

**APPENDIX D**

**RESOLUTION OF ADOPTION OF  
1995 LAND USE AMENDMENTS  
AND CERTIFYING SUBSEQUENT  
EIR/ORDINANCE ADOPTING  
IMPLEMENTATING ZONING**

**BEFORE THE BOARD OF SUPERVISORS,  
COUNTY OF PLACER, STATE OF CALIFORNIA**

Resol. No: 96-61

In the matter of: **A RESOLUTION ADOPTING THE  
HORSESHOE BAR/PENRYN COMMUNITY PLAN  
1995 LAND USE AMENDMENTS (GPA-305) AND  
CERTIFYING THE FINAL SUBSEQUENT  
ENVIRONMENTAL IMPACT REPORT WITH  
STATEMENT OF OVERRIDING CONSIDERATIONS**

First Reading: \_\_\_\_\_

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held March 19, 1996, by the following vote on roll call:

Ayes: SANTUCCI, WEYGANDT, LICHAU, BLOOMFIELD, UHLER

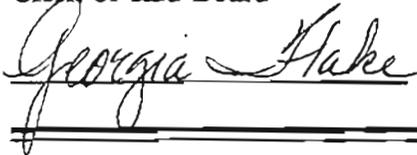
Noes: NONE

Absent: NONE

Signed and approved by me after its passage.

  
Chairman, Board of Supervisors

Attest:  
Clerk of said Board

  
\_\_\_\_\_  
\_\_\_\_\_

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY RESOLVE:

WHEREAS, the Planning Commission of the County of Placer, State of California, has held public hearings on October 12, 1995 and November 2, 1995, in the time and manner prescribed by law to consider and make a recommendation to the Board of Supervisors on the 1995 Land Use Amendments to the Horseshoe Bar/Penryn Community Plan (HB/PCP); and

Resolution Adopting the HB/PCP  
1995 Land Use Amendments  
Page 2

WHEREAS, the Board of Supervisors of the County of Placer, State of California, held a public hearing on March 19, 1996, in the time and manner prescribed by law to consider the adoption of the amendments to the HB/PCP; and

WHEREAS, the Board of Supervisors has considered the recommendations of the Placer County Planning Commission, County staff, local community groups, other public agencies, oral evidence of all individuals wishing to testify; and

WHEREAS, the Board of Supervisors finds that the 1995 amendments to the HB/PCP conforms to all applicable sections of the California Government Code regarding general and community plans; and

WHEREAS, a Subsequent Environmental Impact Report (SEIR) was prepared and certified for the HB/PCP amendments in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, CEQA and State and County Guidelines adopted pursuant thereto require this Board to make certain findings where the Subsequent EIR identifies one or more significant effects which would or could result from approval of the Plan; and

WHEREAS, the findings and overriding considerations relied upon by the Board are set forth in Exhibit A; and

WHEREAS, the Board of Supervisors finds that the HB/PCP is a comprehensive, long-term plan for the physical development of the area which will serve to protect and enhance the health, safety, peace, and general welfare of the residents of the Plan area and the County of Placer as a whole.

NOW, THEREFORE, the Board of Supervisors of the County of Placer does hereby resolve as follows:

To certify the Subsequent EIR. The Board of Supervisors certifies that the Final Subsequent EIR for the 1995 amendments to the Horseshoe Bar/Penryn Community Plan is adequate and has been completed in compliance with the State CEQA Guidelines and the Placer County Environmental Review Ordinance, and that the Board of Supervisors has reviewed and considered the information contained in the Final Subsequent EIR.

Resolution Adopting the HB/PCP  
1995 Land Use Amendments  
Page 3

To adopt the findings on project alternatives considered in the Subsequent Environmental Impact Report including the no project/no 1995 Land Use Amendment alternative and the no project/no development alternative.

To adopt the Statement of Overriding Considerations which determines that the economic, social, and other benefits of the project outweigh the unavoidable environmental impacts identified in the Subsequent EIR.

To file the Notice of Determination. Upon approval and adoption of the project by the Board of Supervisors, the Planning Department is hereby directed to file a Notice of Determination with the County Clerk of Placer County and the State Clearinghouse, pursuant to the provisions of Section 21152 of the Public Resources Code and the State CEQA Guidelines adopted pursuant thereto.

IT IS ALSO HEREBY RESOLVED that the 1995 amendments to the HB/PCP is hereby adopted as shown in Exhibit B.

NOTE: REA-848 amending the zoning in this area was adopted at the same time.

## EXHIBIT A

### HORSESHOE BAR/PENRYN COMMUNITY PLAN FINAL SUBSEQUENT EIR 1995 LAND USE AMENDMENTS

#### FINDINGS AND OVERRIDING CONSIDERATIONS

---

1. The project sites are located in Placer County, in the area of the County known as the Horseshoe Bar/Penryn Community Plan.
2. Placer County prepared an Initial Study, incorporated herein by this reference, determined that the project had the potential to adversely affect the environment, and determined that a Subsequent Environmental Impact Report (SEIR) would be required pursuant to the California Environmental Quality Act (CEQA).
3. A Notice of Preparation of a SEIR was mailed to all responsible and affected agencies and interested persons on December 12, 1994 pursuant to Public Resources Code Section 21080.4.
4. A scoping meeting was held by Placer County on December 14, 1994 to obtain input from interested individuals and agencies.
5. A Draft SEIR for the project was prepared in accordance with the State CEQA Guidelines and the Placer County Environmental Review Ordinance.
6. A Notice of Completion of a Draft SEIR was forwarded to the State Clearinghouse on August 11, 1995 pursuant to Public Resources Code Section 21161.
7. The County distributed copies of the Draft SEIR to the public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies and sought the comments of such persons and agencies.
8. The County also distributed a Notice of Availability for public review of a Draft SEIR to interested individuals and groups to provide additional public notice of the Draft SEIR.
9. Notice inviting comments on the Draft SEIR was given in compliance with the State CEQA Guidelines Section 15085.
10. Comments on the Draft SEIR have been received and responses to those comments have been prepared.

11. On March 19, 1996, the Board of Supervisors closed the public hearing and adopted, by a vote of 5 to 0, a Motion of Intent to certify the Final SEIR as adequate and complete, and voted to approve the project in concept.
12. The environmental record prepared in conjunction with the project includes the following:
  - a. The Draft and Final SEIR;
  - b. All staff reports, memoranda, maps, letters, minutes of meetings, and other documents prepared by County staff relating to the project;
  - c. All testimony, documents, and other evidence presented by the County and consultants working with the County staff relating to the project;
  - d. The proceedings before the Planning Commission and Board of Supervisors relating to the project and SEIR, including testimony and documentary evidence introduced at the public hearing(s); and,
  - e. Matters of common knowledge to the Board of Supervisors which it considers including, but not limited to, the following:
    - 1) The Placer Countywide General Plan and various community plans;
    - 2) The Placer County Zoning Ordinance;
    - 3) The Placer County Code;
    - 4) Other formally adopted policies and ordinances of the County.

**FINDINGS ON POTENTIALLY SIGNIFICANT AND SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT IDENTIFIED IN THE DRAFT SEIR/FINAL SEIR**

---

**Impact: Traffic and Circulation**

**Mitigation Measure:** Implement the Plan's goals and policies requiring a Traffic Limitation Zone for the Horseshoe Bar/Penryn area, and implementation of the approved Capital Improvement Program.

**Finding:** The County finds that all mitigation measures regarding traffic and circulation impacts are feasible and adopted in the HB/PCP. This impact is less-than-significant after mitigation.

**Impact: Public Services and Facilities**

**Mitigation Measure:** Implement the Plan's goals and policies regarding wastewater collection, treatment and disposal.

**Finding:** The County finds that all mitigation measures regarding public services and facilities are feasible and adopted in the HB/PCP. This impact is less-than-significant after mitigation.

**Impact: Land Use and Growth Inducement**

**Mitigation Measure:** Implement the Plan's goals and policies related to land use and minimizing conflicts. Specific key policies include designing projects to conserve natural riparian corridors, encouraging PUD's, and maintaining livestock as an important component of the rural lifestyle.

**Finding:** The County finds that all mitigation measures regarding land use and growth inducement impacts are feasible and included in the HB/PCP. The Community Plan contains policies and implementation measures which will partially mitigate this impact, but not to a less-than-significant level. A Statement of Overriding Considerations is required regarding: 1) increased land use incompatibilities in several locations in the Plan area, and 2) growth inducement in the Plan area.

**Impact: Geology, Seismicity, and Soils**

**Mitigation Measures:** Implement the Community Plan goals and policies that require:

- 1) site specific detailed geological reports for projects in potential high hazard areas,
- 2) minimal grading during the rainy season,
- 3) developer submittal of earthwork balances,
- 4) revegetation of disturbed areas,
- 5) projects to be designed to cluster structures to preserve natural topography and minimize disturbance of the natural terrain.

**Finding:** The County finds that all of the SEIR's mitigation measures are feasible and adopted. This impact is less-than-significant after mitigation.

**Impact: Hydrology and Water Quality**

**Mitigation Measure:** Implement the goals and policies regarding:

- 1) building setbacks from streams,
- 2) surface water quality and monitoring of stormwater quality,
- 3) septic system maintenance district,
- 4) geological reports for development projects in potential areas of high hazard.

**Finding:** The County finds that all of the SEIR's mitigation measures are feasible and adopted. This impact is less-than-significant after mitigation.

**Impact: Visual Resources**

**Mitigation Measure:** Implement the Community Plan goals and policies that protect visual resources, provide project review by local advisory councils, provide landscape buffers along Auburn-Folsom, Penryn, and Taylor Roads, and require new development projects to provide open space easements along riparian corridors.

**Finding:** The County finds that all mitigation measures regarding visual resources impacts are feasible and included in the HB/PCP. This impact is less-than-significant after mitigations.

**Impact: Noise**

**Mitigation Measure:** Implement the Community Plan goals and policies requiring site-specific noise studies for noise sensitive development, and implement the measures recommended by these studies for individual development projects.

**Finding:** The County finds that all mitigation measures are feasible and included in the HB/PCP. This impact is less-than-significant after mitigation.

**Impact: Air Resources**

**Mitigation Measure:** Implement the Plan's goals and policies requiring consideration of air quality impacts before project approval, require dust control plans for new development, require new projects to provide CO analysis if determined necessary by the Air Pollution Control District, require only EPA-certified devices for wood-burning devices, adopt policies addressing traffic congestion and transit.

**Finding:** The County finds that all mitigation measures are feasible and adopted in the HB/PCP. However, these mitigations do not reduce impacts to a less-than-significant level. This impact requires adoption of a Statement of Overriding Considerations.

**Impact: Biological Resources**

**Mitigation Measures:** Implement the Plan's goals and policies regarding:

- 1) preservation of waterways and riparian areas,
- 2) requiring non-development setbacks from drainageways,
- 3) implement the County's wetland mitigation banking program.

**Finding:** The County finds that all of the SEIR's mitigation measures are feasible and adopted. This impact is less-than-significant after mitigation.

**FINDINGS ON PROJECT ALTERNATIVES CONSIDERED IN THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

---

**Project Alternatives:**

In order to evaluate a range of possible environmental impacts from development within the project area, two land use alternatives were analyzed. Each alternative was evaluated in the Final certified EIR for the HB/PCP, which was incorporated by reference in the Subsequent EIR for the 1995 Land Use Amendment. The impacts of the identified land use alternatives were evaluated for build-out under each plan.

The main objective of the SEIR was to identify and analyze the environmental impacts which would be likely to result from future growth in the Horseshoe Bar/Penryn area under each of the alternatives being considered. The two alternatives examined in the EIR are described in Chapter 3 of the SEIR and are as follows:

1. No project/No 1995 land use amendment (existing HB/PCP)
2. No project/No development

The first alternative will result in significant, unmitigable impacts as disclosed in the Final certified EIR for the HB/PCP. The second alternative would not result in any significant or unmitigable impacts. However, there is no practical or feasible way to implement this alternative because of the presence of the many legal undeveloped parcels that can be built upon without any discretionary approvals. These lots would have to be purchased by the County to eliminate their development, which is not economically feasible.

The environmentally superior alternative is the No project/No development alternative because under this alternative none of the impacts associated with development would occur. The No project/No 1995 land use amendment alternative (existing HB/PCP) is the next ranking environmentally superior alternative because it would allow development to occur under the existing land use designations and zoning map, consistent with the Plan's goals and policies to allow development that is environmentally sensitive, yet retain the predominantly rural lifestyle of the Plan area.

**Finding: Alternatives Infeasible**

The Board of Supervisors evaluated the proposed HB/PCP 1995 Land Use Amendment and the other land use alternatives in light of the economic, social, environmental, land use and cultural objectives of the County. As a result of this review, and consideration of public comments on the SEIR and the land use alternatives, and the record, the Board has determined that the proposed project represents the most balanced and prudent basis on which to proceed with planned growth in the HB/PCP area during the planning period for the project and consistent with its goals and policies.

**STATEMENT OF OVERRIDING CONSIDERATIONS**

The Placer County Board of Supervisors has made a reasonable and good faith effort to mitigate potential impacts resulting from this project. The Board has adopted all feasible goals, policies, implementation measures, and guidelines to substantially mitigate or eliminate potential impacts. Additionally, the Board has adopted a Mitigation Monitoring Program (incorporated by reference to the HB/PCP Final certified EIR) for the HB/PCP 1995 Land Use Amendments which outlines how the mitigation measures adopted as part of the HB/PCP will be implemented, monitored, and evaluated.

Notwithstanding, the disclosure of impacts identified in the Subsequent EIR as significant and potentially significant, and which have not been avoided or mitigated to a less-than-significant level, the Board acting pursuant to Section 15093 of the State CEQA Guidelines, hereby determines that the benefits of approving the proposed HB/PCP 1995 Land Use Amendment outweigh the unmitigated adverse environmental impacts.

The Board finds that the economic, social, and other benefits of the HB/PCP 1995 Land Use Amendments outweigh the unavoidable environmental impacts identified in the Subsequent EIR. In making this finding, the Board has balanced the benefits of the 1995 Land Use Amendments against its unavoidable environmental impacts and has indicated its willingness to accept those risks. In part, the HB/PCP will provide the following benefit:

The HB/PCP 1995 Land Use Amendments provide additional housing opportunities to meet future needs anticipated in current population projections for all economic segments of the community, while ensuring consistency with existing land uses.

## EXHIBIT B

### 1995 HORSESHOE BAR/PENRYN COMMUNITY PLAN LAND USE AMENDMENTS

<u>Assessor's Parcel Number</u>	<u>Land Use Change *</u>
030-030-035	RE to RR
030-080-032	RE to RR
032-170-087	RE to RR
032-191-003, 004, 005, 023	RR to LDR
036-011-012	RE to RR
036-070-063	RE to RR
036-050-025	RE to RR
036-082-014, 012, 013	RE to RR
037-014-059	RR to LDR

---

#### Land Use Designations \*

\* RE - Rural Estates (4.6 - 20 acre minimum)

\* RR - Rural Residential (2.3 - 4.6 acre minimum)

**BEFORE THE BOARD OF SUPERVISORS  
COUNTY OF PLACER, STATE OF CALIFORNIA**

Resol. No: \_\_\_\_\_

Ord. No: 4713-B

In the matter of: **AN ORDINANCE ADOPTING  
THE HORSESHOE BAR/PENRYN COMMUNITY PLAN  
1995 LAND USE AMENDMENT'S IMPLEMENTING  
ZONING MAPS PORTIONS OF 8C, 9B, 11D, 12A,  
12D (REA-848)**

First Reading: \_\_\_\_\_

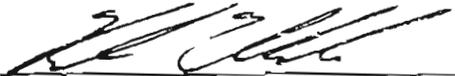
The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held March 19, 1996, by the following vote on roll call:

Ayes: SANTUCCI, WEYGANDT, LICHAU, BLOOMFIELD, UHLER

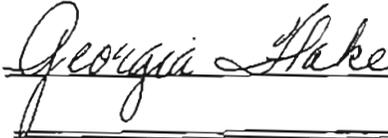
Noes: NONE

Absent: NONE

Signed and approved by me after its passage.

  
\_\_\_\_\_  
Chairman, Board of Supervisors

Attest:  
Clerk of said Board

  
\_\_\_\_\_  
Clerk of said Board

**THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:**

That Placer County Code, Chapter 30, portions of Zoning Maps 8C, 9B, 11D, 12A, and 12D are hereby amended shown on Exhibit A for the purpose of adopting the 1995 Land Use Amendments to the Horseshoe Bar/Penryn Community Plan implementing zoning.

NOTE: GPA-305 amending the general plan in this area was adopted at the same time.

# EXHIBIT A

## 1995 HORSESHOE BAR/PENRYN COMMUNITY PLAN AMENDMENTS' REZONING

<u>Assessor's Parcel Number</u>	<u>Zoning Change *</u>
030-030-035	A-R-B-X-10 ac. to A-R-B-X-4.6 ac. min.
044-011-009	A-R-B-X-10 ac. to A-R-B-X-2.3 ac. min.
032-080-032	A-R-B-X-10 ac. to A-R-B-X-2.3 ac. min.
032-170-087	A-R-B-X-4.6 ac. to A-R-B-X-2.3 ac. min.
032-191-003, 004, 005, 023	A-R-B-100 to A-R-B-100-LUI-1.0
043-050-004; 043-040-018; 043-040-024, 025, 019, 015, 007, 021, 005	R-1-A-B-100 to R-1-A-B-40 ac. min.
043-040-020	R-1-A-B-100 to A-R-B-100 ac. min.
043-050-011, 012, 013, 014, 015, 016, 017	A-R-B-X-4.6 ac. min. to F-B-X-4.6 ac. min.
043-060-054, 055	A-R-B-X-DR (4.6 ac.) to C-1-L-DC, OS (150' min. parallel to I-80)
042-193-013, 014	A-R-B-4.6 to A-R-B-X-2.3 ac. min.
036-011-012	A-R-B-X-4.6 to A-R-B-X-2.3 ac. min.
036-070-063	A-R-B-X-4.6 to A-R-B-X-2.3 ac. min.
036-082-012, 013, 014	A-R-B-X-4.6 to A-R-B-X-2.3 ac. min.
037-014-059	A-R-B-100 to A-R-B-43

---

### Zoning Ordinance Conversion \*

<u>Previous</u>	<u>New</u>
R-1	RS
R-2	RM
A-R	RA
-L	-UP
-LUI	-PD

**RECREATION  
ELEMENT**

---

### III. RECREATION ELEMENT

#### A. PURPOSE

The Horseshoe Bar/Penryn Community Plan area is very fortunate to have quality recreation while preserving natural resources. Planning for future parks and trails should be sensitive to this type of recreational setting.

Recreation services in the Plan area are provided by the Placer County Parks Division and by local schools. The County provides park facilities for public use within the plan area, but does not operate any recreation programs. The Auburn Recreation District and the City of Roseville provide recreation programs and facilities which are located close to this Plan area. The facilities are enjoyed by residents in this area, however, due to the tremendous popularity of their programs and the lack of local programs. Both recreation providers have had to implement out-of-district user fees to accommodate the increased demand for participation in these programs.

The existing recreational facilities located in the Horseshoe Bar/Penryn area are a direct result of citizen involvement. Dedicated individuals and service clubs have contributed countless hours and resources toward the construction of recreational facilities throughout the plan area. The area now enjoys parks which provide a relatively undisturbed setting for nature enthusiasts (i.e. Griffith Quarry Park and Museum), and park lands which have been developed for more active pursuits such as basketball and little league baseball.

This Recreation Element will identify potential sites in general. Both "active" recreation (i.e. softball and soccer) and "passive" recreation (i.e. outdoor nature appreciation) will be analyzed.

Park Standards will be reviewed as they relate to acreage demands. These standards address the need for additional acreage within the Horseshoe Bar/Penryn plan boundaries for "Open Space" areas. This has been considered in reviewing possible park locations. "Open Space" areas should be made available to the public for passive recreation including trails, picnicking, nature study and fishing, as well as for environmental protection.

The principal thrust of this Plan's proposals is to provide for a balanced park system whereby both active and passive recreational opportunities are provided which meet the needs of the public.

#### B. GOALS

1. PROVIDE A VARIETY OF PARK AND RECREATION FACILITIES TO ADEQUATELY MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS OF THE AREA.

2. PROTECT AND CONSERVE THE NATURAL RESOURCES OF THE AREA, ESPECIALLY WHERE SUCH RESOURCES CAN ADD TO THE VARIETY OF RECREATION ACTIVITIES AVAILABLE IN THE AREA.
3. MAINTAIN SOME FLEXIBILITY IN THE DEVELOPMENT OF PARK AREAS TO ALLOW FOR CHANGING TRENDS IN RECREATION ACTIVITIES.
4. CREATE A TRAIL NETWORK TO PROVIDE ACCESS TO DEVELOPED AREAS, AS WELL AS PUBLIC ACCESS TO OPEN SPACE AND RECREATION RESOURCES CONSISTENT WITH THE NEED TO PROTECT THESE RESOURCES.
5. DEVELOP AN INTER-CONNECTED SYSTEM OF MULTIPLE USE TRAILS AND BIKEWAYS WHICH INVOLVE A PARTNERSHIP THAT INCLUDES PRIVATE ENTERPRISE, LANDOWNERS, LOCAL GOVERNMENT, RECREATION AND CONSERVATION GROUPS, SCHOOLS, AND SERVICE ORGANIZATIONS.
6. CONSIDER THE FORMATION OF A PUBLIC AGENCY OR DISTRICT TO GENERATE FUNDS FOR THE MAINTENANCE, OPERATION AND DEVELOPMENT OF PARK AND RECREATION FACILITIES.
7. PROMOTE THE USE OF OPEN SPACE FOR RECREATION IN CONCERT WITH FLOODPLAINS AND FLOOD CONTROL PROJECTS WHERE APPROPRIATE.
8. PROTECT AND PRESERVE THE AREA'S MOST SIGNIFICANT HISTORICAL RESOURCES FOR PRESENT AND FUTURE GENERATIONS AS MUSEUMS OR HISTORICAL PARKS.

C. POLICIES

1. Provide future park facilities in accordance with park standards and location guidelines as set forth in this Plan and the County-wide General Plan.
2. Continue to work with area schools on the development of joint-use recreation facilities, whenever possible.
3. Ensure that public school facilities are available for community recreation uses and are designed to accommodate and encourage such use during non-school hours.
4. Develop a multiple use (i.e. hiking, equestrian, bicycle) trail system to:

- a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle within the planning area;
  - b. Provide recreational opportunities to residents and visitors of the Community Plan area;
  - c. Connect local trails to regional trail systems;
  - d. Link together school facilities, parks, community buildings, and other community-oriented public services, waterways and major vista locations with residential developments;
  - e. Incorporate trails into public and utility corridors, such as power transmission line easements, railroad rights-of-way and irrigation district easements.
5. Promote the maximum provision of private active and passive recreational amenities within future residential development projects, to help meet the demands created by growth. Private recreation facilities are required within planned unit developments (PUDs), to offset the demand for public facilities. Where small scale PUDs (i.e. less than 25 units) are proposed in rural areas, the payment of fees in lieu of on-site active facilities may be considered to preserve the natural environment and maintain compatibility with the surrounding area. Other acceptable alternatives may include construction of recreation facilities on public properties in the Plan area.
  6. ~~Require the~~On a case by case basis, consider the inclusion of new subdivision lands in a County Service Area to generate funds to operate and maintain new public park facilities to be provided in this area.
  7. Require the dedication of land and/or payment of fees, in accordance with state law (i.e. Quimby Act and AB 1600) in order to acquire and develop public recreation facilities. Fees should be set and maintained in an amount necessary to completely fund the recreational needs for park land and park facilities generated by the new development.
  8. Coordinate the development of trails and other recreation facilities with other public agencies, including the adjoining cities of Rocklin and Loomis.
  9. Support and cooperate with volunteer groups and organizations that can assist with providing recreation.
  10. Parks and recreational areas shall be planned, developed, and used in a manner which is respectful of their rural setting and compatible with uses on adjacent lands.
  11. Encourage compatible recreational use of riparian areas along streams and creeks in the area wherever feasible.

# HORSESHOE BAR / PENRYN COMMUNITY PLAN

1993

## RECREATION FACILITIES

- Legend
- Trails
  - Proposed Trails
  - Proposed Surfing Areas
  - Existing
  - Proposed
  - Proposed Sunset Beach Park
  - Existing
  - Proposed

Legend

Trails

Proposed Trails

Proposed Surfing Areas

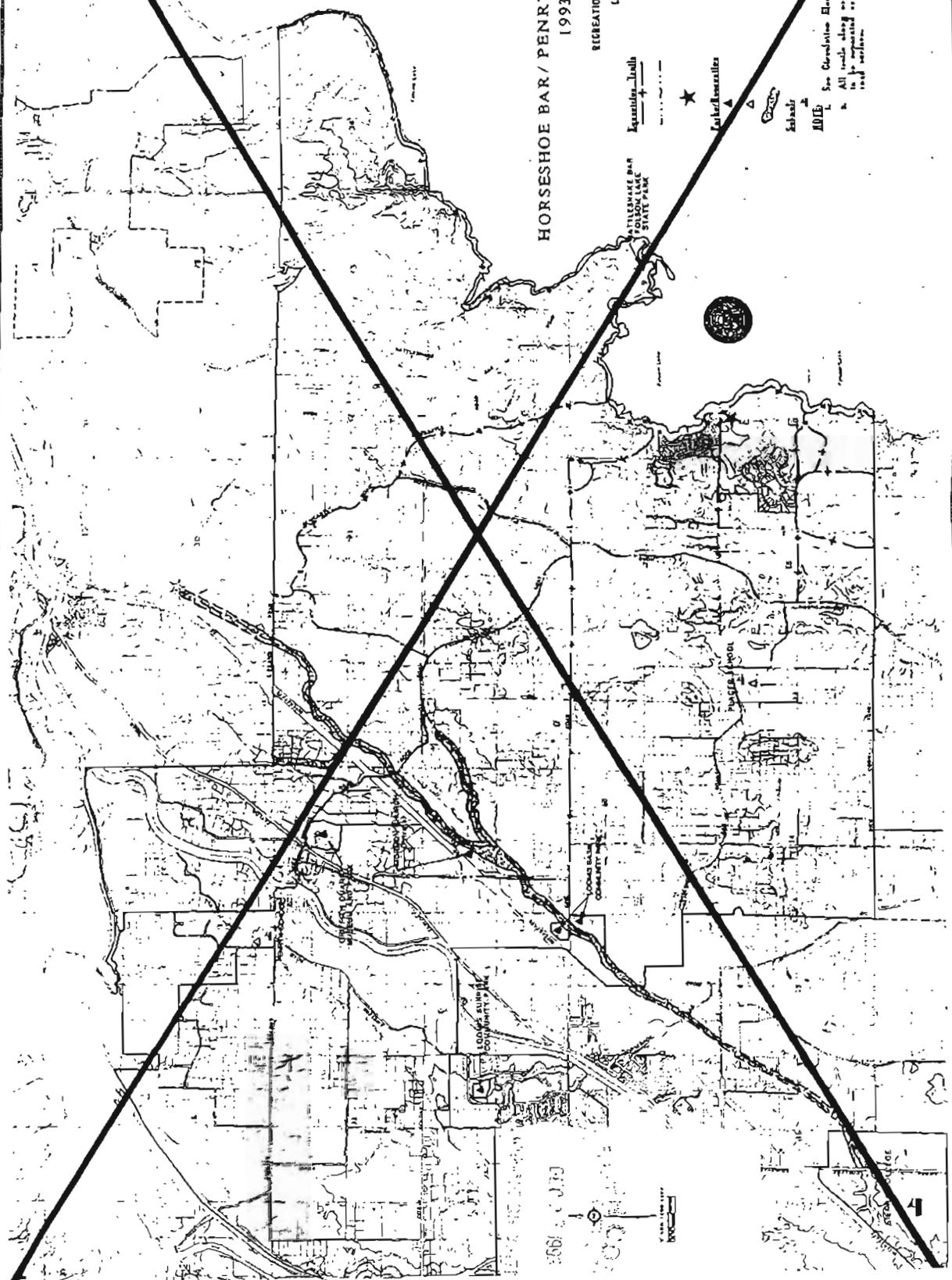
Existing

Proposed

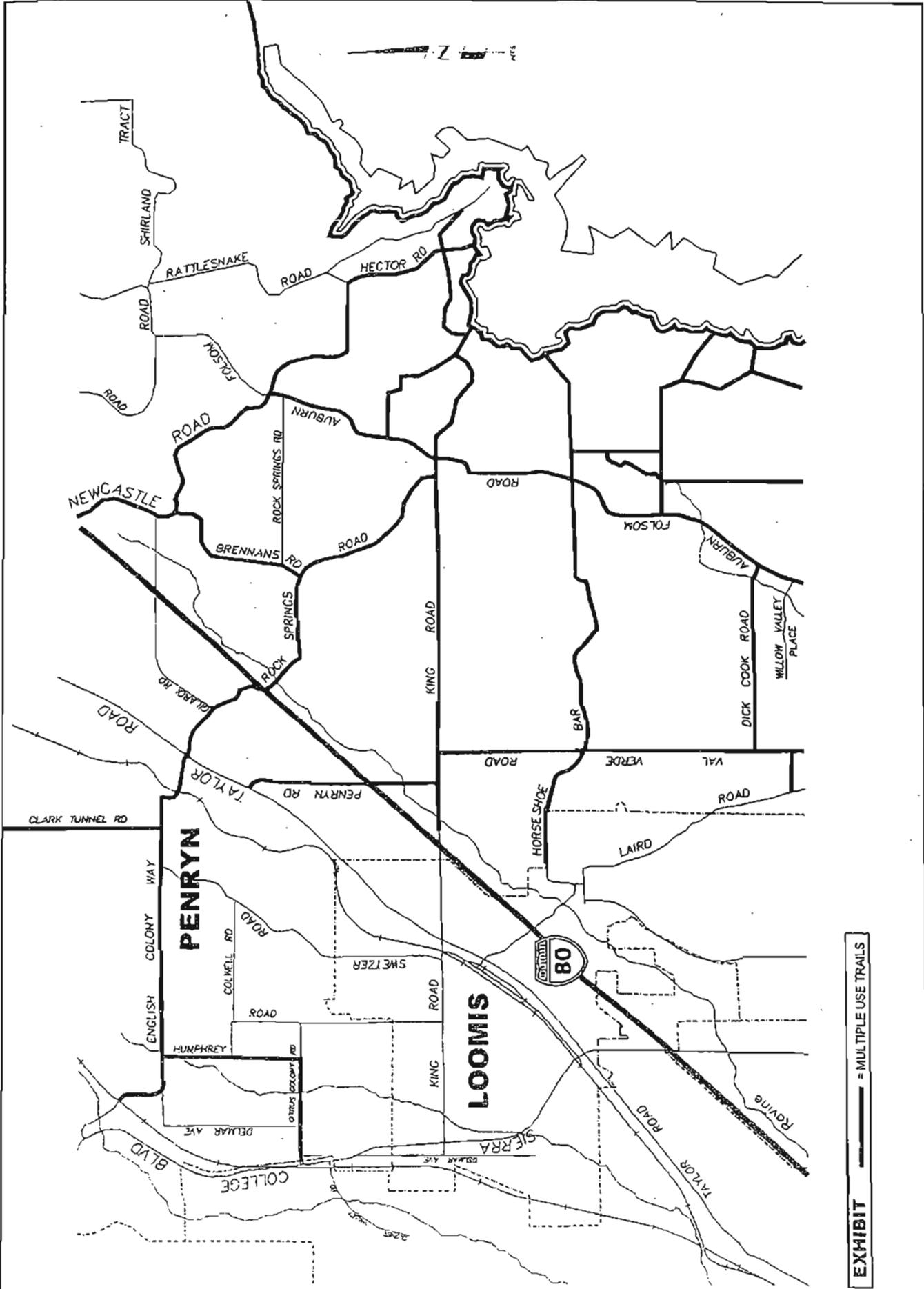
Proposed Sunset Beach Park

Existing

Proposed



ADDITIONAL INFORMATION:  
1. See Circulation Element Map for thoroughness.  
2. All trails along or within easements of 200' are to be reported as far as possible on this plan and within.



Multiple Use Trails

EXISTING and PROPOSED

EXHIBIT = MULTIPLE USE TRAILS

12. Natural open space recreation land within the planning area should be carefully managed and its uses controlled to ensure that vegetation, soil, wildlife, and visual qualities are protected and, where necessary, enhanced. The concepts and principles of the Placer County Conservation Element should be observed in park use and management.
13. When possible include prehistoric and/or historic elements into open space requirements or when appropriate into park design.
14. Encourage the private acquisition and preservation of historical properties through the availability of incentive programs such as those outlined by the Mills Act and the Historic Preservation Easement program.

**D. STANDARDS**

Placer County has adopted park facility standards that can be used to determine the demand for specific types of park facilities. Placer County Park Standards require five (5) acres of active park land and five (5) acres of passive park land for every 1,000 persons, for a total of ten (10) acres of park land for every 1,000 persons (based upon adoption of pending update of Placer County General Plan). In accordance with State law (Quimby Act), the County may also require the dedication of land and/or payment of fees to ensure funding for the acquisition and development of public recreation facilities. The fees are set and adjusted as necessary, to provide for a level of funding that meets the actual cost to provide for all the public park land and park development needs generated by new development.

The following are the Parks and Recreation Standards in Placer County:

**Table 11  
PLACER COUNTY PARK STANDARDS\***

TYPE OF FACILITY	AMOUNT RECOMMENDED
Passive Park Land - Active (Improved) Park Land -	5 acres per 1000 persons 5 acres per 1000 persons
Play Lots - play equipment for younger children	75 sq. ft. per child
Playground - includes facilities to accommodate organized sports at the elementary school level	5 ac. per 2000 persons
Playfields - includes facilities to accommodate organized sports for secondary school level and adults.	15 ac. per 10,000 persons
Court Sports such as basketball or tennis (outdoor courts)	1 court per 3000 persons
Baseball	1 hardball field per 6000 persons and 1 softball field per 3000 persons
1 mile per 1000 persons	Trails - including hiking horseback riding or bicycling

E. PARK AND TRAIL NEEDS

1. Existing Parks, Schools, Trails

In the unincorporated area of the Horseshoe Bar/Penryn Plan, there are two public parks: Loomis Basin Community Park and the Griffith Quarry Park and Museum. In addition, the public is permitted to use the recreational facilities at the two elementary schools in the community. The school sites serve many of the active recreational needs of the public by providing for the combined neighborhood park/school facilities. The only existing trails are fragmented. These trails are shown on Exhibit D. The following is a brief description of these recreational sites.

a. Loomis Basin Community Park

Loomis Basin Community Park consists of 33 acres which includes a North Park and a South Park. North Park has two softball fields, one soccer field, one tot lot playground, picnic area, snack bar, and portable restrooms. South Park has two softball fields, two soccer fields, one tot lot playground, a covered group picnic area, basket ball court, horseshoe pits, 1.5 miles of trails, an equestrian arena, maintenance building and portable restrooms. Additional land is also available for future development.

b. Griffith Quarry Park and Museum

Griffith Quarry Park and Museum consist of 24.4 acres which includes the quarry museum, 3 miles of hiking trails and several family picnic areas. The trails have been designed for pedestrian traffic only. Horseback riding and off-road vehicle use are prohibited in the park.

c. Penryn Elementary School

Some recreation facilities at this site have been jointly developed by the school and the County. There are about 3 acres of undeveloped land still available for additional development. The school will be expanded over 1.5 acres and the other 1.5 will be developed into recreational fields.

d. Placer Elementary School

A new softball/baseball field was completed in 1992 utilizing various sources of financing, including County funding.

e. Trails

In addition to the above mentioned trails which are within the Loomis Basin Community Park and the Griffith Quarry Park and Museum, there are two portions of trails which are located along Hector Road and along Kingmont Road. Many other trails are to be constructed and will be discussed later in this Plan.

2. Needs Analysis

Table 13 "Recreation Facility Inventory and Demand" provides an analysis of the recreational needs in the Plan area. The needs are based on the projected population in the year 2010. One column uses a projected growth rate of 1.2%, which has been projected by outside consultants. The other column uses a projected population growth rate of 2% which is based on historical growth of the area.

When comparing the existing parks and trails to the Placer County standards one can see that the Loomis Basin is fortunate to have some excellent park facilities. However, there is still a need for additional facilities. Also, because of the policies of the Auburn Recreation District and the City of Roseville Parks and Recreation Department to limit out of district use, there are many people in the Loomis Basin that have expressed a desire to have a community center constructed in their vicinity. Since a community center is a major commitment and a major expense, there should be consideration given to the formation of a Park Operations Agency which would have the ability to receive dedications or grants of land or funds and buy, develop and maintain the community center, open space, and the riding, hiking, and bicycle trails in the Plan area.

Although the Town of Loomis is located just outside of the Plan boundaries, there should be consideration given to including the Town in any such recreation district. The Town is developing a parks master plan and has the ability to collect park dedication fees from development occurring within the Town boundaries. These fees can be used for the construction of new recreational areas and could be coupled with the funding available to the County so that the limited funding could go further in providing for recreation.

Table 12 also lists the Placer County park standards, the existing park land and facilities, and the unmet need. The chart is separated into two general categories. The first part of the Table addresses park acreage (land) and the second part of the chart addresses recreation facilities.

Exhibit D  
Recreation Facilities

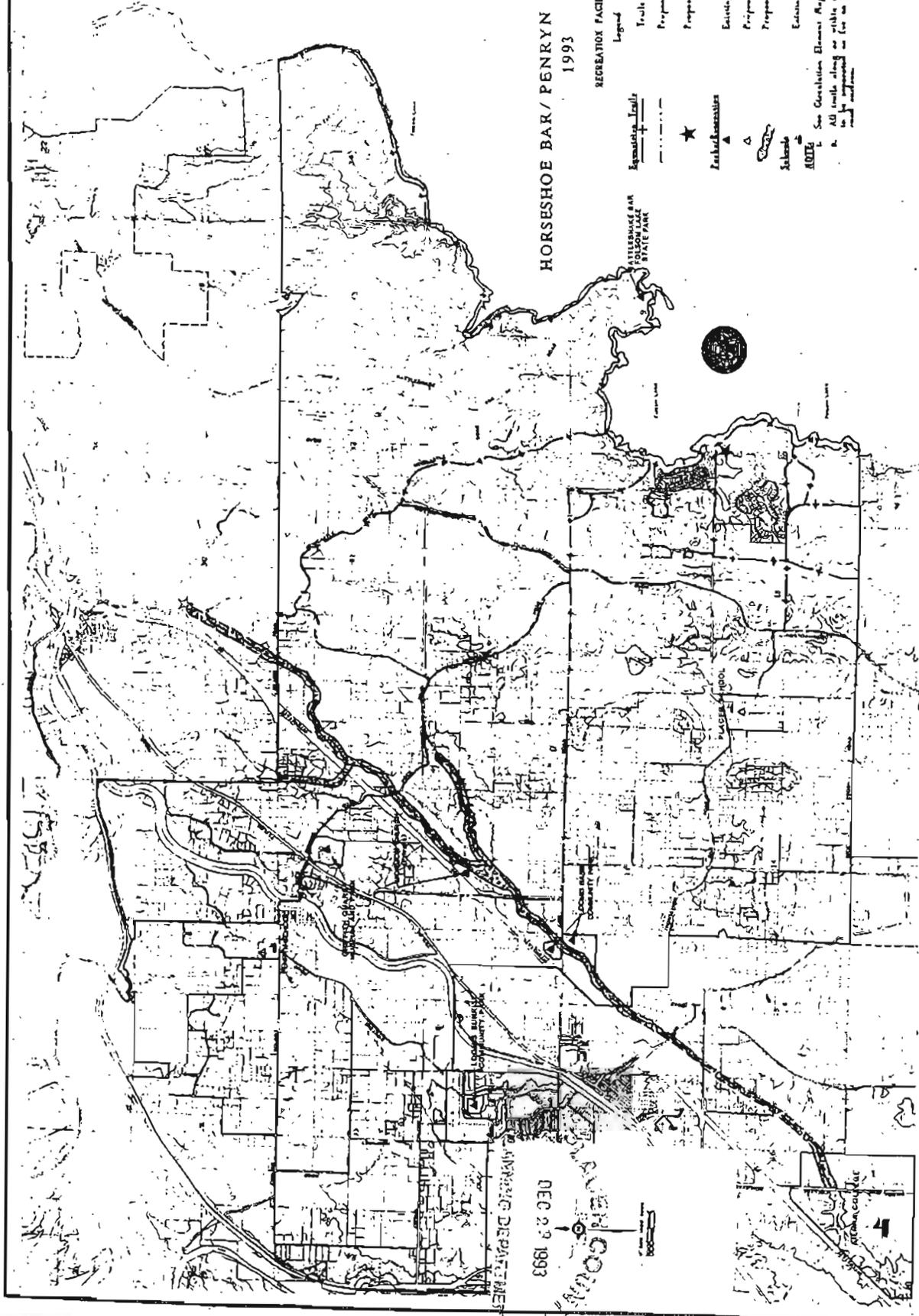
HORSESHOE BAR / PENRYN COMMUNITY PLAN  
1993

RECREATION FACILITIES

Legend

- Existing Trails
- Proposed Trails
- Proposed Staging Areas
- Existing
- Proposed
- Proposed Secret Barbecue Park
- Existing

See Conclusion Element Map for bicycle trails.  
All trails along or within road right-of-way are to be proposed as far as possible from active road corridors.



DEC 29 1993

PLANNING DEPARTMENT

PENRYN COMMUNITY CENTER

Table 12

RECREATION FACILITY INVENTORY AND DEMAND

YEAR 2010 GROWTH RATE 1.2%		YEAR 2010 GROWTH RATE 2.0%									
ITEM	UNIT	STANDARD NEEDED	EXISTING UNITS	UNMET DEMAND	ITEM	UNIT	STANDARD NEEDED	EXISTING UNITS	UNMET DEMAND	NOTES	
PARK ACREAGE:											
1. Parkland 1 ac./1000	Acres	8	24.2	(16)	1. Parkland 1 ac./1000	Acres	9	24.2	(15)	Free play/fresh/walk areas Passive	
Playground 5 ac./2000	Acres	20	10.5	9.1	Playground 5 ac./2000	Acres	23	10.5	12.5	Youth Soccer/Little League/Tot Lots	
Playfields 15 ac./10000	Acres	12	6.1	5.7	Playfields 15 ac./10000	Acres	14	6.1	7.7	Adult softball/regulation soccer/ tennis/basketball	
TOTAL ACRES		39.28	40.8	(1.5)	TOTAL ACRES		45.98	40.8	5.2	Active park acreage is still needed	
FACILITIES:											
2. Play lots 75. st/child 1 child/house	Acres	5	0.6	4.0	2. Play lots	Acres	5	0.6	4.7	Tot lots	
Tennis 1 per 6000	Courts	1	4	(3)	Tennis 1 per 6000	Courts	2	4	(2)		
Basketball 1 per 6000	Courts	1	7	(6)	Basketball 1 per 6000	Courts	2	7	(5)		
Hardball 1 per 3000	Diamonds	1	0	1	Hardball	Diamonds	2	0	2		
Softball 1 per 3000	Diamonds	3	4	(1)	Softball	Diamonds	3	4	(1)		
Trails 1 mile/1000	Miles	8	5.5	2.4	Trails	Miles	9	5.5	3.7	Hiking, riding &/or bike 3 miles are pedestrian only	

RECREATION FACILITY INVENTORY 1992

	Park Acres	Total Lot	Tennis Courts	Basketball Courts	Trail Miles/ Equestrian Pedestrian	Trail Miles/ Bicycle	Youth Soccer	Adult Soccer	Little League Softball
Pineer County - Misc	33	2		1	1		3	3	2
Loomis Basin Community	24.2	1		6	1.5		3	1	1
Griffith Quarry	3	1	4		3		2	1	1
Pineer School	4	3	4	7	5.5	0	8	5	4
Totals	64.2	3	4	7	5.5	0	8	5	4

Notes:

Loomis Basin Community Plan has two "girls only" softball fields (not listed due to limited use). The Park was designed to meet some of the needs of Granite Bay.  
 Loomis park was designed to meet the recreational needs of Granite Bay as well as the Loomis area.  
 Griffith Quarry has three miles of pedestrian only trails.  
 No recreational bike trails are currently in the system.  
 Cannot do both youth soccer and regulation soccer at the same.  
 Recreational facilities provided by the City of Roseville, State Department of Parks and Recreation, and by private recreation providers have not been included because they serve such a specific population, and not primarily County citizens.  
 The above information is based on the previous County standard of a minimum five acres total required per 1000 population.

### 3. Park Site Acquisition Guidelines

Factors which should be considered in evaluating sites for acquisition are:

- . The site should help preserve valuable natural and historical features, such as oak woodlands, streams and natural areas wherever possible.
- . The site should be easily accessible.
- . The site should allow multi-purpose use.
- . Where possible, parks should be located adjacent to elementary schools, other public open space, or public facilities.
- . The topography of the site should be suitable for the intended use.
- . Public services necessary to the development of the site should be readily available.
- . Aesthetics - the site should be visually interesting or have the capability of becoming so.
- . Land Use Compatibility - neighboring uses should be located so as to minimize potential conflicts with park activities.

Additional factors which require consideration include the following:

- . Legal feasibility - deed history and recorded survey, liens, easements and rights of way. Property with a lot of liens or easements may not permit development of a park.
- . Site feasibility - preparing a surface/subsurface analysis (including soils), a vegetation analysis, a wildlife analysis, a utility analysis (such as water availability), a concept-use analysis, and size and shape of the parcel(s).
- . User-Usage feasibility - preparing a population analysis, an activity usage analysis, and a standards analysis.
- . Design feasibility - preparing conceptual design scenarios and determining final or alternative plans. (What design will best work at this particular site).
- . Financial feasibility - costs of acquisition.

- Environmental feasibility - large trees on the site, wetlands, riparian areas; these may make the site more or less desirable depending on the type of use desired.

- Other recreational uses nearby

- Availability of land - willing seller, developer, etc.

#### 4. Future Sites

Existing and proposed parks and trails are shown on the Plan's Recreation Facilities exhibit (see Exhibit D). The proposed future parks and trails shown on this map are general in nature. There is no intent to specifically designate one piece of property as a recreation site or to prevent another type of development or use in that location.

Their exact location will be determined later on a site specific basis, based on the goals and objectives stated above. At times, land may become available which is not in an area shown on the map. These lands should be aggressively pursued if in fact they appear to meet the criteria for quality park land which is detailed in this Plan.

The following is a description of the park amenities and trail sites which have been selected for further study.

- Secret Ravine Riparian Corridor -- Secret Ravine runs from the northeast section of the plan area to the southwest section. The complete riparian corridor should be acquired, where possible. Where the acquisition of the entire riparian corridor is not possible, a meandering pathway with an approximately 50 foot width extending the entire length on both sides of the ravine, should be considered for acquisition. One side of the ravine could be developed as an equestrian/bicycle hiking trail and the other side as a hiking/bicycle trail. This trail system would not be paved. There could be several scenic rest stops along the route. These areas would have picnic tables with no other improvements. Any trash taken into the area would be packed out. Interpretive kiosks could be placed at strategic locations. These would identify the trail route and describe locations of special interest, as well as show locations of the nearest public drinking fountains, restrooms, trash facilities, etc. It would link up to the Penryn Parkway and Loomis Basin Community Park and the nature trail at Sierra College to the south.

- Community Center -- No location has been selected for a Community Center building to date. Sites considered by members of the community (although with no formal analysis) were (1) at the Loomis Basin Community Park and (2) south of the intersection of Interstate 80 and King Road. There should be a scientific needs analysis conducted as well as a thorough feasibility study. The recreation district should be in place to undertake this project before any public dollars go into the community center. Finally, a sound financing plan needs to be outlined and approved by the voters, the County Board of

Supervisors and possibly the Town of Loomis.

Loomis Basin Community Park -- The master plan for this 33 acre park needs to address the potential use of the former dump site. Once the site is legally able to be used for recreation, there will be approximately thirty (30) acres available. The best use at this time appears to be for additional active recreational amenities. The area's residents have not been supportive of active recreation being constructed along the rural roadways in the area. This area would permit ballfields to be constructed in an existing park where there are already four existing ballfields so there would be no impact to the rural community as a result of this construction. Future Planned Unit Developments could be conditioned to provide funding or to provide the actual construction of the ballfields.

Trails -- Multiple use trails along the length of King Road, from Barton Road along the length of Secret Ravine, and along the roadways as shown on the Recreation Facilities Map (see Exhibit D).

Schools -- The school sites in the Plan area can either be further developed with additional active recreation facilities, or land adjacent to existing fields should be considered for future acquisition.

Griffith Quarry Park and Museum -- The Placer County Department of Museums maintains one small museum, the Griffith Quarry Museum, within the community plan area. As with other services, the growth in the population of this area will increase the demand for preservation of historical sites and for active and passive interpretation of the community's heritage. Future historical facilities in this area may focus on the agricultural industry; the diverse ethnic populations that made their home in the area; or in the impact of the transportation industry on the area. The development of other types of museum facilities, such as a natural history museum or a children's museum might also be considered.

At the Griffith Quarry Park and Museum, there is ample room for expansion of the picnic facilities. Care must be taken to ensure that any improvements done at this site retain the passive and historic quality of the area. Any future development must also be designed to require a minimum amount of maintenance.

## F. TRAILS

In order to achieve the basic goals of maintaining the area's rural character and quality of life, and improve regional air quality, new development projects are encouraged to include pedestrian/equestrian trails in their designs. These facilities should provide for pedestrian and equestrian travel from residential areas to regional connector trails in areas where land is designated to allow livestock-related activities.

Typically when subdivisions are designed, a great deal of time, effort, and money is spent in

designing, constructing, and maintaining roadways to ensure that people in cars will be able to access every home site in a safe and efficient manner. Similar efforts should be invested in designing, constructing and maintaining trails to ensure that people walking, or riding their bikes or their horses will be able to access every home site in the same safe and efficient manner. Meanwhile, millions of dollars are being spent on health through exercise, and cleaning up our air by trying to reduce automobile travel.

It is the intent of this chapter to minimize the amount of site disturbance caused by construction of public pedestrian/equestrian trails, at the same time ensuring that safe, direct and aesthetically pleasing corridors for non-motorized travel are provided in all development projects.

The implementation of a comprehensive recreation trail system will require a long-term commitment from County Government, as well as residents of the area. The designation of trail corridors on the Community Plan is the first step in implementing a trails system. Through various existing community plans, the Placer County Parks Division has been charged with the responsibility to develop and monitor trails throughout Placer County.

There are three basic ways for a jurisdiction to obtain trail rights-of-way. First, and most preferably, the jurisdiction may require trail easements and construction as a condition of development. Secondly, the County may purchase fee title land or easements for trails from private property owners. Finally, the County, through use agreements, may obtain trail easements or rights-of-way from other agencies or public utilities.

Those trails indicated in the plan that fall on property to be developed, or along project frontages or access roads required for such projects, should be developed as a part of the proposed project's construction activities. Trails that do not fall into the above category, and which are not parallel to public roads can be built as separate projects at any time that easements are acquired to permit logical trail connections to points of origin or destination points. Trails, especially bicycle and pedestrian trails that are not built as a part of a private project's development process (frontage improvement requirement) are most economically constructed as a part of a larger-scale public road, trail, or pathway project.

Development guidelines for trail design and construction are available at the Placer County Parks' Department.

All public road projects in the Horseshoe Bar/Penryn Plan area that affect trails depicted in this Plan should include the construction of those trails as a part of the project. Transportation Development Act funds designated for bicycle trails can be used to offset the additional cost of adding bicycle trails to public roads. Other capital improvement funds that are available for recreation development, and not specifically limited to bicycle trail construction, should be used only where bicycle and pedestrian trail improvements are needed along fully developed public roadways. Therefore, the construction of a trail system in the Horseshoe Bar/Penryn Plan area must be closely coordinated with other transportation planning activities.

Development plans need to be carefully reviewed as there could be some developments proposed which would eliminate some existing trails (which have not been formally

designated), and others that will convert lands to residential use which would be more ideally suited for trails.

The system of public trails will be a source of local pride and provide conservation of our farm lands, open space, flood plains, and riparian areas. The trails will also serve as an alternative mode of transportation.

1. ~~GOALS~~

~~A. TO PRESERVE THE CURRENT SYSTEM OF TRAILS AND TO PROMOTE A COMMUNITY-WIDE TRAIL NETWORK THROUGHOUT THE PLAN AREA.~~

~~B. TRAIL CORRIDORS SHOULD BE PROVIDED FOR ALL RESIDENTIAL PROJECTS WHERE THE AVERAGE LOT SIZE IS GREATER THAN 1/2 AN ACRE.~~

~~C. TO ENSURE THAT EXISTING TRAIL-USE CORRIDORS BECOME RECORDED PUBLIC EASEMENTS DURING THE DEVELOPMENT PROCESS.~~

~~D. TO GAIN CONNECTING EASEMENTS BETWEEN EXISTING TRAIL EASEMENTS WHENEVER FEASIBLE.~~

~~E. TO PROVIDE FOR THE USE OF TRAILS IN PLACE OF SIDEWALKS WHEREVER FEASIBLE.~~

2. ~~Policies~~

~~The public trails in the plan area are being maintained by volunteers, however, the County has to provide some maintenance through paid staff which is financed through the County General Fund. There are some trail maintenance tasks which cannot be done by volunteers. For example, the application of weed control chemicals cannot legally be performed by volunteers. There are also some tasks which require heavy equipment, such as the removal of fallen trees.~~

~~The following are policies for trail construction and maintenance in the Horseshoe Bar/Penryn Plan area:~~

- ~~a. Create and maintain a multiple-use trail network which will ensure the safe and efficient movement of people throughout the County.~~
- ~~b. Encourage all forms of non-motorized trail use including hiking, jogging, bicycling, mountain biking, and equestrian as major transportation and recreational modes. All trails are to be open to bicycle use unless otherwise posted.~~

- c. Provide all County residents, as well as visitors, with convenient access to a multi-use trail network which serves both the County and region.
- d. Create multi-use trail networks between major residential areas and employment centers.
- e. Encourage communication and cooperation for all transportation related issues, including trails, with adjacent jurisdictions.
- f. No trail shall be constructed unless there is a provision for short and long term maintenance. The funding mechanism must be in place and provide for funding to include the cost of administration, overhead, trail plan development and reviews, field inspections, construction and maintenance.
- g. Provide for the financing of trails through a combination of funding mechanisms. Whenever possible, require a County Service Area to pay for trail maintenance and administrative costs.
- h. Trails should link and be in proximity to residential areas, horse populations, park and recreation areas, schools, major waterways such as rivers and lakes, and major vista locations.
- i. Trails should provide for multiple use (i.e. pedestrian, equestrian, bicycle, etc.), recognizing however, differing surface requirements to accommodate user needs.
- j. Hiking and equestrian trails may be separated from cycling paths where possible.
- k. Trails shall be separated from the traveled roadway wherever possible by curbs, barriers such as fences or rails, landscape buffering and spatial distance.
- l. Existing public corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roadways shall be put to multiple use for trails where possible.
- m. Links to the major County-wide trail system should be provided.
- n. Where appropriate, native soils are the desired trail surface. This is considered the least costly type of trail surface to construct and to maintain. It also keeps the area in a more natural appearance than other trail surfacing materials.

G. IMPLEMENTATION

1. Cost of Active Recreational Facilities

The following table identifies costs to construct certain active recreational facilities. The costs include actual construction only. Lump sum costs for grading, road, water, electrical, design, administration and contingencies are shown below for a typical park, however the costs vary depending on specifics of a particular site.

When purchasing land, there are additional costs which are incurred for items such as appraisal, negotiations, surveying, etc. These additional costs average approximately \$5,000.

It is important to note that all new facilities must be in compliance with the Americans with Disabilities Act. This legislation requires all facilities to be accessible to the disabled. This will usually result in a higher development and maintenance cost.

Table 13  
PARK CONSTRUCTION COSTS

Facility	Unit	Construction Costs
GRASS AREAS Soccer or Free Play	Square Foot	\$ 1.35
TENNIS COURT	1 Court 2 Courts	\$ 50,000 100,000
SOFTBALL/LITTLE LEAGUE (300' fence)	Square Foot	\$ 1.50 60,225
BLEACHERS	Each	\$ 5,000
BASKETBALL Asphalt - 8,500 sq. ft.	Full Court With Colored Surface	\$ 17,000 22,000
*TRAILS	Decomposed Granite s.f. Asphalt s.f. Natural Soil s.f. Concrete s.f.	\$ 1.60 2.00 .50 2.60
PLAYGROUNDS Base Surface	Square Foot	\$ 20.00
GROUP PICNIC SHELTER	Square Foot	\$ 25.00
GRADING	Cubic Yard	\$ 2.75
ROADWAY - ASPHALT	Square Foot	\$ 2.90
PARKING AREAS	Square Foot	\$ 2.15
STRIPPING PARKING	Spaces	\$ 8.50

FENCING - CHAIN LINK	Linear Foot	\$ 15.00
ADMINISTRATION	Project	10% of Cost
CONTINGENCY	Project	10% of Cost
DESIGN & CONSTRUCTION ENGINEERING	Project	20% of Cost
<b>OVERALL DEVELOPED SITE</b>	<b>Acre</b>	<b>\$100,000</b>

\* Cost for asphalt roadway, parking areas and trails are based on ideal conditions not requiring the use of imported soil. Costs vary considerably depending on subgrade work, storm drain cost (if needed) and soil stabilization.

Park improvement costs have been applied to the County's standards for acreage and facilities. Table 14 shows the cost of providing parks for each household. The present park mitigation fee collected from subdivision activity is 1,150 per lot, as of July 1, 1993. The cost per household for the park need created is two to three times this cost. The cost varies depending on the location of the property because land costs vary throughout the County. The difference in cost must be made up with other funding sources. The use of volunteers, school contributions, community service groups and State and Federal grants have all been coupled with park dedication fees in the past. The park dedication fees cannot be seen as the only funding mechanism for providing future parks. Table 15 shows the park improvement costs as they are applied to the County park standards and concludes with the cost per household for parks.

**Table 14  
PARK IMPROVEMENT COSTS BY HOUSEHOLD**

<b>PARK IMPROVEMENT</b>	<b>STANDARD</b>	<b>DEVELOPMENT COSTS</b>	<b>COST PER 1,000 PEOPLE</b>	<b>COST PER HOUSEHOLD</b>
PARKLAND	1 acre per 500 people	\$60,000/acre	\$120,000	\$360
PLAY LOT	25,000 sq. ft. per 1,000 people 75 sq. ft. per child (1 child per household)	\$51,000/3,000 sq. ft.	\$212,500	\$638*
PLAYGROUND	5 acres per 2,000 people	\$60,000/acre	\$150,000	\$450
PLAY FIELDS	1.5 acres per 1,000 people	\$60,000/acre	\$ 90,000	\$270
COURT	1 court per 3,000 people	\$50,000/court	\$ 16,667	\$ 50
TRAILS	1 mile per 1,000	\$48,000/mile	\$ 48,000	\$144

TRAILS	1 mile per 1,000 people	\$48,000/mile (asphalt approx. \$80,000/mile)	\$ 48,000	\$144
<b>Total</b>			\$637,167	\$1,912
Add Land Costs as a Variable - 5 Acres/1,000 People				
GRANTE BAY	Land Cost Per Acre = \$100,000		\$1,317,167	\$3,412
DRY CREEK/WEST	Land Cost Per Acre = \$ 75,000		\$1,012,167	\$2,519
AUBURN/BOWMAN	Land Cost Per Acre = \$ 50,000		\$ 887,167	\$2,662
BALANCE OF CO.	Land Cost Per Acre = \$ 30,000		\$ 787,167	\$2,362
Cost per home to provide recreation facilities to meet 100% of demand created. Past policy has been to recover costs to meet 1/2 of demand created only.				
Assumes 3.0 people per household and will vary with cost of land.				

\* Reduced by 1/2

## 2. Funding Sources

A number of different funding sources exist for acquisition and development of public recreation facilities. In the case of many projects, a combination of two or more different funding sources would be necessary to complete the development process. Any funding mechanism considered should be considered for the acquisition of both active and passive sites. Of course, additional funding mechanisms should not be ruled out if they can be obtained. The following are provided as examples of some of the types of financing which has been utilized by various park districts:

- a. The Quimby Act (Government Code Section 66477) permits the County to require the dedication of land and/or payment of fees to be used to help meet the demand for recreation created by occupants of new housing units. Land can only be required when a proposed subdivision contains fifty (50) or more lots. These "in-lieu" fees are collected by Placer County and at the present time (FY 1993-94) are \$1,150 per unit/lot. These funds can be used for acquisition, development or for major repairs. The funds cannot be used for operations and maintenance.
- b. Grant funds continue to be available from the Federal government. The Federal grants are funded through the Land and Water Conservation Fund. This fund has been greatly reduced in recent years and is now in jeopardy of being eliminated. A match is required and the program is very competitive. This program can be used for acquisition and development.
- c. State grants can also be used for acquisition and development; however, this funding source is also in jeopardy.
- d. Donations of land or money are sometimes available for park purposes. Organized civic groups are capable of soliciting donations from both private individuals, as well as large corporations. Organized athletic leagues frequently donate money and/or labor to assist in the construction of fields which the league can then use.
- e. School districts often have land available where active recreational facilities can be located. Tremendous public benefits result from such projects, including reduced cost of land, additional recreation facilities available which enable schools to expand their physical education programs, maximization of use of such facilities, joint use of parking lots, access roads, water service, etc.

- f. Mello-Roos Community Facilities District. This type of assessment district can be used for financing park facilities, including acquisition, development, maintenance and operation. The way in which the assessments are handled is extremely flexible in terms of charges being made per acre, per lot, per house or any other reasonable method. This type of district is most often used in developing areas as opposed to developed areas due to the need for two-thirds voter approval of the assessments. Bonds can be sold to raise capital for improvements through assessments. The procedure to initiate such a district can be started by either the Board of Supervisors or by petition from residents of the affected area.
- g. Land trusts are community based, non-profit corporations which have been organizing throughout the United States to protect and preserve open space. Public agencies have taken advantage of their purchasing abilities when there has not been sufficient funding.
- h. Bequeaths/Endowments come in many forms. Individuals can give lands for park purposes and reap tax benefits while saving the space specifically for park uses.
- i. Bonds have been successful in some counties to fund large capital improvements. The bonds are paid off after a given number of years and so can be appealing to voters.
- j. Local sales taxes can be charged with proceeds going directly to parks.
- k. The Land Bank program is an acquisition and control program designed as a tool to assist California School Districts located in growth areas to meet their future school site needs. Parks can be planned on these school grounds. Land can be purchased by a non-profit corporation and have interest payments deferred until the sites are projected to be needed upon completion of actual construction. Any revenue and financing mechanism typically available for construction would be used to purchase the parcel.
- l. Use of volunteers for specific projects may be considered as a separate additional method of financing. Community service organizations or trail user groups can provide funding and/or personnel for special projects such as "Adopt a Trail" for maintaining trails.

Other specific implementation measures include the following:

- m. The potential park sites shown on the Land Use Diagram will serve as the most desirable sites to meet the future needs of the Horseshoe Bar/Penryn Community Plan area. As development occurs, the

acquisition of these sites will be considered.

**Responsible Agency/Department:** Parks Department

**Time Frame:** On-going

**Funding:** Public/Private Programs

- n. The County will prepare a revised park land dedication ordinance which addresses the policy of ten acres per 1000 people established by this Plan.

**Responsible Agency/Department:** Planning Department/Parks Department

**Time Frame:** 1994

**Funding:** General Fund

- o. As new development occurs, the County will require the dedication of rights-of-way and/or the actual construction of those trail segments identified in this Plan, which are affected by the development project.

**Responsible Agency/Department:** Development Review Committee/Parks Department

**Time Frame:** On-going<sup>71</sup>

**Funding:** Permit Fees

- p. When new State or County road projects are planned, pedestrian and bicycle trail/path facilities shall be incorporated into the project whenever feasible.

**Responsible Agency/Department:** Caltrans/Public Works

**Time Frame:** On-going

**Funding:** Road Funds

- q. Review new trail construction for consistency with the County's Trail Guidelines.

**Responsible Agency/Department:** Development Review Committee/Parks Department

**Time Frame:** On-going

**Funding:** Permit Fees

### 3. Conclusion

Many private citizens and community service groups have historically volunteered to assist the County in providing recreational facilities in the Horseshoe Bar/Penryn Community Plan area. These combined efforts have allowed citizens to enjoy a diverse park system which provides for both active and passive park needs. Because

the population in the plan area has grown, more recreational facilities are needed. Existing facilities were compared to park standards and analyzed to determine what these future recreational facilities should be.

The Plan area has enjoyed limited growth while maintaining a rural atmosphere. Future park planning must be careful to allow for there to be an adequate number of recreational facilities provided while still retaining this rural atmosphere.

This Recreation Chapter has reviewed and updated goals and policies relative to parks and trails, looked at various funding mechanisms available and made specific recommendations in order to provide for the recreational needs of present and future citizens, and their visitors, of the Plan area.

# **CIRCULATION ELEMENT**

---

**EXHIBIT B**

## VI. CIRCULATION ELEMENT

### A. PURPOSE

The Circulation Element of the Horseshoe Bar/Penryn Community Plan is intended to:

1. describe existing transportation conditions and circulation features in the Plan area;
2. establish goals and policies for development of the transportation system;
3. describe future transportation conditions resulting from development of the Plan Area in accordance with proposed land uses;
4. identify development and improvement of the transportation system to insure the provision of a safe, efficient and multi-modal transportation system; and
5. identify a method of financing future transportation needs in the Plan area.

### B. GOALS

1. A SYSTEM OF NATURALLY SCENIC ROADS, PATHS, AND TRAILS SHALL BE ESTABLISHED AND MAINTAINED. EXISTING RESIDENTIAL ROUTES IN THE COMMUNITY PLAN AREA SHALL BE PRESERVED AND ENHANCED AS SAFE, SCENIC ROUTES.
2. TRANSPORTATION FACILITIES SHALL BE SUFFICIENT TO ALLOW SAFE, PLEASANT, AND REASONABLY CONVENIENT TRAVEL AMONG ALL AREAS WITHIN THE HORSESHOE BAR/PENRYN COMMUNITY PLAN.
3. SAFE ACCESS SHALL BE PROVIDED FOR ALL PROPERTIES WITHIN THE COMMUNITY PLAN AREA.
4. SAFE AND EFFICIENT TRANSPORTATION SYSTEMS SHALL BE PROVIDED FOR RESIDENTS OF THE PLAN AREA AND OTHERS WHO USE THE SYSTEM.

5. "THROUGH" TRAFFIC WHICH MUST PASS THROUGH THE COMMUNITY SHALL BE ACCOMMODATED IN A MANNER WHICH WILL NOT ENCOURAGE THE USE OF RESIDENTIAL OR PRIVATE ROADS, PATHS, OR TRAILS. "THROUGH" TRAFFIC SHALL BE DIRECTED TO APPROPRIATE ROUTES (SUCH AS I-80, KING ROAD, AUBURN-FOLSOM ROAD, HORSESHOE BAR ROAD, ETC.) IN ORDER TO MAINTAIN THE COMMUNITY'S RURAL QUALITY AND NATURAL ENVIRONMENT, AND TO PROVIDE FOR PUBLIC SAFETY.
6. THE CAPITAL IMPROVEMENT PROGRAM (CIP), SUFFICIENT TO ENSURE LEVEL OF SERVICE (LOS) C, SHALL BE IMPLEMENTED AS DEVELOPMENT OCCURS IN THE COMMUNITY PLAN AREA.
7. SUFFICIENT FUNDING SHALL BE MADE AVAILABLE TO FUND PROJECTS IN THE CIP.
8. A COMMUNITY TRAILS SYSTEMS SHALL BE CONSTRUCTED AND MAINTAINED TO:
  - a. FOSTER SAFE, PLEASANT, AND CONVENIENT TRAVEL BY FOOT, HORSEBACK, OR BICYCLE WITHIN THE COMMUNITY.
  - b. PROVIDE RECREATIONAL OPPORTUNITIES TO RESIDENTS OF THE COMMUNITY, AND
  - c. CONNECT LOCAL TRAILS TO REGIONAL TRAIL SYSTEMS.
9. PUBLIC AND PRIVATE TRANSIT USE SHALL BE ENCOURAGED. OPPORTUNITIES FOR PUBLIC TRANSPORTATION SHALL BE EXPANDED IF FEASIBILITY CAN BE DEMONSTRATED.
10. ROAD AND TRAIL MAINTENANCE SHALL BE ADEQUATE TO ENSURE SAFETY, ECONOMY, AND EFFICIENCY.

C. POLICIES

1. The number and extent of roadway cuts and fills required in construction, reconstruction, and road maintenance shall be kept to a minimum consistent with standard design practices.

2. Roads, trails, and paths shall be designed and constructed to minimize erosion and other disturbances to the natural terrain and vegetation. Such facilities shall be designed for economical maintenance.
3. Scenic or conservation easements over properties adjacent to the roadway may be needed to insure preservation of a vista from the road and to preserve the natural, rural character of the community.
4. The rights-of-way of roads shall be wide enough to accommodate appropriate road paving, trails, paths and bikeways, drainage, and public utility services.
5. The Community Plan road network shall provide convenience connections to the road and trail networks of adjacent areas.
6. The level of service (LOS) on major roadways (i.e., arterial and collector routes) and intersections ~~identified in the Capital Improvement Program (CIP)~~ shall be at Level "C" or better, except within one half mile of a State Highway, in which case the LOS standard shall be "D". The first priority for available funding shall be the correction of potential hazards.
7. Land development projects shall be approved only if LOS C can be sustained on the Community Plan roadways, as they are planned to be improved, including the addition of traffic from approved projects. (This may result in temporary slippage in LOS C until adequate funding has been collected for the construction of program improvements.)
8. Capital improvements shall be undertaken in response to buildout of the area. Traffic mitigation fees to fund the CIP described in this Plan shall be required as condition of approval for all land development projects within the Community Plan area. On-site and "frontage" improvements of projects which compromise the CIP shall be required as conditions of approval for all land development projects.
9. Priority and scheduling of projects from the CIP shall be determined by the Placer County Board of Supervisors.
10. Traffic mitigation fees shall be collected from all land development projects. Fee programs shall be based on

potential traffic generation, and shall be collected when building permits are issued, ~~or final subdivision maps are approved.~~

11. Roads shall be designed and maintained to encourage safe, alternative forms of transportation that contribute to a rural atmosphere (such as walking and bicycling).
12. Trails and paths intended for general circulation shall provide reasonably direct and convenience routes of travel for potential users. Routes for trails and paths intended primarily for recreational use should enhance recreation.
13. The trail network should facilitate travel between communities and provide access to parks. Trails may be located on or along collector or arterial roads. County or State funds should be sought for construction of trails.
14. The local public path and trail system shall be linked with the existing ~~private~~ public regional systems and the Folsom Lake State Recreation Area trail system.
15. Trails and paths may be located in the right-of-way of roads, in their own rights-of-way, or in recorded easements over private properties.
16. As lands are developed, public dedication of trails and path easements shall be required where needed as a part of the community trail and path system. Construction of such trails and paths also shall be required by conditions of approval of land development projects.
17. The existing network of dedicated equestrian trail easements within the community, which does not yet constitute a fully usable equestrian trail system, shall be enlarged to form one. Dedicated horse trail easements and other easements and rights of way, shall not be abandoned unless there is substantial evidence of no practical use for horse trail purposes.
- ~~18. As part of the review of discretionary project applications, require reasonable access to riding trails from all lots on which horses are permitted~~
- 19.18. Bus stop turn-outs and shelters shall be required at appropriate locations as conditions of approval of

development. Park-and-Ride areas shall be required at appropriate locations as conditions of approval of development. Other facilities or programs to encourage ridesharing may be required.

20-19. Land development projects shall be designed to minimize the number of access points onto public roadways and to incorporate roadway patterns and extensions that create an interconnected system of roadways to enhance Community Plan circulation.

21-20. Timing and distribution of traffic onto the road network from major traffic generators (such as schools, employment centers, etc.) shall be managed to avoid peak-periods.

#### D. EXISTING TRANSPORTATION SYSTEM

The transportation system which presently serves the Horseshoe Bar/Penryn Community includes a network of streets and highways, bicycle and pedestrian paths, public transit, private transit, railroads and park and ride facilities. The most prominent transportation features of the Horseshoe Bar/Penryn Community Plan area include Interstate Highway 80 and two mainline railroad alignments. The Interstate highway and the railroad tracks all traverse the Plan Area in a southwest to northeast orientation. The railroad tracks include both the "uphill" (eastbound) and "downhill" (westbound) Union Southern Pacific Railroad (USPRR) mainline crossing of the Sierra Nevada mountain range. The eastbound rail line forms the northwestern boundary of the Plan area. As important as these features are to the inter-regional and interstate movement of people and goods, they also serve as circulation barriers within the Plan area because of the limited number of roadway crossings.

To provide a foundation for the development of future transportation needs in the Plan Area, the existing condition of each component of the transportation network is described in this section.

##### 1. **Streets and Highways**

The most important element of the transportation network is the system of regional and local roadways which serve the Plan Area. Due to the predominance of large lot, low density residential development – automobile travel is the most important mode of transportation. This mode of travel relies on a system of streets and highways for local and regional travel. The system of streets and highways is ordered in a hierarchical fashion, ranging from the local roadways intended to serve only adjacent land uses to

freeways which are intended to serve long distance, high speed travel and provide no access to adjacent properties. The hierarchy of the street and highway network includes freeway, arterial, collector and local roadways. Existing roadways in the plan area are described below, within this hierarchy.

- a. Freeways. Freeways are multi-lane roadways which serve to move people and goods long distances at high speeds. No direct access to adjacent properties is allowed or provided. Rather, access to freeways is provided via access ramps which connect to local and regional surface streets. All crossing of freeways are grade separated to alleviate any conflict with through travel on the freeway. Within the Plan Aarea, I-80 is the only freeway. It is a six lane roadway with access to the Plan Aarea provided only at Penryn Road, via a standard two quadrant cloverleaf interchange.

I-80 serves a variety of traffic purposes including interstate and inter-regional truck movement of goods; recreational travel to the attractions of the Sierra Nevada mountains, Lake Tahoe and Reno, Nevada areas; and weekday commute travel.

While the Penryn Road interchange is the only access to the freeway which lies within the Plan Aarea, other nearby freeway interchanges serve traffic to/from the Plan Aarea. These include interchanges at Horseshoe Bar Road in the Town of Loomis, at Indian Hill Road/Newcastle Road in the community of Newcastle, at SR 193 north of the community of Newcastle and at Sierra College Boulevard within the City of Rocklin.

Besides at the Penryn Road interchange, only two other crossings of I-80 are provided within the Plan aArea. These crossings, are located at Rock Springs Road and Gilardi Road. Crossings are also provided at King Road and Sierra College, each located just outside of the Plan aArea.

- b. Arterial Roadways. Arterial roadways are streets and highways that function to move traffic between regional centers. A secondary purpose of the arterial roadway is to provide access to abutting properties, although the relatively high speed of traffic can lead to a conflict in these two purposes, resulting in reduced safety. For these reasons, Placer County attempts to limit the number, location and

frequency of access to arterial roadways. Arterial roadways within the plan area include:

**Auburn-Folsom Road** is a two lane roadway north/south oriented roadway which serves the eastern portion of the Plan aArea. Turn lanes are provided at major intersections along Auburn-Folsom Road. The roadway extends from the southern Plan aArea boundary near Dick Cook Road to the Plan AArea boundary near Shirland Tract Road. Auburn-Folsom Road serves regional travel between the Granite Bay area, northern Sacramento County and the City of Folsom to the Auburn area.

**King Road** is a two lane roadway which serves east/west travel from the Town of Loomis to Auburn-Folsom Road. West of the Plan AArea, King Road crosses I-80 and extends into the Town of Loomis.

**Sierra College Boulevard** is an arterial roadway which begins in Sacramento County (as Hazel Avenue) and continues north to State Route 193 east of the City of Lincoln. The roadway varies in width from two to six lanes over this distance and includes an interchange with I-80 in the City of Rocklin. Within the Plan Area ~~Two non-contiguous portions of this roadway are located within the Plan area. These include is a two lane roadway segment between the Town of Loomis boundary and the Southern Union Pacific Railroad eastbound track tunnel, north of Del Mar Avenue, and a two lane section from Rocklin Road to I-80 adjacent to the Sierra College campus.~~

**Taylor Road** is a two and four lane arterial roadway which extends from the City of Roseville at I-80 to SR 193 in the community of Newcastle. Within the Plan aArea, Taylor Road is a two lane roadway from the Plan aArea boundary at the Town of Loomis to the Plan aArea boundary southwest of Calison Road. Taylor Road is also known as old U.S. Highway 40 and portions are along the alignment of the Lincoln Highway and is of historical interest.

**Penryn Road** is a two lane roadway which extends from King Road on the south to Taylor Road on the north. Freeway access is provided to I-80 via a

standard two quadrant cloverleaf interchange. Penryn Road, north of Taylor Road is discussed later.

**English Colony Road** serves the northwest portion of the Plan aArea, extending from Taylor Road at Rock Springs Road to the western boundary of the Plan aArea, north of Del Mar Avenue at the SUPRR railroad crossing. Beyond the Plan aArea boundary, English Colony Road extends to Sierra College Boulevard.

**Horseshoe Bar Road** extends from the Plan aArea boundary at the Town of Loomis, east to Auburn-Folsom Road and beyond to the Folsom Lake State Recreation Area. It provides east/west circulation in the southeastern Plan area, including access to I-80 west of the Plan area. The I-80/Horseshoe Bar Road interchange is a standard two quadrant cloverleaf interchange.

- c. Collector Roadways. Collector roadways serve to “collect” traffic from local roadways and move it to arterial roadways. Speeds are typically lower on collector roadways than on arterial roadways and an important secondary role for collector roadways is to provide access to adjacent properties. Within the Community Plan area, there are numerous collector roadways. All of the collector roadways within the Plan aArea are two lane rural roadways, some with auxiliary turning lanes provided at major intersections. Each of the collector roadways serving the Plan aArea are described below.

**Laird Road** provides north/south circulation through the Loomis Basin, linking the Town of Loomis on the north with the Granite Bay area on the south. A small segment of Laird Road is located within the Plan aArea, between the Plan aArea boundary and the Town of Loomis in the extreme southwest corner of the Plan Aarea.

**Dick Cook Road** is an east-west roadway along the southern boundary of the Plan aArea. It extends from Val Verde Road on the west to Auburn-Folsom Road on the east.

**Rattlesnake Bar Road** is a collector roadway which provides north/south circulation east of Auburn-Folsom Road. It extends south from Shirland Tract Road, near Auburn-Folsom Road to the Folsom Lake State Recreation Area.

**Newcastle Road** extends from Rattlesnake Bar Road in a north and west orientation to an interchange at I-80 in the community of Newcastle, outside of the Plan aArea boundary.

**Powerhouse Road** is an east/west oriented roadway which links Newcastle Road to Auburn-Folsom Road in the extreme northeast area of the Plan area. Powerhouse Road follows the Plan aArea boundary from Auburn-Folsom Road to a point where it veers north and leaves the Plan aArea.

**Brennans Road** provides north/south circulation between Newcastle Road, south of Gilardi Road to King Road, just west of Auburn-Folsom Road.

**Rock Springs Road** is generally an east/west oriented roadway which extends from Taylor Road at English Colony Road south and west to Brennans Road and then east to Auburn-Folsom Road south of Newcastle Road. It includes a grade separated undercrossing of I-80.

**Gilardi Road** follows the northern boundary of the Plan area from Newcastle Road to west of I-80, including a grade separated overcrossing of I-80, and then turns south to intersect with Rock Springs Road.

**Penryn Road.** There are two non-continuous sections of Penryn Road within the Plan area. The first section is a north-south roadway which is described above as an arterial roadway. The other section of Penryn Road connects Taylor Road to English Colony Road, west of Taylor Road and serves the historical downtown area of Penryn.

**Rippey Road** parallels the SUPRR westbound tracks from Taylor Road near the Town of Loomis to English Colony near the Penryn post office. As part of the first all-weather surfaced roadway for interstate travel

constructed for crossing the Sierra Mountains (circa 1915), Rippey Road is of historical interest. Portions of the original concrete roadway are still in place.

**Del Mar Avenue** is a north/south oriented roadway which extends from Sierra College Boulevard, just north of the Town of Loomis to English Colony Road.

**Humphrey Road** extends from the Town of Loomis, north into the Plan aArea to a "T" intersection with English Colony Road.

**Swetzer Road** is generally northeast/southwest oriented, separated from, but essentially parallel to the SUPRR westbound track. It is a two lane roadway which extends from the Town of Loomis to English Colony Road. The roadway serves industrially zoned land just south of the Plan aArea.

**Citrus Colony Road** provides east/west circulation between Del Mar Avenue and Humphrey Road, north of the Town of Loomis.

**Butler Road** is the primary collector roadway for the area of the Community Plan located north of English Colony Road and south of the SUPRR eastbound track. It provides a collector loop from English Colony Road, west of Swetzer Road (at Penryn School), north and west to English Colony Road, west of Humphrey Road. A number of palm trees are located along Butler Road and are of special interest to residents of the area. Their preservation will be a consideration in any improvement of Butler Road.

**Clark Tunnel Road** provides north/south circulation for the area of the Community Plan located north of Penryn and west of the westbound SUPRR tracks. It extends from English Colony Road, north to the SUPRR upedownhill track (in Clark Tunnel) and on to SR 193 outside of the Plan area. This roadway is essentially unimproved between SR 193 and the SUPRR tracks.

**Calison Road** extends from Clark Tunnel Road to Taylor Road, just north and west of the Plan area boundary.

**Sisley Lane** extends from Taylor Road, north of English Colony to Calison Road near the northeast boundary of the Plan area. It serves the rural residential development located between the SUPRR downhill track and Taylor Road, north of the central Penryn area. Like Rippey Road, Sisley Lane was also a part of the first all-weather surfaced roadway for interstate travel constructed for crossing the Sierra Mountains (circa 1915) and therefore, is of historical interest. Portions of the original concrete roadway are still in place.

**Boyington Road** is a two lane roadway which provides a frontage road along the northwest side of I-80, linking Penryn Road with King Road.

~~Available current traffic counts for the above described freeway, arterial and collectors roadways~~ Existing traffic volumes on Plan Area roadways are presented in Exhibit H. These traffic volumes are based on recent counts conducted by the County or have been estimated based on older count data.

## 2. Existing Roadway Conditions

- a. Traffic Operations. Traffic operations are quantified in terms of levels of service (LOS). LOS is presented in terms of a letter grade ranging from LOS "A" to LOS "F", representing progressively worsening traffic operating conditions. LOS "A" is characterized by free-flow conditions and little or no delay, while LOS "F" represents forced traffic flow conditions and excessive delays. As discussed above, all of the County roadways within the Plan Area are two lane rural roadways. As such, the level of service on these roadways is determined by using level of service threshold volumes developed as part of the Placer County General Plan (1994). A two lane rural roadway over level terrain has a level of service C volume threshold of 4,800 vehicles per day per lane. An arterial roadway with low access control has a level of service C volume threshold of 6,000 vehicles per day per lane. The existing level of service is presented in Table 1. ~~calculated in accordance with methodologies presented in the 1985 Highway Capacity Manual for two lane rural highways. LOS for two lane rural highways is expressed in terms of "percent time delay" and two of the most critical~~



elements that influence the percent time delay are the traffic volumes on the roadway and the presence or absence of passing zones. Other important considerations in calculating the levels of service on Plan area roadways are the travel lane widths and shoulder widths.

As shown in Table 1, Plan Area roadways currently experience very good operating conditions indicative of LOS A and B.

Table 1  
Existing Traffic Volumes and Level of Service

<u>Roadway</u>	<u>Location</u>	<u>ADT</u>	<u>LOS</u>
<u>Auburn-Folsom Road</u>	<u>north of Newcastle Road</u>	<u>4,000</u>	<u>A</u>
	<u>north of King Road</u>	<u>6,000</u>	<u>A</u>
	<u>north of Horseshoe Bar Rd.</u>	<u>6,000</u>	<u>A</u>
	<u>north of Dick Cook Rd.</u>	<u>5,600</u>	<u>A</u>
<u>Brennens</u>	<u>north of Rock Springs Rd.</u>	<u>500</u>	<u>A</u>
	<u>north of King Rd.</u>	<u>1,300</u>	<u>A</u>
<u>Dick Cook</u>	<u>Val Verde Rd. to Auburn-Folsom Rd.</u>	<u>500</u>	<u>A</u>
<u>English Colony Way</u>	<u>west of Taylor Road</u>	<u>2,700</u>	<u>A</u>
	<u>west of Butler Road (east)</u>	<u>1,000</u>	<u>A</u>
	<u>west of Butler Road (west)</u>	<u>900</u>	<u>A</u>
<u>Gilardi Road</u>	<u>west of Newcastle Road</u>	<u>600</u>	<u>A</u>
<u>Horseshoe Bar Rd</u>	<u>west of Val Verde Rd.</u>	<u>3,400</u>	<u>B</u>
	<u>Val Verde Rd. to Auburn-Folsom Rd.</u>	<u>2,400</u>	<u>A</u>
<u>Humphrey Road</u>	<u>north of Town of Loomis</u>	<u>900</u>	<u>A</u>
	<u>south of English Colony Rd.</u>	<u>300</u>	<u>A</u>
<u>King Road</u>	<u>west of Penryn Road</u>	<u>3,300</u>	<u>A</u>
	<u>west of Val Verde Road</u>	<u>4,200</u>	<u>A</u>
	<u>west of Auburn-Folsom Rd.</u>	<u>3,600</u>	<u>A</u>
<u>Newcastle Road</u>	<u>west of Auburn-Folsom Rd.</u>	<u>1,000</u>	<u>A</u>
<u>Penryn Road</u>	<u>King Road to I-80</u>	<u>3,300</u>	<u>A</u>
	<u>I-80 to Taylor Road</u>	<u>3,300</u>	<u>A</u>
	<u>Taylor Road to English Colony</u>	<u>500</u>	<u>A</u>
<u>Rock Springs Road</u>	<u>east of Taylor Road</u>	<u>2,000</u>	<u>A</u>
	<u>west of Auburn-Folsom Rd.</u>	<u>350</u>	<u>A</u>
<u>Sierra College Blvd</u>	<u>north of Del Mar Avenue</u>	<u>6,000</u>	<u>A</u>
<u>Swetzer Road</u>	<u>south of English Colony Rd.</u>	<u>850</u>	<u>A</u>
<u>Taylor Road</u>	<u>east of Town of Loomis</u>	<u>5,600</u>	<u>A</u>

	west of English Colony Rd.	7,600	A
	east of English Colony Rd.	5,400	A
Val Verde Road	north of Horseshoe Bar Rd.	1,400	A
	south of Horseshoe Bar Rd	1,050	A

The existing condition of roadways within the Plan area vary widely, from relatively new sections of roadways with adequate shoulders to narrow roadways with poor horizontal and vertical alignment and no shoulders. For community planning purposes, a typical LOS "C" capacity has been estimated for roadways within the Plan area. This threshold volume is used as a gauge of the possible need for improvements. If the threshold is exceeded, then further specific roadway work is needed to determine whether improvements to the roadway are needed.

The estimated maximum daily traffic volume for LOS "C" for Plan area roadways is 5,350. This is based on the following characteristics of a roadway: rolling terrain, 50% passing zones, 3% trucks, low design speed, a 60/40 peak hour directional split in the peak hour, 10% of the ADT occurs in the peak hour, 11-foot travel lanes, and no shoulders.

The LOS "C" capacity estimate of 5,350 average daily traffic (ADT) volume is presently exceeded on five roadways within the Plan area. These include: 1) Sierra College Boulevard, south of I-80 and north of Del Mar Avenue; 2) Auburn-Folsom Road, north of Dick Cook and south of King Road; and 3) Taylor Road between English Colony Road and Penryn Road. Application of roadway specific characteristics indicates that with the exception of Sierra College Boulevard, south of I-80, all of the roadways presently operate at LOS "C" or better. On Sierra College Boulevard, south of I-80, the volume of traffic and the presence of large trucks result in LOS "D" conditions.

Interstate 80 has a level of service "C" capacity of approximately 105,000 vehicles per day and presently carries 67,000 vehicles per day east of the Horseshoe Bar Road interchange and 64,000 east of the Penryn Road interchange.

b. Pavement Conditions. Placer County maintains a pavement management system as a tool to manage the maintenance of County roads. The system is designed to provide Placer County direction as to where best to devote roadway

~~maintenance money to maintain the integrity of county roadways. The system is designed to allow analysis of various pavement management strategies. Unfortunately, due to financial constraints, the County is unable to maintain roadways at ideal and optimum levels, even though most of the County's Road Fund is expended on maintenance activities. Maintenance of the existing roadways should remain a high priority and, therefore, roadway improvements necessary to support growth in the Plan area must be supported by that growth. These financial constraints result in the deterioration of pavement conditions. One key piece of information derived from the pavement management system is a pavement condition index (PCI) for all roadway segments within the County. The PCI rates the condition of a roadway from 0 to 100, with 0 being the worst condition and 100 being the best condition. Roadways re segmented in units unique to the maintenance of the roadway. Therefore, one roadway has numerous distinct segments and it is difficult to provide a PCI for more recognizable sections within the Plan area.~~

~~The PCI for arterial roadways within the Plan area ranges from a low of 23 on Horseshoe Bar Road, west of Val Verde Road to 100 on sections of Auburn Folsom Road and Sierra College Boulevard. Other roadways and roadway segments fall within these extremes, with an average of below 50. As with the arterial roadways, the PCI for collector roadways within the Plan area covers a wide range, from a low of 10 to a high of 100 with an area-wide average somewhere above 50.~~

### 3. Railroads

As mentioned earlier, two rail lines pass through the Plan aArea. These include the eastbound and westbound tracks of the Southern Union Pacific Railroad mainline. These tracks serve both freight and passenger travel. Approximately 162 freight trains per day pass through the Plan aArea on each of these sets of tracks. In addition, AMTRAK provides passenger service twice per day (once in each direction) through the Plan aArea. There are presently no passenger rail stop locations within the Plan aArea. At-grade crossings of the railroad tracks are provided occur on English Colony Road and Calison Road, both crossing the westbound tracks. Both of these locations are controlled with crossing gates, warning bells and flashing stop lights.

Grade separate crossing of the SUPRR tracks is provided on Sierra College Boulevard, English Colony Road and Clark Tunnel Road (just outside of the Plan area). The grade separated crossings are all located on the eastbound tracks.

Intercity passenger rail service is ~~planned~~ presently offered between Colfax and Sacramento and on to San Jose. Stops for ~~this future service~~ are provided ~~planned for~~ at Auburn, Rocklin and Roseville. ~~The start of service has not been established, however it could be in the range of 1995 to 1997.~~

In addition, the Placer County Transportation Commission has studied the provision of passenger commuter rail service between Colfax and Sacramento to supplement the Capitol Corridor Intercity Passenger rail service. While no implementation schedule has been developed, there are no stops planned within the Plan area. The closest proposed stops are in Rocklin and Newcastle.

#### 4. Public Transportation

Public transportation is provided within the Plan area by Placer County Transit, and the Consolidated Transportation Services Agency, ~~private bus companies and private taxi services.~~ Each of these is discussed below.

~~a. Placer County Transit. Taylor Road Shuttle~~ Public mass transit service is provided within the Plan area by Placer County Transit, through a contract with PRIDE Industries, serving as the Consolidated Transportation Services Agency (CTSA), a public mass transit service operated by Placer County. A Route deviation service is provided between Auburn and Sierra College along Taylor Road within the Plan area. Such The service route operates on 2 hour headways for a total of seven runs per day on weekdays and 5 runs per day on Saturdays. The Taylor Road Shuttle connects with Placer County Transit at both Sierra College and downtown Auburn with free transfers. The bus will deviate up to 3/4 mile off of Taylor Road if requested in advance. This service is funded jointly by Placer County, the town of Loomis and PRIDE Industries. ~~utilizes a main route (Taylor Road) with a deviation from the route up to one mile on a demand responsive basis. (Demand responsive service is essentially an advance request for a ride, similar to calling a taxi cab). Existing service is provided five days per week between the hours of 6:00 A.M. and 7:00 P.M. The only timed stop location within the Plan area is at Penryn (Valencia Club). This service will be drastically altered in 1993. The new service will incorporate trunk route bus~~

~~service along Taylor Road, with community shuttle services supplementing this trunk line service. These service modifications are intended to improve the mobility of patrons between Auburn and Roseville and all points between.~~

~~The Community Shuttle services will operate as regular transit services along fixed routes, generally radially oriented from Taylor Road. Deviation of up to one quarter mile will be possible on a demand responsive basis. Besides providing community transit services, the shuttle services are intended to serve as feeder routes to the trunk line service. A Penryn area community shuttle will operate, with service along Taylor Road, Penryn Road, English Colony Road and Rock Springs Road. In addition, a Granite Bay community Shuttle will operate along Douglas Boulevard and Auburn-Folsom Road, with service as far north on Auburn-Folsom Road as Glenbrook Mobile Home Park, located within the Plan area.~~

#### Commuter Bus Service

In 2003, Placer County will implement a commuter bus service in the I-80 corridor between Colfax and downtown Sacramento. This service will have two runs in each direction every weekday. A key stop on this route will be the Park N Ride lot at the Penryn/I-80 interchange (on Boyington Road at Penryn Road).

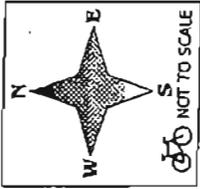
b. Consolidated Transportation Services Agency (CTSA). The designated Consolidated Transportation Services Agency for Placer County is PRIDE Industries. PRIDE Industries operates the service under the more commonly known name of CTSA. The CTSA is a non-profit organization that receives Transportation Development Act funds to provide local paratransit service to elderly and disabled patrons in western Placer County. The CTSA also provides regularly scheduled route and dial-a-ride services such as the Taylor Road Shuttle, under contract to Placer County, named "Consolidated Transportation Services Agency of Placer County, Incorporated," and known as CTSA. CTSA provides transportation services to the elderly and handicapped throughout the western slope of Placer County, generally from the City of Colfax west. Service is provided using 23 wheelchair lift equipped buses on 20 routes. Service is provided on a demand responsive basis with a 24-hour advance. Due funding constraints, the majority of the patrons served by CTSA are social service agency clients whose fare is subsidized by the social service program. Service is provided from 6:15 A.M. to 5:30 P.M. five days per week.

e. Greyhound Bus Lines. Private bus transportation is provided through the Plan area by Greyhound Bus Lines. Regularly scheduled service includes five trips per day between Roseville and Reno with stops in Auburn and other communities east of Auburn; and seven trips per day between Auburn and Sacramento. There are currently no stop locations within the Plan area.

d. ~~Private Taxi Services.~~ At least two companies provide private door-to-door taxi service in the Plan area. ~~Gold Dust Airport Shuttle provides service within the Plan area with a fleet of eight vehicles. Service is provided seven days per week, 24 hours per day. Auburn City Cab Limousine Service also provides door-to-door service within the Plan area, operating two cabs and one 15 passenger van. Service is provided from 7:00 A.M. to 10:00 P.M. Sunday through Thursday and 24 hours per day on Friday and Saturday.~~

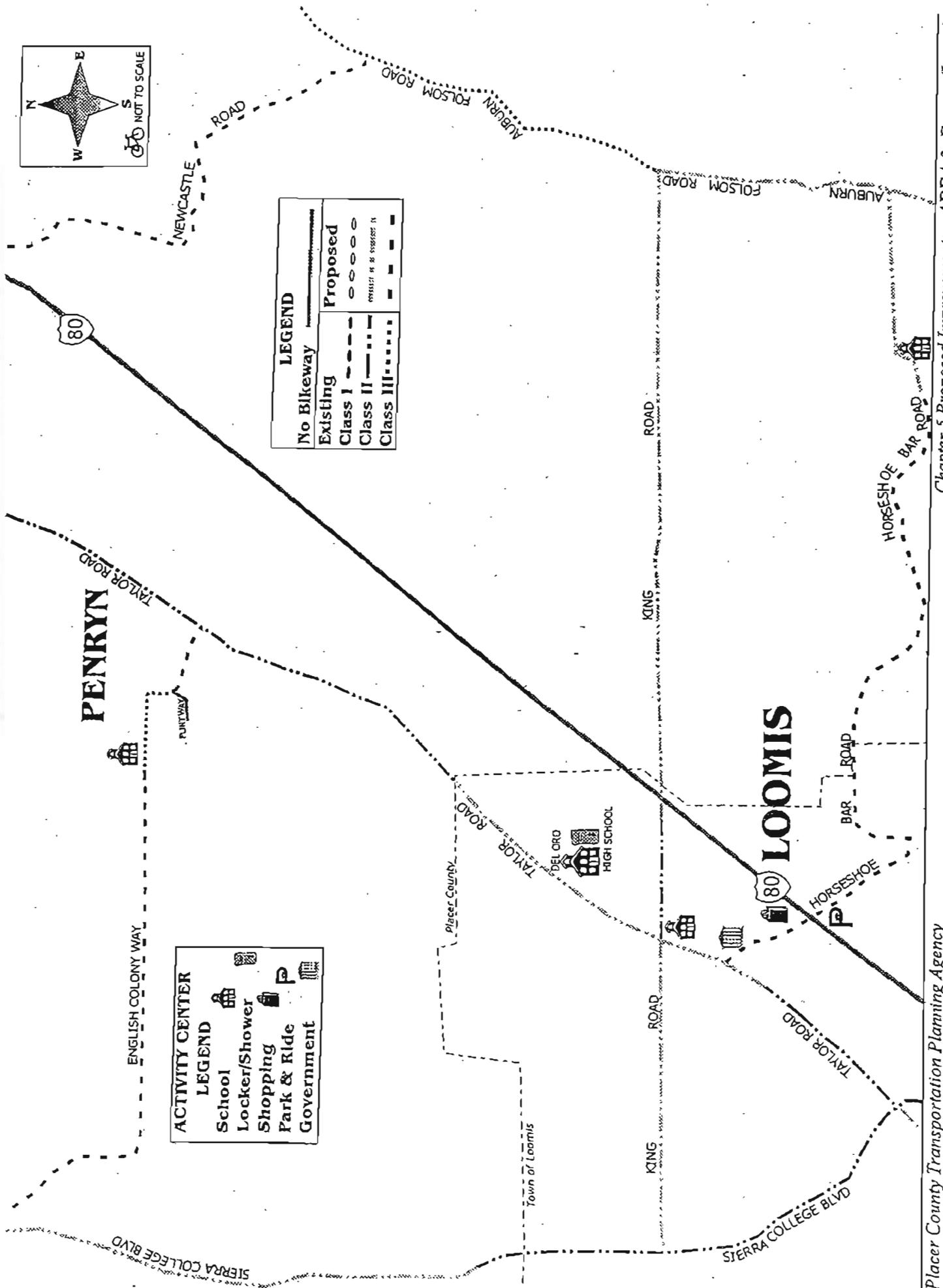
## 5. Park N Ride Lots

Given the importance of I-80 for inter-regional travel and the increasing use of the corridor as a weekday commute route, Park N Ride lots have been developed by Caltrans, Placer County and the incorporated cities in Placer County. Park N Ride lots provide a location for commuters to meet and change their mode of travel. Generally, this mode change is from either bicycle, drive alone or passenger to a carpool or vanpool. In other words, a bicyclist could ride to the Park N Ride lot and join a carpool or vanpool. Likewise, a person could be dropped off by another person or drive alone to the lot where they would pool with other commuters. Within the Plan area, Park N Ride lots are provided at the Penryn/I-80 interchange (on Boyington ~~at~~ on Penryn Road) and include lockers for the safe storage of bicycles. A total of 39 spaces are provided at the Park N Ride lot interchange. The Park N Ride lot has recently been enhanced with the adjacent development of a gas station/food mart. This co-location of commercial services allows for better public awareness/surveillance of the Park N Ride lot along with the convenience of the gas station and retail services. ~~According to a survey conducted in 1994, the spaces are about 21% utilized.~~ In the vicinity of the Plan area, Park N Ride lots are also found at the SR 193/I-80, Newcastle Road/I-80 (two lots), Horseshoe Bar Road/I-80 and Sierra College Boulevard/I-80 (three lots) interchanges. A total of 122~~43~~ spaces are provided at these four interchange areas.



LEGEND	
No Bikeway	-----
Existing	-----
Class I	-----
Class II	-----
Class III	-----
Proposed	
Class I	-----
Class II	-----
Class III	-----

ACTIVITY CENTER LEGEND	
School	
Locker/Shower	
Shopping	
Park & Ride	
Government	

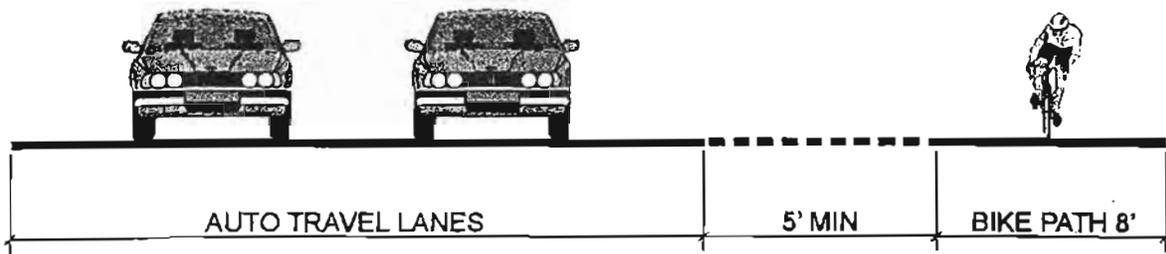


Chapter 5 Proposed Improvements - AREA 3: Penryn/Loomis

Placer County Transportation Planning Agency  
2001 REGIONAL BIKEWAY PLAN

**A. CLASS 1 BIKEWAY (BIKE PATH OR BIKE TRAIL)**

PROVIDES A COMPLETELY SEPARATED FACILITY DESIGNED FOR THE EXCLUSIVE USE OF BICYCLES AND PEDESTRIANS WITH CROSS FLOWS BY MOTORISTS MINIMIZED



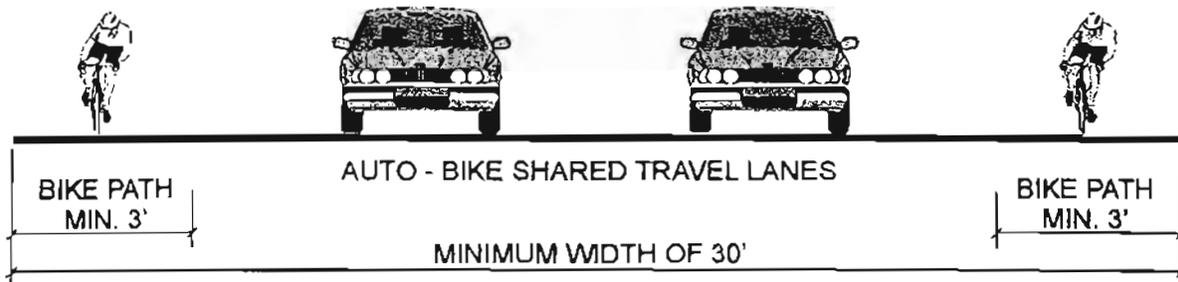
**B. CLASS 2 BIKEWAY (BIKE LANE)**

PROVIDES A RESTRICTED RIGHT-OF-WAY DESIGNATED FOR THE EXCLUSIVE OR SEMI-EXCLUSIVE USE OF BICYCLES WITH THROUGH TRAVEL BY MOTOR VEHICLES OR PEDESTRIANS PROHIBITED, BUT WITH VEHICLE PARKING AND CROSSFLOWS BY PEDESTRIANS AND MOTORISTS PERMITTED



**C. CLASS 3 BIKEWAY (BIKE ROUTE)**

PROVIDES A RIGHT-OF-WAY DESIGNATED BY SIGNS OR PERMANENT MARKINGS AND SHARED WITH PEDESTRIANS AND MOTORISTS



## 6. Bikeways

Bikeways serve two major trip purposes, work and school commute trips and recreational trips. The Placer County Transportation Planning Agency Commission developed and adopted a Bikeways Master Plan in August 2001, 1988. This plan provides thea blueprint for the development of a comprehensive system of bBikeways Master Plan for the unincorporated portion of Placer County which was adopted by the Board of Supervisors in November, 2001. on the western slope of Placer County. Exhibit I presents the portion of the Master Plan which covers the Plan aArea.

There are essentially three types of bikeways with varying degrees of dedication to bicycle travel. Exhibit J illustrates the three types which include:

**Class I** bikeways which provide a completely separate facility designed for the exclusive use of bicycles and pedestrians with cross flows by motor vehicles minimized. These are often called bike paths or bike trails.

**Class II** bikeways share the roadway with motor vehicles with right-of-way on the traveled way dedicated to bicycles. Through use of the bikeway by motor vehicles is therefore, prohibited but the right-of-way could be shared with vehicle parking and cross flows by motor vehicles is permitted. Class II bikeways are often called bike lanes.

**Class III** bikeways are designated by signing or other permanent markings. They share the roadway with pedestrians and motor vehicles. These bicycle facilities are often called bike routes.

While the Bikeways Master Plan includes an extensive system of bikeways, there areis currently only three designated one signed and striped bikeways within the Plan aArea. Theseis includes a signed Class III bikeway onand is located along Auburn-Folsom Road between King Road and Shirland Tract Road, a signed Class III bikeway on English Colony Road from the UPRR tracks to Penryn Elementary School and a signed and striped Class II bikelane on Taylor Road through the Plan Area.

### E. IMPLEMENTATION

#### 1. Roadways

The proposed growth and development envisioned for the year 2010 in the Plan area will occur in a fashion which is consistent with current land use designations and growth patterns of the Plan area. However, growth outside of the Plan area will also influence future transportation needs of the Plan area. Growth outside of the area will specifically have an influence on the arterial roadways within the Plan area, and I 80. The majority of the collector roadways within the Plan area will only be influenced by growth within the Plan area, as these roadways serve local circulation and access needs. Notable exceptions to this are the collector roadways located near the fringes of the Plan area. For example, future traffic conditions on collector roadways such as Laird, Powerhouse, Clark Tunnel Road and Gilardi Roads will be dictated as much by growth and development outside of the Plan area as by land uses proposed in the Community Plan.

The future roadway needs within the Plan area have been determined using travel demand forecasting models developed for the County as part of the update of the Placer County General Plan. While the recommended Countywide land use policy has not been finalized, one alternative (Alternative 2) essentially mirrors current General Plan policy, although tempered to population and employment forecasts for the year 2010. This alternative has been used to assess future travel in the Plan area and the associated roadway needs to serve these traffic levels. This alternative of the General Plan does include certain roadway improvements that are "funding assured". In other words, these improvements are likely to occur in the future regardless of the General Plan Alternative adopted. Within the Plan area, the only improvements assumed to be in place are the addition of two lanes to Sierra College Boulevard from Del Mar Avenue south and the addition of one lane in each direction on I 80. The additional lanes on I 80 are designated for high occupancy vehicles only from Horseshoe Bar Road west. High occupancy vehicles are vehicles which carry two or more persons.

To assess future roadways needs in the Horseshoe Bar/Penryn Community, projections of future traffic conditions for the year 2020 were developed. These projections were developed using a travel demand model developed as part of the Southeast Placer Transportation Study. A travel demand model translates growth in future residential development (single and multi-family housing units) and non-residential development (represented by estimates of the square footage by development type, plus the number of

enrolled students) into projections of traffic on arterial and collector roadways throughout Placer County. The County's travel demand model covers Placer, Sacramento, El Dorado and Yolo counties as well as South Sutter County. Thus, the model captures the impacts of regional growth on traffic demand in the Horseshoe Bar/Pennryn community.

Estimates of the growth in residential and non-residential development between 1999 and 2020 in Placer County are based on general plan land use densities and the best estimates of market absorption from each local jurisdiction. Estimates of 2020 development outside of Placer County are based on projections prepared by the Sacramento Area Council of Governments (SACOG). Anticipated land use development within the Plan area is not intensive with almost all of the non-residential growth anticipated within the Pennryn Parkway area. Continued development of existing rural residential and rural estate land uses is envisioned within the majority of the Plan area. However, some of the arterial and collector roadways which are within the Plan area could be significantly influenced by development activities outside of the Plan area. These roadways were outlined earlier. The following discussion focuses on some of the areas outside of the Plan area where intensive development could occur and the concerns and implications of this growth and development on Plan area roadways.

**Sierra College Boulevard North.** Traffic conditions on Sierra College Boulevard are and will be heavily influenced by development north of the Plan area. Specifically, development of Bickford Ranch, the Clover Valley area of the City of Rocklin and projects within the City of Lincoln will effect traffic conditions on Sierra College Boulevard to a much greater degree than continued development of the Plan Area. ~~generally tributary to Sierra College Boulevard, are three general areas of potential intensive growth. These include the Bickford Ranch, Placer Ranch and the City of Lincoln. The Bickford Ranch is located generally south and east of the intersection of Sierra College Boulevard/SR 193. It is a large land holding in one ownership that has been proposed for extensive residential and recreational (golf course) development. The land holding stretches from Sierra College Boulevard on the west to east of Clark Tunnel Road. Therefore, development of this land holding could influence traffic conditions on Clark Tunnel Road into the Pennryn area, in addition to potential impacts to Sierra~~



College Boulevard north of I-80. Other areas of potential development include Placer Ranch, a large land holding which stretches from SR 65 to Sierra College Boulevard and the recently annexed areas of the City of Lincoln. Development of either or both of these areas could substantially increase traffic volumes on Sierra College Boulevard.

**City of Rocklin.** Potential growth and development in the City of Rocklin could substantially alter future traffic conditions within the "island" area of the Plan area. Potential saturation of Southeast Rocklin with medium density residential development, as documented in the Rocklin Circulation Element Update—Southeast Rocklin Area environmental documentation will influence traffic conditions on Sierra College Boulevard between Rocklin Road and I-80. In addition, a proposed regional shopping mall, as well as other extensive commercial development in Rocklin in the vicinity of I-80 and Sierra College Boulevard will dictate roadway needs on Sierra College Boulevard south of I-80. The environmental documentation for the proposed regional mall addresses the need for interchange upgrade as well as improvements to Sierra College Boulevard.

**South Auburn.** Just north of the northeast boundary of the Community Plan, continued development within the City of Auburn at densities substantially greater than those in the Plan area could influence roadway needs along the Auburn-Folsom Road corridor within the Plan aArea.

a. Plan Area Roadways. As discussed above, traffic projections from the Southeast Placer Transportation Study were General Plan Alternative 2 travel demand forecast modeling was used to assess future travel and traffic conditions on Plan aArea roadways. While the Southeast Placer County Transportation Study examined areas south and east of I-80, the travel demand model used covers the entire Plan Area. Hence, traffic projections for roadways north and west of I-80 have been extracted from that modelling effort. The forecast traffic volumes were examined within the context of model calibration assignments to arrive at future traffic projections for roadways within the Plan area. Future traffic projections are presented in Exhibit K. Table 2 presents the projected level of service on area roadways. As with the existing condition analysis, a "screening" of traffic projections was done to focus on roadways which could be impacted by the projected

growth and development. The following roadways are expected to experience traffic volumes in excess of the threshold LOS "C" ADT capacity of 5,350:

Auburn-Folsom Road, Dick Cook Road to Shirland Tract Road  
Taylor Road, Town of Loomis to Calison Road  
Sierra College Boulevard, Town of Loomis to north of Del-Mar  
Sierra College Boulevard, I-80 to Rocklin Road

Each of these roadway segments were examined in greater detail and are discussed below:

Auburn-Folsom Road: LOS calculations have been performed for volume and roadway specific conditions on Auburn-Folsom Road. While the threshold LOS C volume is projected to be exceeded, application of roadway specific information indicates that none of the distinct sections of Auburn-Folsom Road between Dick Cook Road and Shirland Tract Road are projected to exceed LOS C. Therefore, travel demand volumes for future conditions do not indicate the need to provide additional capacity of Auburn-Folsom Road.

Taylor Road: Computation of the LOS for Taylor Road between the Town of Loomis and Penryn Road and between English Colony and Calison Roads indicate that these sections of Taylor Road are anticipated to operate at LOS "C". Therefore, no capacity enhancing improvements are required. The section between Penryn Road and English Colony Road is projected to operate at LOS "D" based on the traffic projections. However, because of the limitations of computer based travel demand modeling, an accurate assignment of traffic between Taylor Road (English Colony to Penryn Road) and Penryn Road (English Colony to Taylor Road) is not possible. When the traffic volume projections across a screenline which includes these two roadways is examined vis-à-vis the capacity of the two roadways, it is anticipated that no improvement to Taylor Road will be necessary.

As shown on Table 2, the only roadway segment anticipated to operate at an unacceptable level of service is Sierra College Boulevard. Both of the identified sections of Sierra College Boulevard are projected to operate at a LOS which

~~exceeds the Plan proposed maximum LOS "C". The section of Sierra College Boulevard north of Del Mar Avenue is anticipated to operate at LOS "DF", while the section from I-80 to Rocklin Road is anticipated to operate at LOS "F". Therefore, capacity enhancing improvements are needed on both sections of Sierra College Boulevard. This LOS deficiency can be alleviated by widening the roadway to four lanes, an improvement that has been long anticipated from a regional perspective.~~

~~A six lane roadway section is needed along Sierra College Boulevard south of I-80 to provide LOS C. The need for this improvement is not linked to future development within the Plan area as much as it is linked to development outside of the Plan area.~~

~~In the northern section of the Plan area, Sierra College Boulevard north of Del Mar Avenue, will require improvement to sustain LOS "C" conditions. Widening to four lanes would provide LOS C conditions. As with the section of Sierra College Boulevard south of I-80, the need for this widening is due less to Plan area development than it is due to growth and development outside of the Plan area.~~

~~I-80 is projected to carry between 102,700 and 112,800 through the study area. While the sections of I-80 between Penryn Road and Rocklin Road are anticipated to exceed the level of service C threshold of 105,000 vehicles, the level of service "D" threshold, deemed acceptable by Caltrans, is not exceeded.~~

Table 2  
Future Traffic Conditions

<u>Roadway</u>	<u>Location</u>	<u>ADT</u>	<u>LOS</u>
<u>Auburn-Folsom Road</u>	<u>north of Newcastle Road</u>	<u>9,400</u>	<u>A</u>
	<u>north of King Road</u>	<u>10,200</u>	<u>A</u>
	<u>north of Horseshoe Bar Rd.</u>	<u>9,200</u>	<u>A</u>
	<u>north of Dick Cook Rd.</u>	<u>9,900</u>	<u>A</u>
<u>Brennens</u>	<u>north of Rock Springs Rd.</u>	<u>700</u>	<u>A</u>
	<u>north of King Rd.</u>	<u>1,900</u>	<u>A</u>
<u>Dick Cook</u>	<u>Val Verde Rd. to Auburn-Folsom Rd</u>	<u>1,300</u>	<u>A</u>
<u>English Colony Way</u>	<u>west of Taylor Road</u>	<u>6,900</u>	<u>C</u>

	<u>west of Butler Road</u>	<u>5,600</u>	<u>B</u>
<u>Gilardi Road</u>	<u>west of Newcastle Road</u>	<u>1,200</u>	<u>A</u>
<u>Horseshoe Bar Rd</u>	<u>west of Val Verde Rd.</u>	<u>3,000</u>	<u>B</u>
	<u>Val Verde Rd. to Auburn-Folsom Rd.</u>	<u>3,500</u>	<u>B</u>
<u>Humphrey Road</u>	<u>north of Town of Loomis</u>	<u>2,100</u>	<u>A</u>
	<u>south of English Colony Rd.</u>	<u>2,200</u>	<u>A</u>
<u>King Road</u>	<u>west of Penryn Road</u>	<u>7,700</u>	<u>A</u>
	<u>west of Val Verde Road</u>	<u>8,500</u>	<u>A</u>
	<u>west of Auburn-Folsom Rd.</u>	<u>3,700</u>	<u>A</u>
<u>Newcastle Road</u>	<u>west of Auburn-Folsom Rd.</u>	<u>1,200</u>	<u>A</u>
	<u>east of Auburn-Folsom Rd.</u>	<u>400</u>	<u>A</u>
<u>Penryn Road</u>	<u>King Road to I-80</u>	<u>6,700</u>	<u>A</u>
	<u>I-80 to Taylor Road</u>	<u>5,000</u>	<u>A</u>
	<u>Taylor Road to English Colony</u>	<u>1,260</u>	<u>A</u>
<u>Rock Springs Road</u>	<u>east of Taylor Road</u>	<u>980</u>	<u>A</u>
	<u>west of Auburn-Folsom Rd.</u>	<u>300</u>	<u>A</u>
<u>Sierra College Blvd</u>	<u>north of Del Mar Avenue</u>	<u>25,500</u>	<u>F</u>
<u>Swetzer Road</u>	<u>south of English Colony Rd.</u>	<u>1,200</u>	<u>A</u>
<u>Taylor Road</u>	<u>east of Town of Loomis</u>	<u>7,600</u>	<u>A</u>
	<u>west of English Colony Rd.</u>	<u>10,800</u>	<u>A</u>
	<u>east of English Colony Rd.</u>	<u>13,200</u>	<u>B</u>
<u>Val Verde Road</u>	<u>north of Horseshoe Bar Rd.</u>	<u>3300</u>	<u>B</u>
	<u>south of Horseshoe Bar Rd</u>	<u>2300</u>	<u>A</u>

b. Arterial Roadway Improvements. As the Goals and Policies state, the intent of the Community Plan is to maintain the "rural character" of roadways within the Plan Area. However, the safety of the roadways should not be compromised to accomplish these goals. To enhance the safety of the roadways, all arterial roadways should be improved to modern design standards. This will involve appropriate vertical and horizontal curve realignment and widening to provide adequate travel lanes and 12-foot travel lanes and four to six-foot paved shoulders. These improvements are necessary to provide safe and adequate travel facilities both for Plan Area traffic and traffic which passes through the study area on these routes. In addition to safety enhancement, the wider shoulders will encourage bicycle and pedestrian use which provides air quality and recreational benefits.

The following roadways should be considered for improvements:

~~Auburn-Folsom Road: Dick Cook Road to King Road. This section of roadway should be improved to include paved shoulders.~~

Horseshoe Bar Road: Auburn-Folsom Road to La Playa Court and from the Placer School to the Town of Loomis. This section of roadway should be improved to include paved shoulders.

King Road: Town of Loomis to Auburn-Folsom Road. This section of roadway should be improved to include paved shoulders.

Penryn Road: I-80 to King Road. Shoulders and vertical realignment of the roadway is recommended.

Penryn Road: I-80 to Taylor Road. The existing roadway is adequate to serve development levels as proposed in the General Plan update. However, extensive development of the Penryn Parkway could necessitate improvements to the roadway. The Specific Plans required to accompany development in the Penryn Parkway will need to address the specific needs for Penryn Road as well as funding of the necessary improvements. The ultimate improvement of this section of Penryn Road will likely include commercial roadway standards, curb, gutter, sidewalks, on-street parking, safety lighting, and a two way center left turn lane.

English Colony Road: Taylor Road to Plan aArea boundary. The primary east/west arterial serving the northwest area of the Community Plan is English Colony Road. Currently, with the exception of a very small section, the roadway requires horizontal and vertical realignment and widening to provide adequate travel lane width and shoulders. The need for these improvements exist today and therefore, should not be the sole responsibility of future growth and development within the Plan area.

Signalization. The need for installation of traffic signals is dependent upon many traffic flow conditions, characteristics and accident history. It is difficult to predict whether traffic signals will be necessary in the future. However, based on ADT traffic projections, eightfive to seven locations within the Plan Area will likely ~~could~~ require traffic signal installation. These locations include: Auburn Folsom Road at Horseshoe

Bar Road; Auburn Folsom Road at King Road; Sierra College Boulevard at Del Mar Avenue; Taylor Road at English Colony Road; Taylor Road and at Penryn Road; Penryn Road at King Road and Penryn Road at each I-80 ramp. The Penryn Road locations should be addressed in the future Specific Plans which accompany new development in the Penryn Parkway. The other four locations should be planned for signalization with implementation when warranted by traffic conditions.

c. Regional Improvements. Placer County has identified regional improvements in the Granite Bay/Loomis Basin area. Some of these improvements will directly benefit properties within the Horseshoe Bar/Penryn area. Specifically, a planned extension of Rocklin Road from its present eastern terminus at Barton Road to Auburn Folsom Road and east to Folsom Lake State Recreation Area will improve regional east/west circulation in the Loomis Basin. The Rocklin Road extension will benefit recreational travel on Douglas Boulevard to/from Folsom Lake and work/shopping trips to/from the I-80 corridor. The improvement will substantially improve access between the Plan area and I-80, especially of the southeastern portions of the Community Plan area. Although the Rocklin Road extension is included in the Granite Bay Community Plan, funding for construction is not a part of the capital improvement program for Granite Bay. The need for construction should be further examined in the future.

In addition to the Rocklin Road extension, the Granite Bay Community Plan identifies improvements which will benefit properties within the Plan area, and traffic impact fees are currently collected from all new development within the Plan area south of Horseshoe Bar Road for these improvements.

## 2. Bikeways

The transportation system which is desired for the Community Plan area is to encourage safe, alternative forms of transportation such as bicycling. Bikeway routes have been identified through development consultation of the Placer County Bikeways Master Plan, identification of major attractors of bicycle traffic and identification of major through routes that would serve as logical routes for bicycle commute traffic. The purpose of these bicycle facilities is to

foster safe work, school and recreational bicycle trips within and through the Plan area.

The following on-street bicycle lanes, by type, are proposed within the Plan aArea.

**Class II Bikeways:**

King Road: ~~I-80 to Sugar Leaf Mountain Leaf Road~~ Town of Loomis to Auburn-Folsom Road  
Horseshoe Bar Rd: ~~Town of Loomis~~ Placer School to Auburn-Folsom Road  
English Colony: ~~Clark Tunnel Road to Butler~~  
Sierra College Blvd: ~~Loomis Town Limit to Plan Boundary~~  
Taylor Road: ~~I-80 to Rocklin Road~~ Town of Loomis to Plan Area Boundary (existing)

**Class III Bikeways:**

Auburn Folsom Road: ~~Dick Creek~~ King Road to Shirland Tract Road  
King Road: ~~Sugar Leaf Mountain Road to Auburn-Folsom Road~~  
Horseshoe Bar Rd: Town of Loomis to Placer School ~~Auburn-Folsom Rd to Folsom Lake State Recreation Area~~  
Taylor Road: ~~Town of Loomis to Plan Boundary~~  
English Colony Rd: Taylor Road to Sierra College Blvd ~~Clark Tunnel Road~~ Butler to Sierra College Boulevard  
Pennyn Road: ~~Taylor Road to King Road~~  
Rock Springs Road: ~~Auburn Folsom to Taylor~~  
Newcastle Road: Auburn-Folsom Road ~~Rattlesnake Bar Road to Plan Area Boundary~~  
Rattlesnake Bar Rd: ~~Shirland Tract to Folsom Lake State Recreation Area~~  
Clark Tunnel Road: ~~English Colony Road to Plan Boundary~~

~~Val Verde Road: King Road to Dick Cook~~

### 3. Capital Improvement Program.

Based on the above discussion of roadway and bikeway system development, a capital improvement program has been proposed to support future development of the Plan aArea. Other capital improvements may also be necessary to correct existing roadway and geometric deficiencies. However, these additional improvements are not necessary to support the planned additional growth and development in the Plan aArea.

The improvements identified below are for all arterial improvements and Class II bike lanes. Class III bike lanes, located along roadways which do not otherwise require improvement, will be developed through frontage improvements required for land development and through roadway reconstruction projects as they occur.

#### Auburn-Folsom Road

~~Dick Cook Road to Horseshoe Bar~~ Construct  
bikelanes/shoulders

~~Horseshoe Bar Rd to King Road~~ Construct  
bikelanes/shoulders

#### Horseshoe Bar Road

~~Loomis to Placer School~~ Construct  
bikelanes/shoulders

La Playa to Auburn-Folsom Road Construct  
bikelanes/shoulders

#### King Road

Loomis to Auburn-Folsom Road Construct  
bikelanes/shoulders

#### Taylor Road

~~Loomis to Plan Boundary~~ Construct  
bikelanes/shoulders

#### English Colony

Plan Boundary to Taylor Road Realign, widen for  
shoulders/

bikelanes

#### Penryn Road



the other roadway improvements are included in the Countywide fee program. However, the four signals along Penryn Road (at King, at both I-80 ramps and at Taylor Road) are not included in the Countywide fee program. To implement the improvements identified above, these signals should be amended into the Countywide fee program. To offset the anticipated capital funding shortfalls, a TL zone is proposed for the Horseshoe Bar/Penryn Community Plan. As mentioned earlier, such a program presently encompasses the portion of the Plan area located south of Horseshoe Bar Road (Granite Bay TL program).

~~Typically, the cost of capital improvements is spread to the anticipated new growth and development in the Plan area based on the traffic generation estimates of the new growth. This is in essence a "trip end fee" or traffic impact fee collected as development permits are issued by the County.~~

~~The anticipated new trip generation in the Plan area is anticipated to be 7,432 daily trips. The cost of capital improvements to accommodate new growth and development within the Horseshoe Bar/Penryn Community Plan is estimated to be \$1,784,000 of a total capital improvement program of \$4,380,000. As noted earlier, the capital improvement program is presented in Table 16. Therefore, the necessary "per trip" fee for the proposed traffic limitation zone is \$240 per trip end. To illustrate the magnitude of this fee, a single family residence generates approximately ten (10) trips per day. The TL fee for this single family home would be approximately \$2,400. It is also recommended that the Granite Bay TL ordinance be amended to exclude participation by development within the Horseshoe Bar/Penryn Community Plan area in any improvement fee other than the Rocklin Road extension which has a per trip fee of \$185.~~

~~As Table 16 indicates, monies will be required from other sources (State, Federal, County-wide impact fees, fees collected in other areas for impacts in this Plan area, etc.) to fully fund the proposed capital improvement program.~~

TABLE 16

CAPITAL IMPROVEMENT PROGRAM AND FUNDING

ROADWAY AND LIMITS	IMPROVEMENT	COST	PLAN AREA SHARE
Auburn-Folsom Road			
Dick Coek Rd to Horseshoe Bar	Construct bikelanes/shldrs	\$ 80,000	\$
80,000			
Horseshoe Bar Rd to King Road	Construct bikelanes/shldrs		65,000
65,000			
Horseshoe Bar Road			
Leemis to Placer School	Construct bikelanes/shldrs	215,000	215,000
La Playa to Auburn Folsom Road	Construct bikelanes/shldrs	60,000	60,000
King Road			
Leemis to Auburn Folsom Road	Construct bikelanes/shldrs	200,000	200,000
Taylor Road			
Leemis to plan Boundary	Construct bikelanes/shldrs	160,000	160,000
English Colony			
Plan Boundary to Taylor Road	Realign/widen shldrs/bikelns	1,500,000	300,000
Pennyn Road:			
I-80 to King Road	Realign/widen shldrs/bikelns	150,000	150,000
Sierra College Boulevard			
I-80 to Recklin Road	Widen to six lanes	1,100,000	48,000
Leemis to Plan area Boundary	Widen to four lanes	350,000	5,500

Signalization			
English-Colony/Taylor Road	Install Signals	125,000	125,000
Sierra-College/Del-Mar Ave	Install Signals	125,000	125,000
Auburn-Folsom/King Road	Install Signals	125,000	125,000
Auburn-Folsom/Horseshoe-Bar Rd	Install Signals	125,000	125,000
<b>TOTAL</b>		<b>\$4,380,000</b>	<b>\$1,784,000</b>

## 5. Specific Implementation Measures

- a. Prepare and adopt an ordinance amending the capital improvement program for the Newcastle/Horseshoe Bar/Penryn fee district of the Countywide Traffic Mitigation Fee Program to include the additional signalization projects identified in this plan, implementing traffic mitigation fees for the Roadway Capital Improvement Program.

**Responsible Agency/Department:** Department of Public Works

**Time Frame:** ~~2004~~1994

**Funding:** General Road Fund

- b. Enforce Countywide Trip Reduction and Travel Demand Management Ordinance

**Responsible Agency/Department:** Departments of Public Works and

Planning/Air Pollution Control District

**Time Frame:** Ongoing

**Funding:** Impact Fees

- c. Coordinate Transportation Planning and Transportation Improvements with Caltrans, Town of Loomis, Cities of Lincoln, Rocklin and Auburn

**Responsible Agency/Department:** Department of Public Works

**Time Frame:** Ongoing

**Funding:** General Fund/Road Fund

- d. Require new development projects to construct transportation improvements

**Responsible Agency/Department:** Departments of Public Works and Planning

**Time Frame:** Ongoing

**Funding:** General Fund/Road Fund

- e. Pursue additional sources of funding for roadway, bicycle, pedestrian and transit needs

**Responsible Agency/Department:** Departments of Public Works and General Services

**Time Frame:** Ongoing

**Funding:** General Fund

- f. Continue existing transportation construction and maintenance programs

**Responsible Agency/Department:** Department of Public Works

**Time Framing:** Ongoing

**Funding:** General Fund/Road Fund

- g. Require Traffic Analyses on large land development projects to insure proper and adequate mitigation of impacts

**Responsible Agency/Department:** Department of Public Works

**Time Frame:** Ongoing

**Funding:** General Fund/Road Fund

- h. Monitor traffic conditions in the Plan area

**Responsible Agency/Department:** Department of Public Works and Caltrans

**Time Frame:** Ongoing

**Funding:** Road Fund

- i. Participate in and respond to annual "Unmet Transit Needs" hearing process conducted by the Placer County Transportation Commission (PCTC)

**Responsible Agency/Department:** Department of Public Works and PCTC

**Time Frame:** Ongoing

**Funding:** Transportation Development Act

- j. Monitor land development outside Plan area which will affect Plan area transportation conditions

**Responsible Agency/Department:** Departments of Public Works and Planning

**Time Frame:** Ongoing

**Funding:** General Fund/Road Fund