CITY OF AUBURN

Planning Commission – Staff Report
Meeting Date: March 26, 2010

Prepared by: Adrienne Graham, Consulting Planner

ITEM NO. II-A

ITEM II-A: **BALTIMORE RAVINE SPECIFIC PLAN SITE TOUR (FRIDAY, MARCH 26, 2010, 1:00 PM, CITY HALL)**

INTRODUCTION:

The City of Auburn is in receipt of the Baltimore Ravine Specific Plan (BRSP) proposed for 277 acres of the 408-acre Urban Reserve area situated in southwest Auburn. The Specific Plan, which is described in greater detail below, provides for a total of 725 dwelling units and up to 90,000 square feet of commercial space in two phases (i.e. Plan Areas) of development.

On December 15, 2009, the Auburn Planning Commission held its first public hearing for the BRSP. The Commission was provided with an overview of the BRSP from staff, a presentation from the applicant, and received comments from members of the public. During the hearing, the Planning Commission requested that staff organize a tour of the project site.

Several questions were raised at the December hearing regarding access to the BRSP site, particularly on Herdal Drive. A memorandum provided as Exhibit D to this report discusses the proposed Herdal Drive extension access and options that were considered, but not selected. These access routes will also be pointed out during the site tour.

PURPOSE OF MEETING:

The purpose of this meeting is to gain an understanding of the characteristics of the BRSP site by viewing it from a number of interior and exterior vantage points.

No action will be taken by the Commission at this meeting. Future hearings will be held on the Specific Plan, the Draft Environmental Impact Report (DEIR) which is anticipated to be released in Spring 2010, and associated approvals (e.g., rezoning, development agreement).

PROJECT INFORMATION:

Applicant: Stephen Des Jardins; Baltimore Ravine LLC; 130 Diamond Creek Place, Suite 1; Roseville, CA 95747; Phone: 916-786-8158

Location: The plan area is generally bounded by Auburn-Folsom Road to the east, Interstate 80 to the north and northwest, the westbound Union Pacific Railroad (UPRR) track to the south, and the City/County boundary to the west (see Exhibit A-2, Land Use Plan).

Project Size: 277 acres

BRSP Plan Area:

Zoning:	Agricultural Residential (AR), Agricultural Residential/Mineral Extraction (AR-ME), Single-Family Residential (R1-10), Single-Family Residential/Mineral Extraction (R1-10/ME)
General Plan:	Urban Reserve (UR)
Existing Land Use:	Five residences

Surrounding Land Uses:

North:	Interstate 80, Industrial, Residential
South:	Residential, Union Pacific rail line
East:	Residential, Auburn Recreation District
West:	County rural residential

BACKGROUND

The BRSP is located in an area of the City designated by the Auburn General Plan as Urban Reserve (UR). The Urban Reserve designation requires a Specific Plan prior to any development beyond the existing zoning. The City received an application in mid-2007 to develop approximately 277 acres of the 406-acre Urban Reserve area. The remaining 129 acres are not included within the BRSP area, but are designated as four separate Study Areas. The Study Areas are proposed to be redesignated as Agricultural Residential with two-acre minimum lot sizes.

The current applicant submitted a proposal in 2007 to prepare the Baltimore Ravine Specific Plan, which would guide development of 277 acres of the Urban Reserve. A Notice of Preparation of an EIR for that proposal was released in December 2007, and the City held a scoping meeting on January 24, 2008. The BRSP proposal was subsequently revised by the applicant, responding in part to staff and community concerns. The revised BRSP also accounts for the natural topography of the site, which includes many steep hillsides and slopes.

A second Notice of Preparation of an EIR for the revised proposal was released in April 2009. In October 2009 the applicant completed the draft Specific Plan and it was released to the public. The first public hearing on the BRSP was conducted by the Planning Commission in December 15, 2009.

Since that time, the applicant has proposed to change the secondary access to Plan Area 1. The revised circulation plan would use Rogers Lane rather than Perry Ranch Road as a secondary access for Plan Area 1. A new road through Parcel 20 and Parcel 89 would connect Rogers Lane to Plan Area 1. As a result, the amount of Open Space would decrease by 2 acres, the Urban High Density Residential (UHDR) designation would increase by 1 acre and the rights-of-way (ROW) would increase by 1 acre. Perry Ranch Road would be used for emergency access only, and would not be improved.

No other changes to the land use plans for the BRSP and Study Areas are proposed. The BRSP would continue to provide for 725 residential units, 90,000 square feet of commercial/retail space and 2 acres of park. The Study Areas are still proposed to be redesignated for 2-acre minimum residential uses, for a total of 65 units. Exhibit A-1, Land Use Table, shows the proposed acreages by land use, dwelling unit count and commercial/retail square footage. Exhibit A-2 is the March 2010 land use plan.

An Addendum to the April 2009 revised NOP has been prepared to address the use of Rogers Lane as a secondary access for Plan Area 1. The Addendum was released for public and agency review on March 19, 2010, and is provided as Exhibit B-2; the Notice of Availability is provided as Exhibit B-1. The comment period closes April 9, 2010.

No action will be taken at the upcoming site tour. Additional public hearings will be conducted in the coming months for the BRSP, the Draft EIR, and the other associated entitlements (e.g. general plan amendment; rezoning; large lot map; development agreement).

SITE TOUR

The site tour will be conducted by vehicle and is expected to take about 3 hours. The tour is designed to provide the Commissioners with an understanding of the physical characteristics of the plan area, the circulation system, and views into the BRSP, and from the BRSP, from key areas, including Auburn-Folsom Road and the Grand Oaks subdivision. The tour will also explore key features of both Plan Area 1 and Plan Area 2. Exhibit C provides a table and map showing the route for the tour, describing vantage points and identifying viewpoints that will be marked.

ACCESS CONSIDERATIONS

At the December 15, 2009 hearing, questions were raised by both the public and the Commission about the proposed circulation plan for the BRSP, particularly the extension of Herdal Drive. Staff has prepared a memorandum that addresses the Herdal Drive extension and other access options (see Exhibit D), and a summary is provided below. The applicant has also provided information regarding the rationale for the alignment of Main Street, with connections to Herdal Drive and Werner Road (see Exhibit E).

Development of the BRSP requires at least two 24-hour, unrestricted access points. The project applicant proposes to provide the required accesses by connecting Herdal Drive to Werner Road, which will require 2 new bridges over the UPRR tracks and construction of a new road through the BRSP. Concerns have been raised about the southern access, which would extend Herdal Drive and construct a bridge over the UPRR rail line at Bloomer Cut, a railroad-related historical feature.

Prior projects proposed for the Urban Reserve, which includes the BRSP area, have also had to grapple with the issue of access. A number of options have been considered in the past. As discussed below, the circulation plans for the Urban Reserve area have, for the most part, assumed that both tracks would need to be crossed, and that the crossings would be placed at locations similar to those proposed in the BRSP. A crossing at Bloomer Cut has been assumed as a primary crossing or an option in all of the plans that were reviewed. Both Maidu Drive and Herdal Drive

have been considered as routes to connect the Bloomer Cut crossing to Auburn-Folsom Road. Other access points have been proposed, including connections to Pacific Street and High Street, particularly in the 1993 Southwest Auburn Specific Plan, which provided for connection to these streets in addition to (not instead of) the primary routes via Indian Hill Road and Werner Road.

As explained in Exhibit D, staff concurs that the Herdal Drive extension with the bridge over Bloomer Cut is the most appropriate means of providing access to the southern portion of the BRSP. The extension of Herdal Drive has been part of plans for providing access to the Baltimore Ravine area for more than 30 years, as evidenced by prior plans and the existing right-of-way on the extension. It is the most direct route, involving the least amount of roadway construction, and the shortest bridge span. The amount of cut and fill necessary for this route, and the impacts on natural resources, would be less severe than under other options. The primary disadvantages are that the roadway would be located adjacent to existing backyards and that the bridge would be constructed over a significant historic resource, Bloomer Cut. However, the extension was anticipated in approvals for the existing residences, and the bridge would be designed so that Bloomer Cut itself would not be altered. The impacts associated with the extension and the bridge over Bloomer Cut will be addressed in detail in the Draft EIR being prepared for the BRSP.

Exhibits

A-1 BRSP Land Use Summary
A-2 BRSP Land Use Map
B-1 Notice of Availability for the Addendum to the April 2009 Revised Notice of Preparation
B-2 March 19, 2010 Addendum to the April 2009 Revised Notice of Preparation for the BRSP EIR
C-1 Baltimore Ravine View Points
C-2 BRSP Tour Map
D Staff Memorandum regarding BRSP Access
E Ubora Memorandum regarding BRSP Access

EXHIBIT A-1
BRSP - LAND USE SUMMARY

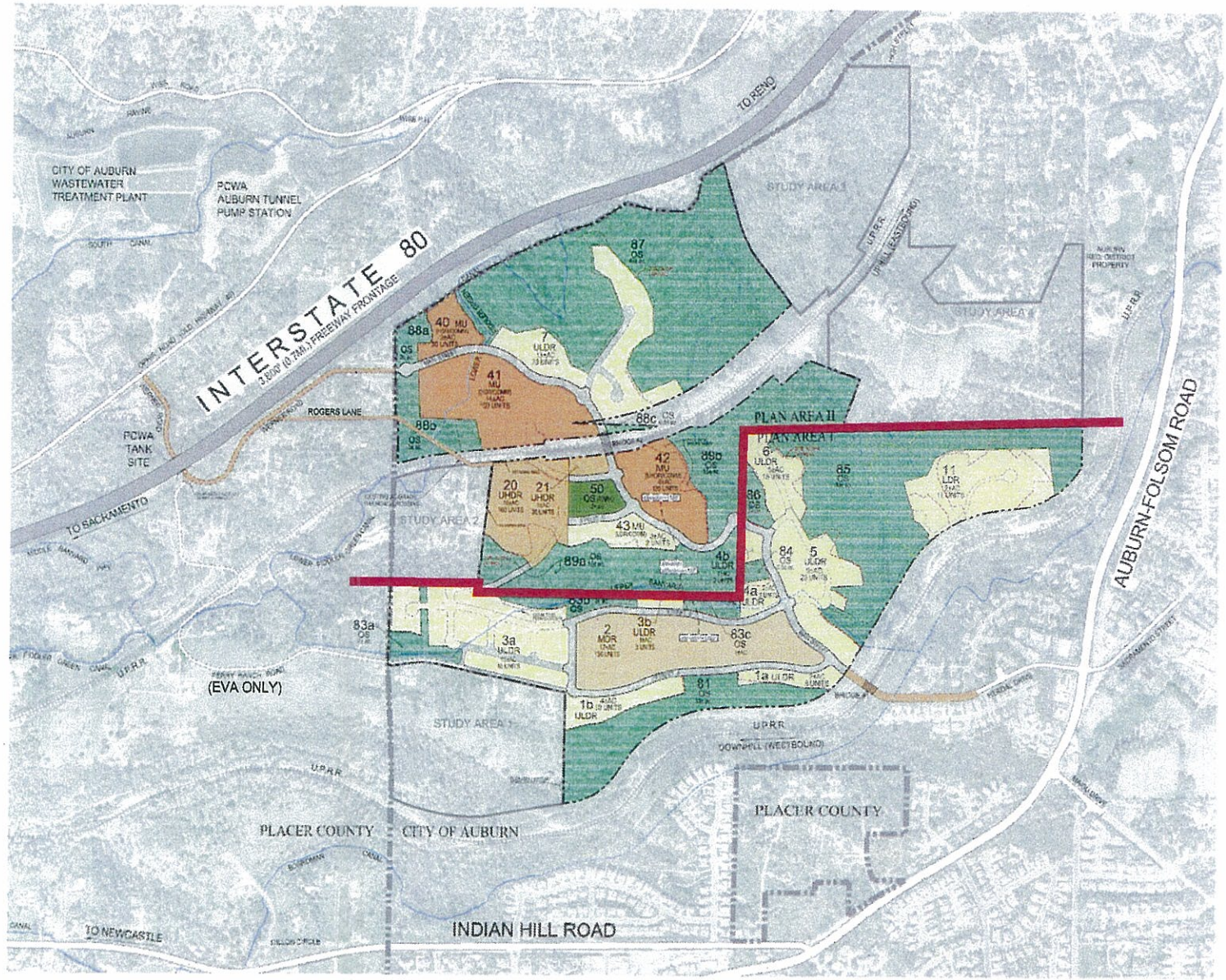
Land Use Designation	Applied Zoning District	Acres	Density Range	Dwelling Units
BALTIMORE RAVINE SPECIFIC PLAN				
Residential				
Low Density Residential (LDR)	R-1 (Single-Family Residential District)	12 acres	Up to 1 du/ac	11 du
Urban Low Density Residential (ULDR)	R-1 (Single-Family Residential District)	52 acres[2]	1-4 du/ac	155 du
Medium Density Residential (MDR)	R-2 (Medium Density Multiple-Family Residential)	17 acres	1-10 du/ac	150 du
Urban High Density Residential (UHDR)[1]	R-4 (High Density Multiple-Family Residential)	11 acres	5-20 du/ac	180 du
Non Residential				
Mixed Use – High Density Residential/Commercial (HDR/COMM)	C-1 (Neighborhood Commercial) R-3 (Medium Density Multiple-Family Residential)	17 acres	floor area ratio up to 3 5-15 du/ac	50,000 sf 130 du
Mixed Use – Urban High Density Residential/Commercial (UHDR/COMM)	C-1 (Neighborhood Commercial) R-4 (High Density Multiple-Family Residential)	8 acres	floor area ratio up to 3 10-20 du/ac	30,000 sf 120 du
Mixed Use - Urban Low Density Residential/Commercial (ULDR/COMM)	C-1 (Neighborhood Commercial) R-1 (Single-Family Residential)	3 acres	floor area ratio up to 3 1-4 du/ac	10,000 sf 2 du
Park & Open Space				
Park	OS-C	2 acres		
Open Space	OS-C	141 acres		
Right of way (ROW)		14 acres		
	Total	**277 acres**		**725 du**
STUDY AREAS				
Study Area 1		32 acres	1du/2ac	16 du
Study Area 2		14 acres	1du/2ac	7 du
Study Area 3		36.5 acres	1du/2ac	19 du
Study Area 4		46.5 acres	1du/2ac	23 du
Total		129 acres		65 du
	BRSP AND STUDY AREAS TOTAL	**406 acres**		**790 du** **90,000 sf**

Notes:
1. The City's General Plan does not include this designation at this time, but would be amended as part of this project to include an UHDR designation.
2. Exhibit C-1, BRSP Land Use Summary, in the April 2009 NOP erroneously stated that there would be 65 acres of ULDR. The correct figure is 52 acres. This correction does not alter the number of ULDR units, the total unit count, or any other acreages for the BRSP.

Source: BRSP, August, 2009.

BALTIMORE RAVINE SPECIFIC PLAN

NEW SITE PLAN



SITE PLAN (MARCH, 2010)

UBORA *ENGINEERING & PLANNING*

"EXCELLENCE"

2901 DOUGLAS BOULEVARD, SUITE 285
ROSEVILLE, CA 95661 (916) 780-2500

MARCH 10, 2010

EXHIBIT A-1

EXHIBIT B-1

CITY OF AUBURN

Community Development Department

1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211 • FAX (530) 885-5508

NOTICE OF AVAILABILITY

TO: Interested Parties

FROM: City of Auburn
Community Development Department

DATE: March 19, 2010

SUBJECT: **AVAILABILITY OF ADDENDUM TO THE REVISED NOTICE OF PREPARATION FOR THE BALTIMORE RAVINE SPECIFIC PLAN EIR (SCH# 2007122091)**

COMMENT PERIOD: March 19, 2010, through April 9, 2010

On December 27, 2007, the City of Auburn issued a Notice of Preparation (NOP) for the preparation of an Environmental Impact Report (EIR) for the Baltimore Ravine Specific Plan and Study Areas project (proposed project). A revised NOP was released in April 2009 to notify the public and agencies of changes made to the proposed project. Since that time, a change has been made to the circulation plan. The revised circulation plan would use Rogers Lane rather than Perry Ranch Road as a secondary access for Plan Area 1 (see Figure 2).

The City is circulating this Addendum to the April 2009 NOP to inform interested parties of the proposed change, and to solicit comments on the revised access proposal as it relates to the EIR analysis. Comments made in response to the December 2007 and April 2009 NOPs will be considered in preparation of the Draft EIR, so previously submitted comments do not need to be resubmitted.

The Addendum to the Revised NOP is available from the City of Auburn, Community Development Department, 1225 Lincoln Way, Room 3, Auburn, California, 95603; phone: (530) 823-4211 and on the City's website at www.auburn.ca.gov.

Project Location

The proposed project site is located in the southwest area of the City of Auburn adjacent to Placer County, approximately 2 miles from the downtown district. As shown on Figure 1, the Urban Reserve area is divided into the BRSP area and four Study Areas. The Study Areas consist of four geographic areas located northeast and southwest of the BRSP area. The BRSP site is generally bounded by the westbound Union Pacific Railroad (UPRR) track to the south, Auburn-Folsom Road to the east, and I-80 to the north and northwest. The BRSP site is divided by the eastbound UPRR track (see Figure 1).

Project Description

A new road through Parcel 20 and Parcel 89 would connect Rogers Lane to Plan Area 1. As a result, the amount of Open Space would decrease by 2 acres, the Urban High Density

Residential (UHDR) designation would increase by 1 acre and the Rights-of-Way would increase by 1 acre. Perry Ranch Road would be used for emergency access only, and would not be improved. No other changes to the land use plans for the BRSP and Study Areas are proposed. The BRSP would continue to provide for 725 residential units, 90,000 square feet of commercial/retail space and 2 acres of park. The Study Areas are still proposed to be redesignated for 2-acre minimum residential uses, for a total of 65 units.

Significant Environmental Effects

At this time, it is anticipated that the following issue areas will be addressed in the EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils (including Mineral Resources), Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Public Utilities, and Transportation and Traffic/Circulation.

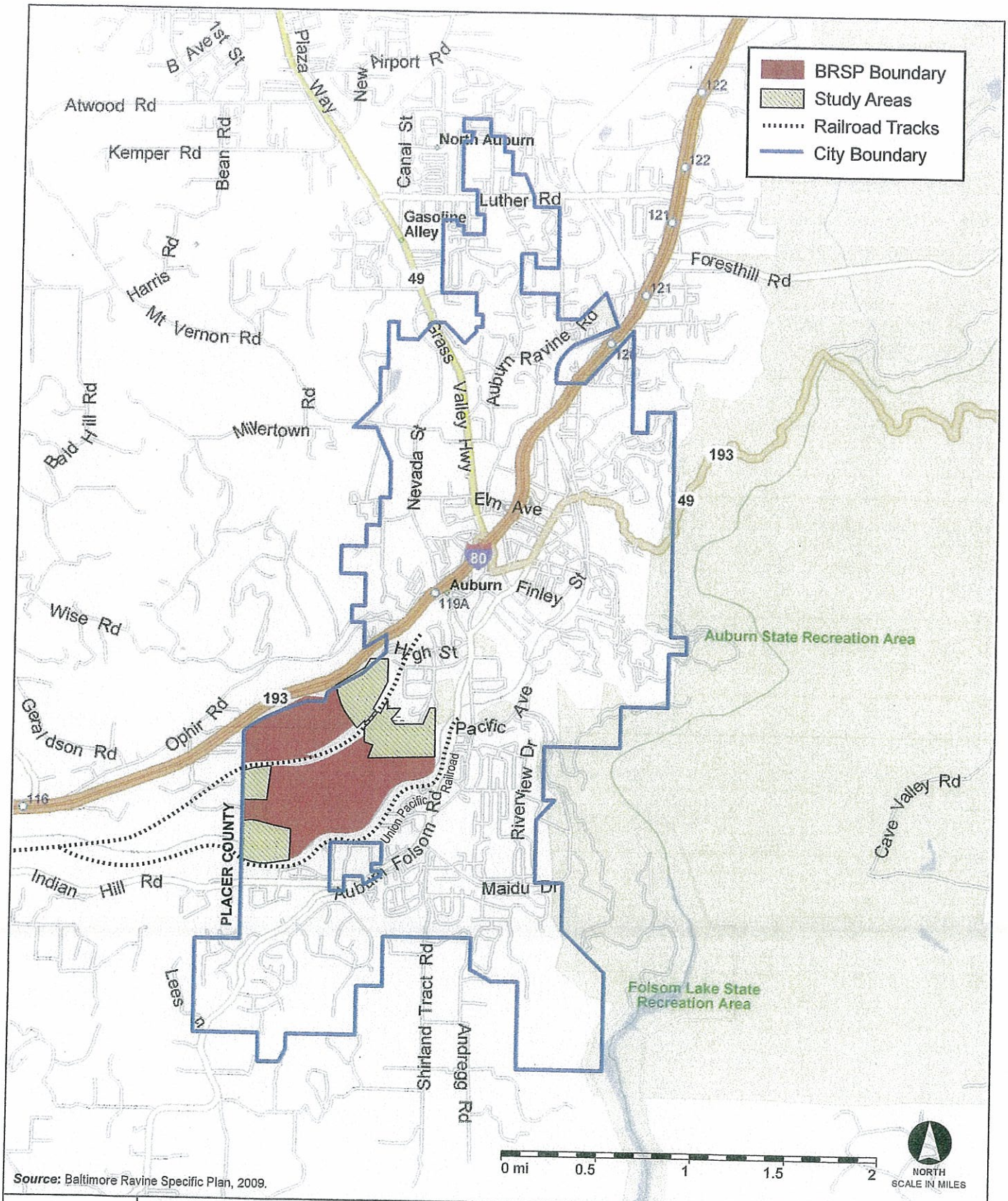
Document Availability and Review

To ensure that the full range of project issues of interest to responsible government agencies and the public are addressed, comments and suggestions are invited from all interested parties. Written comments or questions concerning the EIR for the proposed project should be directed to the following address by **5:00 p.m. on Monday, April 9, 2010.**

Adrienne L. Graham, AICP, Consulting Planner
City of Auburn
Community Development Department
1225 Lincoln Way, Room 3
Auburn, CA 95603
Phone: 916-206-0135
Fax: (530) 885-5508
algraham@surewest.net

Comments received in response to the December 2007 NOP, and April 2009 Revised NOP will be considered in preparation of the Draft EIR, so previously submitted comments do not need to be resubmitted.

No public meeting will be held for the revised NOP.



Source: Baltimore Ravine Specific Plan, 2009.

PBSJ

Figure 1
Project Location

100007145

Baltimore Ravine Specific Plan and Study Areas

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FIGURE 2

BALTIMORE RAVINE SPECIFIC PLAN

PLAN AREA 1 - SECONDARY ACCESS EXHIBIT

MARCH 10, 2010

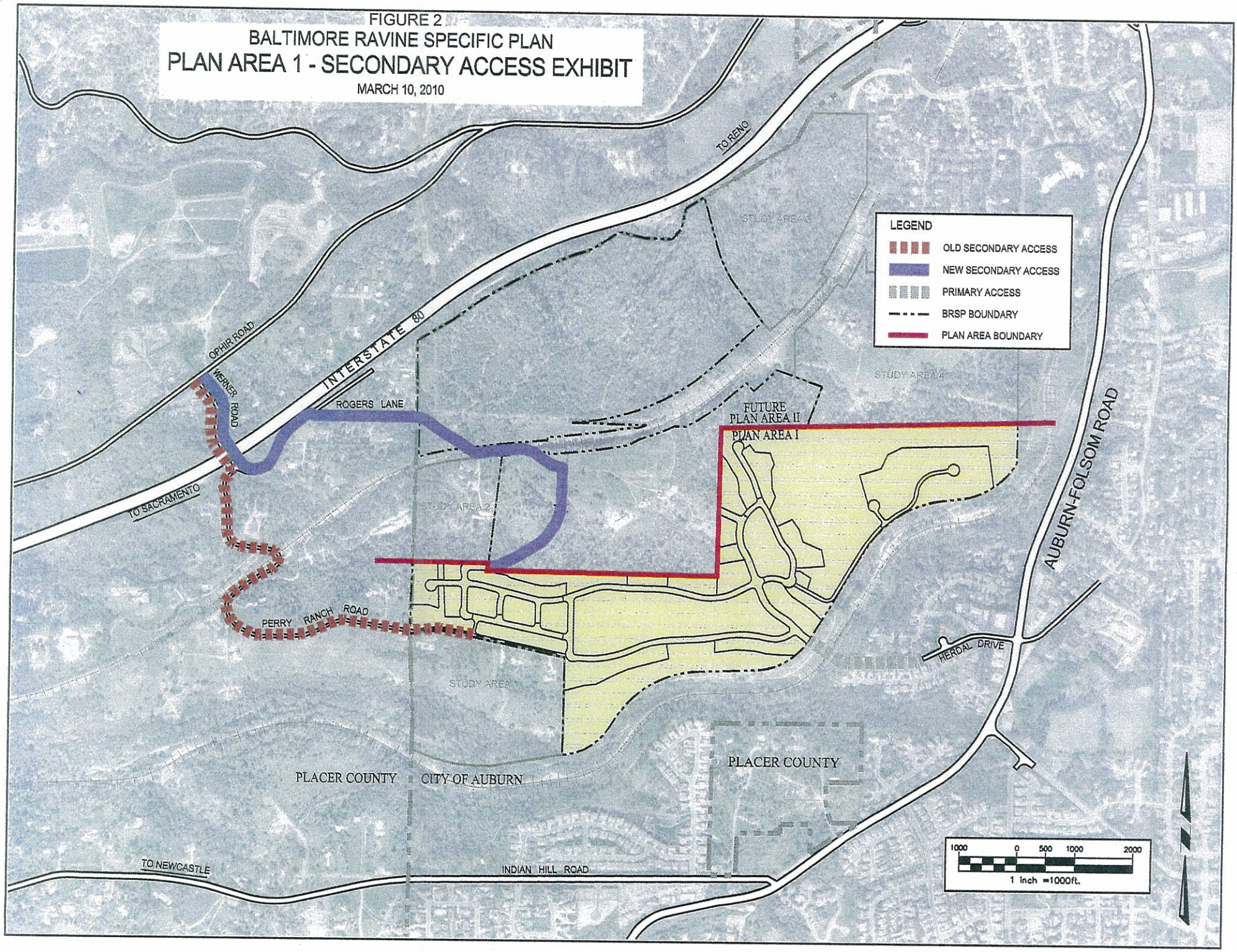


EXHIBIT B-2

CITY OF AUBURN

Community Development Department

1225 LINCOLN WAY • AUBURN, CA 95603 • PHONE (530) 823-4211 • FAX (530) 885-5508

DATE: March 19, 2010

TO: Interested Persons

FROM: Reg Murray, Senior Planner

SUBJECT: **Addendum to the April 9, 2009, Revised Notice of Preparation for an Environmental Impact Report (EIR) for the Baltimore Ravine Specific Plan and Study Areas Project (SCH# 2007122091)**

PUBLIC REVIEW PERIOD: March 19 to April 9, 2010

Introduction

On December 27, 2007, the City of Auburn issued a Notice of Preparation (NOP) for the preparation of an Environmental Impact Report (EIR) for the Baltimore Ravine Specific Plan and Study Areas project (proposed project). A revised NOP was released in April 2009 to notify the public and agencies of changes made to the proposed project. Since that time, a change has been made to the circulation plan. The revised circulation plan would use Rogers Lane rather than Perry Ranch Road as a secondary access for Plan Area 1. A new road through Parcel 20 and Parcel 89 would connect Rogers Lane to Plan Area 1. As a result, the amount of Open Space would decrease by 2 acres, the Urban High Density Residential (UHDR) designation would increase by 1 acre and the Rights-of-Way would increase by 1 acre. Perry Ranch Road would be used for emergency access only, and would not be improved. No other changes to the land use plans for the BRSP and Study Areas are proposed. The BRSP would continue to provide for 725 residential units, 90,000 square feet of commercial/retail space and 2 acres of park. The Study Areas are still proposed to be redesignated for 2-acre minimum residential uses, for a total of 65 units.

The City is circulating this Addendum to the April 2009 NOP to inform interested parties of the proposed change, and to solicit comments on the revised access proposal as it relates to the EIR analysis. Comments made in response to the December 2007 and April 2009 NOPs will be considered in preparation of the Draft EIR, so previously submitted comments do not need to be resubmitted.

Project Location

The proposed project site is located in the southwest area of the City of Auburn adjacent to Placer County, approximately 2 miles from the downtown district (see Figure 1). The City of Auburn is located in western Placer County, situated at the intersection of I-80 and Highway 49, approximately 30 miles northeast of the City of Sacramento and 15 miles northeast of the City of Roseville. As shown on Figure 1, the project site is divided into the BRSP area and four Study

Areas. The Study Areas consist of four geographic areas located northeast and southwest of the BRSP area. The BRSP site is generally bounded by the westbound Union Pacific Railroad (UPRR) track to the south, Auburn-Folsom Road to the east, and I-80 to the north and northwest. The eastbound UPRR track divides the BRSP site as shown on Figure 4.

Proposed Change to the BRSP

Two unrestricted, 24-hour access points are required for Plan Area 1 as well as the full BRSP. The primary access for the BRSP would be Main Street, which would connect Herdal Drive to Werner Road, providing 2 points of access. Main Street via the extension of Herdal Drive is proposed to be the primary access to Plan Area 1, which is expected to develop before Plan Area 2. Because Main Street may not be connected to Werner Road until Plan Area 2 is developing, a separate secondary access is needed for Plan Area 1. No changes are proposed to the Study Areas.

The April 2009 and proposed March 2010 secondary access routes are shown in Figures 2 and 3 and as described below.

April 2009 Secondary Access—Perry Ranch Road

The April 2009 proposal was to use Perry Ranch Road as the secondary access (see Figure 2). A connection from Plan Area 1 to Perry Ranch Road was to occur before the 6th residential unit. The road was to be widened to 20- to 24-feet prior to the 76th residential unit. Under this scenario, Perry Ranch Road was to provide unrestricted, 24-hour access until Main Street was completed so that Plan Area 1 could be accessed from both Herdal Drive and Werner Road. Once Main Street was completed through the Plan Area, Perry Ranch Road could be converted to provide ingress and egress only during emergencies.

March 2010 Secondary Access—Rogers Lane

Plan Area 1 is now proposed to use Rogers Lane (which connects to Werner Road) as the secondary access. Prior to the 6th building permit, a new road would be constructed through Parcel 89 (Open Space) and Parcel 20 (UHDR) in Plan Area 2, connecting to Rogers Lane (see Figure 2). Parcel 20 would be reconfigured slightly, as shown in Figure 3. Rogers Lane would be improved to provide 2 travel lanes with shoulders and/or guard rails. Crossing arms would be installed at the existing at-grade railroad crossing near the northeast corner of Study Area 2. This secondary access would be abandoned after Main Street is completed, but the connection from Study Area 2 to Parcel 20 would be retained to provide access to Main Street from Study Area 2. No more than 75 dwelling units could be constructed in the BRSP prior to completion of Main Street and abandonment of the Rogers Lane access.

Under this proposal, a connection would be provided from Plan Area 1 to Perry Ranch Road, which would provide emergency ingress and egress only, and would not be improved.

Related Changes to the Land Use Plan

The proposed construction of a road through Parcel 89 and reconfiguration of Parcel 20 would result in slight changes to the proposed acreages for several BRSP land uses:

- Open Space: Reduction of 2 acres, from 143 acres to 141 acres;

- UDHR: Increase of 1 acre, from 10 acres to 11 acres; and
- ROW: Increase of 1 acre, from 13 acres to 14 acres.

The proposed revised land use plan is shown in Figure 4 and summarized in Table 1.

Table 1
BRSP Land Use Comparison

Land Use Designation	April 2009 Plan acres	April 2009 Plan du/sf	March 2010 Plan acres	March 2010 Plan du/sf	Difference acres	Difference du/sf
Residential	91	725 du	92	725 du	+1	0
Mixed Use (combination of residential, commercial, retail and business professional)	28	90,000 sf	28	90,000 sf	0	0
Park	2	--	2	--	0	--
Open Space	143	--	141	--	-2	--
Right-of-Way (ROW)	13	--	14	--	+ 1	--
Total	**277**		**277**		**0**	**0**

Source: Ubora Engineering and Planning, March 2009, March 2010

Submitting Comments

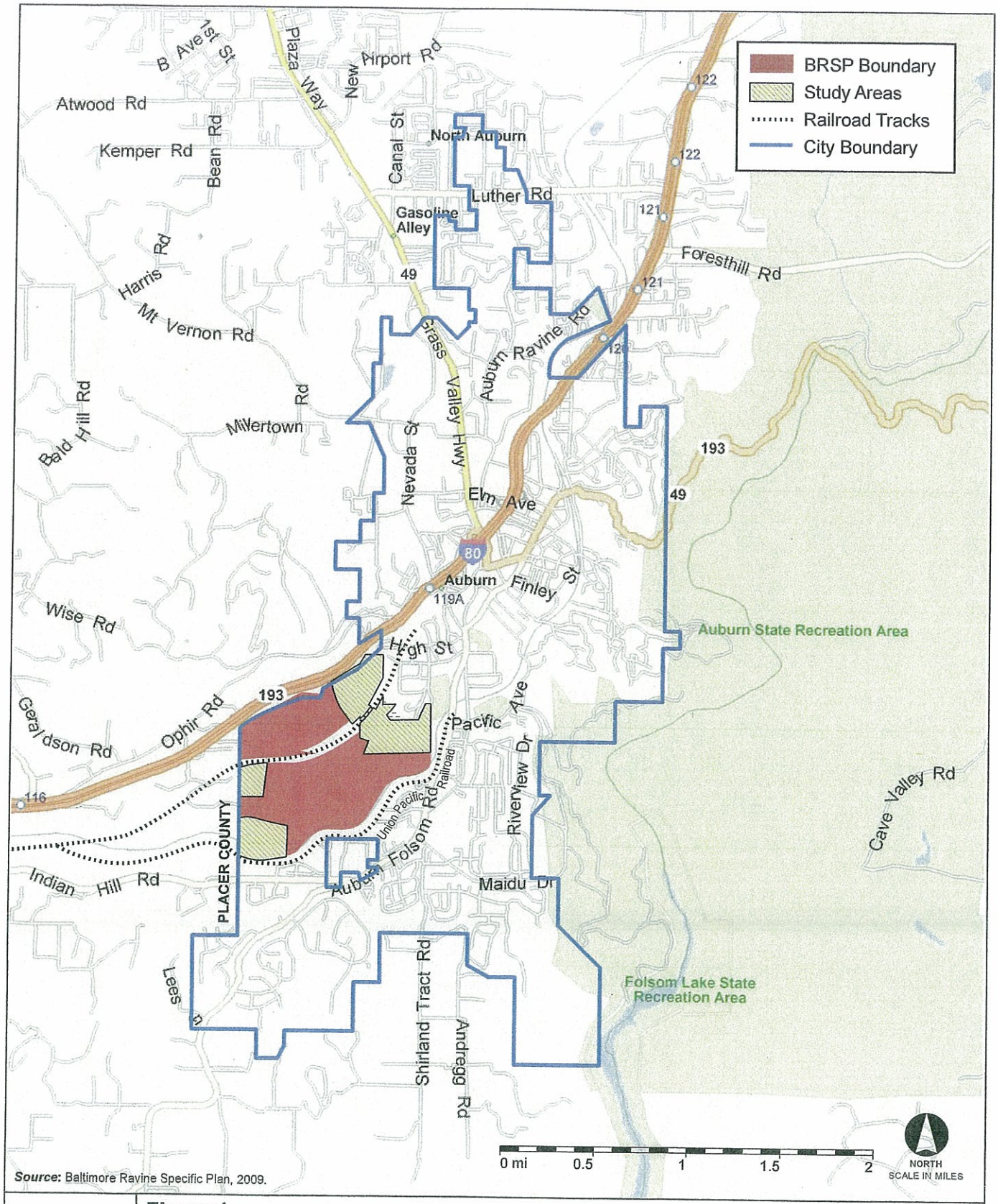
To ensure that the full range of project issues of interest to responsible government agencies and the public are addressed, comments and suggestions are invited from all interested parties. Written comments or questions concerning the EIR analysis of the Rogers Lane secondary access should be directed to following address by **5:00 p.m. on April 9, 2010.**

Adrienne L. Graham, AICP, Consulting Planner
City of Auburn Community Development Department
1225 Lincoln Way, Room 3
Auburn, CA 95603
Phone: (916) 206-0135
Fax: (530) 885-5508
algraham@surewest.net

All comments must include full name and address in order for staff to respond appropriately.

Comments made in response to the December 2007 and April 2009 NOPs will be considered in preparation of the Draft EIR, so previously submitted comments do not need to be resubmitted.

A public scoping meeting will not be held.



Source: Baltimore Ravine Specific Plan, 2009.

PBSJ

Figure 1
Project Location

100007145

Baltimore Ravine Specific Plan and Study Areas

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FIGURE 2

BALTIMORE RAVINE SPECIFIC PLAN

PLAN AREA 1 - SECONDARY ACCESS EXHIBIT

MARCH 10, 2010

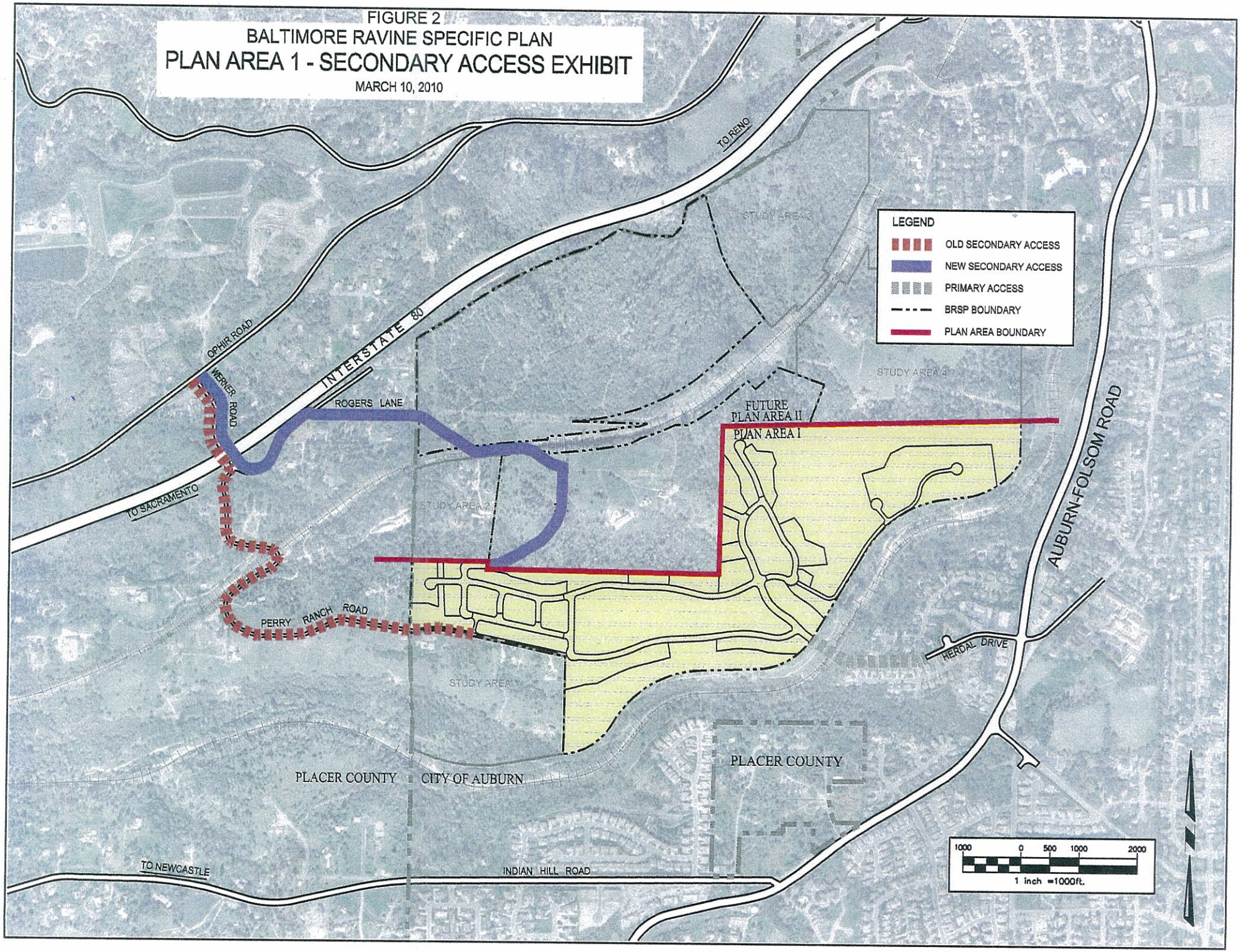
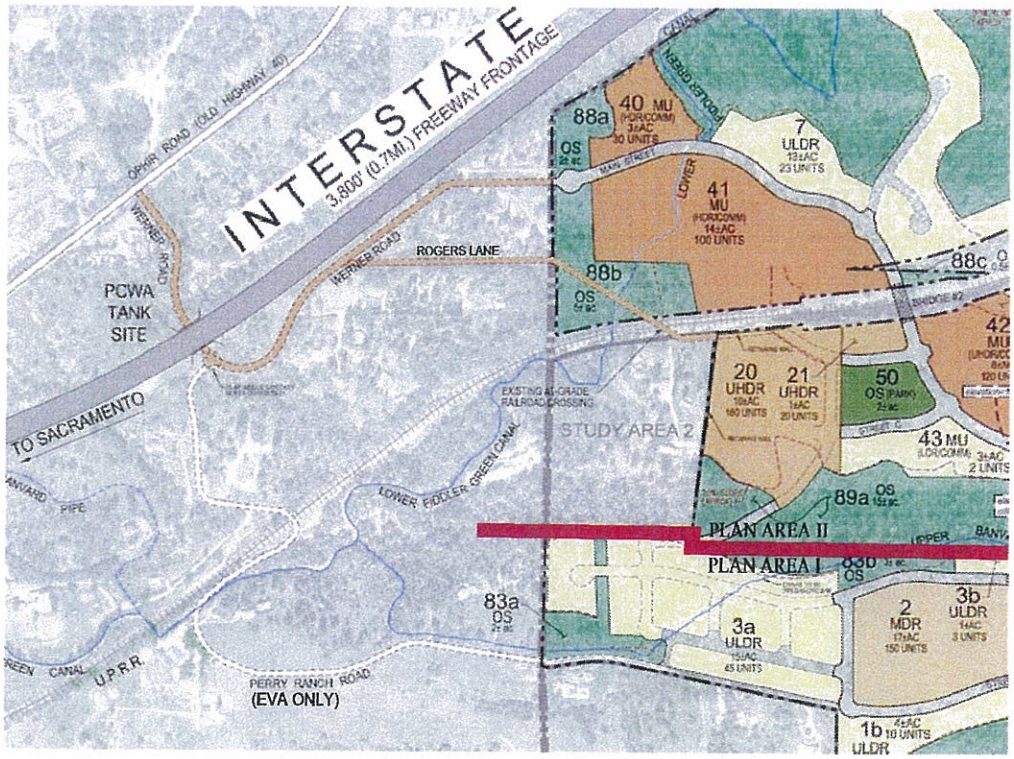
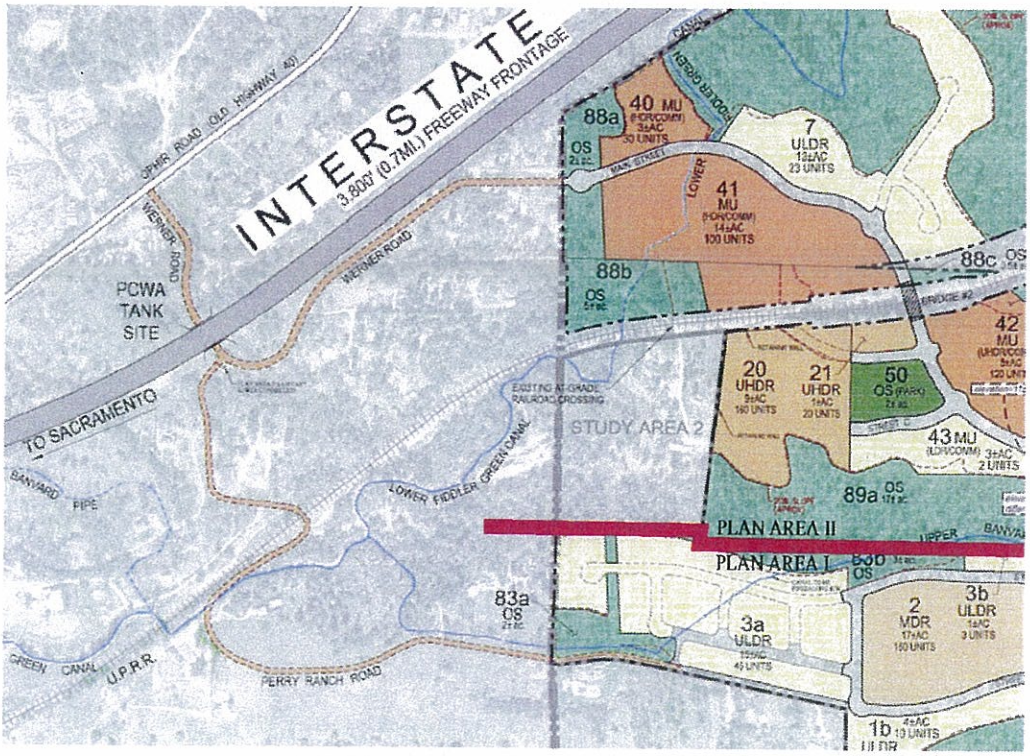


FIGURE 3
BALTIMORE RAVINE SPECIFIC PLAN
COMPARISON OF NEW vs. PREVIOUS SITE PLANS



SITE PLAN (MARCH, 2010)



SITE PLAN (MARCH, 2009)

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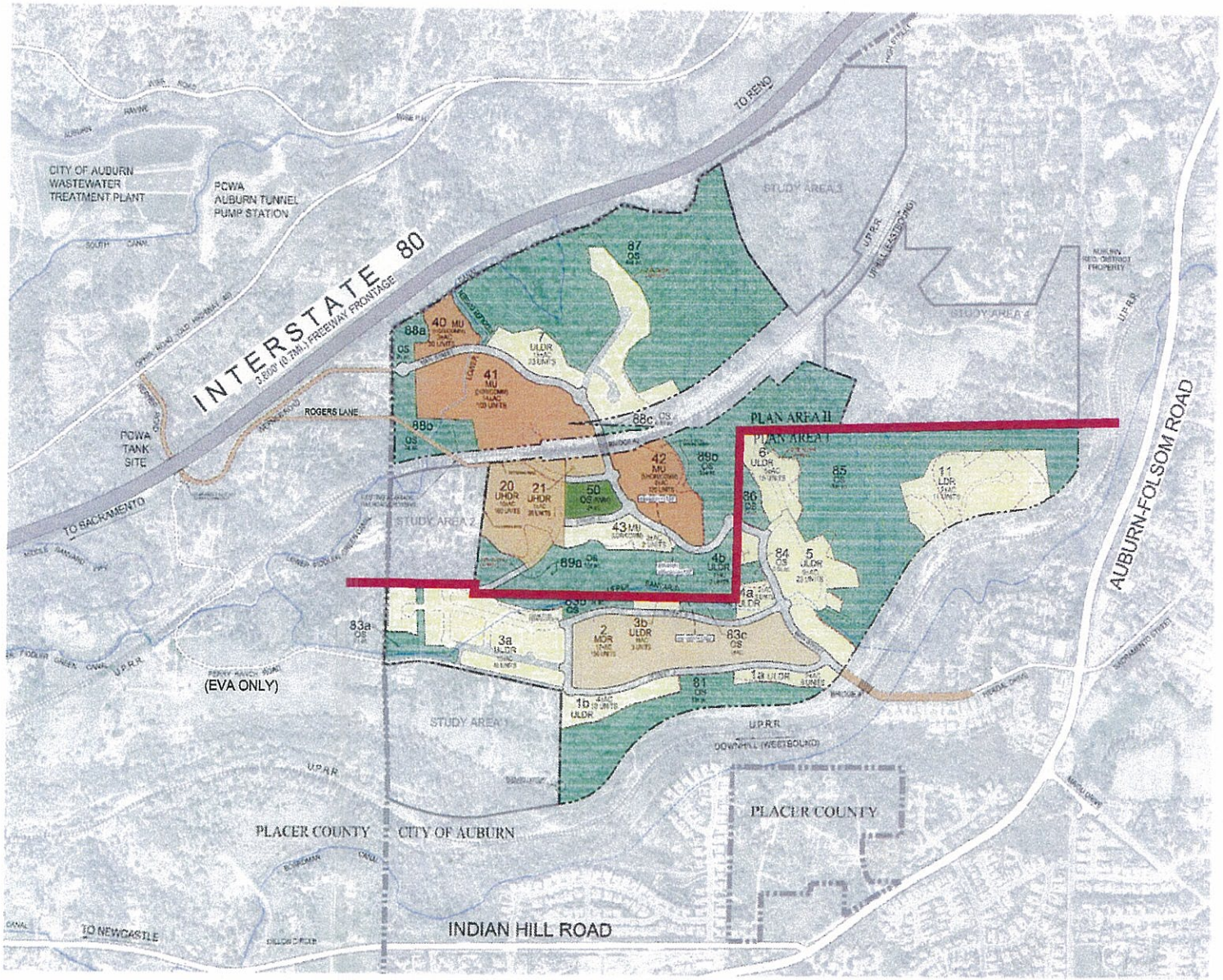
ROSEVILLE, CA 95661 (916) 780-2500

MARCH 10, 2010

FIGURE 4
BALTIMORE RAVINE SPECIFIC PLAN
NEW SITE PLAN



SITE PLAN (MARCH, 2010)

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ROSEVILLE, CA 95661 (916) 780-2500

MARCH 10, 2010

Exhibit C-1 Baltimore Ravine Tour View Points	
1	**Auburn Folsom, approximately 400 feet south of Pacific Street** This stop is located at about the same elevation as the highest points within the BRSP, so it provides a relatively unobstructed view of the western portion of the BRSP plan area. Normally, the view would be brief because of the speed at which vehicles travel on Auburn-Folsom Road. This vantage point will provide a sense of what can be seen at various distances. **1A** Although it is not located within the BRSP, this viewpoint will provide a sense of what homes (in this case the Brentwood subdivision) will look like from ¼ mile away. **1B** Approximately 2,900 feet away, this viewpoint is located on the edge of an area in the BRSP proposed for ULDR development (maximum of 4 du/acre). **1C** This view point, approximately 3,200 feet away, is located on a ridge proposed for medium density residential development.
2	**Termination of Herdal Drive/Bloomer Cut** From this stop we will walk down the proposed Herdal Drive extension, which is located between existing residential backyards, to Bloomer Cut, the proposed location for the crossing of the southern rail line. Bloomer Cut is approximately 63-feet deep and 60-feet wide at this point, and extends for approximately 800 feet along the railroad tracks. The UPRR ROW is 200 feet on either side of the track. The bridge over Bloomer Cut would be approximately 50 feet wide. The span would be designed to clear the existing cut, with enough additional clearance to provide UPRR the flexibility to construct a second track if they should choose to do so in the future.
3	**Grand Oaks Subdivision** **3A** From this vantage point at the top of the subdivision, the views of the project site will be similar to those from Indian Hill Road. The subdivision drops in elevation, so the existing homes are visible in the foreground, and the BRSP site is visible in the distance (about ¼ mile away). The MDR parcel (Viewpoint 1C) will be immediately to the north, approximately 2,000 feet away. **3B** This vantage point is located at the end of the subdivision, closest to the BRSP site. Because of the elevation (these existing homes are lower in elevation than the BRSP), views of the BRSP are more limited than from 3A. The portion of the BRSP located directly north of this point is proposed to be open space, and includes a fairly steep, wooded slope. Moving up slope, the edges of ULDR parcels (which will be flagged) and MDR parcel (which includes Viewpoint 1C) may be visible. **3C** This vantage point is located in the Grand Oaks park, and provides views from the park and a sense of views from the adjacent homes.
4	**BRSP MDR Parcel Looking South** From this vantage point, the Grand Oaks subdivision can be seen to the south, about ¼ mile away. In addition to showing the views that BRSP residents will see, this vantage point will provide a sense of what residential development looks like at this distance. In addition, as we travel from vantage point #4 and vantage point #7, we will see much of the topography and vegetation on Parcel 2 (designated MDR) and the surrounding ULDR parcels.
5	**BRSP MDR Parcel Looking North** From this vantage point, views to the north will include Plan Area 2, which is approximately 135 feet lower than this point.
6	**Existing Herdal Drive Development** From this side of Bloomer Cut, the view will be across the UPRR ROW toward the existing homes at the western edge of the Herdal Drive extension.
7	**Main Street** From this site, the view will be toward the first vantage point, on Auburn Folsom Road.
8	**Rogers Lane** Rogers Lane is now proposed to provide secondary access to Plan Area 1 for the first 75 units. This vantage point will provide a view of Rogers Lane, including the rail road crossing, which would have crossing arms added as part of the project. There will be views of the eastern side of the BRSP, as well as Study Area 2. Proposed land uses include Mixed Use (HDR/Commercial) to the north and UHDR to the east. Flags marking the route of the proposed connection between Plan Area 1 and Rogers Lane may be visible.
9	**BRSP Community Core** This vantage point is located at the community core, and is proposed to be surrounded by Mixed Use designations, with a park located to the west. The proposed location of the new northern rail line crossing will also be visible.

BALTIMORE RAVINE TOUR EXHIBIT

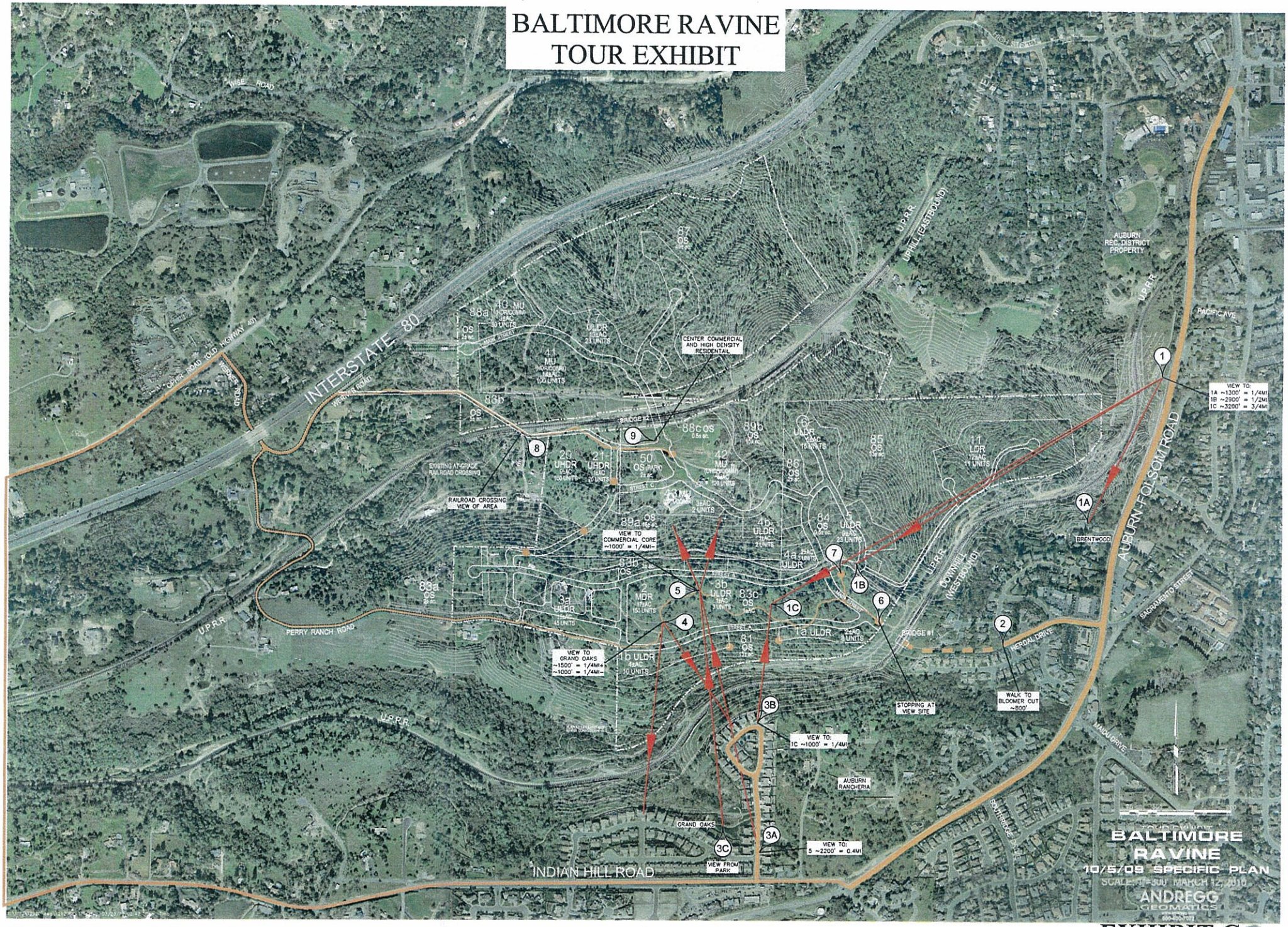


EXHIBIT C-2

EXHIBIT D

Memorandum

To: Planning Commissioners

From: Adrienne Graham, Consulting Planner

Date: March 26, 2010

RE: Access Considerations for the Baltimore Ravine Specific Plan

At the December 15, 2009, Planning Commission hearing that provided an overview of the proposed Baltimore Ravine Specific Plan, questions were raised by Commissioners and the public regarding the access routes proposed for the plan. This memo identifies the various access options that have been considered and discusses their relative merits.

Overview

Development of the BRSP requires at least two 24-hour, unrestricted access points. The project applicant proposes to provide the required accesses by connecting Herdal Drive to Werner Road, which will require two (2) new bridges over the UPRR tracks and construction of a new road through the BRSP. As noted above, concerns have been raised about the southern access, which would extend Herdal Drive and construct a bridge over the UPRR rail line at Bloomer Cut, a railroad-related historical feature.

Prior projects proposed for the Urban Reserve, which includes the BRSP area, have also had to grapple with the issue of access and a number of different options have been considered. As discussed below, the circulation plans for the Urban Reserve area have, for the most part, assumed that both tracks would need to be crossed, and that the crossings would be placed at locations similar to those proposed in the BRSP. A crossing at Bloomer Cut has been assumed as a primary crossing or an option in all of the plans that were reviewed. Both Maidu Drive and Herdal Drive have been considered as routes to connect the Bloomer Cut crossing to Auburn-Folsom Road. Other access points have been proposed, including connections to Pacific Street and High Street, particularly in the 1993 Southwest Auburn Specific Plan, which provided for connection to these streets in addition to (not instead of) the primary routes via Indian Hill Road and Werner Road.

Staff concurs that the Herdal Drive extension with the bridge over Bloomer Cut is the most appropriate means of providing access to the southern portion of the BRSP. As discussed in more detail below, the extension of Herdal Drive has been part of plans for providing access to the Baltimore Ravine area for more than 30 years, as evidenced by prior plans and the existing right-of-way on the extension. It is the most direct route, involving the least amount of roadway construction, and the shortest bridge span. The amount of cut and fill necessary for this route, and the impacts on natural resources, would be less severe than under other options. The primary disadvantages are that the roadway would be located adjacent to existing backyards and that the

bridge would be constructed over a significant historic resource, Bloomer Cut. However, the extension was anticipated in approvals for the existing residences, and the bridge would be designed so that Bloomer Cut itself would not be altered. The impacts associated with the extension and the bridge over Bloomer Cut will be addressed in detail in the Draft EIR being prepared for the BRSP.

The applicant has provided information regarding the rationale for the alignment of Main Street, with connections to Herdal Drive and Werner Road (see memo dated January 18, 2010).

Historic Access and Circulation Proposals

In the late 1970s, the City applied to the Public Utilities Commission for permission to construct three crossings over the UPRR tracks:

- Separated grade crossing over Bloomer Cut
- At-grade crossing just south of Auburn Recreation District
- At-grade crossing north of Vista Del Valle

The PUC authorized only the grade-separated crossing over Bloomer Cut. The authorization was valid for only 3 years and ultimately expired.

In 1985, the City prepared the Southwest Area Road Access Study, which evaluated two alternative approaches to circulation for the Urban Reserve. In 1986, the City Council adopted a modified version of Alternative 2, which provided for the connection of Herdal Drive to Werner Road. Under this alternative, a new road with two UPRR track crossings would be constructed to connect Herdal Drive to Werner Road, providing access from Auburn Folsom Road to Ophir Road. The track crossings would be located in about the same position as proposed by the BRSP.

In 1987, the City approved the Vista del Valle #4 subdivision, which included the dedication of right-of-way for the Herdal Drive extension as well as the homes on the south side of Herdal Drive that line the extension. The right-of-way was dedicated to take into account the future development of the southwest area and the SW Area Road Study noted above.

An Administrative Draft of the Southwest Auburn Specific Plan (SWASP) was submitted to the City in February 1990 for a 270-acre portion of the Urban Reserve. The Specific Plan provided for 1,056 residential units on 122.6 acres, 103.8 acres of open space, 8.4 acres of retail and business park uses, an elementary school and a 12.7 acre of park. The SWASP circulation plan proposed three (3) primary access points that would connect to Werner Road in the north, Indian Hill Road to the south, and Auburn-Folsom Road to the east (near ARD). The SWASP stated that the bridge locations for the road alignment adopted in 1986 be moved. The crossing of the northern tracks was proposed to move west due to slope conditions at the 1986 location. A crossing north of the Grand Oaks subdivision (not then in existence) was recommended in lieu of the Bloomer Cut bridge, because the PUC authorization for a crossing at Bloomer Cut had expired. The SWASP also stated that a Bloomer Cut bridge may need to accommodate track widening, and that there could be additional approvals required due to its status as a national landmark. The SWASP suggested that a third bridge could be constructed at Bloomer Cut if it turned out to be feasible. Note that Bloomer Cut is not on the National Historic Landmarks List, and the proposed BRSP bridge span is designed to accommodate two tracks.

The SWASP was revised and resubmitted in December 1993. The revised SWASP included the original plan area, plus land adjacent to the Auburn Rancheria (for a total of 321 acres). The land use plan was similar to the 1990 SWASP, providing for 1,232 residential units, 10 acres of commercial space, 30 acres of park and 63 acres of open space. The circulation plan showed potential access at Rogers Lane, Perry Ranch Road, Racetrack Street, High Street, Pacific Street, and Herdal Drive. Specific roadway improvements included:

- Upgrade and extend Werner from Ophir into plan area
- New intersection and road connecting to Indian Hill Road
- New road from Auburn-Folsom near Pacific Street
- Extension of High Street to northeast corner of plan area
- Two rail line crossings with roads connecting to Werner Road and Indian Hill Road
- Potential access shown at Herdal Drive with a crossing of Bloomer Cut
- Optional connection to Maidu Drive instead of Herdal Drive

The 1993 SWASP was evaluated in an Initial Study in March 1994, but the Draft EIR was not completed, and no further action was taken by the City.

Options Considered for the Current Baltimore Ravine Specific Plan

The BRSP proposes two primary access points that would be joined by Main Street, which would traverse the BRSP. Plan Area 1 would be accessed by the extension of Herdal Drive with a bridge crossing the southern rail line at Bloomer Cut. Plan Area 2 would be accessed by a connection to Werner Road, with a bridge over the northern rail line to the east of the existing at-grade crossing. This discussion focuses on the crossing of the southern rail line, because it has been the subject of most concern. The following access options are shown in the attached figure, and addressed in more detail below.

1. Herdal Drive extension
2. Maidu Drive extension
3. May Perry Drive
4. Pacific Street extension
5. Rail line crossing south of Pacific Street
6. High Street extension

A number of factors were included in the consideration of access points, including topography, cost, bridge construction, required easements, natural and historic resources that would be affected, relationship to existing development, ease of extending utilities, and whether additional rights-of-way would need to be obtained.

Proposed Herdal Drive Extension (Site #1)

The proposed access would extend the existing Herdal Drive to the west, across the 60-foot wide City-owned right-of-way, and construct a bridge over the rail line at Bloomer Cut (see Site #1). As with prior plans, Bloomer Cut was considered an optimal point at which to cross the rail line because it would require minimal grade changes in order to span the tracks. A relatively short-span (approximately 70-feet) bridge is proposed, which would clear the existing Bloomer Cut and would provide enough clearance to accommodate the addition of a second track, if UPRR

should decide to construct one. In addition, the City already owns the right-of-way for the roadway, so no additional acquisition would be required. The right-of-way was reserved as part of the Vista del Val Subdivision #4 project in consideration of future development in the Urban Reserve area. For these reasons, this option would be among the least costly. The bridge would span an important historic resource, Bloomer Cut, but the cut itself would not be altered. This route would add traffic through an existing neighborhood, but this was anticipated when the residential development was approved. Impacts on natural resources would be minimized, because the new road would be relatively short (less than 1,000 feet) and would travel through an area that is already disturbed (the City right-of-way) and/or composed primarily of grasslands.

Options Considered but Not Selected

Maidu Drive Extension

The extension of Maidu Drive (Site #2) would entail modifying the existing three-leg intersection of Maidu Drive/Auburn-Folsom Road to a four-leg intersection and extending Maidu Drive westerly through Dutch Ravine to a crossing of the rail line near the westerly terminus of Bloomer Cut. This was one of the options considered in prior plans, including the SWASP. This option would require a longer road extension (approximately 1,300 feet) and right-of-way acquisition for the entire length. Because of the topography, portions of the area would need to be filled and the bridge would need a longer span (approximately 400 feet). Right-of-way acquisition, the longer road and larger bridge, and the more complicated construction would increase costs relative to the Herdal Drive extension. Like the Herdal Drive extension, this option would place the roadway adjacent to existing backyards of residences. In addition, the Maidu Drive extension would require fill of a wetland area, necessitating approval from the US Army Corps of Engineers through the Section 404 permit process. The road would also be constructed through a designated Open Space area under separate ownership. Consequently, the impact on natural resources would be greater under the Maidu Drive option. Like the Herdal Drive extension, this option would construct a bridge over Bloomer Cut.

May Perry Drive

This stub street off of Auburn-Folsom Road at Recreation Park (see Site #3) was built when the current Auburn-Folsom Road was constructed, with the intention of a future extension. It is shown as an additional access in the SWASP, as discussed above. Under this option, a new road would connect to Auburn-Folsom Road north of the rail line, and extend southward, through the ARD recreation area, more or less parallel to the rail line. The road would enter the BRSP area at the northeast corner and travel south through the BRSP until it connected with Main Street. The area that would be traversed by this option includes two ravines that would require bridge crossings.

It is not an option to construct this road in the relatively flat UPRR right-of-way, because UPRR has stated that it would not allow roads to be constructed within its right-of-way (as opposed to bridges across the rail line, which are allowed if UPRR requirements are met). The UPRR right-of-way extends 200 feet on either side of the tracks. Therefore, this option and the following options would need to traverse the varying topography to the west of the UPRR right-of-way.

No crossing of the rail line would be required under this option, so Bloomer Cut would be unaffected. However, it would require right-of-way acquisition for the approximately 2,000 feet

that lie outside of the BRSP area. The roadway would be approximately 4,500 feet long, much of which would travel through woodlands, so it would require more tree removal than the Herdal Drive extension. ARD facilities would also be affected by this alignment, which would bisect Recreation Park. The costs of this option could be relatively high due to the length of the road (which would include utilities), mitigation for loss of trees and impacts on Recreation Park, acquisition of right-of-way and construction of two bridges to cross two ravines.

Pacific Street Extension

Pacific Street ends at Auburn-Folsom Road just southeast of the ARD property. Under this option, Pacific Street would be extended from Auburn-Folsom Road west over the rail line and then turn south to the northeast corner of the BRSP area (see Site #4). In order to bridge the tracks, a significant amount of fill (creating a 30-foot high roadway embankment) would be required. The rail line bridge would need to span approximately 150 to 200 feet, which would be longer than the Bloomer Cut bridge (70 feet), but not as long as a bridge from Maidu Drive (400 feet). The roadway embankment fill would need to extend onto the ARD property where it would then ramp down to meet existing ground elevation on the west side of the tracks. Approximately 1,000 feet of right-of-way would need to be acquired. The alignment within the BRSP would be similar to the May Perry Drive alignment described above, and would require fill and two bridges to cross the ravines, in addition to the bridge over the rail line. Impacts on natural resources, such as trees, would also be similar. The roadway would be a total of approximately 3,500 feet long.

Rail line Crossing South of Pacific Street

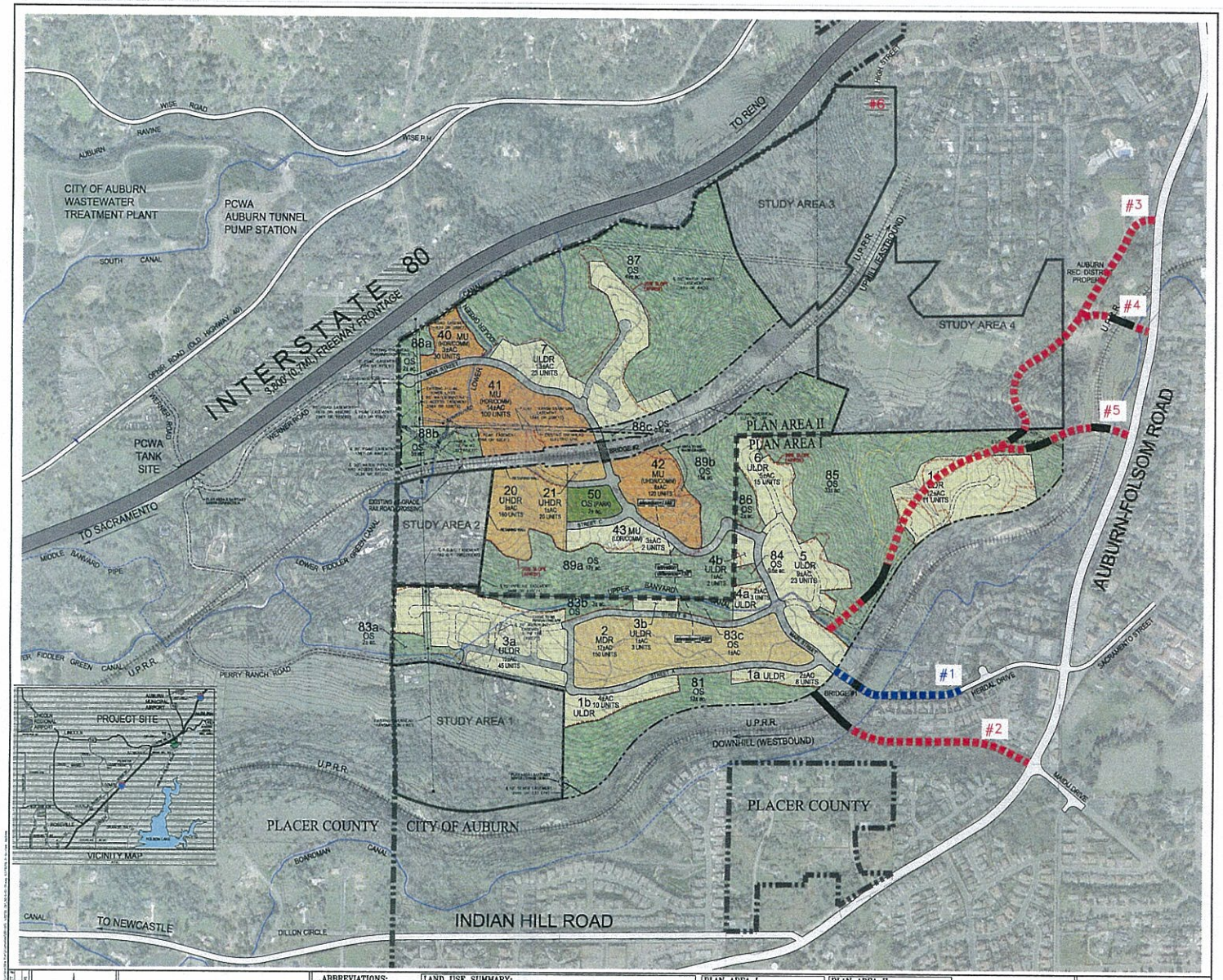
This option would provide a connection to Auburn-Folsom Road approximately 400 feet south of Pacific Street (Site #5), near the existing Boardman canal. Due to the elevation of the rail line at this location, an elevated bridge crossing would be required to provide adequate clearance, resulting in significant grading for bridge approaches and a longer bridge span (approximately 200 feet) than the Herdal Drive option. Within the BRSP area, the alignment would be similar to the May Perry and Pacific Street options, so there would need to be significant grading and two additional bridge crossings across two ravines. The total roadway length would be approximately 3,000 feet.

High Street

Another option that was raised in public comment was a connection to High Street, which extends west from Auburn-Folsom Road. This option would connect to Plan Area 2, so it would provide only indirect access to Plan Area 1. High Street terminates in the Woodland Estates subdivision, immediately north of Study Area 3 and west of the northern rail line. This area is fairly steep; High Street has a 15% grade at its terminus. A connection between High Street and Plan Area 2 would require multiple switch backs with steep grades and a bridge over the ravine. The ravine is located approximately 130 feet (in elevation) below the terminus of High Street, so the grade would be fairly steep. After the ravine crossing, the road would continue up at a 15% grade to a ridge top near Interstate 80, and through Baltimore Ravine on a 40% cross slope. Extensive cut and fill would be required. The area is heavily wooded, so there would be extensive impacts on trees. This connection would also route BRSP traffic through an older area of the City with relatively narrow residential streets.

BALTIMORE RAVINE SITE ACCESS ALTERNATIVES

JANUARY 18, 2010



LEGEND

- #1 RECOMMENDED SITE ACCESS
- #2–#5 ALTERNATIVE ACCESS LOCATIONS EVALUATED
- POTENTIAL BRIDGE LOCATIONS

BALTIMORE RAVINE, LLC
130 DIAMOND CREEK PLACE, SUITE 1
ROSEVILLE, CA 95747
STEPHEN L. DES JARDINS (916) 786-8158

SCALE IN FEET

ABBREVIATIONS:

LDR	LOW DENSITY RESIDENTIAL
ULDR	URBAN LOW DENSITY RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
HDR	HIGH DENSITY RESIDENTIAL
UHDR	URBAN HIGH DENSITY RESIDENTIAL
MU	MIXED USE
OS (PARK)	OPEN SPACE (PARK)
OS	OPEN SPACE (PRESERVE)
COMM	COMMERCIAL
ROW	RIGHT-OF-WAY

LAND USE SUMMARY:

PARCEL #	LAND USE	ACREAGE	# UNITS
7a	ULDR	2a	1
7b	ULDR	4a	10
7	MDR	17a	100
7c	ULDR	16a	40
7d	ULDR	2a	1
4a	ULDR	2a	1
4b	ULDR	1a	2
5	ULDR	5a	23
6	ULDR	6a	15
1	ULDR	13a	25
11	LDR	10a	11
20	UHDR	8a	160

PARCEL #	LAND USE	ACREAGE	# UNITS	S.F.(COMM)
21	UHDR	5a	20	
40	MU (HDR/COMM)	3a	30*	12,000
41	MU (HDR/COMM)	14a	100*	40,000
42	MU (HDR/COMM)	9a	120*	35,000
43	MU (LDR/COMM)	3a	2	15,000
50	OS (PARK)	2a		
81-86c	OS (PRESERVE)	140a		
ROW	RIGHT-OF-WAY	13a		
	TOTAL=	270	798+	99,000

*Condominium units only
**Commercial square footage
***Commercial square footage

PLAN AREA I

LAND USE	# UNITS ELD PLAN	# UNITS NEW PLAN	DIFFERENCE
LDR	11	11	
ULDR	130	106	-24
MDR	100	160	+60
HDR	0	0	
UHDR			
OS	30 ACRES	30 ACRES	+17 ACRES
TOTAL=	380 UNITS	296 UNITS	-116 UNITS

PLAN AREA II

LAND USE	# UNITS ELD PLAN	# UNITS NEW PLAN	DIFFERENCE
LDR	5	3	-2
ULDR	60	39	-21
MDR	30	0	-30
HDR	40	0	-40
UHDR	300	300	
OS	30 ACRES	56 ACRES	+26 ACRES
TOTAL=	435 UNITS	402 UNITS	-388 UNITS

DASHED RED LINE INDICATES THE APPROXIMATE 20% SLOPE, WHICH IS THE LIMIT OF THE DEVELOPABLE AREA EXCEPT AS PROVIDED FOR IN THE SPECIFIC PLAN.

ANDREGG GEOMATICS
800-400-7072

UBORA ENGINEERING & PLANNING
CONSULTANTS

EXHIBIT E

UBORA
EXCELLENCE

Engineering & Planning, Inc.

2901 Douglas Blvd., Suite 285
Roseville, California 95661
Ph: (916) 780-2500
Fax: (916) 780-6777
www.uborainc.com

Memorandum

To: Will Wong, Community Development Director
City of Auburn
From: Joe Olsen, P.E., Ubora Engineering & Planning
Date: January 18, 2010
Regarding: **Baltimore Ravine – Site Access Alternatives**

As you are aware, the Baltimore Ravine Specific Plan proposes development of 277 acres of property located in southwest Auburn that is bound on its south edge by the westbound SPRR right-of-way ("project"). For circulation and emergency response purposes, a roadway connection from the project to Auburn-Folsom Road is necessary. The existence of the railroad tracks, however, along with the relatively rough terrain, limits the opportunities for providing such access to the site. The Specific Plan identifies the extension of Herdal Drive and the construction of a bridge over SPRR at Bloomer Cut as the primary access to the project. We evaluated several other alternative locations for site access, but found none that match the obvious choice of extending Herdal Drive.

Below is a brief summary of our findings, and attached is an exhibit showing the locations of the various alternatives. Please note that all alternatives (except Alternative #3 – the extension of May Perry Drive) would require obtaining an easement to cross SPRR right-of-way. However, only the recommended alternative (extending Herdal Drive) would <u>not</u> require the additional acquisition of right-of-way across private property.

Recommended Site Access

The Extension of Herdal Drive (#1): The proposed primary means of access to the project would be via extending existing Herdal Drive to the west, across the 60-foot wide City-owned right-of-way, and constructing a bridge over the SPRR at Bloomer Cut. The merit of this location is based upon the opportunity provided by Bloomer Cut for crossing the railroad. Due to the deep, near vertical walls of the cut, a relatively short-span (70-feet) bridge could be constructed at the top of the cut with minimal grading, and would provide the necessary clearance from the tracks below. A short-span bridge conforming to the contours of the existing topography at this location would be relatively hidden from view as compared to any other potential location for crossing the railroad in this vicinity. This preferred crossing location was identified by the City over twenty years ago for the future westerly extension of Herdal Drive, and was solidified by the dedication of the 60-foot wide public right-of-way on the Vista Del Valle subdivision map.

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Roseville, California 95661
Ph: (916) 780-2500
Fax: (916) 780-6777
www.uborainc.com

Summary:

1. The right-of-way for the roadway already exists, so no acquisition is necessary.
2. The existing road and utilities are stubbed for extension.
3. Bloomer Cut is an ideal location for a bridge: short span (70 feet); almost no grading needed for bridge approaches; almost no visual impact to surrounding neighborhood.
4. The short bridge span will be more economical than a larger span bridge located elsewhere.
5. The extension of Herdal will impact very few trees and will have no creek/wetland impacts.
6. Although the road extension will have impacts to the backyards of adjacent properties, the road right-of-way was created at the time those lots were created and was in place prior to the sale of the lots and construction of the homes.

Alternative Access Locations Evaluated

Maidu Drive Extension (#2): The extension of Maidu Drive would entail modifying the existing three-leg intersection of Maidu Drive / Auburn-Folsom Road to a four-leg intersection and extending Maidu Drive westerly through Dutch Ravine to a crossing of the SPRR near the westerly terminus of Bloomer Cut. Challenging topography and impacts to both natural resources and adjacent neighbors makes this alternative less attractive than the preferred alternative.

Summary:

1. Right-of-way would need to be acquired for the road extension (roughly 1,300 LF).
2. Significant impacts to trees and the creek would result from earth fills necessary to construct the roadway.
3. Long span (roughly 400 feet) bridge and significant grading for bridge approaches would be needed to cross the railroad (significant cost); visual impact of large bridge span would be greater than the proposed bridge at Bloomer Cut.
4. The road extension would have impacts to adjacent backyards on properties where no adjacent road right-of-way currently exists.

May Perry Drive Stub (#3): This stub street off of Auburn-Folsom Road at Recreation Park was built at the time new Maidu Drive (i.e. Auburn-Folsom Road) was built, with the intent of future extension. Although no crossing of the SPRR would be needed for this alternative, the road and utilities would need to be extended through (thereby bisecting) Recreation Park, and across private property (Sipes) before reaching the project property. This offsite roadway and utility extension would total roughly 2,000 linear feet. Once at the project property, the road and utilities would need to be extended another 2,500 linear feet across challenging topography

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including the crossing of two ravines in order to serve the upper plateau of Plan Area 1. This alternative is considered less attractive than the preferred alternative.

Summary:

1. Crossing the SPRR would not be necessary.
2. Right-of-way (roughly 2,000 LF) would need to be acquired for the road extension.
3. Significant impacts to recreational facilities would result from extending the road through the park.
4. Roughly 4,500 linear feet of roadway and utilities would need to be constructed. Such a roadway would include large earth fills and two bridges, needed to cross two ravines on the property, resulting in significant tree and creek impacts, and significant costs.

Pacific Street Extension (#4): The extension of Pacific Street would entail modifying the existing three-leg intersection of Pacific Street / Auburn-Folsom Road to a four-leg intersection and placing a significant amount of fill (in excess of 30 feet high roadway embankment) in order to extend Pacific Street west and bridge across the SPRR tracks. The tall roadway embankment fill would need to extend onto the ARD property where it would then ramp down to meet existing ground elevation on the west side of the tracks before the road extended west across the Sipes property to the project property. Once at the project property, the road and utilities would need to be extended another 2,500 linear feet across challenging topography including the crossing of two ravines in order to serve the upper plateau of Plan Area 1. This alternative is considered less attractive than the preferred alternative.

Summary:

1. Right-of-way (roughly 1,000 LF) would need to be acquired for the road extension.
2. Long span (roughly 150 - 200 feet) bridge and significant grading for bridge approaches would be needed to cross the railroad (significant cost); visual impact of large elevated bridge span and roadway embankment would be greater than the proposed bridge at Bloomer Cut.
3. Roughly 4,000 linear feet of roadway and utilities would need to be constructed. Such a roadway would include large earth fills and two additional bridges, needed to cross two ravines on the property, resulting in significant tree and creek impacts, and significant costs.

RR Crossing South of Pacific Street (#5): We also looked at an access off Auburn-Folsom Road located roughly 400 feet south of Pacific Street, near where the existing Boardman canal changes from an at-grade ditch to an underground pipe. Due to the elevation of the SPRR tracks at this location, an elevated bridge crossing would be required in order to accommodate adequate clearance, resulting in significant grading for bridge approaches and a longer bridge span than the preferred alternative. The challenging topography would require significant grading and two additional bridge crossings (across two ravines) to construct the nearly 3,000 linear feet of access

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Roseville, California 95661
Ph: (916) 780-2500
Fax: (916) 780-6777
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road and utilities needed to serve the upper plateau of Plan Area 1. This alternative is considered less attractive than the preferred alternative.

Summary:

1. Right-of-way (roughly 200 LF) would need to be acquired for the road extension.
2. Crossing the railroad with a relatively long span bridge (150 to 200 feet), elevated six to ten feet above the existing ground, would be much more expensive and have greater visual impacts than the proposed bridge at Bloomer Cut.
3. Roughly 3,000 linear feet of roadway and utilities would need to be constructed. Such a roadway would include large earth fills and two additional bridges, needed to cross two ravines on the property, resulting in significant tree and creek impacts, and significant costs.

Conclusion

Based upon the facts provided above, we believe that the obvious choice for accessing the project is via extension of existing Herdal Drive. The existing street and utilities are stubbed for extension, the right-of-way already exists, the railroad crossing is ideal and the impacts are less significant than those for the other alternatives evaluated.

Please give me a call if you have any questions or if you would like to discuss any of these issues in further detail.