LAND USE BUFFER ZONE STANDARDS

The General Plan and the development review and approval process generally seek to locate land uses adjacent to one another that are compatible, related, mutually supportive, and similar in the amount of traffic they generate and types of transportation facilities they need. Thus, industrial uses are often located near commercial rather than residential uses; higher-density multi-family residential uses are often located between commercial or office uses and single-family residential uses; and low density or rural residential uses are often located between single-family residential and agricultural land uses. In some cases, however, existing land use or circulation patterns, the timing of development on properties with different owners, environmental constraints or other factors prevent new land use patterns from providing a "gradation" of uses to ensure compatibility and thus necessitate the use of other tools. One of the most commonly used and effective means of minimizing conflicts between potentially incompatible land uses is to provide a "buffer zone" between the uses.

This General Plan requires the use of buffer zones in several types of development. While the exact dimensions of the buffer zones and specific uses allowed in buffer zones will be determined through the County's specific plan, land use permit, and/or subdivision review process, buffer zones must conform to the following standards (as illustrated conceptually in Figures I-2 through I-7).

PLANNING STANDARDS

1. **Agriculture/Timberland Buffers.** These buffer zones are required to separate urban uses (particularly residential) from lands designated Agriculture or Timberland on the Land Use Diagram, where noise from machinery, dust, the use of fertilizers and chemical sprays, and other related agricultural/timber harvesting activities would create problems for nearby residential and other sensitive land uses. These buffers also serve to minimize disturbance of agricultural operations from nearby urban or suburban uses, including trespassing by nearby residents and domestic animals. Figures I-2 and I-3 illustrate how these buffer zones might be used.

    a. **Buffer Dimensions:** Timber harvesting and agricultural practices associated with crop production can contribute to land use conflicts when development occurs adjacent to agricultural and timberland areas. Since production practices vary considerably by crop type, buffer distances may vary accordingly. The separations shown in Table I-4 are required between areas designated Agriculture or Timberland and residential uses, commercial/office uses, business park uses, and some types of recreational uses; no buffers are required for other uses. The buffer widths are expressed as ranges because of the possible influences of site or project-specific characteristics.

    b. **Uses Allowed in Buffer:** Low-density residential uses on parcels of one to 20 acres or open space uses are permitted within the buffer, although the placement of residential structures is subject to the minimum "residential exclusion areas" shown in Table I-4. Non-habitable accessory structures and uses may be located in the exclusion area, and may include barns, stables, garages, and corrals.

TABLE I-4

MINIMUM AGRICULTURE/TIMBERLAND BUFFER ZONE WIDTH

Agricultural/Timberland Use	Buffer Zone Width	
	Residential Exclusion Area[1]	Buffer Width Range[2]
Field crops	100 feet	100 to 400 feet
Irrigated orchards	300 feet	300 to 800 feet
Irrigated vegetables, rice	400 feet	200 to 800 feet
Rangeland/pasture	50 feet	50 to 200 feet
Timberland	100 feet	100 to 400 feet
Vineyard	400 feet	400 to 800 feet

[1] Residential structures prohibited; non-habitable accessory structures permitted.
[2] Required buffer dependent on site or project-specific characteristics as determined through County's specific plan, land use permit, and/or subdivision review process.

2. **Industrial/Residential Buffers.** These buffer zones are required to separate residential land uses from areas designated Business Park/Industrial where noise from vehicles and equipment, the use of hazardous materials in manufacturing processes, truck traffic, and otherwise heavy traffic volumes would be incompatible with nearby residential uses. Figure I-4 shows how a buffer might be used to separate a residential area from an industrial area.

   a. **Buffer Dimensions:** Generally, industrial/residential buffers shall be a minimum width of 300 feet, but may be reduced to not less than 100 feet where the buffer includes such features as screening walls, landscaped berms, and/or dense landscaping, with guarantees of proper, ongoing landscaping maintenance.

   b. **Uses Allowed in Buffer:** Commercial and office uses; open space and recreation uses such as greenbelts, parks, and playfields.

3. **Sensitive Habitat Buffers.** These buffer zones are required to separate any type of urban development from such sensitive habitat areas as stream corridors, wetlands, sensitive species habitats, and old growth forests, where the land-altering aspects of development itself, and/or the secondary effects of development (e.g., runoff from pavement carrying pollutants, air pollution emissions, traffic, noise, glare, increased pedestrian access) may degrade important habitat areas. Figure I-5 shows an example of a sensitive habitat buffer.

   a. **Buffer Dimensions:** Sensitive habitat buffers shall, at a minimum, be measured as follows: 100 feet from the centerline of perennial streams, 50 feet from centerline of intermittent streams, and 50 feet from the edge of the sensitive habitats to be protected. (See also policy 6.A.1.)

FIGURE I-2

AGRICULTURE/TIMBERLAND BUFFER ZONE
Residential Planned Development with Open Space Buffer

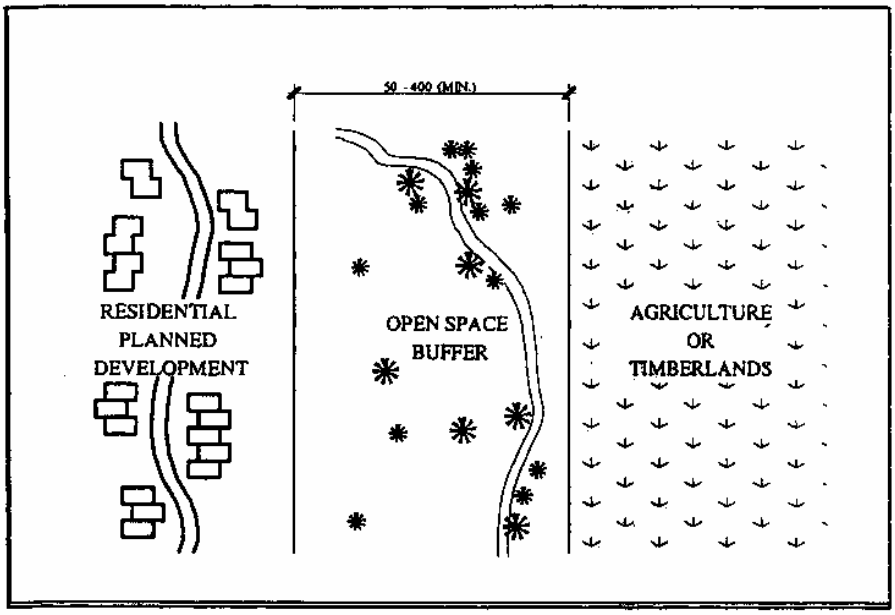


FIGURE I-3

AGRICULTURE/TIMBERLAND BUFFER ZONE
Urban/Suburban Residential with Rural Residential Buffer

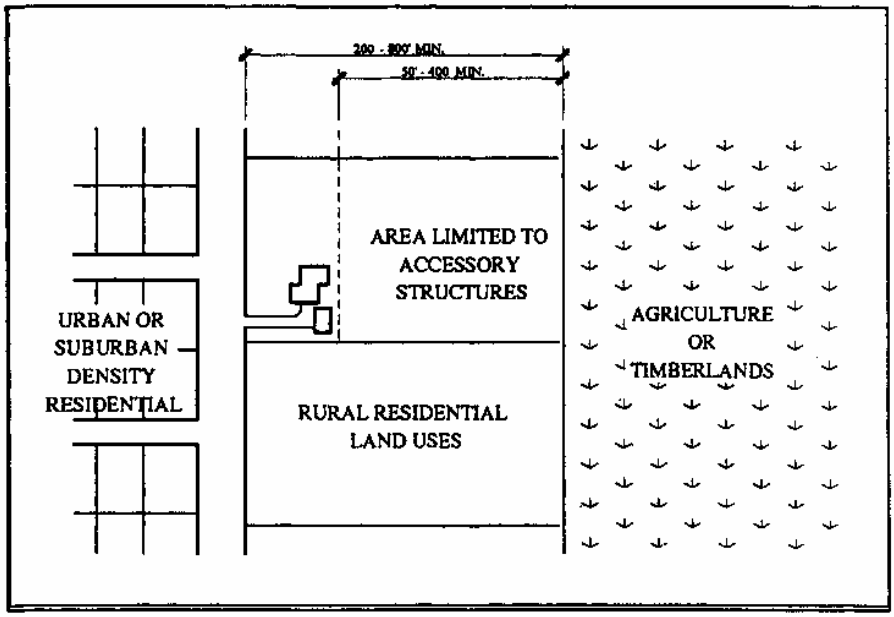


FIGURE I-4

INDUSTRIAL BUFFER ZONE

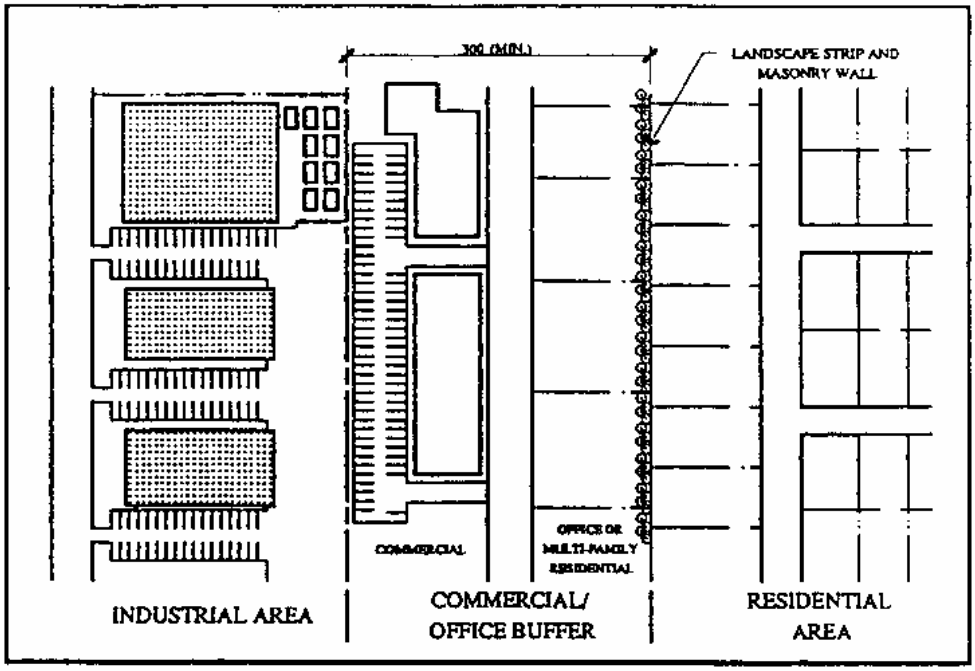


FIGURE I-5

SENSITIVE HABITAT BUFFERS

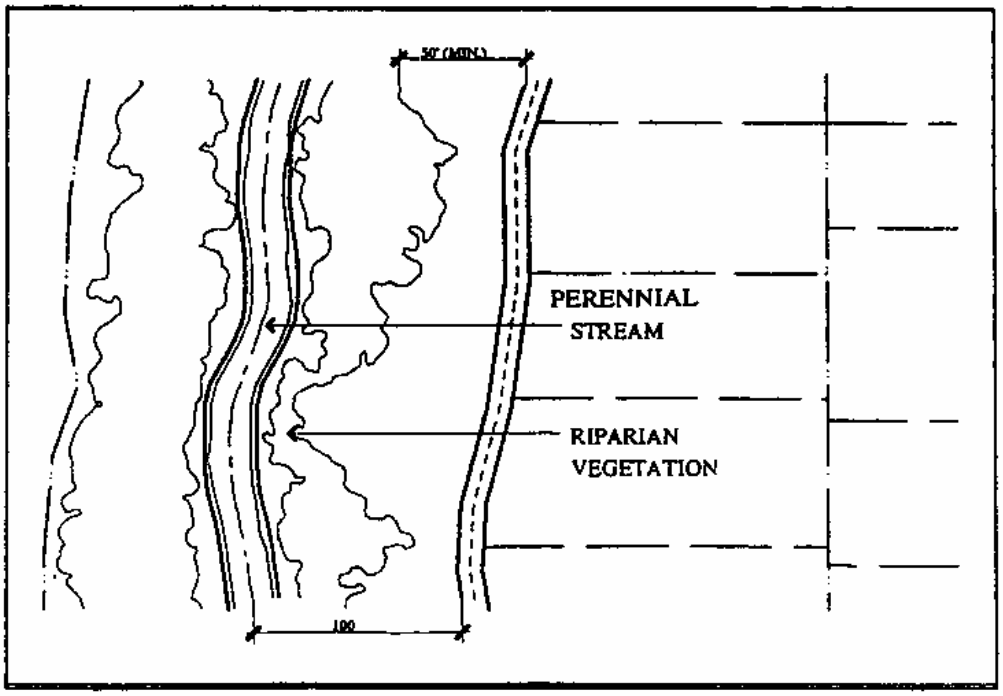
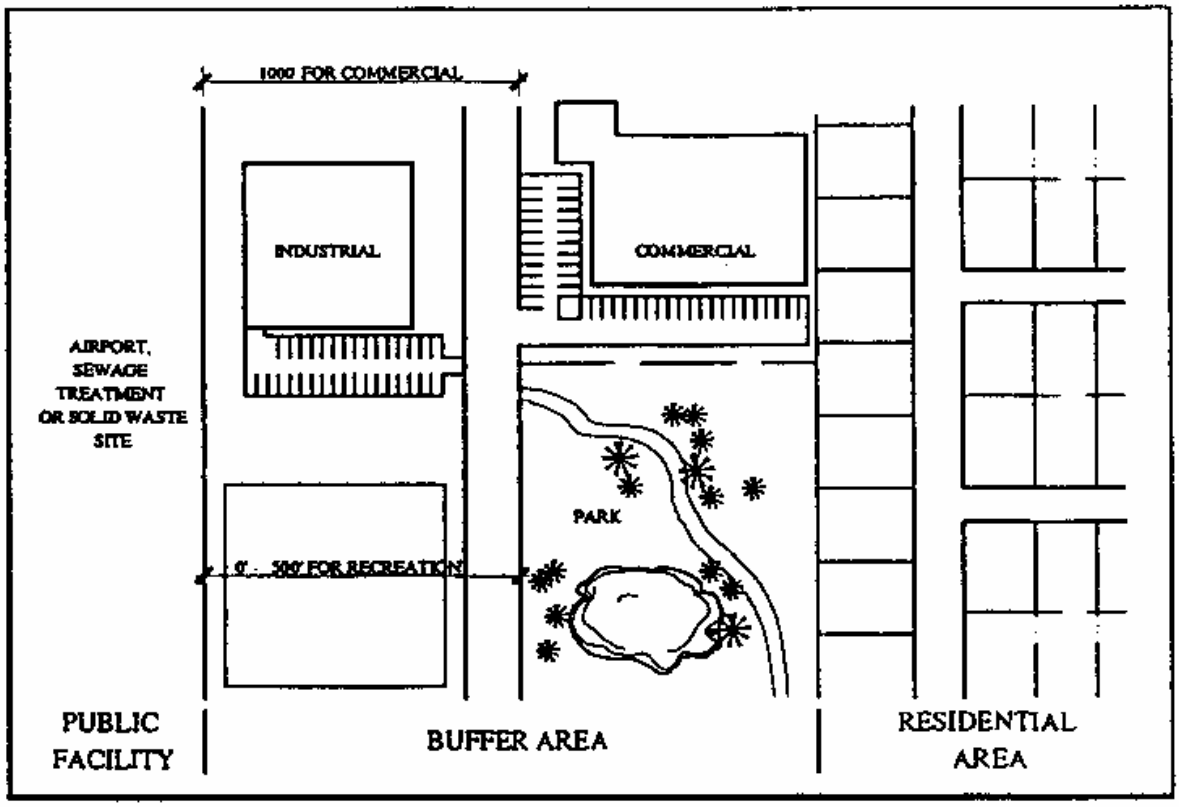


FIGURE I-6

PUBLIC FACILITY BUFFER ZONE



b. **Uses Allowed in Buffer:** Open space and recreational uses including undeveloped greenbelts, nature preserves, parks, hiking trails and bicycle paths. No land use allowed within the buffer that involves grading or the removal of natural vegetation shall be located any closer than 50 feet to the top of a stream bank or to the outermost extent of riparian vegetation, wetland, or other identified habitat, whichever is greater.

4. **Public Facility Buffers.** These buffer zones are required to protect the long-term viability of critical public facilities such as solid waste transfer and disposal sites, sewage treatment plants, and airports, that may have significant nuisance characteristics. Public facility buffer zones are intended to separate residential, commercial, and other land uses continuously or frequently occupied by people from the uses stated above and/or from areas designated Public Facility where odors, wind-borne debris, noise from vehicles, equipment and aircraft, and the potential for the presence of hazardous materials would likely be perceived as a nuisance or otherwise be incompatible with other land uses. Figure I-6 illustrates how such a buffer might be applied.

a. **Buffer Dimensions:** The noise and odors produced by certain public facility operations that can be experienced off the site of the facility are the most important factors contributing to land use conflicts when development occurs adjacent to airports or solid waste or waste treatment facilities. Public facility buffer zones are required between the identified types of public facilities and the Land Use Diagram designations shown in Table I-5, wherein minimum widths are based on the type of adjacent land use.

b. **Uses Allowed in Buffer:** All public facility buffer zones may include greenbelt and open space uses. Buffers may also include the following uses, depending on the type of public facility being protected:

(1) **Airports:** May also include industrial and recreation uses consistent with the buffer requirements of Table I-5 for recreational uses.

(2) **Sewage Treatment Plants:** May also include industrial uses consistent with the buffer requirements of Table I-5 for industrial uses.

(3) **Solid Waste Transfer Stations:** May also include commercial and industrial uses.

(4) **Solid Waste Disposal Sites:** May also include industrial and recreation uses consistent with the buffer requirements of Table I-5 for recreational uses.

TABLE I-5

MINIMUM PUBLIC FACILITY BUFFER ZONE WIDTH

Type of Public Facility	Minimum Buffer Zone Width (feet) by Land Use Designation			
	Residential	Commercial	Industrial	Recreation
Airport [1]	2,000	1,000 [2]	0	0 - 500 [3]
Sewage treatment plant	1,000	1,000	0 - 500 [4]	1,000
Solid waste transfer station	500	0	0	500
Solid waste disposal site	5,280[5]	1,000	0	500

[1] See also comprehensive land use plans (CLUPs) for airports.
[2] Buffer required for non-airport related commercial uses only.
[3] No separation necessary for expansive, low-population outdoor recreation facilities such as golf courses; 500 feet for places of public assembly, outside of aircraft overflight areas.
[4] No separation necessary for warehousing uses with a low employee-per-square foot ratio; 500 feet required for manufacturing facilities and business parks.
[5] Policy 4.G.11 protects landfill facilities from future residential encroachment by requiring a residential buffer of one mile measured from the property line of an active or future landfill site.

BUFFER ZONE PRESERVATION

Land use buffer zones shall be reserved and guaranteed in perpetuity through land acquisition, purchase of development rights, conservation easements, deed restrictions, or similar mechanisms, with adjacent proposed development projects providing the necessary funding.

CIRCULATION PLAN DIAGRAM AND STANDARDS

ROADWAY SYSTEM

The Circulation Plan Diagram for the Countywide General Plan depicts the proposed circulation system for unincorporated Placer County to support development under the Land Use Diagram. This circulation system is shown on the diagram by means of a set of roadway classifications. The roadway classification system has been developed to guide Placer County's long-range planning and programming. Roadways are classified in this system based on the linkages they provide and their function, both of which reflect their importance to the land use pattern, traveler, and general welfare.

Roadways have two functions, which conflict from a design standpoint: to provide mobility and to provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; highways and arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

The Circulation Plan Diagram represents the official functional classification of existing and proposed streets, roadways and highways in Placer County. This diagram and Table I-7 depict the State highways and the arterial and collector roadway system in Placer County. All other roadways are classified as local streets. The general standards for right-of-way, access control, planned travel lanes, and future traffic volumes for each roadway class are shown in Table I-6. The County's functional classification system recognizes differences in roadway function and standards between urban/suburban areas and rural areas. The following paragraphs define the linkage and functions provided by each class.

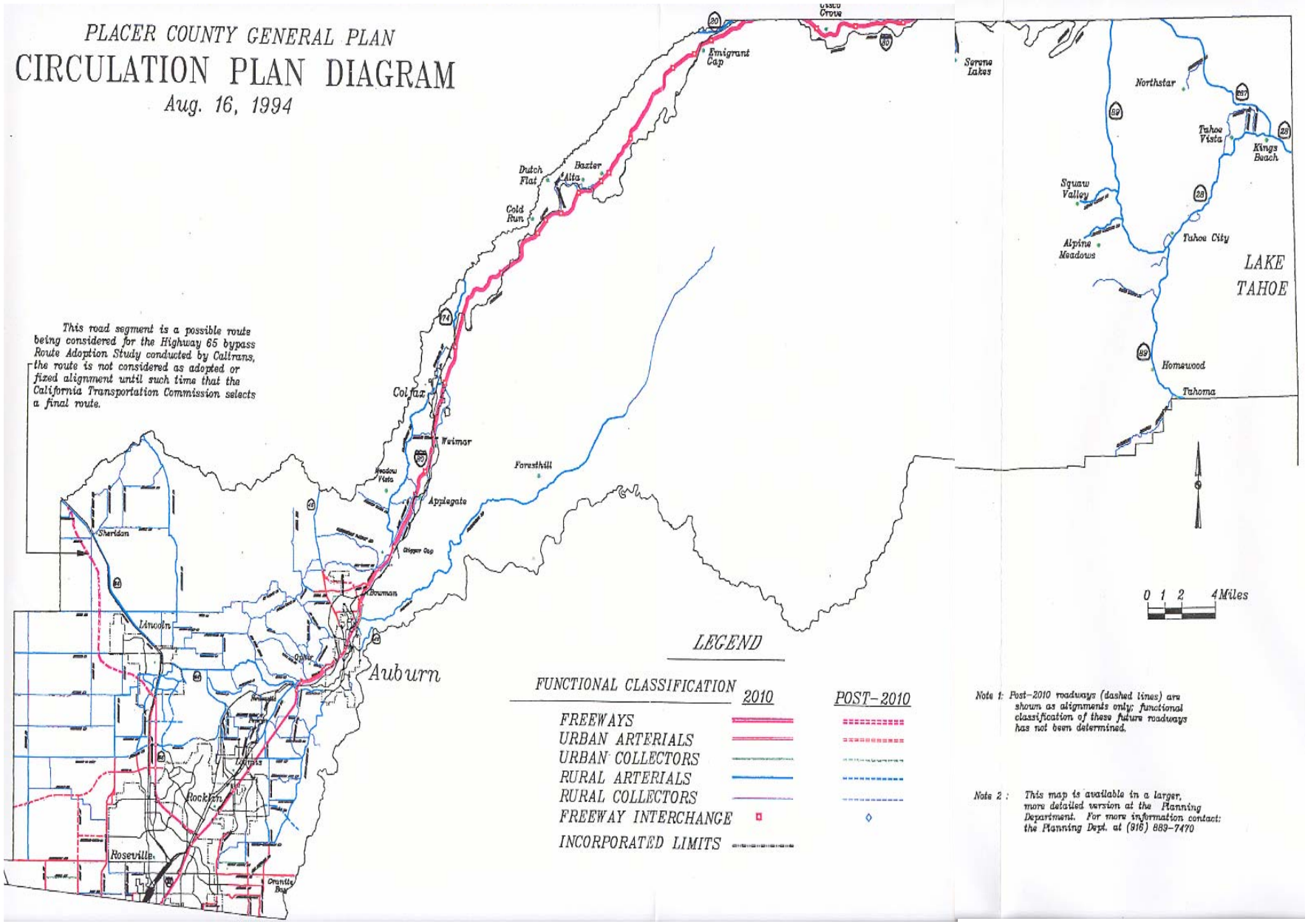
Local streets provide direct access to abutting land, and access to the collector street system. The public uses these streets for local circulation. They carry little, if any, through traffic, and generally carry very low traffic volumes. These streets are not depicted on the Circulation Plan Diagram.

Collector roadways are intended to "collect" traffic from local streets and carry it to roadways higher in the street classification hierarchy (e.g., arterials). The public uses these roadways as secondary circulation routes, and they generally carry light to moderate traffic volumes. Access to abutting land is normally permitted, but may be restricted to certain uses dependent upon future traffic volumes. The collector roadway system is depicted on the Circulation Plan Diagram. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collectors and thus require more right-of-way and have more access restrictions.

Arterial roadways are fed by local and collector roadways and provide linkages to the State highway system as well as linkages to and between communities and major activity centers. The public uses these roadways as primary circulation routes for through traffic, and they carry higher volumes of traffic than local streets and collector roadways. In urban/suburban areas, major arterials will generally carry higher traffic volumes than minor arterials and thus require more right-of-way and have more access restrictions. Rural arterial roadways may or may not carry high traffic volumes, but do provide primary access routes for through travel in rural areas of the county.

Thoroughfares are special arterial roadways with greater access control designed to carry high volumes of traffic with limited travel delay. Such roadways are used as primary circulation routes to carry longer-distance, through-traffic.

The Circulation Plan Diagram includes a number of new roadways, some that would be needed by the year 2010 and some that are not anticipated to be needed until after that point (designated as "post-2010"). The Circulation Plan Diagram indicates the planned alignments for these roadways based on travel demand forecasts and circulation needs for the year 2010 and the year 2040. The alignments indicated in the Circulation Plan Diagram are adopted plan lines; alternate alignments may be substituted if demonstrated to be feasible and the General Plan is amended. Alignment studies, including environmental review under CEQA, will be required to define precise alignments for these roadways that minimize adverse impacts while meeting the circulation objectives of the new roadways.


PLACER COUNTY GENERAL PLAN
CIRCULATION PLAN DIAGRAM
Aug. 16, 1994
This road segment is a possible route being considered for the Highway 65 bypass Route Adoption Study conducted by Caltrans, the route is not considered as adopted or fixed alignment until such time that the California Transportation Commission selects a final route.
Emigrant Gap
Dutch Flat
Baxter
Alta
Cold Run
Colfax
Weimar
Meadow Vista
Applegate
Sheridan
Bowman
Lincoln
Auburn
Rocklin
Roseville
Granite Bay
Forestihill
Serene Lakes
Northstar
Tahoe Vista
Kings Beach
Squaw Valley
Alpine Meadows
Tahoe City
LAKE TAHOE
Homewood
Tahoma
0 1 2 4 Miles
LEGEND
FUNCTIONAL CLASSIFICATION
2010
POST-2010
FREEWAYS
URBAN ARTERIALS
URBAN COLLECTORS
RURAL ARTERIALS
RURAL COLLECTORS
FREEWAY INTERCHANGE
INCORPORATED LIMITS
Note 1: Post-2010 roadways (dashed lines) are shown as alignments only; functional classification of these future roadways has not been determined.
Note 2: This map is available in a larger, more detailed version at the Planning Department. For more information contact: the Planning Dept. at (916) 889-7470

The post-2010 roadways are located principally in areas not designated for development on the Land Use Diagram. This does not imply an intent to provide this level of road improvements by 2010. The purpose of designating these long-term roadways is to preserve rights-of-ways for these facilities and to plan for their ultimate implementation. This allows Placer County to control setbacks and require offers of dedication of the appropriate width for future roadways in these areas.

TABLE I-6

GENERAL ROADWAY STANDARDS BY FUNCTIONAL CLASS

Functional Class	Access Control: Minimum Intersection/ Interchange Spacing	Access Control: Driveways Allowed	Maximum 2010 Daily Traffic Volumes	Lanes	ROW
State Highways					
Freeways	1 - 2 miles	None	N/A	4 - 10	--
Conventional		Limited	36,000	2 - 4	--
Urban/Suburban					
Thoroughfares	½ miles	None	N/A	4 - 6	120' - 140'
Major Arterial	1/4 miles	Limited	N/A	4 - 6	96' - 120'
Minor Arterial		Non-Residential	24,000	2 - 4	84' - 96'
Major Collector		Non-Residential	12,000	2	72' - 84'
Minor Collector		All Uses	8,000	2	60' - 72'
Local		All Uses	5,000	2	50' - 60'
Rural					
Arterial		Limited	N/A	2 - 4	70' - 84'
Collector		All Uses	8,000	2	60' - 70'
Local		All Uses	2,000	2	50' - 60'

TABLE I-7

FUNCTIONAL CLASSIFICATIONS
by Geographic Area

Area/Class	Name	Roadway segment
SOUTH PLACER		
State Highway - Freeway	Interstate 80	All
	Route 65	I-80 to Industrial Avenue
State Highway - Arterial	Route 65	Industrial Avenue to Sutter County Line
	Route 193	All
Thoroughfares	Blue Oaks Blvd Extension	Roseville City limits to Watt Ave Extension
	Foothill Extension	Roseville City limits to Route 65
	Baseline Road	Roseville City limits to Sutter County line
Urban/Suburban Major Arterials	Douglas Boulevard	Auburn-Folsom Road to Roseville City limits
	Sierra College Boulevard	Sacramento County line to Rocklin City limits
	Sunrise Avenue	Sacramento County line to Roseville City limits
	Auburn-Folsom Road	Sacramento County line to Douglas Boulevard
	Watt Avenue	Sacramento County line to Baseline Road
Urban/Suburban Minor Arterials	Industrial Avenue	Roseville City limits to SR 65
	Auburn-Folsom Road	Douglas Boulevard to Laird Road
	Fiddyment Road	Baseline Road to Sunset Boulevard West
	Barton Road	Sacramento County line to Olive Ranch Road
	East Roseville Parkway	Sierra College Boulevard to Barton Road
	Eureka Road	Roseville City limits to Auburn-Folsom Rd
	Sunset Boulevard	Rocklin City limits to Fiddyment Road
	Watt Avenue Extension	Baseline Road to Blue Oaks Blvd Extension
Urban/Suburban Major Collector	Olive Ranch Road	Cavitt & Stallman to Barton Road
Urban/Suburban Minor Collector	Vineyard Road	Crowder Lane to Roseville City limits
	Crowder Lane	Baseline Road to Vineyard Road
	Joe Rodgers Road	Auburn-Folsom Road to Douglas Boulevard
Rural Arterials	Nicolaus Road	Sutter County line to Lincoln City limits
	Fiddyment Road	Sunset Boulevard West to Moore Road
	Sunset Blvd West	Fiddyment Road to Sutter County line
	Laird Road	Loomis Town limits to Auburn-Folsom Road
	Auburn-Folsom Road	Auburn City limits to Laird Road
	Barton Road	Olive Ranch Road to Loomis City limits
	Wise Road	Mt. Vernon Road to Route 65
	McCourtney Road	Camp Far West Road
	Moore Road	Fiddyment Road to SR 65
	Whitney Boulevard	West end to Roseville City limits

TABLE I-7
(continued)

Area/Class	Name	Roadway segment
Rural Collectors	Cavitt-Stallman	Sierra College Blvd to Auburn-Folsom Road
	Nelson Lane	Moore Road to Nicolaus Road
	North Dowd Road	Riosa Road to Nicolaus Road
	South Dowd Road	Nicolaus Road to East Catlett Road
	East Catlett Road	Sutter County line to Fiddyment Road
	Fruitvale Road	McCourtney Road to Hungry Hollow Road
	Riosa Road	Sutter County line to McCourtney Road
	Fruitvale Road	Hungry Hollow Road to Gold Hill Road
	Mt. Vernon Road	Joerger Road to Wise Road
	Hungry Hollow Road	Virginiatown Road to Fruitvale Road
	Virginiatown Road	Lincoln Town limits to Fowler Road
	Fowler Road	SR 193 to Fruitvale Road
	Clark Tunnel Road	SR 193 to English Colony Way
	Camp Far West Road	SR 65 to McCourtney Road
	Andressen Road	Riosa Road to end
	Karchner Road	McCourtney Road to Riosa Road
	PFE Road	Watt Avenue to Roseville City limits
	Cook-Riolo Road	Baseline Road to Sacramento County line
	Porter Road	Camp Far West Road to Karchner Road
	Wise Road	Sutter County line to Route 65
	Moore Road	Sutter County line to Fiddyment Road
	Wheatland Road	Sutter County line to SR 65
AUBURN-FOOTHILLS		
State Highway - Freeway	Interstate 80	All
State Highway - Arterial	State Route 193	All
	State Route 49	All
Urban/Suburban Major Arterials	Bell Road	I-80 to SR 49
	Lincoln Way	I-80 to Auburn City limits
Urban/Suburban Minor Arterials	Ophir Road	Route 193 to I-80
	Bowman Road	Dry Creek Road to Auburn Ravine
	Bell Road	SR 49 to urban limits west of SR 49
Urban/Suburban Major Collectors	Luther Road	SR 49 to Bowman Road
	New Airport Road	SR 49 to Old Airport Road
	Atwood Road	SR 49 to Richardson Drive

TABLE I-7 (continued)		
Area/Class	**Name**	**Roadway segment**
Rural Arterials	Dry Creek Road	I-80 to Joerger Road
	Indian Hill Road	I-80 to Auburn City limits
	Penryn Road	King Road to Taylor Road
	King Road	I-80 to Auburn-Folsom Road
	Foresthill Road	Lincoln Way to Michigan Bluff Road
	Taylor Road	Loomis Town limit to SR 193
	Sierra College Boulevard	Loomis North Town Limits to SR 193
	Joerger Road	Mt. Vernon Road to Dry Creek Road
	Auburn-Folsom Road	Auburn City limits to Laird Road
Rural Collectors	Newcastle Road	Old State Hwy (near I-80) to Rattlesnake Bar Rd
	Penryn Road	Taylor Road to English Colony Way
	Placer Canyon Parkway	Auburn-Folsom Road to end
	Mt. Vernon Road	Joerger Road to Auburn City limits
	Joerger Road	Dry Creek to SR 49
	Bell Road	Joerger Road to Lone Star Road
	Horseshoe Bar Road	Loomis Town limits to Auburn-Folsom Road
	Wise Road	Ophir Road to Mt. Vernon Road
	Baxter Grade Road	Wise Road to Mt. Vernon Road
	Gold Hill Road	SR 193 to Wise Road
	Chili Hill Road	Lozanos Road to Gold Hill Road
	Lozanos Road	Wise Road to SR 193
	Ridge Road	SR 193 to Gold Hill Road
	Atwood Road	Richardson Drive to Mt. Vernon Road
	Bald Hill Road	Lozanos Road to Mt. Vernon Road
	Millertown Road	Wise Road to Mt. Vernon Road
	English Colony Way	Taylor Road to Sierra College Boulevard
	Colwell Road	Swetzer Road to Humphrey Road
	Swetzer Road	Loomis Town limits to English Colony Way
	Humphrey Road	Loomis Town limits to English Colony Way
	Delmar Road	English Colony Way to Citrus Colony Road
	Citrus Colony Road	Sierra College Boulevard to Humphrey Road
	Brennans Road	Newcastle Road to King Road
	Rock Springs Road	Taylor Road to Auburn-Folsom Road
	Val Verde Road	Wells Avenue to King Road
	Wells Avenue	Val Verde Road to Barton Road
	Dick-Cook Road	Val Verde Road to Auburn-Folsom Road
	Christian Valley Road	Dry Creek Road to end
	Stanley Road	Virginiatown Road to Christian Valley Road
LOWER SIERRA		
State Highway - Freeway	Interstate 80	All
State Highway - Arterial	State Route 174	All
Rural Arterials	Placer Hills Road	I-80 to end
	Foresthill Road	Lincoln Way to Michigan Bluff Road

TABLE I-7 (continued)		
Area/Class	**Name**	**Roadway Segment**
Rural Collectors	Rollins Lake Road	Hwy 174 to Magra Road
	Tokayana Way	Placer Hills Road to Colfax City limits
	Meadow Vista Road	Placer Hills Road to McElroy Road
	Meadow Gate Road	Lake Arthur Road to Placer Hills Road
	Pine Avenue	SR 89 to Fountain Avenue
	Crother Road	Placer Hills Road to Applegate Road
	Applegate Road	I-80 to end
	West Weimar Cross Rd	Placer Hills Road to I-80
	Canyon Road	I-80 to Colfax City limits
	Combie Road	Placer Hills Road to end
	Lake Arthur Road	Dry Creek Road to Crother Road
SIERRA/TAHOE		
State Highway - Freeway	Interstate 80	All
State Highway - Arterial	State Route 89	All
	State Route 267	All
	State Route 28	All
	State Route 20	All
Rural Arterials	Squaw Valley Road	SR 89 to end
	Alpine Meadows Road	SR 89 to end
Rural Collectors	Northstar Drive	SR 267 to end
	National Avenue	SR 28 to end
	Agate Road	SR 28 to end
	Estate Drive	SR 28 to Wildwood Road
	Regency Way	National Avenue to end
	Lake Forest Road	SR 28 to SR 28
	Grove Street	Fairway Drive to SR 28
	Fairway Drive	Grove Street to SR 28
	Granlibakken Road	SR 89 to end
	Pineland Drive	SR 89 to Twin Peaks Drive
	Ward Creek Boulevard	Twin Peaks Drive to Courcheval Road
	Courcheval Road	Ward Creek Boulevard to Gstaad Road
	McKinney Rubicon Springs Rd	SR 89 to County line
	Soda Springs Road	Nevada County line to Serene Road
	Alta Bonny Nook	I-80 to I-80
	Main Street (in Alta)	Sacramento Street to Alta Bonny Nook
	Sacramento Street (in Alta)	I-80 to Main Street

TRANSIT CORRIDORS

As population and employment in Placer County increase, there will be greater opportunities for transit use. These opportunities can be maximized with planning aimed at concentrating higher-intensity development and ensuring good transit accessibility. Similar to the roadway functional classification system, which guides the long-range planning of roadways for mobility and access, the designation of transit corridors is intended to promote transit use through land use and design standards that enhance transit accessibility.

The designation of transit corridors depends upon 1) existing or future availability of "high-capacity" transit service (i.e., proposed rail lines or arterials that link major activity centers), and 2) availability of land that could be developed or redeveloped with higher-intensity residential uses and employment centers under the General Plan. With the concentration of higher-intensity development in certain corridors, high-capacity transit service may be feasible, whereas higher intensities in scattered locations throughout the county are unlikely to support viable high-capacity transit services, especially rail service. Designating transit corridors provides the County with guidance for developing land use and design standards in the corridor to make development more accessible to transit.

Figure I-7 shows and Table I-11 lists the designated transit corridors according to two categories: limited access and arterial. Limited access transit corridors would provide access to transit at widely-spaced rail stations or park-and-ride lots along freeway corridors, while arterial transit corridors would have transit access almost continuously along the corridor in developed areas.

As described above, the transit corridor designation is intended to facilitate the development of land use and design standards that promote the viability of high-capacity transit in those corridors where there is a significant amount of undeveloped or redevelopable land. This does not imply that transit services would not be viable and should not be pursued in other important corridors, such as State Routes 28, 49, and 89, which are designated as transit corridors in the Placer County Congestion Management Program (CMP), as well as other major arterials.

TABLE I-11

TRANSIT CORRIDORS

Corridor Type	Corridor	Limits
Limited Access	I-80/Southern Pacific	Sacramento County to Colfax
	SR 65/Southern Pacific	Roseville to Lincoln
Arterial	Blue Oaks Boulevard Extension	Route 65 to Sutter County
	Watt Avenue	Sacramento County to Blue Oaks Blvd Extension
	Foothills Boulevard Extension	Roseville to Lincoln

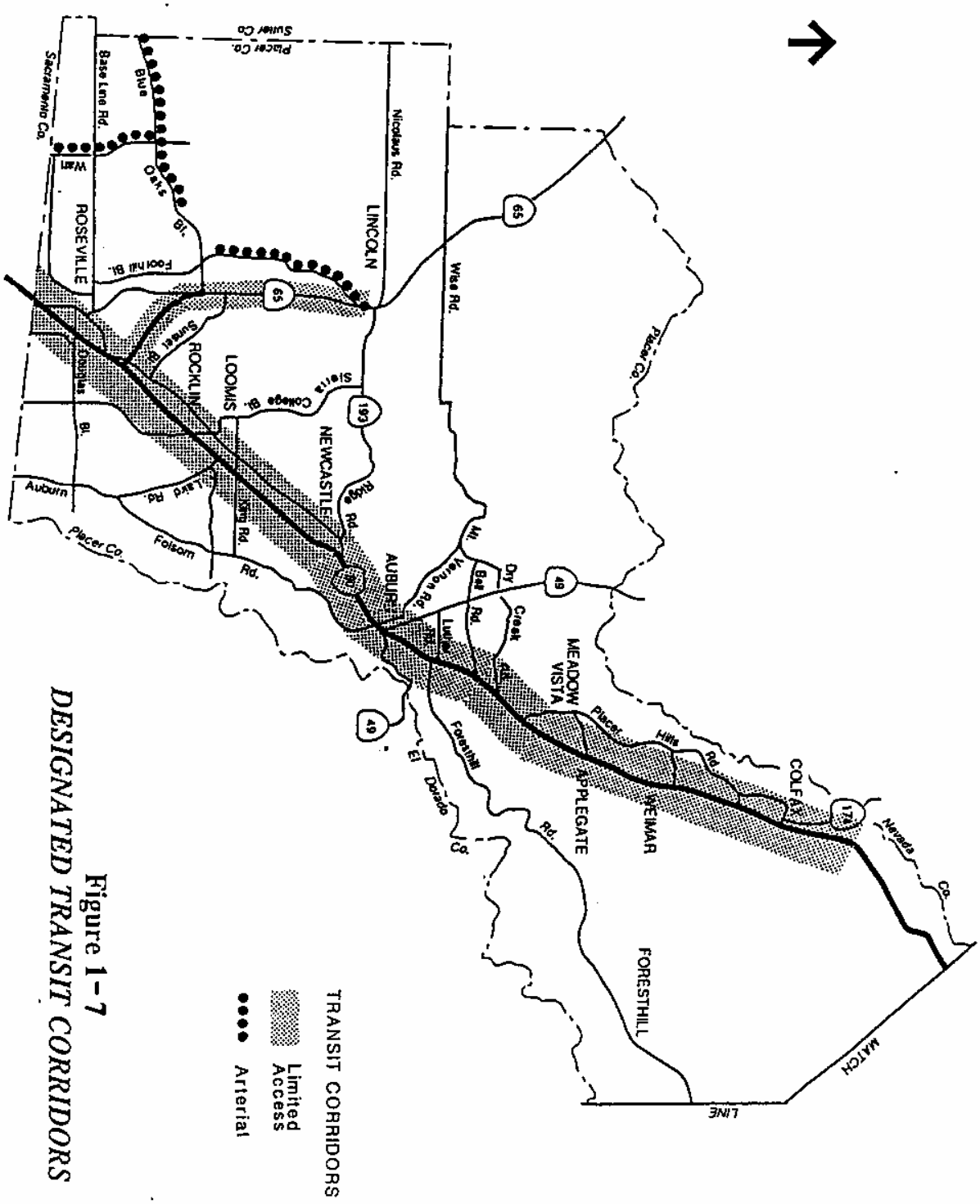


Figure 1-7
DESIGNATED TRANSIT CORRIDORS

TRANSIT CORRIDORS
Limited Access
Arterial