Memorandum

City of Auburn
Community Development Department

To:	Auburn Planning Commission
From:	Reg Murray, Senior Planner RM
Date:	July 7, 2010
Subject:	Addendum Materials - Baltimore Ravine Specific Plan

The Baltimore Ravine Specific Plan (BRSP) was released by the applicant in late October, 2009. Since that time, the applicant has made several changes to proposed project (e.g. secondary access). Additional changes have come about through review of the BRSP (e.g. park requirements). Listed below is a summary of the prominent changes to the BRSP. Additional minor changes will be made throughout the document (e.g. minor revisions to acreage); these are not referenced below, but all proposed changes will be addressed prior to City Council review. Attached to this memo are copies of various pages and figures that reflect the changes in the list.

- **Rogers Lane** – The BRSP currently identifies that secondary access will be provided by Perry Ranch Road. The applicant has modified the proposal to use Rogers Lane for secondary access instead. Appropriate references in the document have been modified to reflect this change (see excerpted Chapter 5 attached).
- **Rogers Lane cross section** – Since Rogers Lane is now the secondary access road, a cross section for Rogers Lane has been prepared for inclusion in BRSP Chapter 5 (see attached).
- **Street D** – Street D is a new street proposed to connect Plan Area 1 to Rogers Lane. The street section proposed for Streets A & B will also apply to Street D, with the exception that no landscape frontage will be provided where the street traverses open space (Parcel 89A).
- **Land Use Figure** – The land use figure (Figure 3-1) has been revised to reflect the connection to Rogers Lane and the addition of Street D.
- **Land Use Summary Tables** – The acreage values in Tables 3-1 and 3-2 have been revised to reflect the changes associated with the Rogers Lane access and Street D.
- **Revised Figures** – The figures in the BRSP use the same base template (i.e. an aerial photo with the limits of the proposed project area superimposed) and then are specialized to illustrate different information (e.g. Fig 3-1 shows Land Use; Fig 5-1 is a Roadway Plan). The following changes will be made to all of the plan area figures:
    - The Rogers Lane access and Street D.

- Union Pacific Railroad – The UPRR right-of-way is currently show within the project boundary. The figures will be revised to remove the UPRR right-of-way from the project area.

Figure 3-1 attached to this memo has been revised to reflect the changes above. The other figures in the BRSP will be revised prior to the City Council review of the BRSP.

- **Main Street** – The BRSP identifies the main access through the plan area as "Main Street". The name of this access has been changed to the Herdal-Werner Connector. Due to the significant number of reference changes that would be required throughout the BRSP, staff is not providing complete updates at this time. All references to Main Street will be deleted and replaced with "the Herdal-Werner Connector" (e.g. see Chapter 5 attached).
- **Herdal Cross-Sections** – The applicant's original proposal for the extension of Herdal Drive involved a conventional road section. The applicant is now proposing a split-road section with a landscaped median and 7' tall masonry walls on both the northern and southern sides of the roadway (see Chapter 5; Fig 5-10 attached).
- **Park Requirements** – Section A of Chapter 6.2 (Public Services) addresses the park requirements of the BRSP (see attached). This section has been amended to reflect comments by City staff and review by the Auburn Parks and Recreation District.
- **Design Guidelines** – The applicant is amending the Design Guidelines to include the following plans:
  - Emergency Vehicle Access – A plan is attached illustrating the proposed emergency vehicle access from Parcel 3A to Perry Ranch Road.
  - Landscape Buffer – A plan is attached illustrating the proposed landscape buffer between Parcel 3A and Perry Ranch Road.
  - Schematic Lot Plan – A plan is attached illustrating the schematic lotting configuration and open space easement on the western side of Parcel 3A, abutting the Jackson property to the west.

As noted above, the changes identified above are not all-inclusive, but represent the most significant modifications to the BRSP to date. It is possible that additional revisions to the BRSP will occur in the future. Staff will track all modifications to the BRSP and will keep the Planning Commission and the City Council informed prior to any required review or action.

If you have any questions regarding the addendum items discussed above, please contact me at (530) 823-4211 ext 140.

Attachments:

1. Amended BRSP Chapter 5 (excerpted)
2. Rogers Lane Cross Section
3. Revised Land Use Plan (Fig 3-1)
4. Revised Land Use Summary Tables (Table 3-1; Table 3-2)
5. Revised Park Requirements (excerpted)
6. Plan Area 1 Emergency Vehicle Access
7. Perry Ranch Road Landscape Buffer
8. Parcel 3A Schematic Lotting Concept

ATTACHMENT 1

CHAPTER

5

Circulation

5.1 Overview

The circulation system for the BRSP includes a hierarchy of roadways that are supported by bike lanes, sidewalks, and pedestrian trails. Emphasis is placed on providing connectivity between uses in a manner that complies with City policies and facilitates walking and biking as mobility choices.

The connectivity of roadways between residential neighborhoods creates an efficient vehicular circulation system that is designed to meet traffic needs inside and outside the Specific Plan Area. Primary roadways incorporate tree-lined streets that are intended to create a comfortable scale for pedestrians and, along with open space pedestrian trails, help foster a safe and walkable community. In addition, it is anticipated that transit services will be extended to the BRSP Area. Through these mobility elements, the planned circulation system is intended to provide multiple choices for community residents.

This chapter discusses each element of the circulation plan, including roadways, bike lanes, trails, and transit. Phasing of circulation improvements is conceptually illustrated in Chapter 9, Implementation, with additional detail included in the Specific Plan Development Agreements.

5.2 Automobile Circulation

The BRSP roadway plan, including connections to existing streets and location of proposed bridges, is shown on Figure 5-1. A roadway summary is provided in Table 5-1, which outlines the lane capacity, right-of-way, and landscape parkway requirements for each road in Plan Areas 1 and 2. Typical roadway design sections are illustrated, with corresponding landscaping standards and related design details included in Appendix B, Design Guidelines.

A. Existing System and Connections

At the time of Specific Plan approval, there were a limited number of improved on-site and off-site roadways that provided access to the Specific Plan Area. Some of the roadways were paved, but were not improved to City standards, while most had very limited improvements consisting of dirt or gravel. Connections to the BRSP will be made via several existing and/or planned roadways. These included:

* **Herdal Drive** – A two-lane collector street located to the southeast of the Specific Plan Area. At the time of Specific Plan approval, it provided access from Auburn-Folsom Road to two single-family residential neighborhoods and several commercial parcels near the BRSP. When originally designed, right of way was reserved to allow for the extension of Herdal Drive to the southeast edge of Plan Area 1.
* **Werner Road** – A two-lane roadway that provided direct access to the northwestern edge of future Plan Area 2. Werner Road originated at Ophir Road and ultimately connected to Interstate 80. At its terminus at the northwestern edge of future Plan Area 2, it transitioned to private paved driveways to provide access to several parcels and single-family homes.
* **Rogers Lane** – A private rural road that originated near Interstate 80 at Werner Road and provided direct access to the western edge of Future Plan Area 2. Located both in the City and the County, it served as primary access to several rural residential parcels located within or adjacent to the BRSP and included an at-grade crossing of the eastbound Union Pacific Rail line.
* **Perry Ranch Road** – A private rural road that originated near Interstate 80 at Werner Road and provided direct access to the southwestern edge of Plan Area 1. Located in the County, it had limited improvements and served as primary access to several rural residential parcels located within or adjacent to the BRSP.

Each of the roadways described above plays a role in forming the planned roadway system and related improvements for the BRSP. A higher level of connectivity with surrounding areas of the City and County will be gained through the planned BRSP roadway improvements.

B. Planned Roadway Improvements

Primary vehicular access to the BRSP will be provided by the newly-constructed Herdal-Werner Connector, via an extension of Herdal Drive into Plan Area 1, and ultimately to Werner Road as part of future Plan Area 2 development. Herdal Drive connects to Auburn-Folsom Road to the east, providing connection to central Auburn. Werner Road connects with Ophir Road to the northwest, ultimately providing access to Interstate 80. Upon completion of the Herdal Drive extension into Plan Area 1, creating a connection to Werner Road through future Plan Area 2 becomes a more viable improvement to serve development in this area. In addition, secondary access to Plan Area 1 will be provided via Rogers Lane and the construction of Street D. Perry Ranch Road will be connected to Plan Area 1 for emergency access.

The extension of Herdal Drive and Werner Road forms the Herdal-Werner Connector, a two-lane collector street that will function as the primary access road throughout the BRSP providing connections to other planned local streets that serve the residential neighborhoods. The design of the Herdal-Werner Connector includes a series of roundabouts at key locations (see Figure 5-1), which create opportunities to calm traffic, provide connections to local streets, and ultimately enhance the streetscape character of the BRSP.

Plan Area 1 Improvements

The primary roadway improvements for Plan Area 1 include construction of the Herdal-Werner Connector from the Bloomer Cut bridge to the boundary of future Plan Area 2, the Herdal Drive extension, and the Bloomer Cut bridge over the west-bound Union Pacific Rail Road (UPRR) line (see Figure 5-1). In addition, a secondary access will be provided to Plan Area 1 if development precedes the completion of the Herdal-Werner Connector from Herdal Drive to Werner Road. At this time, it is anticipated that the secondary access will be provided via Rogers Lane and will include widening of and improvements to existing Rogers Lane, improvements at the existing at-grade UPRR crossing on Rogers Lane (including crossing arms), the construction of Street D from Plan Area 1 north through Parcel 20 of Future Plan Area 2, and a connection from the at-grade UPRR crossing to Street D. Development of up to 5 units (model home complex) in Plan Area 1 may precede the connection to Herdal Drive. Prior to issuance of a sixth building permit, the developer must complete the secondary access to Rogers Lane (or other acceptable alternate), and prior to the issuance of the seventy-sixth (76th) building permit, the developer must complete the Herdal-Werner Connector (or other acceptable alternate). A

connection will be provided to Perry Ranch Road from Parcel 3A for emergency access only.

Future Plan Area 2 Improvements

Roadway improvements include the construction of the Herdal-Werner Connector between Werner Road and the connection point to Plan Area 1, and the construction of a bridge spanning the northern UPRR line. With the completion of the Herdal-Werner Connector, project access to Rogers Lane will be eliminated, however, access to Rogers Lane will be maintained for Study Area 2, and Study Area 2 will be provided access to the Herdal-Werner Connector.

Table 5-1: Roadway Summary

Plan Area 1

Roadway Type/Name	Lanes	Right of Way	Landscape Parkway	Sidewalk	Parking	Figure #
Collector Streets						
Herdal-Werner Connector (Segment 1)	2	65'	varies 5'-8'	5' (each side)	on-street; one side	5-2
Herdal-Werner Connector (Segment 2)	2	58'	parking/ tree wells	5' (each side)	on-street, two sides	5-3
Local Streets						
Streets A & B	2	40'	5' (one side)	5' (one side)	on-street, one side	5-6
Parcel 11 Access Road	2	36'	none	4' (one side)	none	5-7
Standard Residential	2	41'	none	5' (one side)	on-street; two sides	5-8
Alley	2	28' PUE	none	n/a	none	5-9
Off-Site Roadways						
Herdal Drive	2	60'	5' (one side)	5' (one side)	none	5-10
Rogers Lane[1]	2	30' - County; 50' - City	none	none	none	5-??
Street D[1]	2	40'	5'[3]	5'	on-street, one side	5-6
Herdal-Werner Connector[2]	See Future Plan Area 2 (Collector Streets)					

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Future Plan Area 2

Roadway Type/Name	Lanes	Right of Way	Landscape Parkway	Sidewalk	Parking	Figure #
Collector Streets						
Herdal-Werner Connector (Segment 2)	2	58'	parking/ tree wells	5' (each side)	on-street, two sides	5-3
Herdal-Werner Connector in Community Core (Segment 3)	2	85'	parking/ tree wells	9' (each side)	diagonal on-street; two sides[1]	5-4
Street C	2	77'	parking/ tree wells	9' (each side)	diagonal on-street; two sides	5-5
Local Streets						
Standard Residential	2	41'	none	5' (one side)	on-street; two sides	5-8
Alley	2	28' PUE	none	n/a	none	5-9
Off-Site Roadways						
Werner Road	2	36'	none	none	none	5-11

1. Required prior to the 6th building permit in Plan Area 1.
2. Required prior to the 76th building permit in Plan Area 1.
3. No landscape frontage will be provided when adjacent to the Open Space area.
4. A parking/circulation analysis shall be provided with the improvement plans for the Herdal-Werner Connector demonstrating that the diagonal parking can function based upon anticipated traffic volumes on the Herdal-Werner Connector.

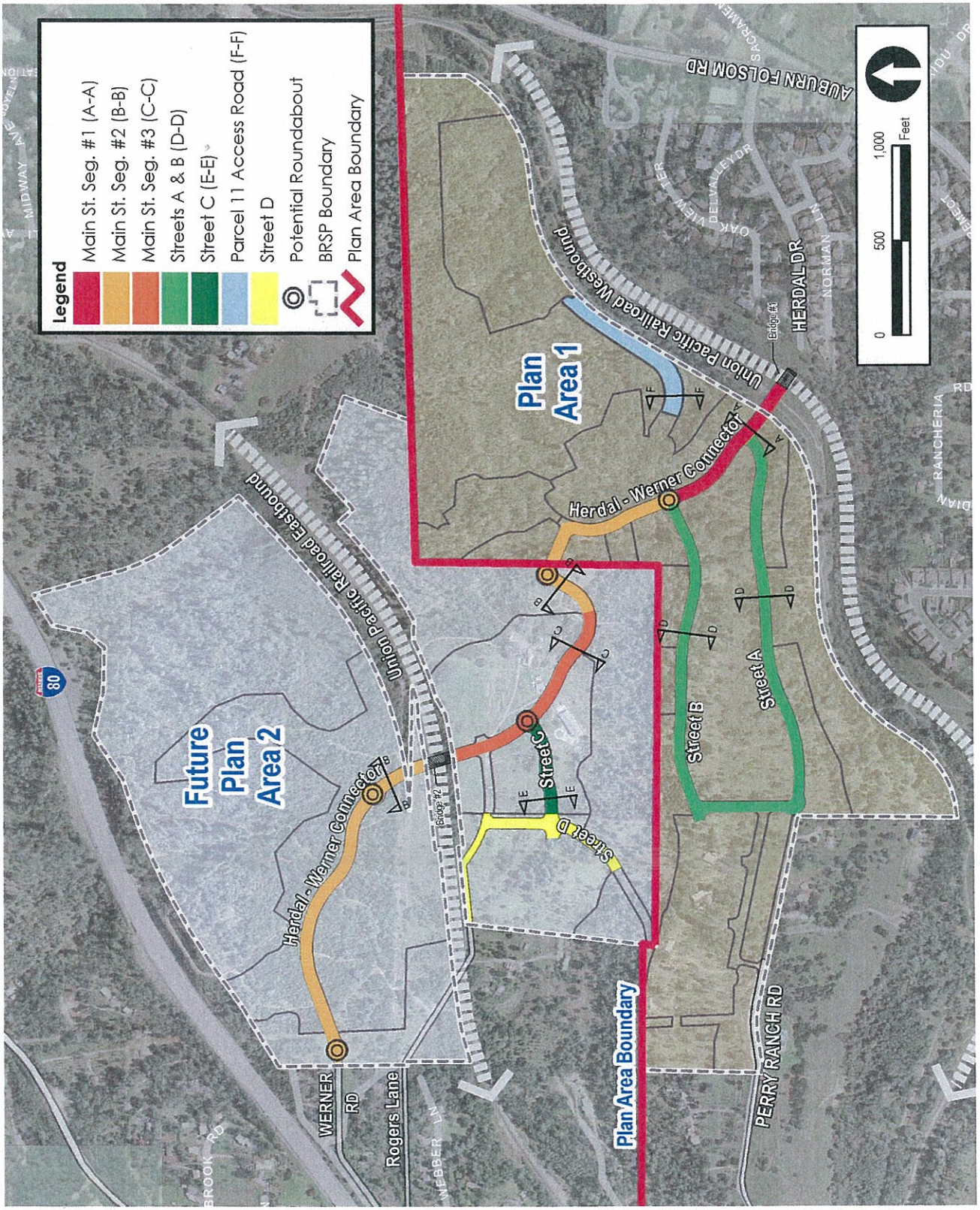


Figure 5-1: Roadway Plan

C. Collector Streets

Collector streets function as secondary circulation routes, generally providing direct access between large-volume arterial roadways and local streets that serve individual neighborhoods. In some instances, collector streets provide direct access to residential parcels. Within the BRSP, the Herdal-Werner Connector is the primary collector providing connections to local streets within the Specific Plan Area, as well as to off-site collectors. Three design standards (segments) for the Herdal-Werner Connector are provided, one applicable to Plan Area 1, one applicable to future Plan Area 2, and one applicable to both. In addition to the Herdal-Werner Connector, two additional collectors are provided, Street D is identified for Plan Area 1 and Street C is identified for future Plan Area 2.

All collector streets provide for two travel lanes, sidewalks, adjacent landscaping, and in most cases bike lanes. The intent is to create street corridors that are functional for the automobile, but are designed in a manner that is comfortable for bicyclists and pedestrians. The design standards for each collector are described below and illustrated in Figures 5-2 through 5-5.

Plan Area 1

* **Herdal-Werner Collector (Segment 1)** – Segment 1 of the Herdal-Werner Collector includes two automobile travel lanes, bike lanes, and on-street parking on one side of the street. It has a 65'-wide right-of-way with landscape parkways and detached sidewalks on both sides of the street (see Figure 5-2).

Plan Areas 1 and 2

* **Herdal-Werner Collector (Segment 2)** – Segment 2 of the Herdal-Werner Collector includes two automobile travel lanes, bike lanes, and on-street parking on both sides of the street. It has a 58'-wide right-of-way with tree wells interspersed in the parking areas, and attached sidewalks on both side of the street (see Figure 5-3).

Future Plan Area 2

* **Herdal-Werner Collector (Segment 3)** – Segment 3 of the Herdal-Werner Collector is intended for use adjacent to mixed use projects in the central core where an urban street edge is desired. The right-of-way is 85'-wide, and includes two travel lanes and bike lanes, as well as on-street diagonal parking with interspersed tree wells. A parking/circulation analysis shall be provided with the improvement plans for the Herdal-Werner Collector demonstrating that the diagonal parking can function based upon anticipated traffic volumes on the street. The intent of this street section is to: (1) help calm traffic in an area envisioned to have higher pedestrian usage; and (2) provide more on-street parking to serve adjacent retail,

office, and mixed-use buildings. Attached 9'-wide sidewalks are provided on both sides of the street (see Figure 5-4).

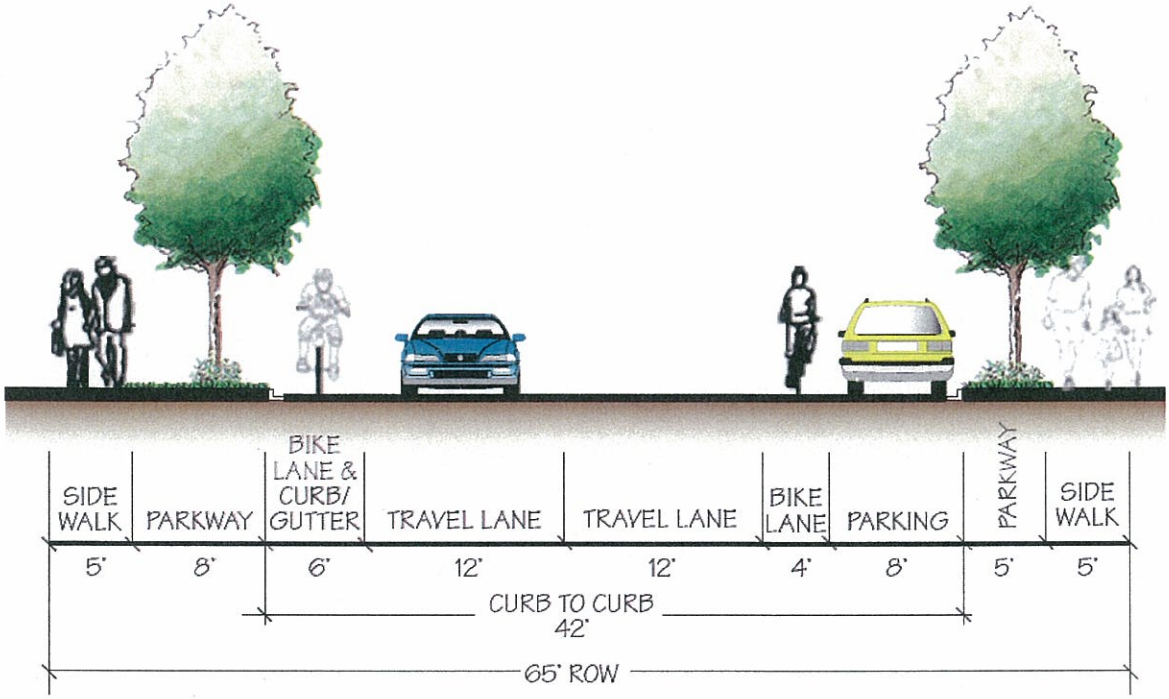


Figure 5-2: Herdal-Werner Connector Segment 1 (Section A-A from Figure 5-1)

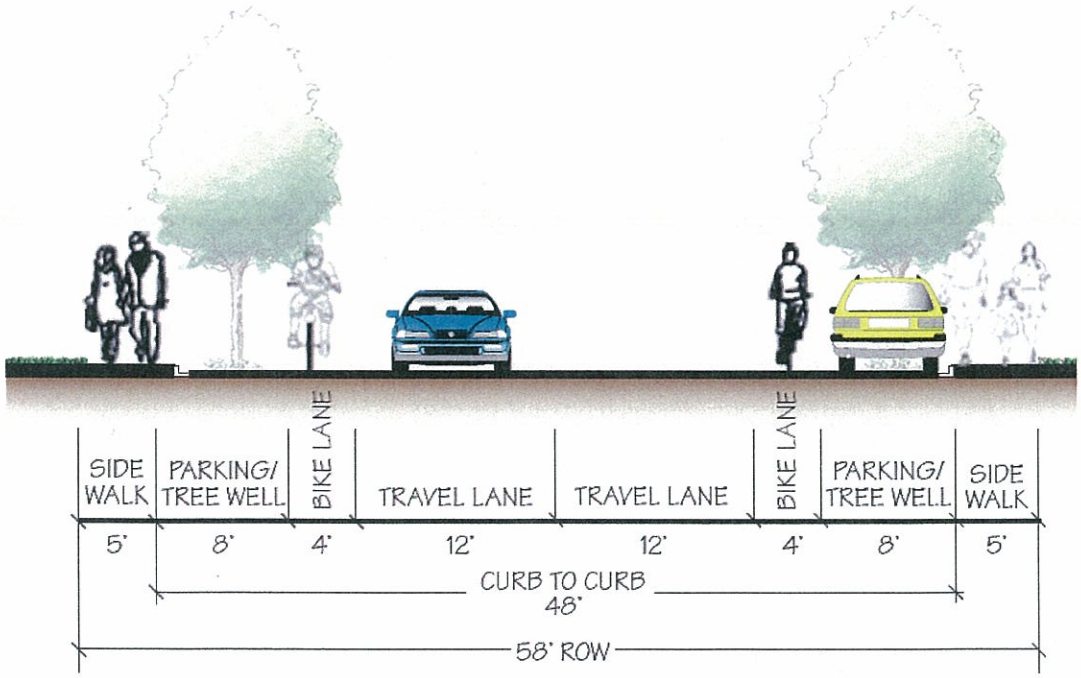


Figure 5-3: Herdal-Werner Connector Segment 2 Plan View (Section B-B from Figure 5-1)

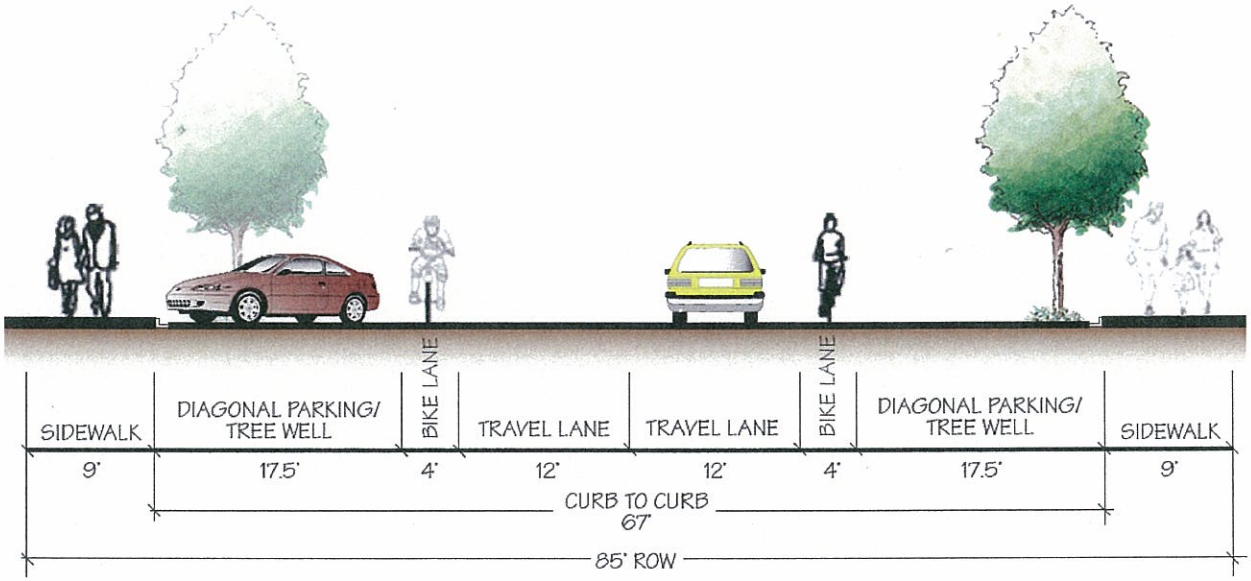


Figure 5-4: Herdal-Werner Collector Segment 3 (Section C-C from Figure 5-1)

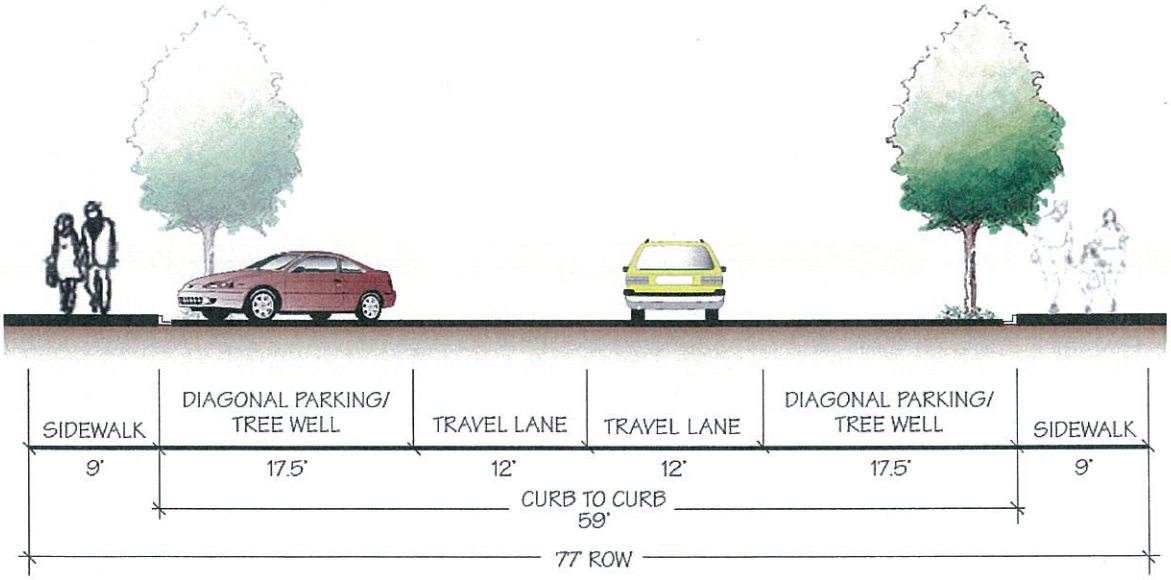


Figure 5-5: Street C (Section E-E from Figure 5-1)

* **Street C** – Street C provides secondary access in the central core, serving parcels that do not have direct access from the Herdal-Werner Connector. Similar to the Herdal-Werner Connector Segment 3, this design section will be applied adjacent to parcels where an urban street edge is desired. The right-of-way is 77'-wide, and includes two travel lanes and on-street diagonal parking, with interspersed tree wells. Attached 9'-wide sidewalks are provided on both sides of the street (see Figure 5-5).

D. Local Streets

Local streets provide direct access to individual residences and are typically constructed as in-tract improvements for each residential neighborhood. Several types of local streets are provided for in the BRSP, as described below and illustrated in Figures 5-6 through 5-9.

Plan Area 1

* **Streets A, B, & D** – This street type is designed specifically for the interface of MDR and LDR housing types along a single street. The right-of-way is 40'-wide, and includes two travel lanes and parallel parking on one side of the street, with a 5'-wide sidewalk behind a 5' landscape corridor (see Figure 5-6). The exact location of the sidewalk will be determined at the tentative subdivision map stage.
* **Parcel 11 Access Road** – Due to site constraints and existing topography, a narrower design standard is established to provide access to Parcel 11. This street type has a 36'-wide right-of-way, and includes two travel lanes and an attached 4'-wide sidewalk on one side of the street (see Figure 5-7).

Plan Areas 1 and 2

* **Residential Street** – This is the primary neighborhood street for the BRSP and has a 41'-wide right-of-way, and includes two travel lanes and on-street parking on both sides of the street. Its design accommodates lower traffic volumes and is intended to facilitate slower traffic speeds, while remaining functional for automobiles and emergency service vehicles. The street design includes a 5'-wide attached sidewalk along one side of the street (see Figure 5-8).
* **Alley** – Where site or home design warrants, alleys may be used to provide automobile access to homes with rear-loaded garages or other non-conventional garage locations. Alleys may also provide access to service and utility areas for residential lots. There are no prescribed locations for alleys; however, a design section is provided to allow alleys as in-tract improvements. The design section provides a 20'-wide paved driveway width, allowing two-way automobile travel and emergency access. In addition, the design section provides a 4'-wide "setback" on both sides of the pavement for landscaping and driveway aprons (see Figure 5-9).

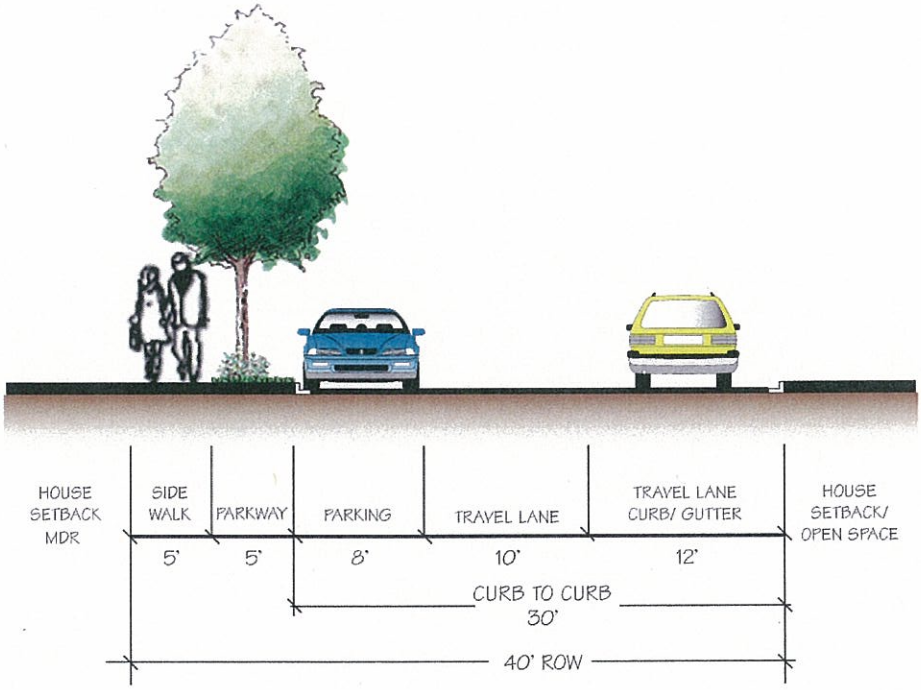


Figure 5-6: Streets A, B, and D (Section D-D from Figure 5-1)

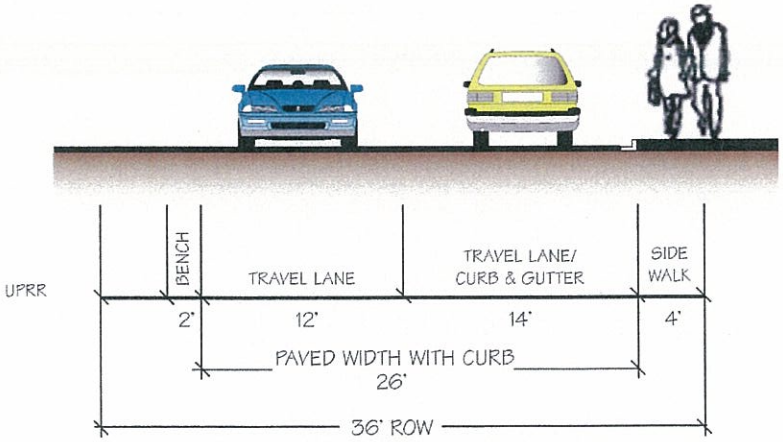


Figure 5-7: Parcel 11 Access Road (Section F-F from Figure 5-1)

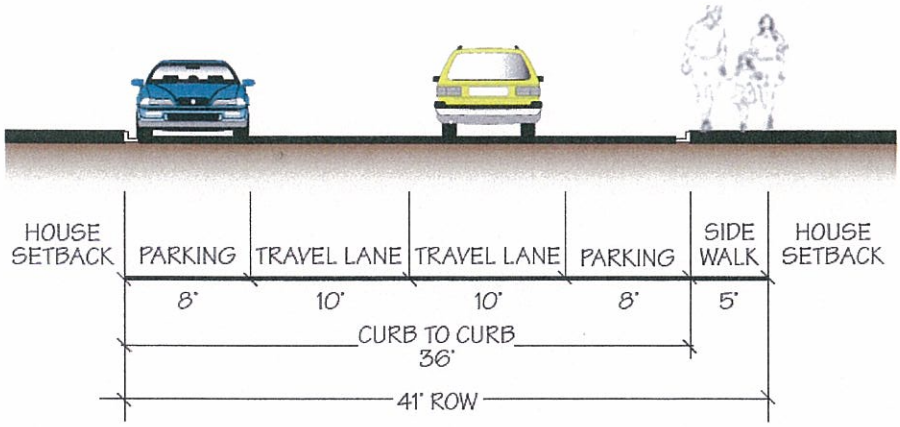


Figure 5-8: Residential Street

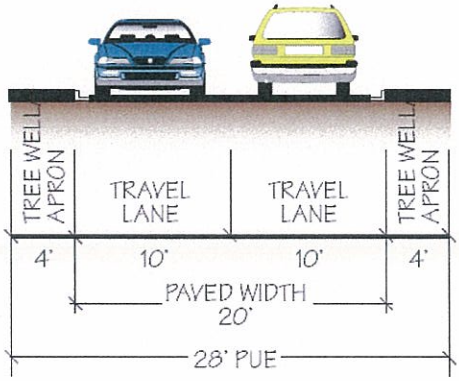


Figure 5-9: Alley

E. Off-site Roadway Improvements

This Specific Plan includes design standards for off-site roadway improvements for Herdal Drive, Werner Drive, and Rogers Lane. These design parameters are described below and are illustrated in Figures 5-10 and 5-11.

Plan Area 1

* Herdal Drive – The primary access point to the BRSP is provided through Plan Area 1 via the extension of Herdal Drive just outside the southeastern edge of the Specific Plan Area. This off-site improvement includes construction of a new bridge spanning the westbound UPRR line. This roadway has a 60'-wide right-of-way and includes two automobile travel lanes and bike lanes. The extension of Herdal Drive into Plan Area 1 uses a slightly-different design standard than the existing roadway, all of which is contained within the existing right-of-way (see Figure 5-10).
* Rogers Lane – It is intended that the Herdal-Werner Connector will function as the primary access route, with Rogers Lane used as a secondary vehicular access route. A secondary vehicular access route is required for Plan Area 1 if its development precedes completion of the Herdal-Werner Connector from Herdal Drive to Werner Road. If the secondary access is required, Rogers Lane and will include widening of and improvements to existing Rogers Lane, improvements at the existing at-grade UPRR crossing on Rogers Lane (including crossing arms), the construction of Street D from Plan Area 1 north through Parcel 20 of Future Plan Area 2, and a connection from the at-grade UPRR crossing to Street D.

Future Plan Area 2

* Werner Road – Werner Road functions as the access point to future Plan Area 2 from the northwest. At the time of Specific Plan approval, improved sections of Werner Road were limited to a 20'-wide paved surface for two-way travel. In order to safely and efficiently serve future development in the BRSP, improvements to this existing roadway (off-site) are necessary. The transition from the Herdal-Werner Collector to Werner Road is designed to have a 36'-wide right-of-way, with adjacent dedicated bike lanes (see Figure 5-11). The improvements to Werner Road extend through the I-80 underpass to Ophir Road.

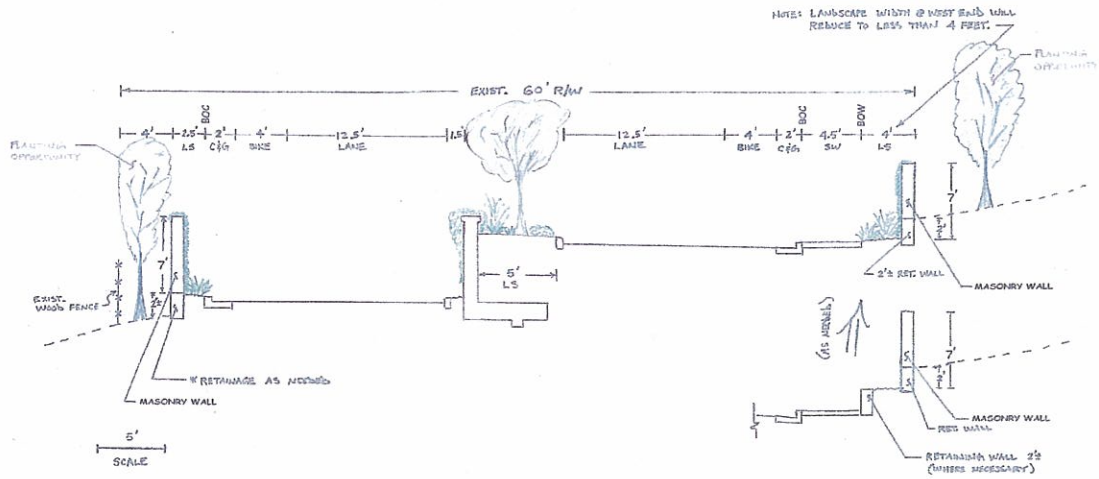


Figure 5-10: Herdal Drive (Off-Site Improvement)

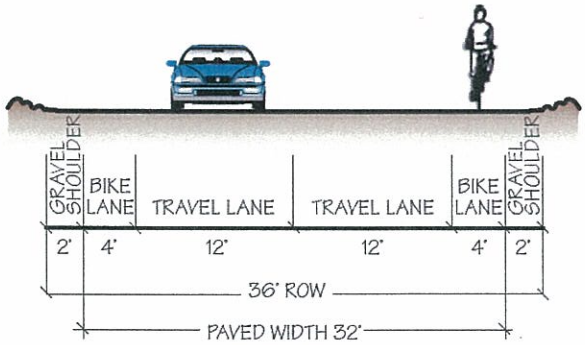
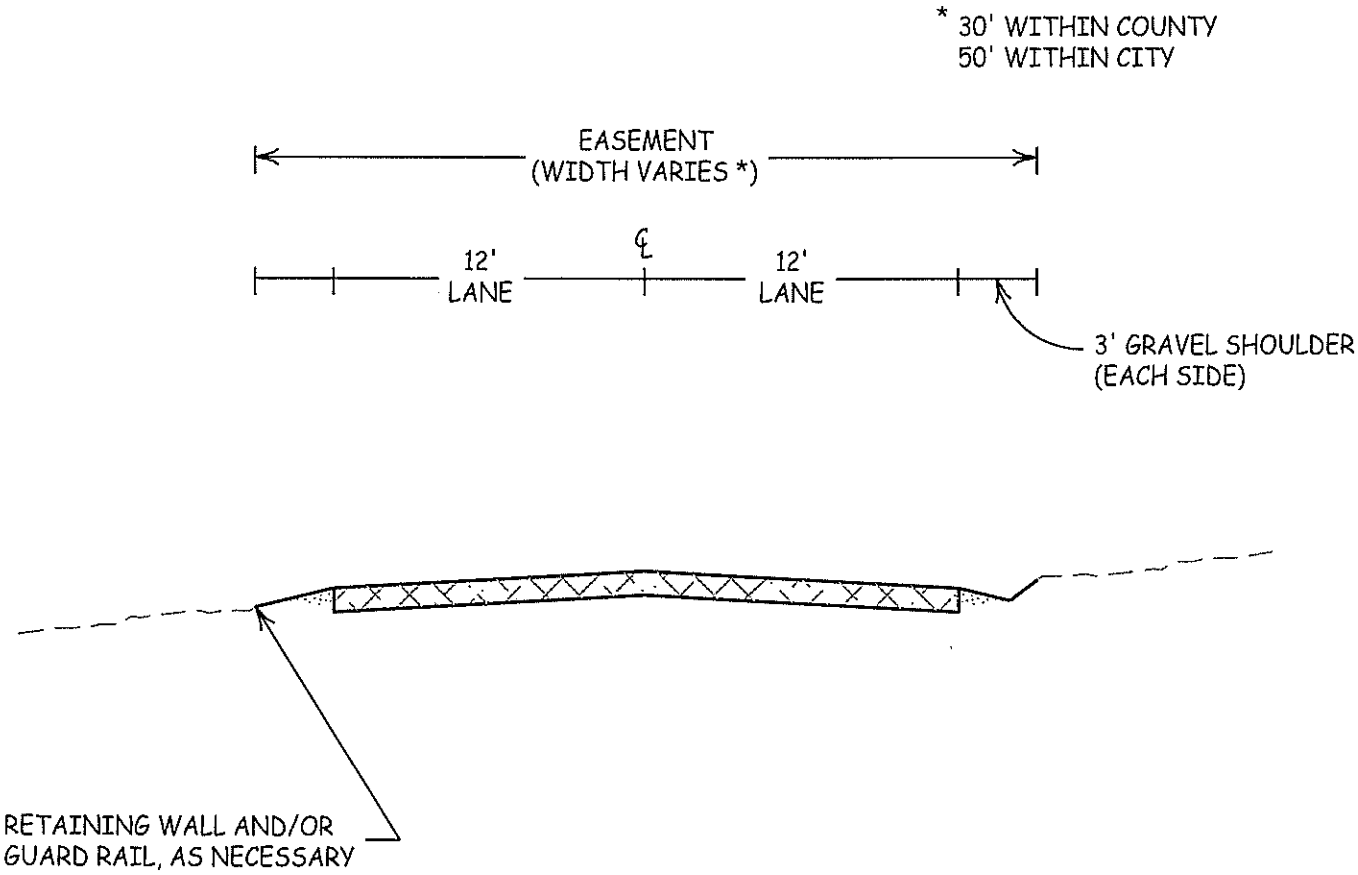


Figure 5-11: Werner Road (Off-Site Improvement)

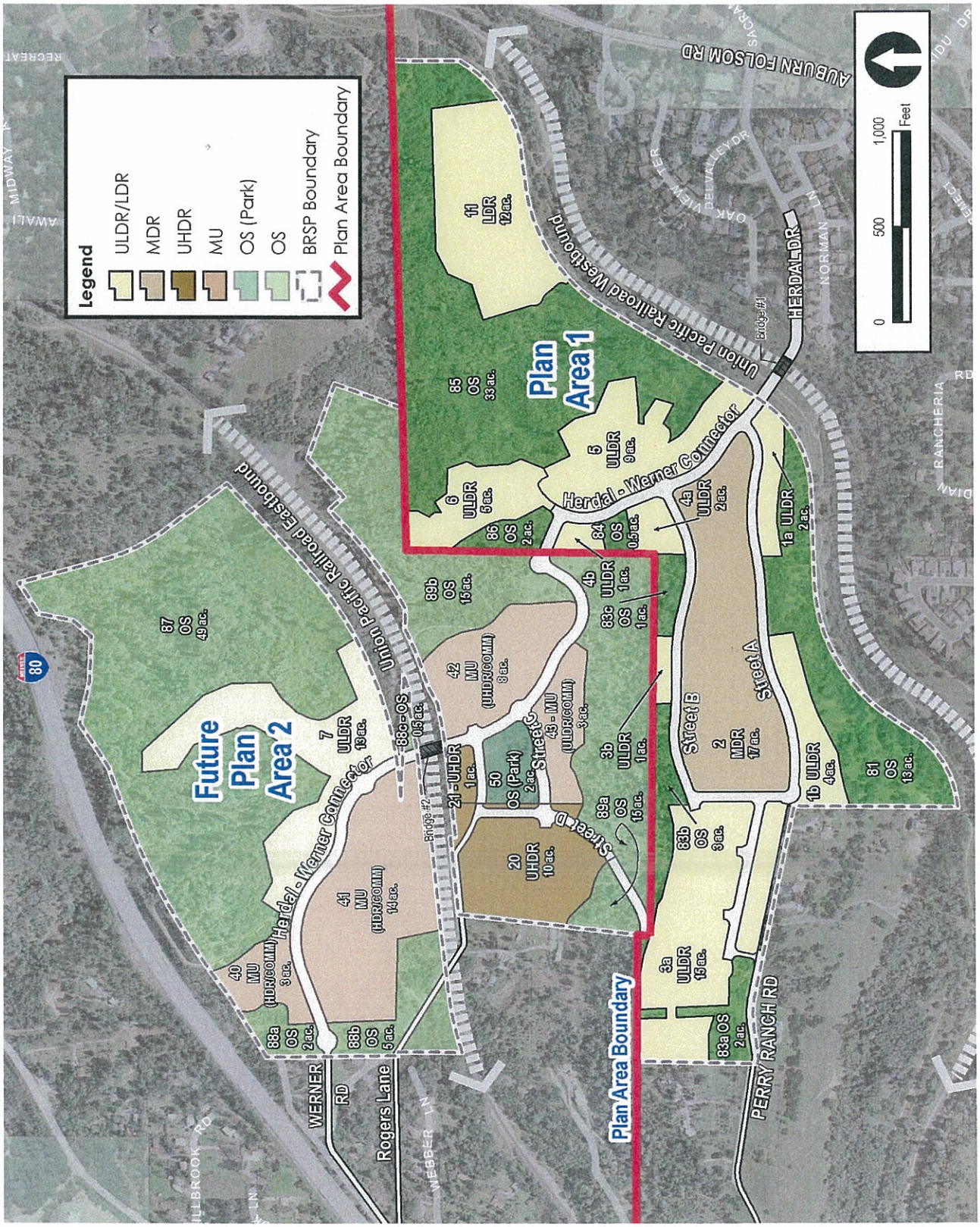
ATTACHMENT 2



PROPOSED ROGERS LANE TYPICAL CROSS-SECTION

BALTIMORE RAVINE SPECIFIC PLAN NTS

ATTACHMENT 3



Revised Figure 3-1: Land Use Plan

ATTACHMENT 4

Table 3-1: Land Use Summary

Plan Area 1

Land Use Designation	Applied Zoning	Acres	Density Range/ Floor Area Ratio	Square Feet	Dwelling Units
Residential					
Low Density Residential (LDR)	R-1	12 ac.	up to 1 du/ac		11 du
Urban Low Density Residential (ULDR)	R-1	39 ac.	1-4 du/ac		109 du
Medium Density Residential (MDR)	R-2	17 ac.	1-10 du/ac		150 du
Subtotal		*68 ac.*			
Park & Open Space					
Open Space	OS-C	55 ac.			
Other					
Right of Way (ROW)		7 ac.			
Sub-Total Plan Area 1		**130 ac.**			**270 du**

Future Plan Area 2

Land Use Designation	Future Zoning	Acres	Density Range/ Floor Area Ratio	Square Feet	Dwelling Units
Residential					
Urban Low Density Residential (ULDR)	R-1	13 ac.	1-4 du/ac		23 du
Urban High Density Residential (UHDR)	R-4	11 ac.	10-20 du/ac		180 du
Subtotal		*23 ac.*			
Mixed Use (MU)					
Mixed Use - Urban Low Density Residential/Commercial (ULDR/COMM)	R-1/C-1	3 ac.	1-4 du/ac FAR up to 3.0	10,000 sf	2 du
Mixed Use - High Density Residential/ Commercial (HDR/COMM)	R-3/C-1	17 ac.	5-15 du/ac FAR up to 0.6	50,000 sf	130 du
Mixed Use - Urban High Density Residential/Commercial (UHDR/COMM)	R-4/C-1	8 ac.	10-20 du/ac FAR up to 3.0	30,000 sf	120 du
Subtotal		*28 ac.*			
Park & Open Space					
Park	OS-C	2 ac.			
Open Space	OS-C	86 ac.			
Subtotal		*90 ac.*			
Other					
Right of Way (ROW)		7 ac.			
Sub-Total Future Plan Area 2		**147 ac.**		**90,000 sf**	**455 du**

Total for Plan Areas 1 and 2

Total		**277 ac.**		**90,000 sf**	**725 du**

Table 3-2: Land Use Allocation by Parcel

Plan Area 1

Parcel #	Land Use	Zoning	Acres	Square Feet	Units
1a	Urban Low Density Residential (ULDR)	R-1	2 ac.		8 du
1b	Urban Low Density Residential (ULDR)	R-1	4 ac.		10 du
2	Medium Density Residential (MDR)	R-2	17 ac.		150 du
3a	Urban Low Density Residential (ULDR)	R-1	15 ac.		45 du
3b	Urban Low Density Residential (ULDR)	R-1	1 ac.		3 du
4a	Urban Low Density Residential (ULDR)	R-1	2 ac.		3 du
4b	Urban Low Density Residential (ULDR)	R-1	1 ac.		2 du
5	Urban Low Density Residential (ULDR)	R-1	9 ac.		23 du
6	Urban Low Density Residential (ULDR)	R-1	5 ac.		15 du
11	Low Density Residential (LDR)	R-1	12 ac.		11 du
81	Open Space (OS)	OS-C	13 ac.		
83a	Open Space (OS)	OS-C	2 ac.		
83b	Open Space (OS)	OS-C	3 ac.		
83c	Open Space (OS)	OS-C	1 ac.		
84	Open Space (OS)	OS-C	0.5 ac.		
85	Open Space (OS)	OS-C	33 ac.		
86	Open Space (OS)	OS-C	2 ac.		
ROW			7 ac.		
Subtotal			*130 ac.*		*270 du*

Future Plan Area 2

Parcel #	Land Use	Zoning	Acres	Square Feet	Units
7	Urban Low Density Residential (ULDR)	R-1	13 ac.		23 du
20	Urban High Density Residential (UHDR)	R-4	10 ac.		160 du
21	Urban High Density Residential (UHDR)	R-4	1 ac.		20 du
40	Mixed Use (High Density Residential/Commercial)	R-3/C-1	3 ac.	8,800 sf	30 du
41	Mixed Use (High Density Residential/Commercial)	R-3/C-1	14 ac.	41,200 sf	100 du
42	Mixed Use (Urban High Density Residential/Commercial)	R-4/C-1	8 ac.	30,000 sf	120 du
43	Mixed Use (Urban Low Density Residential/Commercial)	R-1/C-1	3 ac.	10,000 sf	2 du
50	Open Space (Park)	OS-C	2 ac.		
87	Open Space (OS)	OS-C	49 ac.		
88a	Open Space (OS)	OS-C	2 ac.		
88b	Open Space (OS)	OS-C	5 ac.		
88c	Open Space (OS)	OS-C	0.5 ac.		
89a	Open Space (OS)	OS-C	15 ac.		
89b	Open Space (OS)	OS-C	15 ac.		
ROW			7 ac.		
Subtotal			*147 ac.*	*90,000 sf*	*455 du*

Total Plan Areas 1 and 2

Total	**277 ac.**	**90,000 sf**	**725 du**

ATTACHMENT 5

6.2 Parks and Open Space

The BRSP's park and open space areas provide for internal active and passive recreational opportunities. Included is a formal, developed park in future Plan Area 2, as well as extensive open space that will remain undeveloped. An exhibit illustrating the parks and open space plan is provided on Figure 6-1.

A. City of Auburn Park Requirements

Person per Household Factors

The City's Municipal Code includes provisions for the calculation of park dedication requirements based on residential density. The parks requirements of the Municipal Code provide different household occupancy factors based on residential zoning. In general, in lower density residential areas the household population factor is greater than in higher density residential areas. The Municipal Code's household occupancy factors correlate to population, which is used to calculate park land dedication requirements (discussed in the following section). The population assumptions for the BRSP, per the Municipal Code's household occupancy factors, are summarized below for each Plan Area.

Table 6-1: Population Estimates for Park Requirements

Plan Area 1

Zoning	Equivalent SP Land Use	Housing Type	Persons per Unit	Housing Units	Population
R-1	Low & Urban Low Density Residential	Single-Family	3.40	120 du	408 persons
R-2	Medium Density Residential	Single & Multi-Family	2.20	150 du	330 persons
Sub-Total Plan Area 1				**270 du**	**738 persons**

Future Plan Area 2

Zoning	Equivalent SP Land Use	Housing Type	Persons per Unit	Housing Units	Population
R-1	Urban Low Density Residential	Single-Family	3.40	25 du	85 persons
R-3/R4	High & Urban High Density Residential	Multi-Family	2.20	430 du	946 persons
Sub-Total Future Plan Area 2				**455 du**	**1,031 persons**

Total for Plan Areas 1 and 2

Total				**725du**	**1,769 persons**

Park Dedication Requirements and Credits

Both the City's General Plan and Municipal Code require that five acres of land per 1,000 residents be dedicated for local park and recreation purposes. The dedication requirements and credited acreage for parks and recreation lands in Plan Area 1 and future Plan Area 2 are summarized on Table 6-2.

The BRSP will have a population of 1,769 residents, resulting in a requirement for 8.85 acres of park land (see Tables 6-1 and 6-2). The park land requirement can be met through the dedication of park land, or the City's park fee, consistent with the Municipal Code. The BRSP provides 2 acres of park land in future Plan Area 2.

The park and open space standards have been applied to each Plan Area as noted below:

* **Plan Area 1:** As indicated in Table 6-1, development of Plan Area 1 will result in an estimated population of up to 738 residents. Based on the standard above, Plan Area 1 generates a park land dedication requirement of 3.69 acres. No parks are provided in Plan Area 1, but 55 acres of open space lands are included which will provide for passive recreation. No park land credit will be given for the open space lands so the entire park land requirement will be met through payment of the park fee, consistent with the Municipal Code.
* **Future Plan Area 2:** As indicated in Table 6-1, development of future Plan Area 2 will result in an estimated population of up to 1,031 residents, generating a park land dedication requirement of 5.16 acres. Two acres of park land are proposed in future Plan Area 2, as well as 88 acres of open space lands for passive recreation. No park land credit will be given for the open space lands. The park land requirement would be met through payment of the City's park fee or dedication of park land, consistent with the Municipal Code.

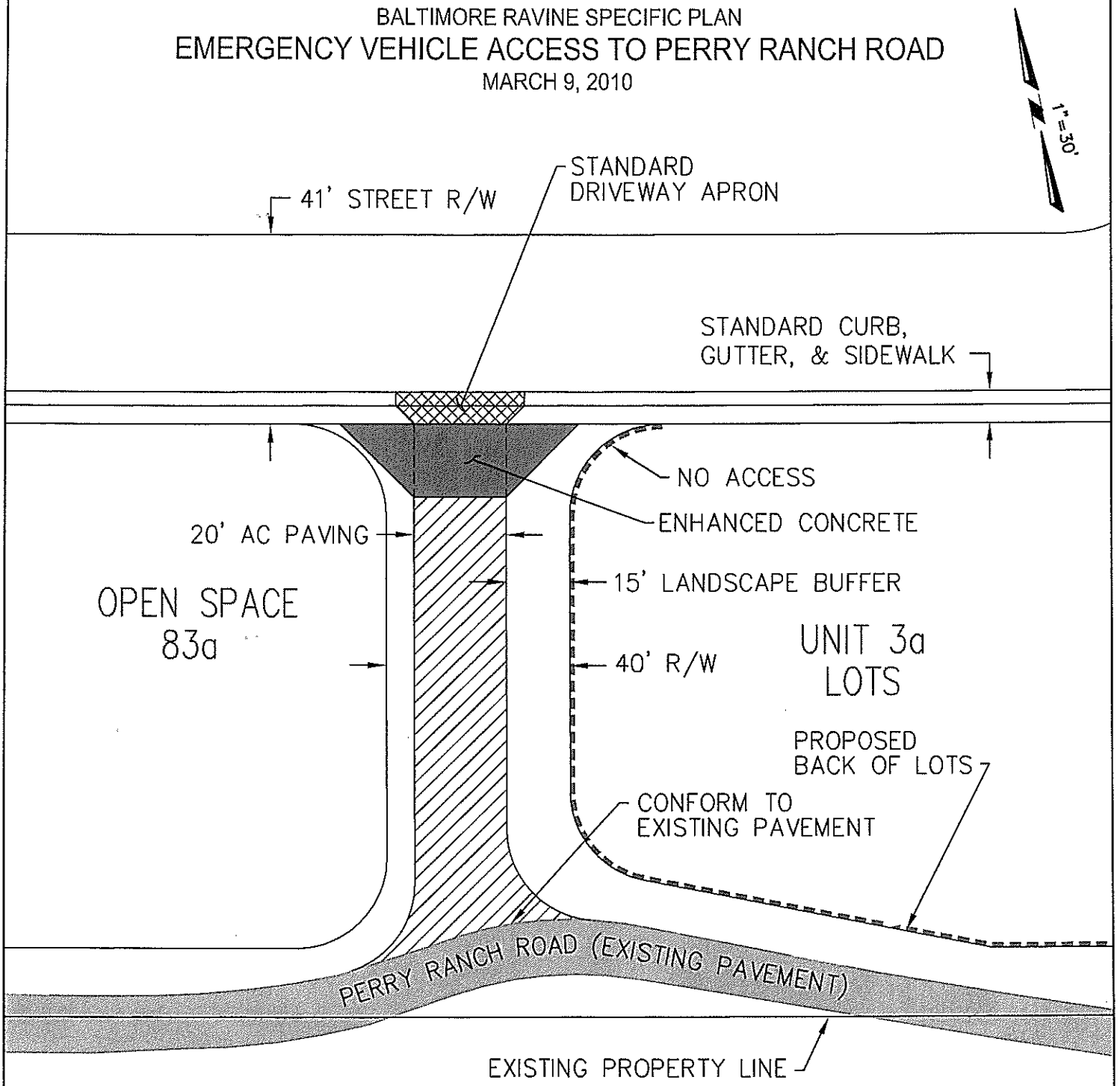
Although the City does not require dedication of or accept park land credit for open space, it should be noted that these areas provide passive recreation opportunities for hiking, mountain biking, and interacting with the natural environment.

ATTACHMENT 6

BALTIMORE RAVINE SPECIFIC PLAN

EMERGENCY VEHICLE ACCESS TO PERRY RANCH ROAD

MARCH 9, 2010



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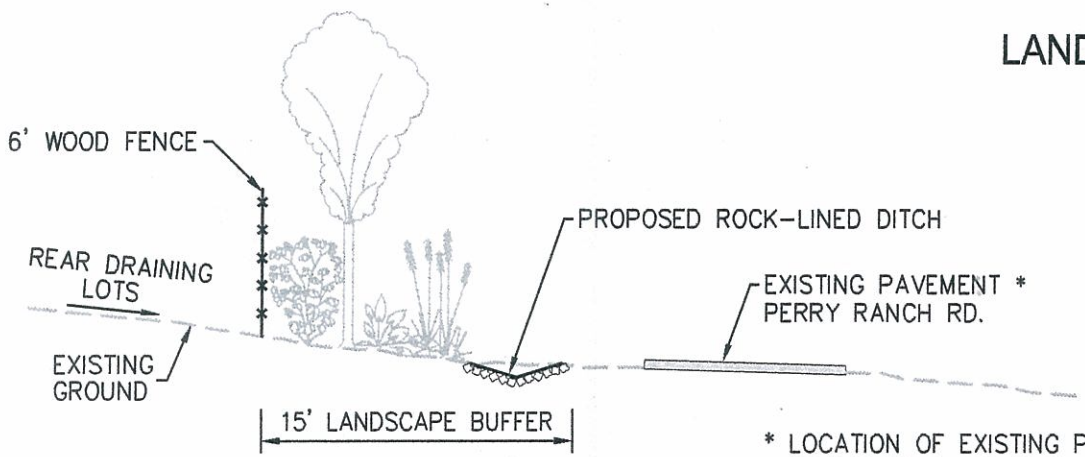
ROSEVILLE, CA 95661 (916) 780-2500

ATTACHMENT 7

BALTIMORE RAVINE SPECIFIC PLAN

LANDSCAPE BUFFER AT PERRY RANCH ROAD

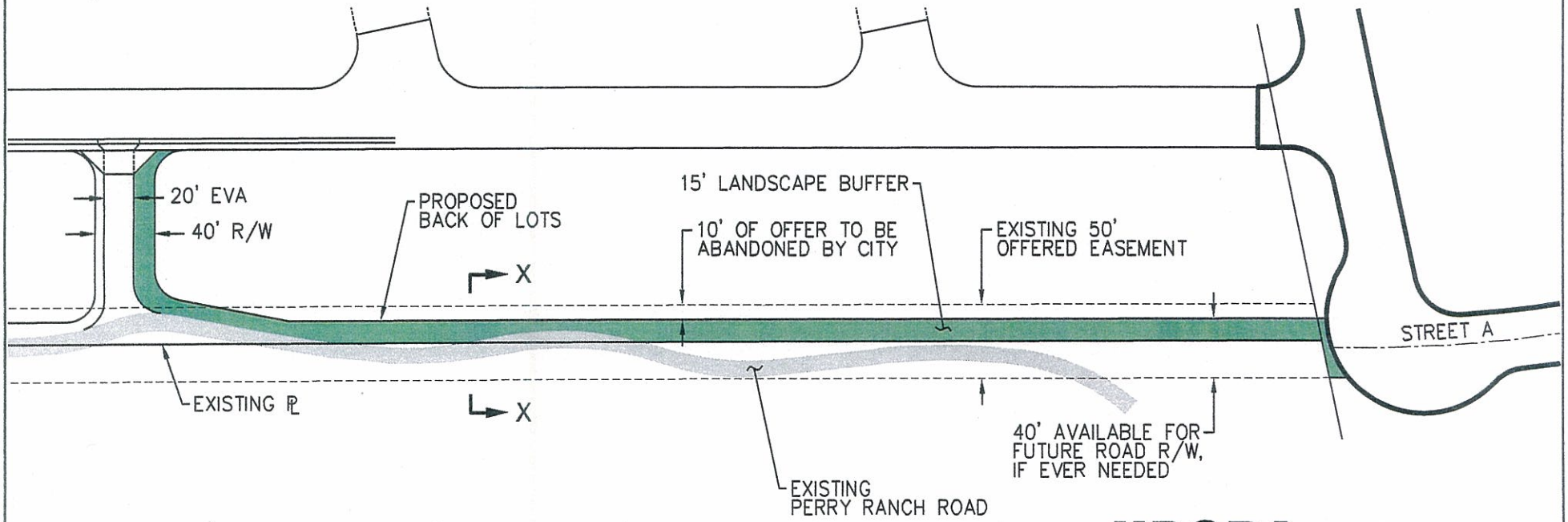
MARCH 10, 2010



* LOCATION OF EXISTING PAVEMENT MEANDERS IN RELATION TO PROPERTY LINE

SECTION X-X

NOT TO SCALE



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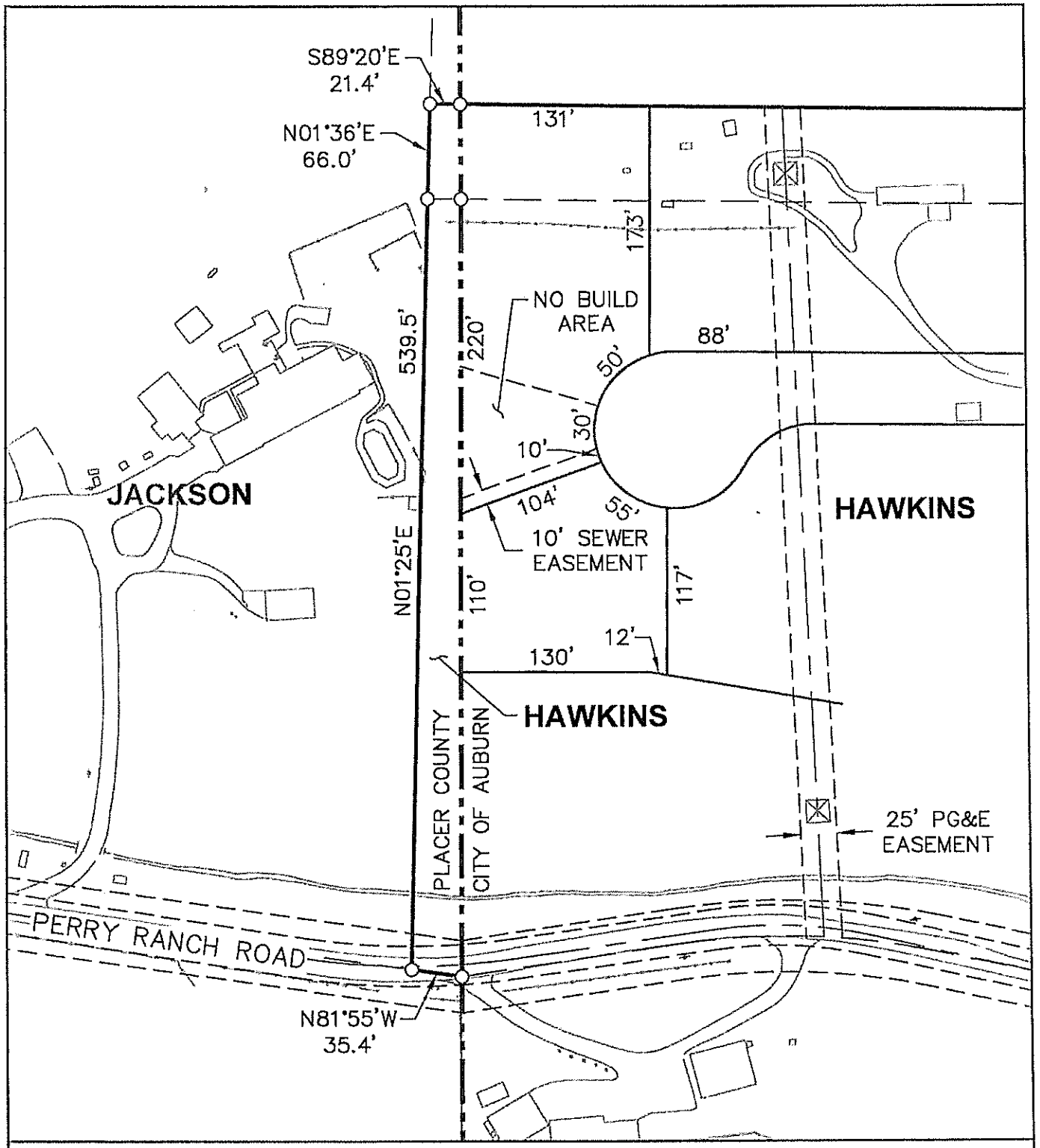
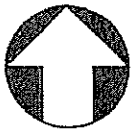
ATTACHMENT 8





SCHEMATIC LOT CONCEPT

BALTIMORE RAVINE

PHASE 1

JULY 6, 2010

ANDREGG GEOMATICS