

Part I

Land Use/Circulation Diagrams and Standards

PART I

LAND USE/CIRCULATION DIAGRAMS AND STANDARDS

Part I first describes the *Countywide General Plan Land Use Diagram* and, the allowable uses and standards for each of the designations appearing on the diagram. Part I then describes standards for land use buffer zones. Finally, Part I describes the *Countywide General Plan Circulation Plan Diagram*, the standards for the roadway classification system appearing on the diagram, and standards for *transit corridors*.

LAND USE DIAGRAM AND STANDARDS

LAND USE DIAGRAM

The *Land Use Diagram* for the *Countywide General Plan* depicts the proposed general uses of land in the unincorporated areas of Placer County. This pattern of land uses is shown on the diagram by means of various *land use designations*, each of which denotes specific types of land use, such as residential, commercial, industrial, and agricultural uses. The boundary lines between land use designations are shown as precisely as possible; however, the mapping scale of the *Land Use Diagram* generally does not permit showing individual property lines except where they may coincide with roads or section lines. The County's zoning maps (Chapter 17 of the *Placer County Code*) implement the *General Plan* land use designations by ordinance at a much more detailed, parcel-specific level.

The pattern of land uses proposed in this General Plan is shown in two forms because of the large land area of Placer County and the wide variety of land uses provided for in the Plan. Figure 1-1 shows the *Generalized Land Use Pattern* proposed for Placer County according to the following twelve broad land use categories: 1) Agriculture; 2) Timberland; 3) Greenbelt/Open Space; 4) Rural Residential; 5) City; 6) Commercial/Professional; 7) Industrial; 8) Mixed-Use; 9) Public/Quasi-Public; 10) Specific Plan/Special Study Area; 11) Urban/Suburban Residential; and 12) Basin Plan.

The *Generalized Land Use Pattern* map is intended to provide readers of the General Plan with a simple, composite overview of how the *Placer County General Plan* (*Countywide* and *community plans*) and the general plans of the county's incorporated cities allocate land uses. The generalized land use designations listed above are, therefore, shown on Figure 1-1 for both unincorporated and incorporated areas. An explanation of how the land use categories used in the *Generalized Land Use Pattern* map relate to the land use designations used in the *Countywide General Plan Land Use Diagram* can be found later in Part I.

The *Land Use Diagram* itself consists of four large map sheets accompanying this *Policy Document*, which together cover the entire county. The *Land Use Diagram* functions as official County policy on the allocation and distribution of different land uses in the unincorporated areas. The *Land Use Diagram* shows the locations of the cities in Placer County (but not land use designations within them) and the areas covered by *community plans*. Land use designations for areas within *community plans* are depicted on the land use diagrams of each *community plan*. Readers of the *General Plan* must consult the respective *community plan* land use diagrams for official County policy concerning proposed land uses within *community plan* areas.

LAND USE DESIGNATIONS

The *Land Use Diagram* of this *Countywide General Plan* uses 14 residential, commercial, industrial, agricultural, and other land use designations to depict the types of land uses that will be allowed in the different geographic areas of the unincorporated county.

These land use designations have a direct relationship to both the broad land use categories shown on the *Generalized Land Use Pattern* map, and to the more detailed land use designations used in the *community plans*. Each category on the *Generalized Land Use Pattern* map encompasses one or more land use designations shown on the *Land Use Diagram*, which in turn encompasses and includes one or

more of the land use designations used on the *community plan* land use diagrams. This correspondence between the land use designations in the *Generalized Land Use Pattern* (Figure 1-1), the *Land Use Diagram*, and the existing *community plans* is shown in Table 1-1.

To promote consistency between the land use designations of the *community plans* and those of the *Countywide General Plan*, this *Policy Document* proposes a uniform set of land use designations to be used in future updates of *community plans*. The proposed *community plan* land use designations (also shown in Table 1-1) cover the same types of land use as the existing *community plan* designations, but consolidate some of the land use types to simplify and reduce the overall number of designations.

**TABLE 1-1
RELATIONSHIP BETWEEN GENERAL AND COMMUNITY PLAN
LAND USE DESIGNATIONS**

Generalized Land Use Designations	County General Plan Land Use Designations	Existing General & Community Plan Land Use Designations
Agriculture	Agriculture (10, 20, 40, 80-160 ac min.)	Agriculture Agricultural - Planning Reserve
Timberland	Timberland (10, 20,40,80-640 ac. min.)	Timberland
Resource Protection, Greenbelt, Open Space, and Recreation	Greenbelt and Open Space	Conservation Preserve Forest Forestry Greenbelt and Open Space Open Space Park Riparian Drainage
	Resorts and Recreation	Forest (or Forestry) Recreation
	Water Influence	Water Influence Water Influence/Private Ownership
Rural Residential	Rural Residential	Forest Residential Ranchette Rural Estate Rural Low Density Residential Rural Residential

Generalized Land Use Designations	County General Plan Land Use Designations	Existing General & Community Plan Land Use Designations
Urban	Low Density Residential	Low Density Residential Low Medium Density Residential
	Medium Density Residential	Medium Density Residential
	High Density Residential	High Density Residential Mixed Use Penryn Parkway
	General Commercial	Commercial General Commercial Heavy Commercial Mixed Use Neighborhood Commercial Penryn Parkway Professional Office Village Commercial
	Tourist/Resort Commercial	Alpine Commercial Entrance Commercial Highway Service Resorts and Recreation Tourist/Resort Commercial Visitor Commercial
	Business Park/Industrial	Business Park/Industrial Industrial Industrial Development Reserve Office Retail Open Space/Business Park
	Public Facility	Cemetery Public Facility Public or Quasi-Public Schools
Specific Plan Area/ Study Area	Regional University Specific Plan	Specific Plan Specific Study Corridor

The following paragraphs describe each land use designation used on the *Land Use Diagram* in terms of typical uses and how the designation is applied.

Agriculture (AG) (10, 20, 40, 80-160 acre minimum)

This designation identifies land for the production of food and fiber, including areas of prime agricultural soils, and other productive and potentially productive lands where commercial agricultural uses can exist without creating conflicts with other land uses, or where potential conflicts can be mitigated. Typical land uses allowed include: crop production, orchards and vineyards, grazing, pasture and rangeland, hobby farms; other resource extraction activities; facilities that directly support agricultural operations, such as agricultural products processing; and necessary public utility and safety facilities. Allowable residential development in areas designated Agriculture includes one principal dwelling and one secondary dwelling per lot, caretaker/employee housing, and farm worker housing.

Timberland (T) (10, 20, 40, 80-640 acre minimum)

This designation is applied to mountainous areas of the county where the primary land uses relate to the growing and harvesting of timber and other forest products, together with limited, low-intensity public and commercial recreational uses. Typical land uses allowed include: all commercial timber production operations and facilities; agricultural operations where soil and slope conditions permit; mineral and other resource extraction operations; recreation uses such as incidental camping, private, institutional and commercial campgrounds (but not recreational vehicle parks); and necessary public utility and safety facilities. Allowable residential development in areas designated Timberland includes one principal dwelling and one secondary dwelling per lot and caretaker/employee housing.

Greenbelt and Open Space (OS)

This designation is intended to identify and protect important open space lands within Placer County, including: National Forest, Bureau of Reclamation, Bureau of Land Management lands or other public lands specifically reserved or proposed for watershed preservation, outdoor recreation, wilderness or wildlife/environmental preserves; sites or portions of sites with natural features such as unique topography, vegetation, habitat, or stream courses; areas providing buffers between different, potentially incompatible types of land use such as intensive agricultural operations and residential uses, hazardous areas and/or land uses and areas with concentrations of population, and residential areas and important community facilities that may be viewed as nuisances by residents, such as the Western Regional Sanitary Landfill; and areas intended to preserve community identity by providing separation between communities. Typical land uses allowed within Greenbelt and Open Space areas are limited to low-intensity agricultural and public recreational uses, with structural development being restricted to accessory structures necessary to support the primary allowed uses, and necessary public utility and safety facilities.

Resorts and Recreation (REC)

This designation is applied to mountain, water-oriented, and other areas of existing and potential public and commercial recreational use, where such use can occur without conflict with surrounding rural and/or agricultural uses. Typical land uses allowed include: parks, camping facilities, ski and other resort facilities including residential, transient lodging, and commercial uses in support of such facilities, necessary public utility and safety facilities, and similar and compatible uses.

Water Influence (W)

This designation identifies significant lakes, reservoirs, and other bodies of water; and when this designation is located adjacent to the Resorts and Recreation or commercial designations, areas suitable for the development and operation of water-oriented, public and private recreational and commercial uses and facilities. Typical land uses allowed include: parks and necessary public utility and safety facilities; and launching areas, marinas, and supporting commercial uses when the Water designation is applied adjacent to the Resorts and Recreation or commercial designations.

Rural Residential (RR)

This designation is applied to areas generally located away from cities and unincorporated community centers, in hilly, mountainous, and/or forested terrain and as a buffer zone where dispersed residential development on larger parcels would be appropriate, and compatible with smaller-scale farming and ranching operations. Typical uses allowed include: detached single-family dwellings and secondary dwellings; agricultural uses such as crop production and grazing, equestrian facilities, and limited agricultural support businesses such as roadside stands, farm equipment and supplies sales; resource extraction uses; various facilities and services that support residential neighborhoods, such as churches, schools, libraries, child care and medical facilities; and parks and necessary public utility and safety facilities.

Low Density Residential (LDR)

This designation is applied to urban or urbanizing areas suitable for single-family residential neighborhoods, with individual homes on lots ranging in area from 10,000 square feet to one acre.

Typical land uses allowed include: detached single-family dwellings, secondary dwellings, and residential accessory uses; churches, schools, parks, golf courses, child care facilities; and necessary public utility and safety facilities.

Medium Density Residential (MDR)

This designation is applied within urban areas to single-family residential neighborhoods where some lower-density multi-family housing may also be appropriate. Typical land uses allowed include: detached and attached single-family dwellings, secondary dwellings, smaller-scale multi-family dwellings (e.g., duplexes, triplexes and fourplexes), and residential accessory uses; churches, schools, parks, golf courses, child care facilities; and necessary public utility and safety facilities.

High Density Residential (HDR)

This designation provides for residential neighborhoods of grouped or clustered single-family dwellings, duplexes, apartments, and other multiple-family attached dwellings such as condominiums. This designation is applied within urban areas where residential development will be near transportation corridors, downtowns, village centers, other major commercial centers, schools and community services. Typical land uses allowed include: detached and attached single-family dwellings, secondary dwellings, all types of multi-family dwellings (e.g., duplexes, apartments, senior housing projects, etc.), and residential accessory uses; churches, schools, parks, golf courses, child care facilities; and necessary public utility and safety facilities.

General Commercial (GC)

This designation identifies a variety of urban commercial areas including shopping districts, service commercial areas, office areas, and neighborhood-serving commercial centers. This designation is applied within urban areas where the commercial development will be near major transportation corridors, and within downtowns, village centers, or other major commercial areas or centers. Typical land uses allowed include: all types of retail stores, restaurants, and shopping centers (limited in extent where necessary to maintain compatibility with adjoining land uses, such as in a neighborhood commercial center), offices, service commercial uses, mixed-use, recreation, education, and public assembly uses, medical services, child care facilities, necessary public utility and safety facilities, and similar and compatible uses. Developments including multi-family dwellings as the primary land use or as part of a mixed-use project may also be allowed where appropriate.

Tourist/Resort Commercial (TC)

This designation provides for specialized commercial uses serving tourism and the traveling public. This designation is applied along major transportation corridors and at major recreational destinations such as ski areas and other types of resorts. Typical land uses allowed include: overnight lodging facilities of all types, retail services, food services, motorist and vehicle services, medical facilities, parks, churches, libraries and museums, necessary public utility and safety facilities, and similar and compatible uses.

Business Park/Industrial (BPI)

This designation provides for all types of manufacturing, assembly, storage and distribution, and research and development activities in settings ranging from campus-like business or industrial parks to heavy industrial areas. The specific types of allowable industrial activity will be determined by the appropriate *community plan*, *specific plan*, or zoning. This designation is applied to areas with good access to major truck transportation routes and rail lines, located near concentrated residential areas so that employee commute times and distances are minimized. Typical land uses allowed include: all types of manufacturing and processing uses (limited where necessary to ensure compatibility between adjoining land uses), business support services, retail and service commercial uses necessary to support manufacturing and processing activities and their employees, necessary public utility and safety facilities, and similar and compatible uses. The only residential use allowed in this designation is caretaker/employee housing.

Public Facility (PF)

This designation is applied to government-owned facilities and quasi-public facilities in a variety of rural and urban settings. The designation is applied to areas with existing public or quasi-public facilities and land uses, or to publicly-owned lands intended for development with public facilities. Typical land uses allowed include: government offices, service centers and other institutional facilities, schools, cemeteries, solid waste facilities, necessary public utility and safety facilities, landfills and other solid waste facilities, and similar and compatible uses. The only residential use allowed in this designation is caretaker/employee housing.

Forestry (F)

This designation identifies those lands capable of timber production, to maintain the land's viability and economic productivity, and to protect these lands from the intrusion of incompatible uses or activities. The Forestry land use designation is found along the North Fork of the American River between Colfax and Foresthill. This area was previously included in the 1981 Foresthill General Plan but was moved into the area covered by the Countywide General Plan Land Use Diagram when the Foresthill General Plan was superseded by the Foresthill Divide Community Plan in 2008. The minimum parcel size is 20 acres to maintain a strong rural identity in the area.

Regional University Specific Plan (RUSP)

Specific plans provide a bridge between the goals and policies in the General Plan and specific development proposals, and incorporate detailed land-use development standards and design criteria. Each specific plan contains specific land use designations, policies and regulations to implement the development strategy for each area.

The County Board of Supervisors approved the Regional University Specific Plan on November 4, 2008. Its text and diagrams address the planning of necessary infrastructure and facilities, as well as land uses and open space. In addition, it specifies those programs and regulations necessary to finance infrastructure and public works projects. The plan includes 44.3 acres of High Density Residential (HDR) land (16-25 units/acre), 139.9 acres of Medium Density Residential (MDR) land (8-15.9 units/acre), and 10 acres of Commercial Mixed Use (CMU) land.

LAND USE INTENSITY STANDARDS

In addition to characterizing land use designations according to types of allowable uses, the General Plan must, according to state law, specify for each land use designation standards of population density and building intensity.

Standards of building intensity for residential uses are stated in this *General Plan* in terms of 1), the maximum number of dwelling units per net acre; 2), the allowable range of dwelling units per net acre; or 3), the number of principal dwelling units allowed per legal lot. Standards of population density for residential uses can be derived by multiplying the maximum number of dwellings per net acre by the average number of persons per dwelling unit, which for purposes of this *General Plan* is assumed to be 2.50.

Standards of building intensity for non-residential uses are stated in terms of maximum allowable floor-area ratios (FARs). A floor-area ratio is the ratio of the gross building square footage permitted on a lot to the net square footage of the lot. For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same lot, an FAR of 0.50 would allow 5,000 square feet of floor area and FAR of 0.25 would allow 2,500 square feet. The diagram below illustrates how buildings of one, two, and four stories could be developed on a given lot with an FAR of 1.00.

Various Building Configurations
 Representing a Floor-Area Ratio of 1.00
 on the Same Lot

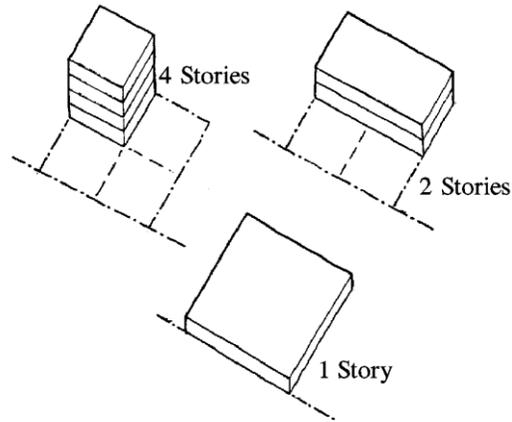


Table 1-2 specifies for each land use designation the standards for minimum lot size, the allowable range, or maximum number, of dwelling units per net acre, and the maximum allowable floor-area-ratio for non-residential uses.

**TABLE 1-2
DEVELOPMENT STANDARDS
By Land Use Designation**

Land Use Designation	DEVELOPMENT STANDARDS		
	Minimum Lot Area	Range/Maximum DUs per Net Acre	Maximum Nonresidential FAR
Agriculture (AG)	10 acres	**	0.30
	20 acres	**	0.30
	40 acres	**	0.30
	80 to 160 acres*	**	0.30
Timberland (T)	10 acres	**	0.06
	20 acres	**	0.06
	40 acres	**	0.06
	80 to 640 acres*	0	0.06
Forestry (FOR)	20 to 160 acres*	0	0.02
Greenbelt and Open Space (OS)	5 to 160 acres*	**	0.02
Resorts and Recreation (REC)	1 to 160 acres*	**	0.30
Water Influence (W)	n/a	0	0.20
Rural Residential (RR)	1 to 10 acres*	**	0.30
Low Density Residential (LDR)	10,000 sq. ft to 1 acre*	1-5 du	0.30
Medium Density Residential (MDR)	3,500 to 10,000 sq. ft.*	5-10 du	0.70
High Density Residential (HDR)	3,500 to 10,000 sq. ft.*	10-21 du	1.05
General Commercial (GC)	5,000 sq. ft.	21 du	2.00
Tourist/Resort Commercial (TC)	6,000 to 20,000 sq. ft.*	11-21 du	0.80
Business Park/Industrial (I)	10,000 sq. ft. to 5 acres*	0	1.80
Public Facility (PF)	n/a	0	n/a
Regional University Specific Plan	See Specific Plan Documents		

*Minimum lot size within range determined by zoning

**Only one principal dwelling allowed per lot

IMPLEMENTATION OF LAND USE DESIGNATIONS

The land use designations used in this *General Plan* are intended to generally portray overall land use patterns throughout the unincorporated areas of the county rather than precisely define the specific land uses appropriate on each parcel of land. The land use policies and standards of the *General Plan* are implemented on a day-to-day basis through zoning, which imposes specific development standards on any proposed land use. Table 1-3 shows the various zone districts of the *Placer County Zoning Ordinance* that can be used to consistently implement each land use designation used in the *Placer County General Plan*. In addition to these basic zone districts, a variety of combining zones described in the *Zoning Ordinance* may be used to implement the *General Plan*.

**TABLE 1-3
GENERAL PLAN LAND USE DESIGNATIONS
AND CONSISTENT ZONING DISTRICTS**

General Plan Land Use Designation	Existing Consistent Zoning Districts
Agriculture (AG) 10, 20, 40, 80-160 ac. min.	Agricultural Exclusive (AE) Farm (F) Residential-Agricultural (RA) Open Space (O)
Timberland (T) 10, 20, 40, 80-640 ac. min.	Forestry (FOR) Timberland Production District (TPZ) Residential-Forest (RF) Open Space (O)
Greenbelt and Open Space (OS)	Open Space (O) Forestry (FOR)
Resorts and Recreation (REC)	Forestry (FOR) Resort (RES) Residential Single-Family (RS) Residential Multi-Family (RM) Open Space (O) Water Influence (W)
Water Influence (W)	Water Influence (W)
Rural Residential (RR) 1-10 ac. min.	Farm (F) Residential-Agricultural (RA) Residential-Forest (RF) Open Space (O)
Low Density Residential (LDR) 10,000 sq. ft. to 1 acre min.	Residential-Agricultural (RA) Residential Single-Family (RS)
Medium Density Residential (MDR) 3,500 to 10,000 sq. ft. min.	Residential Single-Family (RS) Residential Multi-Family (RM) Combining Density Limitation (-DL) Planned Residential Development (PD)
High Density Residential (HDR) 3,500 to 10,000 sq. ft. min.	Residential Multi-Family Combining Density Limitation (-DL)
General Commercial (GC)	Commercial Planned Development (CPD) Neighborhood Commercial (C1) General Commercial (C2) Heavy Commercial (C3) Highway Service (HS) Office and Professional (OP) Mixed-Use (MU)
Tourist/Resort Commercial (TC) 6,000 to 20,000 sq. ft. min.	Highway Service (HS) Resort (RES)

General Plan Land Use Designation	Existing Consistent Zoning Districts
Business Park/Industrial (BPI) 10,000 sq. ft. to 5 acres	Airport (AP) Business Park (BP) Industrial (IN) Industrial Park (INP)
Public Facility (PF)	Any zoning classification
Regional University Specific Plan	
All General Plan Land Use Designations	Combining Agriculture (-AG) Combining Aircraft Overflight (-AO) Combining Building Site (-B) Combining Conditional Use Permit (-UP) Combining Density Limitation (-DL) Combining Design Review (-Dc, -Ds, -Dh) Combining Development Reserve (-DR) Combining Flood Hazard (-FH) Combining Geological Hazard (-GH) Combining Mineral Reserve (-MR) Combining Planned Residential Development (-PD) Combining Special Purpose Zone (-SP) Combining Traffic Management (-TM)

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 1-3 through 1-6); provided, however, different buffer zone standards may be established within a Specific Plan as part of the Specific Plan approval.

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 1-3 and 1-4 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 1-4 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 1-4. Non-habitable accessory structures and uses may be located in the exclusion area, and may include barns, stables, garages, and corrals.

TABLE 1-4
MINIMUM AGRICULTURE/TIMERBLAND 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 1-5 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 1-6 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.)
- 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.

FIGURE 1-3
AGRICULTURE/TIMBERLAND BUFFER ZONE
Residential Planned Development with Open Space Buffer

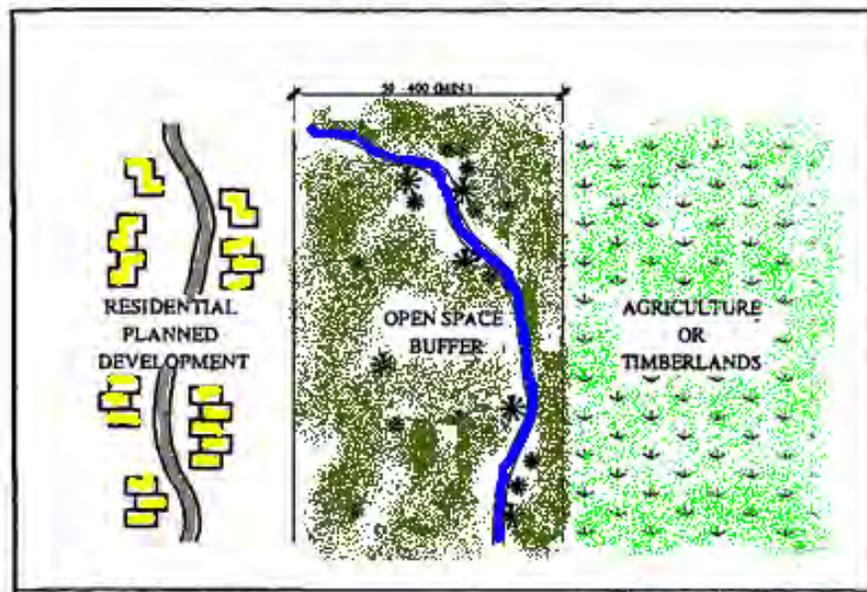


FIGURE 1-4
AGRICULTURE/TIMBERLAND BUFFER ZONE
 Urban/Suburban Residential with Rural Residential Buffer

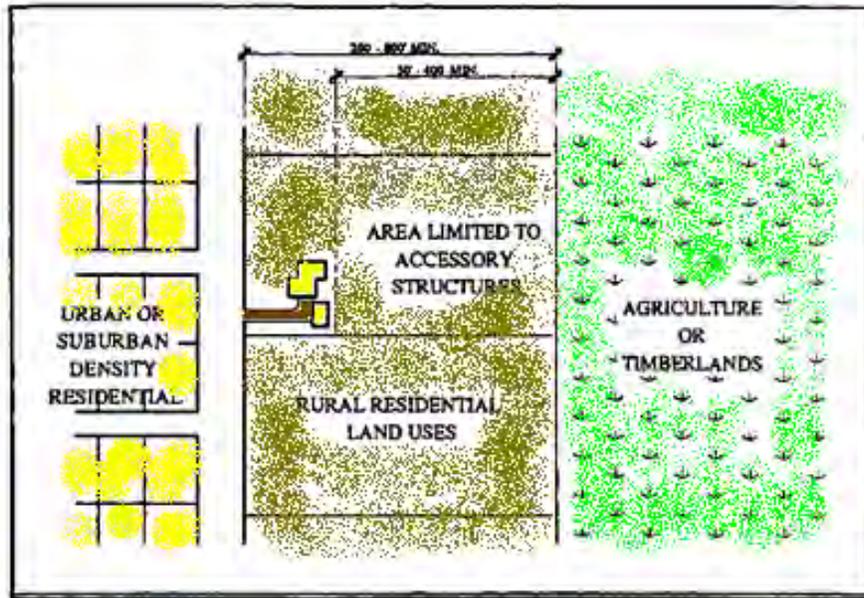
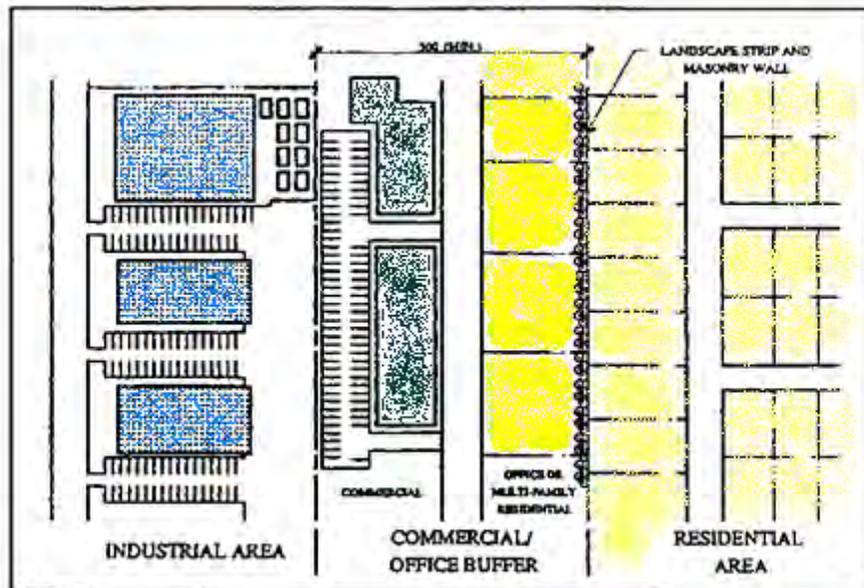
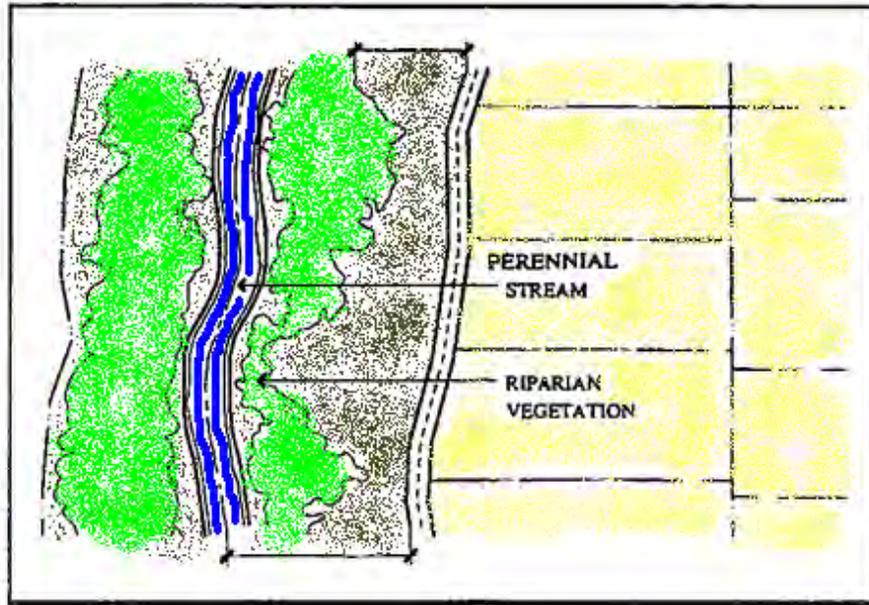


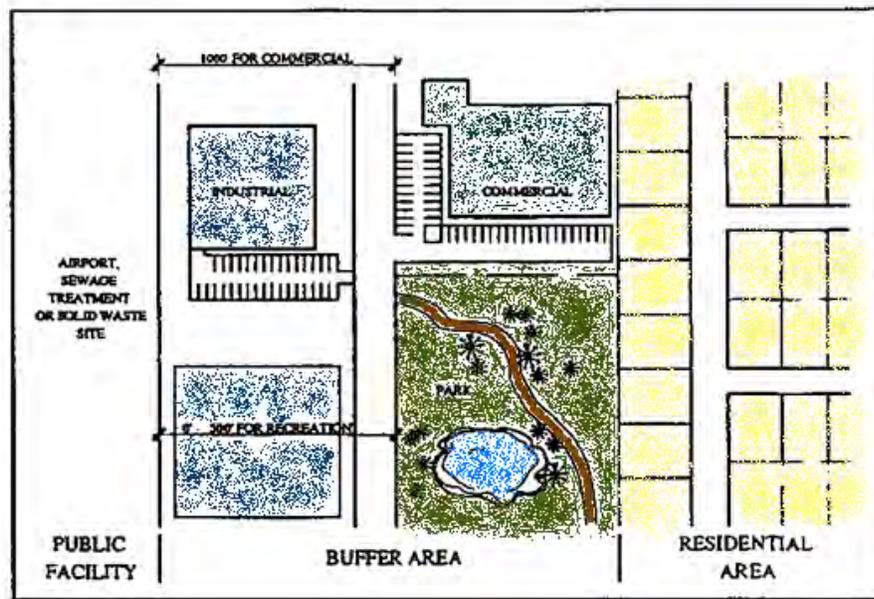
FIGURE 1-5
INDUSTRIAL BUFFER ZONE



**FIGURE 1-6
SENSITIVE HABITAT BUFFERS**



**FIGURE 1-7
PUBLIC FACILITY BUFFER ZONE**



- 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 1-7 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 1-5, 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 1-5 for recreational uses.
 - (2) **Wastewater Treatment Plants:** May also include industrial uses consistent with the buffer requirements of Table 1-5 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 1-5 for recreational uses.

**TABLE 1-5
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 1-7 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 1-6. 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.

Expressways are high-speed, high-capacity roadways with very limited access control whose main purpose is to serve through traffic over long distances.

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.

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 1-6
GENERAL ROADWAY STANDARDS BY FUNCTIONAL CLASS**

Functional Class	Access Control		Typical Number of Lanes	General ROW Requirements
	Minimum Intersection/ Interchange Spacing	Driveways Allowed		
State Highways				
Freeways	1 - 2 miles	None	4 - 10	--
Conventional		Limited	2 - 4	--
Urban/Suburban				
Limited Access Thoroughfares	1 - 2 miles	None	4 - 6	500' to 1000' ¹
Thoroughfares	½ miles	None	4 - 6	120' - 140'
Major Arterial	¼ miles	Limited	4 - 6	96' - 120'
Minor Arterial		Non-Residential	2 - 4	84' - 96'
Major Collector		Non-Residential	2	72' - 84'
Minor Collector		All Uses	2	60' - 72'
Local		All Uses	2	50' - 60'
Rural				
Limited Access Thoroughfares	1 - 2 miles	None	4 - 6	500' to 1000'
Arterial		Limited	2 - 4	70' - 84'
Collector		All Uses	2	60' - 70'
Local		All Uses	2	50' - 60'

¹ ROW width may be less than or equal to the corridor width indicated in the Placer Parkway Corridor Preservation Tier 1 Environmental Impact Statement/Environmental Impact Report (SPRTA Resolution No. 09-06)

**TABLE 1-7
FUNCTIONAL CLASSIFICATIONS BY GEOGRAPHIC AREA**

Area/Class	Name	Roadway Segment
SOUTH PLACER State Highway - Freeway	Interstate 80	All
	Route 65	I-80 to Nelson Lane
State Highway - Conventional	Route 65	Nelson Lane to Yuba County Line
	Route 193	All
Thoroughfares	Blue Oaks Blvd Extension	Roseville City limits to Placer Parkway
	Foothill Boulevard	Roseville City limits to Athens
	Baseline Road	Roseville City limits to Sutter County
	Watt Avenue	Sacramento County to Baseline Road
	Sheridan Lincoln Boulevard	City of Lincoln to Sheridan
Expressway	Placer Parkway	State Route 65 to Sutter County
Urban/Suburban Major Arterials	Douglas Boulevard	Auburn-Folsom Road to Roseville City limits
	Sierra College Boulevard	Sacramento County line to Rocklin City limits
	Sierra College Boulevard	SR 193 to Loomis
	University Boulevard	Santucci Boulevard to end
	Auburn-Folsom Road	Sacramento County line to Douglas Blvd.
	Dyer Lane	Entire Length
	Walerga Road	Roseville to Sacramento County line
	16 th Street	Sacramento County line to Baseline Road
Urban/Suburban Minor Arterials	Athens Avenue	Fiddymment Road to Industrial Avenue
	Industrial Avenue	Roseville City limits to SR 65
	Auburn-Folsom Road	Douglas Boulevard to Laird Road
	Fiddymment Road	Roseville City limits to Sunset Boulevard West
	Barton Road	Sacramento County line to Olive Ranch Road
	East Roseville Parkway	Roseville City limits to Barton Road
	Eureka Road	Roseville City limits to Auburn-Folsom Rd
	Sunset Boulevard	Rocklin City limits to Foothill Boulevard

**TABLE 1-7
FUNCTIONAL CLASSIFICATIONS**

Area/Class	Name	Roadway Segment
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 Blvd.
Rural Arterials	Nicolaus Road	Sutter County line to Lincoln City limits
	Fiddymment Road	Sunset Boulevard West to Moore Road
	Sunset Blvd West	Fiddymment Road to Sutter County line
	Laird Road	Loomis 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; W. Wise Rd.	Mt. Vernon Road to Route 65
	McCourtney Road	Lincoln City limits to Camp Far West Road
	Moore Road	Fiddymment Road to Route 65
	Whitney Boulevard	Rocklin City limit to Route 65
Rural Collectors	Locust Road	Sacramento County line to Baseline Road
	Cavitt-Stallman	Sierra College Blvd to Auburn-Folsom
	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 Fiddymment Road
	Fruitvale Road	McCourtney Road to Hungry Hollow Rd.
	Riosa Road	Sutter County line to McCourtney Road
	Fruitvale Road	Hungry Hollow Road to Gold Hill Road
	Mt. Vernon Road	Joeger 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
	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
	W. Wise Road	Sutter County line to Route 65
	Moore Road	Sutter County line to Fiddymment Road
	Wheatland Road	Sutter County line to SR 65

**TABLE 1-7
FUNCTIONAL CLASSIFICATIONS
By Geographic Area – Auburn-Foothills**

Area/Class	Name	Roadway Segment
AUBURN-FOOTHILLS		
State Highway - Freeway	Interstate 80	All
State Highway - Conventional	State Route 193 State Route 49	All All
Urban/Suburban Major Arterials	Bell Road Lincoln Way	I-80 to SR 49 I-80 to Auburn City limits
Urban/Suburban Minor Arterials	Ophir Road Bowman Road Bell Road	Route 193 to I-80 Dry Creek Road to Auburn Ravine SR 49 to Joeger Road
Urban/Suburban Major Collectors	Luther Road New Airport Road Atwood Road Richardson Drive Quartz Drive	SR 49 to Bowman Road SR 49 to Old Airport Road SR 49 to Richardson Drive Dry Creek Road to Atwood Drive Bell Road to Highway 49
Rural Arterials	Dry Creek Road Indian Hill Road Penryn Road King Road Foresthill Road Taylor Road Sierra College Boulevard Joeger Road Auburn-Folsom Road	I-80 to Joeger Road I-80 to Auburn City limits King Road to Taylor Road I-80 to Auburn-Folsom Road Lincoln Way to Michigan Bluff Road Loomis Town limit to SR 193 Loomis North Town Limits to SR 193 Mt. Vernon Road to Dry Creek Road Auburn City limits to Laird Road

TABLE 1-7
FUNCTIONAL CLASSIFICATIONS
by Geographic Area – Auburn-Foothills

Area/Class	Name	Roadway Segment
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	Joeger Road to Auburn City limits
	Joeger Road	Dry Creek to SR 49
	Bell Road	Joeger 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	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 Ophir Road
	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
	Delmar Avenue	English Colony Way to Citrus Colony Road
	Citrus Colony Road	Delmar Avenue 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 Drive	Virginia Drive to Christian Valley Road	

TABLE 1-7
FUNCTIONAL CLASSIFICATIONS
by Geographic Area – Lower Sierra

Area/Class	Name	Roadway Segment
LOWER SIERRA		
State Highway - Freeway	Interstate 80	All
State Highway –Conventional	State Route 174	All
Rural Arterials	Placer Hills Road	I-80 to end
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 Way	I-80 to Colfax City limits
	Combie Road	Placer Hills Road to end
	Lake Arthur Road	Dry Creek Road to Crother Road

TABLE 1-7
FUNCTIONAL CLASSIFICATIONS
By Geographic Area – Sierra/Tahoe

Area/Class	Name	Roadway Segment
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
	Estates Drive	SR 28 to Wildwood Road
	Regency Way	N. 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 Courchevel Road
	Courchevel 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 Baxter Road
	Main Street (in Alta)	Sacramento Street to Ridge Road
Sacramento Street (in Alta)	Ridge Road to Main Street	

TRANSIT DEVELOPMENT 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 development corridors* is intended to promote transit use through land use and design standards that enhance transit accessibility.

The designation of *transit development 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 development corridors* provides the County with guidance for developing land use and design standards in the corridor to make development more accessible to transit.

Figure 1-9 shows and Table 1-8 lists the designated *transit development corridors* according to two categories: limited access and arterial. Limited access transit development 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 development 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 development corridors in the Placer County *Congestion Management Program* (CMP), as well as other major arterials.

**TABLE 1-8
DESIGNATED TRANSIT DEVELOPMENT CORRIDORS**

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