

**Placer Vineyards Specific Plan
Consistency with Placer County General Plan Appendix D**

Appendix D of the General Plan outlines Development Standards applicable to development of the Placer Vineyards Specific Plan Area. Set forth below is an analysis of the proposed project's consistency with General Plan Appendix D, Exhibit 1.

**General Plan
Appendix D, Exhibit 1**

The West Placer Specific Plan Area is located in the southwest corner of unincorporated Placer County, adjacent to the Sacramento and Sutter County line.

<p>1. Residential Uses. A maximum of 14,132 dwelling units, although this number may not be realized due to site constraints, inclusion of buffers, and other factors that may limit developable land.</p>	<p>Under the Specific Plan, a maximum of 14,132 units are permitted to be developed in the Placer Vineyard's Specific Plan Area. Within the project's urban development area, the plan includes a maximum 13,721 dwelling units in a full range of residential densities and housing types, including a program designed to provide affordable housing. The remaining 411 units are reserved for development in a Special Planning Area located on approximately 979 acres at the western portion of the plan. The Special Planning Area will continue to retain its existing zoning designation.</p>
<p>2. Commercial and industrial Uses: The following acreage shall serve as approximations of an acceptable mix of non-residential uses: a maximum of 80 acres of commercial, 160 acres of office and professional development, and up to 300 acres of professional/light industrial development.</p>	<p>The Specific Plan proposes the following mix of non-residential uses: 34 acres of Commercial, 42 acres of Town Center Commercial, 15 acres of Commercial/Mixed-Use, 58 acres of Business Park, 60 acres of Power Center, another 31 acres of Business Park or Power Center, and 32 acres of Office development, for a total of 373 acres of employment-generating uses. It is assumed that the Town Center Commercial, Commercial Mixed-Use, and Business Park designations will have a mix of retail and office development.</p>

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<p>3. Open Space. Open space shall be provided for drainageways, floodplains, recreation areas, parks, undeveloped buffers, trail corridors, and natural areas.</p>	<p>The Specific Plan provides for a full range of recreational opportunities including active parks and recreation; passive open space recreation and natural open space areas; street landscape corridors and parkways; and landscape buffer areas. The parks, open space, and recreation facilities are distributed to serve the needs of future residents of the Specific Plan area. The Specific Plan provides a total of 210 acres of community park, neighborhood park, and "mini" park facilities. In addition, the Specific Plan designates approximately 700 acres for open space areas to be improved with trails and landscaping to qualify as "greenways." Three main east-west open space greenway connectors are incorporated into the plan, approximately at the north, central and south section of the plan.</p>
<p>4. Required buffers: Proposed development within the West Placer Specific Plan Area shall incorporate the following land use buffers, according to the standards of buffer zones contained in the Placer County General Plan, Part I (page 21).</p> <ul style="list-style-type: none"> • Agricultural/Timberland • Industrial/Residential • Sensitive Habitat <p>In addition, the project shall include elements in its design which provide buffers between urban areas within the boundaries of the Specific Plan Area and rural residential development in Sacramento County.</p>	<p>An amendment to the Placer County General Plan related to land use buffers is proposed as part of the Specific Plan. Specifically, different buffer zone standards than those established by the General Plan would be considered as part of the Specific Plan approval. To implement this approach an addition to the 2nd paragraph on page 21 of the General Plan is proposed (with language to be added in underline format):</p> <p><u>LAND USE BUFFER ZONE STANDARDS: This General Plan requires the use of buffer zones in several types of development. While the exact dimensions of the buffer zones and specific uses allowed in buffer zones will be determined through the County's specific plan, land use permit, and/or subdivision review process, buffer zones must conform to the following standards (as illustrated conceptually in Figures I-2 through I-6); provided, however, different buffer zone standards may be established within a Specific Plan as part of the Specific Plan approval.</u></p>

	<p>The current General Plan provides that buffers will be determined through the "...County's specific plan, land use permit, and/or subdivision review process..." but also establishes minimum standards that are reflected in Table 1-4, and Figures 1-2 through 1-6 of the <i>Placer County General Plan</i>.</p> <p>Agricultural/Timberland: In Table 1-4, the General Plan requires a 100'-300' setback adjacent to agricultural/timberland uses. The Specific Plan provides a 200-foot building setback, as noted by Policy 3.29 for all non-infrastructure-related land uses located south of lands that remain in agricultural preserve under the Williamson Act at the time of development. The Specific Plan also proposes its own standards for buffers along the edge of the SPA area, to separate large lot rural and agricultural uses from more intensive land uses in the Specific Plan (see Figure 7.10, the "Special Planning Area Open Space Buffers Diagram"). In addition, design techniques are recommended in Policy 3.29 of the Specific Plan to allow for a compatible transition zone at the SPA edge.</p> <p>Industrial/Residential: The General Plan minimum standards require a 100'-300' setback adjacent to industrial/residential uses. The Specific Plan does not propose an industrial land use or business park use with the type of hazardous materials in manufacturing processes or heavy truck traffic that the 100'-300' setback recommended by General Plan is intended to address. The Specific Plan, therefore, addresses potential land use incompatibilities through site-specific policies such as Policy 3.29-7 which provides standards to minimize conflicts between the business park development adjacent to Newton Street and the residential properties in the SPA and Policy 3.17 which provides standards that restrict obnoxious outdoor uses which could create a nuisance to the community. Policy 3.30 also includes design techniques that allow compatible transitions to commercial/employment uses.</p>

	<p>Sensitive Habitat : Within the Specific Plan area, appropriate buffers have been set aside to protect habitat located along Curry Creek and Dry Creek. The Placer County Zoning Ordinance requires a 100-foot centerline setback for all structures adjacent to a perennial stream such as Curry Creek. The Specific Plan was found to comply with this structural setback. Appropriate open space corridor buffers have also been provided along the southeastern border of the Specific Plan area next to Dry Creek to buffer from low- and medium-density residential. To the extent feasible, the land use plan is designed to protect significant sensitive habitat resources in open space but also striking a balance with off-site mitigation to preserve areas especially devoted for the purpose of habitat protection.</p> <p>Additionally, various other open space corridors are described as buffers separating uses within the Specific Plan area. A 200-foot open space corridor with an equestrian trail is shown along the southern border of the Specific Plan area buffering low-density development from the Elverta Specific Plan area per Exhibit 1 and a 50-foot buffer with an equestrian trail is proposed along the Sacramento County line in the vicinity of Gibson Ranch Park in Sacramento County.</p>
<p>5. Transit: A public transit system shall consist initially of an express bus system and dedication of right-of-way corridor for possible future light rail transit with a feeder bus network.</p>	<p>The Specific Plan does not reflect a dedicated right-of-way for light rail purposes. However, the Specific Plan reserves a right-of-way along Watt Avenue for Bus Rapid Transit, which could be converted to or used for light rail. In addition, the Specific Plan shows a lane reserved for a street car line along the northern edge of Town Center Drive between the town center and east village/transit center.</p>

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<p>6. Urban design: Development within the West Placer Specific Plan Area shall be planned and designed to comply with the following standards.</p> <p>a. Urban form. The specific plan and project plans for development shall provide for up to two mixed use, pedestrian-oriented village or towns and a single, larger town center. Village areas should be surrounded by buffer lands, low density single-family residential, and/or regional employment and commercial. Mixed use (commercial, professional office, and high density residential) nodes, commercial centers, and regional employment areas are to be established at sufficient densities to support express bus transit service between adjoining villages and nearby urban centers (e.g., other new growth areas or incorporated cities). Each village should contain all public facilities and services necessary for its development.</p>	<p>The project proposes two mixed-use, pedestrian-oriented villages or towns along with a larger town center. The larger town center is centrally located in the plan and serves as the institutional and social focal point for the project. Village centers are surrounded by a mix of residential development and contain a mixed-use core area, including a public gathering area, providing local neighborhood services. A variety of regional commercial centers, services, and employment are strategically located along Baseline Road, planned to be easily accessible by a variety of transportation modes as well as serve as a buffer to the residential development interior to the plan.</p> <p>Transit services are planned to provide connections from the surrounding residential development to community destinations, including the town center, village centers, commercial centers, and community facilities as well as other regional destinations and employment centers.</p>
<p>b. Town center. The Specific Plan Area should contain one large town center that will operate as the institutional and social focal point of the community. The town center is to contain, at a minimum, a community meeting facility; formal outdoor gathering areas (e.g., amphitheaters); and the main offices and facilities for law enforcement, fire library, and other public services. Public, quasi-public, and institutional facilities should be centrally located in the town center.</p>	<p>The Town Center, located at the "heart" of the Specific Plan area, at 16th Street and Town Center Drive, is one of the key elements of the land use plan. It is intended to provide a "traditional downtown" with a community center, civic uses, corporate offices, retail and service commercial uses, and pedestrian-friendly streetscapes. A street grid and block pattern will provide a continuous urban, pedestrian environment. The main north-south and east-west street connections encourage pedestrian activity and are centered on a town green, creating opportunities for outdoor events such as street fairs and farmers markets. Several community-oriented buildings adjacent to the town green provide a civic and cultural focal point for the plan.</p>

<p>c. Village core areas. Mixed-use commercial core areas should be developed to provide service and neighborhood commercial needs, professional services, public, quasi-public, and institutional facilities, and high-density residential uses. Village core areas shall contain transit services to connect to nearby village areas, commercial centers, and regional employment areas, and to destinations beyond the boundaries of the Specific Plan Area.</p>	<p>Two small village centers serve the surrounding neighborhoods, one on the east and a second on the west side of Placer Vineyards. The village centers are strategically located in the community to be accessible to the surrounding community and situated to provide local services as well as services that cater to the entire community. Designed as small, mixed-use nodes of activity, each village center provides wide shaded streets, locally serving shops, services, offices, and residential uses, a small public plaza or other feature, street furniture, and other pedestrian amenities.</p>
<p>d. Public gathering areas. Commercial areas within town centers and village core areas shall be enhanced by incorporating outdoor public gathering areas into their design. Such areas are intended to facilitate social interaction by area residents and employees.</p>	<p>A town green is centered in the town center commercial areas to serve as a civic/cultural focal point and gathering place for the town center. Ground-floor storefronts, restaurants, cafes, and public buildings face into the park. Development standards, including build-to-lines and minimum building heights are provided to bring pedestrian activity close to the street. Similarly, the east and west village centers shall include a small public plaza or outdoor gathering space oriented to the surrounding residential community.</p>
<p>e. Community open space areas. Each village area should contain a village green to be located adjacent to, or integrated into the village core area. Community parks should be located adjacent to major open space and roadway corridors (see items i. and j. below). Community parks may serve as buffer areas between conflicting land uses (see the standards for Land Use Buffer Zones in the Placer County General Plan in Part I, page 19), within or adjacent to the specific plan area. All developed and undeveloped park areas should be linked by a system of greenways and parkways containing pedestrian and bicycle paths separated from vehicular traffic.</p>	<p>Streets and pedestrian and bicycle paths are designed to connect village centers and other commercial centers to the surrounding residential neighborhoods. Community parks and especially joint-use neighborhood park/school sites have been planned adjacent to open space greenways that provide continuous routes throughout the community. Landscape corridors along connecting arterial and thoroughfare roadways and a open space greenway system with separated trails provide east-west and north-south connections throughout the community, linking neighborhoods to public and commercial destinations, parks, open space, and schools.</p>

<p>City of ...</p>	<p>...</p>
<p>f. Pedestrian-oriented design. Town center, village core, and regional employment areas shall be planned and designed to be pedestrian, bicycle, and transit accessible. Design elements that accommodate pedestrian and cyclists should take precedent over elements that primarily accommodate automobiles.</p>	<p>The Specific Plan includes a set of pedestrian-oriented design guidelines that encourage design elements that accommodate pedestrians and bicyclists to be equally treated or take precedence over elements that primarily accommodate the automobile. Special design treatment for easy and convenient access by multiple means of transit is given to activity areas such as the town center, village centers, regional employment centers, other commercial areas, and public use areas, including safe pedestrian connections to the surrounding residential neighborhoods.</p> <p>The Town Center (TCC) located near the center of the Specific Plan area, provides for pedestrian-oriented commercial and commercial/mixed uses, which incorporate:</p> <ul style="list-style-type: none"> • Connections to a greenway trail system, located on the northern edge of the Town Center, • A village green and community gathering area also accommodates civic uses such as a library facility, recreation center, and government offices, and • A main street area in the center provides pedestrian-oriented retail and allows outdoor market-place activity. <p>Like the Town Center, the two village centers in the community include features that promote easy access and pedestrian activity. The village centers are designed to be smaller mixed-use centers, providing retail and more localized community shopping and services. The East Village Center is accessible by bus rapid transit and includes a transit terminal, a fire station, and ground-floor commercial uses surrounded by high-density housing. The West Village Center provides commercial uses in close proximity to serve the high school, a community park, and the surrounding residential neighborhoods on the west side of the plan.</p>

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g. Commercial areas:

- (1) New commercial buildings shall be designed to provide maximum pedestrian accessibility. Primary ground floor commercial building entrances should orient to plazas, parks, or pedestrian-oriented streets rather than interior blocks or parking lots. Anchor retail buildings may have their entries from off-street parking lots; however, on-street entries are strongly encouraged.
- (2) Street-level windows and numerous building entries are encouraged in town centers and village core areas. Arcades, porches, bays, and balconies are encouraged.
- (3) If a wall of a primary commercial establishment does not have an entry on a pedestrian route, it shall include windows, display areas, and/or be lined with retail shops to provide visual interest to pedestrians.
- (4) Entries into small shops and offices shall orient directly onto a pedestrian-oriented street. Buildings with multiple retail tenants should have numerous entries onto the street. Small, single-entry malls should be avoided. Off-street parking should be located the rear of buildings with walkways leading to the street and entry.
- (5) Commercial development shall be designed to provide varied and interesting building facades to provide pedestrian orientation. Buildings designs should provide as much variety as possible without creating a chaotic image. Facades should vary from one building to the next, rather than create an overly unified frontage. Covered walkways should be provided whenever possible.

Policy 6.23 Pedestrian Orientation.

Design elements that accommodate pedestrians and cyclists shall be equally treated or take precedence over elements that primarily accommodate automobiles, especially in the town center, village centers, neighborhood centers, and access areas leading into parks, schools and other public facilities. Retail centers and commercial areas shall be designed to provide maximum pedestrian accessibility, as described below.

1. Ground-floor commercial buildings shall be oriented to plazas, parks, and pedestrian-oriented spaces and streets rather than to interior blocks or parking lots.
2. Street-level windows and numerous building entries, including arcades, porches, bays, and balconies are encouraged.
3. Walls of commercial establishments without an entry on a pedestrian route shall include windows and display areas, or shall be lined with retail shops to provide visual interest to pedestrians.
4. Entries to small shops and offices shall be sited to directly open onto a pedestrian-oriented street. Buildings with multiple retail tenants should have numerous street entries.
5. Parking areas shall be designed with separate vehicular and pedestrian circulation paths and include traffic calming design features. Alternative surface materials are encouraged to differentiate pedestrian circulation paths.
6. Off-street parking should be located at the rear of buildings with separated walkways leading to the street and entryways.

h. **Residential areas.** Residential areas shall consist of the following three types:

- (1) **Village Residential.** These areas shall be located within walking distance of a village commercial core area. The housing should consist of high-density single-family (with or without carriage or secondary dwelling units) and multi-family units.
- (2) **Single-family Residential.** These areas should surround village residential areas at densities consistent with suburban residential development (e.g., 4 to 7 dwellings per acre). Subdivision design should provide opportunities for pedestrian and bicycle access to village core areas. Physical separation of single-family residential areas by such means as sound walls, berms, and major roads should be discouraged. Single-family residential areas should be incorporated into their village so village residential and single-family residential areas function as a single unit and are not separated by physical or design characteristics.
- (3) **Rural Residential.** These areas should be located in buffer zones within the specific plan boundaries. Rural land uses shall only be considered in areas where residential land use is consistent with the standards in Part I for buffers (page 19). Rural residential densities of 0.2 dwellings per acre or more shall be allowed only when public sewer and water facilities are provided.

The Specific Plan proposes low-, medium and high-density residential housing types. Low density single-family residential in the specific plan allow for densities ranging from 2 to 6 dwelling units per acre, generally consistent with Exhibit 1 standards for single family residential at 4 to 7 dwelling units per acre.

The Specific Plan does not propose the type of rural residential units as described in Exhibit 1 that fall below 2 dwelling units per acre to serve as a buffer zone for urban development in the Specific Plan boundaries. However, Policy 3.29 and design guidelines in the Specific Plan address designing for land use compatibilities, including stepping down land use intensity and density approaching or adjoining rural residential and agricultural uses. The land use plan has also inherently been organized to minimize incompatibilities between land uses with buffers; the placement and location of parks, open space, and non-residential development; and stepped down densities approaching less intense development at the edge.

Correspondingly, higher intensity development has been concentrated around the town center core, higher activity village centers, and along high-volume traffic roadway corridors, consistent with Exhibit 1 recommendations for Village Residential types.

<p>i. Open space corridors. Existing and proposed linear open space corridors should be developed as a pedestrian, equestrian, and/or bicycle trail system. Existing corridors include, but are not limited to, stream and riparian areas (e.g., the Dry Creek corridor), power line easements, abandoned rail rights-of-way, existing public trails, and existing public roads and bridges that may be ultimately abandoned. The Dry Creek corridor shall be designed to provide bicycle/equestrian/pedestrian connections to similar facilities in Sacramento County near Gibson Ranch Park.</p>	<p>A network of open space corridors will provide off-street trail connections, buffer land uses, convey drainage and preserve or allow the re-creation of wetlands. Entry statements, landscaping along streets, and an extensive trail and greenway system connecting neighborhoods to parks, open space, and activity centers characterize the open space in the community. A 200-foot landscape buffer at the southern edge of the project area, reduced to 50 feet adjacent to Gibson Ranch Park, provides bikeway and equestrian trail linkages to Gibson Ranch Park.</p>
<p>j. Roadway corridors. Collector and arterial roads shall be designed as landscaped corridors, including separated bicycle and pedestrian facilities within landscaped or native open space corridors and landscaped berms and medians.</p>	<p>The Specific Plan proposes landscape corridors along all arterial roadways with separated meandering walkways. At key entry points into the Specific Plan area, these corridors would be expanded to allow more extensive landscaping, theme signage and other features.</p>

<p>7. Phasing of Development. Phasing shall maintain a balanced mix of land uses throughout development of the plan area and shall address necessary infrastructure and other relevant issues. Development in the West Placer Specific Plan Area shall be required to proceed in a logical fashion.</p>	<p>A core backbone infrastructure system will be constructed along the major internal roadways throughout the entire Specific Plan area with the initial development. This infrastructure will allow the development of a balanced mix of land uses throughout development of the plan area including the mixed use Town Center area. The comprehensive nature of this core backbone infrastructure will allow the Specific Plan area to proceed in a logical fashion.</p>
<p>8. Agricultural water supply. Development within the Specific Plan Area should assist in the provision of affordable agricultural water to surrounding agricultural lands. Sources of such agricultural water include reclaimed and retained water and newly developed surface water sources.</p>	<p>As stated in Policy 8.3, the Specific Plan proposes to pay an agricultural water development fee to Placer County for use in improvement projects that will increase the storage and supply of recycled water for agriculture.</p>
<p>9. Noise. Development within the Specific Plan Area shall be designed to avoid aircraft noise impacts on noise sensitive uses, resulting from operations at McClellan Air Force Base. No residential land uses shall be permitted in areas which exceed noise levels indicated in Table 9-3, page 122 of the Placer County General Plan.</p>	<p>The Specific Plan area is located outside of the 60 dB DNL CNEL contour for McClellan Park indicated for 2009 and 2022. Since the not to exceed noise level standard is 60 db DNL in the General Plan and is also applicable in the Specific Plan, aircraft noise impacts will not limit the planning of residential land uses.</p>

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