City's commitment to actively participate in regional housing solutions.

The BRSP affordable housing program is structured to be consistent with and implement the General Plan housing goals as well as the Sacramento Regional Compact for Production of Affordable Housing.

4.2 Definition of Affordability

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). The five income categories defined in Table 4-1 are used for comparative purposes and are based on a percentage of the county median income, adjusted for household size. All jurisdictions within Placer County, including Auburn, utilize the same basic income calculations irrespective of actual income level distribution in the community.

Table 4-1: Definition of Income Categories

Income Category	Percent of County Median Income
Extremely Low-Income	Less than 30% of Median
Very-Low Income	Less than 50% of Median
Low-Income	51% to 80% of Median
Moderate-Income	81% to 120% of Median
Above Moderate-Income	121% or greater of Median

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. It is recognized that these factors continually change, and that project-specific affordability standards need to be established and adjusted as development occurs.

4.3 Affordable Housing Program

A. Affordable Housing Goal

In 2004, the City of Auburn agreed to participate in the Sacramento Regional Compact for Production of Affordable Housing. The Compact is a voluntary program for jurisdictions within the SACOG region to meet a minimum standard of affordable housing. Production standard guidelines are defined and potential incentives identified.

The Compact specifies that at least 10 percent of all new housing construction in participating jurisdictions meet an affordability standard. The 10 percent goal is guided by the following income category rules:

- At least 4 percent must be affordable to very low-income families.
- At least 4 percent must be affordable to low-income families.
- Up to 2 percent may be affordable to moderate-income families.

Table 4-2 identifies the BRSP affordable housing goal based upon the production standards of the Compact applied to total potential units. The ultimate BRSP affordable housing goal will be calculated by applying the Compact production standards to the actual number of residential units approved through subdivision maps/design review permits.

Table 4-2: Affordable Housing Goal

Plan Area 1

Total Potential Units	Total Affordable Goal (10%)	Very Low-Income[1] (4%)	Low-Income (4%)	Moderate-Income (2%)
270	27	11	11	5

Future Plan Area 2

Total Potential Units	Total Affordable Goal (10%)	Very Low-Income[1] (4%)	Low-Income (4%)	Moderate-Income (2%)
455	45	18	18	9

Total for Plan Areas 1 and 2

725	72	29	29	14

1. The quantified objectives in the City Housing Element estimate the need for extremely low income housing to be 55 percent of very low-income units.

Given the nature of the housing market in Auburn and the South Placer area, it is a particular challenge to create housing opportunities that are affordable to very-low, low, and moderate income households. Typically, such affordable housing opportunities require market restrictions and/or purchase and rental subsidies. The General Plan Housing Element identifies potential incentives to assist the development of affordable housing including Redevelopment Housing Set-aside Funds, density bonuses, fee reductions or deferrals, application of alternative development standards, and pursuit of state and federal funding.

B. Affordable Housing Allocation

The BRSP proposes development of a variety of housing types and densities. Medium-density and high-density residential and mixed use areas generally have lower land and development costs per unit and provide the greatest opportunity to create affordable housing for very-low, low, and moderate income residents. As a result, all of the affordable units in Plan Area 1 are anticipated to be located on MDR Parcel 2, and the affordable units in future Plan Area 2 on high density and/or mixed use parcels.

It is anticipated that affordable housing in the BRSP will include a mix of purchase units affordable to moderate income residents, and rental housing affordable to very-low, low, and moderate income residents. The ultimate mix of affordable units will be determined based upon the actual housing product types approved, market conditions, and the availability of subsidies and incentives. The intent is to distribute affordable units throughout the BRSP Area. Affordable housing units should blend in with, and have similar design and articulation as, market rate housing units.

To best respond to ultimate product type, market, and subsidy considerations, the allocation and mix of affordable units in the BRSP will be determined through a two step process:

Step 1: Allocation to Plan Areas

The landowners and City will work together to allocate the BRSP affordable housing goal to specific large lot parcels within each Plan Area as follows:

* The allocation of affordable units in Plan Area 1 will occur concurrent with approval of the first small lot tentative subdivision map (exclusive of model home complexes of five units or less), or a design review permit for multi-family housing, whichever comes first in that Plan Area.
* The allocation of affordable units in Future Plan Area 2 will be identified at the time that development approvals (General Plan land use, zoning, and development agreement) are effectuated for that Plan Area.

The allocation of units to each Plan Area will be approved administratively by the Community Development Director. A table documenting the agreed upon allocation of the BRSP affordable housing goal to specific parcels within each Plan Area will be kept on file and maintained by the Community Development Department as the official BRSP affordable housing allocation record.

Step 2: Regulatory Affordability Agreement

In accordance with the Sacramento Regional Compact for Production of Affordable Housing, all housing used to meet the Compact production standards must be encumbered by a regulatory affordability agreement. Such an agreement (Affordable Housing Development Agreement or substitute form as specified by the City) will be required for each BRSP parcel that has an affordable housing allocation. Among other provisions, the agreement will:

- Specify the number of affordable units to be reserved at each income level.
- Specify the term of the affordability obligation.
- Set initial rent or purchase prices for the designated affordable units.
- Establish criteria and a basis for annual rent or purchase price increases.
- Provide the City with a mechanism to monitor actual rents and purchase prices paid.
- Identify any City or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

The regulatory affordability agreements will require City approval prior to or concurrent with approval of any tentative small lot subdivision map or design review permit for any large-lot BRSP parcel with an affordable housing allocation. The total number of affordable units required will be calculated based on the final number of units mapped/approved.

4.4 Implementation Flexibility

To account for changes in housing markets, income categories, funding programs, and other factors over time, the BRSP affordable housing program is intended to be implemented and administered with creativity and flexibility. The use of alternative methods to meet the BRSP affordable housing goal may be considered on a case-by-case basis through City approval of the required regulatory affordability agreements. The following may be considered to assist in achieving the BRSP affordable housing goal:

A. Transfers/Credits

The affordable housing allocations ultimately assigned to each parcel within a BRSP Plan Area may be transferred to other parcels within that Plan Area. In addition, to the extent that the number of affordable units produced on a parcel exceeds the number of affordable units allocated to that parcel, the excess units may be credited towards meeting the affordable housing goal

assigned to other parcels within the relevant Plan Area. Transfers and credits may only occur internally within each BRSP Plan Area. No transfers or credits are permitted between BRSP Plan Areas or to parcels outside of the BRSP.

Transfers and/or credits may be approved administratively by the Community Development Director without the need for amendment to this Specific Plan or related regulatory affordability agreements if it is determined that the transfers/credits improve the ability to produce affordable units and achieve the BRSP affordable housing goal.

Requests for transfers and/or credits shall include information as reasonably deemed necessary by the City to ensure consistency with the BRSP's affordable housing program. In addition, a revised table documenting the approved allocation of the BRSP housing goal to specific parcels within each Plan Area will be kept on file and maintained by the Community Development Department as the official BRSP affordable housing allocation record.

B. Second Units

The City Municipal Code permits secondary residential units by right in single-family residential zones, in compliance with Government Code Section 65852.2. Second units can provide opportunities for affordable housing, but require implementation of a practical mechanism for the application and monitoring of such units.

C. Density Bonus

The City has adopted Density Bonus provisions consistent with State Government Code Sections 65915-65918. The City may, in accordance with its Density Bonus provisions, assign additional residential units to projects for the purpose of achieving affordable housing goals. The increase in units provided by a density bonus is intended to reduce average per unit development costs. The use of density bonuses in the BRSP may constitute a portion of the subsidy (if required) for the provision of affordable units.

D. In-Lieu Fee or Other Mechanisms

To the extent an in-lieu affordable housing fee or other affordable housing mechanisms are adopted in the future, the City may allow a portion of the BRSP affordable housing goal to be satisfied through such fee or other mechanisms. In addition, the City reserves the right to consider alternatives to achieving affordable housing within the BRSP, should the cost of producing the affordable housing preclude the City from accessing federal and state financing programs, or if legislation mandates the City alter its approach to affordable housing.

CHAPTER

5

Circulation

5.1 Overview

The circulation system for the BRSP includes a hierarchy of roadways that are supported by bike lanes, sidewalks, and pedestrian trails. Emphasis is placed on providing connectivity between uses in a manner that complies with City policies and facilitates walking and biking as mobility choices.

The connectivity of roadways between residential neighborhoods creates an efficient vehicular circulation system that is designed to meet traffic needs inside and outside the Specific Plan Area. Primary roadways incorporate tree-lined streets that are intended to create a comfortable scale for pedestrians and, along with open space pedestrian trails, help foster a safe and walkable community. In addition, it is anticipated that transit services will be extended to the BRSP Area. Through these mobility elements, the planned circulation system is intended to provide multiple choices for community residents.

This chapter discusses each element of the circulation plan, including roadways, bike lanes, trails, and transit. Phasing of circulation improvements is conceptually illustrated in Chapter 9, Implementation, with additional detail included in the Specific Plan Development Agreements.

5.2 Automobile Circulation

The BRSP roadway plan, including connections to existing streets and location of proposed bridges, is shown on Figure 5-1. A roadway summary is provided in Table 5-1, which outlines the lane capacity, right-of-way, and landscape parkway requirements for each road in Plan Areas 1 and 2. Typical roadway design sections are illustrated, with corresponding landscaping standards and related design details included in Appendix B, Design Guidelines.

A. Existing System and Connections

At the time of Specific Plan approval, there were a limited number of improved on-site and off-site roadways that provided access to the Specific Plan Area. Some of the roadways were paved, but were not improved to City standards, while most had very limited improvements consisting of dirt or gravel. Connections to the BRSP will be made via several existing and/or planned roadways. These included:

- **Herdal Drive –** A two-lane collector street located to the southeast of the Specific Plan Area. At the time of Specific Plan approval, it provided access from Auburn-Folsom Road to two single-family residential neighborhoods and several commercial parcels near the BRSP. When originally designed, right of way was reserved to allow for the extension of Herdal Drive to the southeast edge of Plan Area 1.
- **Werner Road –** A two-lane roadway that provided direct access to the northwestern edge of future Plan Area 2. Werner Road originated at Ophir Road and ultimately connected to Interstate 80. At its terminus at the northwestern edge of future Plan Area 2, it transitioned to private paved driveways to provide access to several parcels and single-family homes.
- **Rogers Lane –** A private rural road that originated near Interstate 80 at Werner Road and provided direct access to the western edge of Future Plan Area 2. Located both in the City and the County, it served as primary access to several rural residential parcels located within or adjacent to the BRSP and included an at-grade crossing of the eastbound Union Pacific Rail line.
- **Perry Ranch Road –** A private rural road that originated near Interstate 80 at Werner Road and provided direct access to the southwestern edge of Plan Area 1. Located in the County, it had limited improvements and served as primary access to several rural residential parcels located within or adjacent to the BRSP.

Each of the roadways described above plays a role in forming the planned roadway system and related improvements for the BRSP. A higher level of connectivity with surrounding areas of the City and County will be gained through the planned BRSP roadway improvements.

B. Planned Roadway Improvements

Primary vehicular access to the BRSP will be provided by the newly-constructed Herdal-Werner Connector, via an extension of Herdal Drive into Plan Area 1, and ultimately to Werner Road as part of future Plan Area 2 development. Herdal Drive connects to Auburn-Folsom Road to the east, providing connection to central Auburn. Werner Road connects with Ophir Road to the northwest, ultimately providing access to Interstate 80. Upon completion of the Herdal Drive extension into Plan Area 1, creating a connection to Werner Road through future Plan Area 2 becomes a more viable improvement to serve development in this area. In addition, secondary access to Plan Area 1 will be provided via Rogers Lane and the construction of Street D. Perry Ranch Road will be connected to Plan Area 1 for emergency access (see Design Guidelines; Section B.11).

The extension of Herdal Drive and Werner Road forms the Herdal-Werner Connector, a two-lane collector street that will function as the primary access road throughout the BRSP providing connections to other planned local streets that serve the residential neighborhoods. The design of the Herdal-Werner Connector includes a series of roundabouts at key locations (see Figure 5-1), which create opportunities to calm traffic, provide connections to local streets, and ultimately enhance the streetscape character of the BRSP.

Plan Area 1 Improvements

The primary roadway improvements for Plan Area 1 include construction of the Herdal-Werner Connector from the Bloomer Cut bridge to the boundary of future Plan Area 2, the Herdal Drive extension, and the Bloomer Cut bridge over the west-bound Union Pacific Rail Road (UPRR) line (see Figure 5-1). In addition, a secondary access will be provided to Plan Area 1 if development precedes the completion of the Herdal-Werner Connector from Herdal Drive to Werner Road. At this time, it is anticipated that the secondary access will be provided via Rogers Lane and will include widening of and improvements to existing Rogers Lane, improvements at the existing at-grade UPRR crossing on Rogers Lane (including crossing arms), the construction of Street D from Plan Area 1 north through Parcel 20 of Future Plan Area 2, and a connection from the at-grade UPRR crossing to Street D. Development of up to 5 units (model home complex) in Plan Area 1 may precede the connection to Herdal Drive. Prior to issuance of a sixth building permit, the developer must complete the secondary access to Rogers Lane (or other acceptable alternate), and prior to the issuance of the seventy-sixth (76th) building permit, the developer must complete the Herdal-Werner Connector (or other acceptable alternate). A connection will be provided to Perry Ranch Road from Parcel 3A for emergency access only (see Design Guidelines; Section B.11).

Table 5-1: Roadway Summary

Plan Area 1

Roadway Type/Name	Lanes	Right of Way	Landscape Parkway	Sidewalk	Parking	Figure #
Collector Streets						
Herdal-Werner Connector (Segment 1)	2	65'	varies 5'-8'	5' (each side)	on-street; one side	5-2
Herdal-Werner Connector (Segment 2)	2	58'	parking/ tree wells	5' (each side)	on-street, two sides	5-3
Local Streets						
Streets A & B	2	40'	5' (one side)	5' (one side)	on-street, one side	5-6
Parcel 11 Access Road	2	36'	none	4' (one side)	none	5-7
Standard Residential	2	41'	none	5' (one side)	on-street; two sides	5-8
Alley	2	28' PUE	none	n/a	none	5-9
Off-Site Roadways						
Herdal Drive	2	60'	5' (one side)	5' (one side)	none	5-10
Rogers Lane[1]	2	30' - County; 50' - City	none	none	none	5-12
Street D[1]	2	40'	5'[2]	5'	on-street, one side	5-6
Herdal-Werner Connector[3]	See Future Plan Area 2 (Collector Streets)					

Future Plan Area 2

Roadway Type/Name	Lanes	Right of Way	Landscape Parkway	Sidewalk	Parking	Figure #
Collector Streets						
Herdal-Werner Connector (Segment 2)	2	58'	parking/ tree wells	5' (each side)	on-street, two sides	5-3
Herdal-Werner Connector in Community Core (Segment 3)	2	85'	parking/ tree wells	9' (each side)	diagonal on-street; two sides[4]	5-4
Street C	2	77'	parking/ tree wells	9' (each side)	diagonal on-street; two sides	5-5
Local Streets						
Standard Residential	2	41'	none	5' (one side)	on-street; two sides	5-8
Alley	2	28' PUE	none	n/a	none	5-9
Off-Site Roadways						
Werner Road	2	36'	none	none	none	5-11

1. Required prior to the 6th building permit in Plan Area 1.
2. No landscape frontage will be provided when adjacent to the Open Space area.
3. Required prior to the 76th building permit in Plan Area 1.
4. A parking/circulation analysis shall be provided with the improvement plans for the Herdal-Werner Connector demonstrating that the diagonal parking can function based upon anticipated traffic volumes on the Herdal-Werner Connector.

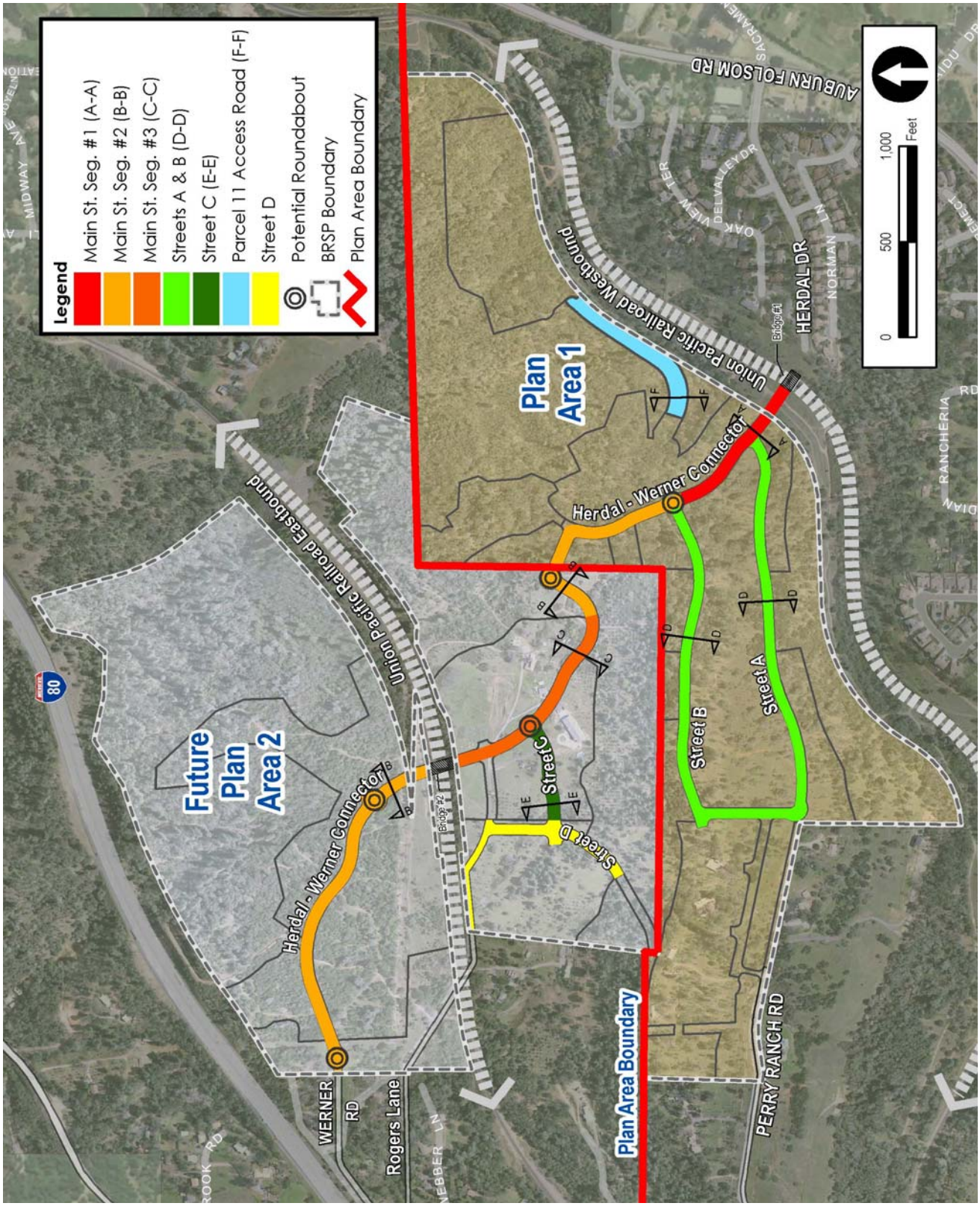


Figure 5-1: Roadway Plan

Future Plan Area 2 Improvements

Roadway improvements include the construction of the Herdal-Werner Connector between Werner Road and the connection point to Plan Area 1, and the construction of a bridge spanning the northern UPRR line. With the completion of the Herdal-Werner Connector, project access to Rogers Lane will be eliminated, however, access to Rogers Lane will be maintained for Study Area 2, and Study Area 2 will be provided access to the Herdal-Werner Connector.

C. Collector Streets

Collector streets function as secondary circulation routes, generally providing direct access between large-volume arterial roadways and local streets that serve individual neighborhoods. In some instances, collector streets provide direct access to residential parcels. Within the BRSP, the Herdal-Werner Connector is the primary collector providing connections to local streets within the Specific Plan Area, as well as to off-site collectors. Three design standards (segments) for the Herdal-Werner Connector are provided, one applicable to Plan Area 1, one applicable to future Plan Area 2, and one applicable to both. In addition to the Herdal-Werner Connector, two additional collectors are provided, Street D is identified for Plan Area 1 and Street C is identified for future Plan Area 2.

All collector streets provide for two travel lanes, sidewalks, adjacent landscaping, and in most cases bike lanes. The intent is to create street corridors that are functional for the automobile, but are designed in a manner that is comfortable for bicyclists and pedestrians. The design standards for each collector are described below and illustrated in Figures 5-2 through 5-5.

Plan Area 1

* **Herdal-Werner Connector (Segment 1) –** Segment 1 of the Herdal-Werner Collector includes two automobile travel lanes, bike lanes, and on-street parking on one side of the street. It has a 65'-wide right-of-way with landscape parkways and detached sidewalks on both sides of the street (see Figure 5-2).

Plan Areas 1 and 2

* **Herdal-Werner Connector (Segment 2) –** Segment 2 of the Herdal-Werner Collector includes two automobile travel lanes, bike lanes, and on-street parking on both sides of the street. It has a 58'-wide right-of-way with tree wells interspersed in the parking areas, and attached sidewalks on both side of the street (see Figure 5-3).

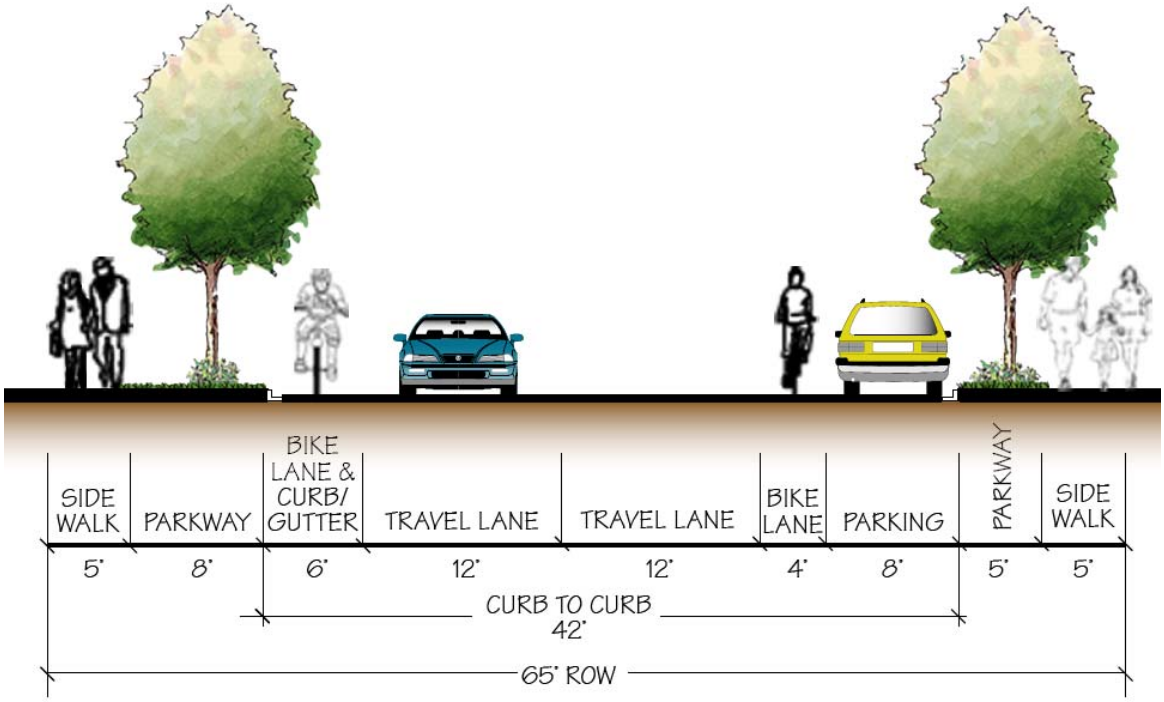


Figure 5-2: Herdal-Werner Connector Segment 1 (Section A-A from Figure 5-1)

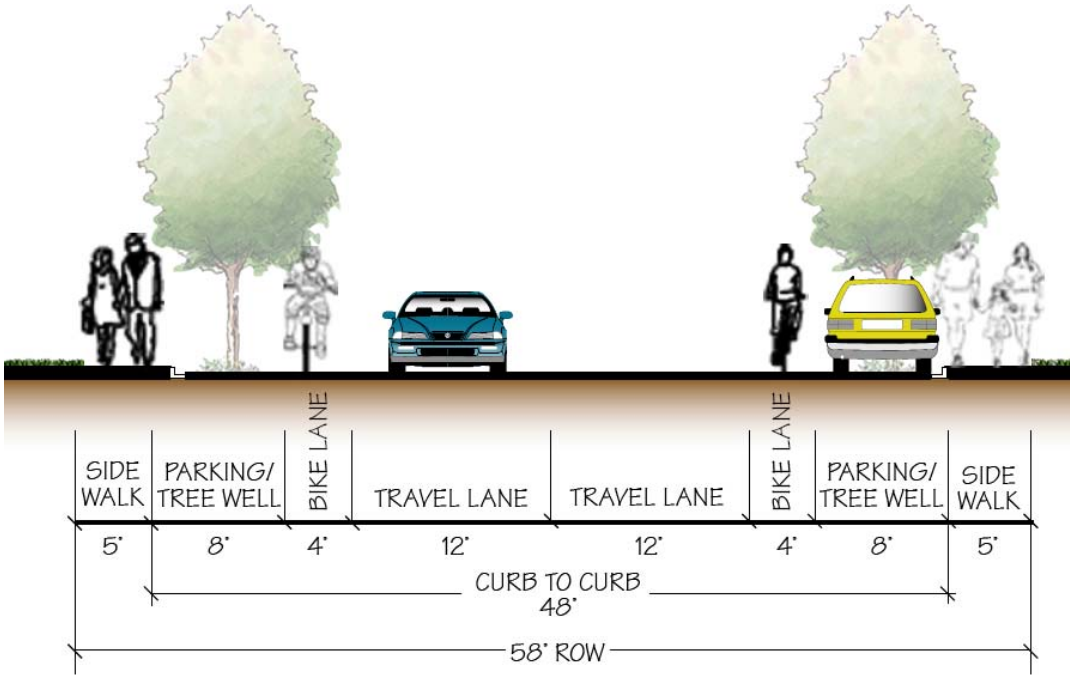


Figure 5-3: Herdal-Werner Connector Segment 2 Plan View (Section B-B from Figure 5-1)

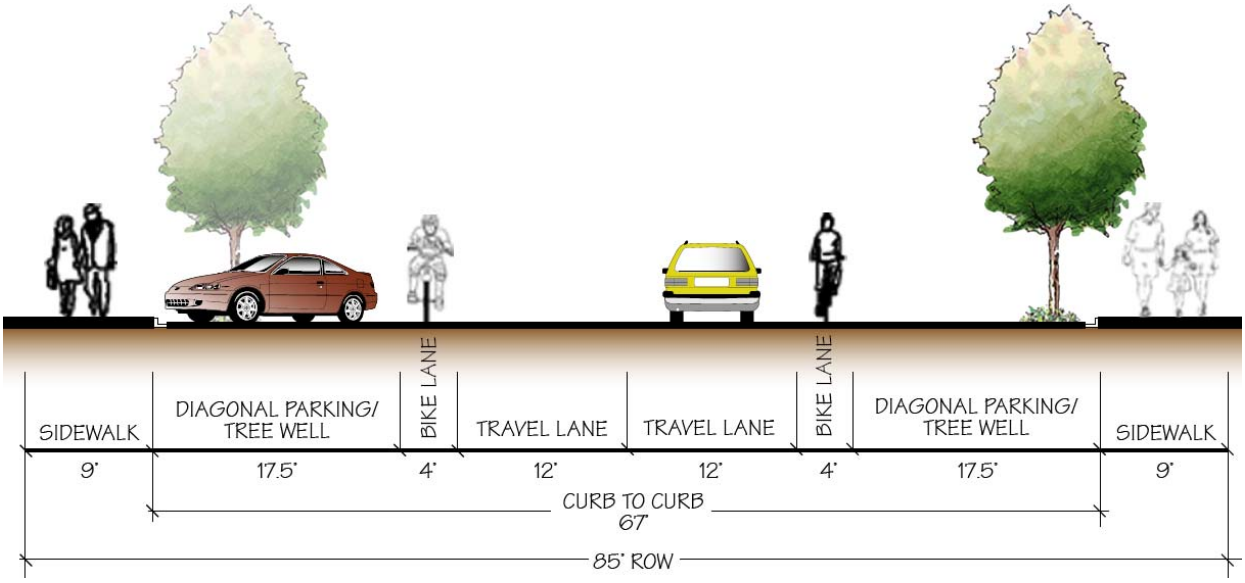


Figure 5-4: Herdal-Werner Connector Segment 3 (Section C-C from Figure 5-1)

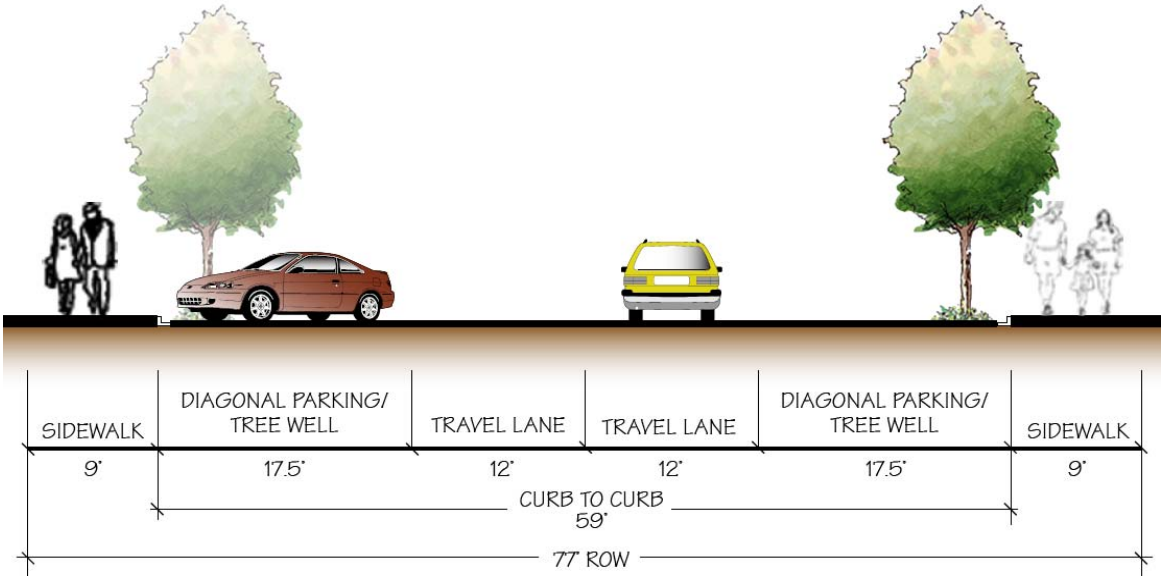


Figure 5-5: Street C (Section E-E from Figure 5-1)

Future Plan Area 2

* **Herdal-Werner Connector (Segment 3) –** Segment 3 of the Herdal-Werner Collector is intended for use adjacent to mixed use projects in the central core where an urban street edge is desired. The right-of-way is 85'-wide, and includes two travel lanes and bike lanes, as well as on-street diagonal parking with interspersed tree wells. A parking/ circulation analysis shall be provided with the improvement plans for the Herdal-Werner Collector demonstrating that the diagonal parking can function based upon anticipated traffic volumes on the street. The intent of this street section is to: (1) help calm traffic in an area envisioned to have higher pedestrian usage; and (2) provide more on-street parking to serve adjacent retail, office, and mixed-use buildings. Attached 9'-wide sidewalks are provided on both sides of the street (see Figure 5-4).
* **Street C –** Street C provides secondary access in the central core, serving parcels that do not have direct access from the Herdal-Werner Connector. Similar to the Herdal-Werner Connector Segment 3, this design section will be applied adjacent to parcels where an urban street edge is desired. The right-of-way is 77'-wide, and includes two travel lanes and on-street diagonal parking, with interspersed tree wells. Attached 9'-wide sidewalks are provided on both sides of the street (see Figure 5-5).

D. Local Streets

Local streets provide direct access to individual residences and are typically constructed as in-tract improvements for each residential neighborhood. Several types of local streets are provided for in the BRSP, as described below and illustrated in Figures 5-6 through 5-9.

Plan Area 1

* **Streets A, B, & D –** This street type is designed specifically for the interface of MDR and LDR housing types along a single street. The right-of-way is 40'-wide, and includes two travel lanes and parallel parking on one side of the street, with a 5'-wide sidewalk behind a 5' landscape corridor (see Figure 5-6). The exact location of the sidewalk will be determined at the tentative subdivision map stage. The design for Street D is the same as Streets A & B, however, no landscape frontage will be provided when adjacent to the Open Space area.
* **Parcel 11 Access Road –** Due to site constraints and existing topography, a narrower design standard is established to provide access to Parcel 11. This street type has a 36'-wide right-of-way, and includes two travel lanes and an attached 4'-wide sidewalk on one side of the street (see Figure 5-7).

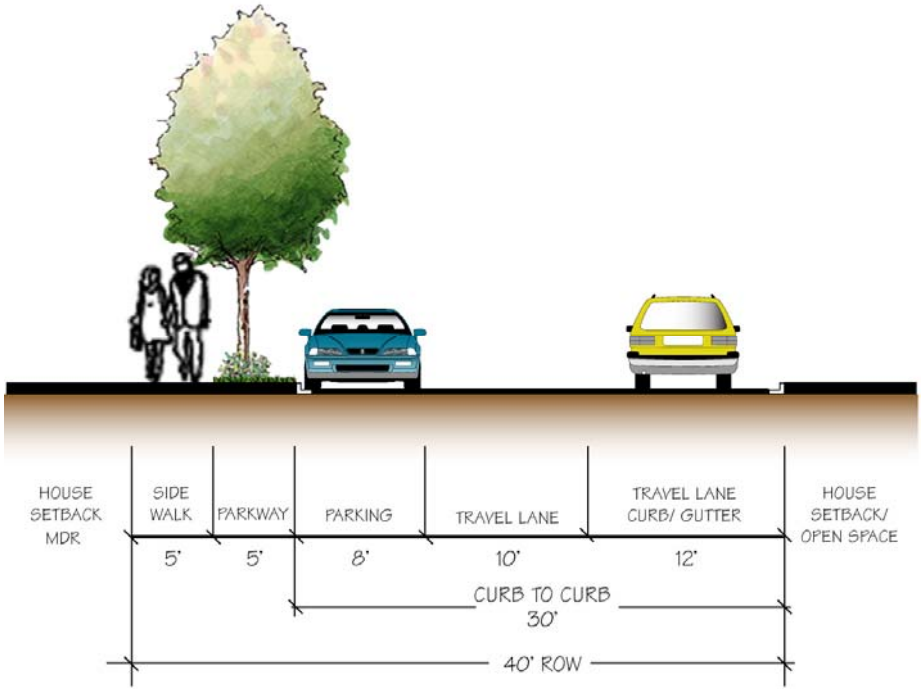


Figure 5-6: Streets A, B, and D (Section D-D from Figure 5-1)

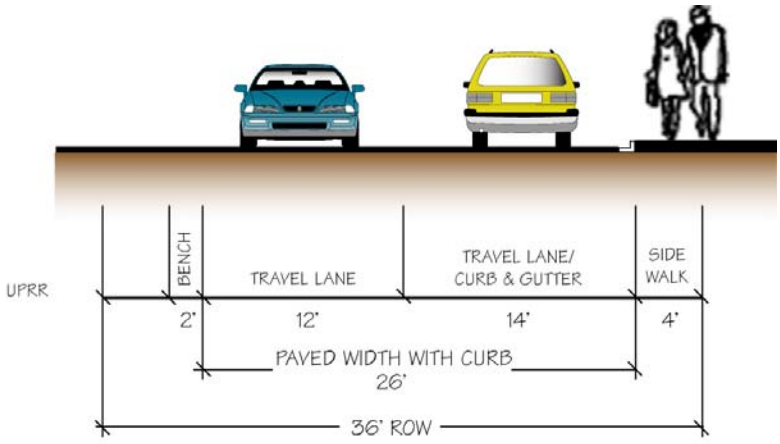


Figure 5-7: Parcel 11 Access Road (Section F-F from Figure 5-1)

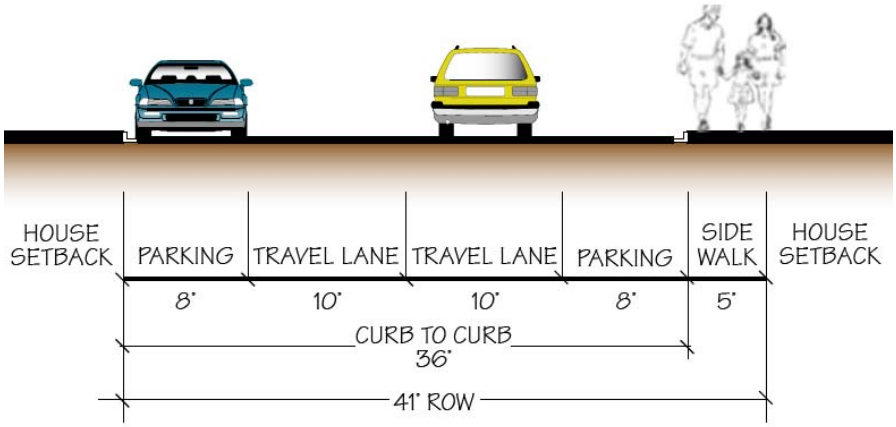


Figure 5-8: Residential Street

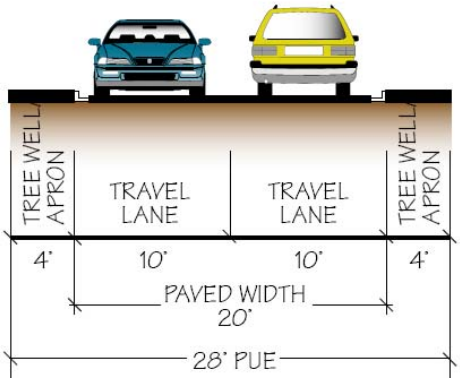


Figure 5-9: Alley

Plan Areas 1 and 2

* **Residential Street –** This is the primary neighborhood street for the BRSP and has a 41'-wide right-of-way, and includes two travel lanes and on-street parking on both sides of the street. Its design accommodates lower traffic volumes and is intended to facilitate slower traffic speeds, while remaining functional for automobiles and emergency service vehicles. The street design includes a 5'-wide attached sidewalk along one side of the street (see Figure 5-8).
* **Alley –** Where site or home design warrants, alleys may be used to provide automobile access to homes with rear-loaded garages or other non-conventional garage locations. Alleys may also provide access to service and utility areas for residential lots. There are no prescribed locations for alleys; however, a design section is provided to allow alleys as in-tract improvements. The design section provides a 20'-wide paved driveway width, allowing two-way automobile travel and emergency access. In addition, the design section provides a 4'-wide "setback" on both sides of the pavement for landscaping and driveway aprons (see Figure 5-9).

E. Off-site Roadway Improvements

This Specific Plan includes design standards for off-site roadway improvements for Herdal Drive, Werner Drive, and Rogers Lane. These design parameters are described below and are illustrated in Figures 5-10 through 5-12.

Plan Area 1

* **Herdal Drive –** The primary access point to the BRSP is provided through Plan Area 1 via the extension of Herdal Drive just outside the southeastern edge of the Specific Plan Area. This off-site improvement includes construction of a new bridge spanning the westbound UPRR line. This roadway has a 60'-wide right-of-way and includes two automobile travel lanes and bike lanes. The extension of Herdal Drive into Plan Area 1 uses a slightly-different design standard than the existing roadway, all of which is contained within the existing right-of-way (see Figure 5-10).
* **Rogers Lane –** It is intended that the Herdal-Werner Connector will function as the primary access route, with Rogers Lane used as a secondary vehicular access route. A secondary vehicular access route is required for Plan Area 1 if its development precedes completion of the Herdal-Werner Connector from Herdal Drive to Werner Road. If the secondary access is required, Rogers Lane and will include widening of and improvements to existing Rogers Lane, improvements at the existing at-grade UPRR crossing on Rogers Lane (including crossing arms), the construction of Street D from Plan Area 1 north through Parcel 20 of Future Plan Area 2, and a connection from the at-grade UPRR crossing to Street D.

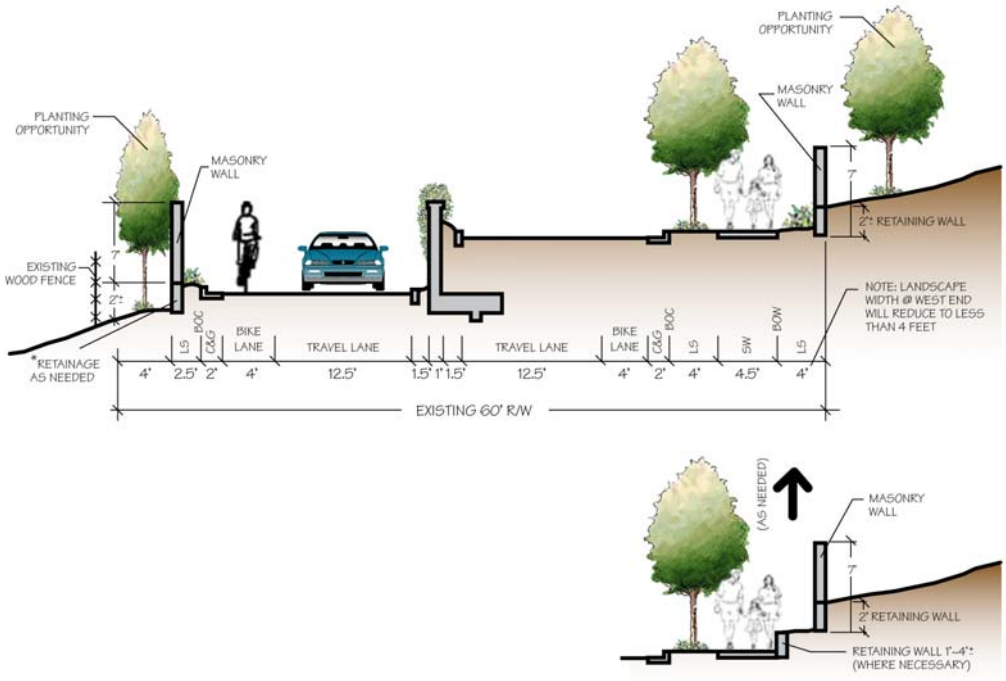


Figure 5-10: Herdal Drive (Off-Site Improvement)

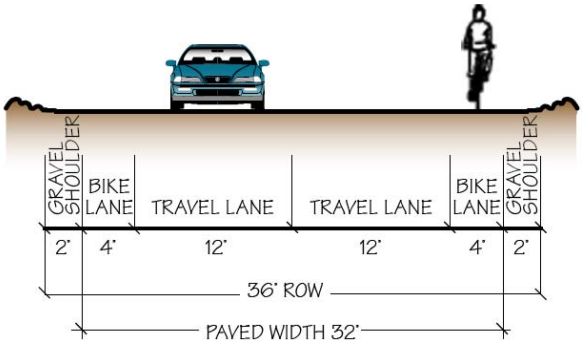


Figure 5-11: Werner Road (Off-Site Improvement)

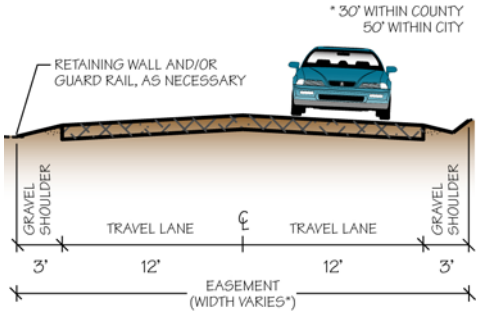


Figure 5-12: Rogers Lane (Off-Site Improvement)

Future Plan Area 2

* **Werner Road –** Werner Road functions as the access point to future Plan Area 2 from the northwest. At the time of Specific Plan approval, improved sections of Werner Road were limited to a 20'-wide paved surface for two-way travel. In order to safely and efficiently serve future development in the BRSP, improvements to this existing roadway (off-site) are necessary. The transition from the Herdal-Werner Connector to Werner Road is designed to have a 36'-wide right-of-way, with adjacent dedicated bike lanes (see Figure 5-11). The improvements to Werner Road extend through the I-80 underpass to Ophir Road.

F. Roundabouts

Figure 5-1, Roadway Plan, identifies several locations along the Herdal-Werner Connector for the construction of roundabouts (traffic circles), which may be constructed in both Plan Area 1 and future Plan Area 2. These features are intended to calm traffic and visually identify significant entry points into some of the residential neighborhoods. In addition, roundabouts are important focal elements along the streetscape, providing visual waypoints on the horizon and creating opportunities for thematic landmark icons that reinforce the BRSP's sense of neighborhood identity. As planned, these elements have a combination of landscape and hardscape elements that strengthen the BRSP's form and design. A conceptual plan view of a roundabout is illustrated on Figure 5-13. Precise design standards will be determined with improvement plans.

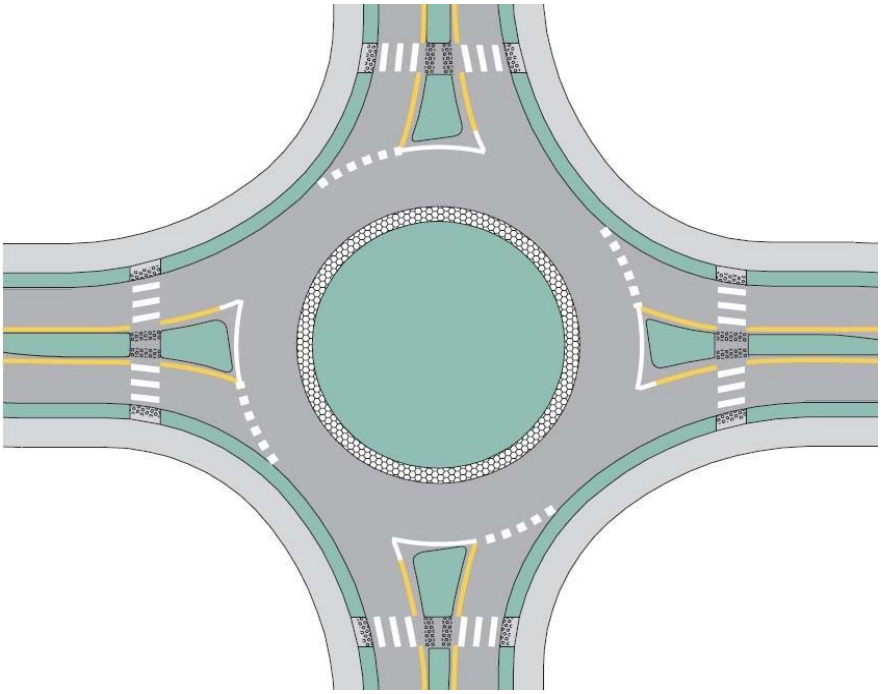


Figure 5-13: Roundabout Conceptual Plan View

5.3 Trails & Bikeways

The BRSP includes sidewalks along roadways, bike lanes within the Herdal-Werner Connector, and pedestrian trails within some open space areas. The sidewalks and bike lanes along the Herdal-Werner Connector enhance access within the community and to nearby shopping centers on Auburn-Folsom Road. The pedestrian trails provide access to some of the open space areas and act as a recreational opportunity for BRSP residents. The focus is upon providing an amenity to BRSP residents rather than connectivity for those outside the Specific Plan Area.

Figure 5-14, Pedestrian/Bikeway Plan, illustrates the location of the BRSP's bike lanes and trail facilities.

* **Herdal-Werner Connector Bike Lane –** A 4'-wide bike lane is included along both sides of the Herdal-Werner Connector, functioning as the primary bicycle linkage throughout the BRSP's residential neighborhoods. The design and placement of the bike lane within the street is illustrated on the various street sections for the Herdal-Werner Connector provided earlier in this chapter (Figures 5-2 through 5-4).
* **Pedestrian Trail –** Within some of the BRSP's open space areas, pedestrian trails are included as a recreational amenity. These trails consist of a 4'-wide unpaved pathway.

5.4 Transit

Placer County Transit and Auburn Transit provide shuttle bus and fixed-route bus service near the BRSP Area. Placer County Transit provides limited service on Ophir Road via its reservation only Taylor Road Shuttle. Auburn Transit provides more comprehensive service in the area including fixed-route bus service within the city limits, as well as dial-a-ride services.

It is anticipated that transit will be extended to the BRSP as demand for services occurs per the determination of the transit providers. To accommodate this service, three bus stops are planned along the Herdal-Werner Connector within the BRSP. The landowner will work with the City and Auburn Transit to determine the optimal locations for these bus stops.

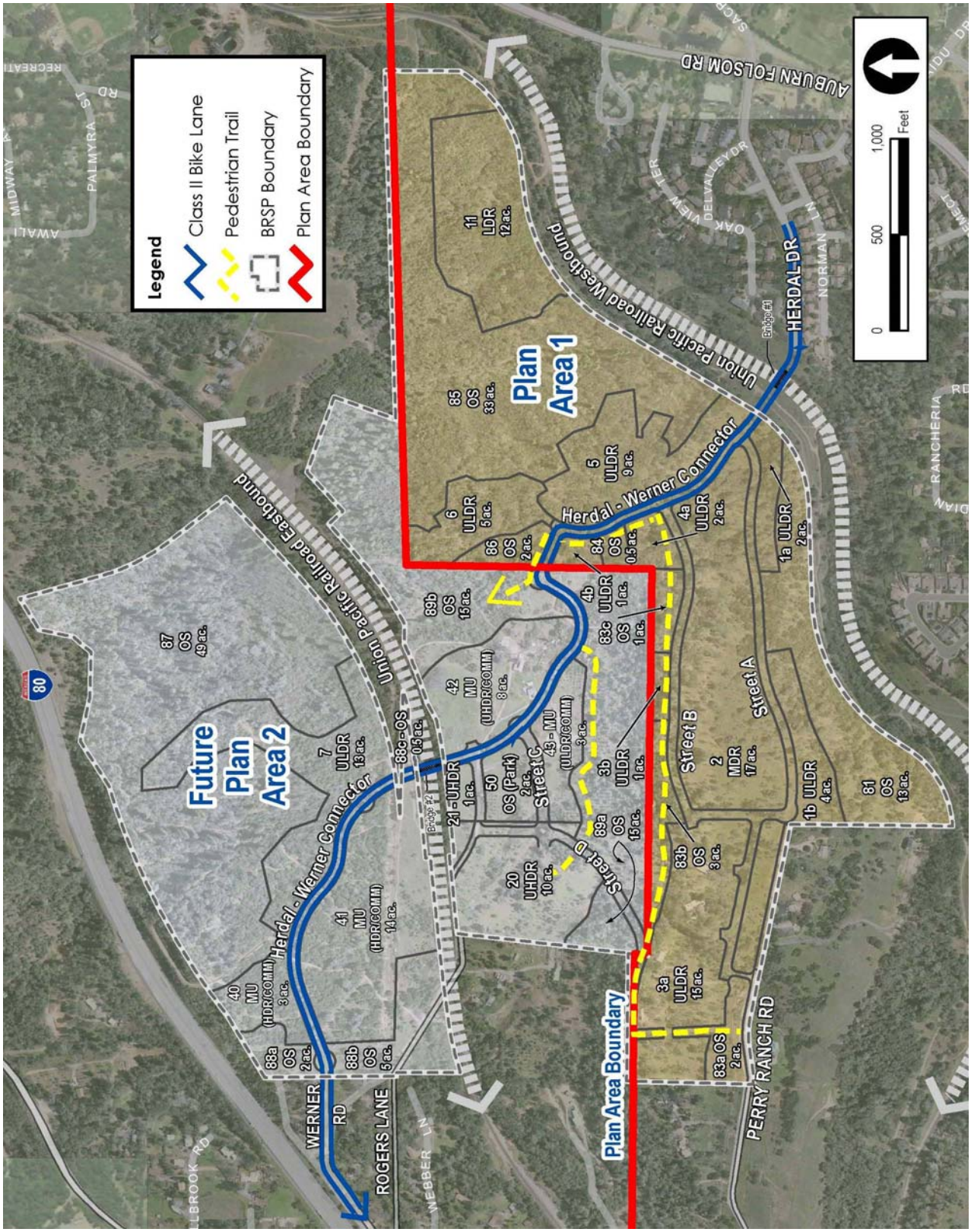


Figure 5-14: Pedestrian/Bike Lane Plan

CHAPTER

6

Public Services

6.1 Overview

The BRSP supports and/or provides all the public services necessary to meet the needs of future residents. Services provided by the Specific Plan are structured to satisfy City standards and are intended to integrate with other existing and planned City services and facilities.

This chapter addresses the Specific Plan's provisions for park and recreation facilities, schools, libraries, police protection, fire protection, and other emergency services.

6.2 Parks and Open Space

The BRSP's park and open space areas provide for internal active and passive recreational opportunities. Included is a formal, developed park in future Plan Area 2, as well as extensive open space that will remain undeveloped. An exhibit illustrating the parks and open space plan is provided on Figure 6-1.

A. City of Auburn Park Requirements

Person per Household Factors

The City's Municipal Code includes provisions for the calculation of park dedication requirements based on residential density. The parks requirements of the Municipal Code provide different household occupancy factors based on residential zoning. In general, in lower density residential areas the household population factor is greater than in higher density residential areas. The Municipal Code's household occupancy factors correlate to population, which is used to calculate park land dedication requirements (discussed in the following section). The population assumptions for the BRSP, per the Municipal Code's household occupancy factors, are summarized below for each Plan Area.

Park Dedication Requirements and Credits

Both the City's General Plan and Municipal Code require that five acres of land per 1,000 residents be dedicated for local park and recreation purposes. The dedication requirements and credited acreage for parks and recreation lands in Plan Area 1 and future Plan Area 2 are summarized on Table 6-2.

The BRSP will have a population of 1,769 residents, resulting in a requirement for 8.85 acres of park land (see Tables 6-1 and 6-2). The park land requirement can be met through the dedication of park land, or the City's park fee, consistent with the Municipal Code. The BRSP provides 2 acres of park land in future Plan Area 2.

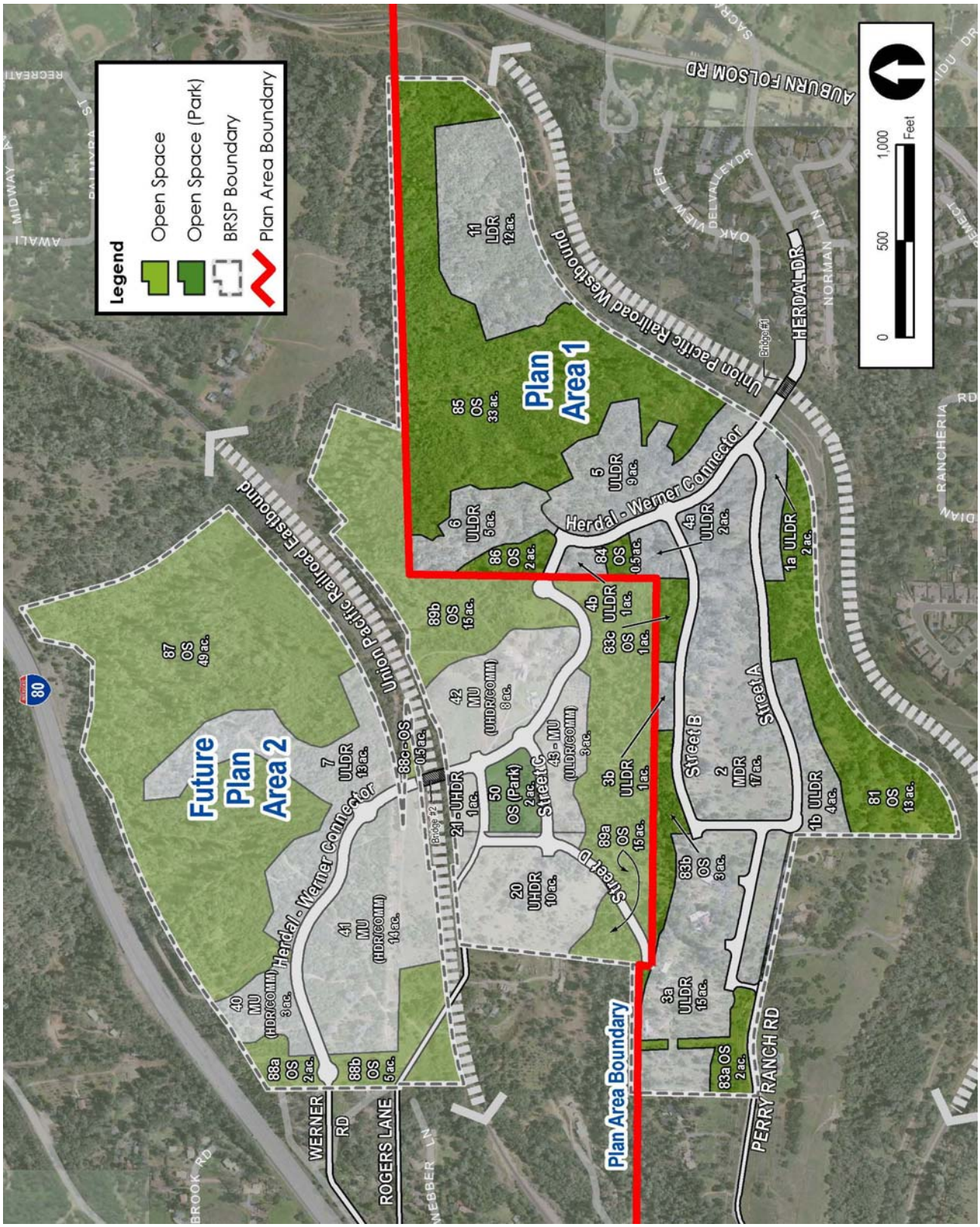


Figure 6-1: Parks and Open Space Plan

Table 6-1: Population Estimates for Park Requirements

Plan Area 1

Zoning	Equivalent SP Land Use	Housing Type	Persons per Unit	Housing Units	Population
R-1	Low & Urban Low Density Residential	Single-Family	3.40	120 du	408 persons
R-2	Medium Density Residential	Single & Multi-Family	2.20	150 du	330 persons
Sub-Total Plan Area 1				**270 du**	**738 persons**

Future Plan Area 2

Zoning	Equivalent SP Land Use	Housing Type	Persons per Unit	Housing Units	Population
R-1	Urban Low Density Residential	Single-Family	3.40	25 du	85 persons
R-3/R4	High & Urban High Density Residential	Multi-Family	2.20	430 du	946 persons
Sub-Total Future Plan Area 2				**455 du**	**1,031 persons**

Total for Plan Areas 1 and 2

Total				**725du**	**1,769 persons**

Table 6-2: Parks & Recreation Land Dedication Requirements and Credits

Plan Area 1

Park Type	General Plan Requirement	Residents	Acreage Required	Acreage Provided	Credit Ratio	Credited Acreage
Neighborhood/ Pocket Park	5 acres/ 1,000 residents	738	3.69 ac.	0 ac.	1:1	0 ac.

Future Plan Area 2

Park Type	General Plan Requirement	Residents	Acreage Required	Acreage Provided	Credit Ratio	Credited Acreage
Neighborhood/ Pocket Park	5 acres/ 1,000 residents	1,031	5.16 ac.	2 ac.	1:1	2 ac.

Total for Plan Areas 1 and 2

Total		**1,769**	**8.85 ac.**	**2 ac.**		**2 ac.**

The park and open space standards have been applied to each Plan Area as noted below:

- **Plan Area 1:** As indicated in Table 6-1, development of Plan Area 1 will result in an estimated population of up to 738 residents. Based on the standard above, Plan Area 1 generates a park land dedication requirement of 3.69 acres. No parks are provided in Plan Area 1, but 55 acres of open space lands are included which will provide for passive recreation. No park land credit will be given for the open space lands so the entire park land requirement will be met through payment of the park fee, consistent with the Municipal Code.
- **Future Plan Area 2:** As indicated in Table 6-1, development of future Plan Area 2 will result in an estimated population of up to 1,031 residents, generating a park land dedication requirement of 5.16 acres. Two acres of park land are proposed in future Plan Area 2, as well as 88 acres of open space lands for passive recreation. No park land credit will be given for the open space lands. The park land requirement would be met through payment of the City's park fee or dedication of park land, consistent with the Municipal Code.

Although the City does not require dedication of or accept park land credit for open space, it should be noted that these areas provide passive recreation opportunities for hiking, mountain biking, and interacting with the natural environment.

B. Park & Open Space Descriptions

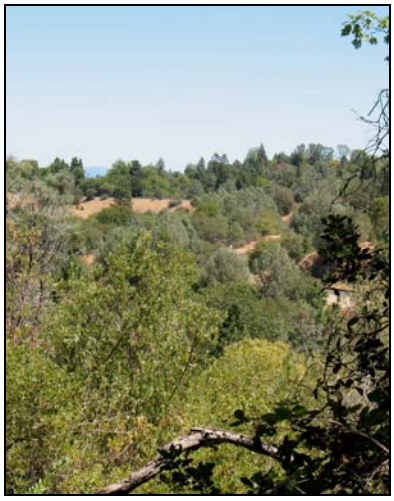
Neighborhood Park

A neighborhood park is planned in future Plan Area 2. At approximately 2 acres, the park is centrally located within the community, in proximity to the mixed-use and high-density residential neighborhoods.

The neighborhood park will function as the community's central outdoor gathering area with programmed amenities for both active and passive recreation. Its form and design will be guided by two co-equal objectives; to create a formal space for community gatherings, and to provide active recreation amenities. As a gathering place, the park should include hardscape areas, walkways, and seating to accommodate small organized events such as concerts, movies in the park, art fairs, or similar activities. As an active recreational place, the park should also be programmed with facilities such as small play fields, sport courts, play structures, and/or turf areas for picnicking and informal play.

In addition to the neighborhood park, small tot lots/pocket parks or similar recreational amenities will typically be included within the MDR, HDR and UHDR areas.

Open Space Areas



Natural open space is a significant visual and recreational amenity, which helps defines the urban form of the planned community and frames the residential neighborhoods. It also provides a variety of functions including passive recreation, trails, view corridors, resource preservation, water tanks, stormwater drainage, and flood conveyance.

Approximately 141 acres, or 51% of the Specific Plan Area, is preserved as open space. This includes approximately 55 acres in Plan Area 1 and 86 acres in future Plan Area 2. These areas provide aesthetic, environmental, and natural benefits to the BRSP community, enhancing the character of the residential neighborhoods. Generally, land areas having slopes greater than 20% and areas with natural drainages or significant tree resources are preserved as open space. The BRSP's open space areas create an extensive network through the entire Specific Plan Area, framing each residential neighborhood with natural green spaces.

Visual and physical access to open space areas are a key visual and recreational amenity of the BRSP. Individual home sites are situated to take advantage of views to open space corridors. In addition, pedestrian trails are included in some of the open space areas, as outlined in Section 5.3 of the Circulation chapter. Integrating the open space system into the BRSP community not only provides recreational benefits, but also helps preserve local drainage patterns, natural biofiltration, wildlife movement, and several habitat communities.

6.3 Schools

The BRSP is located within the boundaries of the Auburn Union School District (AUSD) and the Placer Union High School District (PUHSD). The AUSD provides both elementary and middle schools that serve kindergarten through 8th grade students. The PUHSD includes a high school that serves 9th through 12th grade students.

Based on the number of residential units projected to be constructed within the community, a total of approximately 131 elementary school students (K-6), 33 middle school students (7-8), and 171 high school students (9-12) will be generated. The student generation for both Plan Area 1 and future Plan Area 2 is summarized in Table 6-3 below.

The school facilities serving the BRSP are located within a short distance of the Specific Plan Area and are easily reached by pedestrian, bicycle, bus, or auto. School impact fees will be collected as the BRSP develops, with funds transmitted to the AUSD and PUHSD in accordance with State law. These funds can be used by the District for construction of school facilities to serve the community.

Table 6-3: Student Generation Rates

Plan Area 1

Grade Level	Dwelling Units	Generation Rate	Students Generated
K-6	270 du	.18	49 students
7-8	270 du	.046	12 students
9-12	270 du	.2362	64 students
Sub-Total Plan Area 1		**.4622**	**125 students**

Future Plan Area 2

Grade Level	Dwelling Units	Generation Rate	Students Generated
K-6	455 du	.18	82 students
7-8	455 du	.046	21 students
9-12	455 du	.2362	107 students
Sub-Total Future Plan Area 2		**.4622**	**210 students**

Total for Plan Areas 1 and 2

Total	**725**	**.4622**	**335 students**

6.4 Library Facilities

Placer County operates a library system that serves the City of Auburn Library. The Auburn Library, a 20,200 square foot facility located at 350 Nevada Street within the City, is operated by the County and serves both the City and surrounding communities. The library's circulation for the 2006/ 2007 fiscal year was over 426,000, making it one of the library branches with the largest circulation in the County.

At the time of Specific Plan approval, the Placer County Friends of the Library was fundraising for the planned expansion of the Auburn branch library. This expansion is intended to increase the library's total facility square footage and update its circulation systems. The BRSP does not include any proposed library facilities; however, the project will be subject to County development impact fees collected by the City for the County which would include library services.

6.5 Law Enforcement

The BRSP falls under the jurisdiction of the City of Auburn Police Department (APD) providing law enforcement and emergency dispatch services within the city limits 24 hours per day, 365 days of the year. The APD operates out of one police station, which is located at 1215 Lincoln Way and is approximately one half mile from the Specific Plan Area. The BRSP will comply with APD's recommendations for police protection, and is subject to any adopted City development fees targeted for police services. Development fees collected by the City could be used to help fund construction of public safety services and/or hiring of additional staff.

The BRSP also includes those communication apparatuses (e.g., antenna, repeaters) necessary to ensure that the City's emergency communication system will work throughout the BRSP Area.

6.6 Fire Protection and Emergency Services

Fire protection for the BRSP is provided by the City of Auburn Fire Department (AFD). The AFD participates in the Western Placer County Cooperative Response Agreement, which identifies automatic and mutual aid response plans between fire agencies in Western Placer County. Through this agreement, the following agencies are also responding agencies into the BRSP: Cal Fire, (formerly California Department of Forestry and Fire Protection), Placer County Fire, and the Newcastle Fire Protection District. The Western Placer County Cooperative Response Agreement is for all type of services: fire, medical, vehicle accident, hazmat, and other calls for service. The AFD also has a contract with Cal Fire for additional resources such as aircraft, bull dozers, fire crews, wildland fire engines, and overhead personnel throughout the City of Auburn, primarily in the Urban Wildland Interface areas including the BRSP.

The AFD is a full service department providing emergency responses including all types of fire, basic life support medical, vehicle accident, hazmat, rescue, public assistance, and assistance to other agencies. The AFD also provides administrative and support services, which include development review, plan check, pre-fire planning, inspection, code enforcement, special fire safety programs, and public education.

At the time of Specific Plan approval, the AFD operated from three fire stations, one of which operated 24 hours per day, 7 days a week, with full-time staffing. The AFD was staffed with 1 Chief Officer and 10 full-time fire suppression personnel, augmented by volunteer personnel. The City of Auburn Gietzen Fire Station, located at 226 Sacramento Street in Auburn, is the primary initial station serving the BRSP, with additional response from the other two City of Auburn Fire Stations and automatic response from nearby fire agencies.

Starting in 2001, the AFD has been transitioning from a primarily all volunteer organization to a mostly full-time paid professional organization. At the time of Specific Plan approval, the AFD did not have specific standards for staffing, facilities, equipment, or response times; however, specific standards were being created. Buildout of the BRSP will comply with AFD's recommendations for fire protection and fire planning, and is subject to any established City development fees targeted for fire protection services.

CHAPTER

7

Utilities

7.1 Overview

The BRSP provides for a comprehensive system of utility infrastructure designed to support buildout of the project. The infrastructure provided includes potable water, wastewater conveyance, drainage and flood control, dry utilities, and solid waste. Phasing of infrastructure improvements to each of the two Plan Areas is conceptually illustrated in Chapter 9, Implementation. Details regarding funding obligations are outlined in the BRSP Development Agreement(s). Table 7-1 summarizes the utility providers for the BRSP.

Table 7-1: Summary of Utility Providers

Utility	Provider
Water	Placer County Water Agency (PCWA)
Wastewater	City of Auburn
Drainage and Flood Control	City of Auburn
Electric Service	Pacific Gas & Electric
Natural Gas	Pacific Gas & Electric
Telephone	AT&T
Cable and Internet	Wave Broadband
Solid Waste Collection & Disposal	Auburn Placer Disposal Service

7.2 Potable Water

A. Existing Water Sources

The Placer County Water Agency (PCWA) is the water supplier to municipal users within the City of Auburn. The BRSP Area will be served by the PCWA Electric Street Pressure Zone which is a part of the Agency Upper Zone 1 service area. PCWA has two water treatment plants (WTP) in Upper Zone 1 and provides potable water to customers using surface water from three main sources, the Pacific Gas & Electric supply from the Drum-Spaulding Yuba/Bear Rivers System, the Middle Fork American River Project, and the Central Valley Project.

A network of Agency distribution pipelines delivers water into the central portion of Auburn and south in Auburn-Folsom Road. PCWA owns and operates a 2.5 million gallon water storage reservoir at Electric Street in Auburn. The majority of the water to the Electric Street reservoir and to the BRSP will come from the Auburn WTP. The Electric Street reservoir is located at a hydraulic grade line (HGL) of 1,535-feet. The storage at the existing Electric Street reservoir is nearing capacity. The Agency has identified the need to expand the Electric Street storage facility to 5 million gallons, and on May 21, 2009, approved the expansion project.

B. Water Supply and Demand

PCWA is presently entitled to obtain up to 100,400 acre-feet per year from PG&E, 120,000 acre-feet per year from the Middle Fork American River Project, and 35,000 acre-feet per year from the Central Valley Project.

The Bowman and Auburn WTPs supply water to the Agency's Upper Zone 1. The Bowman WTP currently has a capacity of 7 mgd (million gallons per day). The source of water for the Bowman WTP is the Agency's Bowman Canal. The Auburn WTP currently has a capacity of 6 mgd. The source of supply for the Auburn WTP is also the Agency's Boardman Canal. Water is diverted from the Boardman Canal into a 24-inch diameter pipeline on Lincoln Way. The pipeline is able to supply approximately 6 mgd to the Auburn WTP.

In December of 2005, PCWA adopted their 2005 Urban Water Management Plan (UWMP) Update, which projects water supply and water demands for 20 years into the future. According to the Water Supply Assessment (WSA) for the BRSP prepared by PCWA (March 2008), development of the BRSP is included in those projections. Average Daily Demand for the BRSP Area is 313,000 gpd (gallons per day) with peak day demand for the BRSP calculated at 626,000 gpd. This demand is broken down by each Plan Area as noted below:

- **Plan Area 1:** Average Daily Demand of 153,000 gpd, with a peak day demand of 306,000 gpd.
- **Future Plan Area 2:** Average Daily Demand of 160,000 gpd, with a peak day demand of 320,000 gpd.

Based on the PCWA's Integrated Water Resources Plan (IWRP), water sources are sufficient to serve overall demand for the BRSP. The IWRP also cites additional potential water sources for the City, including increased use of surface water from the Sacramento and American Rivers.

The WSA prepared by PCWA for the BRSP concluded that there is sufficient water to serve the BRSP and the other projected demands within the PCWA water system beyond the 20-year planning horizon. As a requirement of the WSA, the BRSP will be annexed into the PCWA Zone1 service area.

Beyond water supply, the BRSP water system is designed to provide adequate gallons per minute (gpm) flow and adequate storage to meet the following fire flow requirements:

	Flow (gpm)	**Storage (gallons)**
Plan Area 1	1,000 gpm	1,000 gpm x 2 hrs = 120,000 gallons
Future Plan Area 2	1,500 gpm	1,500 gpm x 2 hrs = 180,000 gallons

C. Water Improvements

Plan Area 1

To serve Plan Area 1, a new 12-inch-diameter pipeline will be constructed in the Herdal-Werner Connector and Herdal Drive, connecting to an existing 20-inch diameter pipe in Auburn-Folsom Road. The pipeline in the Herdal-Werner Connector will create connection points for smaller pipelines that will be installed to serve individual subdivisions, when construction of those subdivisions occurs. The planned backbone water system is illustrated in Figure 7-1.

The BRSP is divided into two water pressure zones, higher (Zone 1) and lower (Zone 2), as identified on Figure 7-1. Zone 1, the higher service zone, serves Plan Area 1 and varies in elevation from approximately 1,190 to 1,330 feet. Water storage for Plan Area 1 will be met via the upcoming expansion of the existing Electric Street reservoir that serves water pressure Zone 1, which includes capacity for all 270 residential units in Plan Area 1.

Although not used for domestic, potable water, portions of the Upper Banvard Canal that pass through parcel 3A will be re-routed underground to follow the planned street layout.

Future Plan Area 2

Water pipelines serving future Plan Area 2 will be extended from the infrastructure constructed in Plan Area 1. This consists of a 12-inch diameter pipeline constructed in the Herdal-Werner Connector from Plan Area 1 to Werner Drive and in Street C, which will create connection points for smaller pipelines to serve future Plan Area 2's parcels.

Future Plan Area 2 is located in water pressure Zone 2, the lower service zone, which varies in elevation from approximately 1,080 to 1,225 feet. This pressure zone will serve development of up to 455 residential units and 90,000 sq. ft. of non-residential development. Water storage for future Plan Area 2 will be met via a planned approximately 0.5-million gallon, on-site water storage tank. The on-site water tank will serve water pressure Zone 2 and all development in future Plan Area 2. The planned location on this tank is not yet determined, but it will be located where topography is high enough to serve pressure Zone 2 via gravity flow. An approximate location for the tank is shown on Figure 7-1.

Although not used for domestic, potable water, approximately 400 feet of the Lower Fiddler Green canal, where it crosses parcel 6A, will likely be placed underground with the development of this parcel. Approximately 500 feet of the canal currently in an underground pipe under the railroad tracks is planned to be replaced.

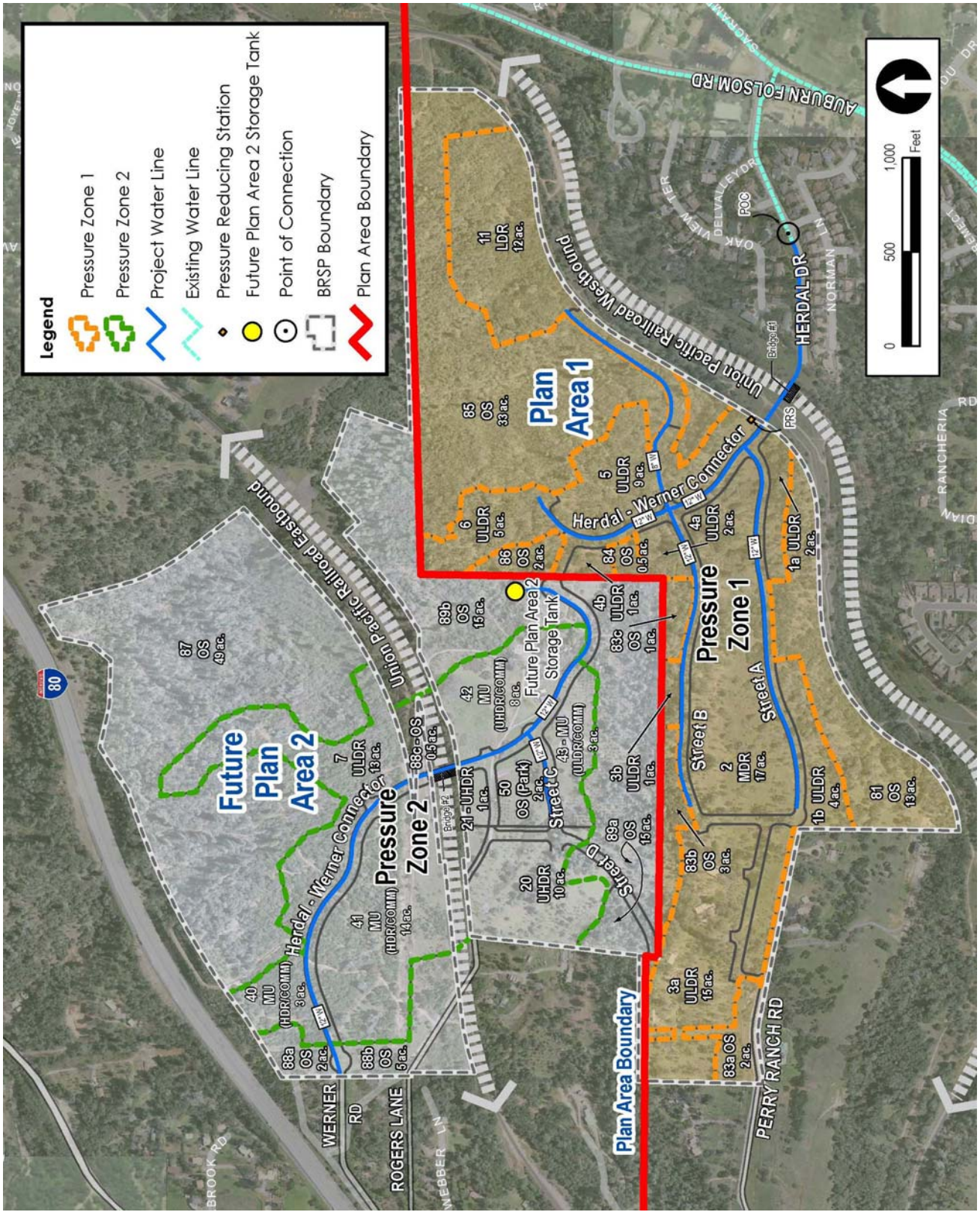


Figure 7-1: Backbone Water Distribution System and Pressure Zones

7.3 Wastewater

Wastewater services within the City of Auburn are provided by the City's Public Works Department, which owns, operates, and maintains its own wastewater treatment and collection system and serves the municipal boundaries of the City. The department is responsible for management of the City's wastewater system, and the planning and construction of new facilities. Operation and maintenance of the wastewater treatment and collection system is performed under contract by Operations Management International (OMI).

A. Existing Wastewater Facilities

At the time of Specific Plan approval, there were no sewer services within the BRSP and existing residences used individual and private septic systems. The nearest sewer line is an existing 12-inch public sewer trunk line located within 500 feet of the south-western boundary of the Plan Area 1.

The City's wastewater treatment plant (WWTP) is located to the northwest of the BRSP near the intersection of Wise and Ophir Roads. The WWTP provides tertiary level treatment and disinfection. As of 2008, flows to the plant are estimated to be 1.3 million gallons per day (mgd). The City is permitted by the State to discharge 1.67 mgd (average flow basis) into Auburn Ravine Creek.

At the time of Specific Plan approval, upgrades to the City's wastewater treatment facilities were necessary in order for the City to comply with the National Pollutant Discharge Elimination System (NPDES) permit issued by the Central Valley Regional Water Quality Control Board. Planned improvements to the WWTP include replacement of chlorine with ultra-violet (UV) disinfection, plus modifications that will reliably reduce effluent nitrogen levels.

A number of facility improvements are currently underway to comply with new treatment requirements contained within WWTP's discharge permit. It is anticipated that the State permit will be renewed in 2010.

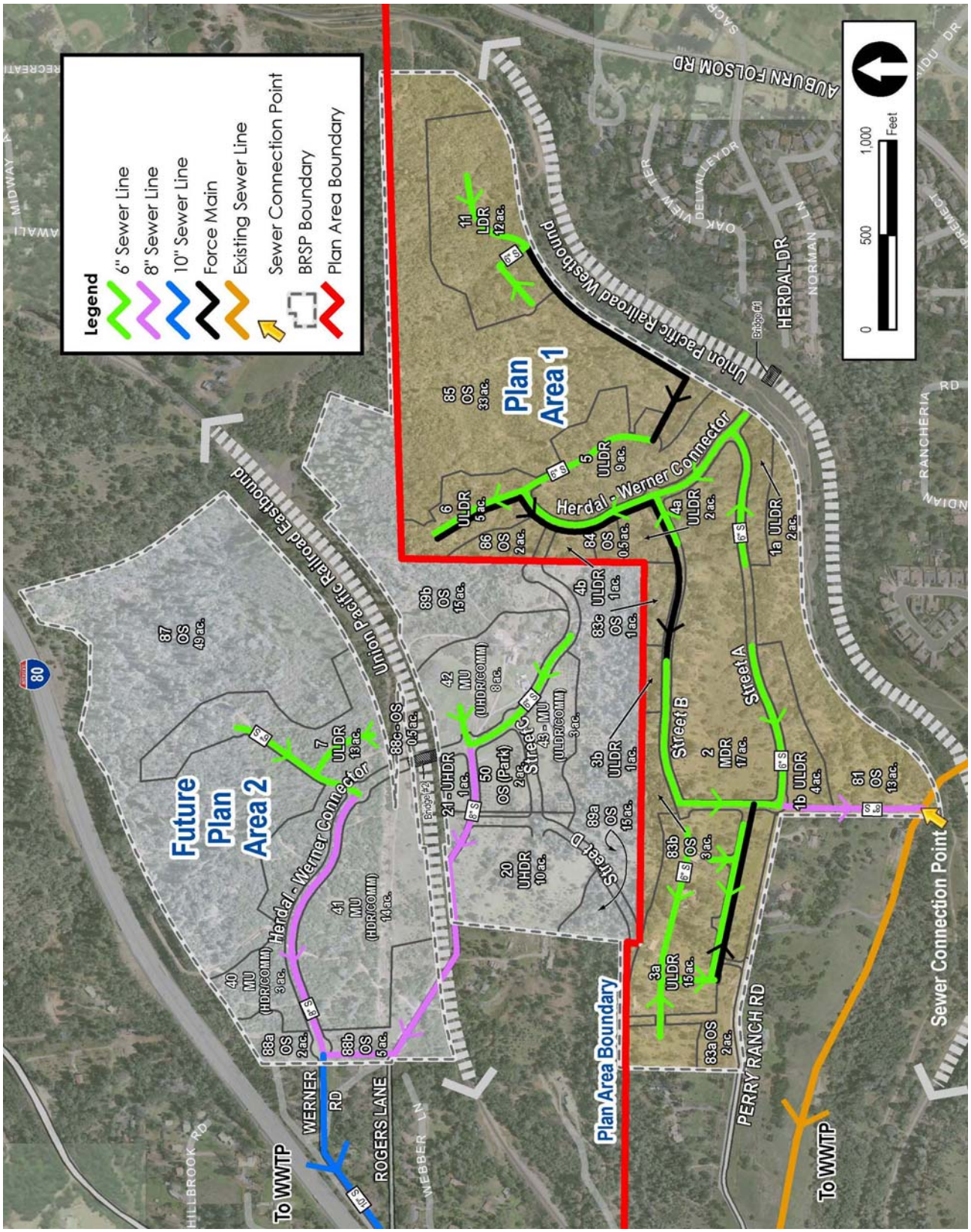


Figure 7-2: Backbone Wastewater Collection System

B. Wastewater Treatment Demand

At the time of Specific Plan approval, the City's Average Dry Weather Flow (ADWF), averaged from dry weather days not offset by storm events, was approximately 1.3 mgd. The Sanitary Sewer Study for the BRSP (prepared by Ubora Engineering & Planning dated March, 2009) estimates that an additional 0.16 mgd will be generated from the BRSP at buildout (.068 mgd for Plan Area 1 and .096 mgd for future Plan Area 2), resulting in a total flow of 1.46 mgd under existing conditions. With the addition of the BRSP, the combined flow to the WWTP will be less than the WWTP's current capacity of 1.67mgd.

C. Wastewater Improvements

This Specific Plan includes a comprehensive plan for the siting and construction of backbone wastewater infrastructure. The planned backbone wastewater collection system is illustrated on Figure 7-2.

Plan Area 1

The BRSP wastewater system is divided into three main sewer sheds, namely South Shed, Central Shed, and North Shed. Plan Area 1 is located entirely in the south shed. Wastewater infrastructure will be comprised of a combination of gravity and force main lines. On-site pipe sizes will range from 6-inch to 8-inch, as indicated on Figure 7-2. Smaller diameter pipelines will be installed to serve individual subdivisions, when construction of those subdivisions occurs. The south shed system will collect and convey on-site sewer flows into the City's existing 12" sewer line located along the southern edge of Plan Area 1's boundary at the southern-most tip of Parcel OS-81, which conveys flows to the City's WWTP. Three lift stations are required in Plan Area 1 located at the beginning of the three force mains shown on Figure 7-2.

Future Plan Area 2

Future Plan Area 2 is located in the central and north sewer sheds. Wastewater systems in future Plan Area 2 will flow entirely by gravity and will collect onsite flows and convey them to Werner Road. As a result, no lift stations are required in future Plan Area 2. On-site pipe sizes will range from 6-inch to 10-inch. Smaller diameter pipelines will be installed to serve individual subdivisions, when construction of those subdivisions occurs. In addition, several off-site wastewater improvements are planned in order to connect future Plan Area 2 with the City's existing wastewater infrastructure and direct flows to the WWTP. Where the Herdal-Werner Connector transitions to Werner Road in the northwestern portion of future Plan Area 2,

off-site infrastructure will be constructed to tie into the existing 12-inch sewer trunk line described above. In addition, the on-site wastewater collection system will entail the construction of a line crossing beneath the Union Pacific Railroad Corridor (eastbound track) near the western edge of future Plan Area 2.

7.4 Drainage & Flood Control

A. Pre-Development Site Hydrology

The project site's pre-developed topography includes seven water sheds that direct stormwater runoff to seven separate locations. Runoff feeding these discharge points originates both on-site and off-site. The main drainage feature passing through the BRSP is Baltimore Ravine, which traverses the east side of the Specific Plan Area in a north-south direction. Baltimore Ravine receives surface runoff from the central part of the BRSP, as well as from developed areas east of Auburn-Folsom Road, and feeds into Auburn Ravine. Auburn Ravine joins the Eastside Canal, the Cross Canal, and eventually the Sacramento River several miles north of the City of Sacramento.

Within the BRSP, there are three separate concrete culverts conveying drainage in the existing swales under the eastbound UPRR tracks. The Master Drainage Plan for the BRSP indicates that these culverts are adequate to serve the Specific Plan Area's full-buildout storm drainage needs without causing any peak flow attenuation and ponding on the upstream side.

In addition, portions of PCWA's Lower Fiddler Green canal in future Plan Area 2 and Upper Banvard irrigation canal in Plan Area 1 cross through the BRSP. At two separate locations, these canals intercept runoff and carry it out of the BRSP. The Lower Fiddler Green Canal is the larger of the two canals, and routes through the northern portion of the project.

B. Drainage and Flood Control Improvements

The BRSP's drainage improvements include a combination of conventional subsurface and surface drainage systems, including possible enhancement and utilization of existing channels, canals, construction of pipe conveyance systems, and outfalls. The drainage system is a gravity system and will be designed and constructed in accordance with the City of Auburn Municipal Code. Much of the natural drainage and potential flood areas within Baltimore Ravine are included as part of the BRSP's overall open space system.

C. Stormwater Detention

Detention facilities are provided within the BRSP to control on-site drainage during storm events and reduce impacts to the existing downstream drainage systems. Five on-site detention basins are planned and will be utilized to detain surface runoff from storm events. The size, design, access, and configuration of the basins will be determined during final design and documented in a subsequent design-level drainage report. Ongoing maintenance of each basin will be conducted. The location of these detention basins is illustrated on Figure 7-3.

Plan Area 1

Two detention basins are planned in Plan Area 1, located on parcels 86 and 83a. These will serve both the central and southern areas of the BRSP.

Future Plan Area 2

Three detention basins are planned in future Plan Area 2. Two basins will be located in the northern portion of this plan area on parcels 88A and 88B, with the other basin located on parcel 89b.

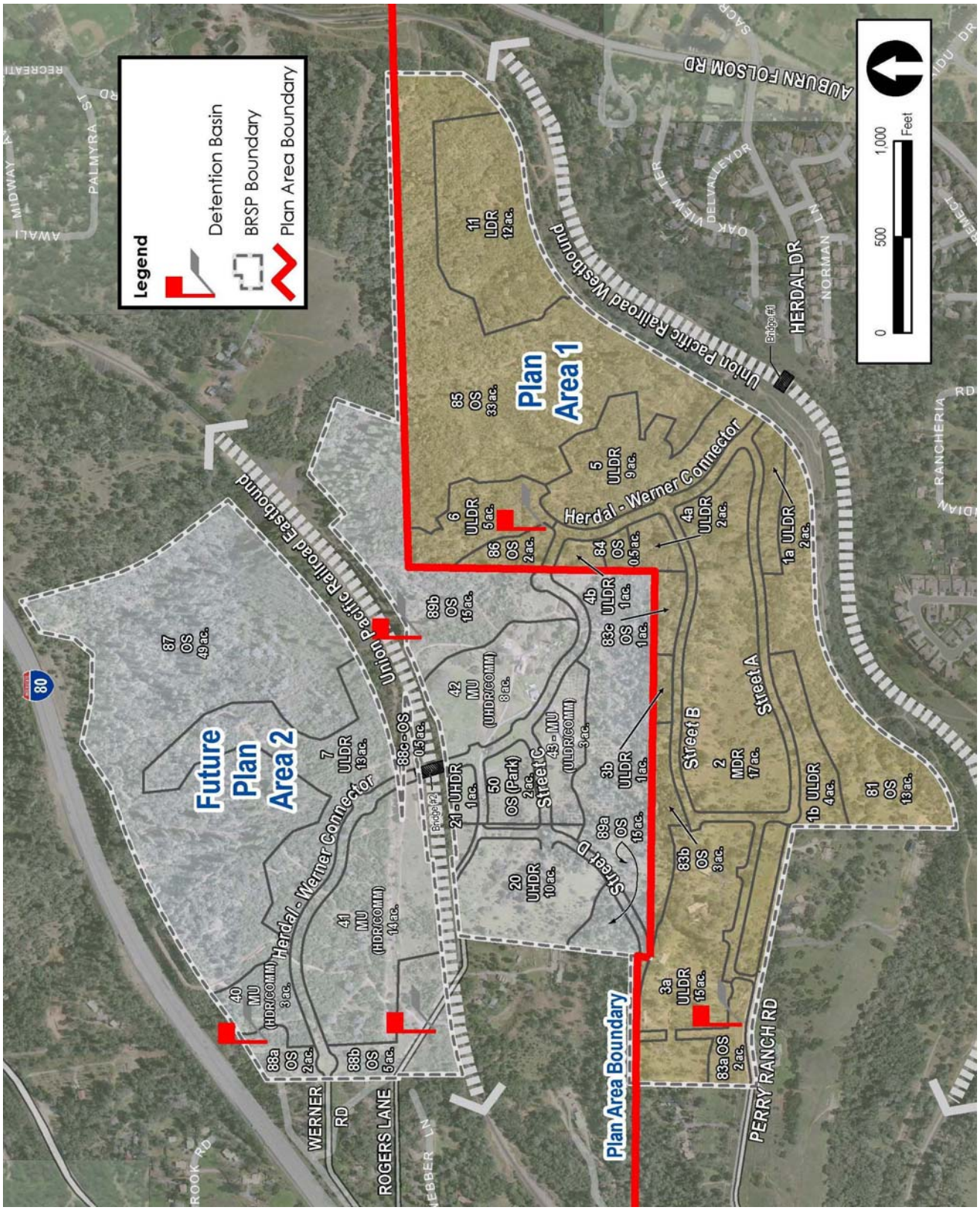


Figure 7-3: Detention Basin Locations

7.5 Storm Water Quality

The management of urban runoff for flow control and water quality improvement is a component of the BRSP. Extensive use of Best Management Practices (BMPs) and other techniques will treat and protect surface and groundwater quality. In accordance with Section 53.020 of the City of Auburn's Municipal Code, buildout of the BRSP will include the application of BMPs to the maximum extent practicable to prevent and reduce pollutants from entering surface waters.

On-site drainage infrastructure will be designed to provide water quality treatment of storm water runoff from hardscape/developed areas in the BRSP prior to release into the swales and streams. This treatment will consist of several measures for source control, runoff reduction, and treatment control.

BMPs will be implemented at storm drain pipe outfalls where feasible in order to improve pollutant control and minimize erosion and sedimentation. The Specific Plan will also allow for other storm water quality treatment features, which may be implemented through a variety of physical treatment measures or BMPs. The onsite detention basins will provide a degree of water quality treatment in addition to attenuating peak flows. In general, the lowest portion of the basins (below the 2-year discharge structure) will provide for longer-term 48-hour storage in order for pollutants to be filtered out and to percolate during the more frequent storm events.

For developed project areas that do not drain to a detention basin, permanent water quality BMP facilities will be implemented and could include any one or combination of the following or equally effective measures in order to meet City standards:

- Source control to reduce the quantity of runoff;
- Directing some of the flow to sheet discharge onto grassy areas or open space;
- Construction of infiltration trenches;
- Installation of "fossil filter" or equivalent petroleum absorbing insert assemblies in the project drop inlets;
- Trash screen vaults;
- Use of manufactured treatment control structures such as vortex devices, Stormceptor, and CDS;
- The placement of water quality interceptor devices;
- Use of rock-lined ditches below pipe outlets;
- Use of grassy treatment swales or other types of vegetated buffer strips; and
- Use of downspout cisterns, permeable pavement, or dry wells.

Combinations of these and other available BMPs will be used to filtrate and treat stormwater runoff. In addition to treatment BMPs, source control BMPs

such as inlet signage and soil protection and stabilization of disturbed slopes could be employed. The final selection of BMPs will occur during the design/ approval stage for each specific component of the project that will be built, and will consider requirements specific to that given project component.

In addition, in accordance with NPDES permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared separately for both Plan Area 1 and future Plan Area 2, and construction BMPs will be implemented during construction in each Plan Area to prevent erosion and to clean storm water runoff before it leaves the site.

7.6 Dry Utilities

A. Electric Service

Pacific Gas and Electric Company (PG&E) provides electrical service to the City of Auburn, which includes facilities for the distribution, generation, transportation, and transmission of energy resources. PG&E also provides underground electric within all new subdivisions in the City, and will include the extension of electrical service to the BRSP.

The project will be served by either or both the Wise Power House Substation and the Flint Substation. These substations generally serve the South Auburn, Newcastle, and Ophir areas. PG&E estimates buildout of the BRSP will create a demand that is likely to exceed 4,600 kilowatt (kW) of electrical power, with an excess of 4,000 kW usage estimated for the residential portion and an excess of 600 kW usage for the retail portion of the BRSP. This is based on a daily demand rate of 5 kW per equivalent dwelling unit for residential uses and 7 kW per 1,000 square feet for commercial uses. This equates to a demand of approximately 1,350 kW for Plan Area 1 and 2,905 kW for future Plan Area 2. PG&E has indicated that they can supply electricity to the BRSP, but improvements to substations and the distribution system may be needed to serve full buildout of the project.

B. Natural Gas

Pacific Gas and Electric Company (PG&E) provides natural gas service to the City of Auburn, which includes natural gas distribution, natural gas procurement, transportation, and storage. PG&E provides underground natural gas service within all new subdivisions in the City.

Gas loads in the Auburn area are estimated at 0.06 mcfh (1,000 cubic feet per hour) per residential unit or 0.00005 mcfh per square feet of commercial/retail space. Development of the BRSP will cause an increase in the demand for natural gas of roughly 48 mcfh. This equates to

approximately 16.2 mcfh for Plan Area 1 and 31.8 mcfh for future Plan Area 2. At the time of Specific Plan approval, PG&E indicated that no new gas regulation station will be needed to serve the BRSP. However, there will need to be some improvements to the existing gas system, including gas mains in Herdal Drive and Nevada Street, in order to provide capacity reinforcement.

C. Communication

The BRSP is within the telephone service area of AT&T. Cable television is provided through the use of Wave Broadband. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the BRSP Area and will occur as development takes place. The appropriate providers will review delivery of internet, telephone, and cable television services to individual projects within the Specific Plan at the time development is planned.

D. Solid Waste

The Auburn Placer Disposal Service (APDS) provides residential and commercial solid waste service, debris box service, and recycling to residents and businesses. APDS also offers residential spring clean-up day and commercial cardboard recycling and newspaper drop-off. APDS is the residential and commercial waste hauler for the City of Auburn and operates a transfer station within the City, while the regional Western Placer Waste Management Authority (WPWMA) operates area material recovery and landfill facilities. Solid waste is transported to the Western Regional Sanitary Landfill (WRSL) located north of Roseville operated by the WPWMA. The environmental documentation for the BRSP concluded that the Western Placer Waste Management Authority's facilities landfill capacity is adequate to meet the additional waste stream that will be generated by the BRSP.

CHAPTER 8

Natural and Cultural Resources

8.1 Overview

This chapter of the Specific Plan identifies the natural and cultural resources found within the BRSP at the time of Specific Plan approval, and the preservation and/or compensation of such resources where appropriate. Where resources are to be preserved, the BRSP integrates such resources in a manner that ensures sustainability and provides a benefit to the community. Key areas addressed include biological and cultural resources, as well as fire and fuel management for the protection of life, property, and resources.

The BRSP furthers the goals of City of Auburn General Plan Open Space Element. It establishes contiguous open space corridors, which frame the developed areas and protects some the BRSP's most prominent natural resource areas. BRSP Open Space areas are illustrated on Figure 8-1.

A total of 143 acres are designated open space within the BRSP, including 55 acres in Plan Area 1 and 88 acres in future Plan Area 2. In large part, the system will remain in a natural form, preserving the natural resources. In addition to resource protection, the open space system helps define the visual character of the BRSP providing for passive recreation opportunities, pedestrian access, storm drainage, flood water conveyance, utility infrastructure, and land use buffering.

8.2 Biological Resources

A. Vegetation Communities

The BRSP contains three dominant vegetative community types comprised of grassland, woodland, and riparian areas. It also includes native and non-native annual grasslands. While the majority of the herbaceous ground layer consists of introduced, non-native grasses, a fairly diverse component of native forbs (i.e., wildflowers) persist.

Other portions of the Specific Plan Area are characterized by woodland habitat including interior live oak woodland, blue oak woodland, foothill pine-oak woodland, ponderosa pine forest, and black oak woodland. These woodland areas provide opportunities to several species of birds and small mammals for shelter and foraging.

Found mostly in the ravine area, the valley foothill riparian habitat contains the perennial stream that flows south to north through Baltimore Ravine within the Specific Plan Area. This stream is considered "Waters of the U.S." Vegetation along the banks of Baltimore Ravine includes Himalayan blackberry (*Rubus discolor*), Fremont's cottonwood (*Populus fremontii*), and willows.

B. Wildlife Species

There is a moderate diversity of native and introduced wildlife species in the habitats found throughout the BRSP. Reptile species documented during onsite surveys conducted include the western fence lizard (*Sceloporus occidentalis*) and northern Pacific rattlesnake (*Crotalus oreganus*). Bird species observed during field surveys include turkey vulture (*Cathartes aura*), mourning dove (*Zenaida macroura*), California quail (*Callipepla californica*), acorn woodpecker (*Melanerpes formicivorus*), bushtit (*Psaltriparus minimus*), house sparrow (*Passer domesticus*), spotted towhee (*Pipilo maculatus*), California towhee (*Pipilo crissalis*), yellow rumped warbler (*Dendroica coronata*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), American robin (*Turdus migratorius*), red shouldered hawk (*Buteo lineatus*), barn owl (*Tyto alba*), goldfinch (*Carduelis psaltria*), oak titmouse (*Baeolophus inornatus*), house wren (*Troglodytes aedon*), and wild turkey (*Meleagris gallopavo*). Mammal species observed include mule deer (*Odocoileus hemionus*) and western grey squirrel (*Sciurus griseus*). Small stick piles indicated wood rats (*Neotoma* sp.) were also present.

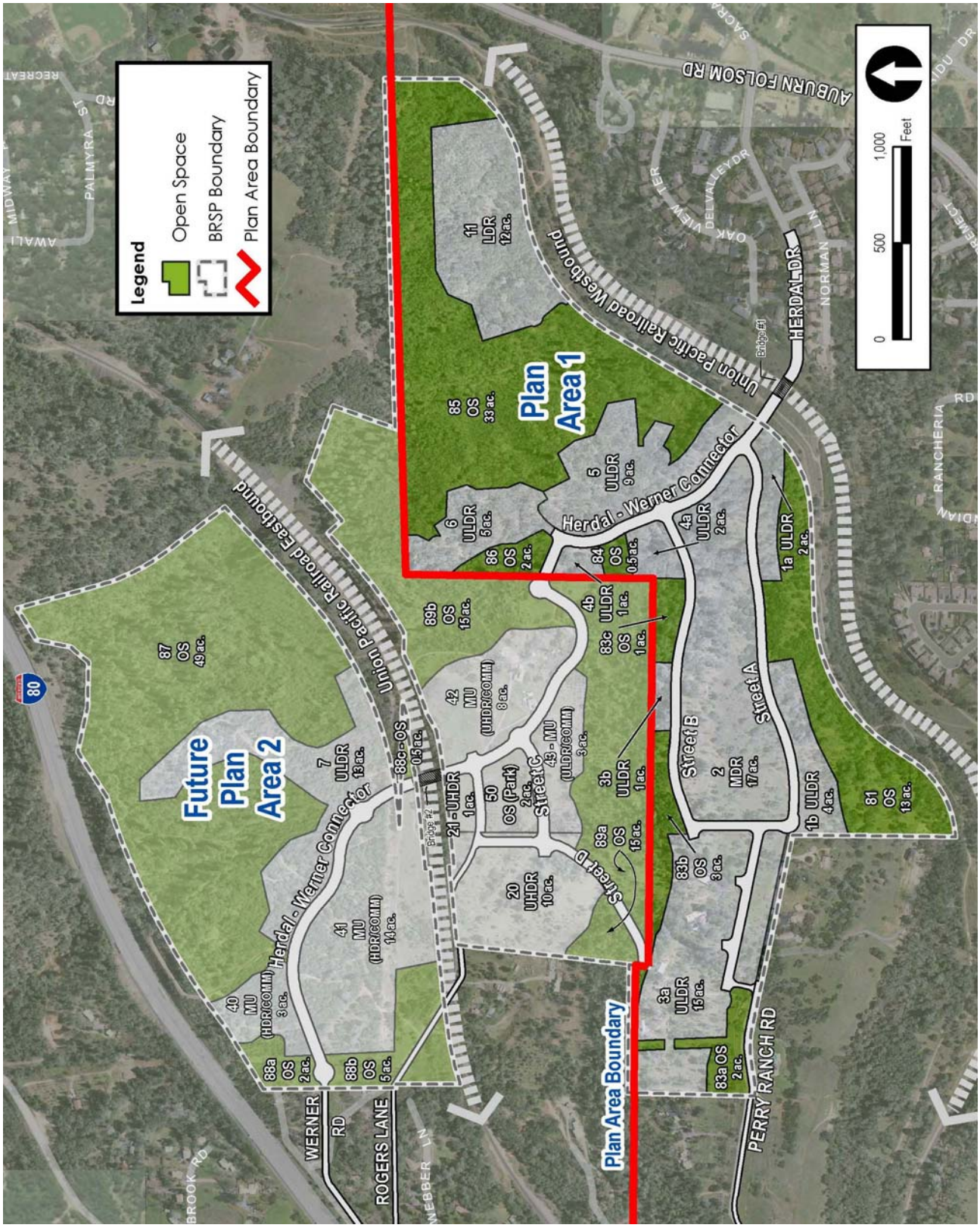


Figure 8-1: Open Space Plan

C. Special-Status Species

On-site habitats support special-status plants and wildlife species. Special-status species include plants and animals that are legally protected or otherwise considered sensitive by federal, state or local agencies or resource conservation organizations. Based on a search of the CNDDB, CNPS, and USFWS databases, some special-status species have a moderate to high potential for occurrence in the area, but none have been recorded in the Specific Plan Area. Special-status species that could occur within the BRSP include the Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis)*, Jepson's onion (*Allium jepsonii*), Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*), Oval-leaved viburnum (*Viburnum ellipticum*), White-tailed kite (*Elanus leucurus*), Valley Elderberry longhorn beetle (*Coleoptera cerambycidae*), and Townsend's big-eared bat (*Corynorhinus townsendii*).

8.3 Cultural Resources

Based on archival records searches and onsite field surveys several cultural resources in and immediately adjacent to the project site have been identified, including resources associated with historic-period mining, ranching, and railroading (e.g., Bloomer Cut). An assessment of potential prehistoric sites has also been performed. The BRSP EIR analyzes potential adverse impacts on cultural resources that could result from the project and provides mitigation measures, where possible, to minimize effects on these resources.

8.4 Fire Fuel Management Plan

Wildfires occur in areas with steep topography, ample vegetation for fuel and areas with dry climates. The climate in the Auburn region is characterized by dry hot summers that keep plant material ready fuel for fires. These fire hazards can be combated through mitigation measures targeting area fire hazards along with appropriate infrastructure improvements to non-urbanized areas aiding in fire suppression.

The BRSP falls within a Fire Hazard Zone and is subject to the City of Auburn Municipal Code fire hazard mitigation. The City of Auburn uses several methods to minimize fire hazards implemented through the City's Vegetation Management Plan and the Urban Wildland Interface Fire Protection Plan.

The City of Auburn Fire Department will require a Fuel Management Plan for the BRSP. This plan will consist of a variety of fuel modification techniques and implementation measures, which will be carried out in various locations as follows:

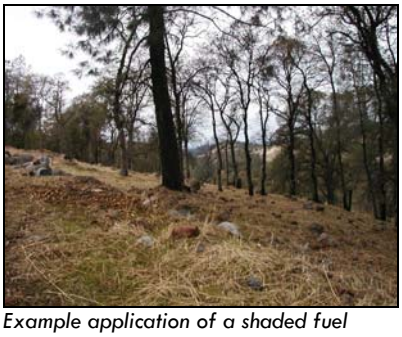
- Shaded fuel breaks in open space areas (200 feet from any roadway or street frontage, and extending 100 feet from any property line containing improved residential and/or commercial structures);
- Shaded fuel breaks along Parcel 11 (200 feet from each property line adjoining open space);
- Shaded fuel breaks along the trails in the open space areas (25 feet on each side of the trail);
- Defensible space requirements around all buildings; and
- Fire resistant vegetation extending a distance of 50 feet from the edge of newly constructed roads and streets until such an area is fully developed.

Shaded Fuel Breaks

Before

Interface between residential and open space areas before creating a shaded fuel break

After



Example application of a shaded fuel break at an interface between residential and open space areas.

CHAPTER

9

Implementation

9.1 Overview

Government Code Section 65451 requires that a Specific Plan include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria. Implementation of the BRSP will be administered by the City of Auburn and carried out in accordance with the terms and conditions of several related planning and program documents. These include the requirements of the approved development agreement, development standards, design guidelines, and environmental impact report, which augment the policies and regulations set forth in the City's General Plan and Municipal Code.

Implementation of the BRSP is intended to result in the systematic and orderly development of the project. To achieve this intent, the Specific Plan includes programs for infrastructure phasing to support development, financing and construction of public improvements, review of individual development projects, transfer of residential units, and a process for Specific Plan amendments/minor modifications.

The various documents, programs and mechanisms that will be used to implement the BRSP are outlined in this chapter and listed below:

- General Plan
- Zoning Ordinance & other Codes
- Specific Plan
- Development Standards
- Design Guidelines
- Financing Plan
- Residential Unit Transfers
- Minor Specific Plan Modifications
- Large Lot Subdivision Maps
- Small Lot Subdivision Maps

- Development Agreements
- EIR & Mitigation Monitoring Program
- Phasing Plan
- Design Review Permits
- CUP's, Variances & other Discretionary Planning Approvals
- Building & other Ministerial Permits

9.2 Relationship to Adopted City Plans & Policies

A. General Plan

The City of Auburn General Plan serves as the long-term policy guide for the physical, economic, and environmental growth of the City. Auburn's core values are the foundation of the General Plan and the underlying basis for its vision and direction. The BRSP Area was designated by both the 1978 and 1993 General Plans as Urban Reserve, recognizing it as a future growth area within the City. The General Plan requires that a Specific Plan be prepared to comprehensively plan for growth in the Urban Reserve.

The BRSP furthers the General Plan's goals and policies and augments them by providing specific direction to reflect conditions unique to the Specific Plan Area. At the time of Specific Plan approval, the City's General Plan and land use map were amended to reflect BRSP's land uses and development program for Plan Area 1. Similar amendments to the General Plan and land use map, including creation of the Urban High Density Residential (UHDR) land use designation with a maximum density of 20 dwelling units per acre, will ultimately be required for future Plan Area 2. The BRSP is consistent with the City's General Plan and incorporated documents as amended.

B. Zoning Ordinance & Other Codes

The Auburn Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Code's primary component is the City's Zoning Ordinance, which will be used in conjunction with this Specific Plan document to implement the development program. In some instances, this Specific Plan document modifies the permitted uses, development standards, or other regulations for some of the parcels within the BRSP where unique development patterns are expected. In these cases, the standards and regulations provided in this Specific Plan document supersede the City's Zoning Ordinance. However, where this Specific Plan document is silent, the City's Zoning Ordinance's regulations prevail.

9.3 Related Documents

A. Environmental Impact Report

An Environmental Impact Report (EIR) was certified concurrent with approval of the BRSP. The EIR (State Clearinghouse #2007122091), prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the BRSP and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be significant. The EIR analyzes the Specific Plan at a project-level for both Plan Area 1 and future Plan Area 2, and serves as the base environmental document for purposes of evaluating subsequent project related entitlements.

B. Development Agreement

Development agreements are approved by the City in accordance with applicable state and local codes, and as such, function as legal and binding contracts between the City of Auburn, a property owner(s), and any successors-in-interest. Each development agreement outlines the specific development rights, establishes obligations for infrastructure improvements and land dedications, secures the timing and methods for financing improvements, and specifies other performance obligations for development of the BRSP. The BRSP allows property owners to individually execute development agreements with the City of Auburn to vest the development rights of their properties within each of the two Plan Areas. Upon approval of the Specific Plan, the master developer of Plan Area 1 entered into a development agreement with the City. Upon the approval of full development approvals for future Plan Area 2, the landowner(s) will enter into a development agreement(s) with the City.

9.4 Effectuation of Specific Plan Development Approvals

Through a comprehensive planning effort that commenced in 2006, the BRSP has been prepared to establish the framework for future development of 277 acres in the City's 406-acre southwestern Urban Reserve area. The Plan has been prepared in compliance with General Plan policy, which requires that a master plan (e.g., a specific plan) be prepared prior to development within the Urban Reserve.

To accommodate several factors such as roadway access, utility connection points, and topography in the Urban Reserve, while also addressing the General Plan's intent, Baltimore Ravine has been divided into several sub-areas. These are outlined in Chapter 1 of this Specific Plan and include both Plan Areas and Study Areas. By dividing the Urban Reserve into separate areas, each property owner can effectuate their respective development approvals individually and on separate timelines.

During the BRSP's initial planning effort, the master developer of Plan Area 1, the largest single-entity within the BRSP at 130 acres, led the Specific Plan effort, including preparation of the Specific Plan, EIR, and related technical studies and biological reports. This effort resulted in approval of this Specific Plan, whereby the City granted development approvals for up to 270 dwelling units in Plan Area 1, including new General Plan land uses, new zoning designations, a development agreement and large lot subdivision map. Development of Plan Area 1 may proceed with the processing of subsequent approvals by the City (e.g., small lot subdivision maps, design review permits, tree permits, and/or other discretionary and ministerial approvals).

While planned for by the BRSP and analyzed at a project-level in the BRSP EIR, the City has not granted development approvals to future Plan Area 2. Prior to any development in future Plan Area 2, the City must grant full development approvals including new General Plan land uses, zoning, and a development agreement(s). Future Plan Area 2 retains pre-Specific Plan land use and zoning designations until such time that full development approvals are effectuated. It is anticipated that Plan Area 1 will begin development before development of future Plan Area 2. However, future Plan Area 2 could develop concurrently with or after initial development in Plan Area 1, provided that access and other requirements are met. Table 9-1 summarizes City approvals that were granted to each Plan Area at the time that the Specific Plan was approved.

Table 9-1: Development Approvals Granted by Plan Area

Entitlement/ City Approval	Plan Area 1	Future Plan Area 2
Specific Plan	☒	☒
Project-Level CEQA Analysis	☒	☒
General Plan Land Use	☒	☐
Zoning	☒	☐
Development Agreement	☒	☐
Subdivision Map(s)		
Large Lot	☒	☐
Small Lot	☐	☐
Other Discretionary Approvals (e.g., Design Review, Tree Permits)	☐	☐

To receive development approvals for future Plan Area 2, the following actions and City approvals are required:

- **General Plan Amendment –** Amend the General Plan and land use map to reflect the appropriate land uses outlined in the Specific Plan for future Plan Area 2, as well as create the Urban High Density Residential (UHDR) land use designation.
- **Specific Plan Consistency/Amendment –** Submit development plans for future Plan Area 2 to the City for review to determine consistency with the Specific Plan. A finding of consistency is required in order to effectuate the Specific Plan's land uses. At a minimum, the Specific Plan will need to be amended to include more detailed development standards and design guidelines for future Plan Area 2. Development plans that are determined to be inconsistent with the Specific Plan will require approval of a Specific Plan Amendment processed in accordance with Section 9.5 with supporting text, diagrams, technical studies, and other materials as deemed necessary by the City.
- **Rezone –** Amend the Zoning Map to apply new zoning districts to future Plan Area 2 parcels, consistent with those outlined in the Specific Plan.
- **Development Agreement –** Enter into a Development Agreement(s) with the City to ensure participation in public improvements, financing programs, and reimbursement agreements.
- **CEQA Analysis –** Conduct an environmental determination in accordance with the California Environmental Quality Act. Additional information regarding subsequent CEQA analysis in the BRSP is outlined in Section 9.7.

9.5 Specific Plan Amendments and Minor Modifications

Proposed changes to a Specific Plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council.

Because the BRSP will build out over several years and due to the phased approach to granting entitlements for Plan Area 1 and future Plan Area 2, it is possible that the Specific Plan may need to be revised in order to respond to changing market conditions or the City's expectations during the course of its implementation. To provide a degree of flexibility to respond to changing conditions, the BRSP allows for administrative approval of Minor Modifications to the Specific Plan. The Community Development Director, or designee, shall determine whether a proposed revision is minor, and may act upon a minor modification to the Specific Plan administratively as specified below.

A minor modification to the Specific Plan may be processed and acted on administratively if determined by the Community Development Director to be in substantial conformance with:

- The overarching vision and community design principles intended for the BRSP;
- The Specific Plan development agreements;
- The City of Auburn General Plan; and,
- The BRSP Environmental Impact Report.

Examples of minor modifications to the Specific Plan include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan.
- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- Changes to the provision of public infrastructure and facilities that do not adversely affect the level of service provided or affect the development capacity in either of the two Plan Areas.
- Modifications to the Development Standards, such as adjustments to building setbacks, height limitations, or similar standards provided that the resulting building design and/or site orientation continues to meet the original intent of the Specific Plan.
- Modifications to the Design Guidelines, such as revisions to design treatments or changes in specified plant materials, if it is determined that such changes achieve the design intent to the same or better level.

Any proposed minor modification to the Specific Plan may, at the sole discretion of the Community Development Director, be referred to the Planning Commission and/or City Council for action. Determinations and actions by the Community Development Director may be appealed to the Planning Commission. If the Community Development Director determines that a proposed minor amendment does not meet the above criteria, a Specific Plan Amendment (SPA) approved by the Planning Commission shall be required.

9.6 Residential Unit Transfers

The BRSP has assigned residential densities based on a plan-level assessment of the constraints and opportunities of each large lot parcel and anticipated long-term demand for various housing types. As individual residential small-lot parcel maps are designed and processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated that this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

To allow for flexibility in the future design of residential subdivisions, the City may approve minor residential density adjustments and permit the transfer of residential units between large lot parcels anywhere within the BRSP, including between Plan Area 1 and future Plan Area 2. This flexibility will allow for project-level design considerations to respond to current market conditions, subdivision and/or design review parameters, or natural resource preservation areas.

The City may approve a residential unit transfer between any Specific Plan large lot residential or mixed use parcels provided that the following conditions are satisfied:

- The transfer and receiving parcels are located within the BRSP and are designated for residential use (including Mixed Use parcels that have a residential allocation);
- The units subject to a transfer may be derived from undeveloped large lot parcels with a residential allocation, as well as developed large lot parcels where the full residential allocation is not utilized. Underutilized residential allocations may be held within the BRSP for the purposes of unit transfers until such time that all small-lot subdivision maps within the Specific Plan (both Plan Area 1 and future Plan Area 2) have been recorded;
- The transfer of units does not affect density in a manner that would, (a) reduce the number of units allocated to the transfer parcel below the minimum number of units allowed by the applicable land use designation, or (b) increase the number of units allocated to the receiving parcel above the maximum number of units allowed by the applicable land use designation;

- The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Development Standards and Design Guidelines; and
- The transfer of units does not create new impacts or adversely affect planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts, unless such effects can be reduced to an acceptable level through project-specific design features.

The transfer of residential units, if consistent with the above criteria, are ministerial in character, are contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan or the City General Plan. Such transfer requests may be approved administratively by the Community Development Director without a public hearing.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a written "Request to Transfer Residential Units" to the Community Development Director in conjunction with a tentative subdivision map for at least one of the subject parcels. The request shall:

- Identify the affected parcels;
- Designate the number of units being transferred;
- Provide documentation as required by the Community Development Director to determine compliance with the above unit transfer criteria; and
- Include revised Specific Plan tables and figures reflecting the adjusted unit counts and densities including Table 3-1 (Land Use Summary), Table 3-2 (Land Use Allocation by Parcel), Figure 3-1 (Land Use Plan), and any other figures or tables depicting land uses or units by parcel. The revised tables and figures will be kept on file and maintained by the Community Development Department as the official record tracking unit allocations to each large lot residential parcel.

If the Community Development Director determines that the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of the Community Development Director, be forwarded the Planning Commission for review. The applicant may request density adjustments that do not comply with the above criteria. Such requests shall require an amendment to the BRSP.

9.7 Subsequent City Approvals

A. City Processing

Individual development projects are subject to review and approval of subsequent permits and entitlements by the City of Auburn (e.g., subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements will be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan and accompanying Development Standards and Design Guidelines, the Specific Plan development agreements, and all applicable City of Auburn policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Specific Plan and all applicable plans and regulations.

B. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The project EIR, certified concurrently with adoption of the BRSP, serves as the base environmental document for subsequent entitlements within the BRSP. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if it is determined that a subsequent project is consistent with the Specific Plan and is within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide that no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the BRSP EIR in accordance with Public Resources Code 21081.8 to help ensure implementation of EIR mitigation measures.

9.8 Phasing of Infrastructure

The BRSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. Two infrastructure construction phases are anticipated as the BRSP builds out. Each phase may include sub-phases. The Phasing Plan is structured to allow for the logical extension of roadways and utilities to the BRSP to serve development. This includes connection points to roadways and water infrastructure via Herdal Drive, and a connection point to existing sewer systems along the southern edge of Parcel OS-81. These connections will initially serve development in Plan Area 1 (Phase 1) and allow the further extension of infrastructure into future Plan Area 2 (Phase 2).

The geographic boundaries of each phase are reflected on Figure 9-1, with land use by phase summarized in Table 9-2. In general, the phasing plan is structured to ensure that the improvements in each phase can support associated development in compliance with City policies and standards, and that the development in each phase can support the costs of the required improvements.

Table 9-2: Land Use Allocation by Phase

Phase 1

Phase	Unit Allocation
Phase 1 (Plan Area 1)	270 du's on Parcels 1, 2, 3, 4, 5, 6, and 11 Open Space Parcels 81, 83, 84, 85, and 86

Phase 2

Phase	Future Unit Allocation
Phase 2 (Future Plan Area 2)	455 du's & 90,000 sq. ft. of commercial on Parcels 7, 20, 21, 40, 41, 42, and 43 Open Space Parcels 50, 87, 88, and 89

The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for each phase to proceed. These include roadways, sewer, water, storm drainage, and dry utilities (gas, cable, electric, phone). The opportunity exists for any parcel to move forward provided that the infrastructure needed to serve it is constructed to the satisfaction of the City. Once development is initiated, some phases may have reduced infrastructure requirements if improvements are provided in an earlier developed phase.

- **Phase 1 (Plan Area 1):** It is anticipated that Phase 1 construction activity will be limited to Plan Area 1 improvements in the southern portion of the BRSP, and associated off-site improvements. These include the extension of Herdal Drive into the BRSP, construction of one bridge spanning the southern UPRR line, connection to and (if required) improvements of Perry Ranch Road, and construction of a portion of the Herdal-Werner Connector, Street A, Street B, and all wet and dry utilities needed to serve parcels with direct access to these streets.
- **Phase 2 (Future Plan Area 2):** Phase 2 improvements include the extension of Werner Road into the northern portion of the BRSP, the construction of a portion of the Herdal-Werner Connector and Street C, one bridge spanning the northern UPRR line, and all wet and dry utilities needed to serve parcels with direct access these streets. Development of parcels in Phase 2 may occur in any order provided that they have adequate infrastructure to serve them. No parcels may be developed until the infrastructure needed to serve the development is provided.

All or a portion of the backbone infrastructure associated with each phase of development may be constructed at one time. Infrastructure construction may be limited to providing only those improvements necessary to serve development of a particular large lot parcel, subject to City approval. The Phasing Plan for the backbone infrastructure systems for Phase 1, including a full listing of improvements and related details, is incorporated as an exhibit to the Plan Area 1 development agreement. At such time that the City grants full development approvals for future Plan Area 2, infrastructure improvements for Phase 2 will need to be included in the development agreement(s) for future Plan Area 2.

All in-tract sewer, storm drain, water, and dry utilities will be installed as part of local project improvements.

Figure 9-1: Phasing Plan

9.9 Financing of Improvements

The construction of public improvements to serve the BRSP will be funded through a combination of several mechanisms. The various options include a combination of City Impact Fees, County Impact Fees, School Impact Fees, developer financing, Homeowners Association Fees, Landscape and Lighting Assessment Districts, or other methods. A Financing Plan has been prepared for Plan Area 1, hereby incorporated by reference, which identifies the funding mechanisms that can be used to construct public facilities. These various financing mechanisms are summarized on Table 9-3 and described in general terms below.

Table 9-3: Public Improvement Financing Mechanisms

Improvement/Facility	Financing Options
Roadway Improvements	City Impact Fee/Developer Financing
Water Infrastructure	PCWA Water Connection Fee
Sewer Infrastructure	City Sewer Connection Fee/Developer Financing
Parks	Auburn Recreation District Fee/Developer Financing
Open Space and Trails	Auburn Recreation District Fee/Developer Financing
Police & Fire Facilities	City Impact Fee
Maintenance Services [1]	Homeowners Assoc./Landscape and Lighting District
Justice, Health and other County Services	County Capital Facilities Fee

1. Landscape corridors, parks and related facilities, drainage basins, and open space areas, including pedestrian trails.

- **City Impact Fees –** The City of Auburn has both Citywide and project-specific development impact fees that are used to help finance capital improvements or public facilities. These include project mitigation fees, benefit area fees, City Facility fees, and/or other project-specific options. Typically, the payment of fees are required prior to issuance of a building permit, or recordation of the final subdivision map, as specified in the BRSP Development Agreement(s).
- **School Impact Fees –** The Auburn Union School District (AUSD) and the Placer Union High School District (PUHSD) have established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuant to Section 65995 of the California Government Code, the developer must document that these school impact fees have been paid prior to issuance of a building permit.

- **Homeowners Association –** A homeowners' association (HOA) is a legal entity that helps administer the development and management of a master-planned community (or a subset of the community) such as the BRSP. It is initially incorporated by a master developer prior to the sale of homes within the community and is ultimately transferred to the property owners within a development for self-administration. Through the levy of property assessments HOAs can generate revenue to provide services, regulate activities, fund ongoing maintenance, and impose fines pursuant to the terms established for the development. In the BRSP, the HOA(s) will be responsible for the park and the open space areas. HOAs can also be used to fund the ongoing maintenance of private roadways, utilities, landscaping, street lighting, trails, community buildings, or other amenities.
- **Landscape and Lighting Assessment District –** A Landscape and Lighting Assessment District (LLAD) is a financing mechanism that may be established to fund ongoing maintenance of facilities within the BRSP. Funding is typically provided through annual assessments to property owners within the District that benefit from the service. An LLAD can be used to maintain facilities such as landscape corridors, medians, open space areas, parks, pedestrian and bike trails, stormwater facilities, and street lights, pursuant to the terms of the District.
- **Developer Financing –** Direct developer/merchant builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements.
- **County Capital Facilities Fee –** Placer County uses a Capital Facilities Fee (CFF) to fund improvements to or expansion of the County's finance and administration facilities, justice system, health and human services facilities, and public works facilities.

As noted, other financing mechanisms may be used, including creation of private districts or associations to fund maintenance of certain facilities within either Plan Area 1 or future Plan Area 2. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the development agreement(s).

APPENDIX

A

Development Standards

A.1 Overview

Building from the City's Zoning Ordinance, the BRSP establishes permitted uses, development standards, and other regulations. These standards provide clear direction to builders, property owners, and City staff as the community develops. As an implementation tool, it is intended that the City apply these standards in a manner that upholds the overarching vision for the BRSP's development framework, consistent with the neighborhood design elements in Chapter 2 and the Land Use Plan in Chapter 3.

This appendix identifies permitted uses for all zone districts to be applied in the BRSP. Development standards have been established for Plan Area 1 only. At the time that development approvals (General Plan land use, zoning, and development agreement) are effectuated for future Plan Area 2, this appendix will be amended to establish development standards for future Plan Area 2. To the extent applicable, it is intended that the development standards established for Plan Area 1 also be applied to future Plan Area 2.

The standards in this Appendix are to be used in tandem with the City of Auburn Zoning Ordinance. However, the development regulations contained herein have a greater level of detail, and provide for a higher degree of implementation flexibility, than the City's Zoning Ordinance. Therefore, as specified for each parcel, the BRSP's standards replace the City's Zoning Ordinance and serve as the zoning regulations for each Plan Area. Recognizing that the BRSP's standards are not all-inclusive, where this

document is silent, the City's Zoning Ordinance shall prevail as determined by the Community Development Director.

A.2 Applied Zoning Districts

New zoning designations were applied to Plan Area 1 concurrent with approval of this Specific Plan, while future Plan Area 2 has retained its pre-Specific Plan zoning. New zoning designations will be applied to future Plan Area 2 concurrent with the effectuation of new General Plan land use entitlements and a development agreement(s) for that area as specified in Chapter 9, Implementation.

Pre-Specific Plan zoning designations are illustrated on Figure A-1. New zoning designations for Plan Area 1, and those designations anticipated to eventually be applied to future Plan Area 2, are summarized on Table A-1 and illustrated on Figure A-2.

Table A-1: Zoning Regulations by Land Use Designation

Plan Area 1 Zoning Districts

BRSP Land Use	Zoning Designation	Permitted Uses	Development Standards
Low Density Residential (LDR)	R-1	BRSP Appendix A	BRSP Appendix A
Urban Low Density Residential (ULDR)	R-1	BRSP Appendix A	BRSP Appendix A
Medium Density Residential (MDR)	R-2	BRSP Appendix A	BRSP Appendix A
Open Space (OS)	OS-C	BRSP Appendix A	Zoning Ordinance

Future Plan Area 2 Additional Zoning Districts

BRSP Land Use	Zoning Designation	Permitted Uses	Development Standards
Urban High Density Residential (UHDR)	R-4	BRSP Appendix A	Future Amendment to Appendix A
Mixed Use (MU): LDR/Commercial	R-1/C-1	BRSP Appendix A	Future Amendment to Appendix A
Mixed Use (MU): HDR/Commercial	R-3/C-1	BRSP Appendix A	Future Amendment to Appendix A
Mixed Use (MU): UHDR/Commercial	R-4/C-1	BRSP Appendix A	Future Amendment to Appendix A
Park	OS-C	BRSP Appendix A	Zoning Ordinance

Note: Mixed use parcels in future Plan Area 2 have combined zoning designations. Residential components of mixed use projects shall be governed by the permitted uses and development standards for the corresponding residential district, and commercial components of mixed use projects shall be governed by the permitted uses and development standards for the corresponding commercial district.

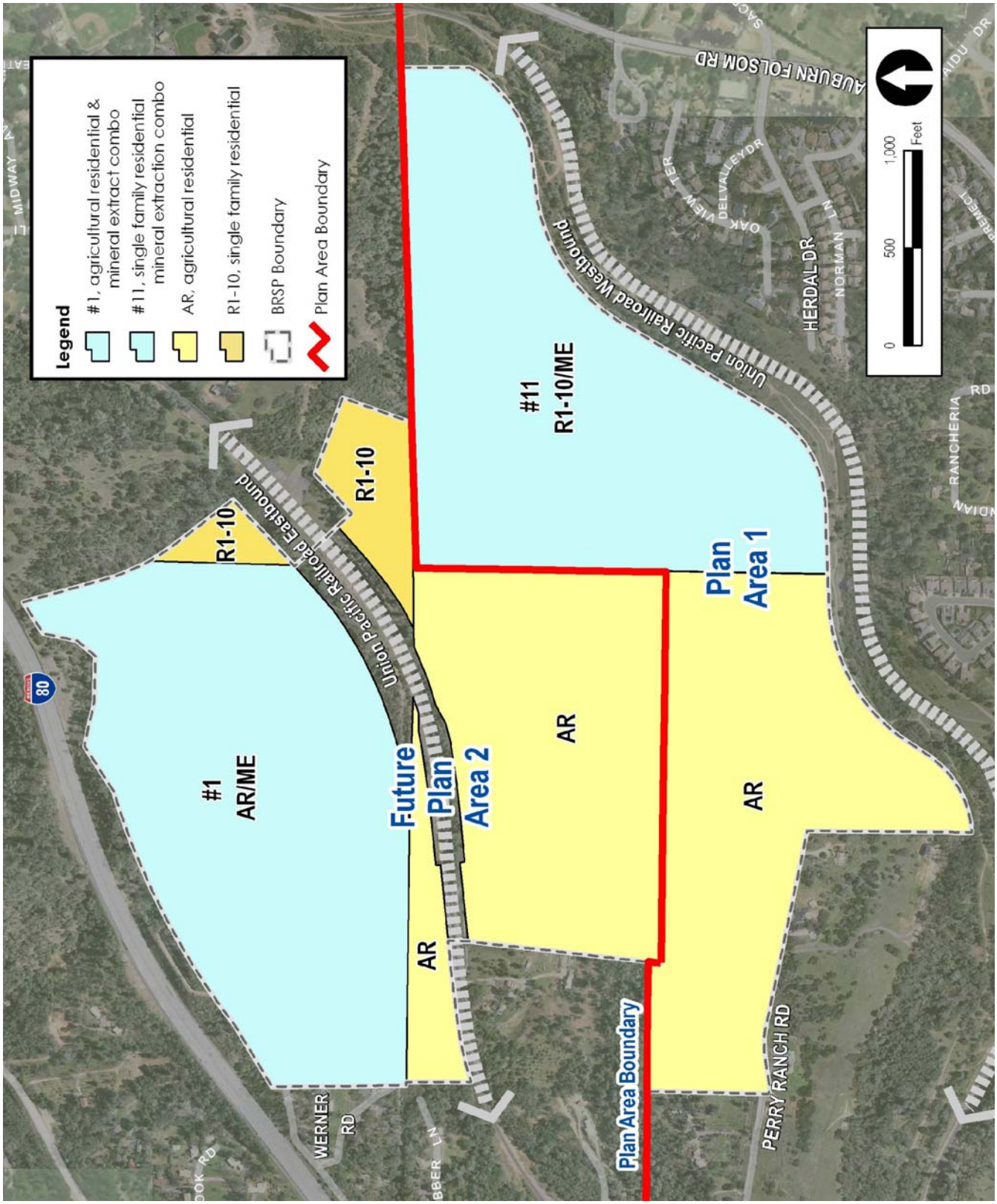


Figure A-1: Pre-Specific Plan Zoning Designations

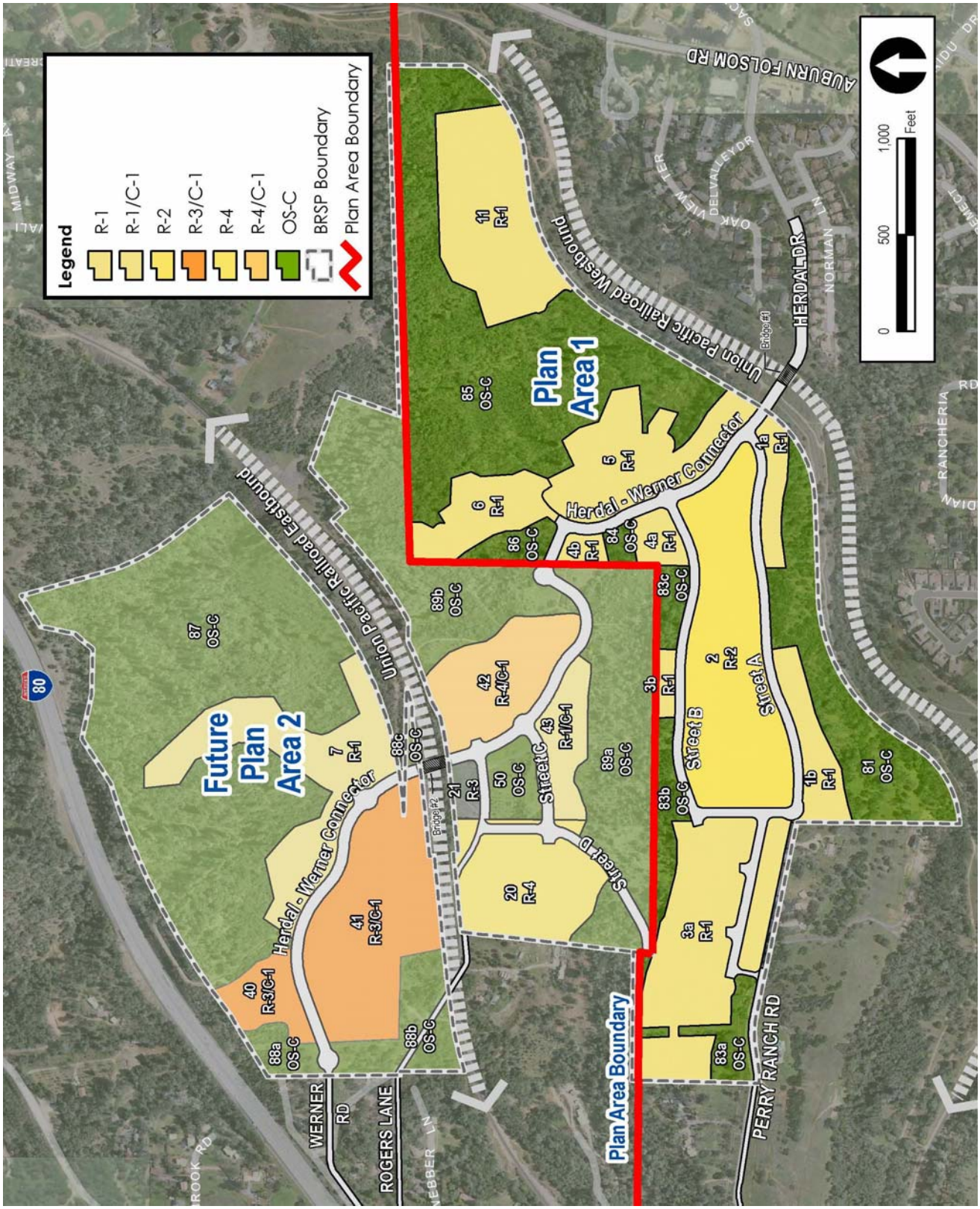


Figure A-2: Plan Area 1 New Zoning Designations and Potential Zoning Designations for Future Plan Area 2

A.3 Permitted Uses

Table A-2 outlines the various uses permitted (P), or conditionally permitted (UP), for the BRSP. Uses are classified by zoning designation for residential, commercial and open space areas. Uses not specifically listed on Table A-2, but determined to be consistent with the intent of the BRSP and compatible with adjacent uses, may be permitted subject to the review and approval of the Community Development Director. Definitions for the uses listed below are provided in Chapter 159 of the City of Auburn Municipal Code.

Table A-2: Permitted Uses

USE TYPES	R1	R2	R3	R4	C1	OS-C	OS-PF
Single-Family Dwelling	P	P	P	P	--	--	--
Multi-Family Dwelling	--	P	P	P	--	--	--
Guest House	P	--	--	--	--	--	--
Residential Care Facilities	P	P	P	P	--	--	--
Second Residential Unit	P	--	--	--	--	--	--
Animal Services							
Veterinary Clinic	--	--	--	--	--	--	--
Veterinary Hospital	--	--	--	--	--	--	--
Kennel	--	--	--	--	UP	--	--
Automobile Parking Lots	--	--	--	--	P	--	--
Automotive Services							
Automobile Repair Shops	--	--	--	--	--	--	--
Automotive, Boat, or Motorcycle Retail Sales and Services	--	--	--	--	--	--	--
Automobile Gas/Service Stations	--	--	--	--	UP	--	--
Automobile Rental	--	--	--	--	UP	--	--
Car Wash and Detailing	--	--	--	--	UP	--	--
Banks and Financial Services	--	--	--	--	P	--	--
Commercial Recreation							
Amusement Centers	--	--	--	--	UP	--	--
Indoor Entertainment	--	--	--	--	UP	--	--
Indoor Sports and Recreation	--	--	--	--	UP	--	--
Night Clubs	--	--	--	--	--	--	--
Outdoor Entertainment	--	--	--	--	UP	--	--
Outdoor Sports and Recreation	--	--	--	--	UP	--	--
Health/Athletic Facilities	--	--	--	--	UP	--	--
Personal Fitness	--	--	--	--	P	--	--

USE TYPES	R1	R2	R3	R4	C1	OS-C	OS-PF
Day Care Centers	UP	UP	UP	UP	UP	--	--
Eating Establishments							
Convenience	--	--	--	--	P	--	--
Drive-thru Establishments	--	--	--	--	UP	--	--
Full Service	--	--	--	--	P	--	--
Outdoor Seating for Existing Establishment	--	--	--	--	AP	--	--
Elderly Care Facilities	--	P	P	P	--	--	--
Family Day-Care	P	P	P	P	--	--	--
Funeral and Internment Services	--	--	--	--	--	--	--
Home Occupations	P	P	P	P	--	--	--
Hospitals	--	--	--	--	UP	--	--
Lodging Services							
Bed and Breakfast	UP	UP	UP	UP	P	--	--
Hotel/Motel	--	--	--	--	--	--	--
Mixed-Use	--	--	--	--	P	--	--
Nurseries and Greenhouses	--	--	--	--	UP	--	--
Office Uses	--	--	--	--	P	--	--
Outdoor Sales	--	--	--	--	UP	--	--
Personal Services	--	--	--	--	P	--	--
Private Parks	P	P	P	P	--	--	--
Retail Sales and Services	--	--	--	--	P	--	--
Social Events	--	--	--	--	UP	--	--
Schools							
Commercial	--	--	--	--	UP	--	--
Private	--	--	--	--	UP	--	--
Second Hand Stores	--	--	--	--	P	--	--
Temporary Sales/Uses							
Holiday Stand/Sales	--	--	--	--	AP	--	--
Special Events	--	--	--	--	AP	--	--
Temporary Offices	--	--	--	--	AP	--	--
Community Assembly	UP	UP	UP	UP	UP	--	--
Community Centers	UP	UP	UP	UP	--	--	--
Public Parks	P	P	P	P	--	P	--
Public and Quasi-public Uses	P	P	P	P	--	P	P
Resource Protection and Restoration	--	--	--	--	--	--	P
Resource Related Recreation	--	--	--	--	--	P	P

A.4 Residential Development Standards

The development standards for the BRSP's residential areas provide for a diverse collection of housing types. Depending on the applied zoning district, the standards allow for single-family detached homes on large lots, as well conventional-style detached units on small lots, detached cluster housing, detached townhomes, and a variety of attached residential units with product-specific siting characteristics.

City review of residential projects will occur through the small lot subdivision map and/or design review process (Section 159.110 of the Auburn Zoning Ordinance). The City requires design review approval for attached units or for detached units on lots of 5,000 square feet or less. This requirement is applicable in all residential zone districts. In addition, at the time of a building permit for any new residential unit, or for any exterior modifications to existing residential units, the City will conduct architectural design review to insure consistency with the Design Guidelines (Appendix B).

Due to the dynamic nature of residential design and housing product types that are envisioned for the BRSP, it is not practical or desirable to dictate a "one size fits all" regulatory approach. To this end, the BRSP residential development regulations include conventional standards that are purposefully flexible to allow unique housing product types that may not conform to the conventional "mold." Where flexibility is desired, the City may use its Design Review process to administratively review and approve deviations to these development standards with concurrent review and approval of a small lot subdivision map. The requested deviation(s) and/or siting characteristics shall be determined to be consistent with the spirit and intent of the regulations herein and the Design Guidelines in Appendix B, as demonstrated by the subdivision map.

R-1 District

The following development standards apply to parcels with an R-1 Single Family Residential District zoning designation, which allows for the construction of single-family, detached homes. The R-1 zoning district has been applied to LDR and ULDR land uses. The densities vary, ranging from up to 1 dwelling unit per acre on LDR and 1 to 4 dwelling units per acre on ULDR.

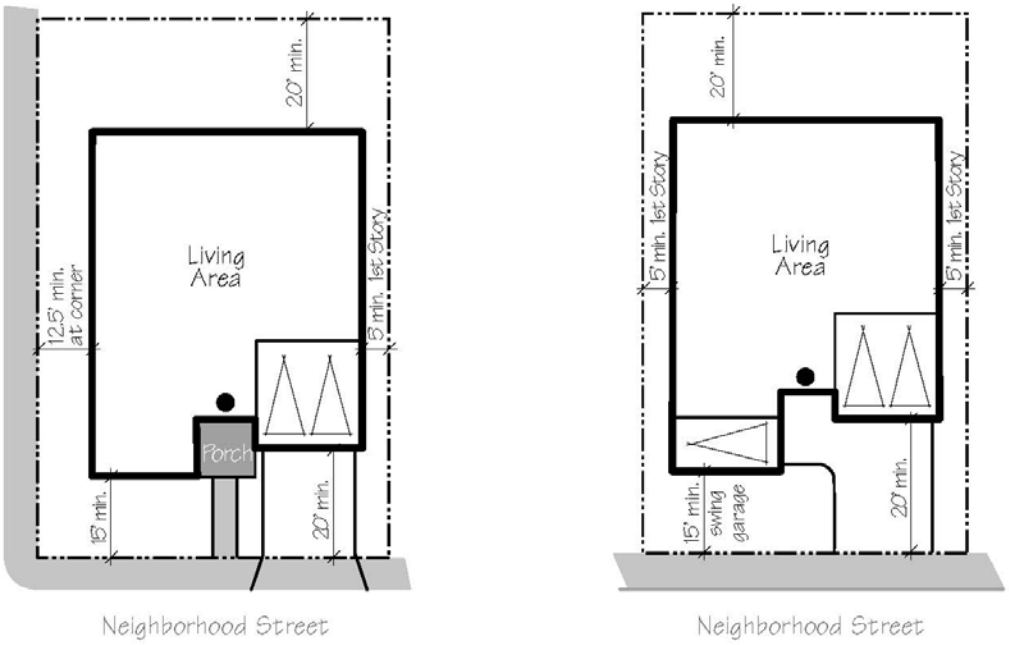
Table A-3: R-1 Development Standards

Lot Size and Building Intensity	
Lot Area (minimum)	5,000 sq. ft.
Site Coverage (maximum)	35%
Width, Interior Lot (minimum)	50 ft
Width, Corner Lot (minimum)	60 ft.
Front Setback[1]	
To living area	15 ft.
To porch, stoop, patio or other building projection	15 ft.
To garage door (facing primary street)	20 ft.
To side wall of swing garage	15 ft.
Side Setback[2]	
Interior side 1st story elements	5 ft.
Interior Side 2nd story elements	7.5 ft.
Street side to living area on corner lot	12.5 ft.
Rear Setback[3]	
Setback (minimum)	20 ft.
To garage (rear loaded facing alley)	4 ft
To upper floor living area (when rear loaded garage)	10 ft
Building Height	
Height (maximum)	35 ft.
Building Architecture Projections (permitted encroachment)	
Fireplaces, bay windows, non-habitable architectural features	2 ft.
Parking	
Resident	2 in garage

1 Measured from back of sidewalk (or street curb if no sidewalk exists).
2 Measured from property line.
3 Measured from property line (for rear-access units, setback measured from edge of alley).

Note: The City may use its Design Review process (Section 159.110 of the Auburn Zoning Ordinance) to administratively review and approve deviations to these development standards with concurrent review and approval of a small lot subdivision map. The requested deviation(s) and/or siting characteristics shall be determined to be consistent with the spirit and intent of the regulations above and Design Guidelines in Appendix B, as demonstrated by the subdivision map.

Front-Loaded Residential Units



Rear-Loaded Residential Units

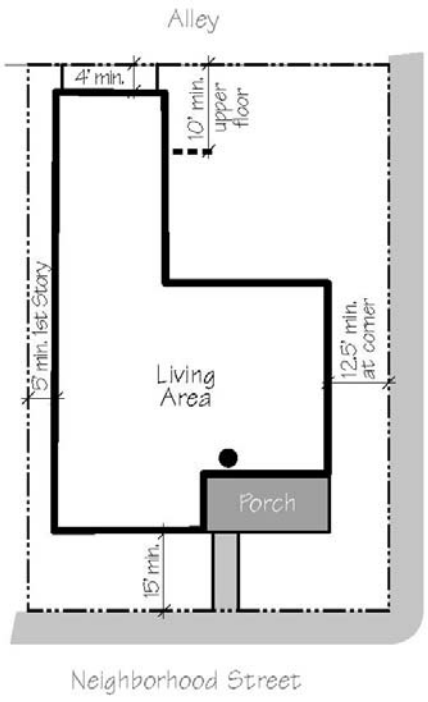


Figure A-3: Single-Family Detached Residential Sample Plot Plans

R-2 District

The following development standards apply to parcels with an R-2 Medium Family Residential District zoning designation. The R-2 zoning district has been applied to MDR land use with a density range of 1 to 10 dwelling units per acre which can accommodate both attached and detached homes. The development standards below apply to detached, single-family units. Should attached units be proposed on property with an R-2 zoning designation, project specific development standards will be established through the City's design review process.

Table A-4: R-2 Development Standards

Lot Size and Building Intensity	
Lot Area (minimum)	2,600 sq. ft
Site Coverage (maximum)	50%
Width, Interior Lot (minimum)	35 ft
Width, Corner Lot (minimum)	40 ft.
Front Setback[1]	
To living area	15 ft.
To garage door (facing primary street)	20 ft.
To side wall of swing garage	15 ft.
Side Setback[2]	
Interior side	3 ft.
Street side to living area on corner lot	12.5 ft.
Rear Setback[3]	
Setback (Minimum)	10 ft.
To garage (attached or detached)	4 ft.
Building Height	
Height (maximum)	35 ft.
Parking	
Resident	2 per unit

1 Measured from back of sidewalk (or street curb if no sidewalk exists).
2 Measured from property line.
3 Measured from property line (for rear-access units, setback measured from edge of alley).

Note: The City may use its Design Review process (Section 159.110 of the Auburn Zoning Ordinance) to administratively review and approve deviations to these development standards with concurrent review and approval of a small lot subdivision map. The requested deviation(s) and/or siting characteristics shall be determined to be consistent with the spirit and intent of the regulations above and Design Guidelines in Appendix B, as demonstrated by the subdivision map.

Front and Rear Loaded, Small Lot Detached Homes

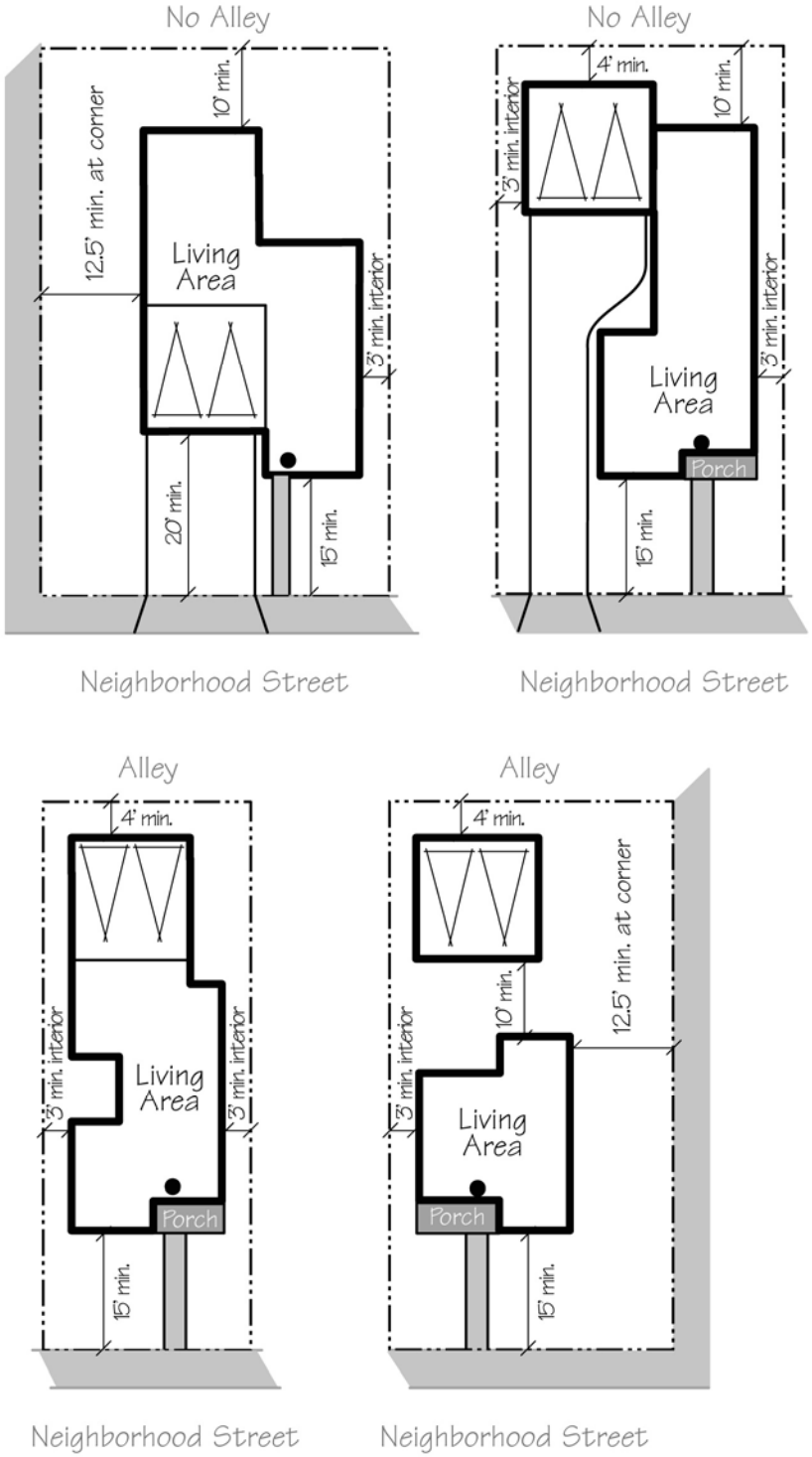


Figure A-4: Medium Density Detached Residential Sample Plot Plans

R-3 District

Future Plan Area 2 includes parcels with the R3 - Medium Density Multiple-Family Residential District zoning designation. The R3 zone district is applied to high-density residential parcels, allowing single-family detached, single-family attached, and multi-family attached homes with densities that range from 5-15 du/ac on HDR parcels. This district will utilize the R3 development standards from the City of Auburn zoning ordinance. These standards may be amended by the applicant with development of future Plan Area 2.

R-4 District

Future Plan Area 2 includes parcels with the R4 – High Density Multiple-Family Residential District zoning designation. The R4 zone district is applied to high-density residential parcels, allowing single-family detached, single-family attached, and multi-family attached homes with densities from 10-20 du/ac on UHDR parcels. At the time these development standards were prepared, the City did not have development standards for the R4 zone district. Development standards for the R4 district will need to be developed in conjunction with the development of future Plan Area 2, unless such development standards have already been incorporated into the City of Auburn zoning ordinance.

APPENDIX

B

Design Guidelines

B.1 Introduction

A. Purpose and Intent

The guidelines presented in this appendix provide design direction for the physical form and visual character of the BRSP community. They are to be considered by City staff, the Planning Commission, and the City Council in their review of individual development projects within the BRSP Area. This appendix should be used in conjunction with the development standards in Appendix A, the policy guidance provided throughout the Specific Plan, as well as other applicable City rules and regulations.

The Design Guidelines presented herein are focused upon Plan Area 1. At the time that development approvals (General Plan land use, zoning and development agreement) are effectuated for future Plan Area 2, these guidelines will be amended to establish additional design direction for future Plan Area 2. To the extent applicable, it is intended that the design concepts embodied in these guidelines for Plan Area 1 will also be applied to future Plan Area 2.

These guidelines are structured to encourage creativity in developing design solutions for the public spaces and individual development projects in the BRSP. They are not to be applied as strict standards. Instead, they should be interpreted with flexibility, recognizing that there are several design solutions that can achieve the desired intent. Graphics, photos, and other imagery are included within to help illustrate the successful application of guidelines, not to

dictate specific styles or architectural character. The imagery illustrated in these guidelines is purposefully conceptual, intended only to communicate the spirit and objectives of the accompanying guidelines and to evoke design creativity.

Through implementation of these guidelines, the intent is to allow the identified community, neighborhood, and home design elements to respond to market conditions, site constraints and opportunities, and other factors. While flexibility is needed, consistent application of these guidelines is important to ensure that the BRSP develops as envisioned in Chapter 2, Neighborhood Design.

B. Organization of Guidelines

These Design Guidelines are presented in three key subsections:

- **Section 1: Common Design Elements -** addresses common neighborhood design elements throughout the community. These guidelines provide criteria for streetscape/landscape design, entrance features and signage, roundabouts, walls and fencing, street lighting, site grading, and similar elements that visually define public spaces.
- **Section 2: Site Specific Design Elements -** addresses specific features within the community where special design consideration is warranted. These guidelines provide criteria for Bloomer Cut, bridge design, retaining walls, emergency access and landscape buffer design on Perry Ranch Road, and lotting design on Parcel 3A.
- **Section 3: Residential Architecture -** addresses the physical design of homes within the community. These guidelines provide criteria for the scale and massing of homes, and other design elements such as roof and window forms, porches and entries, garages, and exterior finishes.

Together, the above sections will guide the physical design and appearance of the BRSP.

C. Administration and Modifications

The City of Auburn will administer these Design Guidelines through its review, approval, and conditioning of subdivision maps, design review permits, and other discretionary approvals. In addition, building permits involving the initial approval of, or modifications to, the architectural elevations of single-family residences will be reviewed by the City of Auburn Community Development Department for conformity with the architectural provisions in Section B.14 – Guidelines for Homes.

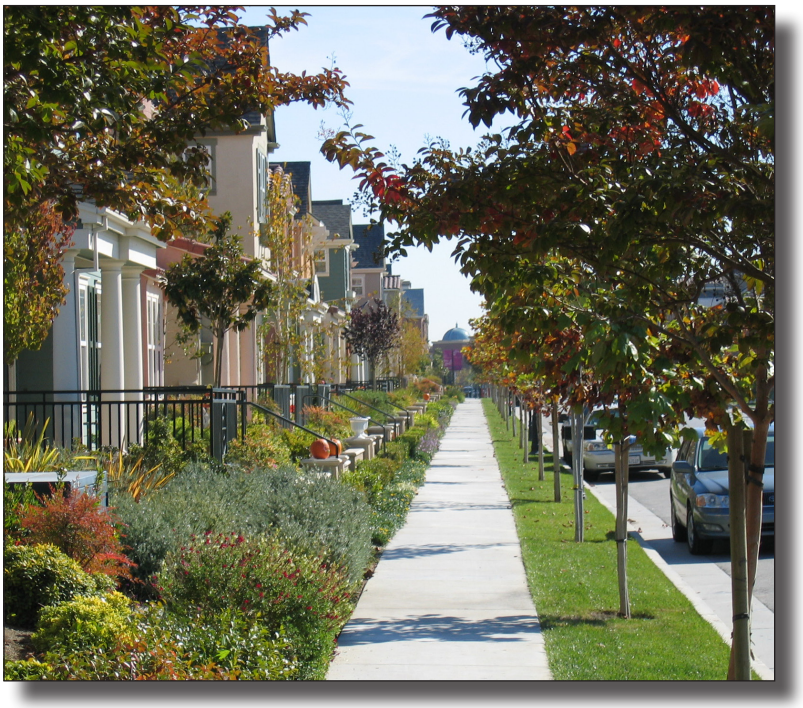
It is expected that the BRSP will build out over several years, and that over time conditions may change that affect the project. The City recognizes the need for flexibility in the implementation of these guidelines and that new conditions may arise that could affect the appropriateness of the some of the guidelines. To this end, the Specific Plan provides for the administrative approval of minor modifications to these Design Guidelines. Please refer to Chapter 9 of the Specific Plan, Implementation, for additional information regarding minor modifications.

Section 1: Common Design Elements

This section provides guidance for various common design elements within the community where the Design Guidelines should be applied uniformly to promote a consistent quality and image for the BRSP. It is intended that as the community builds out, certain features be designed harmoniously with one another, such as streetscapes, fences, and other elements that shape the character of public spaces. This will ensure that a visually cohesive community is created through implementation of the Specific Plan.

B.2 Landscape Architecture

The guidelines for landscaping are intended to establish consistent landscape themes to be implemented as the community develops. This will ensure that the Specific Plan Area is unified by common threads, reinforcing the sense of place envisioned for the BRSP. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines. Landscape design should be appropriate for the local climate and soil conditions, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.



A. Planting Themes

The planting approach for the BRSP incorporates a hierarchy of trees, shrubs, and groundcovers that are intended to evoke a natural character that complements the woodland setting. For streetscapes, the landscaping should use a consistent application of trees along various roadway sections within each Plan Area in the BRSP that hold a strong street edge and create an intimate environment for pedestrian walkability. In larger landscaped areas, such as entrance gateways and traffic circles, landscape concepts should reinforce the community's informal character, with trees planted in clusters, and groundcover and shrub treatments that create a casual backdrop to the street edge. Along Open Space preserve interfaces, the landscape design approach should mimic the site's existing setting, with natural plant species that create a visual transition between the natural and developed environments.

B. Street Tree Planting Concept

Concurrent with the processing of the first small lot tentative subdivision map within Plan Area 1 and within future Plan Area 2, a street tree planting plan shall be submitted for the applicable Plan Area. The street tree planting plan shall identify primary and secondary street trees for collector streets and other non-tract roadways (e.g., Streets A and B). The street tree planting plan shall be reviewed by the Community Development Director for conformance with these Design Guidelines. Tree plantings along in-tract roadways shall be identified through the small lot subdivision map review process. Detailed landscape plans for landscape corridors will be processed with the adjacent subdivision map or design review permit.

All streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines:

Primary Street Trees

Primary Street Trees should typically be planted between the street edge and sidewalk, in tree wells, or in front yards, as appropriate per each street design standard identified in Chapter 5, Circulation. Consistent application of primary street trees will provide scale along various street sections, helping define form and visual character. Special consideration should be given to tree types in unique areas, such as the Community Core or entrance gateways, where a deviation in tree type will visually distinguish these features from the balance of the streetscape. Primary street trees should be:

* Large-scale, single-trunk trees with high canopies that grow over the roadway.
* Selected from the master plant palette, provided later in this section.
* Spaced 30 to 40-feet on center depending upon species, or a minimum of one per lot along residential streets.
* Planted from a minimum 15-gallon container.
* Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers should be installed on trees that are planted within 5-feet of a curb or paved surface.
* Drought-tolerant when established.

Secondary Street Trees

Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees. Secondary trees should be used to provide color and accents at neighborhood entries and at points of interest along the streetscape. Median trees (for traffic circles or entrance gateways) are also considered secondary trees, and may duplicate the primary street trees or provide contrast in the

median to reinforce a street's landscape theme. In addition, secondary trees should be used along alleys. Secondary trees should be:

* Planted in informal fashion as determined by space and tree species.
* Selected from the master plant palette, provided later in this section.
* Distinctive in form and/or color.
* Complementary to the form of the primary street tree.
* Planted from a minimum 15-gallon container.
* Spaced an average of 20 to 30-feet on center depending upon species, or in equivalent quantities if planted in clusters.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

* Planted from a minimum 1 to 5-gallon container.
* Selected according to size, color, texture, and seasonal interest.
* Placed to not obstruct important pedestrian or vehicular sight lines or threaten pedestrian safety.

Groundcover

Groundcover should be planted in all portions of landscape corridors, traffic circles, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors, should be planted with turf. Low-activity areas, such as along major streets, should use a combination of turf and foliage-type groundcovers. Use of groundcover should consider the following:

* Where applicable, turf should be planted in parkway strips between the sidewalk and curb along collector and residential streets.
* Non-turf groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalk on collector streets, along entrance gateways, and in traffic circles.
* Turf and groundcover areas should be defined with concrete mow strips. Mow strips should also be used at the edges of formal landscape areas, or where needed, to delineate the limits of formal maintenance.
* Turf may be installed in areas with slopes of 3:1 or less. Non-turf groundcovers should be used on slopes steeper than 3:1.
* Drought-tolerant groundcover species, including turf that requires low-water usage, are encouraged.

C. Street Tree Palette

The master street tree palette specifies a number of trees that vary in species, height, color, and density. The palette is consistent with current City practices. The palette groups tree species based on their appropriate planter size, and should be used accordingly to select trees for various streets within each Plan Area in the BRSP. While many trees are listed and are appropriate for use in the BRSP, a small but consistent palette of trees should be selected from this list, and then applied uniformly within each Plan Area of the BRSP. The intent is to create a strong, unified landscape framework. As described above for the application of primary and secondary street trees, consistent use of this palette will help define the BRSP's visual character and sense of place.

Trees for 3-Foot Planter or Larger

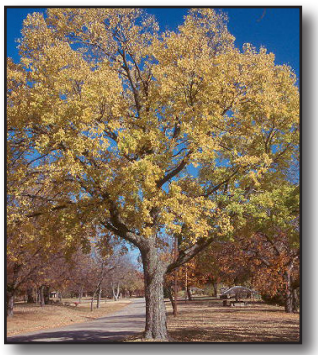
Amur Maple	Acer tataricum ginnala
Strawberry Tree	Arbutus unedo
Western Redbud	Cercis occidentalis
Mediterranean Fan Palm	Chamaerops humilis
Chinese Fringe Tree	Chionanthus retusus
Eastern Dogwood	Cornus florida
English Hawthorn 'Paul's Scarlet'	Crataegus laevigata 'Paul's Scarlet'
Washington Hawthorn	Crataegus phaenopyrum
Goldenchain Tree	Laburnum anagyroides
Crape Myrtle (Tree Form)	Lagerstroemia hybrids
Amur Maackia	Maackia amurensis
Bechtel Crabapple	Malus ioensis 'Plena'
Crabapple 'Prariefire"	Malus ioensis 'Prariefire'
Japanese Snowdrop	Styrax japonicus
Fragrant Snowbell	Styrax obassia
Windmill Palm	Trachycarpus fortunei
Chaste Tree	Vitex agnus-castus
Mexican Fan Palm	Washingtonia robusta

Trees for 4-Foot Planter or Larger

Trident Maple	Acer buergerianum
Hedge Maple	Acer campestre
Vine Maple	Acer circinatum
Japanese White Birch	Betula platyphylla japonica
European Hornbeam	Carpinus betulus 'Fastigiata'
American Hornbeam	Carpinus caroliniana
Eastern Redbud	Cercis canadensis
Italian Cypress	Cupressus sempervirens
Golden Flame Tree	Koelreuteria bipinnata
Goldenrain Tree	Koelreuteria paniculata
Southern Magnolia 'St. Mary'	Magnolia grandiflora 'St. Mary'
Kobus Magnolia	Magnolia kobus
Saucer Magnolia	Magnolia x soulangeana
Tupelo / Sour Gum	Nyssa sylvatica
Canary Island Date Palm	Phoenix canariensis
Japanese Red Pine	Pinus densiflora
Chinese Pistache	Pistacia chinensis
Fern Pine	Podocarpus gracilior
Carolina Laurel Cherry	Prunus caroliniana
Purple Leaf Plum	Prunus cerasifera 'Krauter Vesuvius'
Ornamental Pear 'Capital'	Pyrus calleryana 'Capital'
Ornamental Pear 'Chanticleer'	Pyrus calleryana 'Chanticleer'
Ornamental Pear 'Redspire'	Pyrus calleryana 'Redspire'
California Fan Palm	Washingtonia filifera


Sycamore


Tulip Tree


Chinese Hackberry


Purple Leaf Plum


Red Maple

Trees for 6-Foot Planter or Larger

Bigleaf Maple	Acer macrophyllum
Japanese Maple	Acer palmatum
Red Maple	Acer rubrum
Sugar Maple	Acer saccharum
Common Horsechestnut	Aesculus hippocastanum
Madrone	Arbutus menziesii
European Hackberry	Celtis australis
Chinese Hackberry	Celtis sinensis
European Beech	Fagus sylvatica
Flannel Bush	Fremontodendron californicum
Kentucky Coffee Tree	Gymnocladus dioica
Grecian Laurel	Laurus nobilis
Tulip Tree	Liriodendron tulipifera
Canary Island Pine	Pinus canariensis
Ponderosa Pine	Pinus ponderosa
Douglas Fir	Pseudotsuga menziesii
Blue Oak	Quercus douglasii
Holly Oak	Quercus ilex
Burr Oak	Quercus macrocarpa
Pin Oak	Quercus palustris
Willow Oak	Quercus phellos
Cork Oak	Quercus suber
Japanese Pagoda Tree	Sophora japonica
American Linden	Tilia americana
Little-Leaf Linden	Tilia cordata
Chinese Evergreen Elm	Ulmus parvifolia

Trees for 8-Foot Planter or Larger

Monkey Puzzle Tree	Araucaria araucana
Bunya-Bunya	Araucaria bidwillii
Incense Cedar	Calocedrus decurrens
Atlas (Blue) Cedar	Cedrus atlantica
Deodar Cedar	Cedrus deodara
Carob	Ceratonia siliqua
Arizona Cypress	Cupressus arizonica
Ginkgo Biloba (Male Only)	Ginkgo biloba
Honey Locust (thornless)	Gleditsia triacanthos
Dawn Redwood	Metasequoia glyptostroboides
Empress Tree	Paulownia tomentosa
Colorado Spruce	Picea pungens
Italian Stone Pine	Pinus pinea
Sycamore	Platanus species
Chinese Wingnut	Pterocarya stenoptera
Canyon Live Oak	Quercus chrysolepis
Scarlet Oak	Quercus coccinea
California Black Oak	Quercus kelloggii
Valley Oak	Quercus lobata
Interior Live Oak	Quercus wislizenii
Western Red Cedar	Thuja plicata
Zelkova	Zelkova serrata

Trees for 12-Foot Planter or Larger

American Chestnut	Castanea dentata
Southern Magnolia	Magnolia grandiflora
Chestnut-Leafed Oak	Quercus castaneafolia
Red Oak	Quercus rubra
Coast Redwood	Sequoia sempervirens
Giant Sequoia	Sequoiadendron giganteum
Bald Cypress	Taxodium distichum

Valley Oak

Interior Live Oak

B.3 Entrance Gateways

Entrance gateways are intended to create a sense of arrival to the BRSP. Located along the Herdal-Werner Connector at the entry to Plan Area 1 near Herdal Drive, and potentially at the entry to future Plan Area 2 near Werner Road, these gateways are important elements to visually define the character of the community, introduce the landscape theme, and provide project iconic identification. Entrance gateways may include a combination of hardscape elements, themed plantings, project icons, identification signage, and accent materials that reinforce arrival to the BRSP. The design of gateway features should be guided by the key characteristics outlined in this section, and will be approved concurrent with improvement plans for the Herdal-Werner Connector in Plan Area 1 and future Plan Area 2.

Entry monuments with project identification signage in medians or traffic circles.

Vertical structures used to define gateways and create a sense of arrival.

Entry monumentation used in conjunction with low walls, accent trees, and supporting landscaping.

Key Design Characteristics

- Significant stands of accent trees should be used to define the gateways, with a scale that complements hardscape elements and reinforces the sense of arrival.
- Accent plants and groupings of shrubs and groundcovers should be used to add color and variety to the gateways.
- Iconic hardscape elements, such as pilasters or obelisks, may flank each side of the roadway and/or be situated in the center median island (if provided as part of the design of the gateways) to visually demark entry into the community.
- Low walls with decorative caps, may be used in conjunction with pilasters at street edges, reinforcing the sense of arrival into the BRSP.
- Hardscape elements should be constructed of stone or other natural materials, which complement the character of Auburn and reinforce the natural character of the landscape.
- Project identification signage, if provided, should be incorporated into the design of the hardscape features.
- Iconic project emblems, logos, or symbols may be introduced at entrance gateways.
- Lighting may be incorporated into the design of gateways in an unobtrusive manner, with concealed fixtures, that provide a subtle lighting wash across gateway elements during nighttime hours.

In addition to the gateways into the BRSP, entry elements may be provided into individual projects. Such elements should be distinct between individual projects. The design of individual project entry elements, if proposed, will be approved concurrent with applicable subdivision maps and/or design review permits.

Pilasters incorporate materials, such as stone or other natural-appearing materials that are repeated throughout the BRSP to reinforce the thematic landscape character of the public realm.

B.4 Roundabouts

Several roundabouts are located along the Herdal-Werner Connector, sited at key connections with interior roadways and entrances to residential neighborhoods (see Figure 5-1, Chapter 5, Circulation). While these features are intended to slow traffic, they also provide visual relief and variety to the streetscape. As such, roundabouts will be treated as focal elements providing visual way points for drivers, bicyclists, and pedestrians. The design characteristics that should be used to guide the physical character and landscaping of each roundabout are highlighted below. Final designs of roundabouts will be approved with corresponding improvements plans for the Herdal-Werner Connector.

Key Design Characteristics

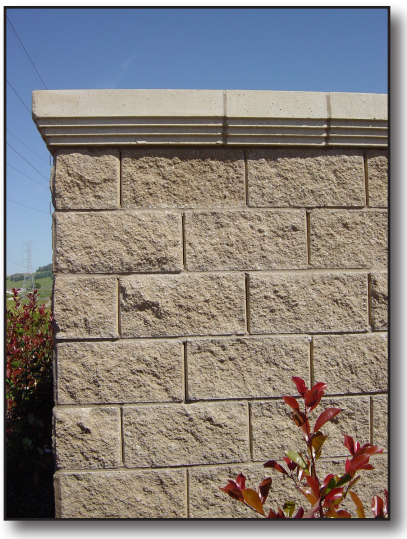
* A focal element should be provided in the center of each roundabout, such as an accent tree or obelisk.
* Mounds of shrubs or tall groundcovers, low walls or raised planters, and/or colorful perennials or annuals should be incorporated to provide visual interest.
* Hardscape elements should complement or match the design and exterior finish materials and colors used in hardscape elements for the BRSP entrance gateways.
* Project identification logos or emblems may be incorporated into the hardscape features, as appropriate.
* Lighting may be incorporated into roundabout design in an unobtrusive manner, with concealed fixtures, that provide a subtle lighting wash across roundabout elements during nighttime hours.
* Enhanced pedestrian crosswalks should be provided at intersections surrounding roundabouts, defined with stamped concrete, pavers, or other accent material.

B.5 Walls & Fencing

Walls and fences within the BRSP are intended to provide screening from roadways, separation between differing land uses, a transition between developed areas and open space, privacy and security for private property, and to secure off-site edges from public access. The design and materials for walls and fencing varies throughout the BRSP, depending on the specific purpose. Several wall and fence types are specified for use in the BRSP, with the design characteristics for each specified below. The precise fence type and design will be determined through the subdivision map or design review process for individual projects. The maintenance of walls and fences will be addressed through project CC&R's.

A. Masonry Walls

Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along project edges or between differing land uses. While design guidelines are provided for the use of masonry walls, it is anticipated that they will be used in a limited manner throughout the BRSP. The guidelines below outline the key design characteristics and common applications for masonry walls.



Key Design Characteristics

- Masonry walls will typically be constructed at a height of 6-feet, unless a greater height is needed to provide required sound attenuation.
- For masonry walls greater than 6-feet in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- Masonry walls should be constructed with earth-toned, split-face concrete materials, with a decorative concrete or stone cap.
- Where masonry walls are visible along public rights of way, pilasters should be included in wall designs, spaced at regular intervals and clad with stone or other naturalistic materials that match the 'family' of hardscape materials used throughout the BRSP.

Common Applications

It is anticipated that masonry walls may be used in the following locations:

- Along Herdal Drive, if needed to provide sound attenuation.
- Between different land use types, if determined to be needed through design review, such as between residential and commercial uses.
- Between residential parcels and railroad corridors, if needed to provide screening or sound attenuation.
- In other locations, where deemed appropriate to provide screening or sound attenuation.

B. Wood Fences

Solid wood fencing is intended to provide privacy and security between residential units and screening along most BRSP roadways. Wood fencing should adhere to the following guidelines:

Key Design Characteristics

- Wood fences will typically be constructed 6-feet high, with module widths of between 6-feet and 8-feet.
- Wood fencing is not permitted in front yard areas.
- Where adjacent to roadways or other public spaces wood fencing should include an infill board design and a solid base and architectural cap. Bottom, waistline, and cap rails should be a minimum 1"x4" (6 foot span) or 1"x6" (8 foot span).

Common Applications

- Along residential property lines adjacent to most BRSP roadways.
- Along side and rear property lines between residential units.
- Along alleyways.
- At the rear edge of front yards, to enclose side yards.

C. Open Fencing

Given the extensive system of open space throughout the BRSP, open fencing may be used where desirable between developed land uses and natural, undeveloped areas. Open fencing provides a barrier between uses, but is nearly transparent and provides views from the developed areas into the natural landscape. The exact use and design of open fencing will be determined through the subdivision map and/or design review process for individual projects. Open Fencing should adhere to the following guidelines:

Key Design Characteristics

- Open fencing will typically be constructed 4 to 6-feet high.
- Open fencing should be constructed of wrought iron, tubular steel, vinyl coated chain link, or other material that is visually penetrable.
- The color of open fencing should be black, dark green, dark brown, or other color/finish that will allow the fence to visually blend into the landscape.
- Consistent design should be used along the edges of open space areas.

Common Applications

- Along edges where developed land uses adjoin an open space area, park, or landscape feature.
- Along edges of the BRSP where parcels adjoin railroad corridors.

D. Post and Cable Fencing

Similar to the open fencing described above, post and cable fencing is intended to provide a visual demarcation between developed parcels and open space areas, without functioning as a hard barrier between uses. The intent is to create a more informal and permeable edge for pedestrians where the BRSP's open space areas are to be integrated with the residential neighborhoods and local roadways. Post and cable fencing should be consistent with the following design characteristics and may be applied within the BRSP, as noted below:

Key Design Characteristics

* Post and cable fencing will typically be constructed at a height of up to 3-feet.
* Post and cable fencing will typically be constructed of 6" square posts, spaced 15-feet on center with 1/2" cable provided between posts.

Common Applications

* Along the edges of open space areas (may not function as the rear or side fence for residential lots).
* Where a physical barrier is required to prohibit vehicular access to the open space areas.
* Within open space areas to delineate pathways.
* In other locations, as appropriate, to provide visual separation between uses or as accent fencing in landscaped areas.

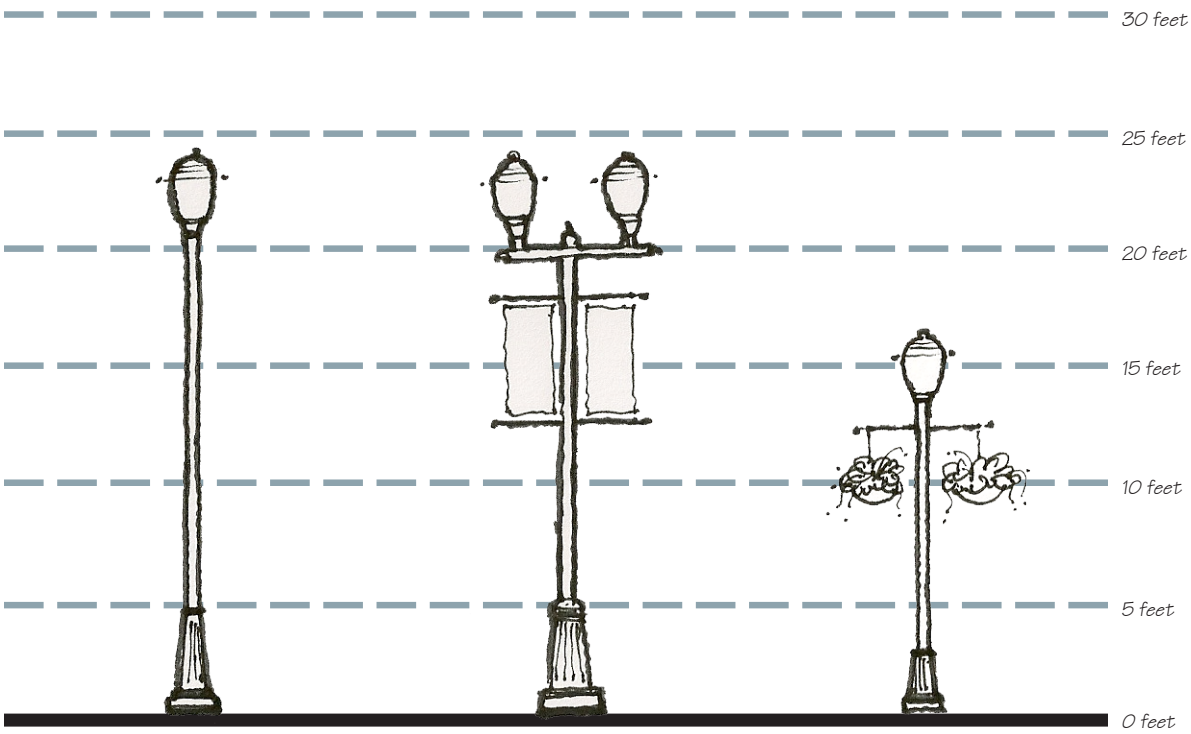
B.6 Street Lighting

Lighting is an important element that provides nighttime safety and security for both automobiles and pedestrians. It also reinforces the community's overall design theme and sense of place by adding a common, thematic element that is repeated along all roadways. The precise street lighting design for each BRSP Plan Area will be determined with the first set of improvement plans for backbone infrastructure and with approval of the tentative small lot subdivision maps for each individual subdivision. All street lighting should adhere to the following:

Guidelines

- Primary street lighting should consist of "traditional" acorn style light standards, provided along collector and local streets.
- Lighting standards should provide a hierarchical form along the various street types, with larger-scale fixtures used along the Herdal-Werner Connector and smaller, pedestrian-scaled fixtures used along residential streets.
- Secondary or accent street lighting should be provided for "signature" areas of the BRSP, such as on bridges. A unique design should be selected that is clearly part of the same "family" as the primary street light standard, but that visually distinguishes the special elements within the community.
- Street lighting shall conform to the City of Auburn's minimum illumination level standards for public streets.
- Walkways, entry areas, courtyards and plazas should be lighted to provide a sense of personal safety for pedestrians and to minimize shadows, with extra lighting provided at intersections, steps, ramps, and other obstacles.
- Parking and vehicular circulation areas should complement the streetscape fixtures and meet City illumination level standards for parking areas.
- Light standards should be "dark sky" compliant and include shields that direct light downward away from the sky to reduce excessive glare and light pollution.
- Light standards should be designed to minimize adverse off-site impacts including light trespass and obtrusive light.

Illustrative Lighting Prototypes



Primary Street Light
20'-25' -high
Collector and Residential Streets

Accent Street Light
20'-25' -high
Bridges and Entry Features

Community Core Light
15'-20' -high
Retail/Mixed Use Areas

B.7 Hillside Development

A. Intent

This section provides guidance for the siting and design of buildings in the steeper areas of the BRSP. The natural topography of the BRSP varies greatly. Some areas have flat to gently-rolling terrain, while others have steeper topography, particularly along the edges of Baltimore Ravine and Dutch Ravine. The BRSP land use plan accounts for differences in topography by locating higher intensity residential and commercial uses on flatter areas where it is more feasible to construct buildings in greater densities, and placing lower density residential uses in some steeper areas where flexibility exists for the siting of individual home pads. The overall intent is to ensure that development is sensitive to the BRSP's topography, in a manner that will ultimately achieve the prescribed building densities/intensities and will preserve natural features and site conditions to the extent it is feasible and practical.

These guidelines stress "working with the land", focusing development where roads, grading and buildings respect existing contours and are designed in context with the surrounding environment. To accomplish this, development is generally planned for land areas with a pre-development slope of up to 20%. In some instances, building construction may occur on land with slopes that exceed 20%. While this is not encouraged, additional design measures are provided in these guidelines to help ensure that buildings on steeper terrain are designed appropriately. This will result in neighborhoods that are visually integrated with the natural terrain.

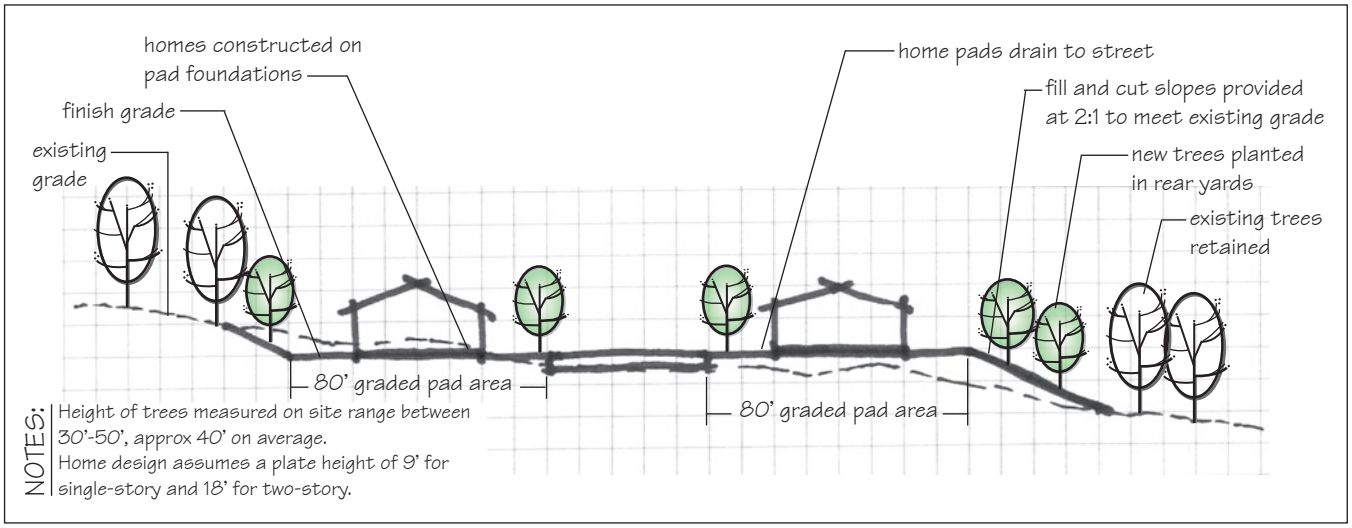
B. Site Grading Guidelines

These guidelines recognize that the BRSP's natural topography creates challenges for the construction of streets and buildings. To that end, extensive site grading may be needed in some areas with steeper terrain. Depending on the slope of each neighborhood and/or lot, different grading techniques may be used in order to make building construction feasible. However, to the extent it is practical, design solutions should be employed that will reduce the effects of site grading in an effort to preserve the land's character and natural resources.

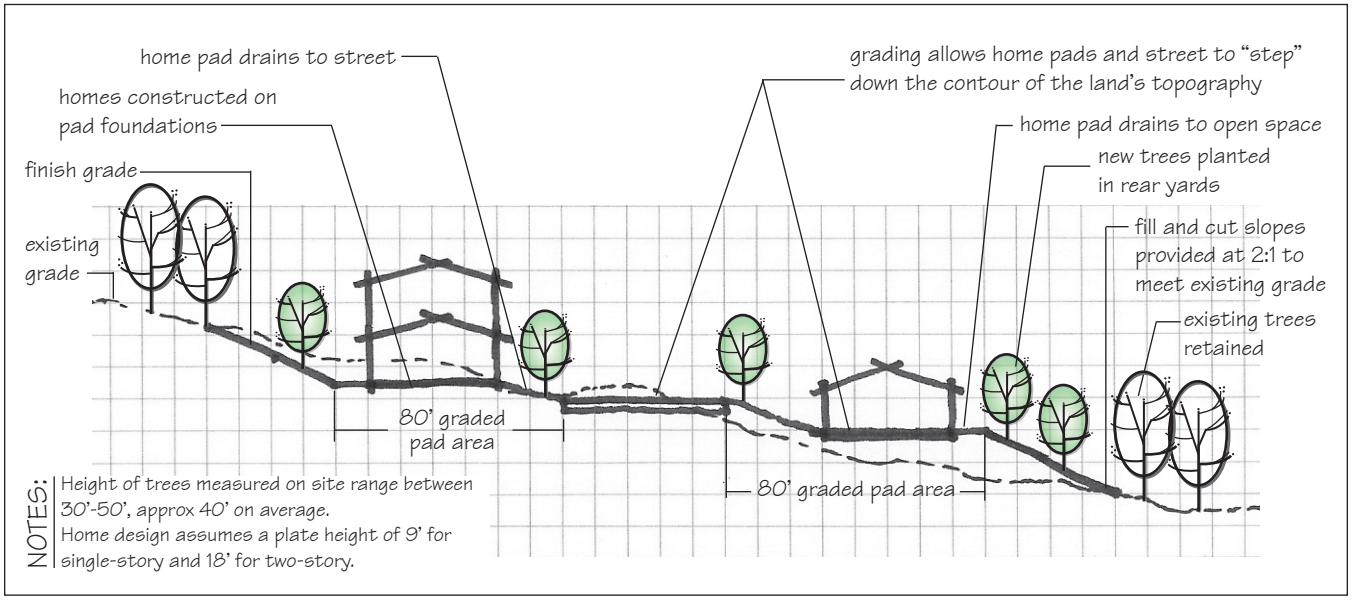
Within subdivisions the BRSP provides for grading of an 80-foot area from back of curb to limit extensive disturbance and to create residential building pads and accommodate Class 1 drainage in LDR and ULDR areas. Retaining walls may be used selectively to protect trees and open space edges as needed (see Section B.10, Retaining Walls).

Two illustrative grading scenarios are provided below, one for gently-rolling areas and the other for steeper areas. Both illustrate the application of the 80-foot pad grading provision and include guidelines demonstrating different design solutions that allow building construction to respond to the topographical conditions. The intent is to demonstrate how buildings can be sited in a manner that minimizes the amount of grading needed, thus helping preserve the natural landscape.

...in flat to gently-rolling topographical areas:



...in steeper topographical areas:



C. Hillside Development Guidelines

The hillside development guidelines are tailored for the construction of buildings on the BRSP's steeper slopes. While these guidelines should be used for the siting and design of buildings on slopes greater than 20%, they are also encouraged for buildings on slopes greater than 15%. To address the overall intent, application of these guidelines should consider the location of streets, siting of building pads and foundations, drainage ways, and ultimately building design. Careful attention to these elements will help integrate neighborhood development with the land's natural character. Hillside development guidelines that should be employed include the following:

- **Building Placement:** Buildings should be located in the most accessible location closest to the street, and in a manner that most feasibly aligns with the natural contours of the land. Building placement should also be sensitive to the site's natural features in an effort to reduce the amount of site grading and to preserve trees.
- **Site Integration:** Buildings should incorporate measures that will integrate the structure's scale and massing with the natural slope of the land. This may include split-level foundations, stepped footings, grade separations, and/or retaining walls that create terraces on the property.
- **Building Design:** In addition to the architectural guidelines provided in Section B.11, buildings should address several architectural elements that will visually enhance their presence on a hillside. Elements encouraged in home design include:
  - → Using varied heights and setbacks.
  - → Breaking up the form, massing, and profile of a building such that it follows the contour of the hillside.
  - → Treating all exposed building elevations with the same architectural quality as the 'front' elevation.
  - → Articulating building form with roof elements, varied wall planes, fenestration, decks, balconies and other architectural features that visually activate significant portions of each building façade and do not result in large, flat, 'blank' wall planes.
  - → Avoiding excessive cantilevered elements on the downhill side of a building elevation.
  - → Incorporating exterior structural supports and the undersides of floors and decks in a manner that architecturally blends in with the design of the building, versus appearing as 'tacked on' elements.

D. Applicability and Review

These guidelines should be applied to all development in the BRSP, however their application and approval process differ depending on the slope on which a building will be constructed. These differences are noted below:

- **Homes on existing slopes of up to 20% –** Permitted in accordance with the Specific Plan land use plan. Should comply with the Site Grading Guidelines included in this sub-section.
- **Homes on existing slopes of between 20% - 25% –** Subject to review and approval by the Community Development Director. Shall comply with the Site Grading and Hillside Development Guidelines included in this sub-section.
- **Homes on existing slopes of greater than 25% –** Subject to review and approval by the Planning Commission. Shall comply with the Site Grading and Hillside Development Guidelines included in this sub-section.

Section 2:
Site Specific Design Elements

B.8 Bloomer Cut

Bloomer Cut is a 63-foot deep by 800-foot long corridor through a granite rise known as Bloomer Divide, located along the southeastern edge of Plan Area 1. The corridor was hand-dug and blasted in the late 1800's for construction of the Union Pacific Railroad (UPRR). Development of the BRSP includes the construction of a bridge over the corridor, as well as new homes in proximity to this feature. Because Bloomer Cut is of historical significance within the City, the following guidelines are provided:

Guidelines

- The design of the bridge spanning Bloomer Cut should be visually compatible with the historic period resources of the railroad corridor and should be designed by a professional who can provide an architectural style that is appropriate to the historical context of this feature. See Section B.9 for guidelines regarding bridge design.
- Fencing should be extended from the bridge to provide a safety barrier for pedestrians between the bridge, roadway, and Bloomer Cut.
- A commemorative marker or informational sign should be provided in proximity to Bloomer Cut to educate the public about the history of this historic resource. This feature may be incorporated into the bridge design, for instance as part of an overlook.
- Informational signage or exhibits for Bloomer Cut should include, at a minimum, information regarding the railroad's history, but may also include historical information regarding mining, ranching, and Native American activities in the City.

B.9 Bridge Design

The construction of the Herdal-Werner Connector will include two bridges providing grade-separated crossings of the railroad corridors, one in Plan Area 1 and one in future Plan Area 2. These bridges will have a highly-visible presence within the community, and provide opportunities to reinforce the character of the BRSP. Due to their visual significance, bridges should have a thematic architectural design and be clad with stone or masonry that matches the hardscape materials that are used elsewhere in the community's landscape/ gateway elements. Additionally, the design for the bridge over Bloomer Cut should be sensitive to the context of the sites historic resources, and should reflect the character and heritage of the City of Auburn. Design elements that should be considered for incorporation into bridge designs include:

Key Design Characteristics

- Architectural design elements and materials that reflect Auburn's heritage and history, and visually complement the character of Bloomer Cut, per the Guidelines listed in Section B.8.
- Articulation that create strong shadow lines and provide visual relief from the primary structure.
- Decorative railing and rail caps that provide a three-dimensional, architectural appearance along the streetscape.
- Pilasters with decorative caps, used along the street edge to provide rhythmic breaks in the spans of railing.
- Stone or masonry cladding that is appropriate to the site's visual context and matches the hardscape materials used in entrance features.
- Stained/colored concrete that complements the overall color palette.
- Decorative light standards that are unique to the bridge, but are part of the same design "family" of light standards used on all streets (see Section B.6).
- Informational signage about the history of the railroad, mining operations, Bloomer Cut, or other events.

B.10 Retaining Walls

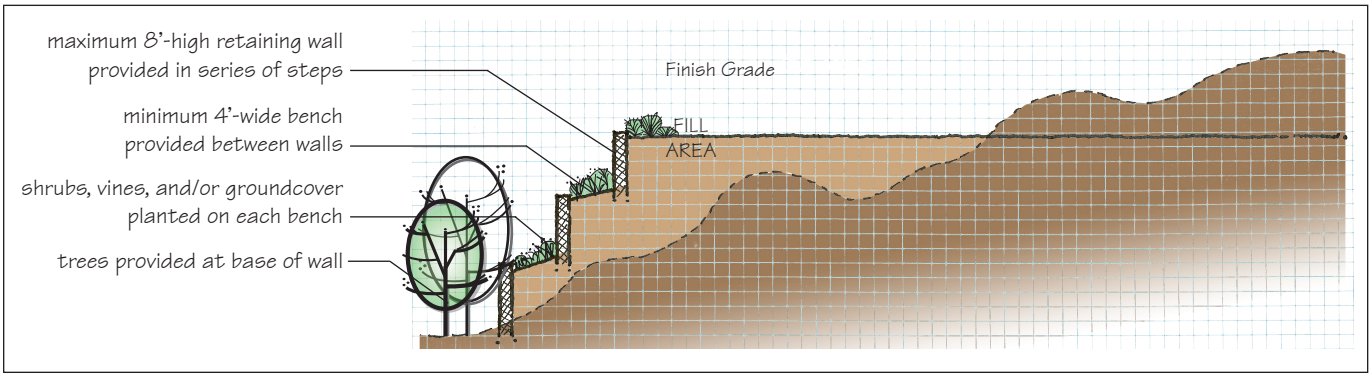
Given the BRSP's natural topography, it is anticipated that retaining walls may be needed in several locations to optimize the buildable area on parcels where the natural topography creates constraints. In some instances, walls may be used along project edges to create sites that are viable for development to occur. In other instances, walls may be used on individual lots at a smaller scale to create home sites and/or protect trees or other resources.

The guidelines below are intended to provide design direction for the siting, placement, design, and screening of retaining walls. The primary goal is to ensure that, where needed, retaining walls blend in with the context of the natural environment and do not create harsh, obtrusive edges.

Guidelines and Design Characteristics

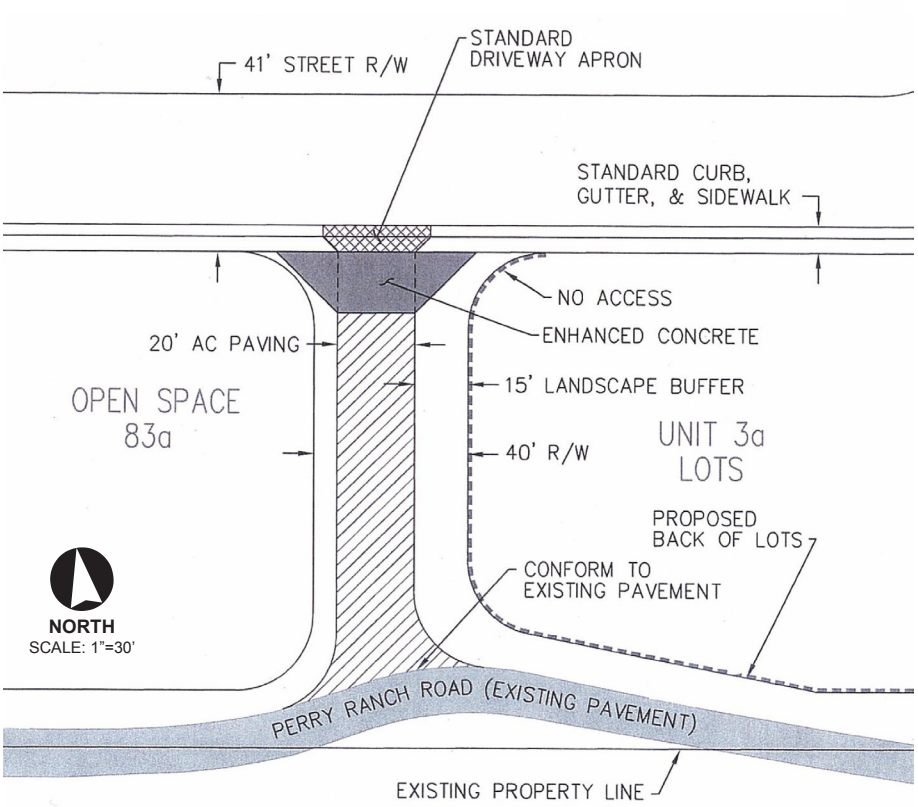
- Retaining walls should be no greater than 8-feet in height.
- Where grade differences necessitate the construction of retention greater than 8-feet in height, a series of 'stepped' retaining walls should be designed, consistent with the illustrative diagram below. It is anticipated that this condition may only occur in future Plan Area 2.
- Where walls create a grade difference greater than 4-feet, a fence or other safety barrier should be placed atop the wall, consistent with the fencing guidelines in Section B.5.
- Walls should be constructed of durable materials, such as concrete or stone, that have a natural appearance. If used, poured-in-place concrete walls or CMU blocks should have a textured finish that resembles a natural material such as stone or earth.
- Walls should have an earth-toned color that is harmonious with the natural character and appearance of the land. Cool colors, such as gray, should be avoided.
- Landscaping, including a combination of trees and shrubs, should be used at the base of retaining walls to minimize scale and visually soften the edge. Where walls are stepped, a combination of shrubs, vines, and/or cascading groundcovers should be planted on each bench.

Illustrative Section of Stepped Retaining Walls



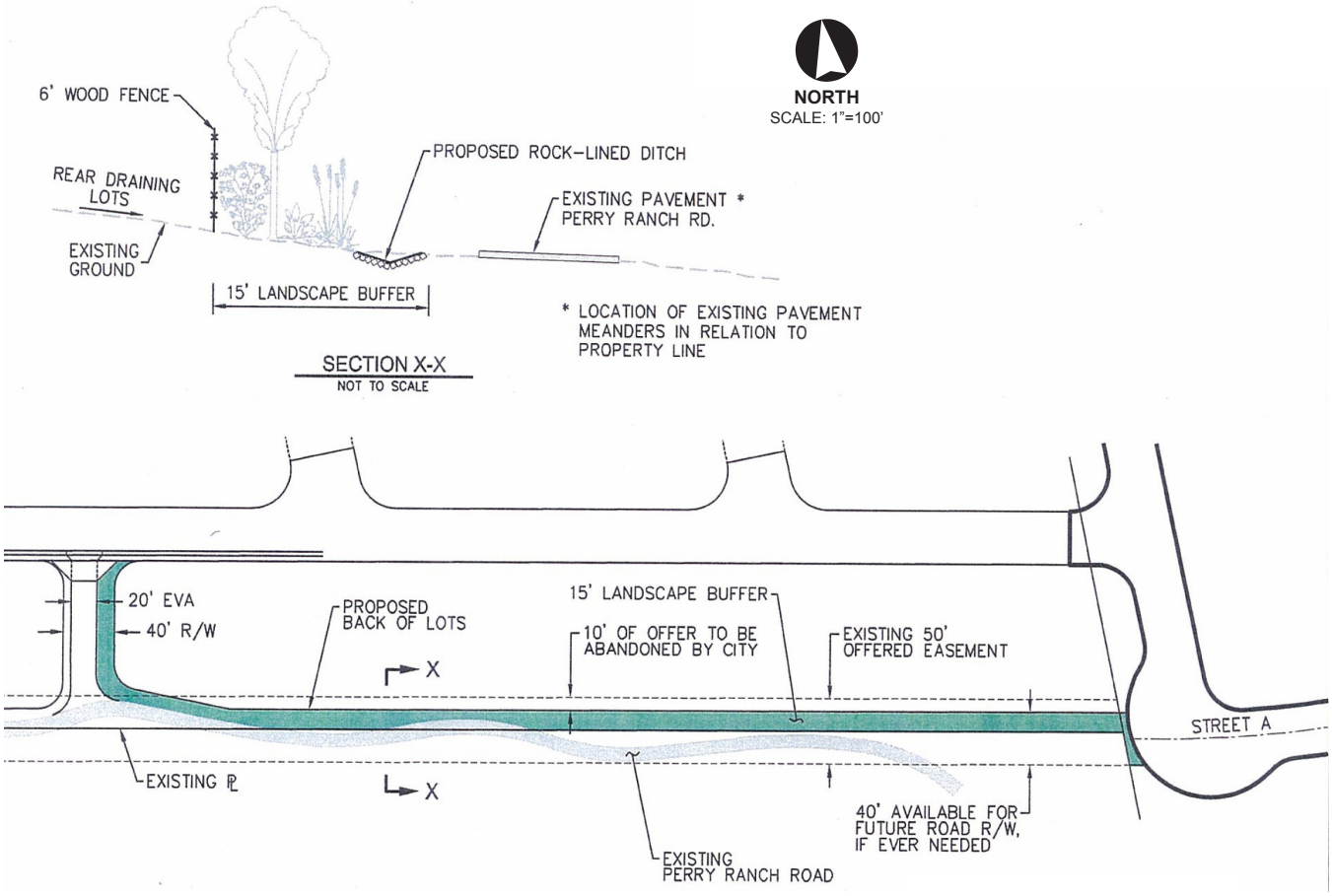
Section 3: Residential Architecture

Section B.11 Emergency Access to Perry Ranch Road



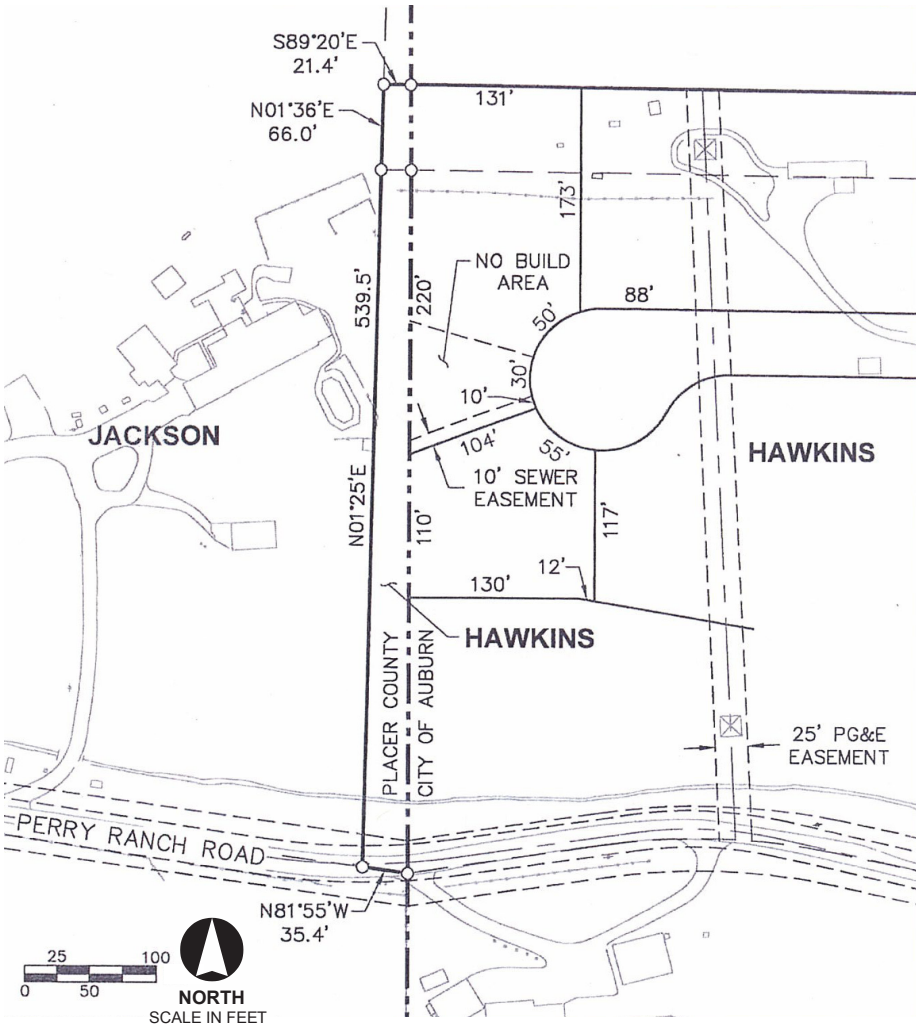
An emergency access connection will be provided from Parcel 3A to Perry Ranch Road prior to issuance of the 6th building permit within Plan Area 1. The emergency access connection will utilize the design illustrated above.

Section B.12 Landscape Buffer on Perry Ranch Road



A landscape buffer will be provided north of Perry Ranch Road, as illustrated above, prior to the issuance of the first building permit for any portion of Parcel 3A.

Section B.13 Parcel 3A – Schematic Lot Plan



Based on the proximity of existing development immediately West of Parcel 3A, the schematic lot configuration with the no build area illustrated above (or similar design) should be utilized for Parcel 3A at the western limits of Plan Area 1.

B.14 Guidelines for Homes

A. Overview

These residential guidelines will be enforced by the City to ensure the level of design quality expected of the homes constructed in the BRSP. Although the guidelines do not speak to individual architectural styles, they provide sufficient design guidance to ensure that home design is architecturally harmonious in and of itself, and creates visually interesting streetscapes. By using the guidelines to orient living spaces towards the street, de-emphasize the appearance of garages, and encourage a variety of architectural details with a broad range of materials and colors, Baltimore Ravine will develop as a distinguishable community within Auburn.

B. Application

This section should be used to guide the architectural design of residential homes in conjunction with the Development Standards in Appendix A. The guidelines are not to be applied as strict standards. Instead, they should be interpreted with flexibility, recognizing that there are several design solutions that can achieve the illustrated design intent. In addition, and as noted previously, the imagery contained in this section is conceptual, intended only to communicate the spirit and intent of the accompanying guidelines and to evoke creativity in the design of homes.

These residential design guidelines are tailored for application to single-family detached homes in low-density and medium-density residential neighborhoods. Portions of these Guidelines could apply to some multi-family attached units and, to the extent it is feasible and practicable, should be used to help direct the quality of architecture expected of multi-family residential developments.

ENCOURAGED

Building massing on each home is well articulated.

Varied roof forms that complement the home's architecture.

Incorporating one and two- story elements into home design.

DISCOURAGED

Box-like building form.

Repeated building forms with repetitious flat wall planes.

C. Scale and Massing

Home design is a critical element in establishing the character of a neighborhood. In order to create a residential streetscape that is pedestrian-scaled and is comfortable for residents to walk, bike, and recreate, careful attention must be given to the scale and massing of homes. To ensure that homes are appropriately designed, several basic elements should be employed to make sure that the overall form, scale, and appearance of each residential neighborhood creates an environment that achieves the design intent.

Elements to Encourage

* Breaking up the form and massing of homes with variations in building height, bulk, shape and footprint, with offset wall planes on each façade. Two-story homes should incorporate one-story elements to break up massing and provide visual relief.
* Articulating building mass with a variety of building orientations, roof forms, and one-story elements.
* Integrating a combination of single and multiple-story elements into each neighborhood to create a varied streetscape skyline.
* Providing stylistic diversity through the use of a mix of plan forms and elevations, and a variety of exterior finish materials. Each neighborhood should have at least three basic product types, with at least three design deviations for each product to help create a unique architectural appearance when compared to one another.
* Reversing and plotting building footprints of homes in conventionally-plotted neighborhoods so that garages and entries are adjacent to each other, to create an undulating setback of building mass. In order to avoid monotony, this pattern should be broken occasionally.

Elements to Discourage

* Building footprints with a basic rectangle or "L-shaped" garage-forward house design.
* Unarticulated massing that results in a box-like building form.
* Repeated building forms that create visual monotony along the streetscape.
* Homes that have repetitious flat wall planes, similar building profiles, and similar ridge heights.

D. Garage Location and Orientation

The prominence of garages along a residential streetscape is a component that can affect the overall scale, appearance, and walkability of a neighborhood. To ensure that garages are incorporated into the design of each home and do not dominate the streetscape, the following guidelines should be implemented.

Elements to Encourage

- Varying garage placements in a neighborhood to reduce the visual prominence of garage doors along the streetscape.
- Reducing the visual impact of a double-wide garage by using two single doors, in lieu of one single door.
- Using garage doors that have a unique window design and/or color scheme that is appropriate to a home's architectural style.
- Reducing the prominence of three-car garage configurations by utilizing off-set and/or separated bays, or tandem garage configurations.
- Preventing side-entry/swing-in garages from becoming a focal point along the streetscape by using architectural elements such as windows or flower boxes, on the side wall facing the street.
- Creating shadow lines and dimensional relief by using garage doors that incorporate raised panels with a wood-like exterior finish and appearance.
- Articulating the garage door plane with treatments such as trellises, porte cochere, brackets, or architectural headers.
- Using alternative garage placement options to avoid a visual monotony of garage doors along the residential streetscape, such as:
  - → Recessed Garage
  - → Corner Lot with Side-Street Entry Garage
  - → Forward Swing-In Garage or Split Garages
  - → Alley-Loaded Garage
  - → Detached Garages

Elements to Discourage

- Front-loaded garages that are located closer to the street than the house's primary front walls and/or porch areas.
- Garage doors that are flat, appear unnatural, and/or have no windows.
- Blank walls facing the street on forward swing-in or side-entry garages.
- Garage door placement that dominates the front facade.
- 3-car garage bays that have no off-sets in the front wall plane or separation among bays.

ENCOURAGED

Varied garage placement

Off-set and swing garages

Use of alleys.

Recessed garages that orient living spaces to the streetscape.

DISCOURAGED

Garages that visually dominate the front facade.

ENCOURAGED

Architectural features, such as porches, are used on both elevations.

Window trim and other details are applied to front and side.

Street-facing elevations are given similar architectural enhancement.

DISCOURAGED

Side elevation lacks architectural details of front facade.

Windows lack trim elements and design quality of primary facade.

E. Corner Lots

Similar to the quality architectural elements that are required of front elevations, enhanced architectural treatments should be incorporated onto building elevations on corner lots. A corner lot elevation is defined to include an elevation along a side lot line that directly fronts a roadway, park, or open space area. The following guidelines should be implemented on corner lot elevations:

Encouraged Elements

- Treating corner lot elevations as primary elevations to include articulated building mass, wrap around porches, single story elements, and detailed design elements specific to the architectural style of the home.
- Adding enhanced architectural elements to corner lot elevations such as:
  - A variety of window treatments including, but not limited to, window surrounds, trim, and multi-paned glass;
  - A variety of hipped and gabled roof forms;
  - Exterior façade details such as accent materials, color juxtaposition, and other architectural elements appropriate to a home's individual style; or
  - Changes in wall planes between first floors and second floors (as appropriate).
- Making home plans easily adaptable to allow for inclusion of elements such as wrap-around porches, bay windows, or pop-out side gables to corner elevations.

Discouraged Elements

- Windows that lack trim elements and/or do not have the same design appearance as those on the front/primary building elevation.
- Blank walls with no windows or other architectural enhancements.
- Large wall planes with no breaks between first and second story elements, and/or with no changes in building massing.

F. Roof Forms & Materials

In order to provide visual interest along the streetscape, adjoining residences should make use of varying roof forms. Variations in roof lines, ridge heights, materials, and the direction of gables are encouraged.

Encouraged Elements

- Varying roof forms within each neighborhood, specific to each home's architectural style, with changes in massing, pitch, and direction.
- Varying the height of ridgelines and fascias.
- Using roof materials with substantial, three-dimensional definition that create deep shadow lines along the roof plane.
- Specifying roof colors that are harmonious with the color palette of each house.
- Creating a roof design that is appropriate to each home's architectural style, but that incorporates a number of different roof forms, planes, ridge heights, design features (gables, hips, dormers, etc.) that break up the mass of the roof and add to the home's architectural quality.

Discouraged Elements

- Roof materials that are flat and create no shadow relief along the roof plane.
- Repetitious gable ends, framed side to side on rear elevations.
- Repeated roof forms and/or designs that create a monotonous streetscape, such that all houses appear to have a similar or same roof design.
- Homes that all use the same roof materials and colors throughout the neighborhood.

ENCOURAGED

Variety in roof forms, materials, and color along streetscape.

Three-dimensional materials that add texture.

Roof materials and colors that are harmonious with home design.

DISCOURAGED

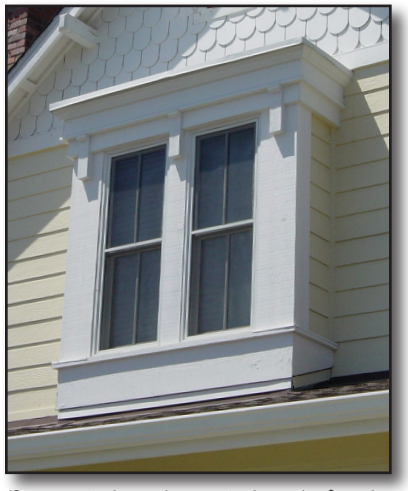
Repetitious roof forms that lack stylistic diversity.

Flat materials and colors that lack texture and don't blend with home.

ENCOURAGED

Architectural enhancements that complement home design.

Clustered windows with unifying trim surrounds.



Pop-out windows that articulate the facade.

DISCOURAGED

DISCOURAGED: Lack of window trim or stylistic details.

G. Window Treatments

Typically the location of windows is determined by the practical considerations of room layout, views, and privacy. To ensure that windows create an appropriate, high-quality architectural appearance on the exterior of homes, the following guidelines should be followed:

Encouraged Elements

- Adding trim elements that are appropriate to the architecture of the home and that enhance its appearance and provide shadow relief along each building elevation, including:
  - Decorative or bracketed window heads;
  - Full trim surrounds;
  - Fabric awnings or awning shutters;
  - Decorative shutters; or
  - Window boxes and flower pot shelves.
- Utilizing glass with no glazing (clear), or with lightly-tinted, non-reflective glazing.
- Including decorative trim elements on windows located on the sides and rear of homes, especially on lots on street corners and/or along park or open space parcels.
- Including transom or clerestory windows in large wall planes, where appropriate to a home's architecture.
- Using multi-paned windows where appropriate to the architectural style of a home.
- Utilizing vertically-oriented window forms, with multiple windows paired or ribboned (3 or more) together with a unifying trim surround.
- Recessing windows, when appropriate to a home's architectural style (trim surround not necessary).
- Using windows with dark, anodized, painted aluminum, vinyl, or wood frames that are harmonious with the architecture and color palette of the home.

Discouraged Elements

- Windows without trim surrounds or architectural enhancements.
- Glass with dark or reflective glazing.
- Clear anodized or mill-finished aluminum window frames.
- Monochromatic treatment of window surrounds that 'disappear' into the building facade
- Clustered window forms that lack a unifying trim surround or bracketed window heads/sills.

H. Entries

The primary entrance to each home should be articulated as the main focal element of the building's front elevation. This is achieved through the appropriate use of several design elements.

Encouraged Elements

- Using roof elements, columns, porticos, recesses or projections, windows or other architectural features that "announce" a home's primary entrance.
- Articulating entryways with porches or courtyards, where design is appropriate.
- Orienting entryways to the front/street side of the house, or side street on corner units.

Discouraged Elements

- Primary entrances that face a side yard, unless located on a corner lot.
- Front doors that are hidden behind garage doors and/or are not visible from the street.

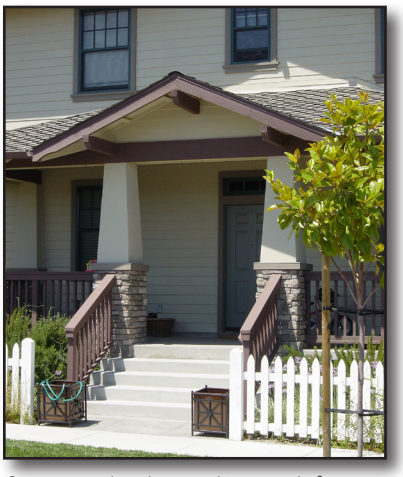
DISCOURAGED

DISCOURAGED: Front doors that are hidden behind the garage.

DISCOURAGED: Front doors that do not face the street.

ENCOURAGED

Visually prominent front doors that face the street.



Stoops and other architectural features that announce entry.

Building forms that highlight a home's entrance.

ENCOURAGED

Wrap-around porches with sufficient size for outdoor furniture.

Raised porches or stoops that separate the public and private realm.

Balconies and outdoor spaces that enhance architectural quality.

DISCOURAGED

At-grade porches that cannot accommodate furniture.

I. Porches and Balconies

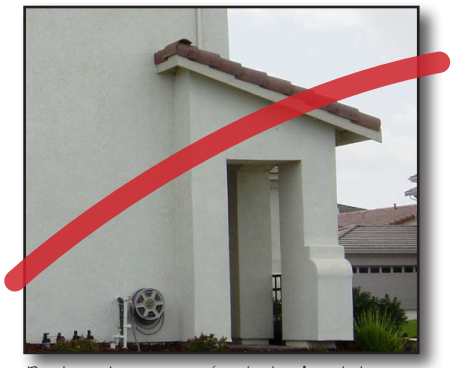
Porches and balconies add a visually-pleasing, pedestrian-scaled element to a streetscape edge, which brings outdoor living spaces to the front yard and promotes social interaction among residents. These features also provide visual relief to the building mass. As such, porches and balconies are encouraged to promote social activity within the neighborhoods. When porches are incorporated into home design, the following guidelines should be followed:

Encouraged Elements

- Covering porches with distinct roof forms that articulate the massing of the house, and utilizing wrap-around porches on corner lots, or lots adjacent to open areas.
- Raising porches a minimum of 2-feet from the adjacent sidewalk elevation to define the public and private realm, and to provide a sense of security for homeowners.
- Designing porches as an integral element of the building, with details, eaves, supports, and railings that are harmonious with the architecture of the home.
- Designing porches to be at least 6'-deep and 10'-wide so there is sufficient area for outdoor furniture.
- Using a variety of balcony designs; covered or open, and either recessed into the mass of the building or as a cantilevered element to match architectural style.
- Adding decorative balconies to articulate and provide visual relief on exterior facades.

Discouraged Elements

- Porches that do not wrap around the side of the house (on corner lots, where appropriate).
- Porches that are at the same elevation as the sidewalk.
- Porches that are less than 6'-deep.
- Porches or balconies that appear "tacked on" or that lack architectural design elements evident in the home.



Porches that appear 'tacked on' and do not complement home design.

J. Materials, Colors, & Exterior Finishes

Exterior building materials and finishes are a critical element in the perception of quality housing. The following guidelines should be implemented to ensure that an appropriate composition of material types, accents, and colors are used throughout the residential neighborhoods.

Encouraged Elements

- Adding accent materials such as brick, wood siding, or stone to punctuate important architectural forms, such as entryways, balconies, support columns, or porches.
- Creating color schemes that visually articulate a home's exterior form and that highlight architectural features such as porches, support posts, fascia, trim, and other detail elements.
- Using a maximum of four (4) material types and/or colors, exclusive of the roof and trim.
- Utilizing material changes in a logical and aesthetically-pleasing manner such as at reverse corners or a return on a side-wall towards the privacy fence. Unless a material is being used to create a column effect, side-wall returns should be no less than 4-feet.

Discouraged Elements

- Accent materials that appear "tacked on" to the house and/or do not have sufficient side-wall return.
- Large-sheet siding materials such as plywood, T1-11, or other materials that create an unnatural appearance and/or create distinct reveal lines that are not harmonious with a home's architectural style.
- Accent materials that appear fake or synthetic.
- Single color use on an entire home, with no distinction between the primary body and architectural elements or trim.
- Low-reflective glass and exterior materials and colors that absorb light.

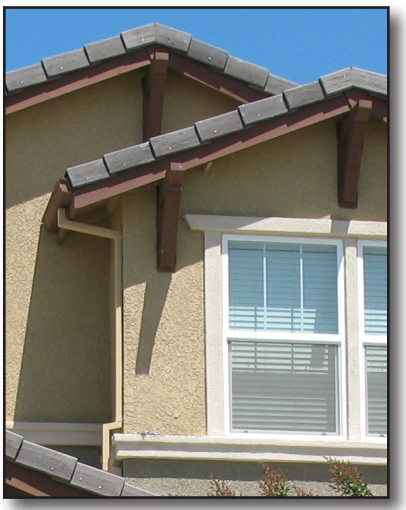
DISCOURAGED

Materials that do not have sufficient side wall return.

Single color on entire home.

ENCOURAGED

Accent materials highlight important architectural building elements.



Brackets, trim, and other features that reinforce architectural style.

Variety of accent materials and finishes appropriate to each home's architecture.