

CHAPTER FOUR



COMMUNITY DESIGN

4. Community Design

The impact of growth on the character of the community was one of the common concerns expressed on resident surveys received during the review of the 1989 Community Plan. Many residents have expressed concern that the rural residential character of the Granite Bay community is threatened by the encroachment of more urban-type development.

Granite Bay has land use capacity for additional growth and residents have varying opinions on how the community should develop. A common and important issue articulated by residents was to ensure compatibility between land uses as the Plan area continues to develop. Those desires can be addressed through the Community Plan's Goals and Policies. Providing transitions and adequate buffers between land uses will continue to be important in Granite Bay between commercial and residential areas and higher and lower residential density designations. Design also plays an important role.

The principals of design influence the physical design and layout of a community. It is an important planning tool used to assist with achieving a recognizable image for the community, enhance its quality-of-life, and promote greater economic vitality through the more efficient use of resources. Community design encapsulates the way places function and addresses the complex relationships among all of the elements of built and unbuilt spaces with a focus on:

- Context and structure;
- Connections between people and places;
- The relationship between buildings and streets, parks, and waterways and other spaces which compose the public domain;
- Patterns of movement;
- Nature; and,
- Human health.



Figure 4.0.1: Quality design enriches the community.

Design objectives and principals form an integral part of the County's land use planning and decision-making processes to achieve the goal of high quality and sustainable physical environments. As guidelines, these recommendations will not regulate with the same rigidity as an ordinance. Rather, it will indicate the County's intent regarding the various components of design. The existing development pattern and natural features of Granite Bay will require a measure of flexibility in the design review process for new development and redevelopment/revitalization projects.

It is the purpose of the Community Design section to identify those features of the Plan area which characterize the unique nature and identifying traits of Granite Bay, and then to specify standards of site development for proposed projects which will implement the goals and policies of the Plan.

In addition to the Community Design principles contained in this Community Plan, other planning documents should also be consulted. In January 2008, the Granite Bay Municipal Advisory Council (MAC) adopted *Design Elements and Landscape Goals for Granite Bay's "Douglas Corridor."* Granite Bay's "Douglas Corridor" is

comprised of the area extending east along Douglas Boulevard from Sierra College Boulevard to Pardee Court, and extending from approximately one block north of Douglas Boulevard, south along Auburn-Folsom Road to Eureka Road. Placer County has designated both Douglas Boulevard and Auburn-Folsom Road as “Scenic Roads.”

The Granite Bay MAC utilizes these Design Elements and Landscape Goals when reviewing development projects proposed in the Douglas Corridor to make recommendations to the Placer County Planning Commission and Board of Supervisors. The document identifies the design characteristics preferred by the MAC and the community for development in the Corridor. The MAC Guidelines have been provided in Appendix One.

The **Placer County Rural Design Guidelines (1997)** have been developed for residential subdivisions (over four lots) where zoning is typically one acre or greater, and/or located in a predominantly rural area. In addition, the **Placer County Design Guidelines Manual (2003)** has a section pertaining to Granite Bay and should also be referenced.

Where there is conflict between the Community Plan principles and the MAC, Rural Design Guidelines and Placer County Design Guidelines documents, the principles of this Community Plan shall apply.

4.1 GOALS

1. Protect and preserve the unique rural character of the community and maintain the identity of Granite Bay as a scenic, tranquil, family-oriented rural/residential community compatible with the area’s physical constraints and natural features.
2. Safeguard and preserve important views, natural waterways and riparian habitat.
3. Ensure that development complements the natural setting and reinforces the rural and natural identity of Granite Bay.
4. Maintain a landscaped scenic corridor along Douglas Boulevard and Auburn-Folsom Road to enhance and maintain the existing landscaping and scenic qualities.
5. Subdivisions shall maintain the pastoral nature of the community through site-sensitive design.
6. Implement the trails section of the Circulation chapter through construction of cycle, equestrian and non-motorized multiple use trails.
7. Implement zoning and subdivision controls which protect and preserve significant natural open space and cultural resources in the Granite Bay community.
8. Encourage high-quality designs which are attractive, safe, functionally efficient, committed to sustainable practices by incorporating energy-efficient technology, and are consistent with the community character.
9. Ensure that new infill construction or substantial expansion of an existing home in an existing neighborhood is compatible in form, massing, height, set-backs, lot coverage, building materials, design and orientation and positively contributes to the existing neighborhood context.
10. Preserve the character of those areas designated for Rural Residential and Rural Estate housing that contribute to the rural nature of much of Granite Bay.

4.2 POLICIES

1. Implement the design standards in this section to meet the specific goals of this Community Plan.
2. Require construction of cycle, pedestrian and equestrian trails as described in the Circulation chapter.
3. Planned Residential Developments shall protect significant natural features.
4. Support subdivision designs which provide for the least amount of site disturbance and greatest amount of open space.
5. Preserve the heavily vegetated areas that exist along circulation corridors to protect the Plan area's rural nature.
6. Require the dedication of sufficient road right-of-way as outlined in the Circulation chapter of the Plan but consider street designs which are safe, may be more rural in character, and have less impact on the environment.
7. Require development/projects to comply with the Placer County Landscape Guidelines, Placer County Design Guidelines, Rural Design Guidelines and the specific design standards herein, where applicable.
8. Where possible, preserve native trees and support the use of native, drought tolerant plant materials in all revegetation/landscaping projects. Landscapes should be designed to help lower on-going maintenance efforts and costs.
9. Encourage the development of commercial project designs that do not detract from the rural character of the Granite Bay area.
10. Where appropriate, encourage the use of greater setbacks along designated Scenic and Country Roadways.
11. To the maximum extent possible, all structures, including residences, should complement and blend in with the natural setting of the project area, and to this end the following principles shall be adhered to:
 - a. The visual impact of the structure shall be mitigated either through reduction of building bulk, increased setbacks, or screened by incorporating additional landscaping. In general, hillside structures shall be designed to step down the natural hillside in order to achieve a lower building profile.
 - b. Structures may be located in existing tree covered areas to the extent possible and still be consistent with slope, geologic and related conditions, and the need to preserve natural terrain and locally unique or especially wooded areas.
12. Encourage use of natural materials (i.e. wood siding and field stone). 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.
13. Landscaping shall be used to reduce visual impact of all structures and sound walls. Natural vegetation should dominate where possible. The use of native plant materials is encouraged. Landscaping plans and raw materials provide an informal character and smooth transition between buildings, parking lots, adjacent roadways, and open areas.



Figure 4.2.1: Developers are encouraged to preserve native trees on development sites.

4.2.1 Architecture/Site Design

Successful communities can be identified by their character, the quality of the public and private realm, ease of movement, and adaptability and diversity. The public realm comprises a number of important components including public and open spaces, streets and streetscapes, schools, trails and parks. These are key shared assets that bond people and places together. The private realm includes the privately owned property not included in the public realm, and encompasses all the developable area of a parcel.



Figure 4.2.1.1: To help manage storm water, vegetated swales have been incorporated into the Woodbridge Estates subdivision off Old Auburn Road.

Although the private realm is less visually prominent than the public realm, the Design Guidelines contained in this section are intended to help strengthen the overall quality and character of development in the Granite Bay Community Plan area.

The County may require a large private commercial development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public. These spaces should be linked physically and visually to the pedestrian network and other public spaces.

It is imperative to consider how a new development will impact that which already exists in the area and to assess the opportunities where Low Impact Development (LID) can be implemented feasibly. Low Impact Development is a practice that benefits water supply and contributes to water quality protection.

Unlike traditional storm water management which collects and conveys storm water runoff through storm drains, pipes and other conveyances to a centralized storm water facility or waterway, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall.

Site Principles

- In considering applications for commercial or professional office uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts.
- Provide satisfactory access for automobiles, pedestrians, cyclists and persons with disabilities.
- Encourage the use of architectural elements such as canopies, towers, patios, arcades and cornices which enliven the building exteriors and street frontage and promote visual diversity.
- Encourage increased setbacks and/or buffers where commercial areas abut residential zones.
- Every effort shall be made to design projects so that noise-generating uses are buffered from adjoining residential uses.
- All mechanical equipment shall be screened from public view.
- All trash enclosures and storage areas shall be as unobtrusive as possible.
- All storm water runoff shall be diverted around trash storage areas to minimize contact with pollutants.

- Trash and loading areas shall be located a sufficient distance from residential lots to avoid creating a nuisance.
- Trash containers shall not be allowed to leak and must remain covered when not in use.
- Planting and fencing shall be used to create a buffer between residences and service areas.
- Walkways shall accommodate the passage of persons with a wide range of abilities.
- Walkways shall be designed in concert with parking areas and drive aisles to encourage pedestrians to cross vehicular areas via the safest possible routes. Walkway layout should reduce the number of points at which pedestrians are encouraged to cross vehicular areas.
- On-site pedestrian walkways shall have direct and easy connections to the streets and sidewalks of adjacent neighborhoods wherever possible.
- Increase the amount of evapotranspiration and infiltration where possible to reduce the burden on storm water infrastructure and to enhance the opportunity for ground water recharge such as designing permeable paving solutions or bioswales where appropriate and feasible.
- Retain storm water volume on-site to reduce the occurrence of flash-runoff from large paved surfaces and to optimize using water on-site for landscaping instead of relying on irrigation.



Figure 4.2.1.2: Pedestrian access from the street, separated from drive aisles, to the front entrance of larger commercial buildings is appropriate.

Design Principles

- All non-residential projects are encouraged to be designed to promote the “Craftsman-style village” concept. The use of natural materials (i.e. wood siding, river cobble and field stone) is encouraged. The goal is not strict rural-village or Craftsman design, but the construction or renovation of buildings should incorporate the use of time-honored and timeless elements.
- Establish a high quality of design with a variety of appropriate architectural details. Brick as an accent and concrete shingle roofing is encouraged.
- Appropriate massing and architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing, character lighting) shall be provided to avoid uninteresting expanses of roof and wall facades.
- The use of plain concrete block, glass curtain wall, vinyl siding, metal siding, or industrial-looking ribbed precise wall panels is strongly discouraged.
- Distinctive building designs shall be provided at corner locations to reinforce their visibility in the streetscape.
- Complementary architecture treatment of individual buildings is required through recurring design elements such as wall finish/material/color.
- Windowed areas should be maximized along street frontages and main parking areas.
- Non-street facing building facades exposed to public view (facing open spaces, parking areas, or wide apertures in the streetscape) should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.

- The incorporation of “site furniture” is recommended to enhance pedestrian areas, reinforce an attractive image and improve site function. This may include:
 - ✓ Benches
 - ✓ Patio tables and chairs
 - ✓ Decorative traffic bollards
 - ✓ Walkway lighting
 - ✓ Bike racks near to building entrances (required for properties with 20 or more parking spaces)
 - ✓ Sculpture, fountains, permanent art installations
 - ✓ Trash receptacles



Figure 4.2.1.3: Site furnishings and landscaping enhance a property and can provide a welcoming environment.

Color Principles

- Developments are to use earth tones or natural finishes which blend with the surrounding natural landscape. Primary colors, even for trim, are discouraged.
- Utilize a simple palette of complementary colors.
- Coordinate a palette of compatible materials.
- Accent colors may be used for trim and should be used sparingly.



Figure 4.2.1.4: Earth tones are encouraged for building exteriors.

4.2.2 Landscaping

A high quality of landscape treatment which reflects the needs of both the site users and passersby is required. Generally, natural features shall be protected, trees shall be preserved where possible, and management practices should be incorporated to achieve an environmentally sustainable development. Landscaping shall be used to reduce the visual impact of all structures, fences and walls that are visible from public view. Native vegetation should dominate where possible.

Refer to the Placer County Landscape Design Guidelines and Section 4.2.11 for detailed design criteria for landscape areas. The Landscape Design Guidelines are intended to ensure that public places are attractive, function efficiently, and provide an inviting and comfortable environment. The streetscape helps to create a unified image and defined visual structure for an area. The design of the streetscape should provide an attractive foreground for a property and a setting for activity by creating an environment that is visually rich and satisfying and that complements the property or development.

The focus of the Guidelines is the streetscape, parking lots and non-residential buildings, since these are most prevalent in the public's eye. However, the Guidelines include general provisions that apply to all types of development, such as the use of water-efficient plantings and irrigation systems, and even within the confines of a particular type of development, flexibility is integrated into the concepts.

4.2.3 Parking

Site planning should minimize the visibility of parking areas as much as possible through their configuration including the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses.

Parking Policies

- Parking areas should be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement.
- Shade trees shall be provided on parking islands, along street edges and at other locations wherever feasible, and shall be consistent with the shading provisions of the Placer County Landscape Guidelines.
- Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located whenever possible at the rear or side and connected to the streetscape through pedestrian links.
- Access points to parking areas shall be minimized to reduce their potential impact on the surrounding streetscapes and to minimize potential vehicular conflict.
- Bike parking areas shall be provided as required by the Zoning Ordinance.
- Reduce irrigation requirements by choosing native species that are more drought resistant.

4.2.4 Signs/Lighting

The design and provision of signage on commercial and institutional properties should balance the requirements for form and identity associated with the particular use with the need to complement and enliven the streetscape. Signage shall be designed in accordance with Placer County Sign Regulations (Placer County Zoning Ordinance 17.54.170).

Signage Principles

- The design of signage should be visually and thematically consistent with the building design(s) and coordinated throughout a site. Signage should contribute to the design vision for the building, site and overall community.
- All developments are permitted low-profile, free-standing monument-type signs. Signs should use individual letters. Cabinet building signs are strongly discouraged.
- Freestanding signs shall either be externally illuminated or only the individual letters shall be internally illuminated.



Figure 4.2.4.1: Design guidelines have been established for signage throughout Granite Bay

- Ground-related signage structures should be integrated into the site plan, landscaping and contribute to the overall way-finding strategy of the site.
- Individual tenant signs shall be installed on the front of the building.

Lighting Principles

- Lighting on site should be designed to promote pedestrian comfort and safety.
- Lighting for individual buildings should be integrated into the architecture.
- Lighting shall be designed to minimize projection into adjacent properties and onto adjacent roads and not provide a source of glare.
- The height of light standards in parking areas shall not exceed eighteen (18) feet.
- Energy-efficient technology should be used wherever possible.

4.2.5 Residential Subdivisions

The design standards in this section are proposed as additional implementation measures to those required in Section 3.2 and the Placer County Land Development Manual.

These guidelines are intended to encourage innovative residential developments and efficient use of land in keeping with the wishes of the Granite Bay community. The goal is that all subdivision design and layout is suited to the particular site.

The following principles aim to create unique neighborhoods for a wide spectrum of users:

- A variety of lot sizes, building types and architectural styles are encouraged to contribute to attractive streetscape and to avoid visual monotony. These design elements shall be mixed within the streetscapes.
- Variety among housing forms, including massing, façade and roof line, is encouraged within each neighborhood and streetscape.
- Building designs shall respond to their location, site orientation, and grading conditions.
- Corner buildings shall respond to both street frontages with a frontal appearance along both sides.
- Appropriate transitions in the scale, form and architectural style of adjacent buildings shall be provided.
- Garages shall have reduced visual presence by either having a greater setback than the main structure or by utilizing a side-loading garage to ensure that dwelling facades and landscaping, rather than garages and driveways, dominate the streetscape.

Subdivision Design. The structure of the street network has a major influence on streetscapes. As well, public streets are public spaces and shall be designed to that end.

- Lots shall be sited to preserve the existing natural features and the greatest amount of open space on each project.



Figure 4.2.5.1: Design standards have been established for residential subdivisions.

- The use of Planned Residential Developments is encouraged to protect significant natural features where allowed.
- Provide street patterns with walkable block lengths and multiple connections between streets to provide alternative routes for pedestrians, vehicles and cyclists.
- Street patterns shall be clear and understandable to promote ease of orientation and convenient access.
- The street network design shall preserve and respond to existing natural and topographical features such as wetlands, woodlands and stream corridors.
- Where a street abuts a natural open space on one side, the streetscape treatment on the developed side of the street shall be consistent with the adjacent built form, whilst the open space side shall be enhanced for pedestrian comfort and movement, and public views into the area.

Grading Principles

- Mass grading shall not occur outside of commercial and high-density residential areas.
- As required by the Placer County Grading Ordinance, all grading exceeding 250 cubic yards of material, and exceeding four feet in vertical height (cut or fill), shall require review and approval by Placer County. In addition, other grading activities may require a grading permit per Placer County Ordinance Section 15.48.060 and 15.48.070.

Vegetation Removal/Landscaping

- Native tree removal shall be kept to a minimum and is subject to prior approval by Placer County.
- Revegetation/landscaping plans shall emphasize the use of native and compatible, drought-tolerant plant materials. A Revegetation Plan shall be submitted and approved by Placer County for all disturbed areas.
- All natural streams, drainage areas and floodways shall be maintained in their natural state unless specific approval for modification is given by the Development Review Committee and other appropriate agencies and/or such work is necessary for maintenance of a free-flowing channel.
- Every effort shall be made to preserve as much natural vegetation as possible.

Trails

- Equestrian, cycle/pedestrian trails shall be incorporated into all development plans in conformance with the Trails program in the Circulation chapter of this Plan.

4.2.6 Residential Subdivision Gating

Gates are only allowed under specific circumstances (see the Circulation chapter for additional information). Granite Bay currently has a limited number of gated subdivisions with a wide variety of gates, perimeter walls and fences, some of which blend into the rural context while others do not.



Figure 4.2.6.1: Gated subdivision entries should feature natural materials that blend into the natural environment.

The design goal is 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.

Gate Design

- Wrought iron, natural stone and wood shall be the prime materials.
- Existing vegetation and wooded areas should be incorporated into entrance design.
- Gated entries shall provide for unrestricted pedestrian access into the community from dawn to dusk.
- The gated entrance design allows for paved adequate turn-around and keypad setback per the Engineering and Surveying Department's recommended design.
- Structural entrance features must satisfy zoning ordinance setback requirements DPW sight-clearance standards, and fire district access requirements. Landscaping should be consistent with the ultimate configuration of the intersection and should include low-lying shrubs and groundcover to maintain adequate site distance.
- Non-native and "formal" type landscape design and vegetation are discouraged.
- Lighting of entrances should be restricted to the parameters set forth under the rural lighting standards. If the subdivision intersections are illuminated, additional entrance lighting is not necessary and is discouraged.
- Entrance feature lighting should be restricted to identification purposes, minimally illuminative, and with only directed and shielded lighting on the identifying portion of the entrance feature. Where signs and monuments are to be uplit, lighting equipment shall be approved by the County.
- Lawn is generally not permitted as bedding material as entrance feature landscaping.
- The number, height and size of signs and logos are subject to the Placer County Sign Ordinance and applicable Community Plan standards. Sign elements on pilasters or walls shall use mounting hardware securely embedded into the surface onto which it is affixed.
- Structures and architectural features, including guard houses, at entrances to gated (including non-gated monitored) developments shall be appropriately scaled and in proportion to its surroundings with an appropriate/complimentary architectural style.
- The height of perimeter walls, fences and mounds shall not exceed six (6) feet except where required for sound attenuation.
- Solid walls and solid fencing along roadways are discouraged. Integrate wall breaks and transparent fencing within perimeter walls to provide scenic vistas without compromising privacy. Where transparent fence breaks are not practical, break up long stretches of walls or fences by requiring landscape screening, mounding, vertical piers or columns, and façade detailing.



Figure 4.2.6.2: Perimeter walls should be well landscaped and maintained.

4.2.7 Secondary Units

A secondary dwelling unit is an additional self-contained living unit, either attached to or detached from, the primary residential unit on a single lot. It has cooking, eating, sleeping, and full sanitation facilities. Second dwelling units can be an important source of affordable housing since they can be constructed relatively cheaply and have no associated land costs.

The Placer County Zoning Ordinance establishes standards for secondary dwelling units in Granite Bay. Secondary dwelling units are permitted with an Administrative Review Permit (ARP) in all residential districts and also the Farm (F) district subject to the following standards:

- The lot contains an existing single-family dwelling;
- If construction of a secondary unit is proposed on a vacant lot, elevations and floor plans for both the main unit and the secondary unit must be submitted for approval, along with a representative photograph of the main unit;
- In zoning districts where the minimum lot area is 10,000 square feet or less, the minimum lot area for the lot containing the secondary unit shall be 150 percent the minimum lot area for that specific zoning district;
- Secondary dwellings on parcels smaller than one acre in size shall either be attached to the primary unit or integrated with a detached accessory building (such as a garage);
- The maximum floor area allowed for a secondary dwelling shall be based on the area of the lot as shown in Table 4.2.7 below;
- The secondary dwelling shall be architecturally compatible with the primary residence. For attached units, the appearance of the building shall remain that of a single-family residence; and,
- A secondary dwelling of 640 square feet or less shall be provided one off-street parking space; a larger secondary dwelling shall be provided two spaces; and,
- Using existing/shared driveway connection to reduce potential vehicular conflicts on roadways is encouraged; and,
- Encroachment permits and traffic fees are required for a new driveway connection serving a secondary dwelling.

**Table 4.2.7
Maximum Floor Area Allowed for Second Units**

Lot Area of Site	Maximum Floor Area (sq. ft.)
Less than 1 acre	640
1 acre to 2.29 acres	840
2.3 to 4.59 acres	1,000
4.6 acres or more	1,200

Source: Placer County Zoning Ordinance, Section 17.56.200

4.2.8 Infill/Teardown of Existing Homes

Several areas of Placer County are currently experiencing infill development or will in the near future. Intensification in appropriate locations is one means of achieving development that will efficiently use land resources, optimize the use of existing and new infrastructure and services and contribute to minimizing potential impacts on air quality and promoting energy efficiency.

Sensitive and high-quality design shall be required for these residential intensification projects to ensure compatibility with the existing neighborhood. “Infill management” should be in place to promote community stability and predictability for areas that are transitioning from first generation or greenfield development to second generation or infill development.

The replacement of an existing single-family residential structure with a newly-constructed home can have serious implications to existing neighborhood character. The replacement could occur by utilizing the existing foundation, substantial expansion or by complete demolition and replacement. It includes demolition of an existing structure beyond livable conditions, or renovations that add significantly more livable space to the existing structure.

The most obvious impact of teardowns in existing neighborhoods is the loss of older houses that become “scrape-offs” because they are seen as outdated or too small. Perhaps even more damaging are the replacements for these demolished homes: massive, out-of-scale new structures that completely ignore the existing character of the neighborhood.

While not a serious problem in Granite Bay today, the teardown issue should be monitored over time. As development trends transition, County policy must evolve to help preserve the character of an established neighborhood. At an appropriate time, the County and Municipal Advisory Council must lead the creation of infill guidelines and create appropriate processes to manage this body of policy.

The purpose and intent of any future regulations would be to avail neighborhoods of an opportunity to ensure that new and remodeled single-family dwellings and related accessory uses and structures are compatible with the height and size of existing dwellings, and level of vegetation (i.e. native trees) on surrounding lots. New regulations would serve to establish and maintain a balance between preserving the character of mature neighborhoods while accommodating compatible new residential development.

Communities can choose from a variety of effective planning and preservation tools to implement their vision and tame teardowns (see sidebar). In places where the pace of teardowns reaches a crisis point, it may be necessary to provide a “cooling-off” period, through a temporary moratorium on teardowns, to allow time for the community to develop a consensus about what to do.

Several of these tools aim to protect existing structures, in part by requiring the review of proposed demolitions and by limiting the scale of new construction to reduce the pressure for teardowns. Other tools are designed to

Strategies to Mitigate Teardown Impacts:

There are a number of mechanisms available to prevent teardowns or better manage their impact.

- Placing a temporary moratorium on demolitions to allow time to develop alternatives to demolition.
- Designating historic districts enabling local boards to review demolitions and ensure new construction is compatible with the established building patterns and styles of designated neighborhoods.
- Through an overlay district, provide for design review of new construction projects in residential areas whether for all new homes or for projects above a certain size.
- Settling floor-area-ratios and lot coverage requirements to keep the scale of new construction compatible with existing homes.
- Revising development standards.

Source: Taming the Teardown Trend. National Trust for Historic Preservation. June 2002.

guide sensitive additions to existing homes and to ensure that new construction respects a neighborhood's historic character rather than damaging it.

4.2.9 Trails

The Circulation chapter contains a Trails Plan that indicates the proposed pedestrian, equestrian and bike trails within the Granite Bay Community Plan area. It is the intent of the Community Design section that these trails be constructed with the improvements required for all public and private projects upon which these trails are shown.

4.2.10 Views and Vistas

Views and vistas are significant visual compositions that may include important public and other buildings (e.g. historic), open spaces, and/or natural habitat areas, which enhance and liven the overall physical character of an area. "Views" are generally panoramic in nature while "vistas" usually refers to a strong individual feature often framed by its surrounding.

Policies

- The strategic location of view corridors should contribute to the design of neighborhoods as the corridors provide transitions between land uses and points of orientation.
- Views and vistas shall be achieved through the strategic alignment of rights-of-ways, the layout of pedestrian circulation and open space systems and the siting of major features, public use and built form.
- Views and vistas, and associated community amenities such as parks, shall be enhanced with an appropriate street network which terminates primary streets at these features. Streetscape design such as planting and lighting may also reinforce views to these locations.

4.2.11 Road Corridors

Streetscape design is comprised of the public realm and built form. Key considerations include:

- Street elements within the public right-of-way;
- Site planning and built form on adjacent private lots;
- The interface between private and public zones; and,
- How buildings address the street edge.

Components of streetscape consist of trees, lighting, street furniture, signage, built form, landscape features and road infrastructure. The design of these streetscape elements shall be coordinated to achieve the following objectives:

- Communicate the image and character of the particular location or development;
- Reinforce the street network and enhance the special community roads (primary streets);
- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the dominance of the car/garage on the streetscapes; and,
- Utilize Sustainable Management Practices to address water quality such as minimizing impervious cover where feasible.

The following standards apply to developments in specific corridors within the Granite Bay Community Plan area.

Douglas Boulevard

Douglas Boulevard is one of the major access corridors to the Granite Bay area and Folsom Lake State Recreation area. As the remaining development occurs along Douglas Boulevard, it becomes apparent that policies must be established to accomplish these goals and to meet the desires of the community. The following Design Standards for Douglas Boulevard are intended to implement the goals of this element while providing for integrated but individual development plans. These Design Standards shall apply to improvements installed within this right-of-way.

Douglas Boulevard, North Side

Right-of-Way. All development on the north side of Douglas west of Auburn-Folsom Road shall be required to dedicate 70 feet of right-of-way as measured from centerline. Building setbacks from the edge of the road right-of-way shall be a minimum of 75 feet.

Sound Wall. All residential developments proposed in the corridor shall provide a split-face concrete block wall with a maximum height of 6 feet. The wall shall be located at the edge of the right-of-way (70 feet from centerline) and be of earth tone colors. Variations in the wall design can include scoring of the block to create patterns and shadow lines, offset columns, and staggering of wall sections. Berming of earth against the sound wall and landscaping of the berm can also provide variation in the design.

Sidewalk. A minimum 5 feet and 6 feet in commercial areas in width concrete sidewalk is required. The sidewalk must be meandering with large radius curves and located outside of the future third lane for Douglas Boulevard (within the outside 20 feet of right-of-way). Sidewalks must connect to a project's interior pedestrian circulation areas and must be maintained in good repair.

Bike Lane. All development improvements shall be required to provide area and construct a Class II bike lane along this corridor. The striped bike lane shall be a minimum of 4 feet wide and shall not include the gutter pan.

Lighting. Intersection lighting will be required along the Douglas Boulevard corridor. Light standards to be used shall be reviewed and approved by the Department of Public Works.

Project Entries. Greater flexibility in design shall be permitted for each project's major access point onto Douglas Boulevard. The use of wood, brick, plaster, or other building material can be permitted where an owner wishes to establish an individual character to their project entry. A smooth and well-designed transition from the public right-of-way to these individualized entries is required.

Undergrounding. All projects shall be required to participate in the undergrounding program for utilities along Douglas Boulevard. All utilities shall be installed within the utility easement. This easement is located at the back of curb for the current 4-lane plan for Douglas Boulevard.

Future Expansion of Douglas Boulevard. Where current development does not require ultimate improvements, the future third lane shall be rough graded at the time of improvement installation. The area to be developed as a future traffic lane shall be landscaped and irrigated at the time of development and sidewalks shall remain out of the future travel lane.

Landscaping

- a. All areas not used for roads, curbs, gutters, sidewalks or other public improvements within the right-of-way are to be landscaped and irrigated.
- b. There shall be a minimum of 29 feet of landscaping, including sidewalk, within the right-of-way. Additional landscaping may be required for non-residential development.

- c. Landscaping should emphasize low maintenance, drought tolerant, native and compatible plant materials. Predominantly native plants shall be used within 50 feet of the edge of pavement.
- d. All areas are to include live ground cover, shrubs and trees.
- e. Maximum slope on landscaped areas of 4:1.
- f. Plant material size shall be equal to or greater than the minimum specified in the Placer County Landscape Design Guidelines.
- g. Each project shall develop its own plan but will maintain some consistency by compliance with the following standards.

Specific Landscaping Standards

- a. A theme tree shall be planted at least every 100 feet. The trees selected for the Douglas Boulevard corridor are members of the oak family.
 - 'Quercus douglasii' - Blue Oak - D
 - 'Quercus lobata' - Valley Oak - D
 - 'Quercus wislizenii' - Interior Live Oak - E
 - 'Quercus agrifolia' - Coast Live Oak - E
 - 'Quercus rubra' - Red Oak - D
 - 'Quercus ilex' - Holly Oak - E
 - (D= Deciduous, E= Evergreen)
- b. All theme trees to be located within the outside 15 feet of right-of-way.
- c. No tree or permanent structure shall be installed within 20 feet of the travelled way.
- d. The understory shall emphasize the use of native materials including:
 - 'Heteromeles arbutifolia' - Toyon
 - 'Ceanothus sp.' - Wild Lilac
 - 'Cercis occidentalis' - Redbud
 - 'Arctostaphylos sp.' - Manzanita
- e. There shall be an average of 4 trees and 10 shrubs required for each 100 lineal feet of landscaped area. A minimum of one tree for each 50 lineal feet is required. Existing trees may meet a portion of this standard, and the retention of native vegetation is the preferred alternative.
- f. The use of annuals is prohibited within the public right-of- way.
- g. The use of granite boulders is encouraged within the outside 15 feet of right-of-way landscaped area and as an entry feature.

Douglas Boulevard, South Side

Except as specified in this section, the standards for the south side of Douglas Boulevard shall be the same as those for the north side above.

Sidewalk/Trail. A minimum 8 feet in width Class I sidewalk/bike trail is required west of Auburn-Folsom Road. The sidewalk/trail must be meandering with large radius curves and located outside of the future third lane for Douglas Boulevard (within the outside 20 feet of right-of-way). Sidewalks must connect to a project's interior pedestrian circulation areas.

Landscaping. Due to the existing natural features and vegetation on the south side of Douglas Boulevard, the maintenance and incorporation of these features into development plans is strongly encouraged. Non-residential development is subject to the same provisions as established for the north side of Douglas Boulevard.

Future Expansion of Douglas Boulevard. The Douglas Boulevard right-of-way shall be improved as shown in the Figure 4.2.11.1 below. Additional right-of-way shall be dedicated where necessary.

Setbacks. All parcels currently undeveloped, or created after the adoption of the Community Plan and intended for residential use, shall maintain a 300 foot scenic setback/noise buffer along the south side of Douglas Boulevard as measured from the edge of the ultimate right-of-way. Within this buffer area, vegetation removal shall be kept to a minimum and revegetation of all disturbed areas shall be required.

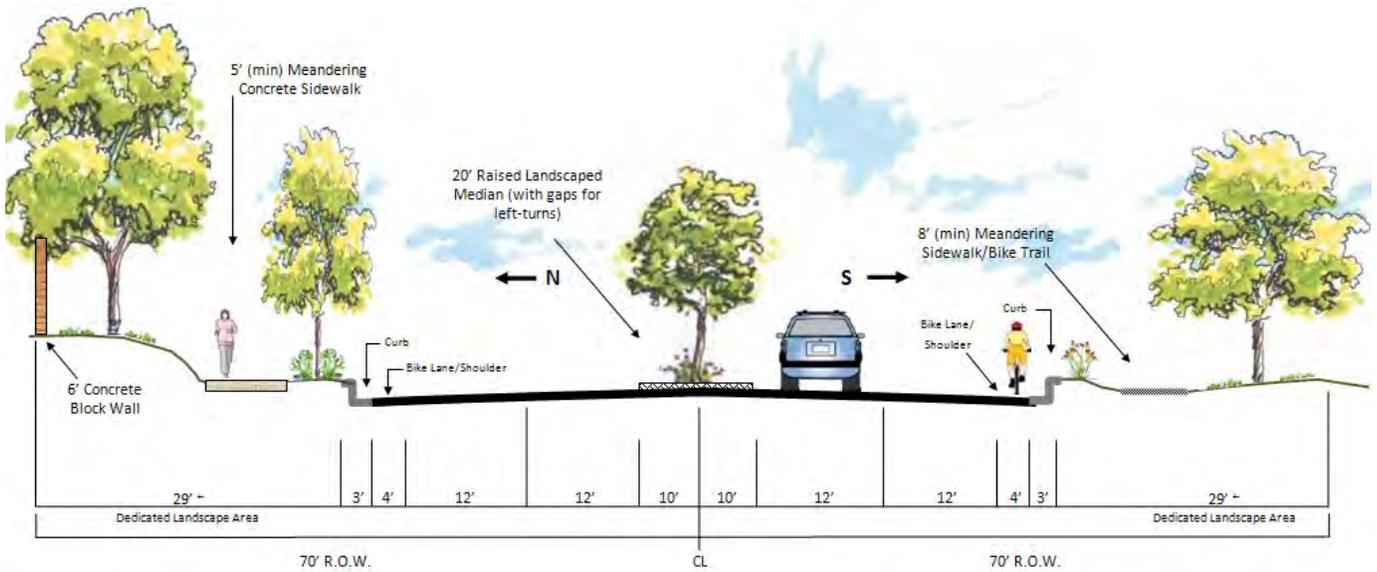


Figure 4.2.11.1: Douglas Boulevard- Standard Section.



Figure 4.2.11.2: Douglas Boulevard at Quail Oaks Drive.

Auburn Folsom Road

Auburn-Folsom Road is one of the primary north/south routes accessing the Granite Bay community. It extends from the Placer/Sacramento County line to Auburn City limits and provides a view of many scenic rural areas. Due to this, it was designated as a Scenic Corridor within the Placer County Scenic Highway Element. With the exception of the area near its intersection with Douglas Boulevard, the corridor is residential in nature.

It is the intent of this Plan to maintain the existing rural atmosphere by the implementation of the following Design Standards which apply to this corridor. The design standards for Auburn- Folsom Road will vary as to the location and type of development proposed.

Right-of-Way. Minimum right-of-way requirements are 110 feet south of the northeastern corner of the Douglas Boulevard intersection and 88 feet north of the northeastern corner of the Douglas Boulevard intersection.

Bike Lane. All development proposals shall be required to provide area for a Class II bike lane along this road. The paved bike lane shall be a minimum of 4 feet wide, measured outside of the gutter pan. Where sidewalks are required, i.e. between Douglas Boulevard and Eureka Road, sidewalks must connect to a project's interior pedestrian circulation area. Class II bike lanes are required along Auburn-Folsom Road from the City of Folsom to Loomis.

Lighting. Street lighting will be required in the area near the intersection of Auburn-Folsom Road and Douglas Boulevard. Light standards to be used shall be reviewed and approved by the Department of Public Works.

Setbacks. All properties shall maintain a 25 foot scenic setback/buffer area along the Auburn-Folsom Road corridor outside of the ultimate right-of-way. Within this buffer area, vegetation removal shall be kept to a minimum and revegetation of all disturbed areas shall be required. No solid fences, walls or other permanent structure shall be erected other than individual project entries approved by the County.

Landscaping

- a. All areas not used for public improvements within the right-of-way to be landscaped and irrigated or maintained with the natural vegetation.
- b. Landscaping to emphasize low maintenance, drought tolerant, native and compatible plant materials.
- c. All areas to include live ground cover, shrubs and trees.
- d. Plant material size shall be equal to or greater than the minimums specified in the Placer County Landscape Design Guidelines.
- e. Each project shall develop its own landscape plan but shall maintain consistency with the specific standards herein.
- f. Every effort should be made to preserve existing trees.

Specific Landscaping Standards

- a. The planting of one theme tree shall be required for every 100' of property frontage along Auburn-Folsom Road. The theme trees selected for Auburn-Folsom Road are the following oak species:
 - 'Quercus douglasii' - Blue Oak - D
 - 'Quercus lobata' - Valley Oak - D
 - 'Quercus wislizenii' - Interior Live Oak - E
 - 'Quercus agrifolia' - Coast Live Oak - E
 - 'Quercus rubra' - Red Oak - D
 - 'Quercus ilex' -Holly Oak - E

Where existing trees meet the theme tree standard, this requirement may be waived upon approval of the County's Design Review Committee.

- b. The understory shall emphasize the use of native materials including:
- 'Heteromeles arbutifolia' - Toyon
 - 'Ceanothus sp.' - Wild Lilac
 - 'Cercis occidentalis' - Redbud
 - 'Arctostaphylos sp.' - Manzanita
- c. There shall be an average of 4 trees required for each 100 lineal feet of project frontage. At least 50 percent of the trees/shrubs in each project front shall be evergreen.

Sierra College Boulevard

Current studies indicate the need for 6 traffic lanes on Sierra College Boulevard south of Douglas Boulevard. Ultimate right-of-way proposed is 100 feet to the south, while north of Douglas Boulevard required right-of-way is 88 feet. Outside of the areas where formalized landscaping is necessary, projects fronting on Sierra College Boulevard will be required to revegetate all disturbed areas with native and compatible drought-tolerant plant materials. No grading shall result in greater than 2:1 slopes on these properties. Undergrounding of all utilities is required 1,000 feet on each side of Douglas Boulevard.

Barton Road

A Class II bike lane and a multi-purpose trail are required along Barton Road from Sacramento County to the Town of Loomis except between Wedgewood Drive and E. Roseville Parkway where a Class I trail currently exists.

Scenic and Country Roads

One means of preserving the rural character of the Granite Bay community is to designate a system of Scenic and Country Roadways and establish design parameters that will dictate development standards along these roadways. It is neither the intent nor the purpose of the Circulation Element to dictate or supersede land use policies or standards set by the zoning ordinance, rural design guidelines, or other General or Community Plan elements such as visual resources, scenic routes, natural resources element, etc. Rather it is the intent of the following development guidelines to reinforce and reiterate only those standards and guidelines established elsewhere by County policy. Since there are some roads listed as both Scenic and Country, if there is conflict between guidelines, the more stringent of the guidelines shall apply.

Scenic Roads

The following roads in Granite Bay are designated as Scenic Roads:

- Auburn-Folsom Road, south of Douglas Boulevard commercial area
- Douglas Boulevard
- Barton Road, south of the Douglas Boulevard commercial area
- East Roseville Parkway

As Scenic roads, the following guidelines should be considered for land development projects:

1. Building setbacks for residential development on the south side of Douglas Boulevard shall be a minimum of 300 feet.
2. When practical, trees and significant shrubs should not be removed beyond 15 feet of edge of pavement during road construction, except for significant defined safety issues.
3. Re-vegetation or landscaping as a requirement of development or construction shall provide predominantly native plants within 50 feet of the edge of pavement.
4. Sidewalks, curbs or gutters should not be provided in residential areas where parcel sizes will

be 0.9 acres or greater, unless there is a significant definable safety issue.

5. All utilities shall be undergrounded when development or construction occurs.
6. Adequate space for a meandering path of a native material, such as decomposed granite, should be provided in areas where the land use designation requires parcel sizes of 0.9 acres or greater.
7. Sound walls or solid fences shall be screened and/or concealed with existing or added vegetation.
8. Roads that do not have cycle lanes planned should have at least a two-foot, but preferably four-foot, paved shoulder.
9. Landscaped medians with drought-tolerant plantings shall be considered on all roadways with more than one lane in each direction.
10. Left turn pockets on four or six lane roads shall be limited to intersections with arterial or collector roads whenever possible and new pockets to provide access to individual businesses or developments shall be discouraged.

The existing landscaped median on Douglas Boulevard's scenic corridor has several areas where landscaping should be installed or significantly improved. In order to resolve the deficiencies relating to the median on Douglas Boulevard, the County should develop and implement a plan to provide or improve landscaping on the Douglas Boulevard scenic corridor to bring those areas up to the standards existing along the remainder of the Boulevard:

1. Areas of Douglas Boulevard at the intersections with Seeno Avenue, Barton Road, Joe Rodgers Road need to be landscaped.
2. The existing median on Douglas should be modified to eliminate the long open void and create a formal landscaped intersection at Berg Street.
3. The hardscape median at the left turn pocket on Douglas east of Barton should be removed and replaced with vegetation.
4. The left turn pocket at Douglas Ranch Road should be modified to incorporate vegetation rather than concrete.
5. The painted median on Douglas Boulevard just west of Auburn-Folsom Road should be converted to a raised median and landscaped reasonably consistent with the remainder of Douglas Boulevard.

Country Roadways

The following collector roads in Granite Bay are designated as Country Roadways:

- Cavitt-Stallman Road, from Olive Ranch Road to Auburn-Folsom Road
- Barton Road, north of the Douglas Boulevard commercial area
- Eureka Road
- Wells Avenue
- Laird Road
- Val Verde Road
- Dick Cook Road
- Olive Ranch Road
- Berg Street
- Auburn-Folsom Road, north of the Douglas Boulevard commercial area.



Figure 4.2.11.3: Eureka Road at Chelsire Estates Court.

As Country Roadways, the following guidelines shall be considered for land development projects, in addition to the broader guidelines described in the Placer County Rural Design Guidelines:

1. When practical, trees and significant shrubs should not be removed beyond 15 feet of edge of pavement during road construction, except for significant defined safety issues.
2. Re-vegetation or landscaping as a requirement of development or construction shall provide predominantly native plants within the road right of way.
3. Meandering sidewalks, curbs or gutters should not be provided in residential areas where parcel sizes will be 0.9 acres or greater, unless there is a significant definable safety issue.
4. All utilities shall be under grounded in development projects where parcel sizes will be less than 0.9 acres.
5. Adequate space for a meandering path of a native material, such as decomposed granite, shall be provided in areas where the land use designation requires parcel sizes of 0.9 acres or greater, unless there is a significant definable safety issue.
6. Road widths shall be minimized to preserve the rural character.
7. Street lighting, consistent in design with the Rural Design Guidelines, may only be installed if needed where arterials intersect, where collectors intersect with arterials or other connectors, or where a critical specifically defined safety issue exists.
8. Lighting for entrance features for developments shall be limited to direct and shielded lighting of only the identifying portion of the entrance feature.
9. Leveling and straightening of vertical and horizontal curves shall be minimized except to resolve critical specifically defined safety issues.
10. Removal of geological features or significant trees to provide straightened road alignment shall be minimized except to resolve critical specifically defined safety issues.

The concept for parkway corridors is shown in Figure 4.2.11.4 below. Conceptual cross sections for Scenic and Country roadways are shown in Figures 4.2.11.5 and 4.2.11.6.

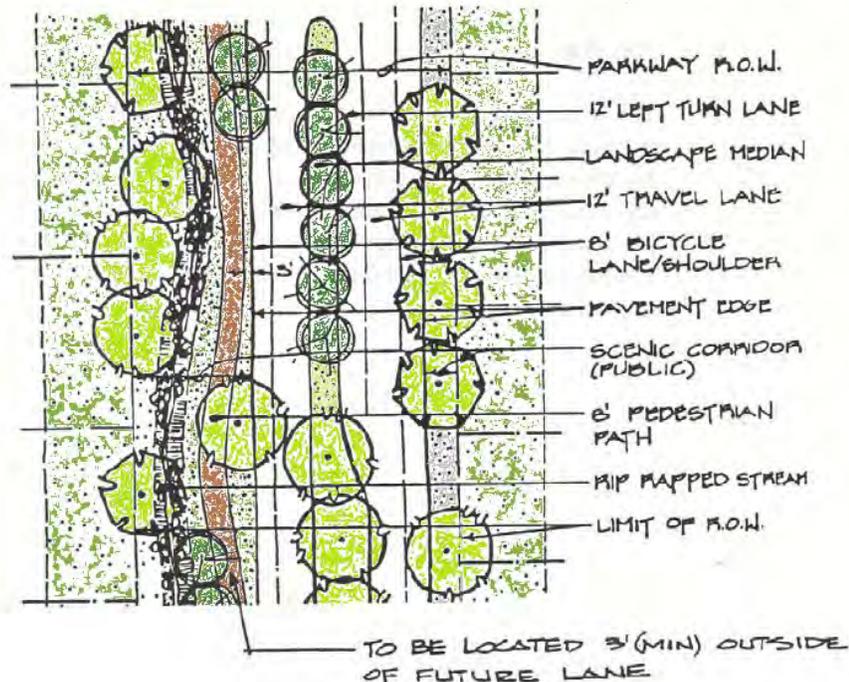


Figure 4.2.11.4: Parkway Corridor concept.

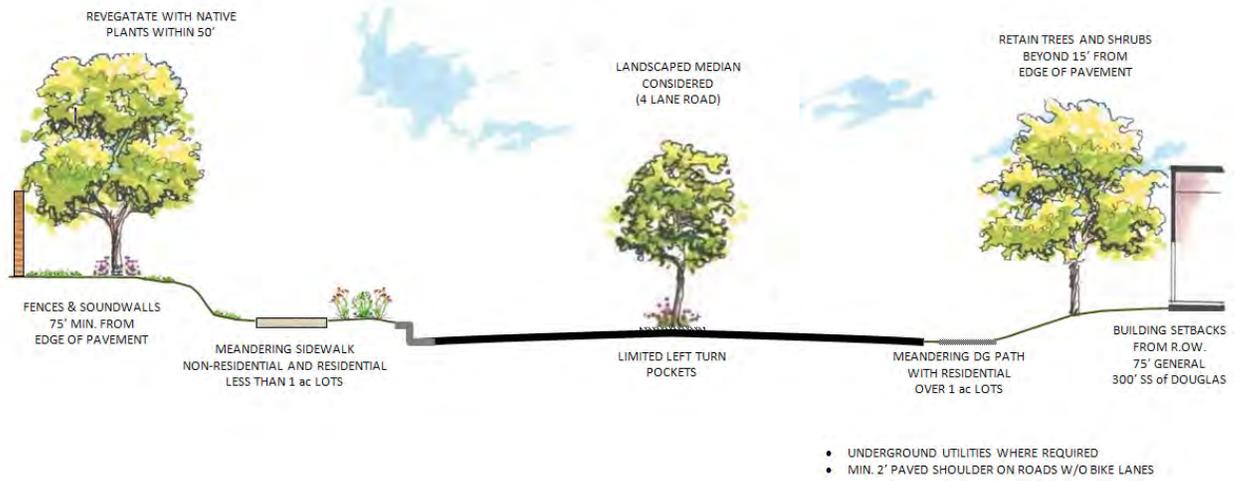


Figure 4.2.11.5: Scenic Road- Typical Cross Section.

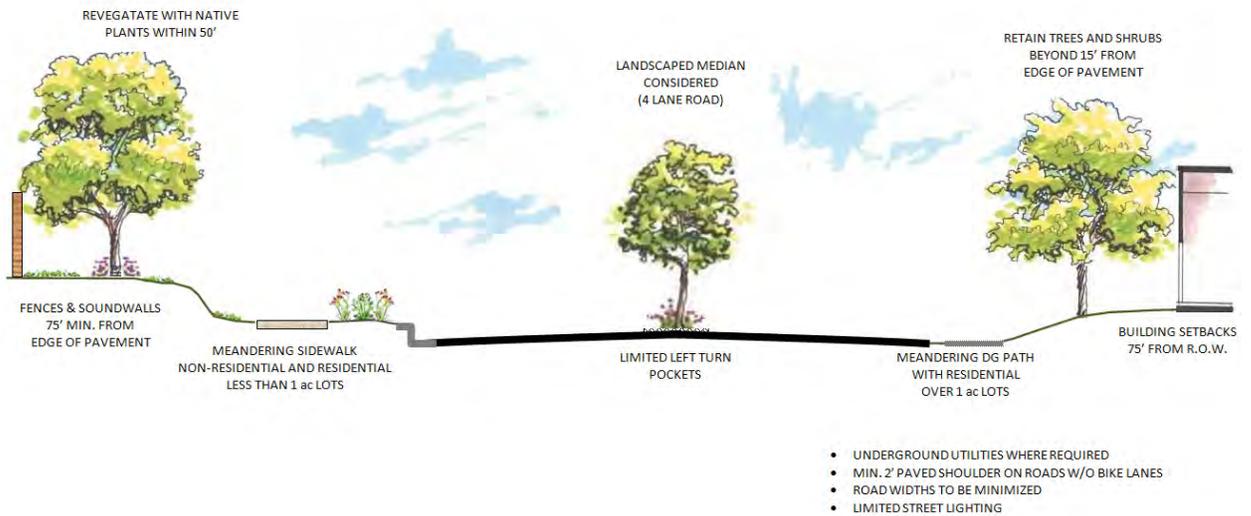


Figure 4.2.11.6: Country Road- Typical Cross Section.