

### C. COMMUNITY DESIGN ELEMENT

Purpose: It is the intent of the Dry Creek-West Placer Community Plan-Community Design Element to recognize that design elements, incorporated into projects within a developing area, can make a significant difference in the way in which an area is perceived. This element attempts to recognize those positive features which characterize the Plan area and then to specify standards for site development which will result in the overall enhancement of the aesthetic character of the community as well as assist in the implementation of the Goals and Policies of the Plan.

Use of these guidelines/policies in future project approvals will advance these objectives through the creation of a consistent high quality character of development. These policies and guidelines include as major components: streetscape concepts, setback and buffer areas, orientation to and preservation of natural features, relationships of building forms and materials, a unifying landscape concept, and a unifying project identification concept. Combined, these elements will provide a sense of identity to the Plan area which will complement existing and surrounding land uses, while at the same time set the Dry Creek area apart from the typical residential type of development now being constructed in the Antelope and City of Roseville areas.

This element must be considered in the context of all of the other Community Plan elements. The Land Use, Recreation, and Transportation/Circulation Elements contain design policies and programs which make up an integral part of the overall Community Design Plan.

#### Community Design Goals and Policies

##### GOALS

1. THIS PLAN STRIVES TO PRESERVE THE NATURAL LAND FORMS, NATURAL VEGETATION, AND NATURAL RESOURCES OF THE AREA AS MUCH AS POSSIBLE, WHILE ALSO RECOGNIZING THE DELETERIOUS EFFECTS OF INTENSE DEVELOPMENT IN THE SURROUNDING AREAS.

2. IT IS A GOAL OF THE PLAN TO ENCOURAGE AND SUPPORT PROJECTS WHICH EXEMPLIFY GOOD DESIGN CHARACTERISTICS WHEN JUDGED AGAINST THE GOALS AND POLICIES OF THIS PLAN AS WELL AS OTHER APPLICABLE DESIGN AND LANDSCAPE GUIDELINES.
3. THE PLAN ENCOURAGES THE DEVELOPMENT OF COMMERCIAL PROJECT DESIGNS THAT CONTAIN ELEMENTS WHICH COMPLEMENT THE MORE RURAL CHARACTER OF THE AREA, I.E. LOW BUILDING SILHOUETTE, LARGE SETBACKS, EXTENSIVE LANDSCAPING AND A PEDESTRIAN ORIENTATION.
4. AN ADDITIONAL GOAL OF THE PLAN IS TO ATTRACT INDUSTRIAL USES IN AREAS SO DESIGNATED WHICH CAN PROVIDE ADEQUATE BUFFERS FROM DIFFERENT USES.
5. IT IS A GOAL TO MAINTAIN THE HEAVILY VEGETATED CORRIDORS THAT EXIST ALONG CIRCULATION ROUTES TO PRESERVE THEIR RURAL NATURE AND THEIR VALUE AS NATURAL NOISE BUFFERS.
6. IT IS A GOAL TO CREATE RESIDENTIAL DEVELOPMENT WHICH ALLOWS THE FOLLOWING ELEMENTS: HUMAN INTERACTION, BICYCLE AND PEDESTRIAN CIRCULATION, AN APPROPRIATE RELATIONSHIP TO EXISTING DEVELOPMENT IN THE AREA, AND THE CREATION OF A NEIGHBORHOOD IDENTITY AND/OR FOCUS (I.E. PARKS, SCHOOLS, NATURAL OPEN SPACE AREAS, CREEK SITES OF HISTORICAL OR ARCHAEOLOGICAL SIGNIFICANCE, ETC.).
7. IT IS A FURTHER GOAL TO BRING PROPERTIES IN THE PLAN AREA INTO COMPLIANCE WITH THE COUNTY'S RESTRICTIONS ON COMMERCIAL VEHICLE STORAGE, OPEN STORAGE, AND OTHER NUISANCE/PROPERTY MAINTENANCE TYPE ORDINANCES, TO IMPROVE THE GENERAL APPEARANCE AND LIVABILITY OF THE AREA.
8. A MAJOR GOAL OF THE PLAN IS TO UTILIZE AND IMPROVE THE DRY CREEK ENVIRONS AS A FOCAL POINT OF EXISTING AND NEW NEIGHBORHOODS TO BE CREATED IN THE AREA THROUGH THE PLACEMENT OF PARK FACILITIES, ROADWAYS, TRAILS, INTERPRETIVE AREAS, VISIBILITY, ETC.

## Policies

1. Wherever possible, natural features should be retained as buffers between different, potentially incompatible uses. Where natural features are not available, landscaped buffer yards shall be provided to minimize the adverse effects of higher intensity uses upon lower intensity uses.
2. Planned unit developments (PUD's) are encouraged as a means of designing project which best fit the natural landscape, and where the area and specific site lend themselves to such development.
3. Preservation of natural features, noise exposure, road access, and relationship to the surrounding properties shall be considered in preparing subdivision designs. Subdivision density, or total number of lots, will ultimately be determined by these factors. The development of the maximum number of lots permitted by the zoning will not be possible in most cases due to these and other design considerations required by this Plan.
4. Lots in subdivisions shall be of adequate size and appropriate shape for the range of primary and accessory uses which are designated for the area without:
  - a) creating a feeling of overcrowding;
  - b) creating measurable negative environmental impacts;
  - c) creating the need for variances to ordinance requirements such as setbacks, lot size, height, length-to-width ratios, etc.;
  - d) violating the goals and policies of this Plan;
  - e) violating the intent of the Plan to create a type of living environment different from that found in the surrounding Antelope and Roseville areas.
5. Where a development permit/approval is sought adjacent to an agricultural operation/land use category, protection of agricultural operations shall be provided by the establishment of a man-made or retention of a natural buffer be-

tween the agricultural land use and the proposed use. This buffer shall occur on the parcel for which the development permit is sought and shall favor protection of the maximum amount of farmland. (See policy 23, Placer County General Plan - Agricultural Element.)

6. Commercial and residential structures should be designed with the intent to encourage human interaction, and to be compatible with the surrounding environment, versus designs which solely accommodate automobile usage.
7. Non-residential buildings shall generally be of small or moderate size. (Portions of the industrial area can accommodate larger buildings.) Where groups of buildings are used they should be connected by plazas, terraces, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter for pedestrians.
8. Avoid the creation of new commercial areas along Baseline road, west of Brady Lane in order to prevent strip commercial development conflicting land uses, and areas of additional traffic conflicts, etc.
9. Night lighting, visible from the exterior of buildings shall be limited to that necessary for security, safety, and identification.
10. Projects within the Plan area will comply with: the Placer County Landscape Guidelines, the Placer County Design Guidelines, and the specific design guidelines contained in the Plan. Where more specific and/or more stringent guidelines are found herein, these shall apply.
11. Landscaping shall be used to reduce the visual impact of all structures, including solid fences. Natural vegetation should dominate where possible. Where existing vegetation is inadequate the use of native plant materials is encouraged. Landscaping materials provide an informal character and smooth transition between buildings, parking lots adjoining roadways and open areas.

12. Large, bulky, and unscreened structures shall be discouraged, particularly if they are visible from the road.
13. The use of natural materials (i.e. wood siding, brick, block, and field stone) is required. Primary exterior colors shall blend with the surrounding natural landscape. The use of "earth tones" or natural finishes which blend with the natural background is encouraged.
14. Where possible preserve native trees and support the use of native drought tolerant plant materials in all revegetation/landscaping projects.
15. In place of sound wall construction, require, wherever possible, the use of greater setbacks to provide a scenic corridor for all parcels fronting on all the major circulation routes (2, 4, or 6 lanes of traffic). Long expanses of sound walls are not consistent with the desired character of the Plan area and the use of open space setbacks and landscaping instead, will be a major difference between this area and surrounding areas to the north and south. (See the Noise Element for information on the setbacks necessary to achieve acceptable noise levels without any other sort of mitigative technique.)
16. Require the dedication of sufficient road right-of-way as outlined in the Circulation Element and as needed to provide all the roadside amenities required herein.
17. Require the construction of bicycle, pedestrian, and equestrian trails as provided in this Plan and use the policies of the Placer County Bikeways Master Plan in determining routes and trail type for areas not depicted on the Plan Trails map but still required to satisfy the policies of this Plan.
18. Utility lines shall be installed underground to ensure minimum disruption to the environment and as little disturbance as possible to vegetation, particularly in scenic corridors.

19. Structures of historic or architectural significance shall be identified and documented, and efforts shall be made to preserve them and use them as a focal point of neighborhood design.
20. Where residential development is proposed adjacent to Dry Creek, design it in such a way as to place streets and open space, not backyards, next to the riparian areas in order to enhance the creekside and neighborhood environments as well as providing a sense of ownership and to permit public access to this important resource.

#### Implementation

In order to provide additional information to assist in the implementation of the Community Design Element, several policies are more specifically addressed in the following pages, in primarily graphic form (see Figures 2, 3, 4, 5 and 6). The architectural standards/guidelines for commercial and industrial structures are contained in the Placer County Design Guidelines, while site landscaping concepts are contained in the Placer County Landscape Guidelines.

Of particular importance to the Dry Creek Plan area are the issues identified as Goal #8 and Policy #20 of the Community Design Element, therefore some additional detail regarding the design treatment of Dry Creek and its tributaries is provided. In this region of California there are many examples of creeks which have been sandwiched by residential backyards. In the worst cases they have been stripped of vegetation, straightened, smoothed off, and made more efficient for flood protection. In addition these sterile waterways are often hidden from view. In other cases, the creeks and immediate surroundings have been preserved and even enhanced with parkways and landscaping yet still fenced off and tucked away.

People who live behind the creek access road fences, and they will tell you plenty about their loss of privacy and

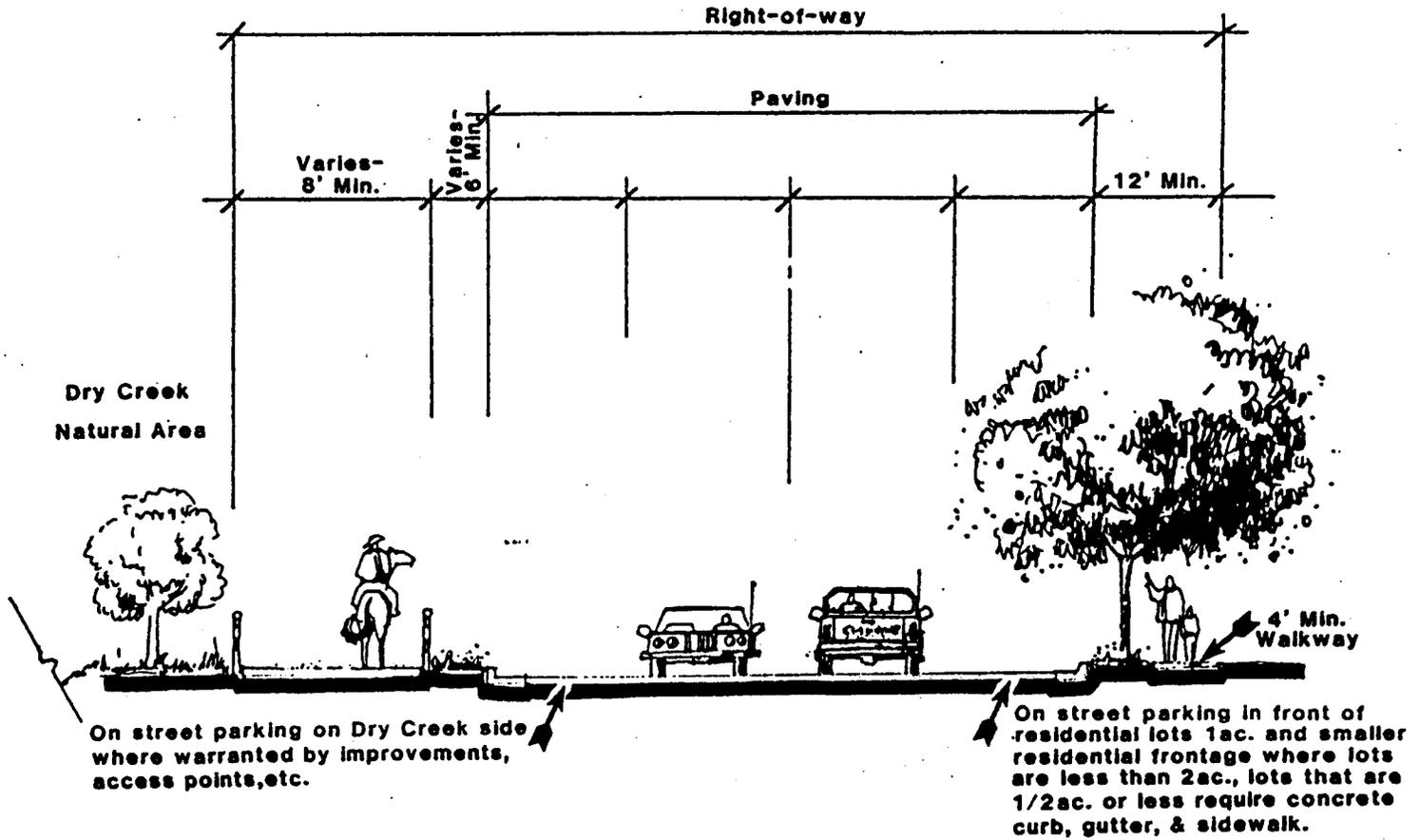
security. Motorcyclists, vandals and other intruders often find the hidden channels to be perfect corridors for illegal and disruptive activities.

The challenge is to design future creekside developments which will eliminate those problems and create a whole new set of social and environmental advantages. Use of parallel streets as proposed for the area, or in some cases loops, would do just that, while still providing protection from flooding and avoiding privacy and security problems for residents. The following sketch (Figure 3) depicts the suggested design concept for the Dry Creek corridor. This design will further have the effect of generating a sense of community stewardship and ownership. This is important in order to maintain the integrity of the areas as a secure, safe, open space amenity.

The Circulation/Trails Plan includes these parallel roadways, however they must not be viewed as a strict requirement for parallel roads connecting all of the north-south roadways in the Plan area. Where existing development makes such a system impossible, loop roads that connect through development projects will serve the intent of this section, so long as lots are not designed to back up to the Dry Creek corridor. A conceptual example of how the area between Walerga, Cook Riolo, P.F.E., and Vineyard roads could be designed to accommodate such a system is included on page 61, and is labeled "Community Design Element Conceptual Land Use Plan Dry Creek Corridor."

FIGURE 2

Ref: Placer Co. Land Development Manual.



TYPICAL SECTION ALONG DRY CREEK / NATURAL AREAS PERIMETER ROADS

FIGURE 3

### DRY CREEK OPEN SPACE CORRIDOR

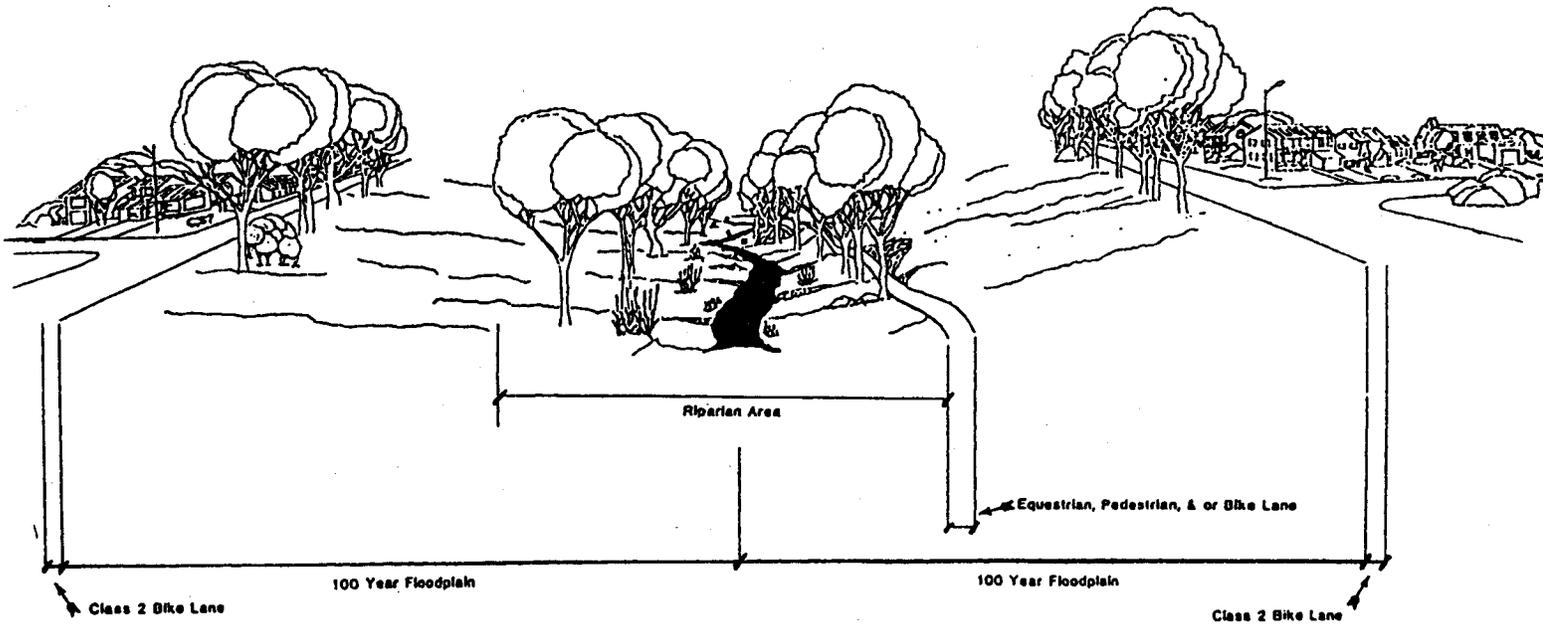
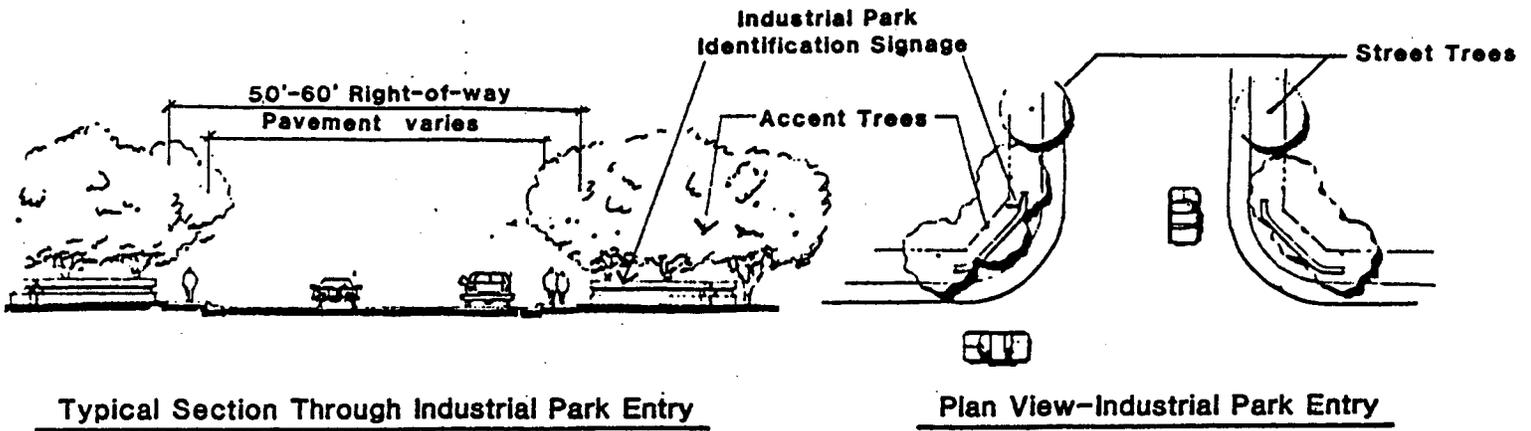
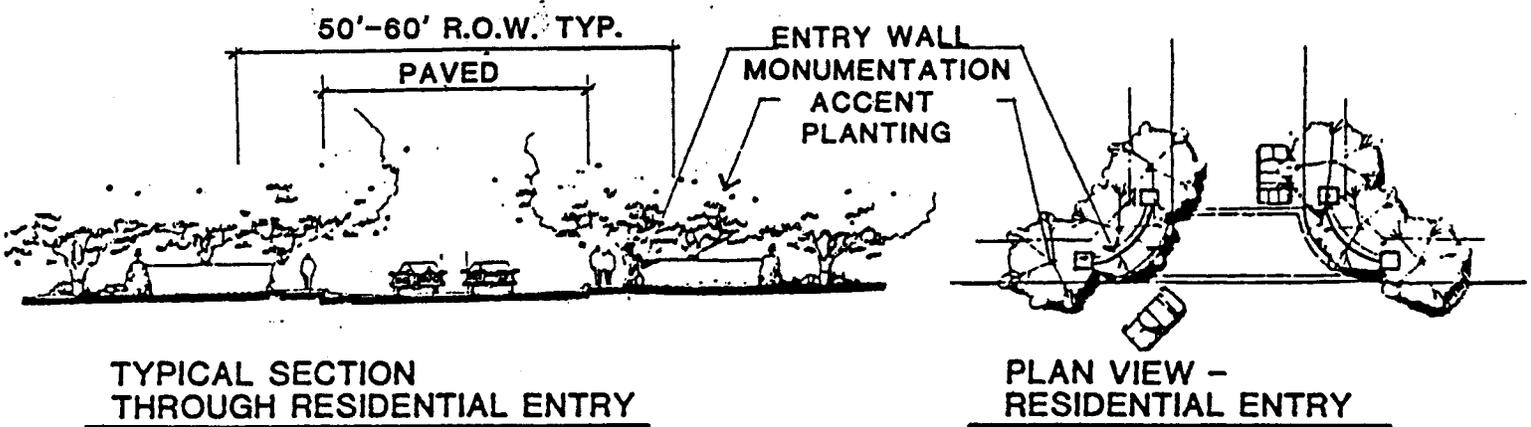


FIGURE 4



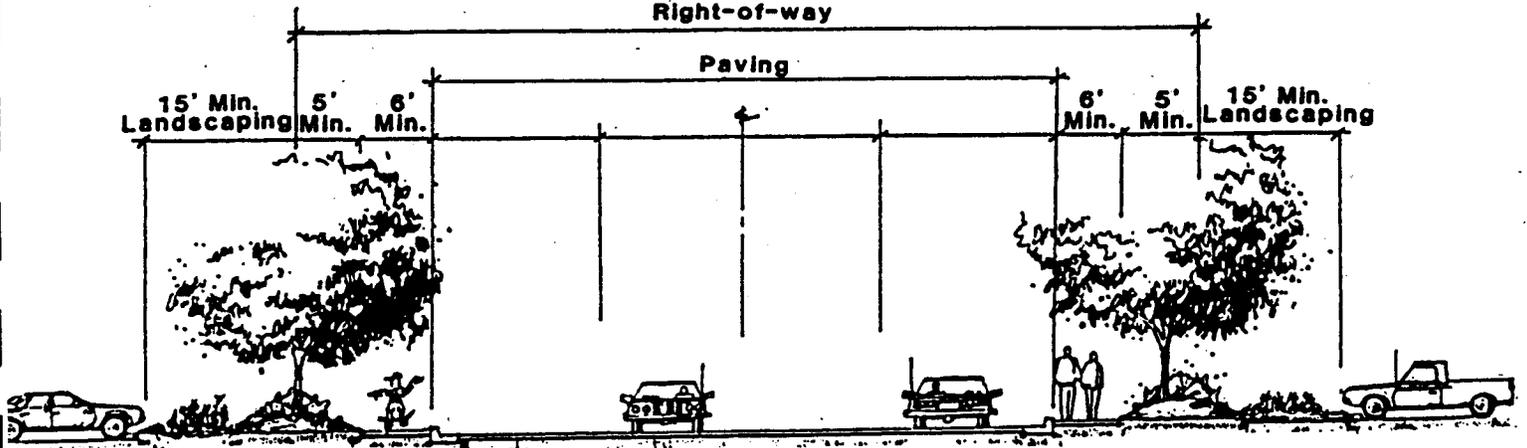
INDUSTRIAL PARK ENTRY TREATMENT



RESIDENTIAL PROJECT ENTRY TREATMENT

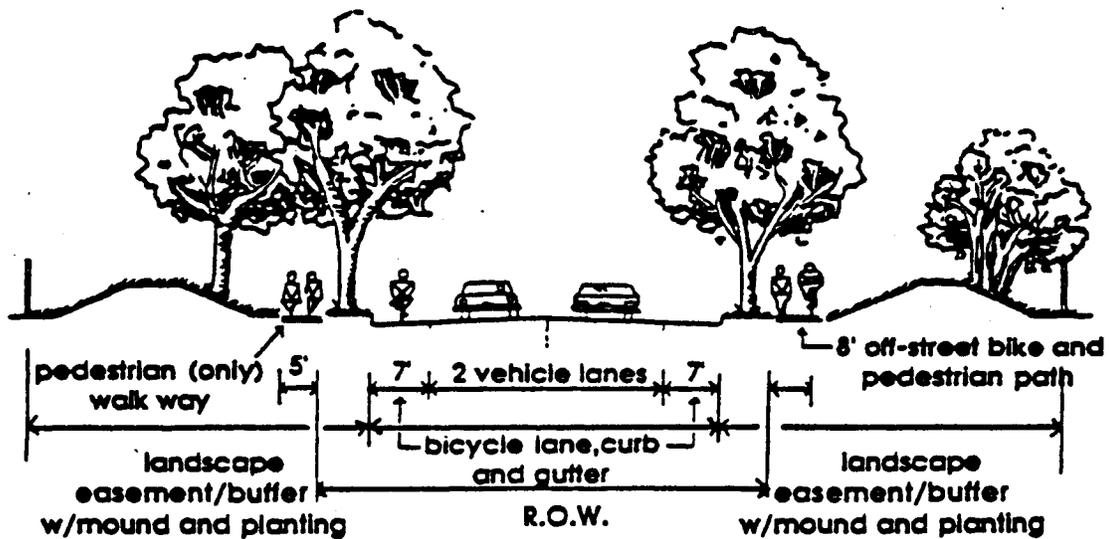
Figure 5

Pavement and right-of-way width vary with number of through lanes, turning lanes, on-street parking, amount of development served by street, sidewalk/trail width, width of landscape area, etc.  
Ref: Placer Co. Land Development Manual.



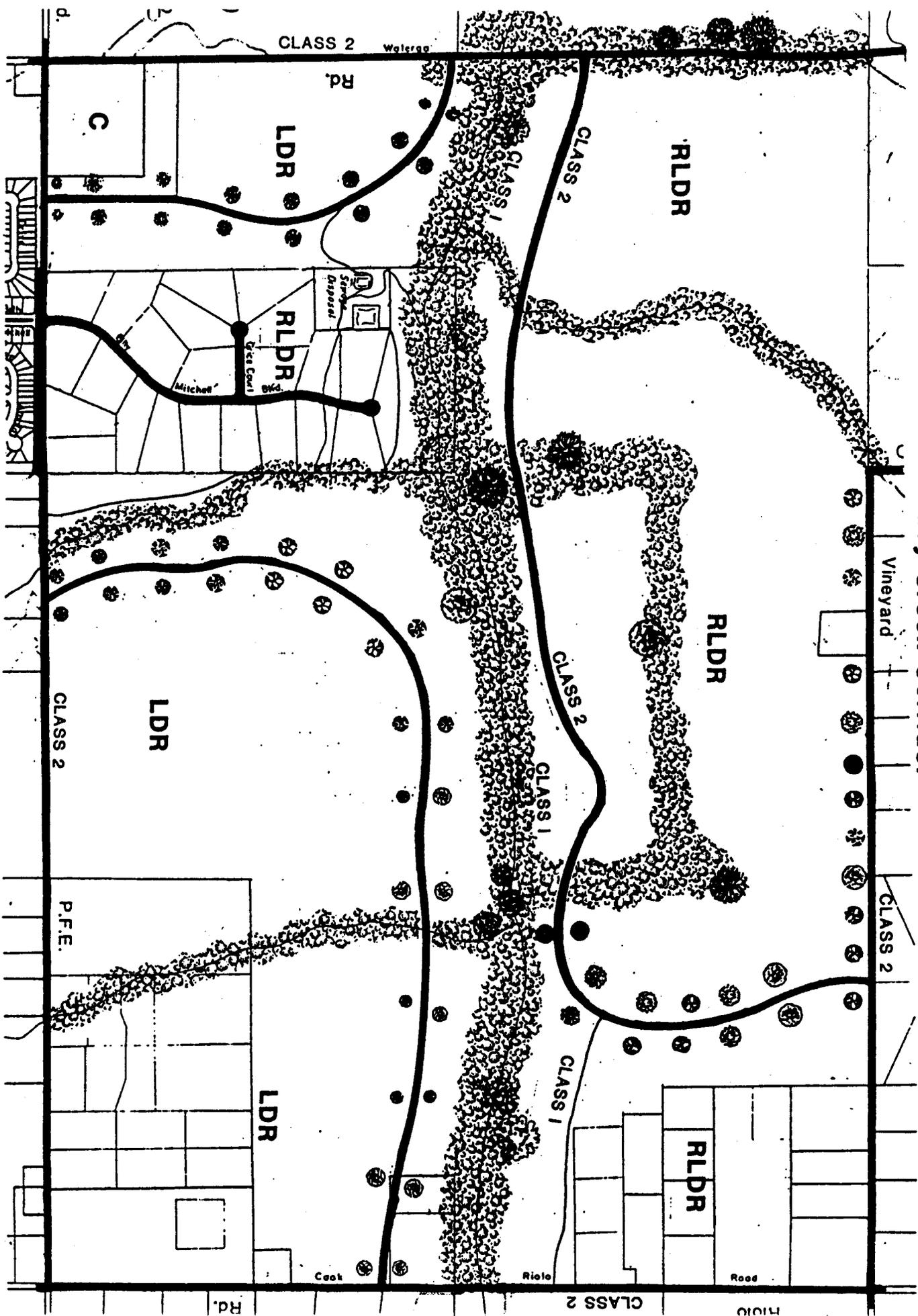
TYPICAL SECTION COMMERCIAL AND INDUSTRIAL STREETS

Figure 6



TYPICAL SECTION RESIDENTIAL STREET

# Community Design Element Conceptual Land Use Plan Dry Creek Corridor\*



\* Ref. policies 8 & 20.

Residential, commercial and industrial projects, to be built in the Plan area, can add to the appeal and character of the area through the creation of a series of uniform entry treatments, and compatible streetscape designs. Figures 4, 5 and 6 illustrate entries and streetscapes that should be incorporated into project design within the Plan area.

Policy #15 refers to scenic corridors, noise setbacks and soundwalls. This policy is important to the creation of an environment in the Plan area which has a different and more open feeling and appearance than that found within neighboring communities. In some cases, the maintenance of setbacks, which are large enough to create acceptable exterior noise levels in residential projects, may result in excessive open and unmaintained corridors along roadways. Although typical soundwalls are not to be permitted, a combination of landscaping, earth berms, setbacks, and fences may be used to accomplish the various goals and policies of the Plan. Figure 6 illustrates one way in which such a bufferyard could be designed.