

Granite Bay Community Plan

Discussion Items from November 2 MAC Workshop

- **Linda Creek**

Issue: Streams map shows Linda Creek as perennial while in many locations are in fact currently dry which would mean it should be listed as intermittent. Policy should also be added to ensure “no net loss” of streams.

Response: The “typical” trend is for intermittent to become perennial once urbanization has begun. It only goes the other way when a non-natural flow has been cut off (e.g., wastewater or raw water for agriculture). Linda Creek is perennial for most of its reach until you get into its upper reaches. In fact, it’s considered a salmonids stream in its lower reaches in Placer and Sacramento counties.

The County utilizes United States Geographic Survey map designations to regulate stream setback requirements. The USGS delineation between perennial-intermittent and intermittent-ephemeral is based on landscape relationships and the accuracy is questionable at the site level. However, the USGS classifications are utilized by water agencies at the State and Federal levels and to be consistent, the County. County staff has added language on Page 72 of the Preliminary Draft GBCP to point out that Linda Creek in many portions is indeed intermittent.

The County does not control or regulate water diversions that may contribute to a stream changing from perennial to intermittent classifications. Water diversion is regulated by the State Water Resources Control Board. California’s water law is contained in the California Code of Regulations, Title 23.

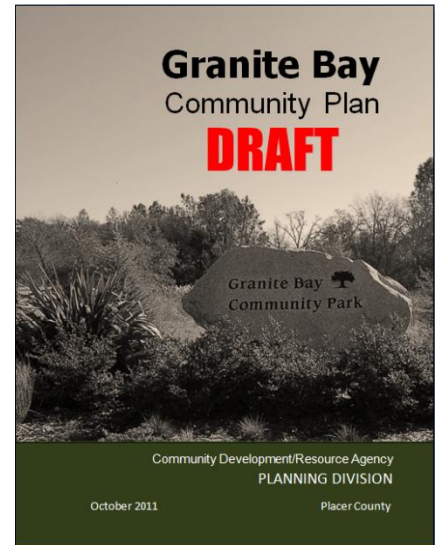
- **Douglas Boulevard and Eureka Road Widths**

Issue: The Community Plan calls for acquisition of Right-of-Way for six lanes along Douglas and four lanes along Eureka- This width is not desired and maintenance of this R.O.W may be a problem.

Response: The Circulation Element as adopted by the Board of Supervisors in 2005 included the language cited about the possibility of widening Douglas Blvd to 6 lanes and widening Eureka Blvd to 4 lanes. The direction to preserve R.O.W. for future widening is common throughout Placer County and which allows the County the opportunity to acquire necessary right-of-way when a development project is being reviewed/processed.

When a development proposal along Douglas Boulevard or Eureka Road is received, such as a commercial development or subdivision, the County would examine the need for appropriate transportation improvements, including the additional lanes. If it was determined that future traffic volumes would require the additional lanes, an offer of dedication of the R.O.W. would be requested. Depending on the location of the project and any roadway improvements required of the project, such as turn lanes, intersection or driveway improvements, the County could accept the offer when the improvements are accepted or not execute the offer until such time as improvements are necessary and are constructed. If the offer is not executed, the property owner is responsible to maintain the property, typically as a landscaped area.

The County Department of Public Works is aware of the issues that multi-lane arterials create and constantly strives to balance the impacts to an area versus the desire to accommodate vehicular traffic while providing good traffic operating conditions.



In order to change this policy/language the County would need to update the Circulation Element and conduct the appropriate environmental review. An update is an extensive process that includes reviewing all parcel land uses in the traffic model, both existing and potential for future development, conducting traffic counts within Granite Bay and surrounding area's to validate traffic distribution within the model and determining the options for the future transportation network. All Circulation Element updates completed previously have required full environmental review (EIR) so the same should be expected here. Since the Community Plan Circulation Element was updated in 2005, the Board of Supervisors determined that the circulation chapter would not be revised during the Update.

- **Bike Lanes- Implementation and Safety**

Issue: How is the Trail Plan on the Trails Map implemented? Several stretches of road are unsafe for cyclists and/or pedestrians.

Response: The County's Community Plans identify trail routes on maps. The maps provide direction on where trails should be located with some flexibility on alignment and routing. Trails indicated in a plan that fall on property to be developed, or along project frontages or access roads required for such projects, by policy are to be developed as part of the proposed project's construction activities.

The Planning Commission routinely conditions projects during the entitlement process. The County accepts and requires, to the extent necessary to mitigate the impacts of the proposed development, trail and pathway easements, right-of-way dedications, and/or improvements as part of land development approvals in areas planned for inclusion in the trail system.

Due to budget reductions and limited funding, in the short-term it is easier to accept dedications than to improve and maintain trails. It remains important to secure the dedication during the entitlement process.

The Circulation Element contains recommended design guidelines for many of the roadways within the Granite Bay area. These design guidelines cover items such as roadway widths, design speeds, shoulder widths and bike lanes that are utilized by the development community when determining the feasibility of, or design of, a project. For instance the design speed determines how a driveway encroachment is to be designed, the R.O.W. width determines setbacks and the combination of lane, shoulder and bike lanes widths determines the amount of roadway that must be constructed. The Trails Map provides an easy visual reference to show the location of bike or other trails, as well as the regional connectivity.

Bicycle lanes within Placer County have been typically built when roadways are widened by adjacent development or new roads are constructed, or by the County as part of a road improvement or overlay project. Dedicated, or grant funding, for construction of bicycle lanes has, and continues to be, very limited and scarce. The County also often encounters two other issues when considering widening existing roadways for bike lanes: lack of available R.O.W. and the scope and cost of associated improvements such as drainage or relocation of utility poles.

- **Bikeways and Trails- Maintenance by HOAs**

Issue: Policy #4 of Section 9.8.1, Bikeways and Trails, Pg. 142. The County should consider requiring a Home Owners Association to build and maintain trail segments.

Response: Most trails are located along county roads to minimize impacts on property owners. General Plan Implementation Program 3.21 states:

The County shall require that "bikeways recommended in the Bikeways/Trails Master Plan be developed when roadway projects are constructed and when street frontage improvements are required of new development.

Once the Community Plan is adopted, the County has the authority to require the dedication of trail routes shown on the Trails Map as development occurs. Bike lanes are usually constructed as part of frontage improvements (road widening) and the County has the ability to require the developer to construct them as part of the approval process. Also, bike lanes within the public R.O.W. become part of the County-maintained roadway.

During the project review process, the County would look for trails that "do not provide through connection to identified nodes or have limited potential to serve the community as a whole" to be HOA-maintained. The determination would be during the entitlement process. In general, for trails that show up on the Community Plan Trails Map, the County will require the trail to be dedicated to the public. Any other trails would be private. As an example, trails within a Planned Development that are primarily designed to give residents access to open space parcels within the development but do not provide through access to other points in the community, would be good candidates to retain private status with HOA maintenance responsibility.

- **Abandonment of Existing Trails**

Issue: Trails that are not well used should be abandoned in order to save maintenance costs

Response: The Draft Community Plan does not provide a process for abandonment of existing trail easements/rights-of-way. However, the County has an existing process for the abandonment of easements. The process is highly scrutinized because, once they're gone, they're gone. Some trail segments are not well used because they are awaiting the opportunity for development of additional segments that will connect them to useful destinations. Draft Policy #8 of the Bikeways & Trails Section states *"The existing network of dedicated multiple use trail easements within the community, which does not yet constitute a fully usable trail system, shall be held in trust and monitored until the opportunity for development. Trail easements, and other easements and rights-of-way, shall not be abandoned unless there is substantial evidence demonstrating no practical future use for trail purposes."* Use patterns alone, therefore, may not be a good indicator of long term value. There are, however, cases where abandonment is appropriate. Recently, a trail easement between two lots in a subdivision was abandoned when it was demonstrated that adjacent development precluded the possibility of future connection leaving a dead-end trail easement spanning only one parcel length.

- **Bikeway along Barton Road**

Issue: The Trails Map shows "Bike Class 3 Proposed" along almost the entire length of Barton and the Circulation chapter, Table 9.7.1-A on Page 137, shows Bike Lane Class II along the full length of Barton.

Response: This is an oversight. The Placer County Regional Bikeway Plan, which shows Barton Road as having a Class III bike Route, was adopted in 2002 and the existing Circulation Element, which shows a Class II bike path, was adopted in 2005. Public Works has determined that it should in fact be Class II along Barton Road from E. Roseville Parkway north to Loomis. There is an existing Class I trail south of E. Roseville Parkway to Wedgewood Drive. From Wedgewood Drive to the county line is Class II- Proposed. The Trails Map has been revised and attached. Staff will check the Community Plan text for consistency with the Map.

- **Build-Out**

Issue: Apparent discrepancy in numbers.

Response: There are several numbers contained in the Community Plan.

26,000 Build-Out in Community Plan Assumption 5, Pg. 9. Based on current Land Use Designations and acreages of all properties (developed and undeveloped), there is a potential of 10,493 housing units in the Plan area. Utilizing the current household size of 2.75 persons per household (2010 Census), the Land Use Plan has an ultimate population holding capacity of 28,855 persons. Since many areas of Granite Bay have been developed at less than permitted density, the population of Granite Bay will not reach the 28,855 level unless land use changes are made in the future. Therefore, a population of 26,000 at build-out is a reasonable assumption and is likely a high estimate. In many instances, maximum density permitted under a land use designation is not fully reached due to a property's or site's natural environment such as steep slopes and sensitive habitat areas.

Build-Out Projection of 24,521 Based on Current Zoning, Pg. 19. The maximum potential build-out was determined using capacity analysis (with no specific build-out timeframe) based on the Community Plan's current zoning. A build-out analysis shows 1,344 unbuilt housing units. These are units that could be built on undeveloped or under-developed parcels under current zoning designations. In 2010, the number of housing units in Granite Bay is 7,580, with an average household size of 2.75 persons. These numbers imply the Plan area will reach a maximum population of 24,521 at built-out based on current zoning.

2035 Population Projections of 22,055 and 23,288, Pg. 19. Two scenarios (in Table 2.2.2) were provided to predict the year 2035 population of the Plan area. Community Plan Assumption No.1 that states Granite Bay will "continue to grow at a low or moderate rate." The first "low-growth" scenario projects that one-third of unbuilt housing units permitted by current land use designations (1,344 as mentioned in the above paragraph) and zoning are constructed by 2035. The second assumes a "moderate" development rate with two-thirds of the housing units constructed. Both scenarios assume that there are no changes to the Land Use diagram to permit higher densities. These projections are based on assumptions and not trends.

- **Signage and Lighting Design**

Issue: Current sign, lighting and building design guidelines may be a constraint on business development and growth.

Response: County staff has worked with the Granite Bay MAC Subcommittee to review the Community Plan's existing design policies and guidelines. The preliminary draft Community Plan relies heavily on the MAC-approved Douglas Corridor Design Elements and Landscape Goals. The policies have also been shaped by the Placer County Rural Design Guidelines (1997) and the Placer County Design Guidelines Manual. The Design Guidelines Manual was originally adopted in 2003 to implement the goals and policies of the 1994 General Plan.

These goals and policies, in combination with the principles and guidelines identified in the Community Design chapter, are intended to support and strengthen the important role that land use and design play in creating a community that is characterized by attractive and functionally efficient development.

One of the primary comments received during the Community Plan update process was a desire to protect the rural character of Granite Bay. The design guidelines are oriented toward performance-based criteria that indicate an intent or goal and suggest possible methods of achieving the goal. Given the wide range of circumstances and potential solutions, designers are given flexibility and are encouraged to use their creativity and expertise to satisfy the stated design objectives. The County will consider all applications on

their own merit. All projects will be reviewed against the design and technical guidelines identified in the Community Plan and other design documents.

Signage in Granite Bay is regulated by the Placer County Zoning Ordinance, Section 17.54.170 and any proposed changes/relaxing of standards would need to be made to the Ordinance.

As requested, Rocklin and Roseville's sign ordinances and relevant sections of their design guidelines regarding exterior colors have been attached. Also provided is an amendment to the Placer County Code passed in 2011 that temporarily eased the requirements of the Placer County Code regarding certain types of signs for one year to assist with business marketing and outreach.

- **Subdivision Gates- Design**

Issue: The recommendation of utilizing wrought iron, natural stone and wood was seen as being too restrictive. One suggestion was to include plastic as an acceptable material.

Response: The design goals on pages 49 and 50 are to encourage walls and fences that are attractive in their own right and are also well integrated into the surrounding landscaping. Appropriate scale, color, materials and design are the keys to gates, walls and fences that provide privacy, preserve views, and enhance aesthetics. Wrought iron, natural stone and wood are recommended for the prime materials. This generally is meant for the actual gates/subdivision entryway features and developer-installed fencing along rights-of-way required as a condition of approval. Privately-installed fencing material on individual properties is generally not regulated beyond height and setback requirements and may include plastic (new development may have fencing/screening requirements particularly around outdoor storage areas and between residential and non-residential zones).

- **Subdivision Gates- Pedestrian Access**

Issue: Bullet three on Page 50, Gate Design states that gated entries shall provide for unrestricted pedestrian access into the community. This was seen as being inappropriate.

Response: This issue was debated extensively by the MAC subcommittee and County staff. The group decided that pedestrian access into a gated subdivision was appropriate and helped promote community connectivity. Unrestricted pedestrian access is also called for in the Circulation chapter, Goal 1, Policy 19 on page 114.

- **Wetlands**

Issue: The maps do not adequately depict where wetlands are in Granite Bay.

Response: County staff has created a new Wetlands Map to show this information.

ATTACHMENTS:

- One: Placer County Sign Regulations, Section 17.54.170
- Two: Temporary Sign Ordinance Amendment
- Three: Roseville Design Guidelines, excerpt on color
- Four: Rocklin Design Guidelines, excerpt on color and signs
- Five: Roseville Sign Ordinance
- Six: Rocklin Sign Ordinance
- Seven: Revised Map: Trails
- Eight: New Map: Significant Wetlands