

COMMUNITY DESIGN ELEMENT

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A. PURPOSE

The Community Design chapter of the Horseshoe Bar/Penryn Community Plan encourages the preservation of those unique features and characteristics which define the Horseshoe Bar/Penryn Community. Retention of the rural character of the area by minimizing the environmental impact of new development is a primary goal of this Plan.

The Community Design chapter recognizes those positive features which characterize the Plan area and provides specific guidelines for site development which will result in the overall enhancement of the community's appearance and function. Testimony at various public forums, hearings and workshops conducted during the Plan preparation process consistently revealed a strong interest by residents and property owners to preserve the small town atmosphere and rural setting which gives the local community its charm. Although population growth is inevitable within the Plan area, the nature of that growth will determine the character of the Horseshoe Bar/Penryn community in the future. The careful preservation of the existing landforms, woodlands, streams and riparian areas, neighborhoods, scenic corridors, and rural flavor of the area as new development occurs, will result in a community which provides a high quality of life for its residents while also accommodating the variety of lifestyles and needs that are present.

In order to provide for future growth and development of the Plan area, while preserving its essential rural character, specific goals and policies to guide development are discussed below, as well as in other chapters of this Plan. Following this discussion, separate sub-sections are provided that address the special considerations of the "Penryn Parkway" and downtown Penryn commercial areas, as well as scenic highway concerns.

B. GOALS

1. PROTECT AND PRESERVE THE UNIQUE CHARACTER OF THE COMMUNITY. MAINTAIN THE IDENTITY OF THE PLAN AREA AS A SCENIC, TRANQUIL, RURAL-RESIDENTIAL COMMUNITY COMPATIBLE WITH THE AREA'S PHYSICAL CONSTRAINTS AND NATURAL FEATURES.
2. PRESERVE OR ESTABLISH A LANDSCAPED (NATIVE OR NATIVE-APPEARING SPECIES) SCENIC CORRIDOR ALONG AUBURN-FOLSOM ROAD AND OTHER CIRCULATION ROUTES TO ENHANCE AND MAINTAIN THE EXISTING SCENIC QUALITIES OF THE AREA AND PROVIDE FOR NATURAL NOISE BUFFERS.
3. PRESERVE, ENHANCE, AND PROTECT THE SCENIC RESOURCES VISIBLE FROM SCENIC ROUTES IN THE PLAN AREA, SUCH AS 1-80, AUBURN-FOLSOM ROAD, AND OTHER MAJOR ROADWAYS (I.E. KING, HORSESHOE BAR, NEWCASTLE, ENGLISH COLONY, TAYLOR ROADS) TO PRESERVE EXISTING VISTAS OF THE SACRAMENTO VALLEY, LOOMIS BASIN FOOTHILLS, AND THE SIERRA NEVADA MOUNTAIN RANGE, AS WELL AS OTHER LOCAL VIEWS WHICH ARE IMPORTANT TO MAINTAINING THE COMMUNITY'S RURAL IDENTITY (GENERAL COMMUNITY GOAL #14).
4. ENCOURAGE THE DEVELOPMENT OF COMMERCIAL AND INDUSTRIAL PROJECT DESIGNS THAT CONTAIN ELEMENTS WHICH COMPLEMENT THE MORE RURAL CHARACTER OF THE AREA, SUCH AS LOW BUILDING SILHOUETTE, LARGE

SETBACKS AND BUFFER AREAS, EXTENSIVE LANDSCAPING, AND A PEDESTRIAN ORIENTATION.

5. IMPLEMENT THE TREE ORDINANCE IN ORDER TO FOCUS ATTENTION ON THE IMPORTANCE OF PRESERVING EXISTING NATIVE VEGETATION AND CERTAIN NON-NATIVE TREES.
6. TAKE ADVANTAGE OF THE BEST ENERGY TECHNOLOGY TO MAXIMIZE THE ENERGY EFFICIENCY OF ALL BUILDINGS AND STRUCTURES.
7. ESTABLISH THEMATICALLY CONSISTENT DESIGN ELEMENTS FOR COMMERCIAL, OFFICE, AND MULTIFAMILY USES IN THE PENRYN PARKWAY AREA.
8. PROVIDE FOR SUBDIVISION DESIGN AND DEVELOPMENT PATTERNS WHICH MAXIMIZE THE POTENTIAL FOR PEDESTRIAN INTERFACE AND NON-AUTO TRANSPORTATION ALTERNATIVES. RESIDENTIAL DEVELOPMENTS SHOULD BE DESIGNED TO ENCOURAGE HUMAN INTERACTION, BICYCLE AND PEDESTRIAN CIRCULATION, AND THE CREATION OF A NEIGHBORHOOD IDENTITY AS OPPOSED TO ISOLATED, WALLED-OFF SUB-COMMUNITIES WHICH DO NOT FOSTER THESE QUALITIES.
9. PRESERVE THE NATURAL LAND FORMS, NATURAL VEGETATION, AND NATURAL RESOURCES OF THE AREA AS MUCH AS POSSIBLE. IT IS RECOGNIZED THAT DEVELOPMENT OF COMMERCIAL, INDUSTRIAL, AND HIGHER DENSITY RESIDENTIAL USES CAN RESULT IN THE LOSS OF NATURALLY OCCURRING AMENITIES. WHERE THIS IS ALLOWED TO OCCUR, ADHERENCE TO A SET OF COMMUNITY DESIGN GUIDELINES SHOULD ASSIST IN MITIGATING SUCH IMPACTS.

C. **POLICIES**

1. Wherever possible, natural features should be retained as buffers between different, potentially incompatible uses as well as serving to preserve the rural character of the area. Where natural features are not available, landscaped buffers should be provided to minimize the adverse effects of higher intensity uses.
2. Sites should be designed and developed to provide safe and convenient access for pedestrians, bicyclists, and motorists, and where appropriate, equestrians.
3. Roads should follow natural topography wherever possible to minimize cutting and grading.
4. Encourage creative and innovative building techniques to construct buildings suited to natural hillside surroundings.
5. Wherever possible, native trees should be preserved and the use of native and/or drought tolerant plant materials encouraged in all revegetation/landscaping projects.
6. Structures of historic or architectural significance shall be identified and documented, and efforts should be made to preserve them and use them as a focal point of community design.

7. Encourage and utilize existing programs for protection and enhancement of scenic corridors, including but not limited to, design review, sign control, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.
8. 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 should provide an informal character and smooth transition between buildings, parking lots adjoining roadways and open areas.
9. Properties in the Plan area shall be brought into compliance with the County's restrictions on commercial vehicle storage, and other nuisance/property maintenance type ordinances, to improve the general appearance and livability of the area.
10. An important consideration in the design of any land development project should be the conservation of natural drainage channels and swales, and the preservation of existing natural resources. Where development is proposed adjacent to the area's major stream corridors, encourage a design which locates streets and common open space, not backyards, or other private areas adjacent to the riparian areas to enhance the creekside environment, and to permit access to this important resource. Incorporate the use of "Best Management Practices" into the project's design to mitigate the impact of urban runoff on the stream corridors (Land Use Policy #3h).
11. Avoid the expansion of new commercial areas outside of the Penryn Parkway area in order to prevent strip commercial development, conflicting land uses, and areas of additional traffic conflicts, etc.
12. Projects within the Plan area should comply with the Placer County Landscape Guidelines, the Placer County Design Guidelines, or the Rural Design Guidelines.
13. Night lighting, visible from the exterior of a building and the project's boundaries shall be limited to that necessary for security, safety, and identification. All night lighting shall be low intensity and screened from view of passing traffic and adjacent residential areas. Lighting shall not be directed in an upward manner nor beyond the boundaries of the parcel on which the structure is located (Land Use Policy #3y).
14. Where appropriate, encourage the use of greater setbacks to provide a scenic corridor for all parcels fronting on Auburn- Folsom Road.
15. To the maximum extent possible, all structures, including residences, should complement and blend in with the natural setting of the planning area, and to this end the following principles shall be incorporated into the project design:
 - a. The visual impact of the structure shall be mitigated either through reduction of building bulk, increased setbacks, or introduced hillside structures shall be designed to step down the natural hillside in order to achieve a low building profile and minimize grading.
 - b. Structures may be located within existing tree covered areas and still be consistent with slope, geologic and related conditions and the need to preserve natural terrain and locally unique or especially beautiful wooded areas.

- c. Largely bare slopes and sparsely wooded ridges visible from large portions of the planning area should be kept free of structures to the maximum extent possible.
 - d. If development does take place on highly visible barren slopes or ridges, it must be unobtrusive and designed to maintain the character of the natural setting.
16. The use of natural materials (i.e. wood siding and field stone) is encouraged. Exterior color shall blend with the surrounding natural landscape. The use of "earth tones II or natural finishes which blend with the surrounding background is encouraged.
 17. Large, bulky and un screened structures are discouraged particularly if they are visible from adjoining roadways.
 18. Utility lines should be installed underground (particularly in scenic corridors) to minimize adverse effects on the exiting scenic values in the area. Care should be taken during installation to disturb a minimum of natural vegetation.
 19. Development projects should be designed to have the fewest number of access roads or openings onto a major arterial roadway.
 20. Encourage the clustering of dwellings and other structures to help save larger areas of open space and preserve the natural terrain.
 21. Intensity of use of individual parcels and buildings shall be governed by considerations of: health and safety, impact on adjoining properties due to noise, traffic, night lighting, or other potentially disturbing conditions; and protecting natural land characteristics. Visibility of structures, preservation of natural land form and natural resources, topography, noise exposure, maintenance of rural quality, and compatibility with the surrounding properties shall be considered in preparing subdivision designs. Subdivision density, or number of lots, will ultimately be determined by these factors. It is recognized that the maximum number of lots permitted by the land use or zoning designation may not be realized once these factors are considered (Land Use Policy #3e).
 22. Lots in subdivisions shall be of adequate size and appropriate shape for the range of primary and accessory uses for which the area is designated. Further, the subdivision shall not:
 - Create a feeling of overcrowding and/or an infringement on privacy;
 - Create measurable negative environmental impacts without appropriate mitigation;
 - Create the need for variances to ordinance requirements such as setbacks, lot size minimums, height maximums, length-to-width ratios, etc.;
 - Violate the goals and policies of this Plan;
 - Create flag lots less than one net acre which isolate these lots from the remaining parcels within the subdivision and cause noise and privacy problems for the surrounding neighbors (Land Use Policy #3s).

23. Encourage graded slopes to be undulating and include varying slope gradients where this would result in a more natural blending with the surrounding terrain. All cut and fill banks shall be finished to harmonize with the existing topography.
24. Graded slopes should be revegetated with native, fire resistant plants which shall extend out beyond the cut and fill in a feathered manner to prevent a hard edge to the landscape and erosion control planting. Plant materials shall be of varying form and density to soften and vary the slope plane.
25. To the maximum extent possible, the amount of cut and fill material used during project construction should be balanced in order to minimize offsite import and export of soil.
26. In place of sound wall construction, require, wherever possible, the use of greater setbacks and/or earthen berms planted with native or native-appearing species to provide a scenic corridor for all parcels fronting on all of the Plan area's major circulation routes (i.e. 2, 4, or 6 lanes of traffic).
27. Residential projects shall provide frontage trees utilizing native or native-appearing species on a per lot basis, with the goal of providing canopy coverage of a neighborhood's roadways.
28. The County shall replace dying or endangered Palm trees located along English Colony, Butler, Del Mar, Sisley, Clark Tunnel, and Newcastle Roads due to the historical and cultural significance these mature trees add to the Penryn area. Monies from the County's Tree Preservation Fund shall be utilized as determined appropriate by the Planning Department, Parks Division, and Museums Department.
29. Structures built within the Folsom Lake Watershed shall be designed to blend in with the surrounding vegetation, and/or be screened so as to not be obtrusive as viewed from the Lake's surface.

D. IMPLEMENTATION

In order to implement the preceding goals and policies, the Placer County Rural Design Guidelines have been prepared and are available under separate cover at the Placer County Planning Department. These Design Guidelines will be implemented during the review and approval process for residential subdivisions where permissible density is one dwelling unit per acre or less. Application of these Rural Design Guidelines (primarily for rural and residential uses), in addition to the Placer County Design Guidelines and Landscape Guidelines (primarily for commercial, office, and multi-family residential uses), will advance the Plan's objectives through the creation of a consistent, high quality character of development without compromising the integrity of the Community's pastoral and scenic character.

The following discussion provides further information regarding the Plan's commercial designations.

1. Penryn Parkway

The Penryn Parkway commercial area is generally located along Penryn and Taylor Roads, just north of the intersection of these same roads to immediately south of the intersection of Penryn Road and 1-80. The major existing buildings in the area at the time of the Plan's adoption include the Penryn Plaza, Penryn Restaurant, a gasoline service station, two small office buildings, and the Hope Lutheran and Buddhist Churches.

The Penryn Parkway area was originally adopted by the Board of Supervisors in 1988 as an amendment to the Loomis Basin General Plan. This area is designated "Penryn Parkway" on the Land Use Diagram (Exhibit A). The purpose of this section is to define the intent and provide special development policies for this unique area of the Community Plan.

The Parkway is approved as a highway commercial area due to the availability of necessary infrastructure (i.e. sewer, water roadways) and proximity to 1-80 which allowed the potential for expanded commercial and professional office uses. The Parkway is intended to provide services to both local residents and travelers along 1-80.

The intent behind designating a concise, identifiable area on the Plan map is to encourage a compact, commercial core to serve the overall Penryn area, thereby eliminating the need for scattered commercial sites within the outlying rural areas of Penryn. This would reduce the potential conflicts with locating commercial uses adjacent to residential areas, and allow ample vacant commercial property to serve the Penryn area throughout the life of the Community Plan.

Application of the Community Plan with respect to this area will allow for the development review mechanisms which will ensure that new development is consistent with the policies and intent of the overall Plan. Conscientious design review regarding the location and appearance of buildings, parking, signs, and landscaping will be necessary to ensure the integration of commercial uses, and compatibility with surrounding rural residential uses.

The implementing zoning (-DR "Development Reserve") for the northern portion of Penryn Parkway includes the requirements for a Specific Plan prior to allowing any commercial development. A Specific Plan is a detailed development plan for a particular project which includes the layout of buildings, circulation patterns, and performance criteria for build-out of the site. The Penryn Parkway area includes large, undivided acreage that lends itself to larger scale, comprehensive planning. A Specific Plan prepared pursuant to Government Code Section 65451 will result in a detailed site plan for the proposed project. The Specific Plan will include particular development standards that are tailored to ensure that the proposed project is consistent with the Penryn Parkway Development Policies.

The development standards will define design-level criteria, including setbacks, landscaping, parking, signage, design theme, and building materials, etc., that the project must satisfy in order to be approved by the appropriate decision-maker. By allowing the area to develop in this way, greater flexibility is permitted. In addition, when a specific project has been defined, greater specificity can be required relative to uses of property and especially relative to compatibility of adjoining rural uses. Anyone parcel in the Penryn Parkway area with the -DR "Development Reserve" zoning district may proceed on its own merits with a Specific Plan independent of neighboring properties.

The majority of implementing zoning for the southern half of the Parkway does not require preparation of a specific plan due to the existing parcelization of properties. However, a conditional use permit and design review approval are required to ensure that the Plan's development policies are still maintained.

Penryn Parkway Development Policies

- a. The boundaries identified for the Penryn Parkway area reflect the maximum amount of land which can logically be developed given the constraints and existing land use pattern present at this location, as well as anticipated need for commercial uses throughout buildout of the Community Plan.

- b. A landscaped corridor should be established along Penryn Road and Taylor Road, including separated pedestrian path and/or sidewalk and an on street bikeway. An equestrian trail should also be provided through this area (not necessarily within the road right-of-way) to connect areas to the north and south (see Figure A). Landscaping will enhance commercial development in the area, as well as screen and shade parking areas and buffer adjoining uses. Landscaping for development projects should comply with the Placer County Landscape Guidelines and Placer County Design Guidelines; however, additional landscaping may be required as part of the project's conditions to adequately mitigate aesthetic and noise concerns.
- c. A special district such as a County Service Area (C.S.A.) or Landscape and Lighting District should be established to provide uniform maintenance of the Parkway areas. Provisions for the extension of the pedestrian path, bicycle path, and equestrian trail outside the Penryn Parkway area, should also be considered. Along Boyington Road, similar trails should be provided to connect to King Road. The locations of two County parks and a high school at each end of the Parkway corridor offer an excellent opportunity to provide the public with better access to these facilities. With the completion of these, and other trails planned in the region, a very efficient system of pathways will be created.
- d. Development shall be of a relatively low density, low profile type, and the signing and lighting provided shall reflect such a policy; specifically, building height is to be restricted to a maximum of two-stories. The area's historical nature (i.e. Japanese heritage, gold rush era, English settlement) should be reflected as much as possible in the design of new buildings to be constructed within the Penryn Parkway area.
- e. The Penryn Parkway is intended as a highway-service oriented retail area which also allows for multiple-family residential uses. The types of commercial activity that will meet the local residents' needs as well as visitors include specialty retail, neighborhood groceries, walk-in (no drive-thru) restaurants, plant nurseries, professional offices, business parks to accommodate non-polluting, low intensity retail service operations, churches, financial institutions, senior independent living centers, multiple- family residential uses, and other relatively low impact uses.
- f. Uses to be discouraged include any type of outdoor sales or storage, manufacturing operations not fully contained within an enclosed building, truck stops or terminals, large department stores or home improvement centers, R. V. parks, campgrounds, and mobile home parks.
- g. As the Penryn Parkway area develops, conditions that must be taken into consideration include visual impacts, buffering adjoining residential uses, air and noise pollution and added traffic; especially where Taylor Road intersects with English Colony, Rock Springs, and Penryn Roads, which may require mitigation to insure public safety and control of traffic congestion.
- h. Where possible, shared driveways, parking lot connections, and elimination of multiple encroachments for a single project should be required as a part of the project approval process in order to reduce traffic congestion/conflicts. Such a policy will also increase the effectiveness of the "parkway concept" implementation program.
- i. Where multiple-family residential is proposed, structures shall be clustered together in such a way as to preserve the maximum amount possible of undeveloped open space on-site.
- j. Single family residential subdivisions are permitted if appropriately zoned, without the requirement for a Specific Plan. Conversely, a Specific Plan is required for any other type of uses

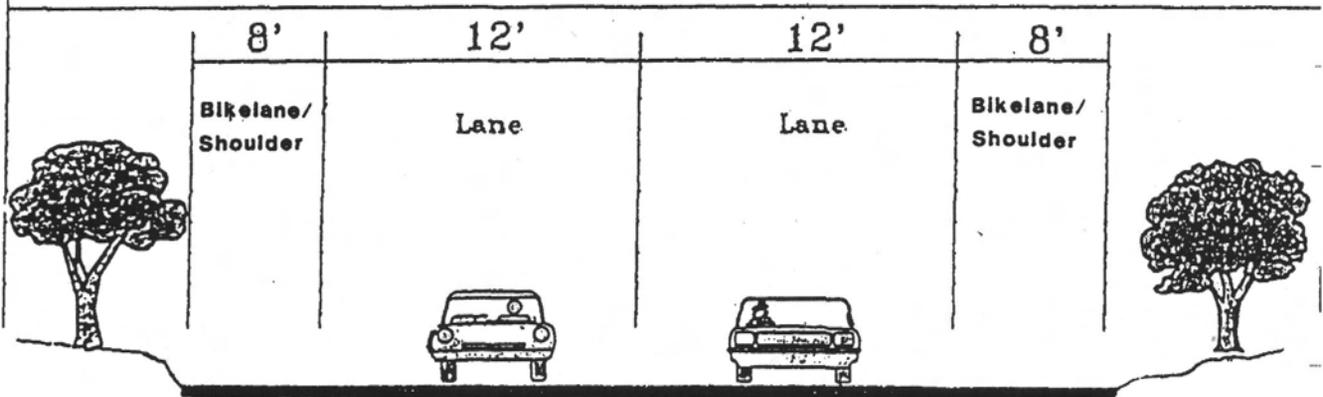
including commercial, office, and multiple-family residential where the DR "Development Reserve" zone has been adopted.

FIGURE A

TAYLOR ROAD 2 LANES

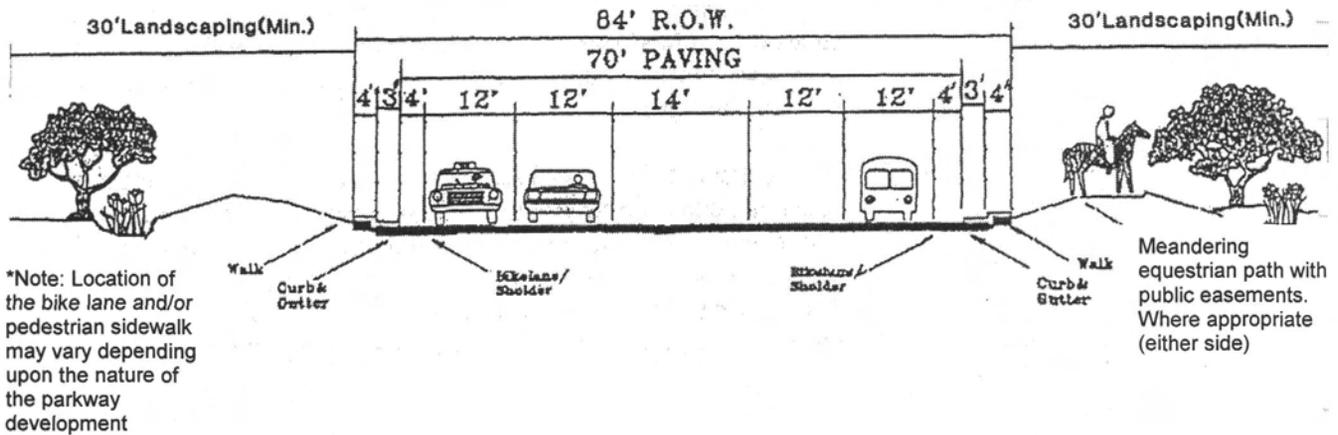
N.T.S.

100' R.O.W. (Existing)



**PENRYN ROAD 5 LANES
(AT PENRYN PARKWAY)**

N.T.S.



2. **Downtown Historic Penryn**

The older downtown area of Penryn is another unique location worthy of special design consideration due to its historic and diverse cultural background. Specifically, the area is located generally along English Colony Road at the Taylor Road intersection to the east and the Southern Pacific railroad to the west; and along Penryn Road south of English Colony Road.

These areas comprise approximately 60 acres and are designated primarily for commercial and industrial uses, with some residential uses fronting on public roadways. The Masonic Lodge and Griffith Quarry office building are located at opposite ends of this area, with the entire downtown Penryn core having a significant history dating back to the Gold Rush era. This area includes a significant number of structures constructed prior to 1900, as well as the existence of a State Historical Landmark and a site listed on the National Register of Historic Placer.

The implementing zoning for the downtown Penryn area will allow this area to develop in a fashion which recognizes its history and maintains a compatible and consistent design theme for new construction for future generations to enjoy. As such, new development and remodeling projects within downtown Penryn should be required to undergo a special design review process to ensure that the historic nature of the area is preserved and enhanced.

3. Remaining Commercial Areas

Four other commercial designations are located within the Plan area as follows:

- a. West side of Taylor Road adjacent to the Southern Pacific Railway -- 6 acres, existing commercial buildings serving the local residents.
- b. East side of 1-80 just north of Sierra College (County island) -- 10 acres, undeveloped, highway-service oriented commercial designation to serve local residents and 1-80 travelers.
- c. Northeast corner of the intersection of Auburn-Folsom and Horseshoe Bar Roads -- 1 acre, existing retail store serving the local residents.
- d. The implementing zoning for all of these commercial designations require a design review approval process which will ensure that new development projects comply with the policies of this Plan, the Placer County Design Guidelines and Landscape Guidelines.

4. Scenic Highways

The 1966 Placer County General Plan recognized three significant scenic corridors located within the Plan area including 1-80, Sierra College Boulevard, and Auburn-Folsom Road. Views along 1-80 are dominated by tall trees that provide occasional openings in the tree canopy to reveal expansive foothill views.

Sierra College is the major focal point of the portion of Sierra College Boulevard that traverses the Plan area. North of the college along this roadway, the view is more characteristic of the rural region. Native roadside vegetation conceals adjacent rural residences with openings in the canopy revealing small fruit orchards and open space.

The Auburn-Folsom Road viewshed provides expansive views of the surrounding foothills. However, views from this roadway are more frequently limited by dense roadside vegetation. Overall, these scenic corridors provide high-quality views of the surrounding foothills and narrow, more focused views of the surrounding native vegetation.

In addition to the above recognized scenic corridors, several major roadways provide key vantage points from which to view the Plan area, including Taylor Road, King Road, and Dick Cook

Road. These roads are typically flanked by dense vegetation with frequent openings providing expansive vistas of the surrounding foothills and local rural residential uses.

Horses and livestock are frequently seen in the roadside front pastures of these homes with large rock outcroppings adding variety to the views from these roadways. Small orchards and vineyards are also found interspersed with these rural residences.

Historic downtown Penryn, generally situated along English Colony Road at Taylor Road and along Penryn Road south of English Colony Road, contains several buildings dating back to the gold rush era of the late 1800s. The historic Griffith Quarry building, as well as other structures along these roadways, add a unique historical component to the rural character of the viewshed.

The Horseshoe Bar/Penryn Community Plan recognizes the visual value of the Plan area's rural character found along the scenic roadways. Several goals and policies have been included to protect these natural features as new development is proposed.

Key goals and policies and the Rural Design Guidelines require landscaped corridors along circulation routes, minimum disturbance to vegetation and natural terrain, and landscaping that visually integrates development with the natural qualities of the Plan area. Policies require that final determination of subdivision density consider the visibility of structures and the protection of natural landforms and natural resources and require that the size and scale of buildings be compatible with the rural atmosphere of the Plan area. Review of project design, site layout, and landscaping by the County will be important in implementing these policies on a project-by-project basis.