CITY OF AUBURN

GENERAL PLAN

1992-2012

CITY OF AUBURN
GENERAL PLAN

Prepared By:

City of Auburn General Plan Citizens Advisory Committee
Auburn Community Development Department
Harland Bartholomew and Associates
Brown-Buntin Associates
Resource Conservation District

November 1993

CITY OF AUBURN

RESOLUTION

RESOLUTION NO. 93-152

RESOLUTION APPROVING 1993 GENERAL PLAN

THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the City Council of the City of Auburn, having held all public hearings upon proper notice as required by law, and pursuant to the California Environmental Quality Act, does hereby approve and certify the City of Auburn General Plan Final Environmental Impact Report (FEIR), including the addendum thereto, as complete and final. The City Council approves a Statement of Overriding Considersations in connection with the approval and certification of the FEIR, which Statement is set forth in the Addendum to the above modified FEIR, commencing at page 32 thereof. Said Statement is incorporated in this resolution by way of this reference.

Additionally, the City Council of the City of Auburn hereby approves and adopts the update City of Auburn General Plan, replacing the previous General Plan adopted by the City in 1978.

True and correct copies of the General Plan & FEIR are on file in the City Clerk's office and/or Department of Community Development and are available for public inspection.

DATED: November 29, 1993

O C Taylor

O C Taylor, Mayor

ATTEST:

Rebecca J. Bearry

Rebecca J. Bearry, City Clerk

I, Rebecca J. Bearry, City Clerk of the City of Auburn, hereby certify that the foregoing resolution was duly passed at a regular meeting of the City Council held on the 29th day of November, 1993 by the following vote on roll call:

Ayes: Barbeiro, McCord, Pisarek, Yue
Noes: Taylor
Absent: None

Rebecca J. Bearry

Rebecca J. Bearry, City Clerk

THANKS TO:

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CITY COUNCIL

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Annabell McCord
Bud Pisarek
O.C. Taylor
Debbie Yue

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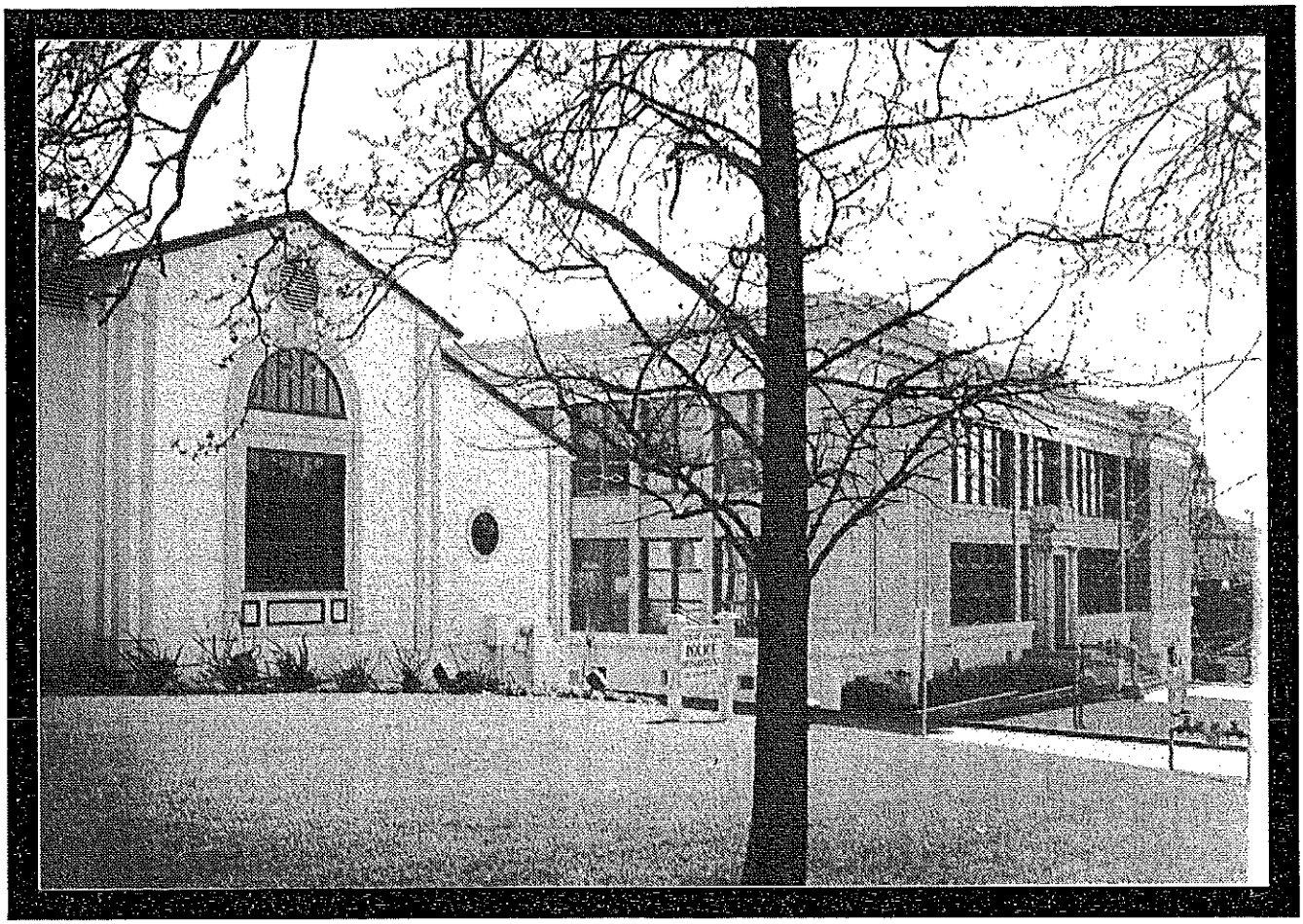
Harland Bartholomew & Associates
Brown-Buntin Associates
Placer County Resource Conservation District

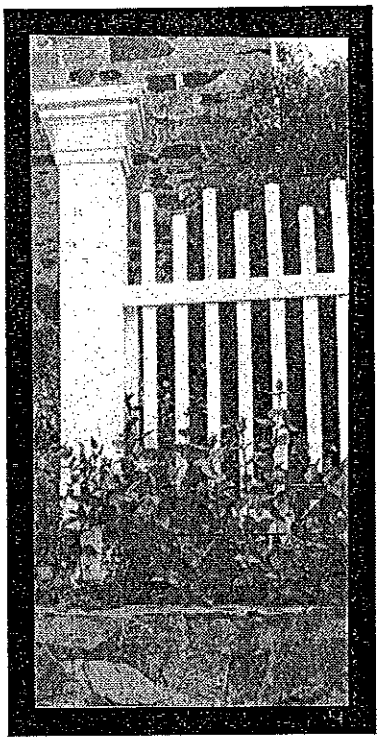
Special thanks to the Auburn Park Conservancy
for their efforts on the trails plan, to the Main Street Program
and to Harry Aho for the photographs

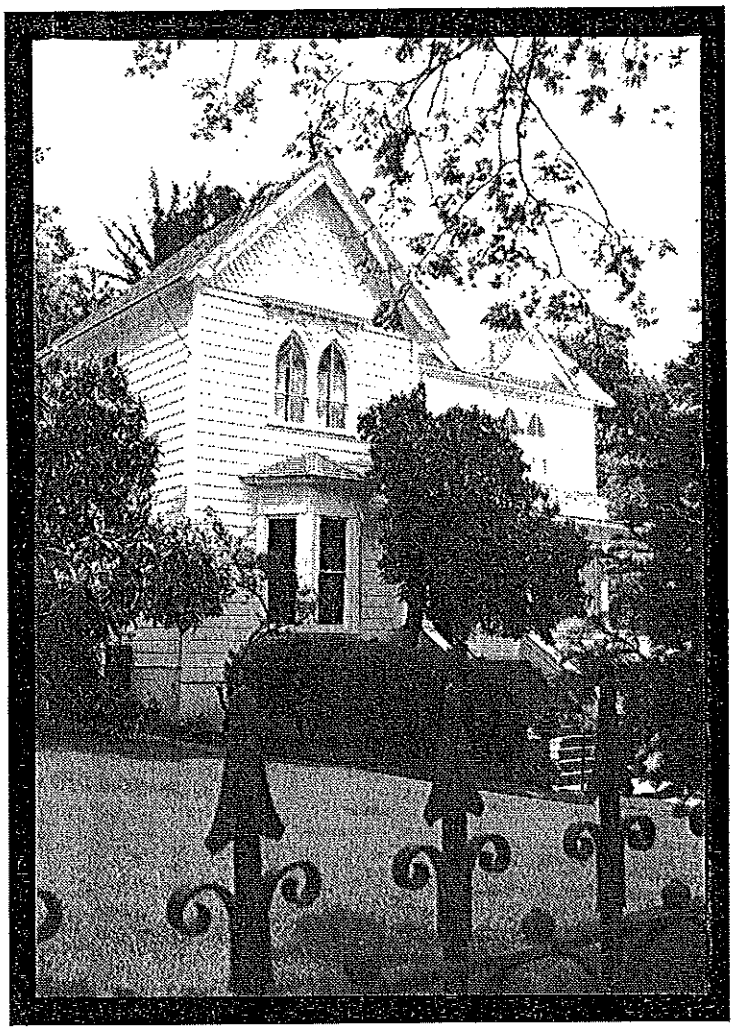
Auburn
The Setting



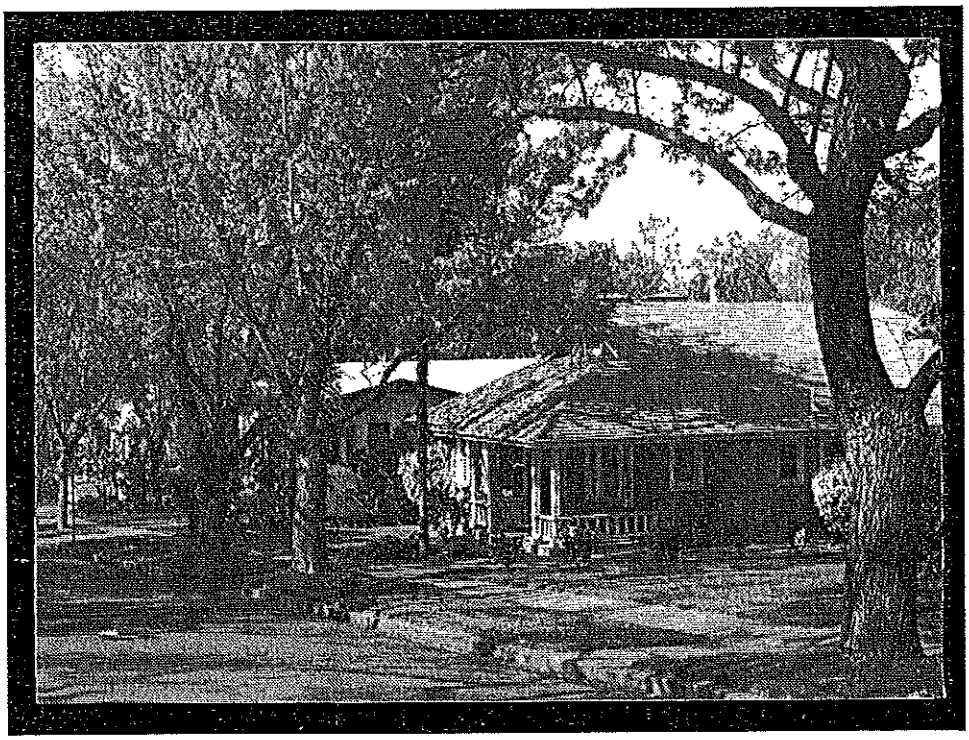
Police Station/Civic Center

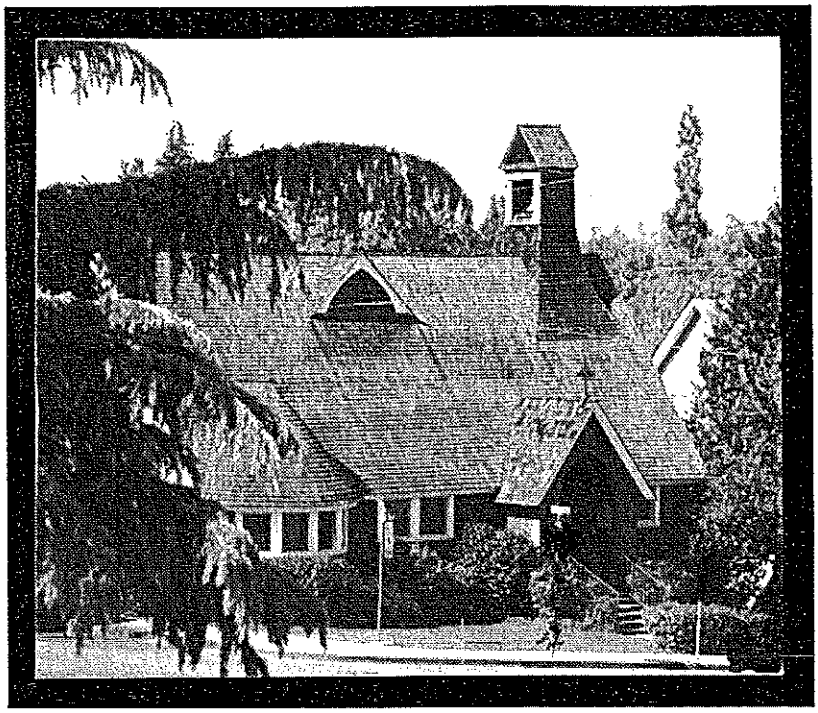
Majestic views of the American River Canyon, vistas of the Sierra Nevada Mountains, wooded hills and ravines, and streams winding through small valleys characterize the site of the City of Auburn. From its origins in the 1850s, Auburn has emerged as a community of strong historic character, yet serves as a growing economic center.





The older homes along tree-lined streets evoke memories of an earlier era. The styles of the late 1800s and early decades of the 1900s are represented. Modified Victorian, Eastlake, Queen Ann/Eastlake, Craftsman and California Bungalow architectural styles are found in the older areas of town.



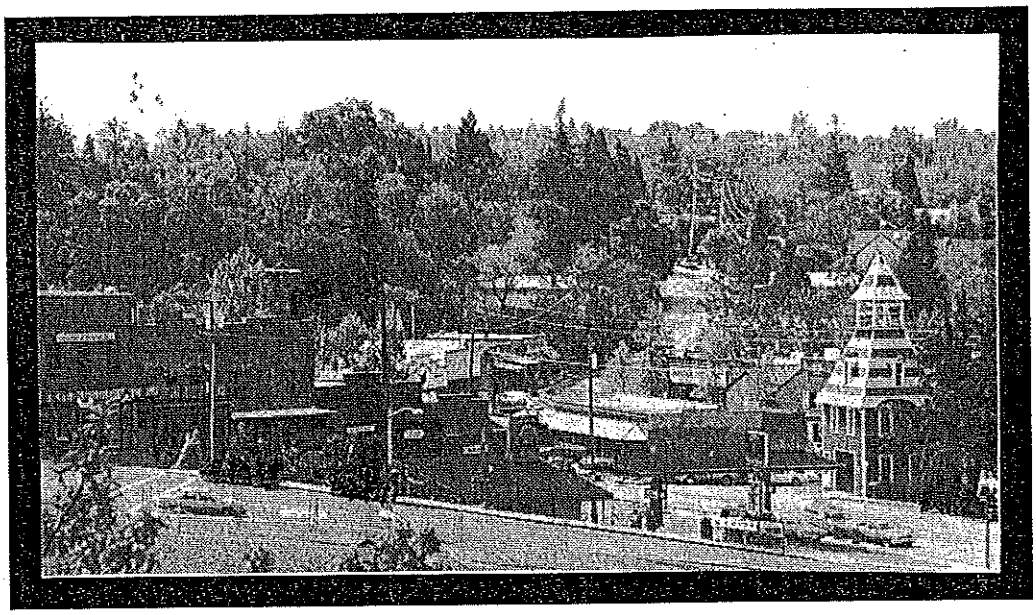


Episcopal Church

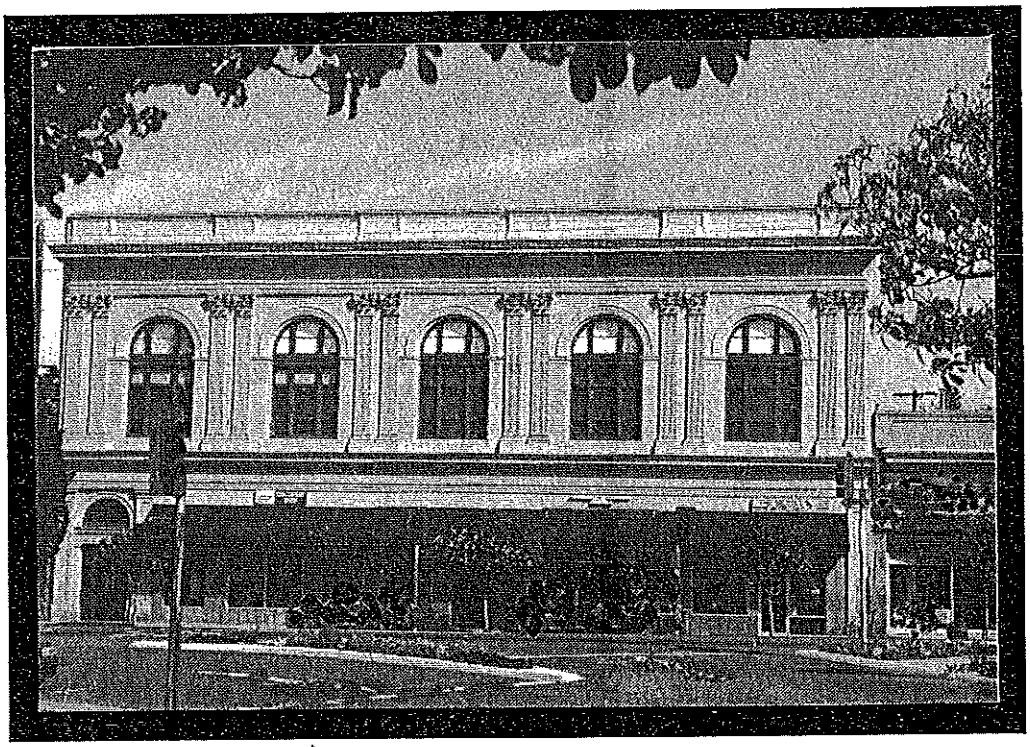
Landmark buildings from the past provide a sense of permanency – the County Courthouse rises over a part of the City as a sentinel of government and order. The old Episcopal Church on Orange Street, and the Catholic Church on Lincoln Way are reminders of more gentle times.

Catholic Church

Old Town



The Old Town shops and restaurants provide a focal point for Auburn's turn of the century character. Narrow sidewalks, old facades, the steep steps up to Lawyers Row, and the historic Courthouse, all provide a glimpse into the past.

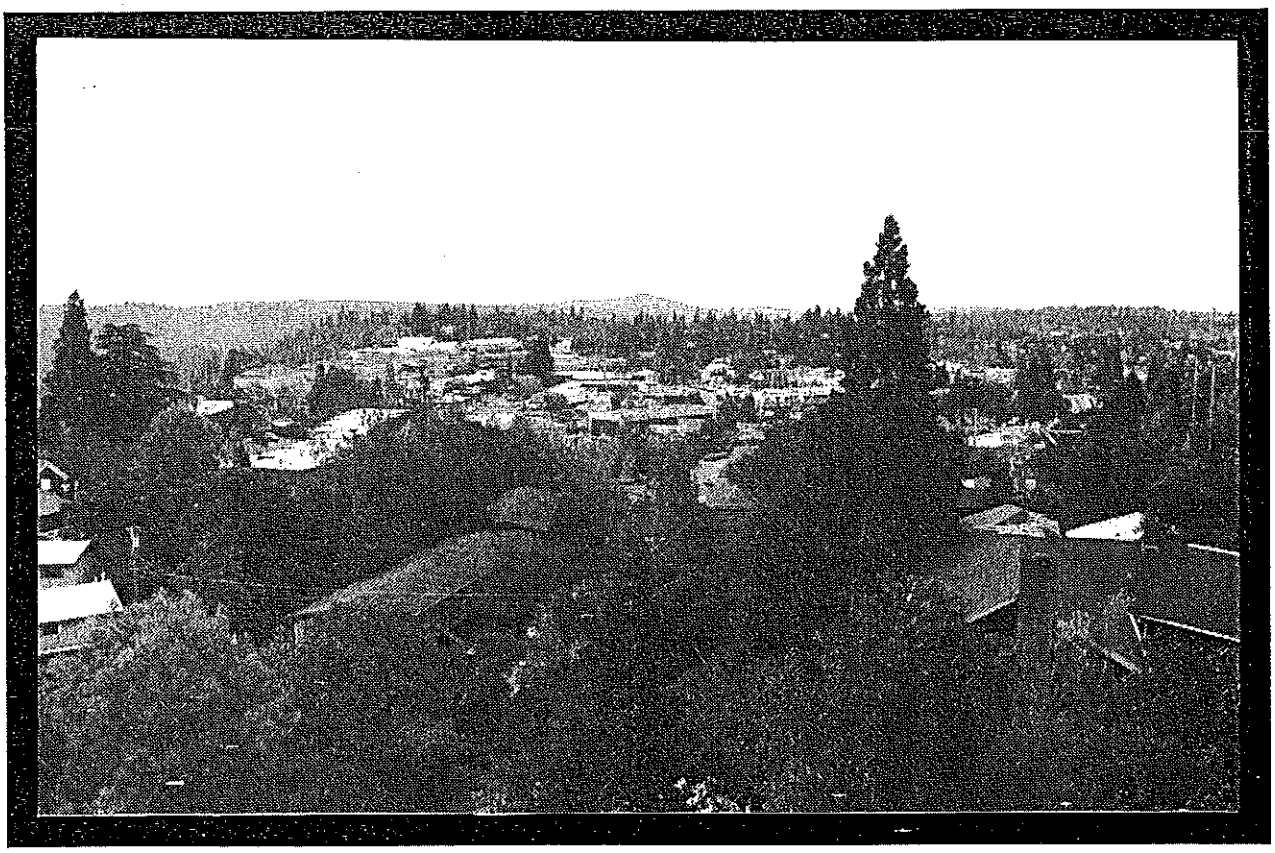


Masonic Hall

A visit to the center of downtown, at the intersection of Lincoln Way and High Street, is to experience a circa 1930 commercial place. The old Masonic Hall, mercantile buildings and small store fronts around this triangle intersection provide a backdrop of an earlier time.

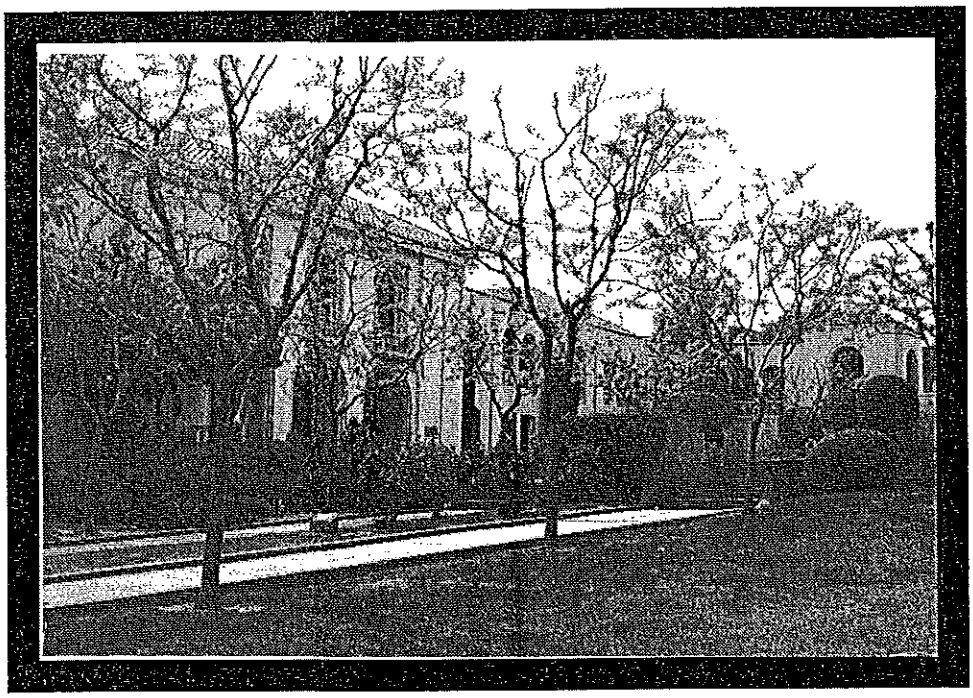
Bernhard Museum

Images captured along Auburn-Folsom Road through the center of Auburn are those of trees , vistas and a winery. The Bernhard Home – now a museum – and its long white picket fence set the tone for this central area of Auburn. The tree-shaded areas of Recreation Park, the view to the north over the Auburn Ravine watershed, and houses on hills in the distance are all the essence of the area.

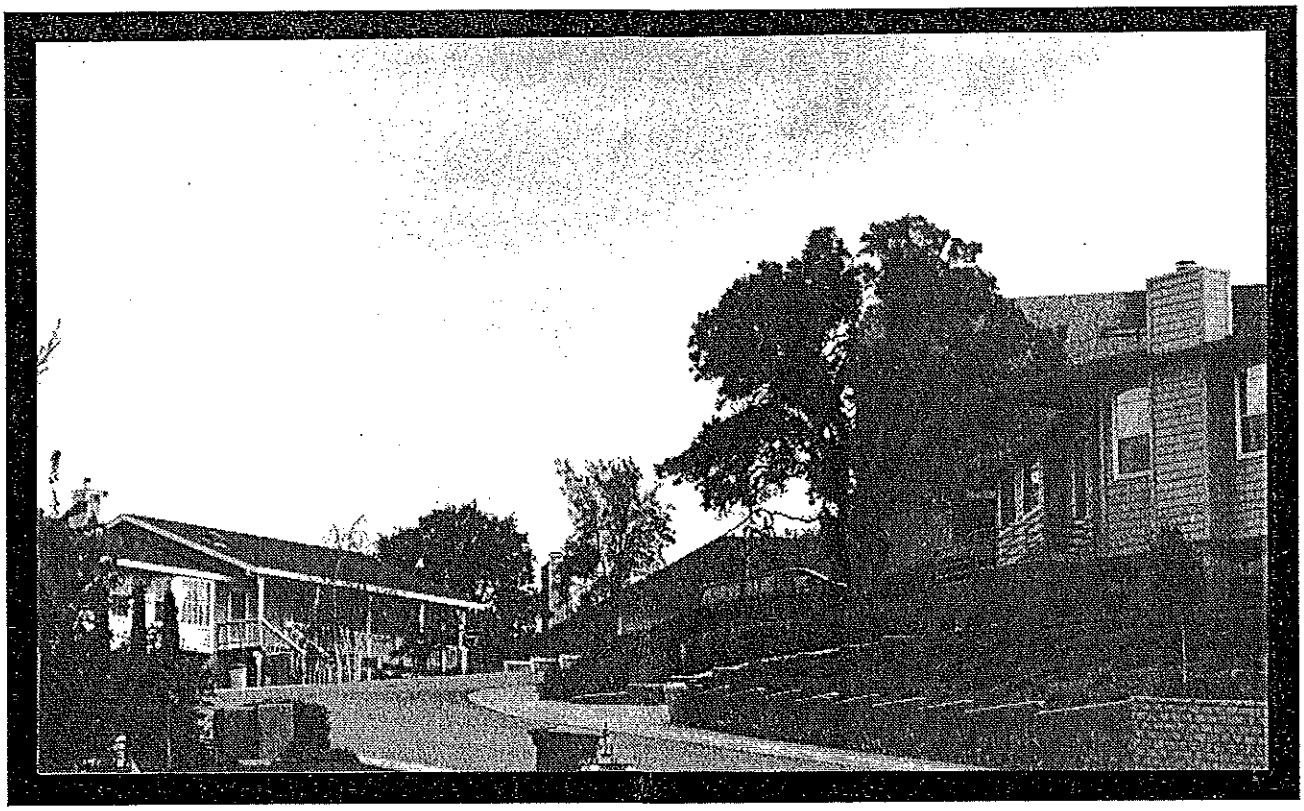


Auburn Ravine

The discovery of gold in 1848 in a ravine in the center of what is now Old Town led to the Anglo settlement in Auburn. The town gradually shifted from miners to lawyers, bankers and shopkeepers. Through the early decades of the 1900s, Auburn served as a place of growing commerce, a government seat, home of Placer High School and a service center for travelers. As the foothills began to be populated, services along the old Highway 40 (now Interstate 80) and Highway 49 expanded. The foothill environs of Auburn have grown steadily in the last few decades. Today, Auburn is the center of a large resident and commuter population.



Placer High School



Auburn Neighborhood

Highway 49, passing through the center of Auburn, is California's famous mother lode route. The Southern Pacific Railroad traverses the older area of Auburn from the northeast to southwest. Interstate 80 follows a generally similar route, replacing the old Lincoln Way. All three of these remain transcontinental routes.

Auburn offers its residents a quality environment above the fog with clean waters and wooded foothills. Occasional winter snowstorms provide a brief, but spectacular, panorama. One of California's most scenic rivers, the North Fork of the American River, spills out of the Sierra, passing along the edge of Auburn on its way to the Pacific.

County Courthouse

Auburn is not only an historic community – it is a unique town settled on rugged terrain. Auburn is indeed a sense of place as well as a fine town. The purpose of the General Plan presented in the following chapters is to lead this historic community into the twenty-first century, while preserving all of its graceful ambience, its unique character and its sense of history.

TABLE OF CONTENTS

Page

I INTRODUCTION I-12
1. The General Plan I-1
2. Regional Setting I-8
3. General Plan Background I-8

II GOALS II-1
1. Goals II-2

III ASSUMPTIONS AND ISSUES III-1
1. Assumptions III-1
2. Issues III-2

IV LAND USE ELEMENT IV-1
1. Introduction IV-1
2. Goals and Policies IV-2
3. Existing Conditions IV-6
4. Land Use Plan IV-11
5. Implementation IV-316

V CIRCULATION ELEMENT V-1
1. Introduction V-1
2. Goals and Policies V-2
3. Existing Conditions V-4
4. Needs Assessment and Recommended Improvements V-32
5. Implementation V-55

VI HOUSING ELEMENT (**2003-2004 Update**) ..... (see separate insert)
1. Introduction 1
2. 1992 Housing Program Achievements 3
3. 2003-2004 Goals, Policies, and Implementation Programs 20
4. City of Auburn Urban Development Agency 32
5. Quantified Objectives 36
6. Efforts to Achieve Citizen Participation 37
7. Consistency with Other General Plan Elements 40
8. Appendices ..... A-G

VII OPEN SPACE/CONSERVATION VII-1
1. Introduction VII-1
2. Goals and Policies VII-3
3. Existing Conditions VII-7
4. Implementation VII-45

VIII NOISE ELEMENT VIII-1
1. Introduction VIII-1
2. Goals and Policies VIII-2
3. Existing Conditions VIII-5
4. Noise Prediction Methodology VIII-41
5. Description of Noise VIII-53
6. Criteria for Acceptable Noise Exposures VIII-56
7. Techniques for Noise Control VIII-56
8. Implementation Measures VIII-66

IX SAFETY ELEMENT IX-1
1. Introduction IX-1
2. Goals and Policies IX-2
3. Existing Conditions IX-5
4. Implementation IX-18

X ECONOMIC ELEMENT X-1
1. Introduction X-1
2. Goals and Policies X-2
3. Existing Conditions X-4
4. Implementation X-8

XI HISTORIC ELEMENT XI-1
1. Introduction XI-1
2. Goals and Policies XI-2
3. Existing Conditions XI-2
4. Historic Development Guidelines XI-5
5. Implementation XI-10

XII IMPLEMENTATION XII-1
1. Implementation Summary XII-1
2. Specific Plan Implementation XII-9

GLOSSARY Glossary-1
1. Abbreviations Glossary-1
2. Definitions Glossary-2

SOURCES Sources-1
1. Bibliography Sources-1
2. Personal Communications Sources-4
3. Preparers of this Document Sources-5

The following documents are provided under separate cover and are available at the City of Auburn Community Development Department.

SUPPORTING DOCUMENTATION

1. Transportation Evaluation Criteria
2. Earthquake Intensity Description
3. Soil Types of the Auburn Area
4. Vegetative Habitats of the Auburn Area
5. Wildlife Habitats of the Auburn Area
6. Noise Analysis and Studies
7. City of Auburn Draft Noise Control Ordinance
8. General Plan Alternative Analysis Table
9. General Plan Compatible Zone Districts
10. Mineral Land Classification of the Auburn 15' Quadrangle, El Dorado and Placer Counties, California. 1984.
11. City of Auburn Historical Resources Inventory (CAHRI)
12. Dairy Road Drainage Study
13. Oldtown Drainage Study
14. Congestion Management Plan
15. Source Reduction and Recycling Element
16. Placer County Schools Present/Future Facility Needs
17. Auburn Bowman Rail Station Selection Study, October 1992
18. Resource Conservation District Constraints Maps
19. Auburn Fee Schedule
20. 169 Borland Avenue OSP

MASTER PLANS/SPECIFIC PLANS

Auburn Airport Master Plan
Auburn Airport Comprehensive Land Use Plan (CLUP)
Auburn Wastewater Treatment Plant Master Plan
Stormwater Management Manual
Auburn Recreation District Master Plan
Southwest Specific Plan
Auburn Transit Master Plan
Auburn Urban Development Authority Redevelopment Plan
Auburn Ravine Trail Master Plan
School District Master Plans

Page

I INTRODUCTION
1. General Plan Section I-7

IV LAND USE
1. Planning Area Size IV-6
2. 1992 Existing Land Use, City of Auburn IV-9
3. School District Capacity Auburn Area 1992/1993 . . . . . IV-10
4. Densities and Intensities for Land Use Designations IV-18
5. Land Use Plan Summary, City of Auburn General Plan IV-26
6. Land Use Analysis, City of Auburn General Plan IV-29

V CIRCULATION
1. Level of Service Description V-5
2. Park-and-Ride Statistics, 1990 . . . . . V-18
3. Existing and Projected Wastewater Characteristics V-28

VI HOUSING
1. Population 1970 to 1990, City of Auburn VI-8
2. Population Growth Rates, 1985 to 1990, Placer County and Selected Cities VI-9
3. Auburn Age Distribution by Sex, 1990 . . . . . VI-9
4. Families and Households By Type, 1990 City of Auburn VI-13
5. Household and Family Income, City of Auburn VI-14
6. Income Eligibility Limits, Placer County VI-15
7. Year Structure Built, City of Auburn VI-16
8. Permits Issued for Alteration, Adding to, Repairing, or Demolishing Housing Structures 1985 to 1990 City of Auburn VI-21
9. Median Housing Values for Selected Areas VI-22
10. Building Permits Issued by Type, 1985 to 1990, City of Auburn VI-23
11. Employment by Industry 1987-1992, Placer County VI-25
12. Annual Average Wage by Industrial Sector, Placer County VI-26
13. Auburn/Bowman Community Plan Existing Conditions VI-27
14. Auburn/Bowman Community Plan Available Jobs VI-27
15. Auburn/Bowman Community Plan Available Housing Units VI-28
16. Existing Developed Land Uses, City of Auburn VI-28
17. Typical Interest Rates for 30-Year Loans, Auburn Area VI-38
18. Inventory of At-Risk Housing Units, City of Auburn VI-40
19. Preservation and New Construction Cost Comparison VI-42
20. Household Distribution by Income Group, 1990 . . . . . VI-43
21. 1997 Housing Allocation VI-44
22. City of Auburn General Plan Quantified Housing Objectives VI-45

VII OPEN SPACE/CONSERVATION
1. Erosion Hazard by Soil Type VII-11
2. Soils of Prime and Statewide Importance VII-12

VIII NOISE ELEMENT
1. Noise Level Performance Standards for New Projects Affected by or Including Non-Transportation Sources VIII-3
2. Requirements for An Acoustical Analysis VIII-3
3. Maximum Allowable Noise Exposure,Transportation Noise Sources VIII-4
4. Comparison of FHWA Model to Measured Noise Levels VIII-11
5. Distance (Feet) From Center of Roadway to 60 dB L_{dn} Contours VIII-12
6. Traffic Noise Adjustments for Various Topographic Conditions VIII-21
7. Railroad Noise Measurement Results VIII-22
8. Approximate Distance to Railroad Noise Contours VIII-27
9. Aircraft Noise Measurement Results Rock Creek M.H.P., June 27-30, 1991 . . . . . VIII-34
10. Summary of Measured Noise Levels and Estimated Day-Night Average Levels (L_{dn}) in Areas Containing Noise Sensitive Land Uses VIII-43

IX SAFETY
1. San Andreas Fault Activity IX-11

X ECONOMIC
1. Major Employers in the Auburn City and Sphere X-5
2. 1990-1991 City of Auburn General Fund Sources X-7

XI HISTORIC
1. Historic Site Coding Criteria XI-4
2. Auburn General Plan Historic Element Development Guidelines XI-12

XII IMPLEMENTATION
1. Implementation Work Program Auburn General Plan 1992-1997 . . . . . XII-2 to 8

LIST OF FIGURES

Page

I INTRODUCTION
1. City of Auburn Land Use Diagram I-3
2. Existing Street System Functional Classification I-5
3. City of Auburn Existing and Proposed Sphere of Influence I-9

IV LAND USE
1. Study Area IV-7
2. Existing Parks IV-13
3. City of Auburn Land Use Diagram IV-15
4. Auburn Redevelopment Plan Boundaries IV-27

V CIRCULATION
1. Existing Street System Functional Classification V-7
2. 1990 ADTs V-9
3. 1990 Average Daily LOS V-11
4. Selected Intersection Locations and 1990 Peak Hours LOS V-13
5. Truck Routes V-15
6. Transit Service in the Auburn Area V-19
7. Existing Rail Facilities V-21
8. Auburn Airport/Industrial Park V-25
9. Location of Major Electrical and Natural Gas Lines V-31
10A. Typical Arterial Street Standards V-35
10B. Typical Collector Street Standards V-37
11A. Typical Local Street Standards V-39
11B. Typical Local Street Standards V-41
12. Buildout Travel Demand Forecasts V-45
13. Recommended Street System Improvements V-47
14. Auburn Park Conservancy Non-Auto Circulation Plan V-53

VI HOUSING
1. Auburn Target Areas for Housing Rehabilitation VI-17
2. Auburn Redevelopment Plan Boundaries VI-19

VII OPEN SPACE AND CONSERVATION
1. Soils VII-9
2. Erosion Hazards VII-13
3. Slopes VII-15
4. Important Farmlands VII-17
5. Geology VII-21
6. Watersheds VII-27
7. Vegetation VII-29
8. Viewsheds VII-35
9. Auburn Park Conservancy Non-Auto Circulation Plan VII-37
10. Existing Parks VII-41

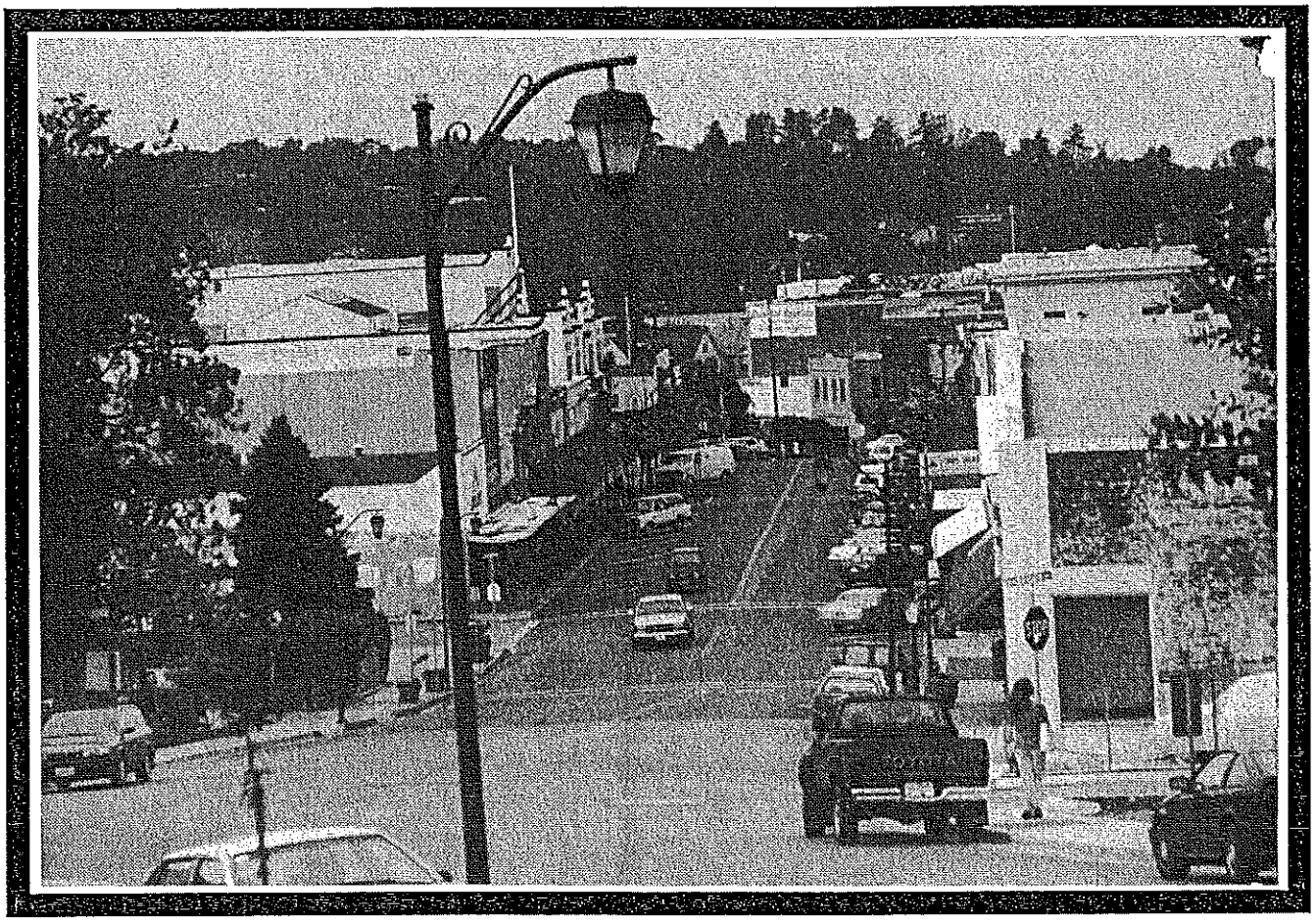
VIII NOISE ELEMENT
1. Traffic Noise Measurement Locations VIII-7
2. Twenty-four-Hour Traffic Noise Measurement Results VIII-9
3. Existing Traffic Noise Contours VIII-15
4. Future Traffic Noise Contours VIII-17
5. Traffic Noise Prediction Nomograph VIII-19
6. Railroad Noise Measurement Locations VIII-23
7. Measured Railroad/Ambient Noise Levels VIII-25
8. Fixed Noise Source Locations VIII-29
9. Existing Airport Noise Contours VIII-35
10. Future Airport Noise Contours VIII-37
11. Aircraft Noise Level Measurement Results VIII-39
12. Community Noise Measurement Locations VIII-47
13. Community 24-Hour Noise Measurement Results VIII-49
14. Examples of Sound Levels VIII-54
15. Noise Control/Site Design VIII-61
16. Noise Control/Shielding VIII-61
17. Noise Control/Building Design VIII-63

IX SAFETY
1. Fire Hazard Rating IX-7

XI HISTORIC
1. Historic Areas XI-7

I

INTRODUCTION



Downtown Auburn

1. The General Plan

Beginning in 1971, changes in California legislation regarding the role and nature of a general plan have increased its importance significantly. Today a general plan is no longer a "wish list" or an ambiguous vision of the future physical development of a community. The general plan has evolved into a clear guide for rational decision making regarding a city's or county's long-term physical development.

The City of Auburn General Plan sets forth the goals and policies that will guide future growth in the Auburn area. The Plan will be used by City staff and City decision makers to review new development in order to ensure that future development will contribute to

retaining and improving the character of Auburn as a unique and readily identifiable foothill community.

The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Any adjustments to the General Plan require an amendment. Local governments may not amend any one of the mandatory elements of the General Plan more than four times in one calendar year (Government Code Section 65358(b). With all amendments, local governments must follow the procedures outlined in Government Code Sections 65350 et seq.

Organization of the General Plan

This Plan is organized into a combination of text, tables, and figures. The plan is presented in eight components referred to as Elements. Each Element is presented in a Chapter. The eight elements are:

Land Use
Circulation
Housing
Open Space/Conservation
Noise
Safety
Economic
Historic

The final chapter of the plan is the implementation program. A glossary is provided to assist the reader. A list of the resource documents and contacts is provided.

Under separate cover, but a part of the General Plan, are the supporting documents and the adopted Master Plans and Specific Plans.

Each element follows a similar format with goals and policies presented first, existing conditions presented next, and future needs or recommendations presented last. The goals and policies are listed first because they provide the vision of the community for which all future actions will be directed and against which all actions are judged. The goals and policies are presented by topic and sequential order, not by order of priority.

Land Use/Circulation Diagram

Figure I-1 displays the City of Auburn Land Use Diagram. Figure I-2 displays the existing Street System Functional Classification. The roadway classifications that are shown on the diagram are those required to mitigate traffic impacts associated with buildout of the land use plan. Sphere of InfluenceFigure I-3 displays the existing and proposed sphere of influence for the City of Auburn. The new sphere of influence

CITY OF AUBURN GENERAL PLAN
NOVEMBER 1993

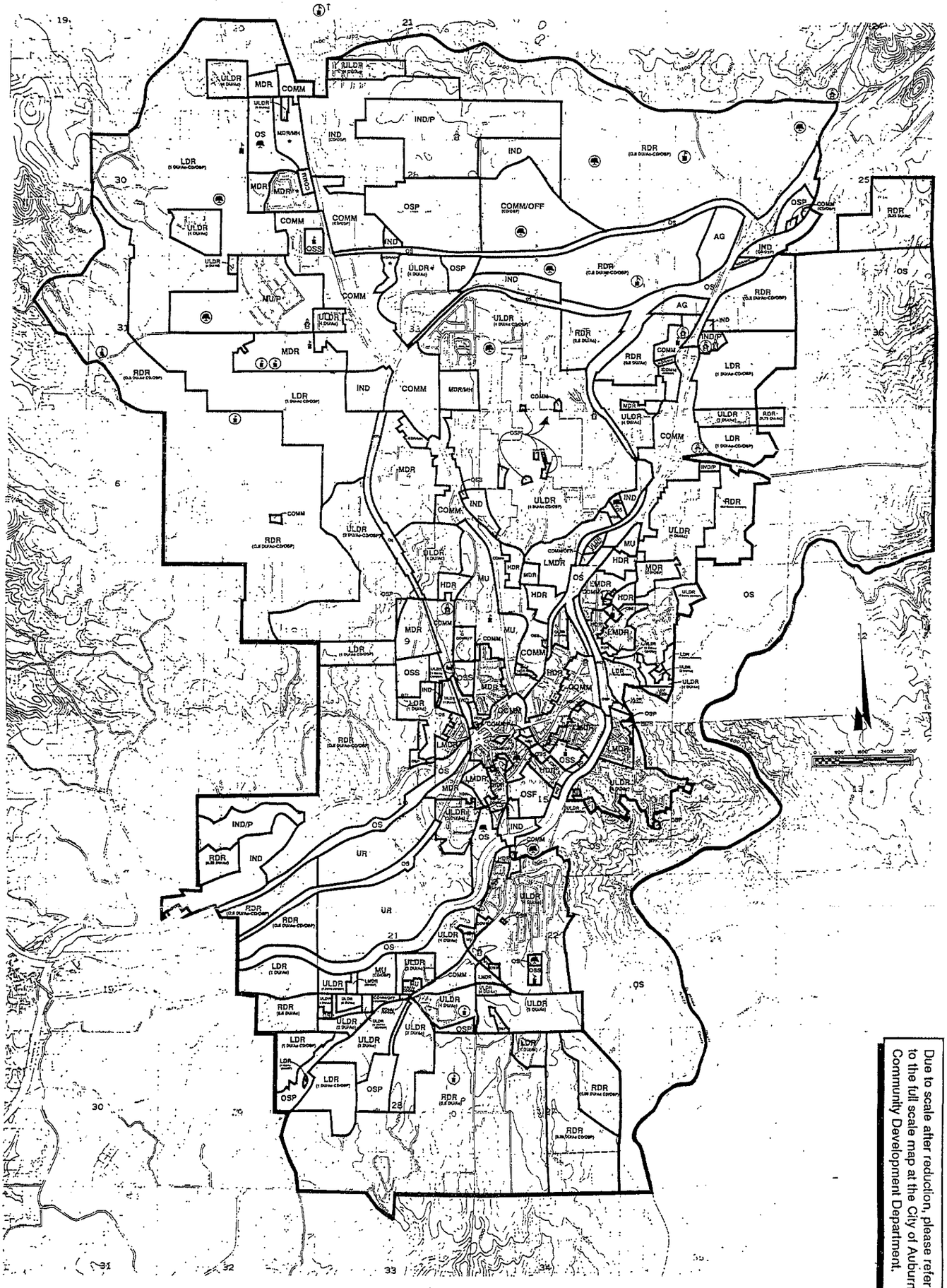
LEGEND

- Agriculture (AG)
- Urban Reserve (UR)
- Rural Density Residential (RDR)
- Low Density Residential (LDR)
- Urban Low Density Residential (ULDR)
- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- Medium Density Residential (MDR/MH)
- High Density Residential (HDR)
- Mixed Use (MU)
- Commercial/Office (COMM/OFF)
- Commercial (COMM)
- Industrial (IND)
- Open Space (OS)
- Open Space Schools (OSS)
- Open Space Private (OSP)
- Open Space Fairgrounds (OSF)

OVERLAYS

- Public (P)
- Clustered Development/Open Space Private (CD/OSP)
- Existing School Site
- Proposed School Site
- Existing Park Site
- Proposed Park Site
- Existing Fire Station
- Proposed Fire Station
- Proposed Rail Station

Land use designation reflects existing non-conforming densities with the Auburn Airport Comprehensive Land Use Plan



Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

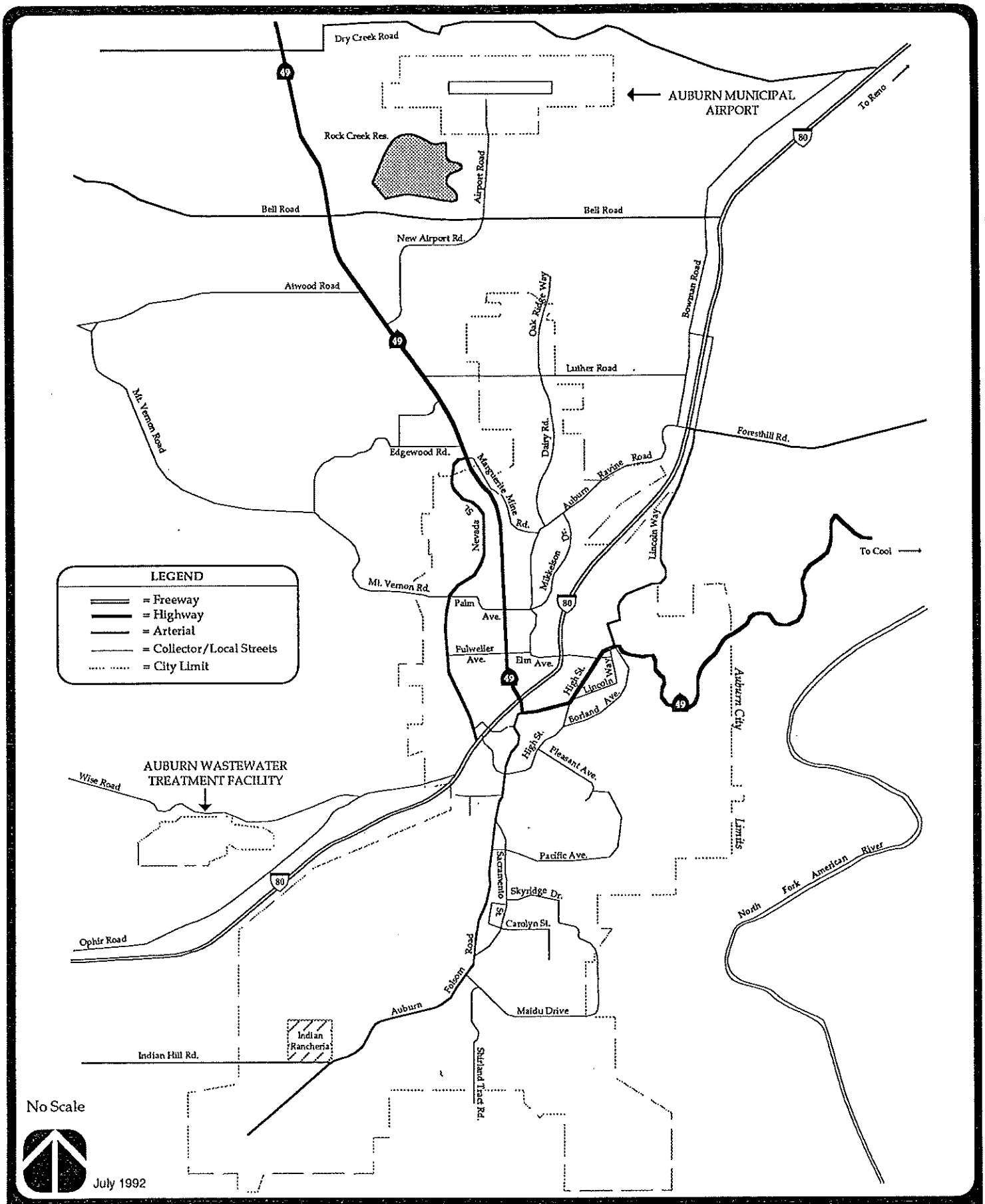
CITY OF AUBURN GENERAL PLAN

City of Auburn Land Use Diagram

No Scale

FIGURE I-1

Harland Bartholomew & Associates, Inc
Planning • Engineering • Landscape Architecture
Sacramento, California



CITY OF AUBURN GENERAL PLAN

EXISTING STREET SYSTEM FUNCTIONAL CLASSIFICATION

Harland Bartholomew & Associates, Inc.

FIGURE I-2

incorporates approximately 4,830 additional acres. This line delineates the area the Advisory Committee considers to be Auburn.

Legal Authorization for the Plan

This plan addresses the legal requirements under Government Code Section 65302 et. al. Table I-1 identifies the legal requirements and where they can be found in this document.

TABLE I-1
CITY OF AUBURN
*GENERAL PLAN SECTION**

Legal Requirement	LU	CI	H	OC	N	S	E	HI
Government Code Section								
65302(a) Land Use Element	X							
65302(b) Circulation Element		X						
65583 Housing Element			X					
65583(a) Housing Needs			X					
65583(b) Implementation Housing Development Goals Policies & Objectives			X					
65583(c) Public Participation			X					
65583(a)(4) and (5) Constraints			X					
65583(a)(7) Energy Conservation			X					
65584 New Construction Needs			X					
65588(a) and (b) HCD Guidelines			X					
65302(d) Conservation Element				X				
65302(e) Open Space Element				X				
65560(b) Local Open Space Plan				X				
65302(f) Noise Element					X			
65302(g) Safety Element						X		
65303 Elective Elements							X	X

* *LU = Land Use Element; CI = Circulation Element; H = Housing Element; OC = Open Space/Conservation Element; N = Noise Element; S = Safety Element; E = Economic Element; HI = Historic Elementy*

2. Regional Setting

PHYSICAL CHARACTERISTICS

The location of the City of Auburn is important in order to understand the relationship between growth and development in the foothill terrain and physical limitations. The City is located on the western slope of the Sierra Nevada Range at elevations between 1,000 and 1,400 feet. Within the city limits, the terrain is relatively gentle but the City is surrounded by several severe constraints to development. To the south, the American River Canyon provides a sharp boundary to urban growth and also an opportunity for regional open space. The Placer County line, a boundary with El Dorado County, is also located within the canyon. The canyon provides a natural boundary to city expansion along a north-south corridor.

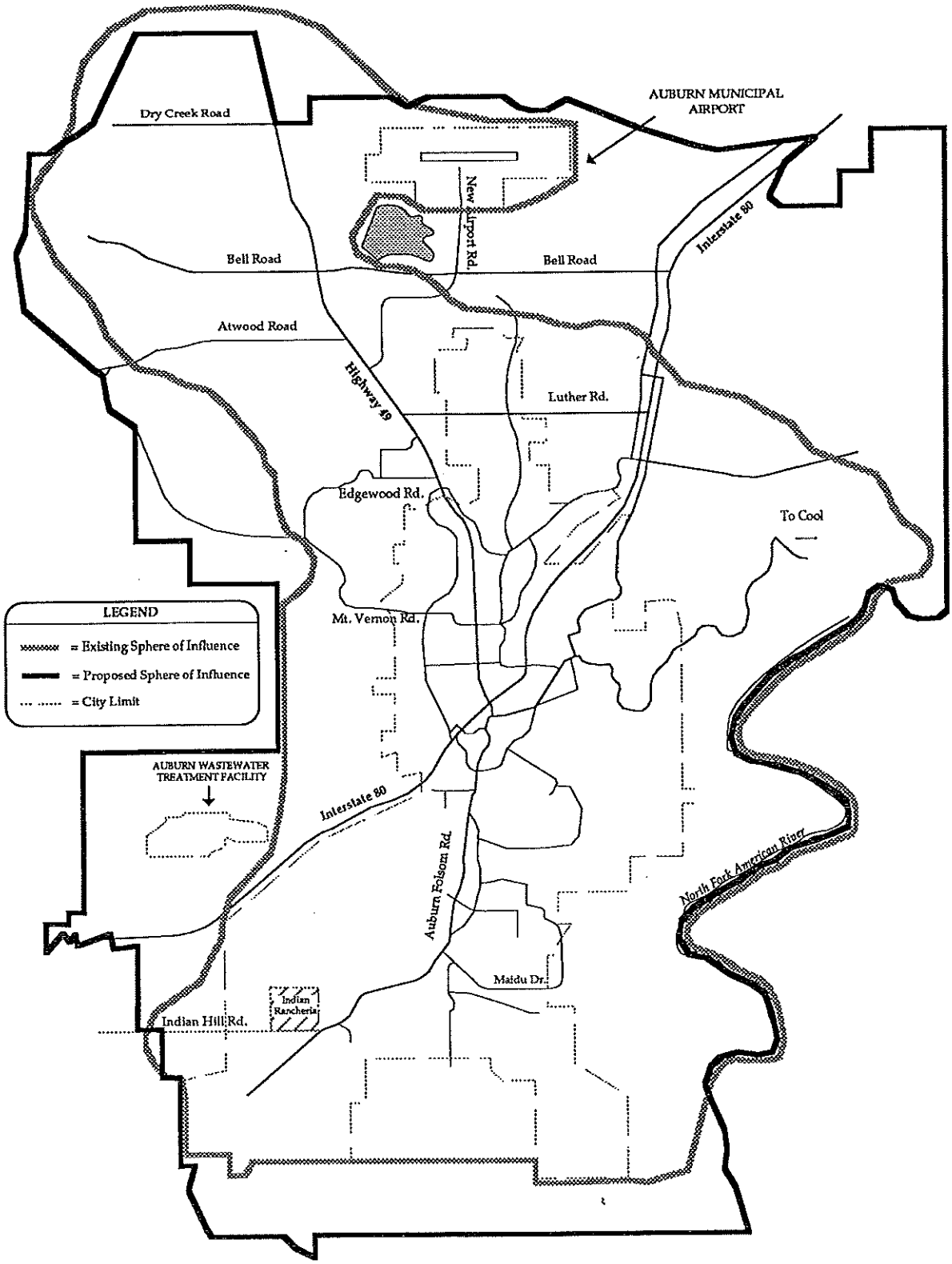
Within the City limits and the sphere of influence, oak trees, riparian vegetation, wetlands, creeks, erosive soils, and sensitive wildlife habitats also constrain development. This physical setting is not conducive to many types of urban development. Therefore, the General Plan has developed land use designations with supporting policies to help protect sensitive or hazardous areas and allow for development where it is warranted.

3. General Plan Background

This document supersedes the 1978 Auburn General Plan and the 1985 Auburn Housing Element. The plan covers the area within the city limits of Auburn and within a revised sphere of influence, which includes an approximate 4,830-acre increase over the 1979 sphere of influence. Lands within the sphere of influence have been given a land use designation in anticipation that annexation of these lands will occur within the 20-year life span of the plan. Limited land use information within the sphere resulted in single land use designations being applied to large areas. As these areas are annexed, the City will review development plans to provide more specific detail as to the land use designations.

ADMINISTRATION OF THE GENERAL PLAN

This General Plan includes implementation programs for each element. Under Government Code Section 65400(b) the City of Auburn Community Development Department is required to report annually to the City Council regarding the status of the General Plan. Therefore, the implementation program has been set up to provide a checklist of the implementation measures. This checklist includes the implementation measure, the responsible agency, and implementation timing. By using the checklist, the Community Development Department will be able to update the City Council on the implementation of the General Plan when requested.



No Scale

July 1992

CITY OF AUBURN GENERAL PLAN

CITY OF AUBURN EXISTING AND PROPOSED SPHERE OF INFLUENCE

Harland Bartholomew & Associates, Inc.

FIGURE I-3

PUBLIC PARTICIPATION

The City recognizes the importance of public participation in formulating a general plan. State law specifies that "During the preparation or amendment of the general plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate."

The Auburn General Plan update has utilized a process of community consensus building to create a future vision for the city. Techniques to gain public input have included public workshops, formulation of an advisory committee, newsletters and public hearings. The following text and chart summarizes the process.

Citizens Advisory Committee

A General Plan Citizens Advisory Committee was appointed by the City Council. The committee, composed of eight citizens, two council persons, two planning commissioners, and a representative of the Auburn Recreation District, met regularly to formulate the plan. This committee was responsible for developing the land use alternatives and eventually the draft preferred land use plan.

The committee meetings were open to the public allowing for public comment at the end of each meeting. The committee held 33 meetings, three of which were joint meetings held with the Placer County Auburn/ Bowman Community Plan Citizens Advisory Committee to receive their comments about land uses outside the current city limits. The committee held a public workshop to receive public input on the Historic Element. These meetings were productive and provided valuable information to the committee as they formulated the General Plan

Workshops

The City has conducted public workshops, held joint meetings of the City Council/ Planning Commission, joint meetings with the City Council/Planning Commission/ Citizens Advisory Committee and joint meetings of the Placer County/Auburn Citizen Committees.

The public workshop held on August 29, 1990 with the City Council, Planning Commission, City staff and representatives of the consultant, Harland Bartholomew & Associates focused on the general planning process and goals for the city to be used as the focal point of the plan. Twenty-four goals were formulated as a result of this effort.

	Public Workshop	City Council/ Planning Commission	City Council/ Planning Commission/ Advisory Committee	City/County Advisory Committee	Planning Commission	City Council
February 8, 1990	X					
February 15, 1990	X[2]					
February 21, 1990	X					
August 29, 1990		X				
December 6, 1990			X			
March 27, 1991	X[1]					
May 15, 1991				X		
July 24, 1991				X		
April 1, 1992				X		
November 17, 1992					X	
December 2, 1992					X	
December 8, 1992					X	
May 11, 1993					X[3]	
May 12, 1993					X[3]	
May 19, 1993					X[3]	
May 25, 1993					X[3]	
May 26, 1993					X[3]	
June 1, 1993					X[3]	
September 14, 1993						X[4]
September 20, 1993						X[4]
September 28, 1993						X[4]
October 4, 1993						X[4]
October 14, 1993						X[4]
October 26, 1993						X[4]
November 29, 1993						Adoption

[1] Historic Element Only
[2] Two workshops were held on this date
[3] General Plan & DEIR
[4] General Plan & FEIR

Public Hearings

The Planning Commission held nine public hearings on the General Plan. The last six meetings were hearings on the General Plan and EIR. The Planning Commission, by Resolution, forwarded the General Plan, with recommended modifications, to the City Council on June 1, 1993.

The City Council held six public hearings on the General Plan and EIR. The EIR was certified and General Plan adopted on November 29, 1993 by the City Council. The hearings held on the General Plan are summarized on the previous page.

Newsletters

The City of Auburn in conjunction with Placer County prepared several newsletters to inform citizens of the General Plan progress. These newsletters contained schedules and articles on the preparation of the General Plan and informed readers of future important dates for meetings or public hearings.

4. Amendments to the General Plan

At least once every five years, each local planning agency should thoroughly review its entire general plan and revise the document as necessary. State law actually requires every city and county to evaluate its housing element as frequently as necessary and to revise the element, as appropriate, no less than every five years.

Local governments may not amend any one of the mandatory elements of the general plan more than four times in one calendar year (Government Code Section 65358(b)). However, this limitation does not apply to:

(1) optional elements;

(2) amendments requested and necessary for affordable housing (Government Code Section 65358(c));

(3) any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general Plan (Government Code Section 65358(d)(1));

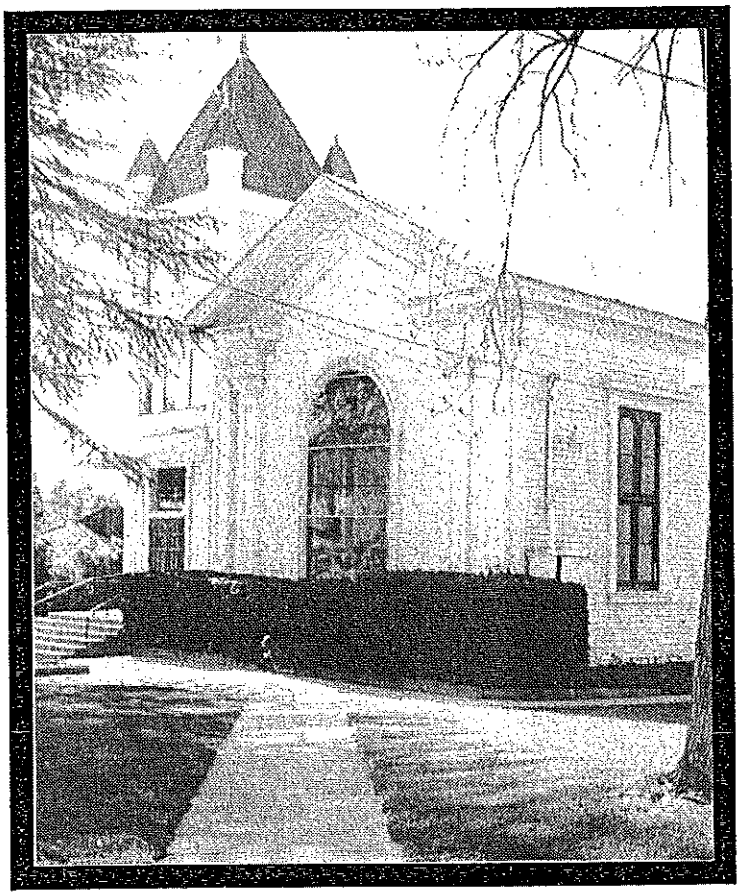
(4) amendments after January 1, 1984, to bring a general plan into compliance with an airport land use plan (Government Code Section 65302.3);

(5) amendments needed in connection with adoption of a comprehensive development plan under the Urban Development Incentive Act (Health and Safety Code Section 56302(d)); or

Government Code Section 65358(b) provides that each amendment may include more than one change to the general plan. Earlier case law has established that each of the permitted amendments within a calendar year can encompass several different changes (*Karlson v. City of Camarillo*(1980) 100 Cal.App.3d789. See also, 66 Ops.Cal.Atty.Gen 258 (1983).

II

GOALS



Methodist Church

The following goals provide guidelines for community growth and development. The goals were developed in conjunction with the Citizens Advisory Committee for the City of Auburn General Plan Update. These goals are presented by topic and sequentially, not by priority.

1. Goals

LAND USE ELEMENT

General

Goal 1: Guide development in a pattern that will minimize land use conflicts between adjacent land users.

Goal 2: Encourage maintaining the open rural character of the County areas beyond the City of Auburn Sphere of Influence so that Auburn is a distinct, readily identifiable foothill community. Encourage farmsteads, orchards, tree farms, grazing, and horse ranches.

Goal 3: Guide development so that it takes advantage of Auburn's unique character including, but not limited to, terrain and vegetation.

Goal 4: Enhance air quality.

Residential

Goal 5: Establish a variety of residential densities which will provide for different housing types and levels of cost.

Commercial

Goal 6: Discourage extension of strip commercial development and encourage future commercial infill development.

Goal 7: Provide a mix of commercial development to serve residents and visitors.

Industrial

Goal 8: Provide for the development of industrial areas where suitable land and services exist and with a minimum of land use conflicts.

Public

Goal 9: Develop a land use pattern which can be adequately served with community facilities (such as schools, libraries, and community recreation), urban services, and transportation facilities.

Goal 10: Establish a rate of development that allows public service providers to keep pace with growth.

Goal 11: Promote cultural activities and public art.

Goal 12: Provide for an adequate and safe educational environment.

CIRCULATION ELEMENT

Goal 1: Provide and maintain a comprehensive, safe, and efficient transportation system.

Goal 2: Create a continuous, interrelated street network that is user-friendly for both vehicular and pedestrian traffic including, but not limited to, avoiding walled projects, dead end streets, and barricades.

Goal 3: Encourage transportation alternatives to the single-occupant automobile.

Goal 4: Protect the public investment in the airport.

Goal 5: Provide a full range of adequate public services for all area residents and businesses.

HOUSING ELEMENT

Goal 1: Provide a range of housing choices that meet the needs of all Auburn residents in terms of type, density and cost.

OPEN SPACE/CONSERVATION

Goal 1: Preserve areas of natural vegetation, trees, topographic features, wildlife habitat, and riparian corridors.

Goal 2: Minimize adverse development impacts to the natural environment.

Goal 3: Identify, protect and enhance open areas and greenbelts throughout the planning area for the protection of wildlife and for use and enjoyment by residents and visitors.

Goal 4: Provide for the conservation, utilization, and development of mineral, geologic and soil resources in keeping with sound conservation and reclamation practices.

Goal 5: Create a pedestrian and trail network to provide access to developed areas as well as public access to open space and recreation resources consistent with the need to protect these resources.

Goal 6: Protect visual resources.

Goal 7: Conserve, protect and enhance water supplies and adequately plan for the development and protection of these resources and their related resources for future generations.

NOISE ELEMENT

Goal 1: Protect City residents from the harmful and annoying effects of exposure to excessive noise.

Goal 2: Protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise producing uses.

SAFETY ELEMENT

Goal 1: Protect the citizens and visitors of the Auburn area from loss of life while protecting property and watershed resources from unwanted fires through preplanning, education, fire defense improvements, and fire suppression.

Goal 2: Protect the lives and property of the citizens of the Auburn area from unacceptable risk resulting from flood hazards.

Goal 3: Minimize hazards to public health, safety, and welfare resulting from natural and man-made hazards.

Goal 4: Protect all residents from hazardous materials and the hazards associated with transport of such materials.

Goal 5: Maintain and enhance City emergency services.

ECONOMIC ELEMENT

Goal 1: Provide a land development pattern, planning process, and regulatory atmosphere conducive to maintaining and increasing employment opportunities for City residents and fostering new economic development.

Goal 2: Enhance the City's sales tax revenues by strengthening the City's retailing and tourism to serve the needs of local residents and encouraging shoppers from outside the community.

Goal 3: Maintain and expand existing businesses.

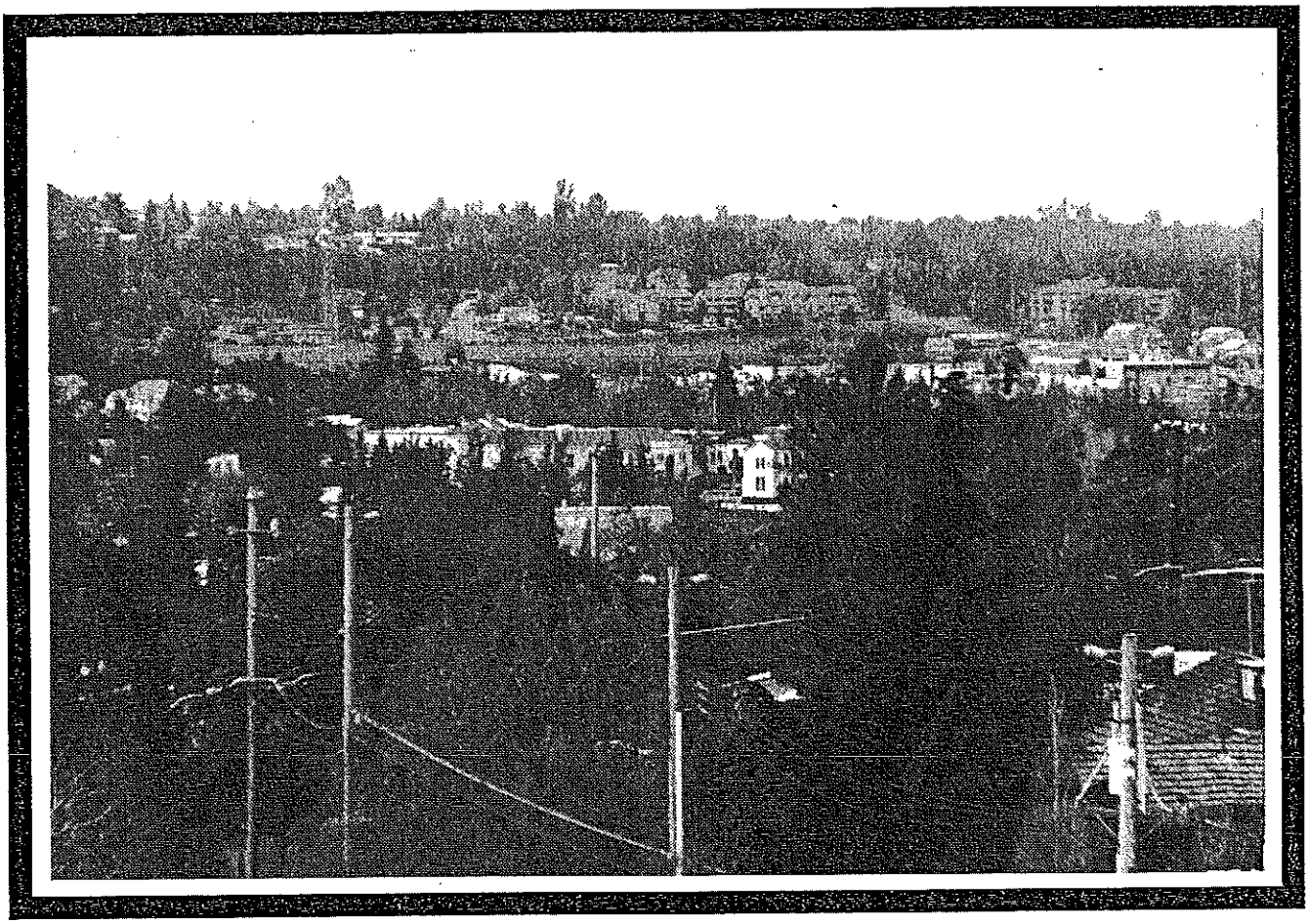
Goal 4: Encourage tourism, conventions and development of a conference center.

HISTORIC ELEMENT

Goal 1: Preserve all historical sites and enhance the character of the historic districts.

III

ASSUMPTIONS AND ISSUES



Downtown Auburn

1. Assumptions

The following assumptions were used by the consultant and the Citizens Advisory Committee during the development of the General Plan:

1. Residents often locate in Auburn because of its small-town atmosphere and rural environment.

2. Auburn will grow at a moderate rate.

3. Significant growth will occur outside of the current city limits.

4. Single-family residential development will continue to be dominant, with some increases in multi-family development.

5. Higher densities will locate where urban services are available.

6. Automobile transportation will be dominant.

7. The Highway 49 corridor, Downtown Auburn, Old Town Auburn, and the Interstate 80/Lincoln Way area will be the primary commercial centers of the City.

8. Some public service and facility improvements are needed for existing Auburn residents.

9. New growth will increase demands for public services and facilities.

10. Growth in the area will require the conversion/use of natural resources--land, water, and habitat.

11. There is insufficient information on the Auburn Dam and Route 102 for a determination to be made as to their affect on the General Plan.

2. Issues

The General Plan is intended to address the following issues:

1. Highway 49 bypass location or route segments.

2. Annexation of areas to the north, east on Interstate 80, and to the south.

3. Residential density and zoning changes--transfer of density and multi-family tradeoffs.

4. Opposition to high-density housing.

5. Equity immigrants, those persons who sell their homes at a high price in one region and buy more house for less money in another region, impact affordable housing. (Opportunities for builders lie in upscale housing.)

6. Preservation and demolition of historic buildings and sites.

7. Need for major shopping facilities.

8. Industrial development.

9. The provision of sewer, water, police, fire, ambulance, educational, and recreational services to new residences.

10. The duplication of providers of water, sewer, police, and fire protection services.

11. Financing sources for new services and facilities.

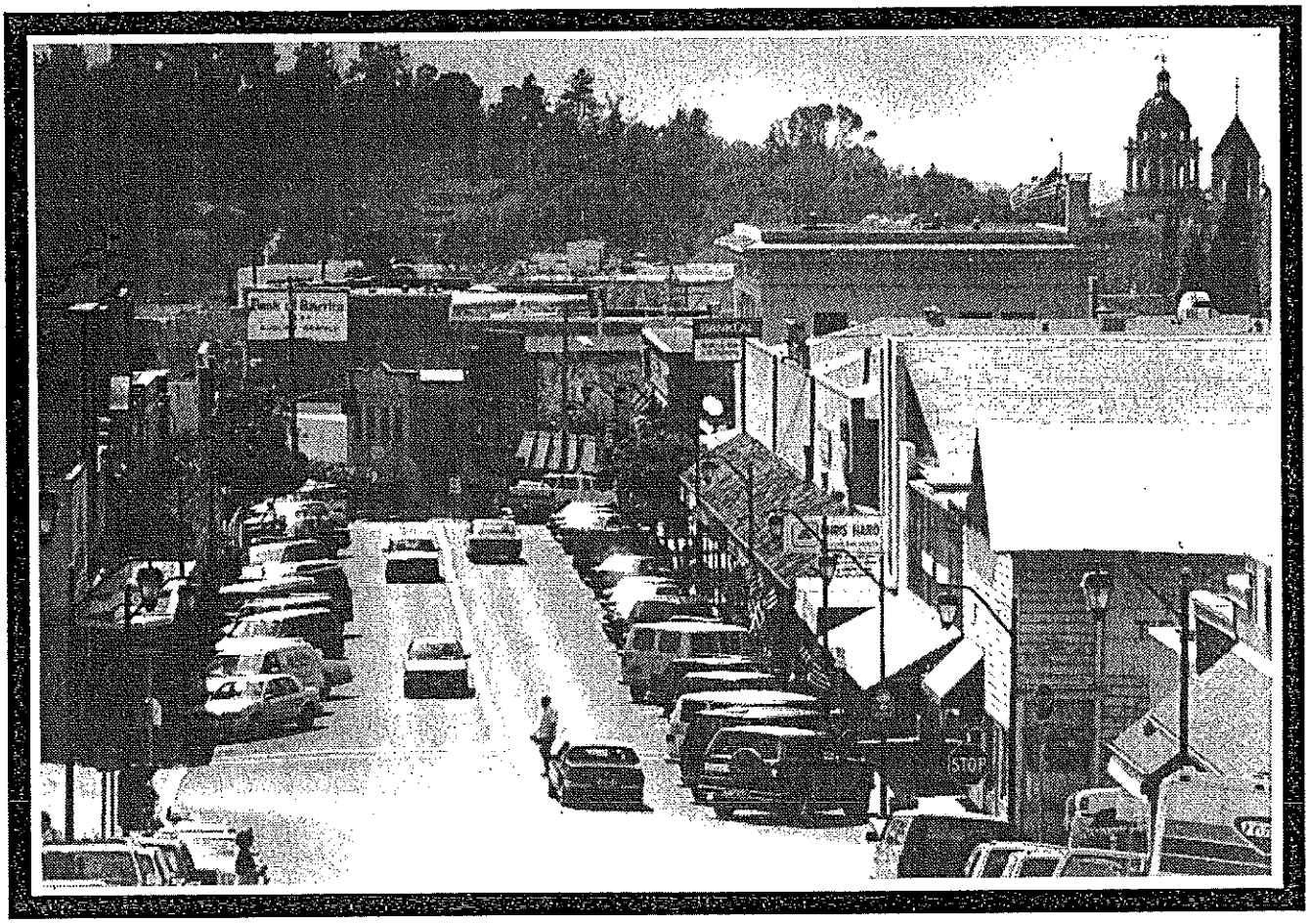
12. Noise impacts from highway and airport sources.

13. Lack of suitable land for affordable housing.

14. Constraints to new school siting.

IV

LAND USE ELEMENT



Downtown Auburn

1. Introduction

The planning process involves the making of decisions among alternate forms of development. This plan places specific land use designations on the land use diagram. However, the goals and policies listed below and the extent to which they are implemented will direct how Auburn develops in the future. The goals and policies listed below and in Section 2 have been developed based on the following:

1. Preservation of sensitive environmental areas.
2. Preservation and enhancement of Auburn's unique character and appearance.
3. Provision of land use opportunities that will support a jobs/housing balance.
4. Provision of public services efficiently.
5. Provision of a mix of land uses.

The Land Use Element is a mandatory element of the General Plan required by Government Code Section 65302(a).

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizens Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented by topic and sequentially, not by priority.

GENERAL

Goal 1: **Guide development in a pattern that will minimize land use conflicts between adjacent land users.**

Policy 1.1 Design industrial/commercial business uses to be compatible with adjacent land uses, including, but not limited to, siting, height, orientation, materials, landscaping, circulation, grading, setbacks proportion, and architecture.

1.2 Design multi-family residential projects to minimize impacts on adjacent land uses.

Goal 2: **Encourage maintaining the open rural character of the County areas beyond the City of Auburn Sphere of Influence so that Auburn is a distinct, readily identifiable foothill community. Encourage farmsteads, orchards, tree farms, grazing, and horse ranches.**

Policy 2.1 Actively promote and preserve agricultural use on lands in the regional area.

Goal 3: **Guide development so that it takes advantage of Auburn's unique character including, but not limited to, terrain and vegetation.**

Policy 3.1 Minimize disturbance to terrain by limiting "pads" on steep slopes to reduce cut and fill.

3.2 Minimize disturbance to terrain by encouraging that roads follow the existing topography.

3.3 Utilize the policies in the Open Space and Conservation Element to create and maintain a visual variety.

3.4 Develop, adopt, and implement a hillside development ordinance.

Goal 4: **Enhance air quality.**

Policy 4.1 Review proposed development projects for their potential adverse impacts on air quality.

4.2 Continue to participate in regional solutions to air quality problems.

RESIDENTIAL

Goal 5: Establish a variety of residential densities which will provide for different housing types and levels of cost.

Policy 5.1 The City does not guarantee that any individual project will be able to achieve the maximum densities shown on the Land Use Map. (Recorded maximum densities reflect ideal conditions and are not guaranteed for all projects.)

5.2 The City shall calculate average residential densities as the number of dwelling units divided by the total area of the project, excluding any commercial, business and professional or industrial uses. Areas devoted to open space, public parks, roads, public schools and other miscellaneous land uses shall be included in the total area.

5.3 Promote use of Planned Unit Developments to provide for clustering and open space areas.

COMMERCIAL

Goal 6: Discourage extension of strip commercial development and encourage future commercial infill development.

Policy 6.1 Avoid linear commercial development designs.

6.2 Encourage commercial design that utilizes existing topography, minimizing cut and fill.

6.3 Promote aesthetics suitable to the foothill environment.

6.4 Develop landscape maintenance and lighting districts in commercial zones.

Goal 7: Provide a mix of commercial development to serve residents and visitors.

Policy 7.1 Neighborhood convenience commercial areas should be located so that residents may meet their daily needs for commercial goods and services.

7.2 Neighborhood centers should be designed to minimize impacts on adjacent uses through site design, access and parking, landscaping and lighting standards.

7.3 Preserve and enhance the tourist-oriented, historic commercial uses in the Downtown and Old Town Auburn areas.

INDUSTRIAL

Goal 8: **Provide for the development of industrial areas where suitable land and services exist and with a minimum of land use conflicts.**

Policy 8.1 Designate lands for a variety of industrial land uses such as:

a. Warehousing/storage facilities for supplies serving other businesses.
b. Industrial parks providing space for research and product development firms.
c. Other light industrial businesses.

PUBLIC

Goal 9: **Develop a land use pattern which can be adequately served with community facilities (such as schools, libraries, and community recreation), urban services, and transportation facilities.**

Policy 9.1 The City will continue to seek new and maintain existing sources of funding to develop, operate and maintain community facilities, urban services and transportation facilities. (C5.2)[1]

9.2 Allow residential development only in those areas where adequate public facilities are available or will be provided with development.

Goal 10: **Establish a rate of development that allows public service providers to keep pace with growth.**

Policy 10.1 Utilize development standards and annexation to promote open space and to manage the rate, location, and type of growth.

10.2 Annex those lands which can be developed in accordance with the Auburn General Plan, are fiscally sound additions to the City, can be adequately served by municipal (or acceptable alternative) facilities and services, and are part of a planned, orderly annexation program.

10.3 Pre-zone all properties proposed for annexation in a manner consistent with the Auburn General Plan.

10.4 The Auburn General Plan and zoning designations for annexed land should consider the following criteria:

a. The capacity of facilities and municipal services.

[1]C5.2 indicates that Circulation Policy 5.2 is the same policy as Land Use Policy 9.1.

b. The environmental effects that development on lands proposed for annexation may have on properties within the existing city limits.
c. Existing land uses, if any, on and in the vicinity of the annexed land.
d. The extent of any natural habitats and features of the landscape which should be preserved.
e. The demonstrated need for additional housing, retail commercial uses, other commercial uses, and industrial uses.

Goal 11: Promote cultural activities and public art.

Policy 11.1 Establish a financing mechanism to promote, support, and fund improvements for public art including, but not limited to, art forms such as music, theater, sculpture, and painting.

Goal 12: Provide for an adequate and safe educational environment.

Policy 12.1 The City shall work closely with the school districts to ensure that school sites are dedicated or reserved for purchase by the districts.

12.2 The City shall work closely with the school districts to establish adequate funding sources for new school facilities.

12.3 The City shall allow development only if adequate school facilities exist or will be available in a timely manner.

12.4 The City shall forward all development projects to the school district and consider all responses as part of the development review process.

12.5 Development projects shall be designed so that children do not have to cross an uncontrolled intersection on an arterial road to reach a school.

12.6 The City, school districts, and the Auburn Recreation District shall work closely together so that joint park/school sites shall be developed wherever possible.

12.7 The City shall require bus turnouts and rider shelters for new residential projects where appropriate. (C1.9)

12.8 Where school sites are contiguous to playground apparatus and other recreational features/amenities, efforts shall be made to avoid duplication.

12.9 The City shall cooperate with the school districts in preparing joint-use agreements as needed.

12.10 The City shall work with the community college district as necessary to enhance educational opportunities for students.

12.11 It is the policy of the City that the individual school district's facilities master plans, financing plans, and other adopted facility guidelines are utilized as a guide to the City's school related policies and issues.

3. Existing Conditions

Auburn is located on terrain that places significant constraints on urban development. Development on the rolling Sierra Foothills requires considerable site preparation for most types of urban uses. Growth to the southeast is prevented by the American River Canyon. Rugged terrain limits growth to the south and west. Thus, the Auburn community has expanded to the north and northeast, taking advantage of access provided by Highway 49 and Interstate 80 (Figure IV-1). Table IV-1 summarizes the amount of land covered by this plan.

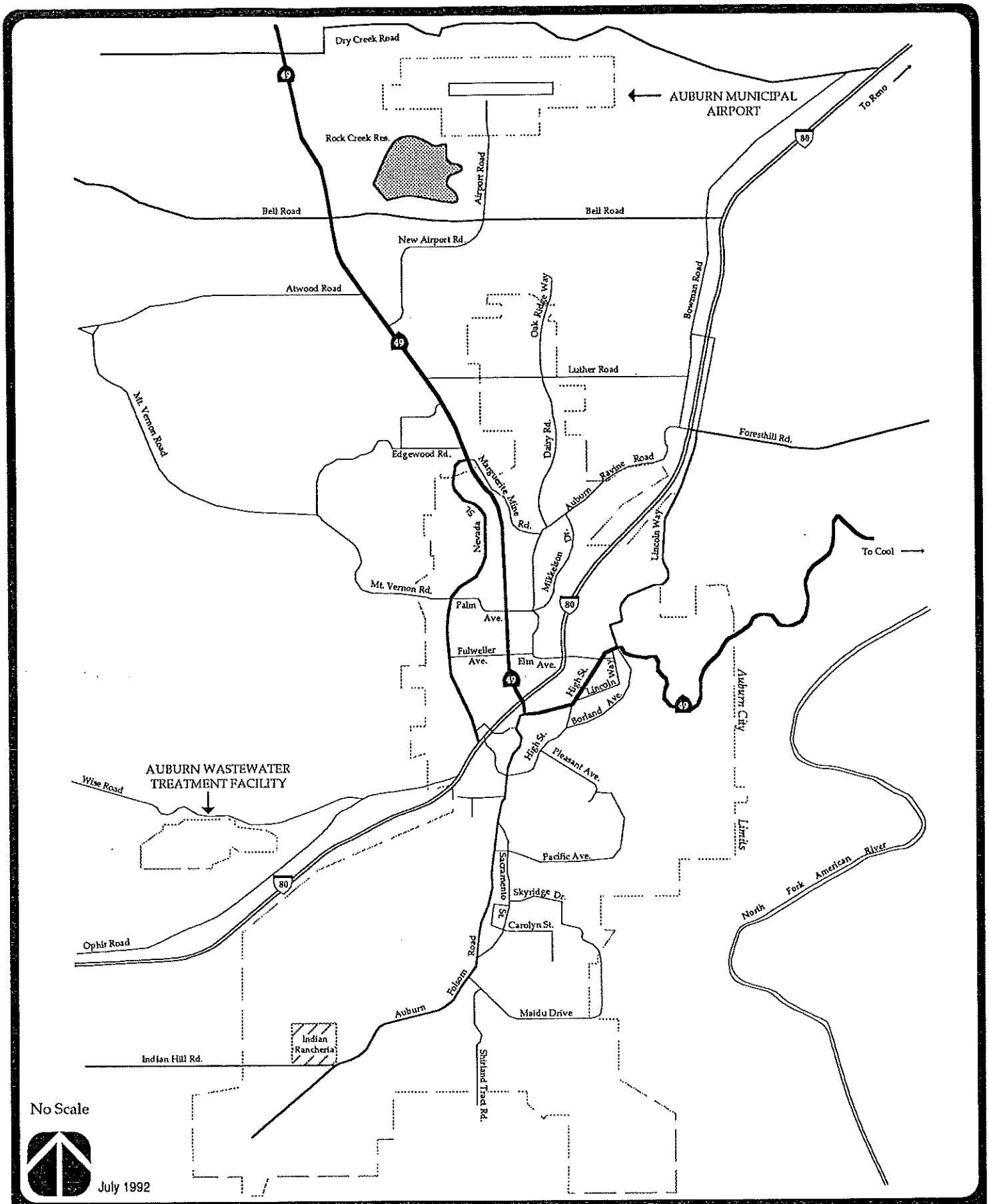
TABLE IV-1
PLANNING AREA SIZE

Planning Area	Acres	Square Miles
City limits	*4,830*	*7.5*
Sphere of Influence as of 7/92	*12,870*	*20.1*
Proposed Sphere of Influence	*17,700*	*27.7*
SOURCE: Harland Bartholomew & Associates, Inc.		

There are major physical limitations on growth and development in the Auburn area. Man-made limitations such as Interstate 80 and the railroad tracks limit access or restrict urban uses. The Auburn Airport limits high-density residential, but has encouraged industrial development. The topography requires significant grading. There are additional environmental constraints such as wetlands, riparian habitat, erosive soils, and high fire hazards. These constraints affect the density and type of urban development that can occur. A detailed discussion of the constraints is contained in the Open Space and Conservation Element.

EXISTING LAND USE PATTERN

The City limits, in 1992, include 4,830 acres. Due to the City's terrain, over half of the area is vacant and undeveloped. A survey of existing land uses conducted as a part of the General Plan Update indicates that a total of 1,880 acres are used for urban uses as shown in Table IV-2.



CITY OF AUBURN GENERAL PLAN

STUDY AREA

Harland Bartholomew & Associates, Inc.

FIGURE IV-1

TABLE IV-2 1992 EXISTING LAND USE CITY OF AUBURN		
Land Use Type	**Acres within City Limits**	**Percent**
Single Family Residential	961	19.9
Multiple Family Residential	103	2.1
Commercial	173	3.6
Industrial	66	1.4
Public and Quast-Public	238	4.9
Streets	339	7.0
Total Developed	**1,880**	**38.9**
Vacant Land (not all developable)	2,950	61.1
TOTAL AREA	**4,830**	**100.0**
SOURCE: Harland Bartholomew & Associates, Inc.		

Although 61 percent of land within the Auburn City limits is considered vacant, the developable land potential is relatively small due to development constraints such as topography and difficulty in access. It has been estimated that the buildout of remaining residential land in the city would result in the addition of approximately 13,000 people.

Residential uses are the predominant land uses in the City of Auburn, with the highest percentage being single family residential.

Commercial uses in Auburn are concentrated in several major areas including: Downtown Auburn, Old Town, the Highway 49 corridor, and the Auburn/Bowman area along Interstate 80. Auburn is atypical in that commercial is not scattered throughout the City as it is in many communities.

Auburn's industrial areas are also concentrated, with industrial uses occurring along Borland Avenue adjacent to the railroad tracks, at the Auburn Airport Industrial Park, along Nevada Street adjacent to the railroad tracks and along Sacramento Street adjacent to the railroad tracks.

Airport

The airport, which is an important transportation facility for the Auburn area, also provides for a large part of Auburn's industrial land. This land use should be maintained given the need for additional industrial development in Auburn. In order to protect the airport and the industrial land around it, the land use requirements of the airport's Comprehensive Land Use Plan (CLUP) should be followed.

Schools

The school districts serving the Auburn area maintain Facility Master Plans, financial plans, and guidelines. Please refer to the General Plan Supporting Documentation and Master Plans/Specific Plans.

The Auburn area has the following school districts:

- Auburn Union School District
- Placer Union High School District
- Ackerman Elementary School District

Table IV-3 displays each district's student enrollment and capacity.

TABLE IV-3
SCHOOL DISTRICT CAPACITY - AUBURN AREA
1992/1993

School District	Student Enrollment	Student Capacity[1]	Percent of Capacity
Auburn Union	*2,854*	*1,841*	*155%*
Placer Union High	*4,208*	*3,205*	*131%*
Ackerman Elementary	*362*	*280[2]*	*129%*

[1] Based on State classroom loading standards.
[2] Based on leach field/sewer system capacity.
SOURCE: Placer County Office of Education. October 15, 1993.

As Table IV-3 shows, Auburn area school districts are currently above their student capacities. Additional school facilities are required to meet the growing demand. According to the Placer County Office of Education the following school facilities will be needed over the next five to fifteen years:

- Auburn Union School District--Four school sites;
- Ackerman Elementary School District--One school site; and
- Placer Union High School District--Two school sites.

These additional school sites are required to meet growing demand. State law requires that new schools not be located within a two-mile radius of the airport. School sites are also constrained by railroads, natural gas lines, major power lines, topography, Highway 49 and Interstate 80. These constraints limit opportunities in the Auburn Area for schools. Future school sites will have to be located farther away from the developed areas of Auburn requiring longer bus and auto trips to transport students.

Parks

The City of Auburn contracts with the Auburn Recreation District for park and recreation services. The Auburn Recreation District also serves the area outside of the Auburn City limit including Christian Valley, Meadow Vista and Bowman.

Figure IV-2 displays the primary parks serving Auburn, which include the following:

1. Auburn Recreation Park
2. Regional Park (out of the City)
3. Ashford Park
4. Fair Park
5. Railhead Park (to be developed)
6. Skyridge Park

In addition to these parks, four schools have been developed with turf areas for recreational purposes. These schools include:

1. Alta Vista School
2. E.V. Cain School
3. Skyridge School
4. Placer High School

Additional small parks include the following:

1. Bicentennial
2. Chana
3. Herschel Young

And County parks in the Auburn Recreation District are:

1. Christian Valley Park
2. Meadow Vista Park
3. Placer Hills Park and Pool

In addition to the parks listed above, a number of trails, existing and proposed, meander throughout the area. A discussion is provided in the Open Space and Conservation Element of this plan and shown on the Auburn Park Conservancy Non-Auto Circulation Plan, Figure VII-9.

4. Land Use Plan

Figure IV-3 displays the land use plan for the City of Auburn (a full-size copy of this figure is available for public review or purchase at the City of Auburn Community Development Department). This figure depicts land uses within the proposed sphere of influence through the year 2012. The boundary lines between land use designations are

delineated as specifically as possible, generally following roads and parcel lines. Proposed school and park locations shown on the land use plan are conceptual, not parcel specific.

The following sections describe the land use designations contained in the land use plan and the standards of population density and building intensity for the various land use designations. Residential building densities are stated as the allowable range of dwelling units per gross acre. Dwelling units per acre are implemented by the Zoning Ordinance and are often indicated by ranges, i.e., Medium Density Residential--up to 10 units per acre. An adjustment to the allowable dwelling unit per acre can be achieved by several techniques allowable in the Zoning Ordinance.

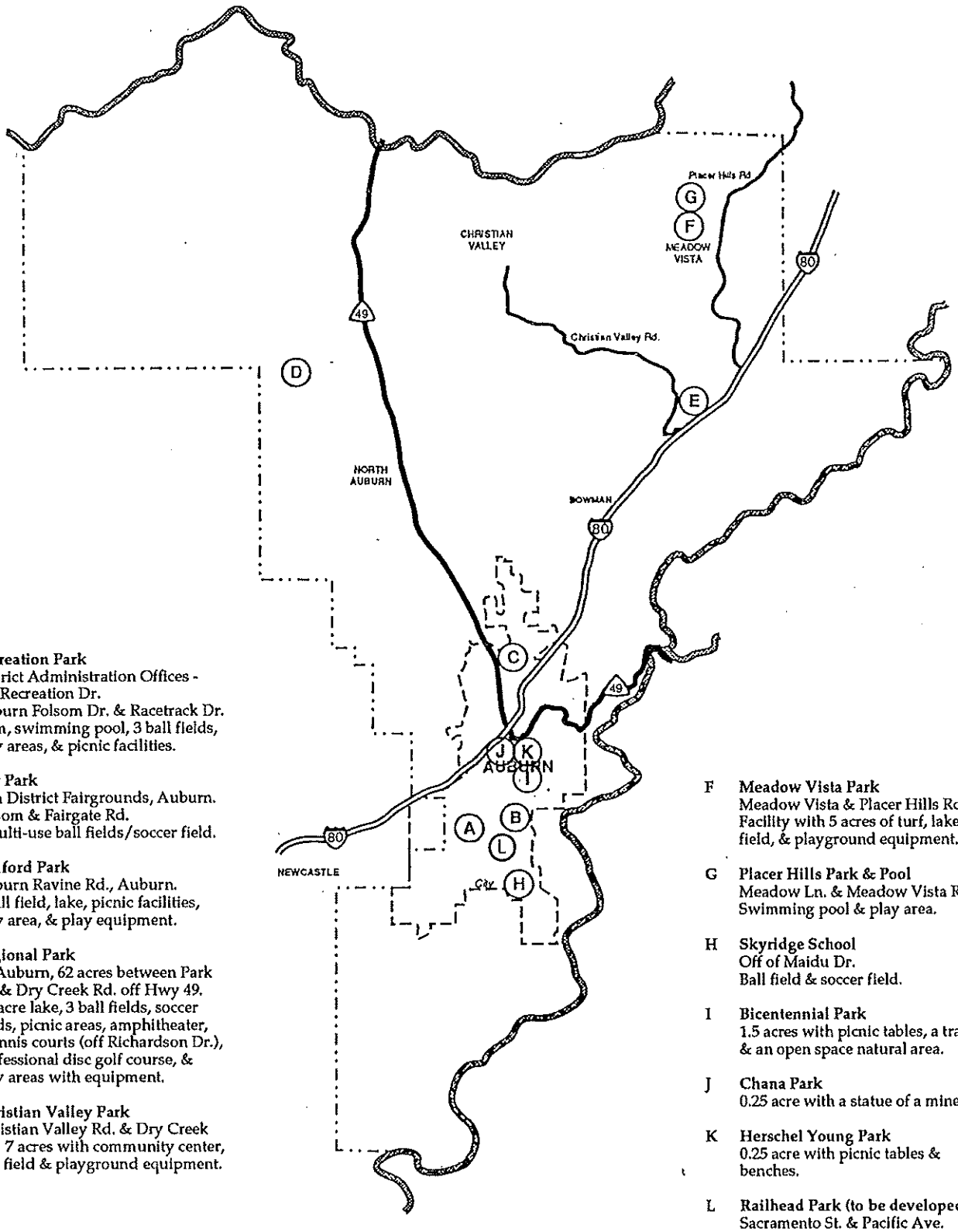
1. *Planned Unit Development*--allows units to be clustered, tiered, or otherwise grouped as long as the maximum allowable units per total acres are not exceeded.

2. *Transfer of Development Rights*--allows a city (or other) to purchase development rights with an agreement that the property involved will remain in agriculture, open space, or other non-urban use. The purchasing entity may then transfer or sell those rights to a developer with a property which has a density designation but is located where a higher density is permissible.

3. *Density Bonus*--is allowed where a developer who agrees to provide some amenity to the city which would otherwise be difficult and/or costly for the city to develop.

Population density can be derived by multiplying the number of units by the average number of persons per dwelling unit. The assumed average number of 2.27 persons per dwelling unit for the Auburn area was obtained from the Sierra Planning Organization.

Non-residential building intensities are stated as maximum Floor Area Ratios (FARs). A FAR is equivalent to the gross building square footage permitted on a lot divided by the net square footage of the lot. Net acreage is the total acreage less any streets or buildings.



A **Recreation Park**
District Administration Offices - 123 Recreation Dr.
Auburn Folsom Dr. & Racetrack Dr.
Gym, swimming pool, 3 ball fields, play areas, & picnic facilities.

B **Fair Park**
20th District Fairgrounds, Auburn.
Folsom & Fairgate Rd.
2 multi-use ball fields/soccer field.

C **Ashford Park**
Auburn Ravine Rd., Auburn.
1 ball field, lake, picnic facilities, play area, & play equipment.

D **Regional Park**
N. Auburn, 62 acres between Park Dr. & Dry Creek Rd. off Hwy 49.
3.5 acre lake, 3 ball fields, soccer fields, picnic areas, amphitheater, 4 tennis courts (off Richardson Dr.), professional disc golf course, & play areas with equipment.

E **Christian Valley Park**
Christian Valley Rd. & Dry Creek Rd. 7 acres with community center, ball field & playground equipment.

F **Meadow Vista Park**
Meadow Vista & Placer Hills Rd.
Facility with 5 acres of turf, lake, ball field, & playground equipment.

G **Placer Hills Park & Pool**
Meadow Ln. & Meadow Vista Rd.
Swimming pool & play area.

H **Skyridge School**
Off of Maidu Dr.
Ball field & soccer field.

I **Bicentennial Park**
1.5 acres with picnic tables, a trail, & an open space natural area.

J **Chana Park**
0.25 acre with a statue of a miner.

K **Herschel Young Park**
0.25 acre with picnic tables & benches.

L **Railhead Park (to be developed)**
Sacramento St. & Pacific Ave.
10 acres for soccer fields & potential staging area for the Auburn Dam.

No Scale

July 1992 Source: Draft Auburn Recreation District Master Plan, 1992.

AUBURN RECREATION DISTRICT MASTER PLAN

EXISTING PARKS

Harland Bartholomew & Associates, Inc.

FIGURE IV-2

CITY OF AUBURN GENERAL PLAN
NOVEMBER 1993

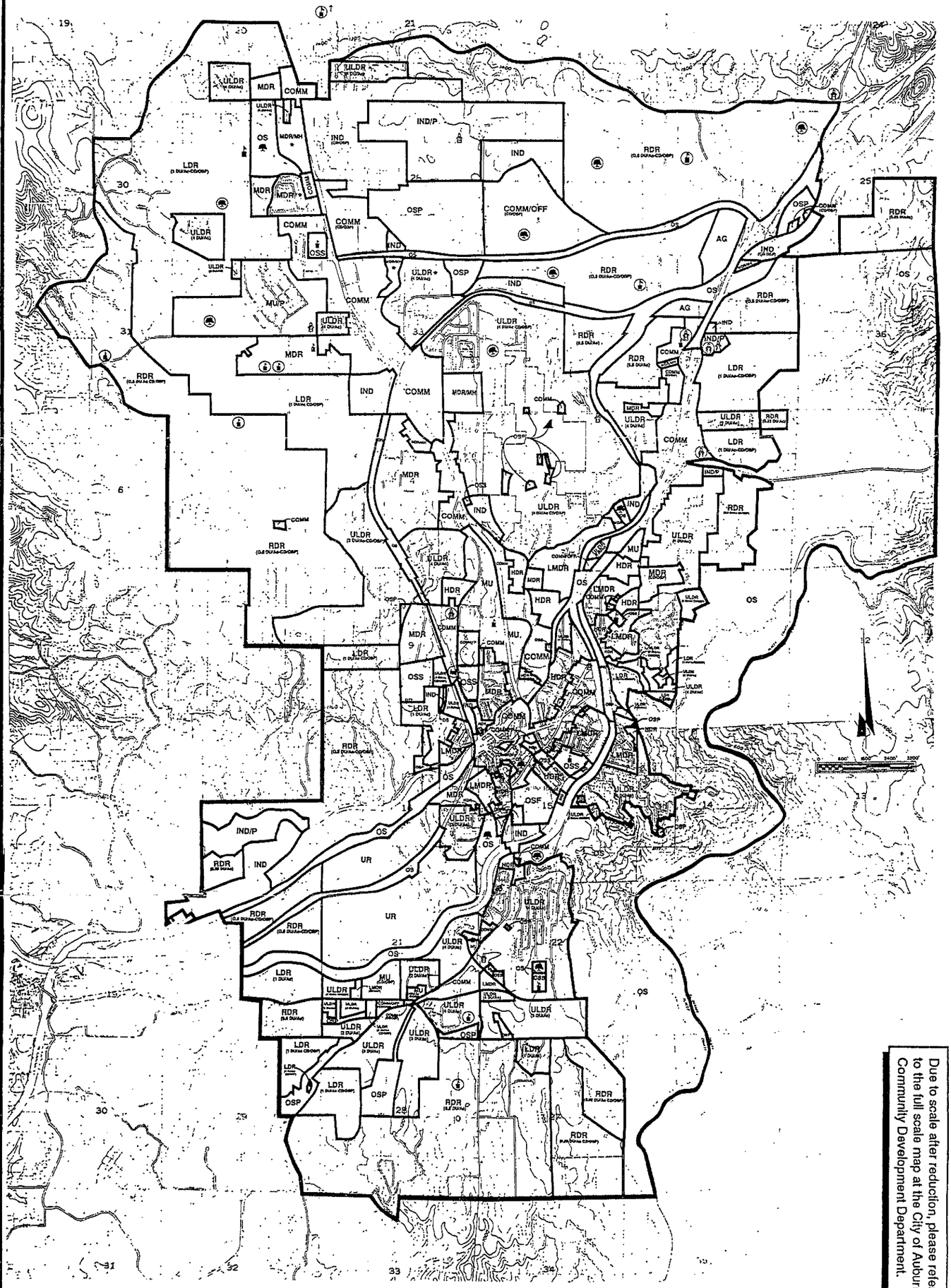
LEGEND

- Agriculture (AG)
- Urban Reserve (UR)
- Rural Density Residential (RDR)
- Low Density Residential (LDR)
- Urban Low Density Residential (ULDR)
- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- Medium Density Residential (MDR/MH)
- High Density Residential (HDR)
- Mixed Use (MU)
- Commercial/Office (COMM/OFF)
- Commercial (COMM)
- Industrial (IND)
- Open Space (OS)
- Open Space Schools (OSS)
- Open Space Private (OSP)
- Open Space Fairgrounds (OSF)

OVERLAYS

- Public (P)
- Clustered Development/Open Space Private (CD/OSP)
- Existing School Site
- Proposed School Site
- Existing Park Site
- Proposed Park Site
- Existing Fire Station
- Proposed Fire Station
- Proposed Rail Station

★ Land use designation reflects existing non-conforming densities with the Auburn Airport Comprehensive Land Use Plan



Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

Harland Bartholomew & Associates, Inc
Planning • Engineering • Landscape Architecture
Sacramento, California

CITY OF AUBURN GENERAL PLAN
City of Auburn Land Use Diagram

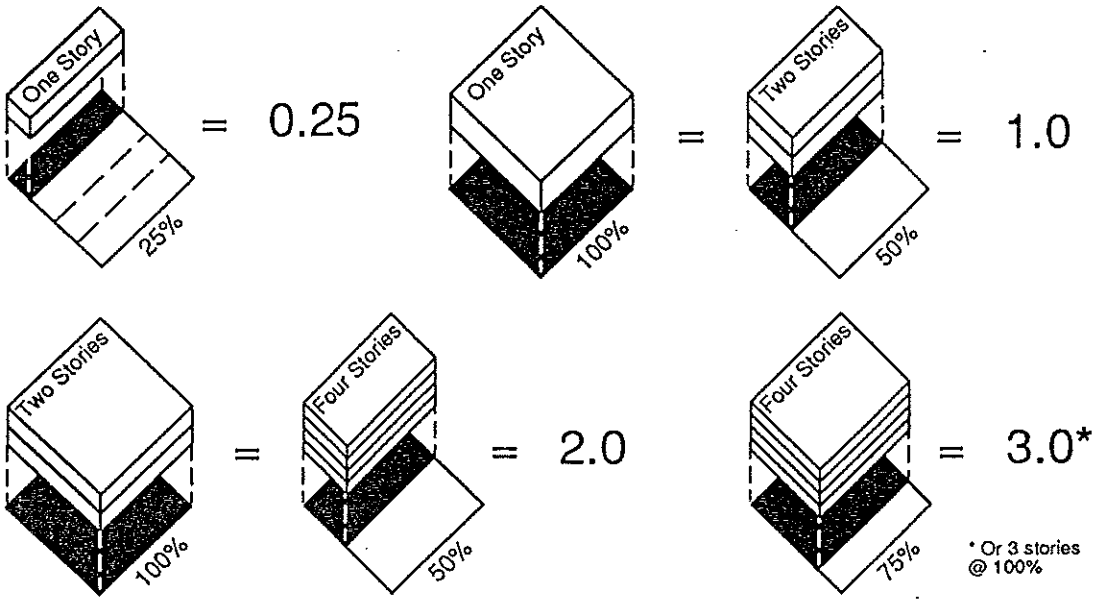
No Scale

FIGURE
IV-3

The table and graphic below provide an example of how FAR is calculated:

FLOOR AREA RATIO (FAR) EXAMPLE		
FAR	**LOT (ONE ACRE) (SQUARE FEET)**	**BUILDING AREA (SQUARE FEET)**
0.25	43,560	10,890
1.0	43,560	43,560
2.0	43,560	87,120
3.0	43,560	130,680

Examples of Floor Area Ratio



Note: Zoning height restrictions limit the height of structures.

Table IV-4 below lists densities and intensities for various land use designations described in detail on the following pages.

TABLE IV-4
DENSITIES AND INTENSITIES FOR LAND USE DESIGNATIONS[1]

DESIGNATION	DENSITY DU PER ACRE	INTENSITY (FAR)[2]
AG	Up to 1 du/5 acres	--
UR	By Specific Plan	--
RDR	Up to 0.05 du/acre, 0.25 du/acre, or 0.5 du/acre	--
LDR	Up to 1 du/acre	--
ULDR	Up to 2 du/acre, 3 du/acre, or 4 du/acre	--
LMDR	Up to 6 du/acre	--
MDR	Up to 10 du/acre	--
MDR-MH	Up to 10 du/acre	--
HDR	Up to 5-15 du/acre	--
MU (Residential)	Up to 5-15 du/acre	--
MU(Commercial)	--	3.0
COMM/OFF	--	3.0
COMM	--	3.0
IND	--	2.0
OS	--	0.25
OSS	--	0.25
OSP	--	0.25
OSF	--	0.25

Notes: (1) *All land uses will be guided by application of and reference to the constraints maps in the Open Space and Conservation Elements and Supporting Documentation.*
(2) *Zoning height limits restrict the height of buildings*

Agricultural (AG)

This designation provides for agricultural uses (including but not limited to orchards and horse ranches), single-family homes, and limited commercial and industrial uses as they relate to agriculture. Building densities may be up to one unit per five-acre parcel.

Urban Reserve (UR)

This designation provides a holding designation for single-family attached and detached homes, multi-family units, commercial uses, open space, parks, public and quasi-public uses, and similar and compatible uses until a specific plan is adopted for the area. All development under this designation shall be approved pursuant to an adopted master development plan (e.g., Specific Plan). As these master development plans are approved, the Urban Reserve designation shall be replaced with a residential, commercial, open space, or public/quasi-public designation as deemed appropriate based on the approved master development plan.

Building intensities and population densities included in this land use plan shall be used for development plans, specific plans, and further implementation of the General Plan. Adoption of a specific plan, considered an adjustment, would require an amendment to the General Plan.

Rural Density Residential (RDR)

This designation provides for single-family homes on larger parcels. Cluster type development is encouraged in many of the areas with this designation. Building intensities may be up to 0.05 or 0.5 units per acre.

Low Density Residential (LDR)

This designation allows for single-family homes. Cluster type development is encouraged in many of the areas with this designation. Building densities may be up to a maximum of one unit per acre.

Urban Low Density Residential (ULDR)

This designation allows for a combination of lower urban residential densities. Housing types under this density should be primarily single-family detached homes, patio homes, and zero lot-line homes. Building densities may be up to a maximum of two or four units per acre.

Low Medium Density Residential (LMDR)

This designation provides for increased densities of single-family homes on smaller lots, patio homes, and zero lot-line homes. Building densities may be up to a maximum of six units per acre.

Medium Density Residential (MDR)

This designation provides for densities to accommodate multi-family residential uses, including small lot residential, duplexes, townhomes, and condominiums. Building densities may be up to a maximum of ten units per acre.

Medium Density Residential–Mobile Homes (MDR–MH)

This designation allows for mobile home parks or subdivisions. Building densities may be up to a maximum of ten units per acre.

High Density Residential (HDR)

This designation allows higher density residential development. Housing types under this density should be apartments, townhomes, and condominiums. These developments should be located close to major thoroughfares and located within easy walking distance to schools and shopping opportunities. Building densities may be five units up to a maximum of fifteen units per acre.

Mixed Use (MU)

This designation allows for a combination of higher density residential uses and commercial uses. This designation is to provide for flexibility as required to meet land use needs or to ensure compatibility for existing land users. Development under this designation should attempt to provide jobs and housing within the same project. Building densities may be five units up to a maximum of fifteen units per acre for residential uses and intensities up to a 3.0 FAR for commercial uses.

Commercial/Office (COMM/OFF)

This designation allows for commercial office uses. This designation is to provide for flexibility as required to meet land use needs or to ensure compatibility with existing surrounding land uses and topography. Building intensity may be up to 3.0 FAR.

Commercial (COMM)

This designation allows for a full range of commercial uses including neighborhood, community and regional. Neighborhood commercial uses are best located at intersections of major thoroughfares and collector streets. Ideally these smaller convenience centers should be restricted to a single corner. Community commercial uses are best located at the intersections of major thoroughfares. The centers may include all corners of the intersection. These centers should be contained to the general sphere of the intersection. Regional commercial uses should be located only where sufficient access can be provided by a major thoroughfare. Building intensity may be up to a 3.0 FAR.

Industrial (IND)

This designation allows for general industrial uses. Building intensity may be up to a 2.0 FAR.

Open Space (OS)

This designation provides for the preservation of land in its natural state and allows the development for trails, bike paths, and parks and includes all of the Auburn Recreation District facilities. Building intensity may be up to a 0.25 FAR.

Open Space Schools (OSS)

This designation allows for public uses such as schools and cemeteries. Building intensity may be up to a 0.25 FAR.

Open Space Private (OSP)

This designation provides for private open space that is dedicated as part of the tentative subdivision map process. The open space should be preserved in its natural state; however, this designation allows for recreational uses such as trails, bike paths, and other recreation facilities. Building intensity may be up to a 0.25 FAR.

Open Space Fairgrounds (OSF)

This designation allows for the wide variety of uses that do and could occur at the Gold Country Fairgrounds. It is the City's intent to support the public ownership and use under the Twentieth District Agricultural Association (Auburn District Fair Board).

The Gold Country Fairgrounds are designated as Mixed Use to reflect the wide variety of uses that do and could occur at this site. It is the City's intent to support the public ownership and use under the Twentieth District Agricultural Association (Auburn District Fair Board).

Overlays

There are two overlay designations which apply to this land use plan as described below.

1. *Clustered Development/Open Space Private* (CD/OSP). This overlay designation requires that development be clustered in order to preserve open space, open space contiguous with adjacent open space, protect the natural environment, and provide urban services in an efficient manner. The number of units allowed under the land use designation, which this overlay is applied to, does not change. Therefore, the building intensity is calculated over an entire project area, not on a lot-by-lot basis.

   The property having Assessor's Parcel Number 003-150-08, located at 169 Borland Avenue is designated Industrial with an Open Space Private (OSP) designation along the southeasterly boundary of the property per Exhibits A and B, Supporting Document 20. The intent of the OSP designation at this specific location is to provide a buffer between industrial and residential land use, for the currently existing residential portion of Assessor's Parcel Number 003-150-06, 173 Borland Avenue, which lies southeast of and adjacent to the subject site. In this case the OSP could be fenced and is not intended to provide for public use, recreational activities or preservation of a natural resource. Thus, with any change in land use designation on the southerly adjoining property, the appropriateness of retaining the OSP designation on the subject site should be reviewed, taking into consideration the original intent of the open space designation for the buffer on the subject site.

2. *Public* (P). This overlay designation denotes public property within the study area. This is provided for informational purposes and does not affect other land use designations.

LAND USE ARRANGEMENT

The land use plan for the City presents a basic arrangement for the development of Auburn in future years, designating areas of use according to the foregoing land use categories. This arrangement takes into consideration the present land use pattern, the land use planning goals, identified constraints, circulation facilities and public services. Buildout scenarios (See Supporting Document, General Plan Alternative Analysis) were evaluated and the Land Use Plan in this document is a result of this process.

Residential

Residential infilling will take place typically at low and moderate densities. Vacant residential land is located south of Luther Road along Dairy Road in the northern part of the City; and along Auburn Folsom Road in the southern section of the City. Some higher density residential development will take place along Nevada Street north of Palm Avenue.

New residential growth will take place west of Highway 49, north of Luther Road, and south of Auburn Folsom Road. Each of these areas includes a variety of residential densities with commercial uses located nearby. The CD/OSP overlay designation has been added to many of these residential areas to allow developers to minimize environmental impacts by clustering housing and avoiding sensitive areas. Also, clustered housing is efficiently served by public facilities allowing for the consolidation and reduction of the service area.

Mixed Use

The mixed use designation is specifically applied to areas where flexibility is required to meet land use needs of an area or to ensure compatibility for existing land uses. Specific areas where this designation has been applied include the following:

1. Highway 49 between I-80 and Marguerite Mine Road (including the E.V. Cain site);
2. Dewitt Center; and
3 North Side, Indian Hill Road

At these sites, the mixed use designation will allow for a combination of high density residential development and commercial development of an office or retail nature. This designation provides the opportunity for affordable housing developments that can be located close to services. Mixed use developments should incorporate open space, pedestrian friendly circulation, and landscaping to buffer and integrate the uses. The final projects that are developed in these areas, however, will require specific project design review, coordination with the Community Development Department, and approval by the City.

The DeWitt Center is designated Mixed Use to reflect the existing conditions of multiple uses including County offices, health services (clinic), courts, jail, residential housing, juvenile group housing, public works maintenance and other private uses. It is the intent of the City of Auburn that the DeWitt Center does not provide retail commercial uses.

The intent of the Commercial/Public designation is to maintain the County's administrative functions at Fulweiler and Court facilities at the Lincoln Way Courthouse.

Commercial/Office

Select areas in Auburn are uniquely suited to office use because of topography and existing surrounding land use. Sites designated include: Old Town-220 Sacramento Street, Russell Road north of I-80 ("Hilltop"), Highway 49 east side between Bell Road and Dry Creek Road, and Northeast Corner of Bell Road and New Airport Road. The Northeast corner of Bell Road and New Airport Road has significant scenic qualities and is encouraged to include a golf course as part of the overall development plan for the site. On this property, development of a golf course which preserves significant portions of the existing vegetation and topography is considered open space.

Commercial/Industrial

The existing developed commercial and industrial areas within the City limits will not change significantly during the planning period. New commercial developments are anticipated along Auburn Folsom Road and Highway 49, with gradual redevelopment in established commercial areas. Along Highway 49, policies have been developed to establish greater control over project design including landscaping along the corridor. Continued industrial development is anticipated at the Auburn Airport Industrial Park, along Borland Avenue and along Ophir Road in the portion of the sphere of influence. The Auburn Airport Industrial Park is the primary location for new industrial development in the region.

Auburn Airport

The Comprehensive Land Use Plan (CLUP) for the Auburn airport has very specific requirements for development within its approach, landing and takeoff zones. These restrictions control the density of development around the airport by setting standards for the number of people per acre that can be located within a certain distance of the different zones. Existing non-conforming uses are allowed to remain; however, no additions or expansions would be allowed. Further, the maximum building intensity allowed by some designations around the airport would exceed densities allowed by the CLUP. In these instances, the CLUP density shall be used as the maximum allowable building density. Golf course development is compatible with airport clear zones and is allowable in the CLUP. Bell Road from I-80 west to Highway 49 is recommended as a scenic route.

Schools

Proposed school locations are shown on the Land Use Diagram. These sites are conceptual and not site specific. The demand for additional school facilities is exceeding the ability to provide new school sites. Land use standards for potential school sites in Auburn are constrained by buffering and set back requirements. Few sites that meet all the criteria can be found within the General Plan Area. It may be necessary to modify these standards for buffer zones and minimum distance from industry, railroad, energy transmission lines, freeway or airport. Safety standards and noise impacts would have to be carefully evaluated. The school districts serving the Auburn area maintain Facility Master Plans, Financial Plans, and guidelines. Refer to the General Plan Supporting Documentation and Master Plans/Specific Plans.

Parks

Proposed park locations are shown on the Land Use Diagram. These sites are conceptual and not site specific. The Auburn Recreation District owns, operates and maintains the parks and recreation facilities in Auburn. The Open Space/Conservation Element discusses the parks, existing and planned. There is a shortage of parks within the City

and its sphere requiring additional parkland in the City and its sphere. There is an opportunity for additional parkland in the Baltimore Ravine Area which will be considered in the Southwest Specific Plan.

Agriculture, Mining and Timber Resources

Within the sphere of influence there are approximately 80 acres of land designated as agricultural. This agricultural land designation is limited to a small area of orchards located near Bell Road west of Interstate 80. Although there are known mineral resources, according to the State Department of Conservation, Division of Mines and Geology, City of Auburn Department of Public Works, Placer County Department of Public Works, and the Chevreaux Concrete Company (pers. comm. on 7/23/92), there are no current surface mining operations within the sphere of influence. In view of the proposed urban uses, mining would be inappropriate. No such areas are designated in the Land Use Plan.

There are no timber resources in the planning area and no known hazardous waste sites. No areas of the plan are designated for these uses.

LAND USE AND TRANSPORTATION RELATIONSHIPS

The land uses, as set forth in the Land Use Plan, are properly served by the streets and highways as identified in the Circulation Element. The urban area is served on a regional basis by Highway 49 and Interstate 80.

The commercial areas are all located on the major streets or on Highway 49. The industrial areas at the airport have access by way of New Airport Road and Bell Road, which connects Highway 49 to Interstate 80.

The residential areas are all served with collector streets, although the topography in many areas requires reduced right-of-way to limit grading. The new residential areas to the west of Highway 49 in the Mt. Vernon Road area will require roadway improvements to handle additional traffic generated by growth in this area. New roads and roadway improvements are described in the Circulation Element.

There are no ports or marinas designated in the Land Use Element due to the City's location.

REDEVELOPMENT PLAN

The Redevelopment Plan, adopted by the Auburn Urban Development Authority in 1987, includes a number of development projects and public infrastructure improvements. The Plan provides a process which the agency can utilize in order to implement specific plans and projects which may be desirable to solve or alleviate concerns and problems of the community within the project area.

The primary goals of the Redevelopment Plan are essentially the goals of the General Plan applied to a specific area--the Redevelopment Plan area. (See Figure IV-4.) No land use or construction activity can be approved until it has been deemed to be in conformance with this plan.

The City Manager's office and Community Development Department are assigned staff duties for the Auburn Urban Development Authority.

LAND USE PLAN SUMMARY

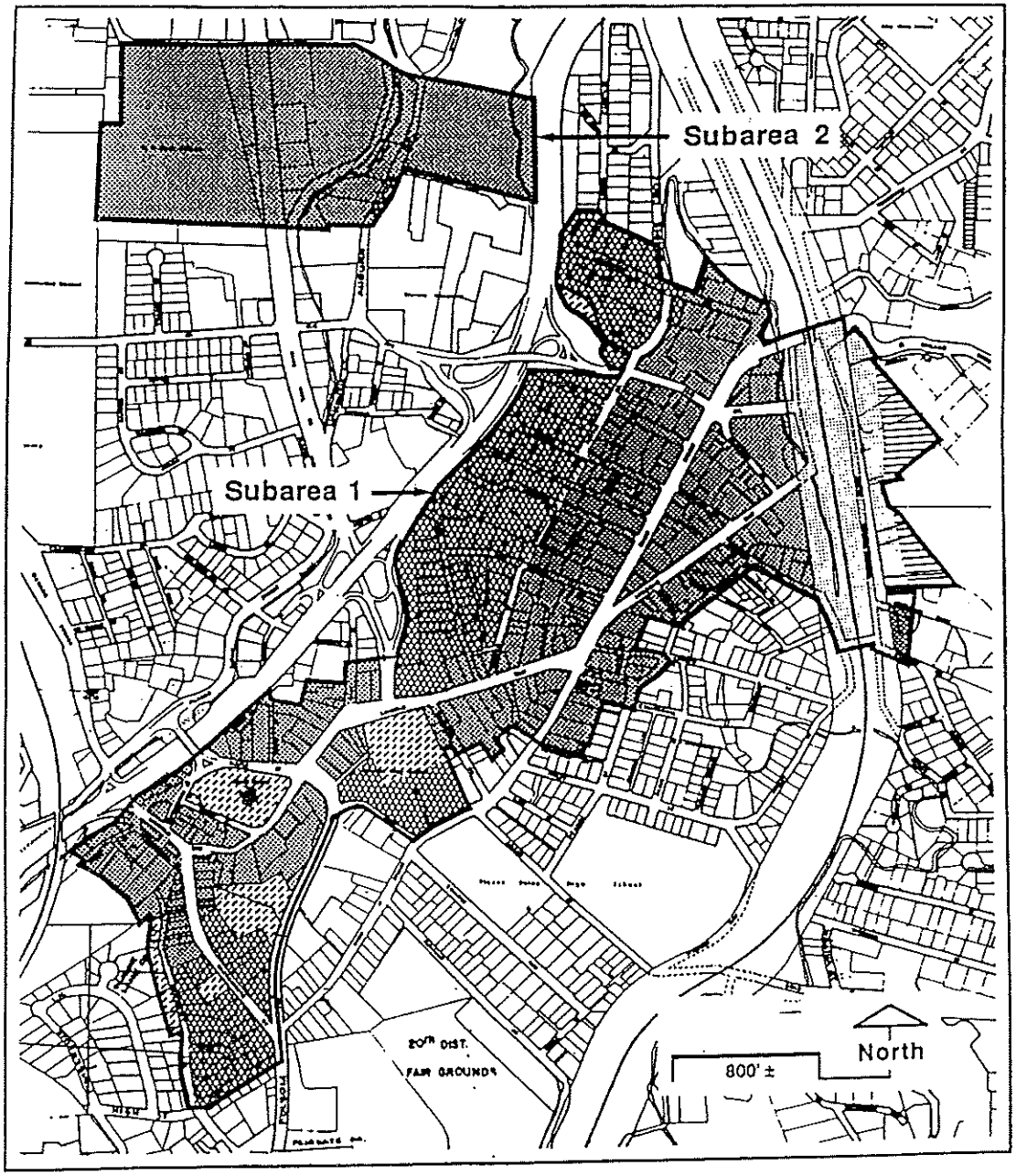
The Land Use Plan does not attempt to dictate the specific use of each parcel; rather, it designates a range of appropriate uses allowed within each category. Further, the policies developed for this plan and the level of their implementation will significantly affect land development in Auburn during the next two decades.

The land use plan is summarized by acreage in Table IV-5.

TABLE IV-5
LAND USE PLAN SUMMARY
CITY OF AUBURN GENERAL PLAN

Land Use Designation	No. of Acres City Limits	No. of Acres Sphere of Influence	No. of Acres Total
Agriculture	0	80	80
Urban Reserve	410	0	410
Rural Density Residential	280	4490	4,770
Low Density Residential	540	1600	2,140
Urban Low Density Residential	1150	1320	2,470
Low Medium Density Residential	270	30	300
Medium Density Residential	80	520	600
High Density Residential	240	0	240
Mixed Use[1]	210	200	410
Commercial/Office	10	190	200
Commercial[1]	410	650	1060
Industrial[1]	430	500	930
Open Space[1]	550	2990	3,540
Open Space Schools[1]	60	60	120
Open Space Private	140	240	380
Open Space Fairgrounds	50	0	50
TOTAL	**4,830**	**12,870**	**17,700**

[1] *These designations include publicly owned property.*
SOURCE: Harland Bartholomew & Associates, Inc., 7/92



Land Use

- Low Density Residential
- Low Med. Density Residential
- High Density Residential
- Commercial
- Industrial
- Public

No Scale

Source: City of Auburn, 1992.

CITY OF AUBURN GENERAL PLAN

AUBURN REDEVELOPMENT PLAN BOUNDARIES

Harland Bartholomew & Associates, Inc.

FIGURE IV-4

Table IV-6 presents an analysis of various characteristics for the land use plan shown on Figure IV-1.

An additional population of approximately 13,000 people can be accommodated within the existing City limits (based upon 1990 household size estimates). The areas within the 1992 City limits, assuming 1990 household conditions and construction activity, would experience buildout within the next 20-30 years. Any change in building activity or household size, however, will significantly affect the buildout year estimate.

The land use plan developed for the City of Auburn attempts to provide land for growth and development yet preserve and protect the sensitive environmental areas of the City and its sphere of influence.

TABLE IV-6
LAND USE ANALYSIS
CITY OF AUBURN GENERAL PLAN

	Within City Limits	City Limits + Sphere
Population (2.3 persons/d.u.)	*23,030*	*51,970*
Students (18% of population)	*4,145*	*9,355*
School Classrooms	*138*	*312*
Labor Force (45% of population)	*10,364*	*23,387*
Parks (5 acres/1,000 population)	*115*	*260*
Residential Water Use at 150 gpcd	*3.5 mgd*	*7.8 mgd*
Residential Sewage at 120 gpcd	*2.8 mgd*	*6.2 mgd*

Notes:
1. Assumed size of school classrooms would be 30 students.
2. gpcd = gallons per capita per day
3. mgd = million gallons per day
4. Estimates above do not include the urban reserve designation since land development under this designation can only occur after approval of a specific plan.

SOURCE: Harland Bartholomew & Associates, 7/92

5. Implementation

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the means by which progress in carrying out the Goals and Policies will be measured.

A. The City shall prepare design guidelines for commercial and industrial development proposals.

Responsibility: Community Development
Time Frame: 1994
Related Policy: 1.1, 1.2, 7.1, 7.2, 8.1

B. The City shall prepare and adopt a hillside development ordinance to address disturbance to the terrain including elements such as "pads" on steep slopes, roads to follow topography, and fencing on steep slopes.

Responsibility: Community Development, Public Works
Time Frame: 1994
Related Policy: 3.1, 3.2, 3.3, 3.4, 6.2

C. The City shall update the Zoning Map to conform to the adopted General Plan.

Responsibility: Community Development
Time Frame: 1994 (as soon after adoption of General Plan as possible)
Related Policy: 5.1, 5.2, 5.3

D. The City shall adopt Landscape and Lighting Districts in residential and commercial areas.

Responsibility: Community Development, Public Works, Finance
Time Frame: 1994
Related Policy: 6.4, 7.2

E. The City shall update the phased Capital Improvement Program based upon the adopted General Plan.

Responsibility: City Manager, Community Development, Public Works
Time Frame: 1993 (as soon after adoption of General Plan as possible)
Related Policy: 9.1, 9.2, 10.1

F. The City shall continue the Annexation Program based upon the adopted General Plan.

Responsibility: Community Development, City Manager
Time Frame: 1993-1997
Related Policy: 9.2, 10.1, 10.2, 10.3, 10.4

G. The City shall pursue funding sources to support cultural activities and programs.

Responsibility: Community Development
Time Frame: Immediate and ongoing
Related Policy: 11.1

H. The City shall, in cooperation with the school districts, prepare a school facilities plan which addresses siting criteria, joint school/park sites, safety, access and funding.

Responsibility: Community Development, Auburn Recreation District, School Districts
Time Frame: 1994-1997
Related Policy: 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 12.10

I. The City shall pursue the implementation of the Auburn Urban Development Authority Redevelopment Plan.

Responsibility: Auburn Urban Development Authority, Community Development, Public Works, City Manager
Time Frame: Ongoing
Related Policy: 1.1, 6.1, 6.2, 6.3, 6.4, 7.3, 8.1

J. The City shall prepare a proposal for a new Sphere of Influence and submit to LAFCO for adoption.

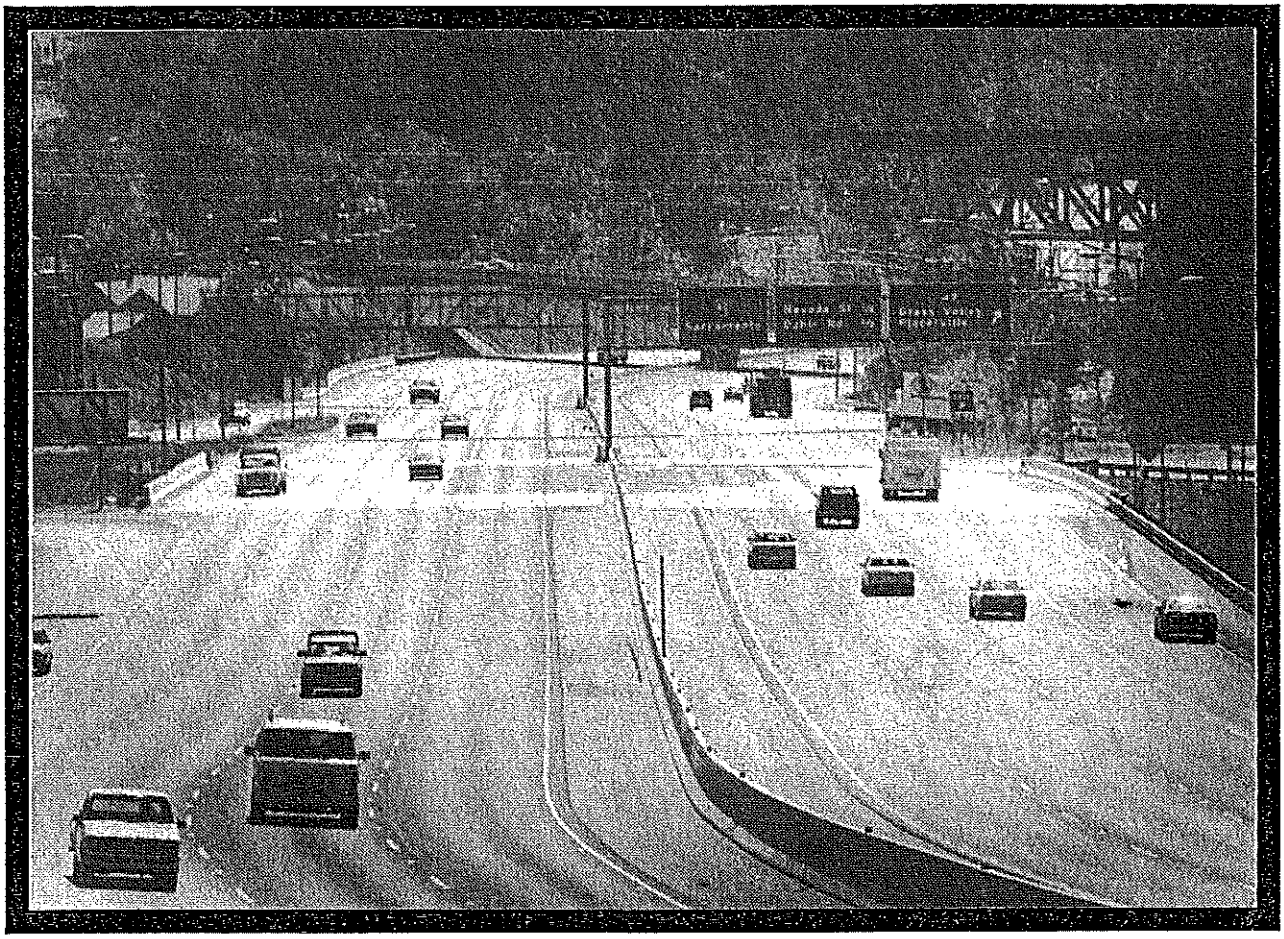
Responsibility: Community Development, LAFCO
Time Frame: 1993
Related Policy: 2.1, 9.2, 10.1, 10.2, 10.3, 10.4

K. Implementation measures for Goal 4, Air Quality Enhancement, are provided in a number of implementation measures in this General Plan including, but not limited to, the land use, circulation, and open space conservation elements.

Responsibility: Community Development, Public Works
Time Frame: Varies
Related Policy: 4.1, 4.2, and related policies noted in other elements

V

CIRCULATION ELEMENT



Interstate 80 - Auburn

1. Introduction

The Auburn Circulation Element is an infrastructure plan for existing and proposed facilities for the circulation of people and goods including sewer, water, and power. The Circulation Element is consistent with the Land Use Element and coordinated with the Regional Transportation Plan developed by the Placer County Transportation Commission (Congestion Management Agency), and any state transportation plans. Cooperation is necessary between all city, county, and state entities to develop a comprehensive circulation and transportation system. The Circulation Element is a mandatory element required by Government Code Section 65302(b).

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizen Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented by topic and sequentially, not by priority.

Goal 1: Provide and maintain a comprehensive, safe, and efficient transportation system.

Policy 1.1 The City should maintain a peak hour level of service "D" at City-maintained intersections and a peak hour/daily level of service "D" on City-maintained roadways as measured by the most recent Highway Capacity Manual and adopted by the City Council.

(Note: One or both of the roadway level of service standards shall apply to roadways that are impacted by proposed development projects based on the level of impact associated with each project as determined by the City.)

1.2 Widen intersections and streets where additional capacity is required.

1.3 The City shall develop a Transportation System Management (TSM) program to assure efficient utilization of existing transportation facilities.

(Note: TSM is a local program, Congestion Management Program is regional.)

1.4 Update and use the traffic model developed for the General Plan to analyze impacts associated with future development.

1.5 Designate truck routes to avoid residential areas and low overcrossings.

1.6 Support improvements to Highway 49.

1.7 Support the construction of an improved connection between Highway 49 and Interstate 80.

1.8 Allow on-street parking only on residential collector streets, local streets and in the Old Town and Downtown business districts.

1.9 The City shall require bus turnouts and rider shelters for new residential projects where appropriate. (LU 12.7)

1.10 The City should require the upgrading and improvement of existing bus turnouts and rider shelters where appropriate.

1.11 Create a joint City/County Traffic Mitigation fee program with benefit areas targeting needed improvements.

Goal 2: **Create a continuous, interrelated street network that is user-friendly for both vehicular and pedestrian traffic including, but not limited to, avoiding walled projects, dead end streets, and barricades.**

Policy 2.1 Post appropriate speed limits on streets within residential areas to minimize noise impacts and eliminate the need for the construction of sound walls.

2.2 Utilize, update, and implement the Auburn Park Conservancy Non-Auto Circulation Plan and the Auburn Ravine Trail Master Plan.

2.3 The City shall install crosswalks, pedestrian signals, and vehicular signals as warranted by standards adopted by the City Council.

2.4 The City shall construct pedestrian and emergency vehicle access where a logical connection can be made to existing streets, bikeways, future development or emergency access roads.

2.5 The City shall prohibit obstructions to through traffic by constructing barricades.

2.6 The City shall discourage obstructions to through traffic flow including speed bumps and mid-block stop signs.

Goal 3: **Encourage transportation alternatives to the single-occupant automobile.**

Policy 3.1 Match land use density to transit service routes and roadway capacity.

3.2 Modify and update transit routes and schedules to reflect changes in service demand.

3.3 Encourage and support programs which will increase ridesharing.

3.4 Support the establishment of inter-city rail service and other modes of transportation connecting the Bay Area, Sacramento, Roseville, Auburn, Colfax, and surrounding cities.

3.5 The City shall develop and implement an ongoing Trip Reduction Implementation Program applicable to major development projects and employers.

3.6 The City shall prepare a transit master plan for the City transit system.

3.7 Continue participation with the Placer County Transportation Commission (Congestion Management Agency).

3.8 Construct bicycle lanes, where possible, on all major arterials.

Goal 4: **Protect the public investment in the airport.**

Policy 4.1 Minimize the impacts of future development on the Airport by abiding by the City adopted Airport Comprehensive Land Use Plan.

4.2 Continue participation with the Airport Land Use Commission.

4.3 Support the continuance of the Auburn Airport as an aviation transportation link.

4.4 The City shall prepare Airport Operation Standards that shall financially enhance the Airport.

Goal 5: **Provide a full range of adequate public services for all area residents and businesses.**

Policy 5.1 The City shall prepare and maintain a five-year capital improvement program for public facilities.

5.2. The City will continue to seek new and maintain existing sources of funding to develop, operate and maintain community facilities, urban services and transportation facilities. (LU 9.1)

3. Existing Conditions

This section provides an assessment of the adequacy of existing facilities. The discussion addresses the following transportation system components:

- Street System;
- Transit Service;
- Rail Transportation;
- Air Transportation;
- Pedestrian and Bicycle Transportation; and
- Public Facilities.

STREET SYSTEM

Roadways

Auburn's street system is predominately a two-lane road network reflecting the rural environment of this foothill community. Only Interstate 80, Highway 49, Elm Avenue and Auburn Folsom Road provide four or more travel lanes.

Figure V-1 shows the functional classification of the road network according to the following classifications:

- Freeways--Limited access highways.

- Highways--Limited access regional roadways.
- Arterials--Major streets providing through service to industrial and commercial areas and between cities.
- Collectors--Streets that collect traffic from local streets within residential areas.
- Locals--Streets whose primary purpose is to provide access to individual properties.

Interstate 80 and Highway 49 are the two main routes through the City. Interstate 80 bisects the City in a northeasterly--southwesterly direction while Highway 49 bisects the City in a northwesterly--southeasterly direction. Interstate 80 has six lanes to the east and west of Auburn and up to eight lanes through the City. Highway 49 is a two-lane highway through Auburn except for a four-lane section from Lincoln Way to Dry Creek Road in north Auburn. Auburn Folsom Road also functions as a thoroughfare for traffic in the southern portion of Auburn and varies from two to four lanes.

In order to analyze the existing conditions for the roadway system, procedures and methodologies from the *Highway Capacity Manual (HCM), Special Report 209*, Transportation Research Board, 1985, were used. HCM techniques generate daily roadway capacities adjusted to incorporate factors that influence theoretical roadway capacity. These capacities were then compared to 1990 roadway volumes to determine a level of service (LOS). Level of service describes traffic flow conditions and varies qualitatively from LOS A to LOS F as described below in Table V-1.

TABLE V-1
LEVEL OF SERVICE DESCRIPTION

LOS	Description
A	*Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.*
B	*Stable flow, but the presence of other users in the traffic stream begins to be noticeable.*
C	*Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.*
D	*Represents high density, but stable flow.*
E	*Represents operating conditions at or near the capacity level.*
F	*Represents forced or breakdown flow.*

SOURCE: Highway Capacity Manual, Special Report 209, Transportation Research Board. 1985.

Average daily traffic counts (ADTs) provided by the City of Auburn Public Works Department and Caltrans are shown on Figure V-2. These volumes were compared to the LOS criteria capacities to determine existing LOS. These capacities were generated using the Highway Capacity Manual techniques discussed above and are contained in the Supporting Documents, Transportation Evaluation Criteria (Table A-1). Figure V-3 shows the level of service results.

Intersections

In order to assess peak hour traffic operations, selected intersections were analyzed to determine peak evening hour LOS. Intersection analysis is important because it reveals peak hour operational problems that might not be evident in analyzing daily volumes.

Intersections were also analyzed using Highway Capacity Manual techniques and procedures. Tables A-2 and A-3 of the Transportation Evaluation Criteria in the Supporting Documentation define the analysis criteria for the intersections. Figure V-4 shows the peak hour LOS of each analysis intersection.

Truck Routes

Figure V-5 shows the truck routes through Auburn. These routes are designed to allow truck traffic to pass through the City with minimal impact on local vehicular and pedestrian traffic. Through truck traffic is also permitted on State Highway 49 through downtown Auburn.

Roadway Design Standards

Currently, Auburn's Municipal Code contains roadway design standards. The standards provide a limited level of detail for the necessary features within the right-of-way. Revisions to these standards are necessary for the following reasons:

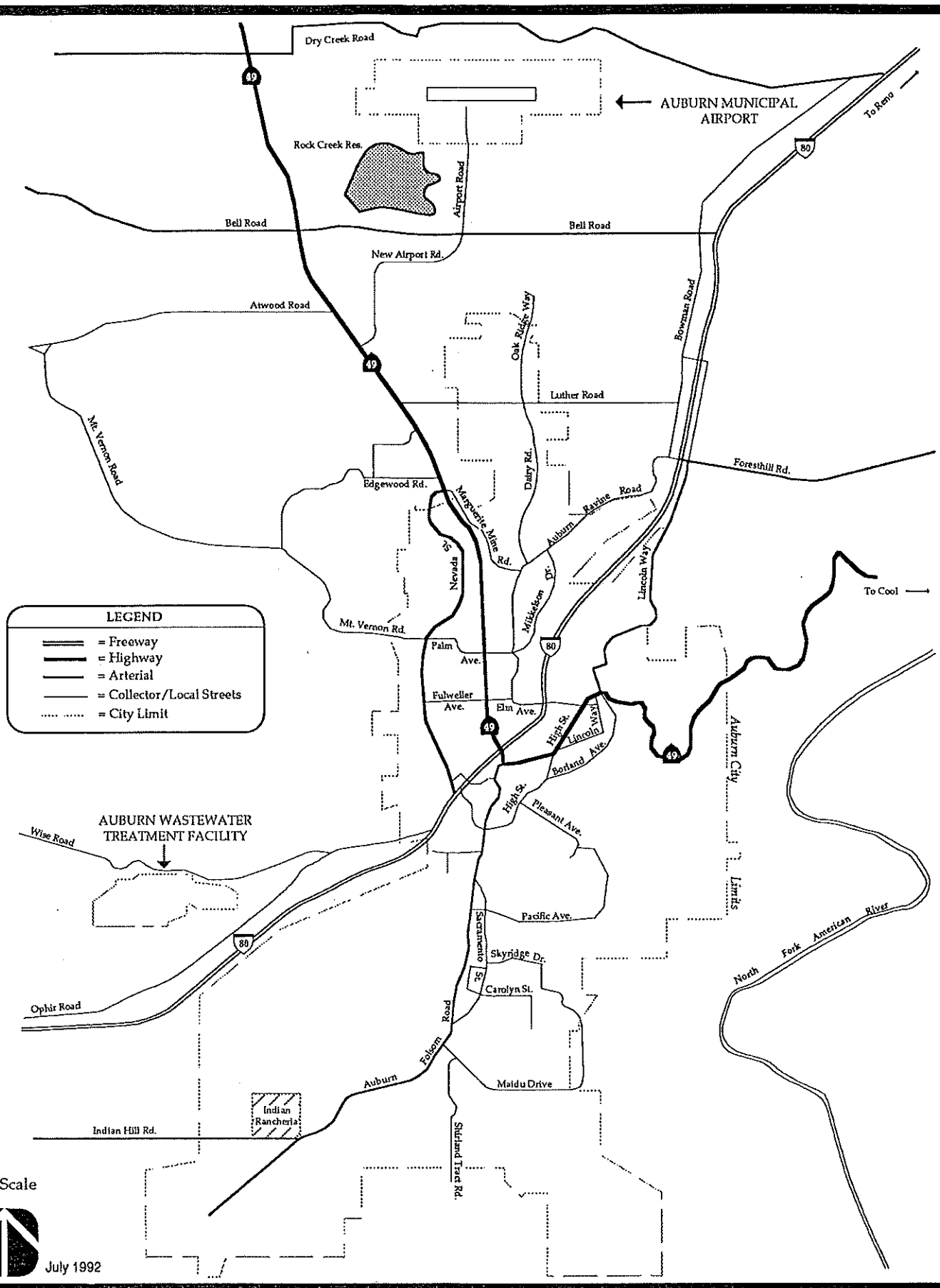
1. The application of the standards should be based on functional classification of the roadway, not the type of zoning proposed adjacent to the street. This ensures route continuity and provides safer operating conditions by minimizing the changes to driver expectation.

2. The current standards do not require bike lanes. Provision of bike lanes enhances recreational activities, enhances air quality and provides safer operating conditions for motorists and bicyclists.

3. The standards should detail all features including striped lane widths, on-street parking, bike lanes and pavement section requirements.

Parking Standards

Article 9 of the Auburn Municipal Code defines the standards for off-street parking and loading. Items such as the number of required spaces, design standards and maintenance are well-defined in this article. There currently are no guidelines for the circumstances in which on-street parking is allowed or disallowed.

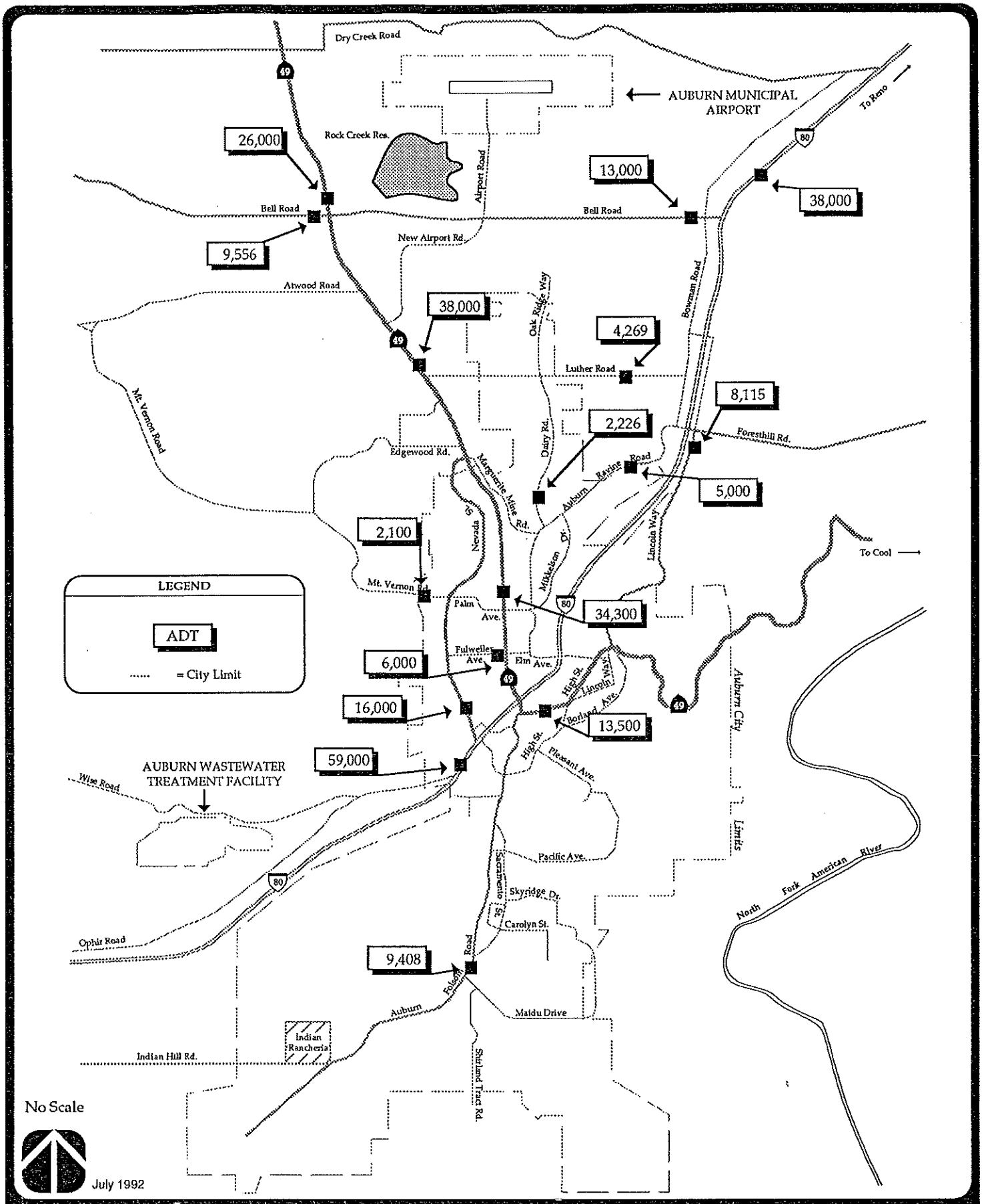


CITY OF AUBURN GENERAL PLAN

EXISTING STREET SYSTEM FUNCTIONAL CLASSIFICATION

Harland Bartholomew & Associates, Inc.

FIGURE V-1

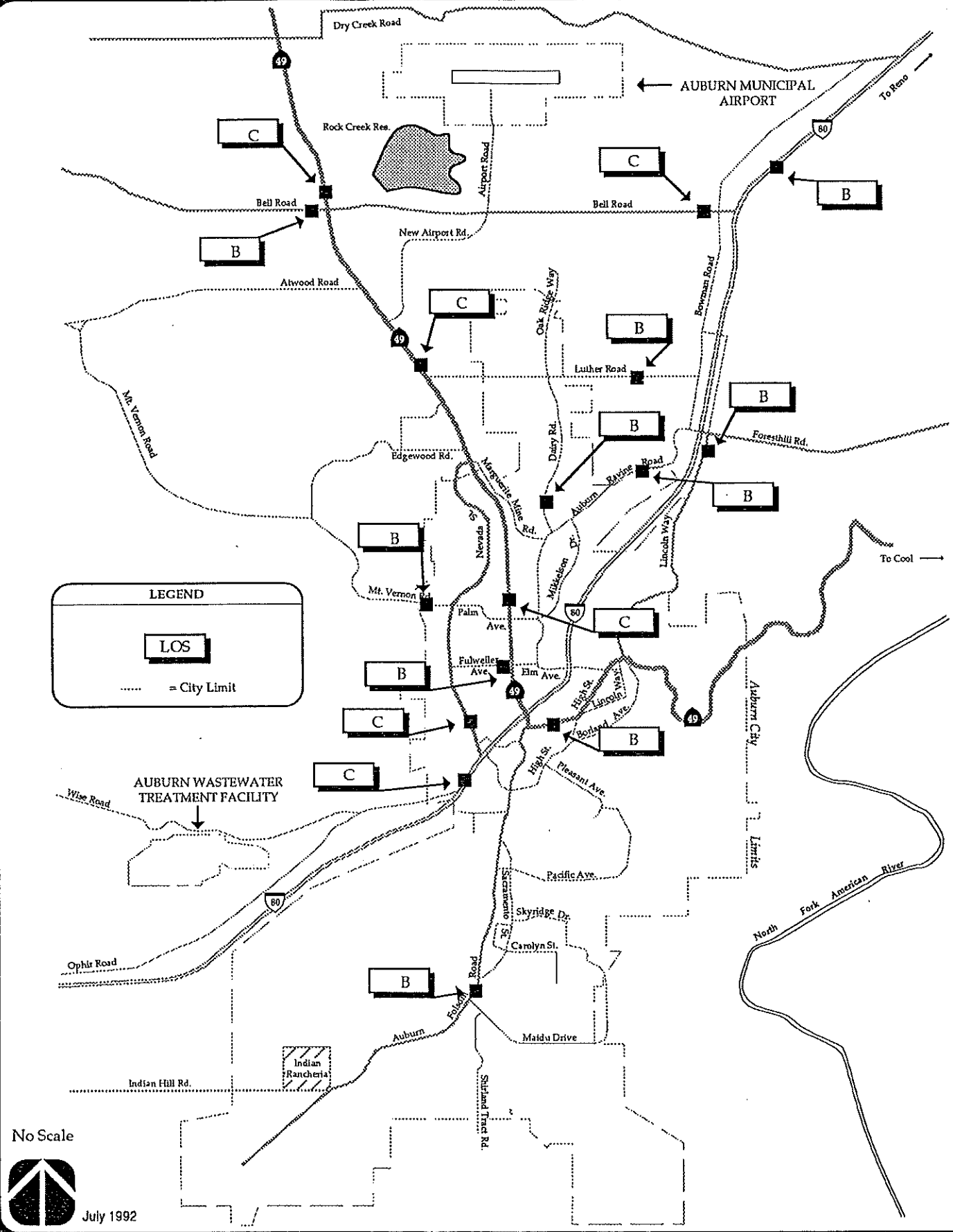


CITY OF AUBURN GENERAL PLAN

1990 Average Daily Traffic Volumes

Harland Bartholomew & Associates, Inc.

FIGURE V-2



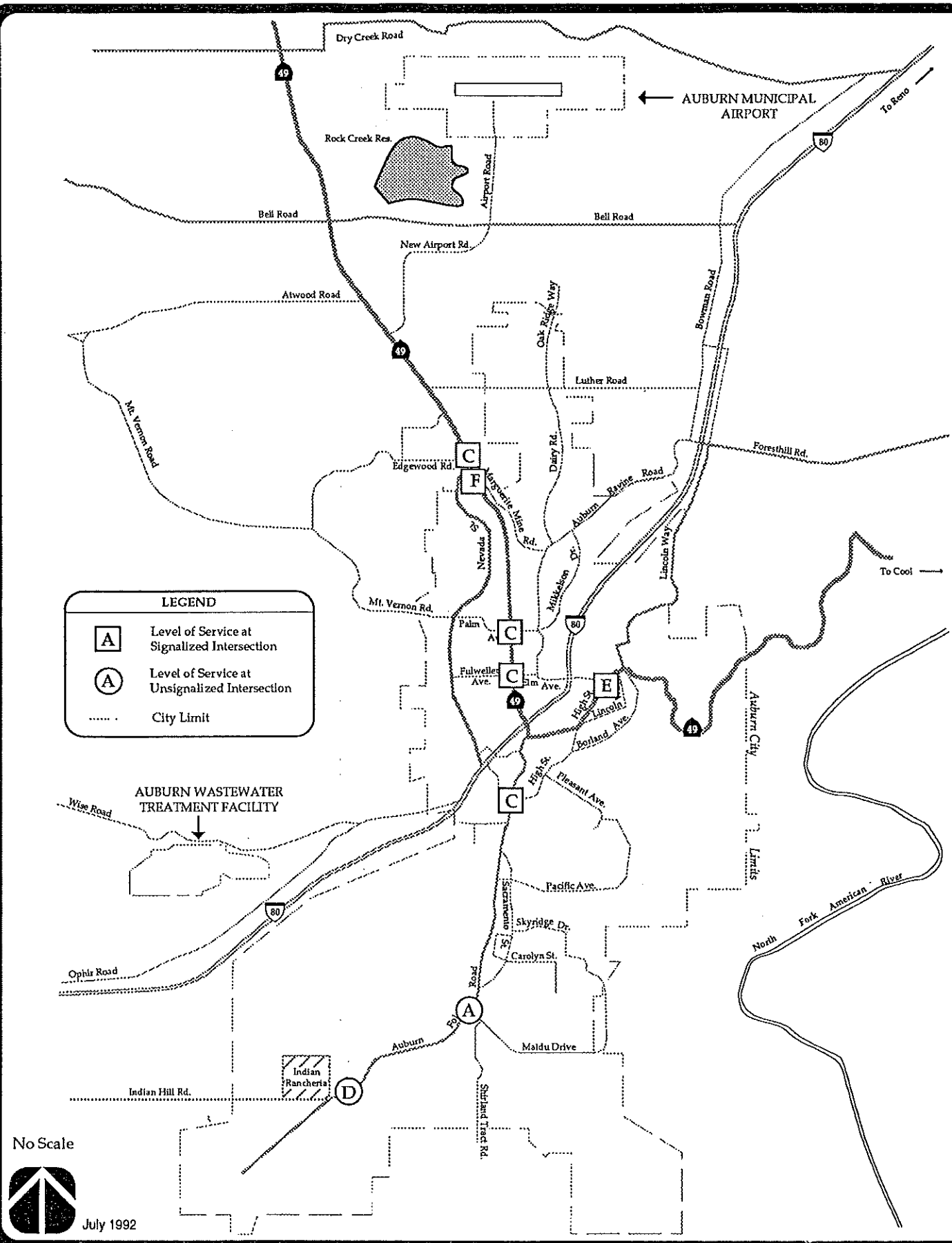
CITY OF AUBURN GENERAL PLAN

1990 AVERAGE DAILY LEVEL OF SERVICE

Harland Bartholomew & Associates, Inc.

FIGURE V-3

Page V-11

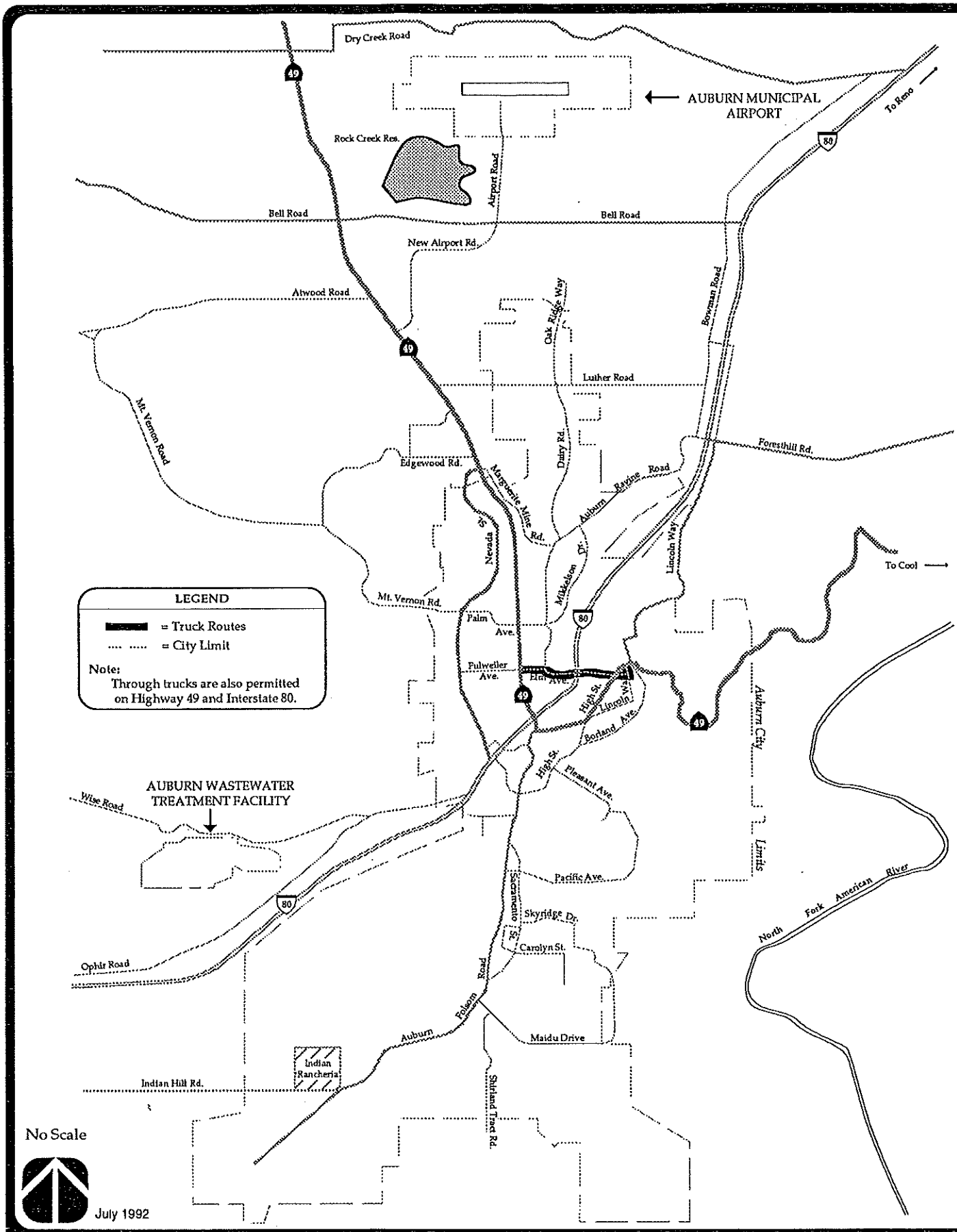


CITY OF AUBURN GENERAL PLAN

1990 PEAK HOUR LEVEL OF SERVICE FOR SELECTED INTERSECTIONS

Harland Bartholomew & Associates, Inc.

FIGURE V-4



CITY OF AUBURN GENERAL PLAN

TRUCK ROUTES

Harland Bartholomew & Associates, Inc.

FIGURE V-5

TRANSIT SERVICE

Public Facilities

Auburn Transit, Placer County Transit (PCT), and the Consolidated Transportation Services Agency (CTSA) combine to provide public transit service in the Auburn area. Auburn Transit, better known as the Auburn Mini-Bus, currently operates two passenger buses on a deviated route schedule. Service is provided six days a week and both buses are lift-equipped to serve elderly and handicapped patrons.

Placer County Transit operates a combination fixed route/route deviation bus service. The deviation service allows for a diversion of up to one mile from the fixed route to serve patrons who have requested the service at least 24 hours in advance. In the Auburn area, PCT service has eight buses available for service five days a week. The buses carry a maximum of 30 passengers with an average bus size of 18 to 19 passengers. Figure V-6 shows the PCT routes and the transit service area of the Auburn Mini-Bus.

The Consolidated Transportation Service Agency (CTSA) is an independent nonprofit organization that provides transportation services to over 300 individuals within Placer County who are disabled or seniors. As part of their service, CTSA also provides transportation services to the Association for Retarded Citizens within Placer County. Both CTSA and the Auburn Transit coordinate their activities on an ongoing basis by providing notice of new or expanded transportation services that may affect each operation and an opportunity to participate in planning for the provision of service.

Service quality of the Auburn Mini-Bus ranks well according to a June 1989 performance audit of the Auburn Mini-Bus. Audit authors made the conclusion that the service adequately met the transit needs of Auburn residents. Further, the combined efforts of the Auburn Mini-Bus, PCT, and CTSA have initiated a well-coordinated public transportation system which inherently meets the transportation needs of most Auburn area residents. Nevertheless, the Placer County Regional Transportation Plan recommends a comprehensive transit demand and needs analysis to be performed by the Placer County Transportation Commission that determines the overall demand for transit and paratransit services and that determines if all of the transit needs are being met within the region.

Caltrans offers a different type of transit service, that of ridesharing. Caltrans provides a commuter matching service and operates park-and-ride lots in the Auburn area (pers. comm. 9/21/92). The commuter matching service allows commuters to contact other commuters living in the same vicinity to arrange ride-sharing activities. In 1990, 259 commuters from the Auburn area requested matching information from the Caltrans Rideshare office. Caltrans officials estimate that about 25 percent of those expressing interest actually participate in ridesharing. Comparing this percentage with statistics regarding park-and-ride lot use in the Auburn area, this would seem to be a reasonable

estimate. Table V-2 contains ridesharing use statistics for three Auburn area park-and-ride lots.

TABLE V-2
PARK-AND-RIDE STATISTICS, 1990

Location	Parking Spaces	Occupied Parking Spaces	Bicycle Lockers	Bicycle Lockers Occupied
Atwood Road	*42*	*16*	*4*	*1*
Bell Road	*33*	*15*	*8*	*1*
Lincoln Way	*21*	*15*	*4*	*1*
TOTAL	***96***	***46***	***16***	***3***

SOURCE: Caltrans Rideshare Office, 1990

Private Facilities

Auburn's private transit facilities include two different types of services. One private company, Greyhound Lines, provides intrastate and interstate bus service. Other private companies provide charter bus service along the Interstate 80 corridor between Reno and San Francisco, with stops in Auburn.

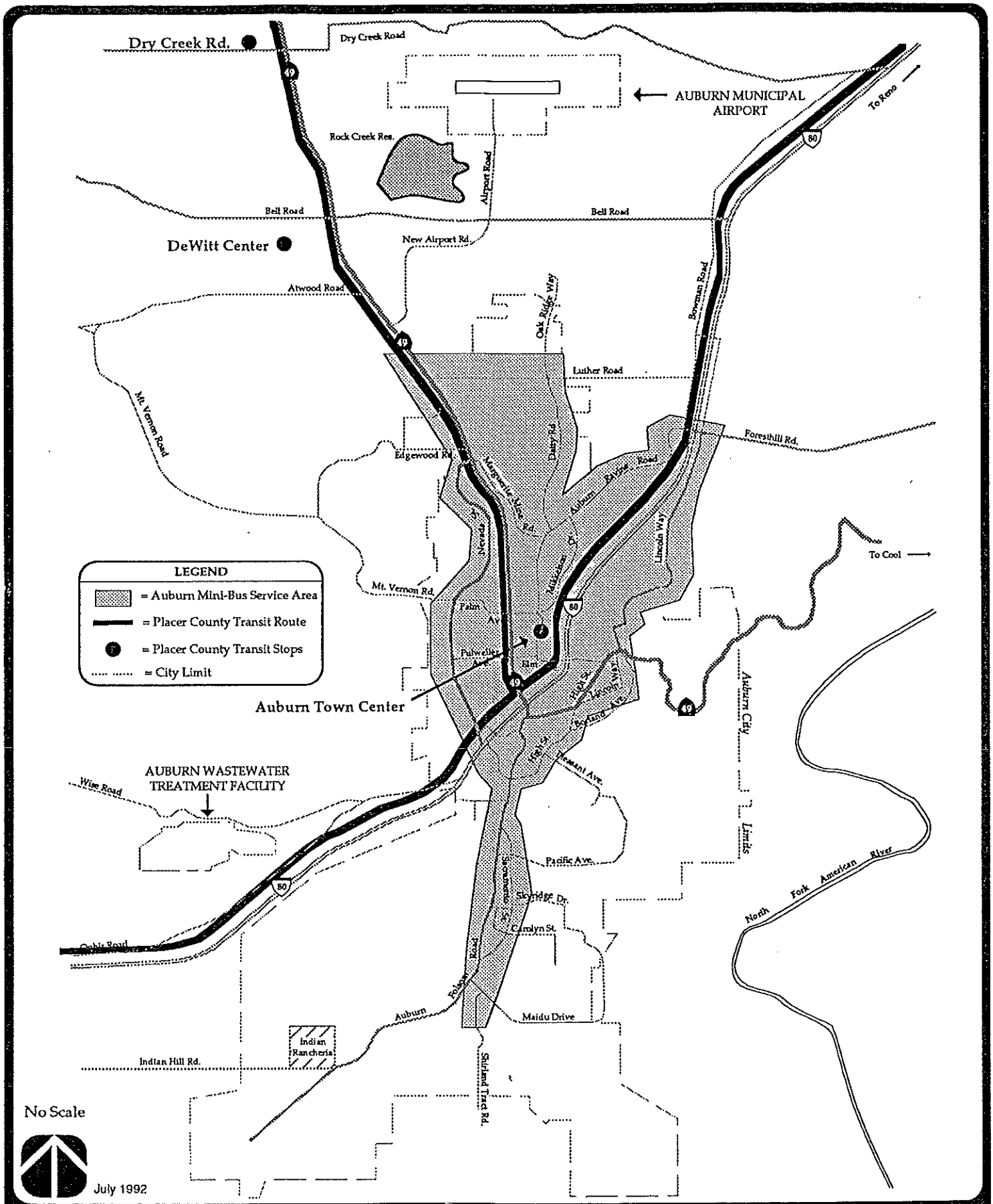
Private van service to the airport and the Bay Area is available as is taxi and limo services.

RAIL TRANSPORTATION

Facilities/Services

Rail facilities in Auburn include two sets of Southern Pacific tracks that run through Auburn. (See Figure V-7.) One set of tracks is used for eastbound trains and the other set of tracks serve westbound trains. Auburn is one of the last locations in the nation where separate parallel double sets of tracks exist to serve directional train traffic. Although the tracks exist, freight and passenger rail services are not currently available in Auburn due to the absence of a passenger and/or freight rail station.

In the recent Placer County Commuter Rail Feasibility Study, Auburn is listed as a potential station site. Initiation of a commuter rail route with an Auburn station could occur within the time frame of the Auburn General Plan.

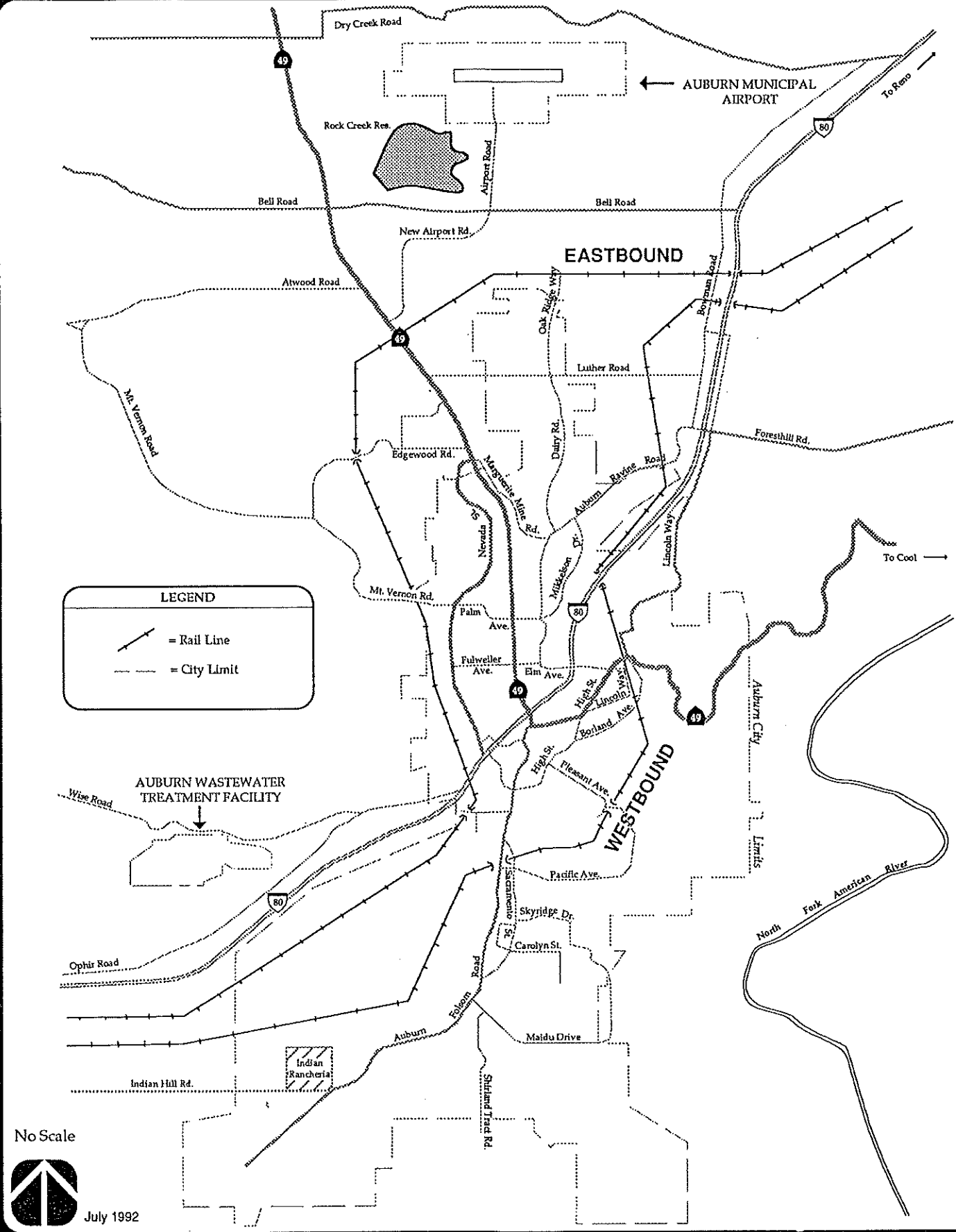


CITY OF AUBURN GENERAL PLAN

TRANSIT SERVICE IN THE AUBURN AREA

Harland Bartholomew & Associates, Inc.

FIGURE V-6



CITY OF AUBURN GENERAL PLAN

EXISTING RAIL FACILITIES

Harland Bartholomew & Associates, Inc.

FIGURE V-7

This section summarizes the existing conditions discussion prepared in the *Auburn Municipal Airport Master Plan*, (AMAMP), 1989.

Facilities

The City of Auburn Municipal Airport is the only public airport within the General Plan study area. The airport is currently zoned as an industrial-use design control district. Typical land uses associated with this zoning are aviation-related manufacturing, sales, and services along with general industrial and commercial land uses. The City owns and operates the airport, with the City Manager responsible for airport management.

The Auburn Municipal Airport is located approximately four miles north of Downtown Auburn and one-half mile east of Highway 49. Access to the airport is via Airport Road, a two-lane, north-south paved road between Bell Road and the airport. Bell Road is connects to both Highway 49 and Interstate 80. The airport covers 210 acres and has an airfield elevation of 1,523 feet above mean sea level. Figure V-8 shows the location of the airport.

Existing facilities at the airport include the following:

Airfield

- One paved runway, Runway 7-25, which is 3,100 feet long and 60 feet wide with an effective upward gradient of 1.7 percent to the east. Pavement type is asphalt and its gross weight strength is rated at 30,000 pounds for single-wheel landing gear aircraft. Pavement and runway markings, according to the master plan, are in fair condition. The runway also includes medium intensity runway and threshold lights.

- One 30-foot-wide parallel, asphalt taxiway located 150 feet (centerline-to-centerline) from the runway with one exit near mid-point, in addition to the connections at each end. The taxiway also has medium intensity edge lights.

Aircraft Parking and Hangars

- 187 open tiedowns, 40 port-a-port hangars, 14 T-hangars, 10 aircraft shelters, and seven other conventional hangars.

Other Facilities

- Two 8,000-gallon underground fuel tanks for storage to 80 octane and 100 octane aviation fuel.

- Miscellaneous industrial and commercial businesses including one restaurant within the City Limits.

Services

Air transportation services at the Auburn Municipal Airport are referred to as Fixed-Base-Operators (FBOs). FBOs at the Auburn Airport provide flight instruction, charter service, pilot supplies, avionics sales and service, aircraft sales, rental salvage, fuel, and maintenance.

Use

As of August 1986, there were 195 single-engine and 11 twin-engine aircraft at the Auburn Airport for a total of 206 based aircraft. For 1990, airport officials estimate 210 based aircraft occupy aircraft parking facilities. In 1986, the 206 based aircraft were responsible for 35,000 "local" operations where the aircraft took off and landed at the Auburn Airport. An additional 33,000 "itinerant" operations were generated at Auburn by aircraft taking off at one airport and landing at another airport. The 1990 estimate for total operations was approximately 65,000, which represents little change from the 1986 total of 68,000 operations.

The decline in total operations seems to indicate a leveling off compared to increases in aviation activity at the Auburn Municipal Airport experienced from 1980 to 1986. During this six-year time period, based aircraft at Auburn increased from 105 to 206, a 96 percent increase. According to the AMAMP, based aircraft is expected to increase reaching 360 total based aircraft by 2007. Operations are also expected to increase, reaching 79,000 by 2007. Nevertheless, since 1986, Auburn's aviation growth has not materialized. Therefore, current aircraft parking and operations capacity is sufficient to meet current demand. If demand increases as predicted in the AMAMP, however, expansion or improvement of airport facilities may be required.

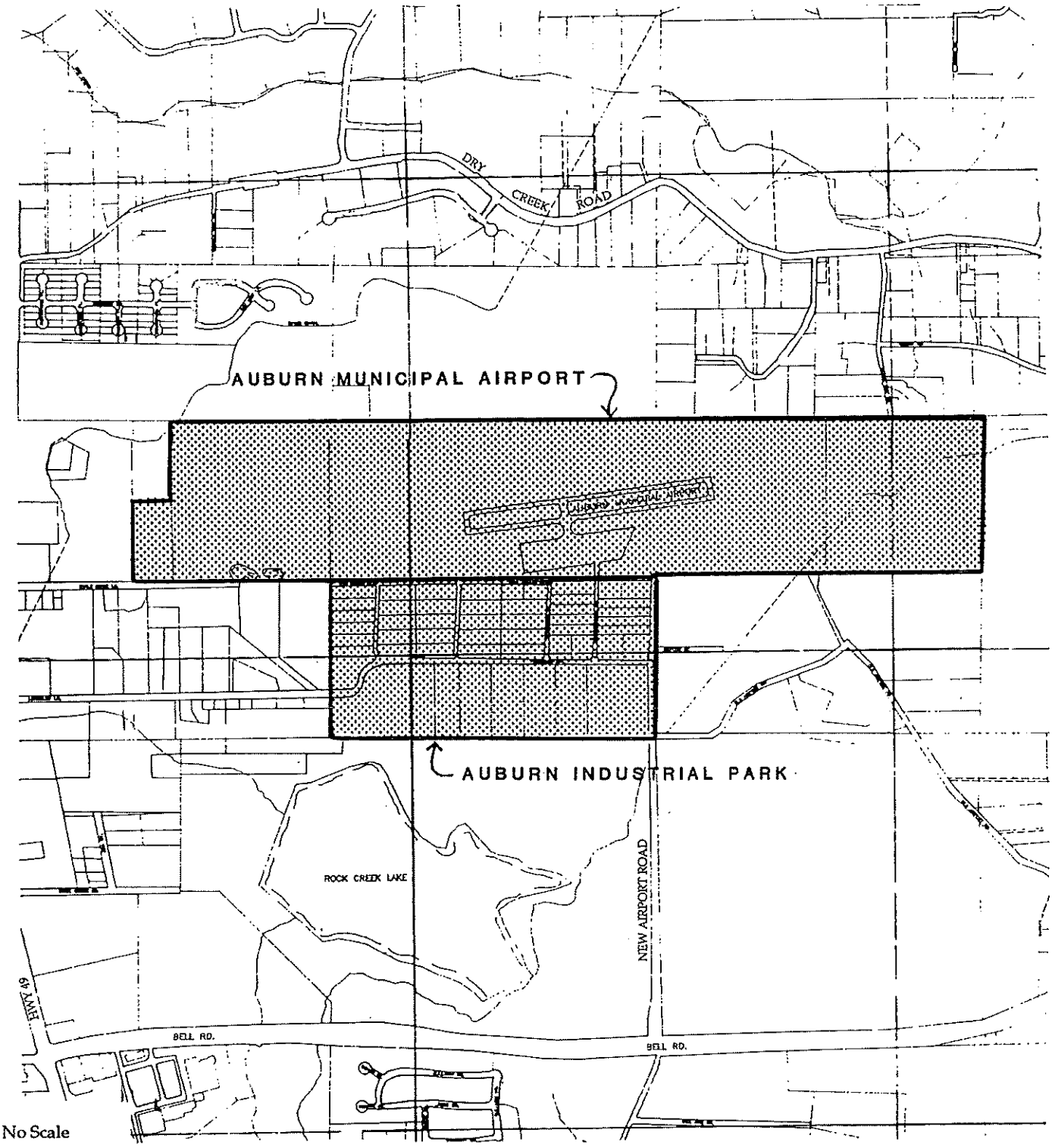
PEDESTRIAN AND BICYCLIST TRANSPORTATION

Facilities

Bike routes and pedestrian walkways are typical examples of pedestrian and bicycle transportation facilities. Bike routes are divided into three categories as follows:

Class I Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

Class II Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.



No Scale

July 1992

CITY OF AUBURN GENERAL PLAN

AUBURN AIRPORT / INDUSTRIAL PARK

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FIGURE
V-8

Class III Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

SOURCE: Placer County Regional Transportation Plan, 1988.

In Auburn, plans and studies such as the Auburn Park Conservancy Non-Auto Circulation Plan and the Auburn Ravine Trail Master Plan have identified locations for bike routes and pedestrian walkways. Placer County has also designated bike routes andpedestrian walkways in and around Auburn through the Regional Transportation Plan and the Placer County Bikeways Master Plan.

Use

Although bicycle and pedestrian facilities are planned for in Auburn, existing bike routes are limited. As for pedestrian walkways, sidewalks and pedestrian crossings are provided throughout Auburn, but trails or paths separated from vehicular traffic are almost non-existent. Nevertheless, pedestrians and bicyclists can be found using Auburn's street system. The most apparent examples of pedestrian activity on the street system are near attractions such as parks and shopping centers. Examples include Ashford Park on Auburn Ravine Road, Recreation Park on Recreation Drive and Auburn Town Center on Elm Street. Therefore, the current facilities do not adequately meet the bicyclist and pedestrian needs.

PUBLIC FACILITIES

Water Service

Water service is provided to the City of Auburn by the Placer County Water Agency (PCWA). The agency serves 28,000 customers who utilize either well-water, treated water or both. PCWA purchases raw water from Pacific Gas and Electric (PG&E) that comes from the Yuba-Bear System. Under the current contract between PCWA and PG&E, a maximum annual amount of 100,000 acre-feet can be purchased by the Agency. Within the sphere of influence the Nevada Irrigation District (NID) also provides water service. NID serves approximately 1,800 customers in the area west of Highway 49.

PCWA provides water from the Bowman and Auburn Water Treatment plants. The combined production capacity of these two plants is 10 million gallons per day (MGD). Maximum demand in 1990 was 11.2 MGD. In order to alleviate existing capacity problems and to provide additional capacity, which will accommodate growth in the Auburn area, the PCWA has developed a *Master Plan.* This plan outlines four alternatives to effectively solve existing problems and to provide for future growth. Further, this plan will include water demand forecasts that are based upon the land use information contained in the City of Auburn General Plan and the Auburn/ Bowman Community Plan in order to provide accurate forecasts of demand.

NID operates one treatment plant at Locksley Lane, north of Auburn. The plant's current capacity is 3.0 MGD, but is to be expanded to a minimum capacity of 4.5 MGD. Expansion is expected during 1993. With the anticipated expansion, NID has indicated that it has more than sufficient water rights to provide for planned growth in its service area north of Auburn (*Auburn/Bowman Community Plan Public Services/Public Facilities Study*, 1991).

Sewer Service

The Auburn Wastewater Treatment Plant is located west of Auburn in the Ophir area. Existing and projected wastewater characteristics are shown in Table V-3.

TABLE V-3
EXISTING AND PROJECTED WASTEWATER CHARACTERISTICS
CITY OF AUBURN WASTEWATER TREATMENT PLANT

Parameter	Existing	Stage 1 Expansion[1]	Stage 2 Expansion[2]	Potential Expanded System
		FLOW (MGD)		
Average Dry Weather Flow	1.0	1.7	3.3	5.5
Average Wet Weather Flow	1.8	2.6	4.3	6.8
Peak four-day	4.5	6.0	8.6	12.3
Peak hourly	10.0	12.1	16.9	23.5
		LOADING (LBS-DAY)		
BOD_5[3]	2,000	3,400	6,610	11,010
Suspended Solids[3]	2,000	3,400	6,610	11,010

[1]Stage I To accommodate the service area population expected by the end of 1999, not including any part of the Bowman area. Based on 7% annual population growth throughout the service area.
[2]Stage II To accommodate the service area population expected by the end of 2004, assuming the entire Bowman area is added to the system at the end of 1999. Based on 7% annual population growth throughout the service area.
[3]BOD Based on 240 mg/l @ ADWF.
Suspended Solids
SOURCE: Dewante and Stowell Consulting Engineers

The actual capacity for wet weather flows of the City's plant is 2.2 mgd. Accommodating current peak flows and future flows will require expansion of the existing plant.

Treatment plant expansion proposals may allow the annexation of 2,329 acres extending northeast along I-80 and east to the county line. The City has also tentatively scheduled a collector system master plan study for 1992. Additional expanded capacity is provided under the *Master Plan* to accommodate growth and annexations projected in the 1990-

2012 General Plan. This General Plan envisions about 4,500 acres of annexed land beyond that projected in the existing General Plan.

Auburn's current monthly rate for residential service is $8.25. An increase in these rates is projected to finance plant expansion in order to supplement existing enterprise fund cash reserves. Development fees for wastewater facilities financing are currently $1,400 per residential unit.

City officials are currently developing a master plan for the Auburn Wastewater Treatment Plant to meet projected growth. The adoption of the master plan and EIR will provide for a consolidation of wastewater treatment for the City's sphere of influence. This will provide a more efficient and economical operation to serve the Auburn area, which is currently served by both the County Sanitation Maintenance District (SMD) #1 and the City. The master plan will also provide a 5-year capital improvement program.

Drainage Facilities

The City of Auburn is served by two major drainage courses; Auburn Ravine and the American River. The drainage divide runs along East Lincoln Way and the SPRR tracks south to Maidu Drive then west along Indian Hill Road. All land to the east and south of the divide drains to the American River and the remainder drains to Auburn Ravine.

The City of Auburn has been subject to localized flooding in the Historic Old Town district and in the Auburn Ravine adjacent to Dairy Road in the north Auburn area. City officials have developed master plans to determine stormwater flow deficiencies and provide for capital improvements in these two areas. The objective of these master plans is to provide for 100-year flood protection to all structures including flood proofing, and to ensure that future development is responsible for mitigation of site-specific stormwater runoff to predevelopment flows. A Capital Improvement Program will be developed as part of the master plans.

Natural Gas Facilities and Electrical Transmission Facilities

Figure V-9 shows the major natural gas and electrical transmission facilities serving the City of Auburn. Some electric transmission facilities enter into substations and then feed into PG&E's electric distribution system and therefore appear to just end.

The 115kV electric line at Luther Road continues over the summit where a line feeds northwest across Bell Road to the Rock Creek Reservoir and then loops back to the main line. The Lincoln Way 60kV electric line ends at a substation in El Dorado County. The HP 6" gas line ends at Mt. Vernon Road and feeds into the distribution system of the City of Auburn. The 60kV electric lines, feeding from north and south, connect at the Placer substation southwest of Fulweiler Avenue. The 115kV electric line along Pacific Avenue ends in a PG&E substation.

According to PG&E officials, these facilities do not require upgrading or expansion to serve current development.

4. Needs Assessment and Recommended Improvements

EXISTING NEEDS AND RECOMMENDED IMPROVEMENTS

This section of the element identifies the deficiencies of the existing transportation system within the City limits and the improvements necessary to mitigate the deficiencies.

STREET SYSTEM

Roadways

Based on the results of the level of service analysis, all City maintained roadways analyzed currently operate at or better than LOS D. There are, however, other design problems which significantly affect the safety and capacity of a roadway. Improvements recommended on state highways will require coordination with Caltrans.

- Streets which do not meet the recommended design standards should be widened to accommodate safe and efficient travel.

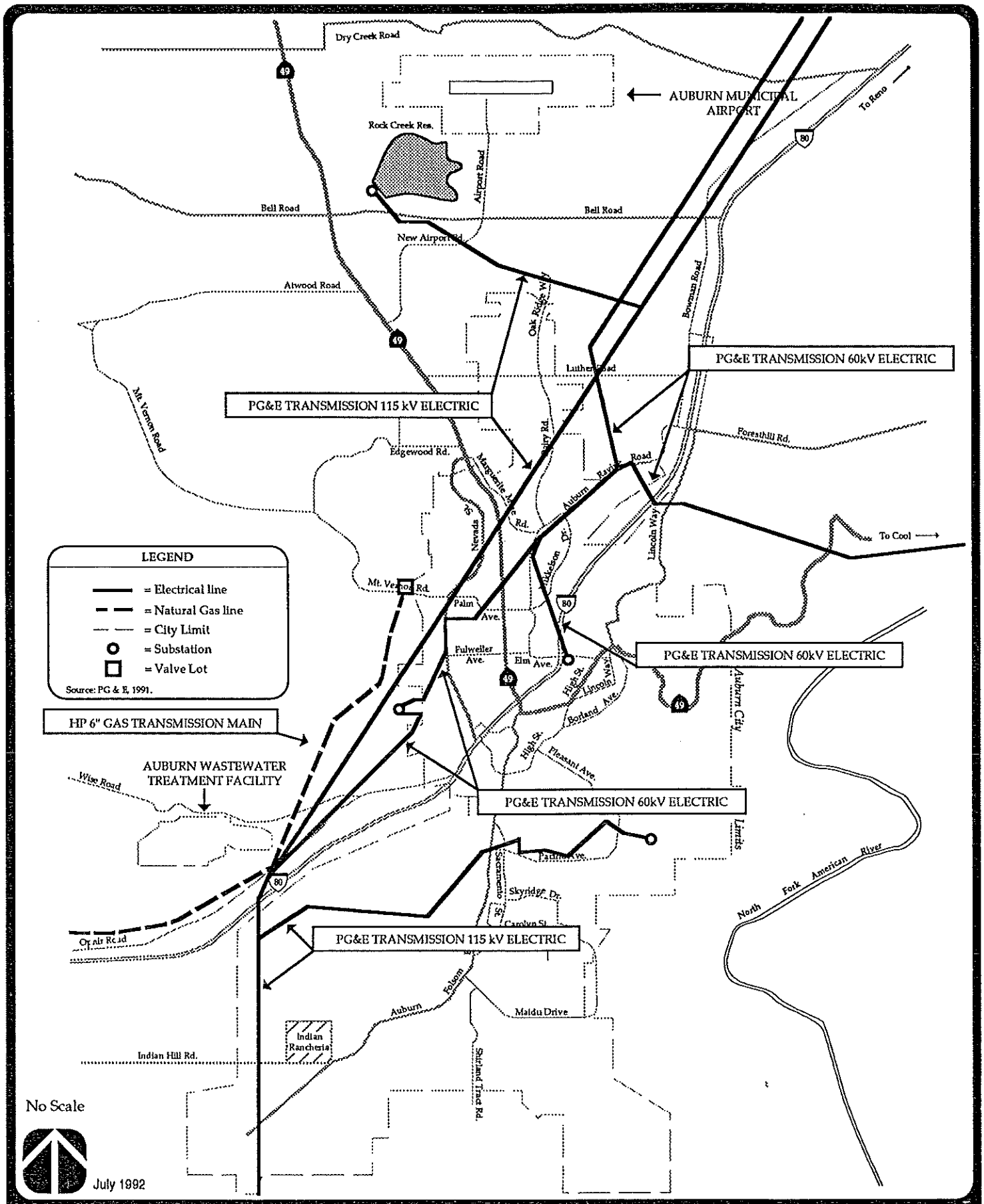
- The on-street parking allowed on Nevada Street significantly reduces its capacity and level of service. On-street parking on this street should be eliminated.

- Although Highway 49 operates at LOS C over the course of the day, peak hour operations suffer significantly. Improvements such as signal system coordination and median-divided access control would substantially enhance peak hour operations.

Intersections

Of the intersections analyzed, the following operate at or exceed LOS D during the evening peak hour. Improvements recommended on state highways will require coordination with Caltrans.

- **Elm Street at High Street** operates at LOS E during the evening peak hour due to heavy eastbound and northbound left turning volumes. This intersection should be restriped to include a double left turn lane and a combination through/right lane for the northbound approach. The eastbound approach should also be restriped to include an exclusive left turn lane, a combination left/through lane and an exclusive right turn lane. This improvement, along with adjusted signal timings, will improve operations to LOS C.



CITY OF AUBURN GENERAL PLAN

LOCATION OF MAJOR ELECTRICAL AND NATURAL GAS LINES

Harland Bartholomew & Associates, Inc.

FIGURE V-9

- **Marguerite Mine Road at Highway 49** operates at LOS F during the evening peak hour due to a heavy eastbound left turning movement and high through volumes on Highway 49. The City should restripe the eastbound approach to include an exclusive left turn lane and a combination left, through, and right lane. This improvement, along with adjusted signal timings, will improve the operation to LOS C.

- **Indian Hill Road at Auburn Folsom Road** operates at LOS D during the evening peak hour due to a heavy eastbound left turning movement. Operations would be improved with signalization, but signal warrants are not currently met. The City should continue to monitor the volumes at this intersection for future signalization based on the warrant criteria set forth in the Transportation Evaluation Criteria in the Supporting Documentation.

It should be noted that only a few major intersections were selected for General Plan analysis. Additional analysis should be performed for other intersections within the City to determine operating conditions and potential improvements. Under the Implementation Section of the Circulation Element Program (CMP), a program is outlined that would include annual analysis of major intersections and identification of improvements.

Truck Routes

Truck traffic passes through the city limits using I-80 or Highway 49. Elm Avenue and a portion of Lincoln Way have been designated truck routes to allow Highway 49 traffic to pass through the City without going through downtown. These are the only truck routes on city-maintained streets.

Roadway Design Standards

Current roadway design standards do not take into consideration the functional classification of the street. They also do not delineate the necessary features within the right-of-way. Figure V-10 shows the recommended roadway design standards for arterial and collector streets while the standards for local streets are shown on Figure V-11. These are provided as guidelines for development of specific standards for roadway designs.

Parking Standards

Current provisions for off-street parking are adequate to define parking design standards and maintenance. However, direction is necessary for the circumstances in which on-street parking is allowed or disallowed and the following guidelines are provided:

- On-street parking shall be prohibited on streets designated as arterials, with the exception of the Old Town and Downtown business districts.
- On-street parking can be allowed on residential collectors and local streets under the provisions of the roadway design standards displayed on Figures V-10 and V-11.
- For the Local C and D roadway design standards displayed on Figure V-11, four off-street parking spaces per unit shall be provided because these street design standards do not provide on-street parking.

TRANSIT SERVICE

Since no current deficiencies were identified, no improvements are recommended.

RAIL TRANSPORTATION

A Rail Station is being considered by the Placer County Transportation Commission for the City of Auburn. This facility could increase local tourism activity because of easy pedestrian access to Old Town Auburn. The trip would be ideal for one-day or weekend visitors from the Bay area. This facility would also provide convenient access from the Auburn Central Business District to the Bay Area for business or pleasure. It is recommended that the City strongly promote efforts to secure a rail station for Auburn.

AIR TRANSPORTATION

Since no current deficiencies were identified, no improvements are recommended.

PEDESTRIAN AND BICYCLE TRANSPORTATION

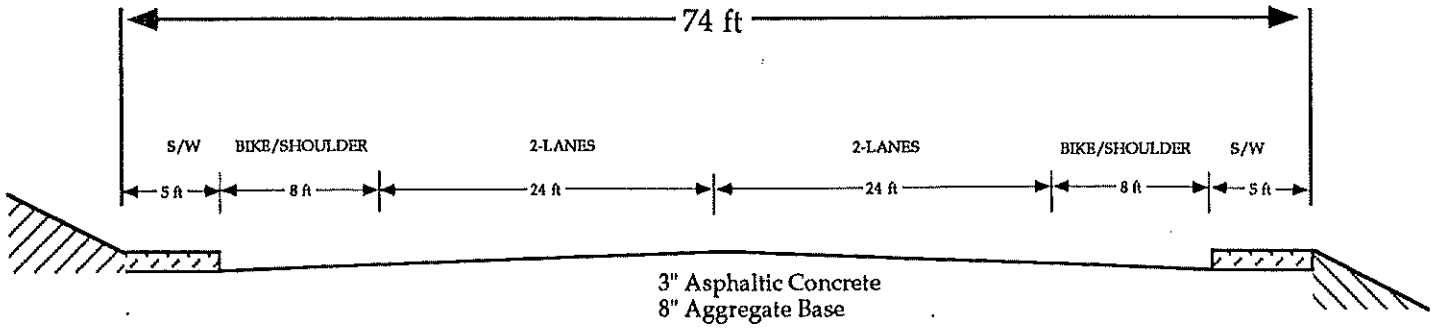
According to the 1988 Placer County Regional Transportation Plan, bicycling and walking are increasing in popularity due to social, economic, and environmental factors. It is anticipated this trend will continue. However, Auburn has limited facilities for pedestrians and bicyclists. The Auburn Park Conservancy has updated the recommended trail system. The results of this work are incorporated into this element.

PUBLIC FACILITIES

Water Service

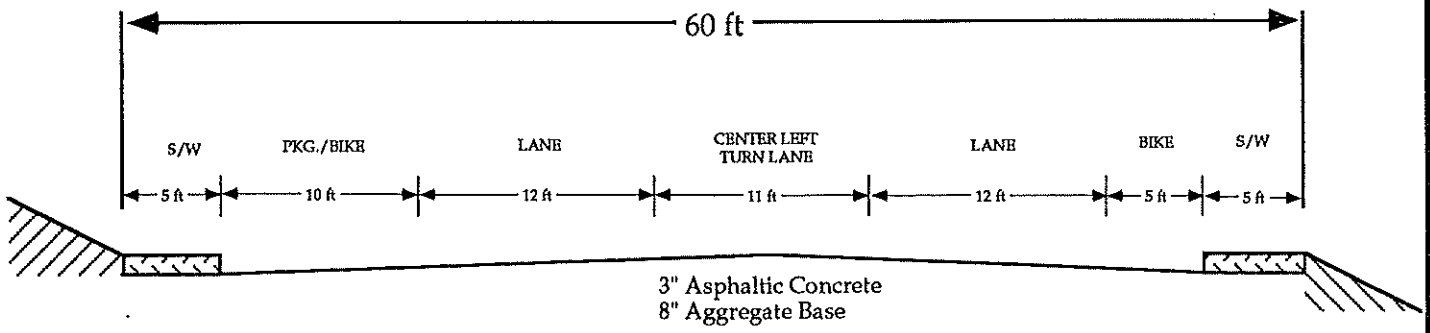
According to the PCWA, existing needs will be met through implementation of the *PCWA's Master Plan.* Therefore, no additional improvements are recommended.

Arterial A
(74' R.O.W. Minimum)



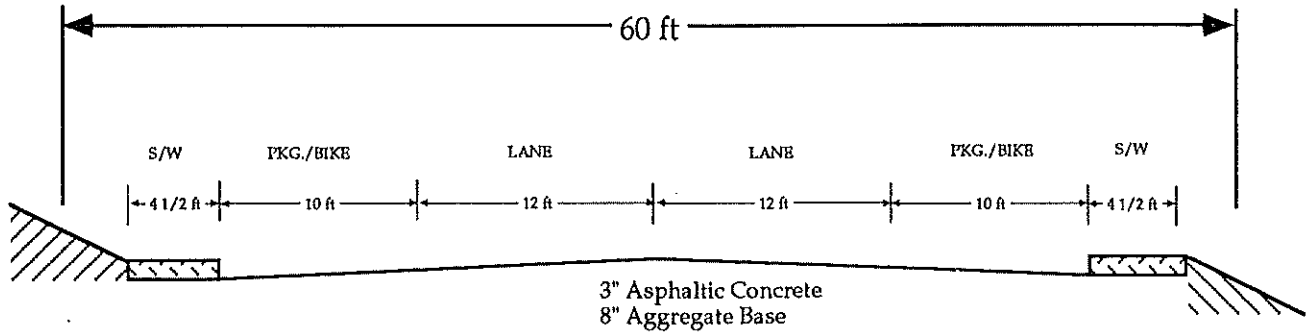
3" Asphaltic Concrete
8" Aggregate Base

Arterial B
(60' R.O.W. Minimum)



3" Asphaltic Concrete
8" Aggregate Base

Arterial C
(60' R.O.W. Minimum)



3" Asphaltic Concrete
8" Aggregate Base

Note: The City requires multipurpose easements of 12 1/2 feet wide on both sides of all roadways outside of the right-of-way.

July 1992

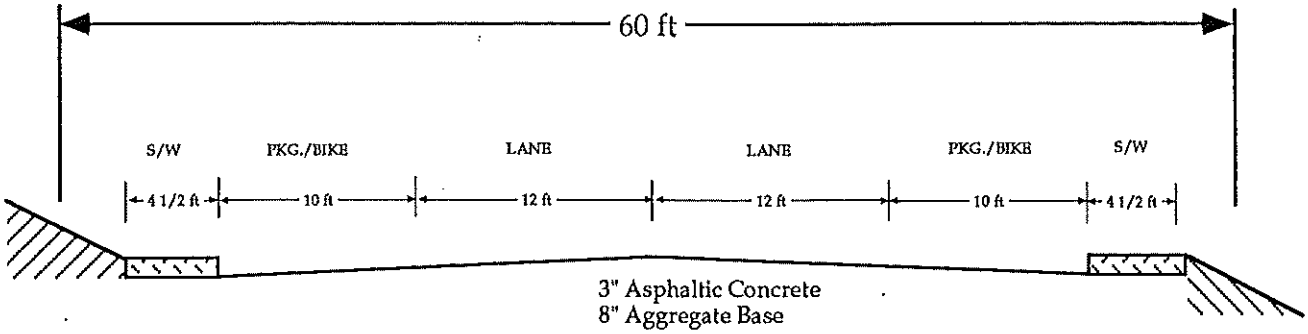
CITY OF AUBURN GENERAL PLAN

TYPICAL ARTERIAL STREET STANDARDS

Harland Bartholomew & Associates, Inc.

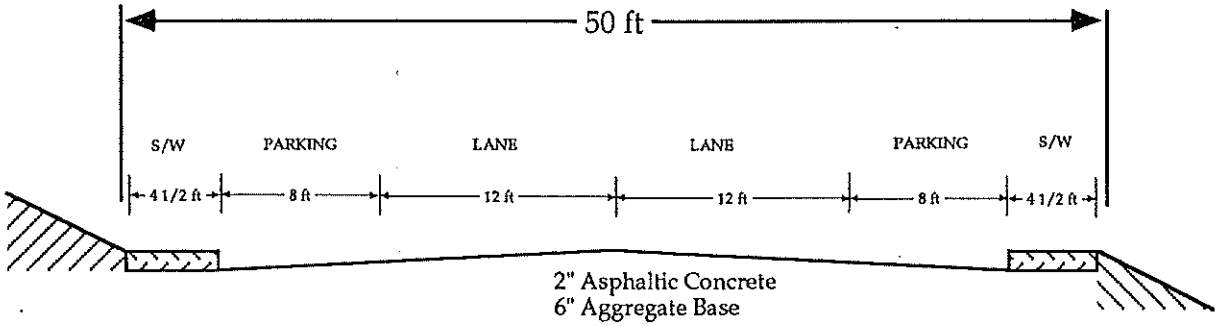
FIGURE
V-10A

Collector A
(60' R.O.W. Minimum)



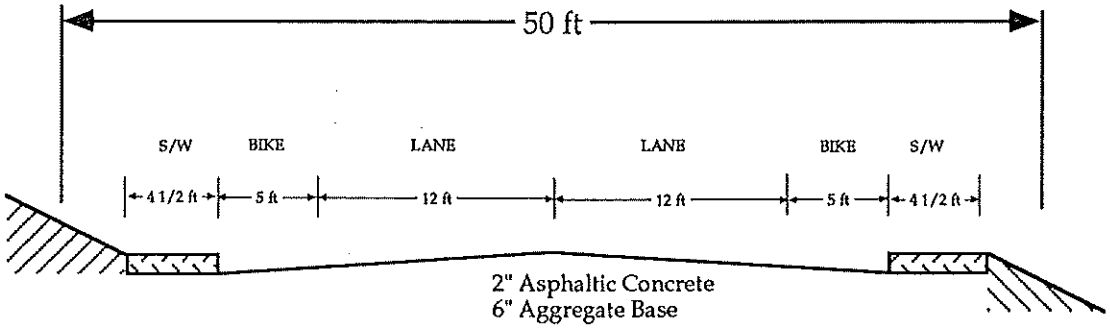
3" Asphaltic Concrete
8" Aggregate Base

Collector B
(50' R.O.W. Minimum)



2" Asphaltic Concrete
6" Aggregate Base

Collector C
(50' R.O.W. Minimum)



2" Asphaltic Concrete
6" Aggregate Base

Note: The City requires multipurpose easements of 12 1/2 feet wide on both sides of all roadways outside of the right-of-way.

July 1992

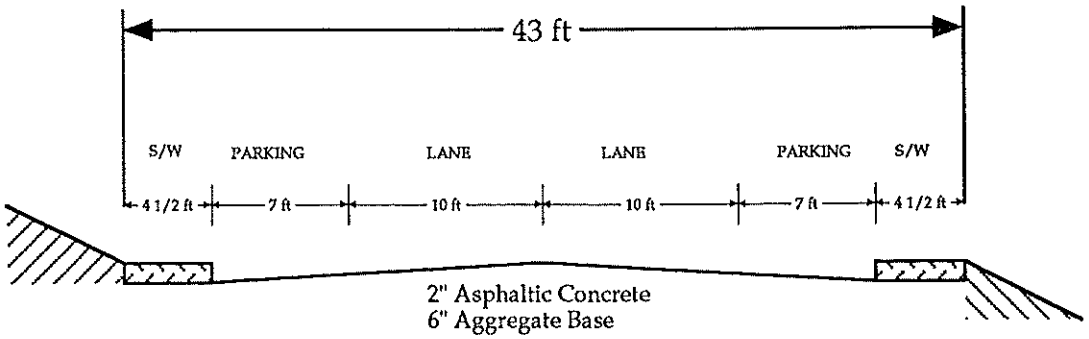
CITY OF AUBURN GENERAL PLAN

TYPICAL COLLECTOR STREET STANDARDS

Harland Bartholomew & Associates, Inc.

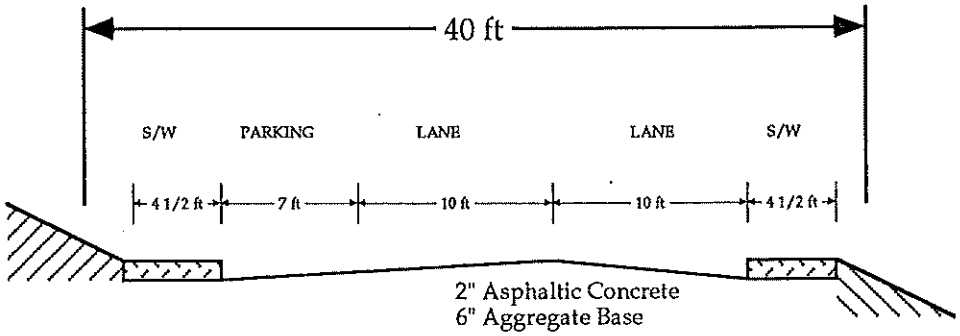
FIGURE V-10B

Local Street A - with on-street parking
(43' R.O.W. Minimum)



2" Asphaltic Concrete
6" Aggregate Base

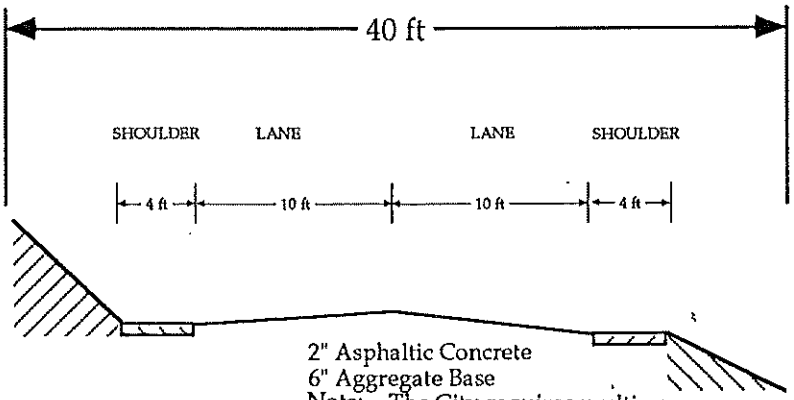
Local Street B - parking one side
(40' R.O.W. Minimum)



2" Asphaltic Concrete
6" Aggregate Base

Local C - two-way loop/no parking
(40' R.O.W. Minimum)

Note: Simultaneous access for emergency vehicles and the evacuation of residents shall be provided. Roads serving more than four dwellings or commercial and industrial developments shall have a minimum unobstructed width of 26 feet . If Fire Departmentment aerial apparatus is required, unobstructed width shall be 28 feet.



2" Asphaltic Concrete
6" Aggregate Base
Note: The City requires multipurpose easements of 12½ feet wide on both sides of all roadways outside of the right-of-way.

July 1992

CITY OF AUBURN GENERAL PLAN

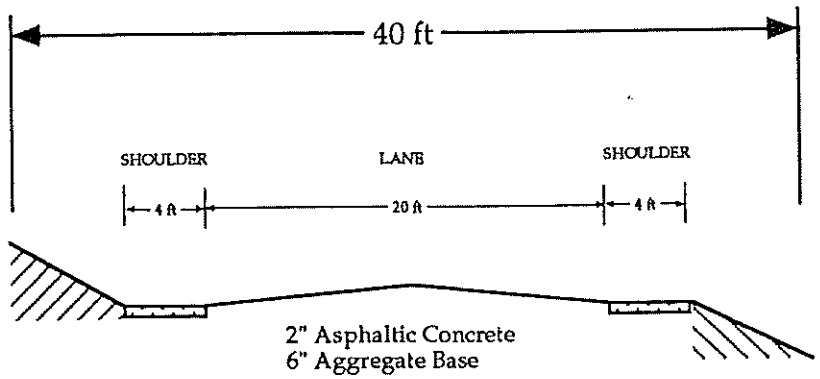
TYPICAL LOCAL STREET STANDARDS

Harland Bartholomew & Associates, Inc.

FIGURE
V-11A

Local Street D - one-way loop/no parking
(40' R.O.W. Minimum)

Note: Simultaneous access for emergency vehicles and the evacuation of residents shall be provided by a one-way loop travel way of not less than 20 feet with four foot shouders on each side. Where hydrants are required, the travel way shall be 26 feet for a linear distance of 25 feet on both sides of hydrant with four foot shoulders on each side.



2" Asphaltic Concrete
6" Aggregate Base

Note: The City requires multipurpose easements of 12 1/2 feet wide on both sides of all roadways outside of the right-of-way.

CITY OF AUBURN GENERAL PLAN

TYPICAL LOCAL STREET STANDARDS

Harland Bartholomew & Associates, Inc.

FIGURE V-11B

Sewer Service

Since City officials are currently preparing a master plan for improvement of the wastewater treatment plant, no additional improvements are recommended.

Drainage Facilities

City officials are conducting a study to determine the impact of development on the drainage system. Improvements will be recommended to address the problems which may be identified.

Natural Gas Facilities

Since no current deficiencies were identified, no improvements are recommended.

Electrical Transmission Facilities

Since no current deficiencies were identified, no improvements are recommended.

FUTURE NEEDS AND RECOMMENDED IMPROVEMENTS

Future circulation needs and improvements will be based on the impacts of the land use plan for the entire planning area. The land use plan was developed after reviewing circulation impacts associated with three land use alternatives. The Citizens Advisory Committee in conjunction with City planning staff reduced land use density throughout the planning area in order to improve future circulation operation conditions.

STREET SYSTEM

In order to identify the future needs of the street system, demand was forecast using the MINUTP travel demand model developed by Placer County for the Auburn/Bowman Community Plan. Figure V-12 shows the forecasts for the land use plan and the three land use alternatives (see Supporting Documentation, General Plan Alternative Analysis Table) used to develop the plan. These forecasts assume a buildout of each land use plan. Specific improvements for the land use plan are described below.

Local Roadways

Figure V-13 shows the recommended street system improvements for the Auburn General Plan. The recommended street improvements are required for the street system to operate at or above the LOS D standard set in Policy 1.1 of the Circulation Element. The following summarizes improvements to local roadways.

1. **Auburn Folsom Road**--Improve to a four-lane arterial standard from Indian Hill Road to Maidu Drive.

2. **Indian Hill Road**--Improve to a four-lane arterial standard from Auburn Folsom Road to Interstate 80.

3. **Bell Road**--Improve to a four-lane arterial standard from Highway 49 to Interstate 80.

4. **Nevada Street**--Improve to a three-lane arterial standard from Highway 49 to Interstate 80.

5. **Mt. Vernon Road**--Improve to a two-lane arterial standard from Atwood Road to Nevada Street.

6. **Atwood**--Improve to a two-lane arterial standard from Mount Vernon Road to Highway 49.

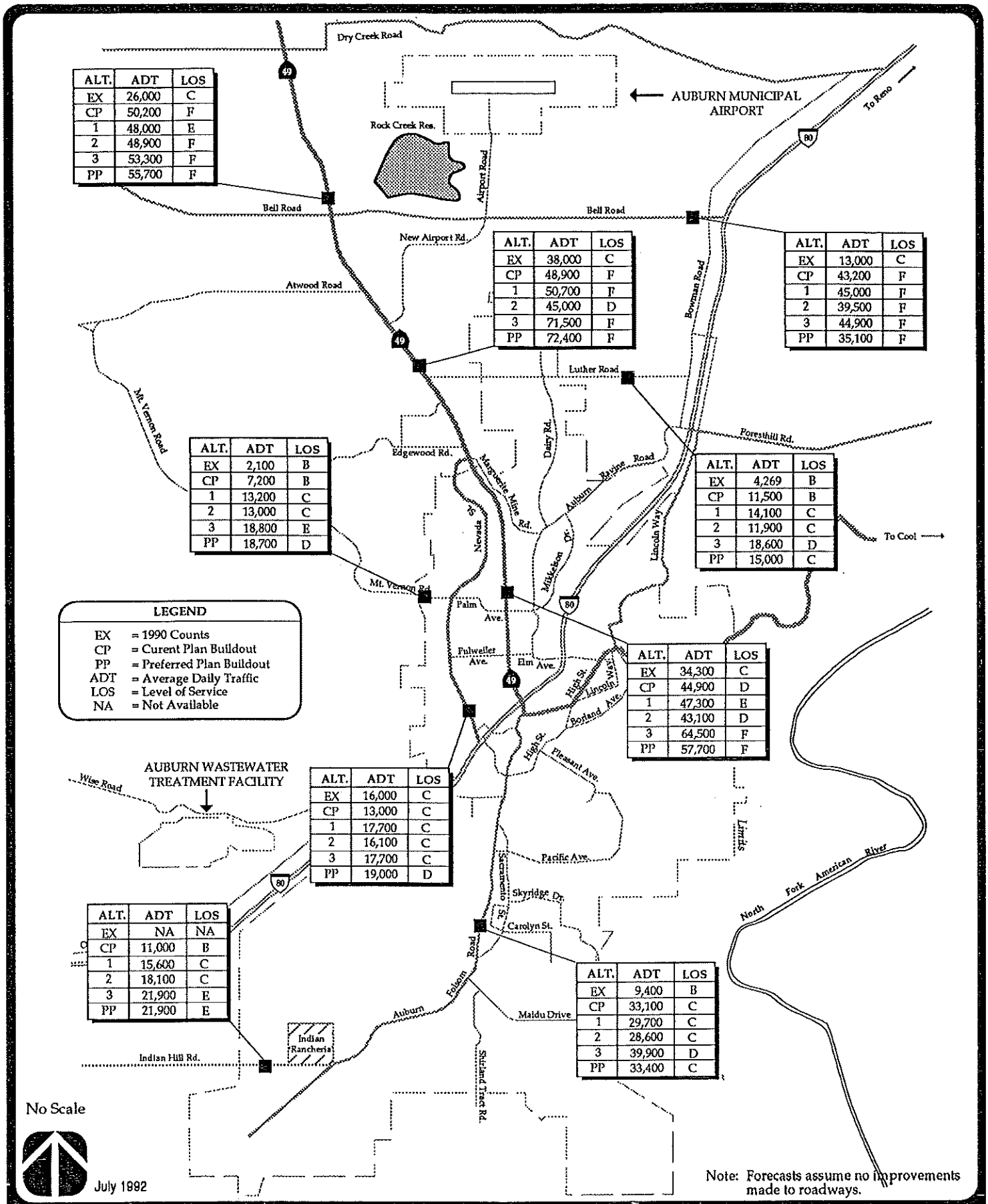
7. **Richardson Drive**--Construct a two-lane arterial between Mount Vernon Road to Dry Creek Road.

8. **Edgewood Road**--Construct a two-lane arterial between Alta Mesa/El Oro Drive and Highway 49.

9. **High Street**--Construct a two-lane arterial between the east end of High Street and Auburn Ravine Road.

10. **Borland Avenue**--Construct a two-lane arterial between Lincoln Way and Pacific Avenue.

11. **East Frontage Road Highway 49**--Construct a two-lane arterial between Luther Road and Dry Creek Road.



ALT.	ADT	LOS
EX	26,000	C
CP	50,200	F
1	48,000	E
2	48,900	F
3	53,300	F
PP	55,700	F

ALT.	ADT	LOS
EX	38,000	C
CP	48,900	F
1	50,700	F
2	45,000	D
3	71,500	F
PP	72,400	F

ALT.	ADT	LOS
EX	13,000	C
CP	43,200	F
1	45,000	F
2	39,500	F
3	44,900	F
PP	35,100	F

ALT.	ADT	LOS
EX	2,100	B
CP	7,200	B
1	13,200	C
2	13,000	C
3	18,800	E
PP	18,700	D

ALT.	ADT	LOS
EX	4,269	B
CP	11,500	B
1	14,100	C
2	11,900	C
3	18,600	D
PP	15,000	C

ALT.	ADT	LOS
EX	34,300	C
CP	44,900	D
1	47,300	E
2	43,100	D
3	64,500	F
PP	57,700	F

ALT.	ADT	LOS
EX	16,000	C
CP	13,000	C
1	17,700	C
2	16,100	C
3	17,700	C
PP	19,000	D

ALT.	ADT	LOS
EX	NA	NA
CP	11,000	B
1	15,600	C
2	18,100	C
3	21,900	E
PP	21,900	E

ALT.	ADT	LOS
EX	9,400	B
CP	33,100	C
1	29,700	C
2	28,600	C
3	39,900	D
PP	33,400	C

LEGEND

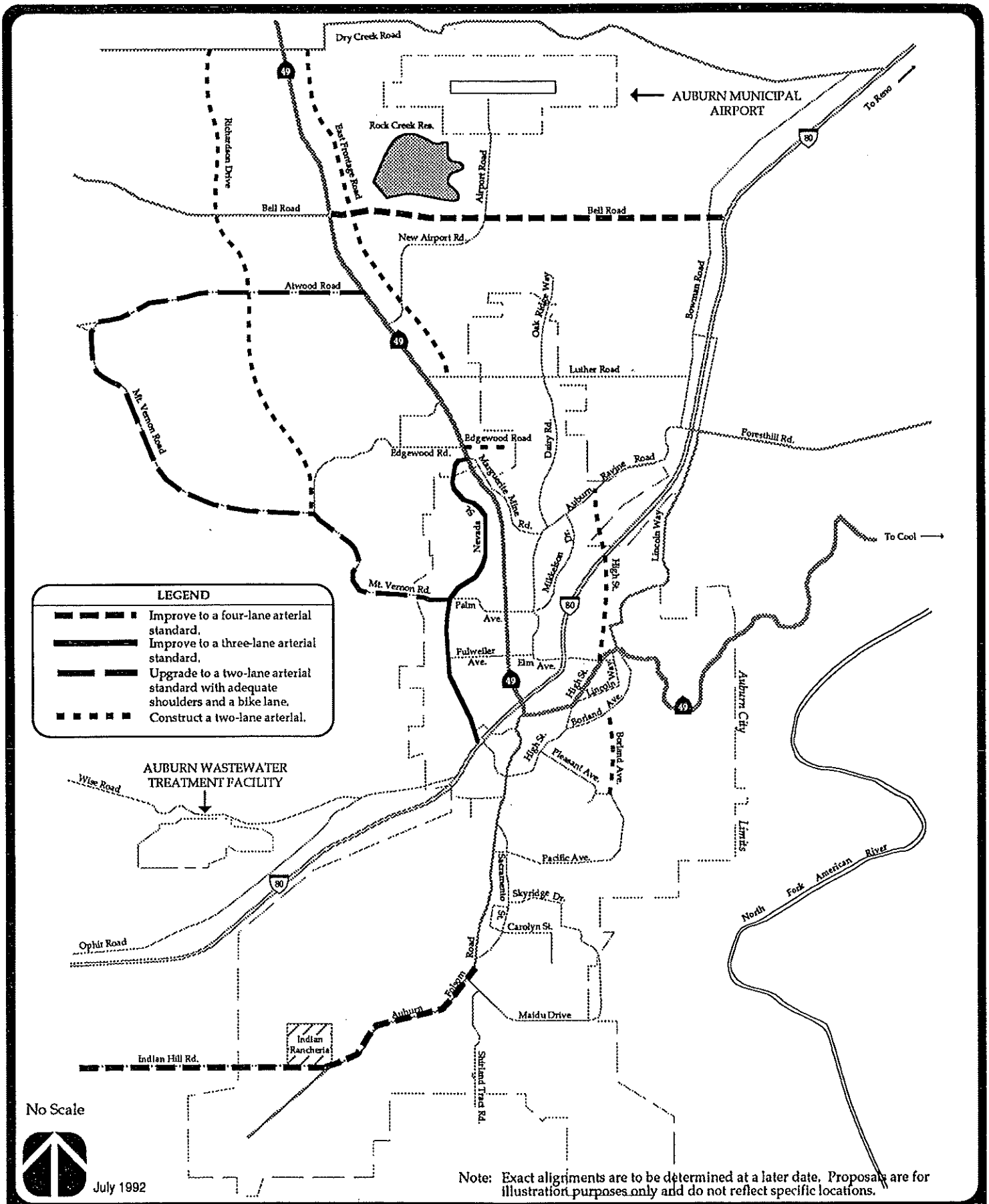
EX	= 1990 Counts
CP	= Curent Plan Buildout
PP	= Preferred Plan Buildout
ADT	= Average Daily Traffic
LOS	= Level of Service
NA	= Not Available

CITY OF AUBURN GENERAL PLAN

BUILDOUT TRAVEL DEMAND FORECASTS

Harland Bartholomew & Associates, Inc.

FIGURE V-12



CITY OF AUBURN GENERAL PLAN

RECOMMENDED LOCAL STREET SYSTEM IMPROVEMENTS

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FIGURE V-13

State Highways

Two state routes, Highway 49 and Interstate 80, traverse the Auburn area. The State of California has jurisdiction over the operation and performance of these routes. However, land use decisions made by the City and County will affect the operation and performance of these routes.

Highway 49 and Interstate 80 through the Auburn area will carry a significant amount of regional and local traffic in the future. Given the existing laneage, operations on these routes at buildout of the General Plan (2012) are expected to reach LOS F.

Traffic generated from the implementation of the Auburn land use plan will contribute to the poor levels of service. This is especially true along the Highway 49 corridor where a significant amount of land is designated for commercial and mixed uses. Caltrans has begun preliminary planning work to expand Highway 49 through Auburn to six lanes.

This expansion will provide some relief for congested traffic conditions and it is expected that Highway 49 will operate above LOS D with six lanes from Luther Road south to Interstate 80. Highway 49 at six lanes from Luther Road north to Bell Road, however, will operate worse than LOS D.

The lower levels of service along Highway 49 between Luther Road and Bell Road is in part attributable to Placer County's proposed land uses for the Dewitt Center. This area is being planned by the County for a high density mixed-use development which is assumed to reduce reliance on the automobile. Due to a lack of data regarding trip reduction from such a development, the travel demand model forecasts for the Auburn General Plan assumed no trip reduction as a worst case scenario.

Recent legislation requires the development of congestion management plans for urban areas. These plans set level of service standards for major roadways within the urban area. According to preliminary information regarding the Placer County Congestion Management Plan (CMP), LOS F has tentatively been selected as the acceptable LOS for Highway 49. Therefore, widening Highway 49 to six lanes will more than adequately meet the LOS requirement set in the CMP.

Intersections

Increased traffic will affect intersection operations. Each intersection is unique and requires specific attention. Therefore, through the Transportation System Management (TSM) program required by Policy 1.3, annual traffic counts should be conducted at major intersections in Auburn in order to perform capacity calculations and to review intersection control warrants (criteria for both types of analysis are contained in the Supporting Documentation). The annual analysis of intersection operation and traffic projections will provide the detailed information needed to design improvements.

Truck Routes

Truck routes should be designated to avoid low overcrossings and prevent through truck traffic on residential streets. Routes should be clearly signed and identified on local and regional maps. Based on the planned commercial and industrial locations located in the Land Use Diagram, additional truck routes should not be required.

Roadway Design Standards

The recommended roadway design standards shown in Figure V-10 and Figure V-11 should be implemented on all future roadway improvements. These standards were developed based on roadway functional classification and Auburn's topographical constraints.

Parking Standards

Future off-street parking requirements are addressed in the Auburn Municipal Code. On-street parking on many of Auburn's narrow streets impacts roadway capacity and therefore, where through traffic movement is desired on future roadways, on-street parking should be prohibited.

TRANSIT SERVICE

Public Facilities

The Auburn Mini-Bus operates efficiently when compared to other similar services. Therefore, no operating improvements are recommended. The transit service areas should be increased as urban development occurs in new areas. This extension of service should be addressed in the long range transit plan required by Policy 3.6 of the Circulation Element.

Private Facilities

Private transportation facilities in Auburn do not accommodate a large volume of Auburn's daily traffic. The Interstate 80 corridor bus routes from San Francisco to Reno, however, do provide an important regional transportation service. This service should be used to the fullest extent during winter and summer recreation periods to help alleviate traffic congestion on Interstate 80.

RAIL TRANSPORTATION

According to the *Placer County Commuter Rail Feasibility Study*, 1990, rail transportation from Auburn to Sacramento and San Francisco may become possible during the life of this General Plan. This study estimated the patronage for one-way trips between Auburn and Sacramento at 33,800 per year in 2012. Although this commuter rail line is not expected to accommodate a large percentage of the roadway demand, rail transportation in Auburn would provide a transportation mode that is not currently available. The addition of a new transportation mode could result in improved air quality and decreased dependence on the automobile, while also providing greater accessibility and mobility to citizens who do not own automobiles or who cannot operate an automobile.

AIR TRANSPORTATION

According to the Auburn Municipal Airport Master Plan, the potential exists for significant increases in operations and aircraft parking. Although these increases have not been evident over the past five years, the City of Auburn should be prepared to make the improvements identified in the Master Plan that will be required to accommodate additional aviation activity.

PEDESTRIAN AND BICYCLE TRANSPORTATION

Figure V-14 shows the trails identified by the Auburn Park Conservancy for the General Plan update (a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). This map and the Auburn Ravine Trail Master Plan, should be implemented in order to provide recreational and transportation opportunities for Auburn residents.

PUBLIC FACILITIES

Water Service

The Placer County Water Agency has prepared the PCWA Master Plan which outlines alternatives to effectively provide water service for future growth. The City of Auburn should work closely with PCWA to ensure service availability concurrently with new development.

Sewer Service

The City of Auburn is currently developing a Sewer Master Plan that addresses the future sewer needs of the City. This Master Plan has taken into consideration the land use plan developed for the General Plan in order to develop demand forecasts. The Sewer Master

Plan project alternatives assumed an annual growth rate of 7% to accommodate a potential worst-case scenario.

The majority of local growth was divided between the area along Auburn-Folsom Road in south Auburn and the area between Bell and Luther Roads north of the City. Plans are currently in progress to develop 267 acres in the Baltimore Ravine area east of the wastewater facility. Annexation of 2,329 acres extending northeast along Interstate Highway 80 (I-80) is currently under City consideration. All of these areas are, or are anticipated to be, serviced by the Auburn Wastewater Treatment Facility.

The treatment plant service area includes the entire incorporated City of Auburn and the portions of its proposed sphere of influence that can feasibly gravity-feed (flow without the significant assistance of pumping) to the existing treatment site. Once these portions of the sphere of influence are annexed, they are eligible to be serviced by the treatment facility. The remainder of the sphere of influence north of the City (Bell Road area), where gravity-feed is unfeasible, will be serviced by the Placer County wastewater treatment facilities located at Dewitt.

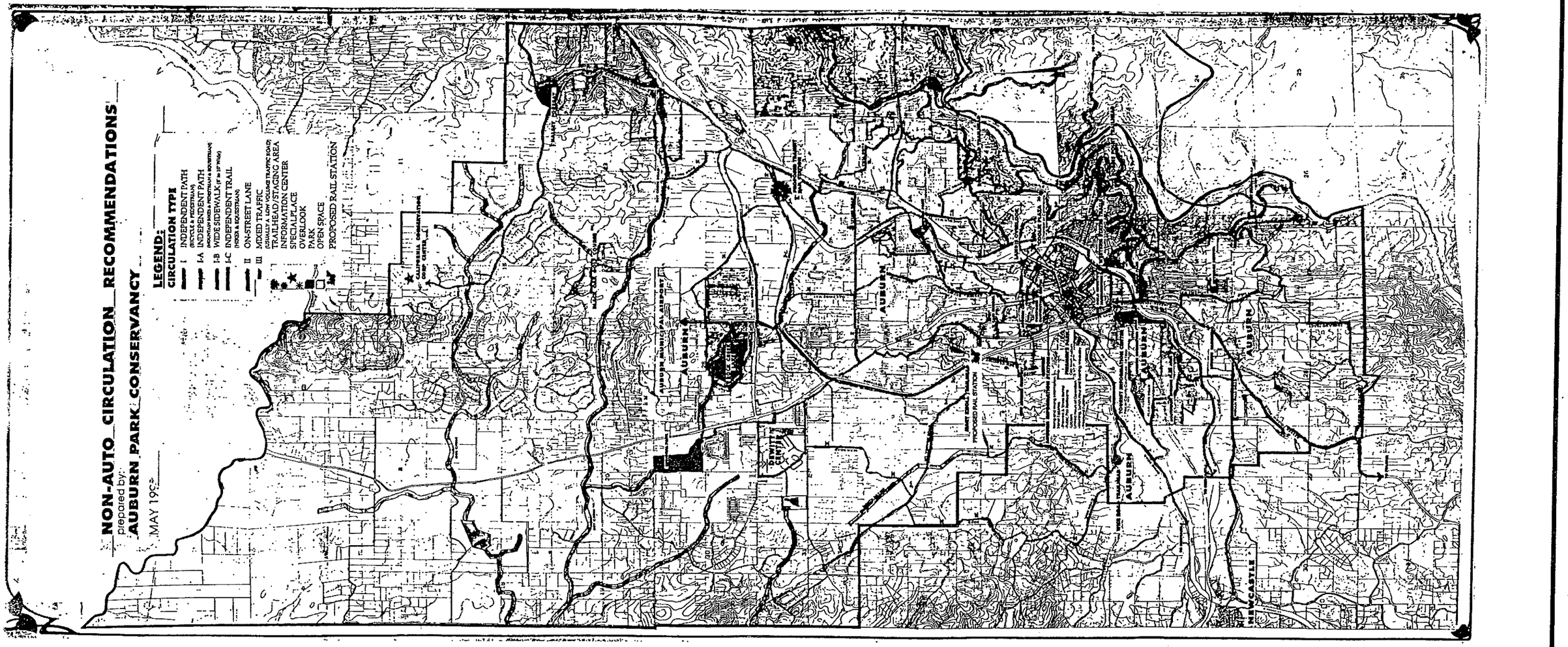
Stage 3 expansion capacity is based on an estimated maximum population of 55,000; this is a worst-case population estimate for the year 2012. Therefore, the City's future sewer demands should be met through implementation of the Sewer Master Plan.

Drainage Facilities

Auburn's drainage system is currently at capacity. Each new development that adds impervious surfaces has the potential to impact Auburn's drainage system. In the past, the City has required that projects retain storm drainage on-site. This method prevented any net increase in drainage flows to the different drainage basins. As the City grows and expands, additional facilities will be required to accommodate drainage flows. The City is currently studying the impacts of development on the drainage system and will make recommendations for alleviating drainage problems.

The Auburn Ravine drainage, which includes the Dairy Road, Lincoln Way, and Brewery Lane tributaries, has been studied to identify existing deficiencies and recommend improvements and mitigation measures for new development. The Old Town Drainage Study investigated the Lincoln Way and Brewery Lane tributaries and made recommendations for improvements to accommodate the 100 year flood. The Dairy Road Watershed Master Plan studied Auburn Ravine from Highway 49 upstream to Luther Road and made recommendations to mitigate impacts from new development.

The Old Town Drainage Study has recommended improvements to the existing drainage system to accommodate a 100 year flood. As an interim measure, all new development, which is tributary to the drainage system in Old Town, must provide mitigation measures which reduce post development runoff to predevelopment conditions.



LEGEND

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Auburn Park Conservancy Non-Auto Circulation Plan

No Scale

FIGURE V-14

The analysis conducted for the Dairy Road watershed concludes that the existing facilities are inadequate to accommodate the 100 year flood flow. However, improvements to eliminate flooding problems are prohibitively expensive. Therefore, the City should require detention basins which will mitigate impacts of new development.

The City of Auburn has adopted the Placer County Flood Control and Water conservation District's Stormwater Management Manual. The purpose of this manual is to provide consistent, specific guidance and requirements for stormwater management, including regulation of the development process, to achieve stormwater management objectives. The manual presents policy guidelines, and specific criteria for the development and management of natural resources, facilities and infrastructure for stormwater management.

Natural Gas Facilities

PG&E is planning to construct an additional transmission line to serve the Auburn area. The construction of this line will provide adequate supply for the foreseeable future according to PG&E officials. However, there is an economic feasibility issue regarding the cost of providing gas to all areas in the sphere of influence. In some areas, neither PG&E nor potential customers would be able to absorb the high cost of delivering gas. As the urban area of Auburn continues to develop, PG&E will provide natural gas when feasible.

Electrical Transmission Facilities

The substation facilities that serve the greater Auburn area are currently being upgraded to accommodate future growth projections. According to PG&E officials, electric demand in the Auburn area has increased at about 4.5 megawatts per year for the last few years. This trend is expected to continue for the next three to five years. PG&E officials anticipate no problems in meeting the projected needs of the community during this time. Electric supply levels are not an issue as PG&E's grid system is designed to provide adequate service. As development plans mature, PG&E will review its forecast of energy requirements needed to adequately provide reliable energy sources to the public.

5. Implementation

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the means by which progress in carrying out the Goals and Policies will be measured.

A. The City shall develop a Transportation System Management (TSM) Program to address General Plan circulation policies.

Responsibility: Public Works, Community Development
Time Frame: Ongoing, updated annually
Related Policy: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 3.8

B. The City shall develop a Trip Reduction Implementation Program.

Responsibility: Public Works
Time Frame: 1992-1997
Related Policy: 3.3, 3.5, 3.8

C. The City shall prepare a Transit Master Plan.
Responsibility: Community Development, Public Works
Time Frame: 1994
Related Policy: 3.2, 3.4, 3.6, 3.8

D. The City shall update the Comprehensive Land Use Plan for the Auburn Airport.

Responsibility: Community Development
Time Frame: 1993
Related Policy: 4.1, 4.2, 4.3, 4.4

E. The City shall prepare a phased 5-year Capital Improvement Plan for street, traffic, and transportation improvements.

Responsibility: Public Works
Time Frame: Annually
Related Policy: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.8, 4.3, 5.1, 5.2

F. The City should implement the Auburn Park Conservancy Non-Auto Circulation Plan and the Auburn Ravine Trail Master Plan.

Responsibility: Community Development, Public Works
Time Frame: Immediate and ongoing
Related Policy: 2.2, 3.8

G. The City shall coordinate with Placer County on the Regional Transportation Plan and the Congestion Management Plan.

Responsibility: Public Works
Time Frame: Immediate and ongoing
Related Policy: 1.6, 1.7, 3.3, 3.4, 3.7, 3.8

H. The City should adopt the street standards contained in the General Plan (Figures V-10 and V-11).

Responsibility: Community Development, Public Works, Fire
Time Frame: 1994
Related Policy: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10

I. The City shall utilize Auburn Urban Development Agency powers and funding to contribute to the funding of circulation system improvements.

Responsibility: Auburn Urban Development Agency, Community Development, Public Works, City Manager
Time Frame: Ongoing
Related Policy: 1.3, 2.3, 2.4, 3.8, 5.1, 5.2

J. The City shall promote the establishment of a Rail Transit Station in Auburn.

Responsibility: Community Development, Public Works, Auburn Urban Development Agency
Time Frame: 1993-1995
Related Policy: 3.4, 3.6, 5.2

K. The City shall require the appropriate technical analysis of actions which affect the existing and future improvements of Highway 49 and Interstate 80.

Responsibility: Community Development, Public Works
Time Frame: Ongoing
Related Policy: 1.2, 1.4, 1.6, 1.7, 2.5, 3.1, 5.1

L. Create and implement a joint City/County Traffic Mitigation Fee Program.

Responsibility: Community Development, Public Works
Time Frame: 1994
Related Policy: 1.11

VI

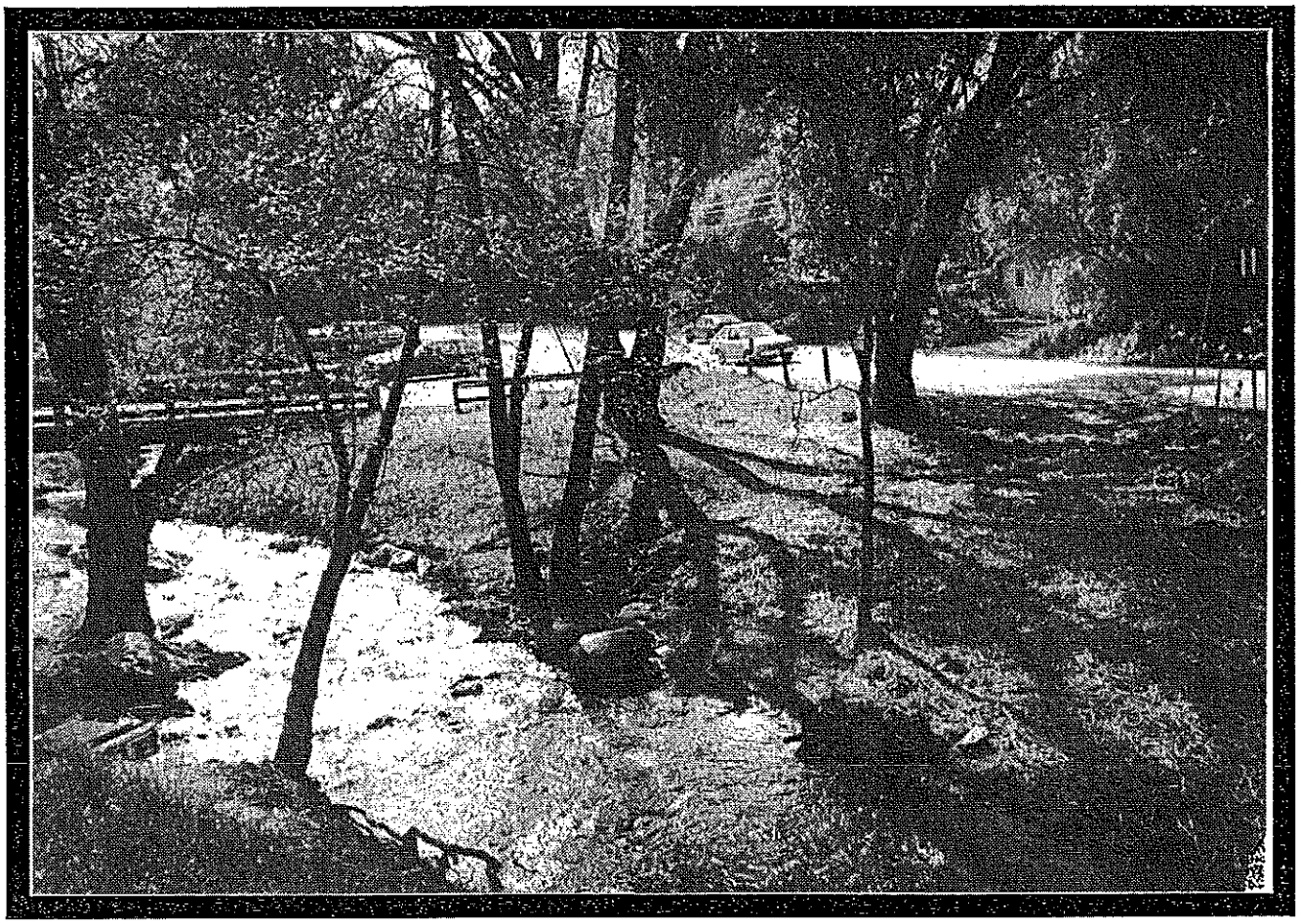
HOUSING ELEMENT

The Housing Element adopted with the 1993 General Plan has been replaced by the 2003-2004 Update. Due to differences in formatting and page numbering, the 2003-2004 Housing Element Update has been attached separately to the General Plan.

The 2003-2004 Housing Element Update was adopted by the Auburn City Council on October 11, 2004 and certified by the California Department of Housing and Community Development on December 3, 2004.

VII

OPEN SPACE/CONSERVATION



Auburn Ravine

1. Introduction

The purpose of the City of Auburn's Conservation and Open Space Element is to develop policies and programs for the efficient management of natural resources and any areas of land which are essentially unimproved and devoted to open space. Although the conservation and natural resource elements can be prepared as separate documents, for this update of the City of Auburn General Plan they have been combined in a single element. Nevertheless, the legally required content of each element has been included in this document as required by Government Code Sections 65302(d) and 65302(e). This element was prepared by the Placer County Resource Conservation District in cooperation with the City of Auburn and Placer County.

Required Content of the Conservation and Open Space Element

The content of a conservation element is set forth in California Code Section 65302(d). This statute requires that the element contain proposals for the conservation, development, and use of natural resources, including, "... water and its hydraulic force, forests, soils, rivers and other waters, fisheries, wildlife, minerals and other natural resources." Additionally, the law requires coordination with any countywide water agency and with all districts and city agencies which develop, serve, control or conserve water for any purpose within the area covered by the plan. The law lists several additional subjects which may be in the element, including:

- the reclamation of land and water;
- prevention and control of pollution of streams and other waters;
- regulation of the use of land in stream channels and other areas required for the accomplishment of the Conservation Plan;
- prevention, control and correction of soil erosion;
- protection of watersheds; and
- the location, quantity and quality of rock, sand and gravel resources.

The preparation of an open space element is also mandated by law (Government Code Section 65302(e)). The purpose of an open space element is to identify policies and proposals for any area of land or water which is essentially unimproved and devoted to an open space use. The law further defines open space land as any of the following:

- Open space for the preservation of natural resources, including areas required for the preservation of plant and animal life; areas required for ecologic and other scientific study purposes; rivers, streams, lake shores, banks of rivers and streams, and watershed lands.

- Open space for outdoor recreation, including areas of outstanding scenic, historic and cultural value; areas suited for park and recreation purposes, including access to lake shores and rivers and streams; and areas which provide links between major recreation and open space areas, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

- Open space for public health and safety, including areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, high fire risk areas, areas required for the protection of water quality, and areas required for the protection and enhancement of air quality.

ORGANIZATION OF THE ELEMENT

Following this introduction, the Conservation and Open Space Element has been organized into the following major sections: Section 2, Goals and Policies; Section 3, Existing Conditions; and Section 4, Implementation. Within each of these sections, the element separately discusses natural resources and open space.

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizen Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented sequentially by topic and not by priority.

Goal 1: Preserve areas of natural vegetation, trees, topographic features, wildlife habitat, and riparian corridors.

Policy 1.1 Identify, protect and enhance natural, riparian wildlife habitat and vegetation areas and encourage preservation and maintenance of these areas in as natural a state as possible.

1.2 Adopt and implement a tree ordinance in order to focus attention on the importance of preserving existing native vegetation.

1.3 Conserve the quality of habitats which support fish and wildlife species so as to maintain populations at sustainable levels.

1.4 Protect, restore and enhance habitats for native animals and protect threatened and endangered species.

1.5 Carefully plan development in areas known to have particular value for wildlife and locate development so that wildlife habitat is maintained.

1.6 Encourage private landowners to adopt good wildlife habitat management practices.

1.7 As necessary, require field studies as part of project review. These studies shall document the possible occurrence of special status plant and wildlife species and provide a method for their protection, monitoring, replacement or for otherwise mitigating development near the sensitive habitats.

1.8 Encourage preservation and protection from urban encroachment the rural/agricultural areas in the Auburn community outside the Plan area.

1.9 Encourage the use of the California Wildlife Habitat Relationships (WHR) system as a guide for protecting, maintaining and enhancing vegetation.

Goal 2: Minimize adverse development impacts to the natural environment.

Policy 2.1 Develop, adopt and implement a hillside development ordinance. (LU 3.4)

2.2 Continue to implement the grading ordinance of the City of Auburn to protect against sedimentation and soil erosion.

2.3 The City shall use the natural resources/constraints maps, as amended, prepared by the Resource Conservation District for the General Plan Open Space/Conservation Element as part of the project review process, including identification/ verification of said constraints.

2.4 Urbanization and development which requires typical City services (police, fire, water, sewer) shall be developed within the City limits.

2.5 Encourage a program for the control of residual pesticides to prevent potential damage to birds, fish and other wildlife.

2.6 Encourage development of all building sites and residences in a manner minimizing disturbance to natural terrain and vegetation and maximizing preservation of natural beauty and open space.

Goal 3: Identify, protect and enhance open areas and greenbelts throughout the planning area for the protection of wildlife and for use and enjoyment by residents and visitors.

3.1 Encourage both private and public ownership and maintenance of open space.

3.2 Provide for greenbelts or linear open spaces which shall be preserved to enhance developed areas as well as to maintain clear boundaries of the Auburn community.

3.3 Encourage planned unit developments as a means of preserving open space within and adjacent to residential developments.

3.4 The City shall require that all designated open space areas within a project be zoned for open space use in perpetuity.

3.5 The City, where possible, shall require open space areas to be linked together by providing additional open space areas or at a minimum provide connections using trails, banks of creeks, and rights-of-way.

3.6 The City shall continue to coordinate with the Auburn Recreation District the siting and improvement of park facilities and park/recreation/trail-oriented projects. Coordination shall also include but not be limited to land dedication for park/recreation purposes, payment of fees, construction of park/recreation facilities.

Goal 4: Provide for the conservation, utilization, and development of mineral, geologic and soil resources in keeping with sound conservation and reclamation practices.

Policy 4.1 The City should identify all economically valuable resources, including mineral deposits, soils conducive to agricultural uses, and those open space areas which add to the overall attractiveness of the region.

4.2 Consider the limitations of geological formations in the design and siting of buildings, roads, and utilities.

Goal 5: Create a pedestrian and trail network to provide access to developed areas as well as public access to open space and recreation resources consistent with the need to protect these resources.

Policy 5.1 Encourage recreation facilities and activities such as fishing, equestrian activities, trails, and parks.

5.2 Encourage uses such as trails, picnicking, observation points, and parks along major transportation routes, as appropriate.

5.3 Utilize the non-auto circulation map to develop a community trail system to:

a. Provide safe, pleasant and convenient travel by foot, horse, or bicycle within the planning area;
b. Provide recreational opportunities to residents of the General Plan area;
c. Connect local trails to regional trail systems where appropriate;
d. Link together school facilities, parks, community buildings and other community-oriented public services with residential developments where appropriate;
e. Incorporate trails into public and utility corridors; and
f. Implement the Auburn Ravine Trail Master Plan if feasible.

5.4 In making land use decisions, recognize the trail development and recreational potential of major open space features such as:

a. The American River: Bikeways, hiking trails, equestrian trails, rest areas and picnicking accommodations should be provided within trail corridors, wherever feasible;

b. Terrain Changes: Development along designated trails and pathway corridors should be controlled in order to provide sufficient right-of-way and to ensure that adjacent new development does not detract from the scenic and aesthetic qualities of the corridor;

c. Major Ridge Tops: Ridge tops offer outstanding scenic value and have the potential to be linked to existing trails. Development should not detract from the overall viewshed quality of and from the ridge top.

d. Riparian Corridors: The design, construction, and management of proposed trails and pathways within riparian corridors should be carefully executed in order to reduce environmental disturbance. Bridges and other public improvements should be designed to provide safe and secure routes for trails, including grade separations between roads and trails, when feasible.

e. Oak Woodlands: Cooperative interagency planning of pathways, bikeways and equestrian trails should be promoted in "greenbelt" areas.

5.5 Residential developments adjacent to parks or open spaces shall be strongly encouraged to provide direct access to common open space contiguous to such areas.

5.6 When considering the location of new parks, the City in conjunction with the Auburn Recreation District shall select sites based on, but not limited to, maximum accessibility, topography and visibility.

Goal 6: Protect visual resources.

Policy 6.1 Enhance and protect scenic resources visible from scenic routes[3] in the Auburn area.

6.2 Encourage anti-litter, beautification and cleanup programs along all routes[1].

6.3 Coordinate with Placer County and Caltrans the establishment of a beautification program for the Highway 49 corridor.

6.4 Maintain and promote heavily vegetated corridors along circulation routes. Roads and other public works projects shall incorporate beauty as well as utility, safety and economy.

6.5 Encourage and use existing City and County programs for protection and enhancement of scenic corridors, including, but not

[3] Scenic routes are listed in Section 3, Existing Conditions, Open Space for Recreation of this Element.

limited to, design review, sign control, landscaping and mounding, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.

6.6 The City shall require that all landscape plantings are to be maintained continually in a healthy and attractive condition.

6.7 The City shall require dedication of parkland and/or payment of fees in lieu of parkland, based on a standard of five acres per 1,000 residents.

Goal 7: Conserve, protect and enhance water supplies and adequately plan for the development and protection of these resources and their related resources for future generations.

Policy 7.1 Protect water quality and watersheds by discouraging activities including, but not limited to, the use of hazardous materials around wetland and groundwater recharge areas.

7.2 Support regional, state and federal agencies in their efforts to exact high levels of water quality.

7.3 Promote water conservation through development standards, building requirements, landscape design guidelines, and policies and programs.

7.4 Adopt an ordinance to protect and enhance waterways, stream channels, and intermittent streams.

7.5 Where feasible, keep waterways in their natural state.

7.6 Encourage appropriate setbacks for building sites from natural waterways.

3. Existing Conditions

NATURAL RESOURCES

Soils

The rate and amount of soil formed are a function of the soil's parent material, climate, slope, biological activity, drainage and time. In combination, these components are the principle factors which determine a soil's unique characteristics.

Because soil types have different properties, they present a broad range of opportunities and limitations for future development. A particular soil's suitability for use will vary

depending upon its slope, depth, fertility, available water holding capacity, texture, erosion potential and other physical and chemical attributes.

The USDA Soil Conservation Service (SCS) has developed a soil classification system which assigns soils to one of eight capability classes. The highest quality soils (Classes I and II) are those which present few limitations when used for field crops, pose a low risk of damage and respond well to standard agricultural treatment. The soils that are best for agriculture are also best for urban uses because they offer few limitations for construction activities and provide the best medium for septic disposal systems.

There are few prime soils in the study area. The absence of Class I and II soils, however, is not considered a predetermination that agricultural uses are unimportant economically or less important than urban uses. Rather, the absence of these soils means that contention for "best use" is highly competitive and only generally determined by soil limitation.

Soil limitations (physical and chemical) are typically recognized as constraints to urban development and generally include the following considerations:

- Water features and relationships;
- Engineering properties;
- Sanitary waste absorption properties;
- Properties to support wildlife; and
- Properties to support woodland, rangeland, agriculture.

Information for each of these limitations is included in Placer County's Soil Survey and discussed in general terms by the Soil Conservation Service. For the Auburn General Plan update, the 52 individual soil types found in the planning area were summarized from the Soil Survey by the series within which each soil type occurs. (See Supporting Documentation.) The characteristics of each soil series were described along with selected constraints, including erosion hazard, water quality related to accelerated erosion, slope, vegetation loss, and agricultural resources. The soils map is included as Figure VII-1 (please note that a full-size copy of this figure is available for public review at the City of Auburn Community Development Department).

Erosion Hazard

Accelerated erosion is a problem in much of the study area. It is important to remember that erosion potential is always present and occurs when soils are disturbed and protective vegetative cover is removed. A number of complex factors are considered by the SCS when they assign erosion hazard ratings to predict how soils will erode in relation to specific kinds of land uses and treatment.

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

Source: Placer County Resource Conservation District

LEGEND

Soil Classifications are listed in Appendix A.

Soils Information compiled by U.S. Department of Agriculture, Soil Conservation Service and cooperating agencies.

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Sacramento, California

CITY OF AUBURN GENERAL PLAN

Soils

1 : 38,400

FIGURE VII-1

Table VII-1 lists each of the soils in the plan area by their propensity to erode. Figure VII-2, Erosion Hazards, shows that very high ratings have been given to those soils in the American River Basin (please note that a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). These particular soils are Auburn-Sobrante Rock outcrop complex and are within the administrative jurisdiction of the Bureau of Reclamation. Soils with high erosion potential within watersheds of Auburn Ravine and North Ravine are Auburn and Boomer Series and are generally in the western portion of these watersheds. The headwaters of the Dry Creek Basin contain Josephine and Mariposa, as well as Auburn and Boomer Series soils that have high erosion potential. An outcropping of Henneke Rock Outcrop complex occurs just north of the Auburn Airport within the basin.

TABLE VII-1
EROSION HAZARD BY SOIL TYPE

Hazard	Soil Type
Slight	122, 192
Moderate	106,112, 114, 115, 116*, 117, 124, 127, 144, 145, 152, 154, 158, 163*, 173, 188, 191, 197
High	107, 108, 109, 110, 111, 118, 119*, 123, 125, 128, 130, 131, 132, 148, 153, 160, 164, 165, 167, 179, 180, 183, 184, 185, 190, 194, 196
Very High	120, 121, 126, 178

* Indicates soils which fall into more than one hazard category due to slope variability.

SOURCE: USDA Soils Conservation Service, Soil Survey of Placer County, California, Western Part, July 1980

It is within hydraulic basins that overgrazing, road construction, shaping of building pads, grading for transportation systems, and construction for utilities are responsible for accelerating erosion. Accelerated erosion is of concern because movement of eroded soil will lead to destruction of wildlife habitat, change the capacity of streams to provide for proper flood control, carry pollutants to streams and rivers thereby reducing water quality, and reduce agricultural and timber production. Figure VII-6, shown later in the text, has been prepared to show major drainage basins and sub-basins. Those areas which have a predominance of high and moderate erosion hazard potential can be readily seen by comparing Figure VII-2 with Figure VII-6.

Slope

Figure VII-3 shows various slope categories in the planning area. Accelerated erosion has occurred on all slopes and the rate of soil loss varies by percent of slope and soil type (please note that a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). The correlation between moderate and high erosion hazard potential and slopes of 15 to 30 percent and over 30 percent is evident. When combined, the effects of accelerated soil loss may rapidly change the ability of streams to maintain proper channel capacity for flood flows. Slopes over 30 percent can cause additional problems of stability, slumps and slides. Surfacing septic drainage has led to specific requirements for review of proposed rural subdivisions.

High erosion hazard with slopes over 30 percent leads to constraints for urban development which affect water quality, soil loss and leach field limitations.

AGRICULTURAL RESOURCES

The northwest and northeast portions of the planning area remain in grazing where large parcels still exist and rural residential encroachment is limited. Most grazing lands consist of Class IV and VI soils. Some properties are also subject to the Williamson Act. There are 18 Williamson Act contracts in the planning area constituting 1,323 acres. (See Figure VII-4.)

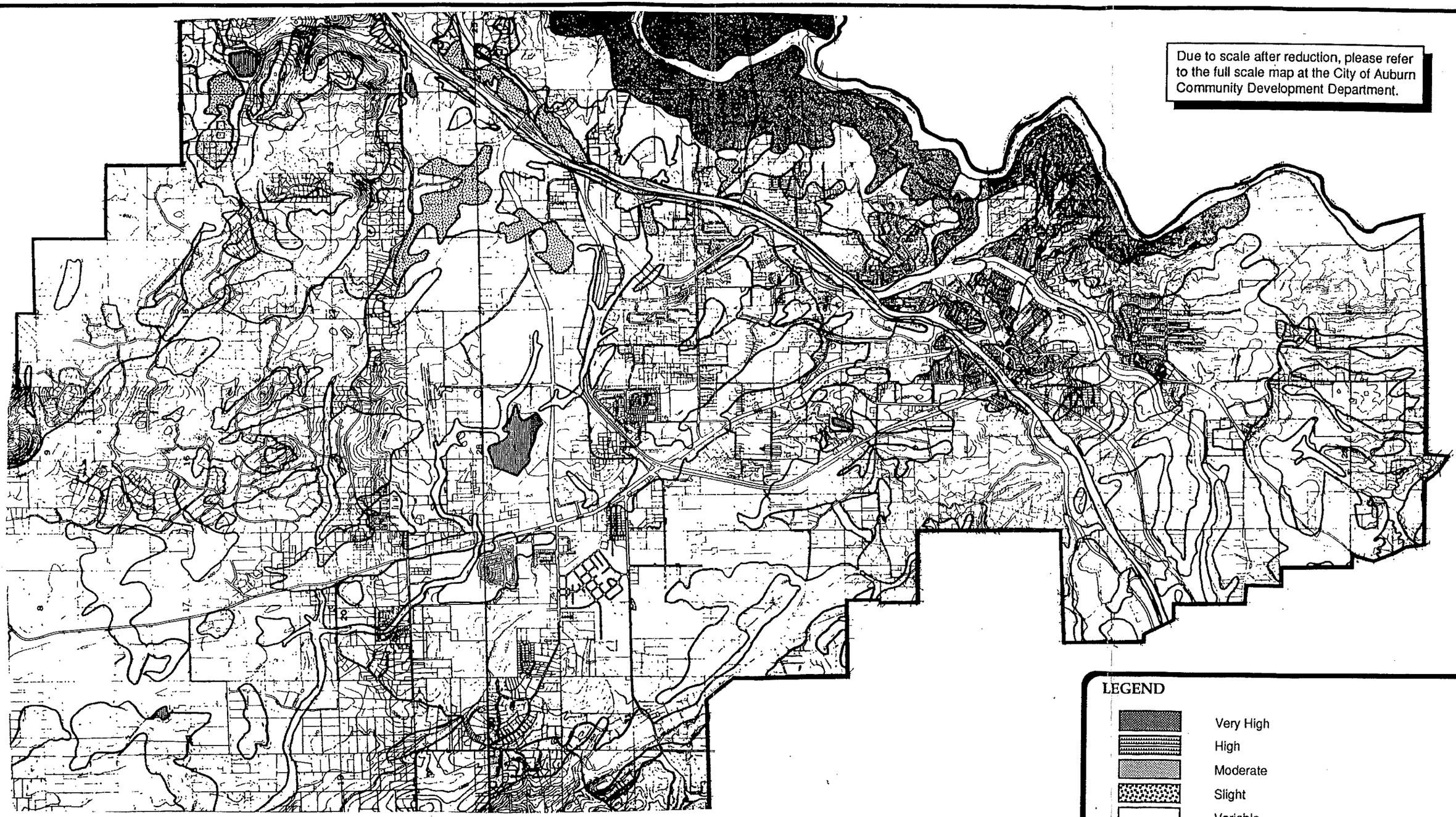
In addition, the planning area contains soils of statewide or local importance, and unique farmlands devoted to agricultural commodities such as oranges, apples, truck crops, pears, Christmas trees, or irrigated pasture.

Only about 40 acres in the planning area are classified as prime soils. This small area of Sierra sandy loam (Class I) is located north of Oak Road and has little significance in terms of agriculture potential. Table VII-2 lists prime and statewide important soils.

TABLE VII-2
SOILS OF PRIME AND STATEWIDE IMPORTANCE

Importance	Soil Classification	Soil Description
Prime	183	Sierra sandy loam, 2 to 9 percent slopes
Statewide	106	Andregg Coarse sandy loam, 2 to 9 percent slopes
	107	Andregg Coarse sandy loam, 9 to 15 percent slopes
	109	Andregg Coarse sandy loam, rocky, 2 to 15 percent slopes
	158	Josephine loam, 9 to 15 percent slope
	191	Sobrante silt loam, 2 to 15 percent slope

SOURCE: U.S. Department of Agriculture, Soil Conservation Service



Source: Placer County Resource Conservation District

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CITY OF AUBURN GENERAL PLAN

Erosion Hazards

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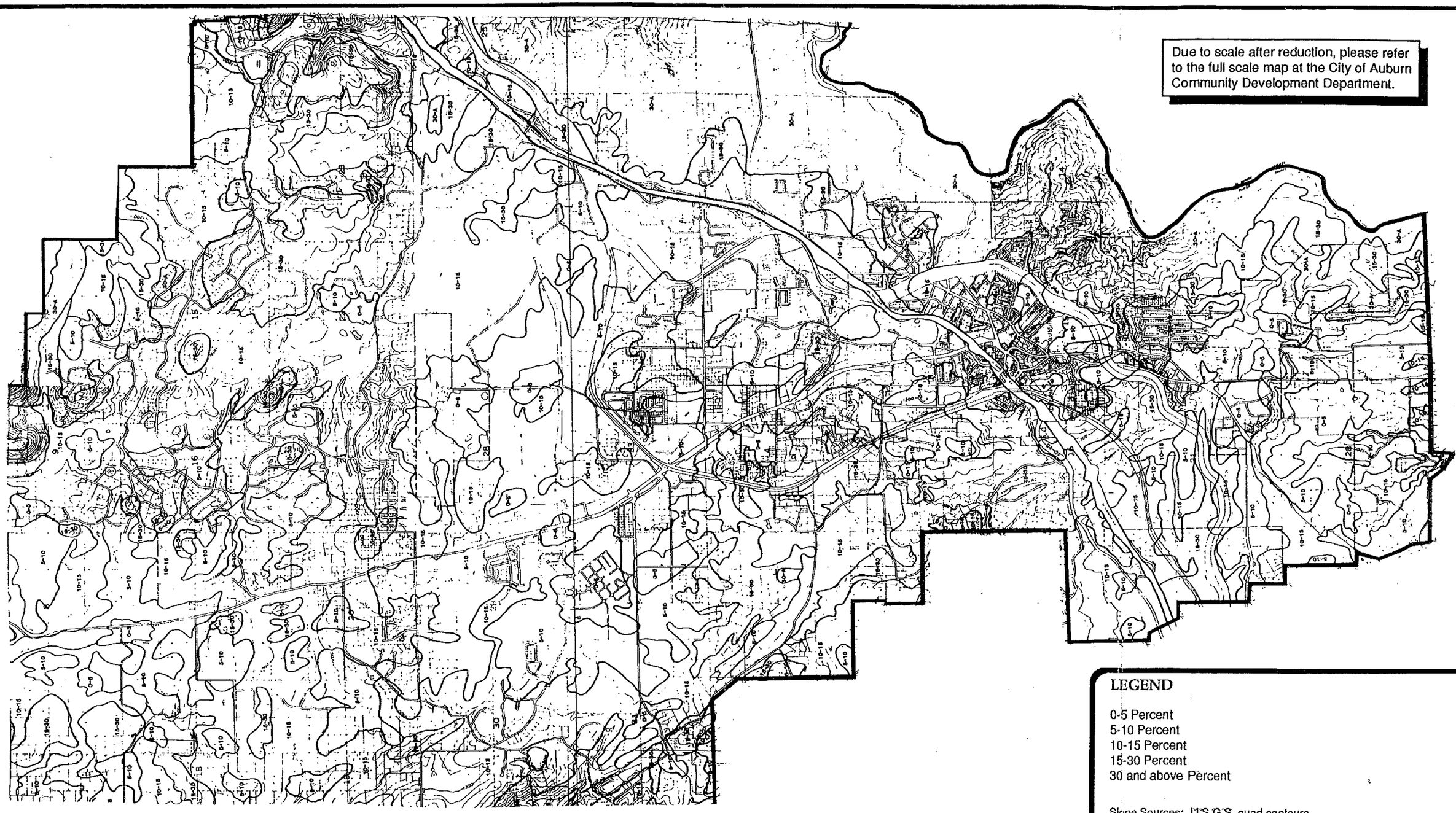
FIGURE
VII-2

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.



LEGEND

0-5 Percent
5-10 Percent
10-15 Percent
15-30 Percent
30 and above Percent

Slope Sources: U.S.G.S. quad contours
(does not reflect developed area slopes)

Source: Placer County Resource Conservation District

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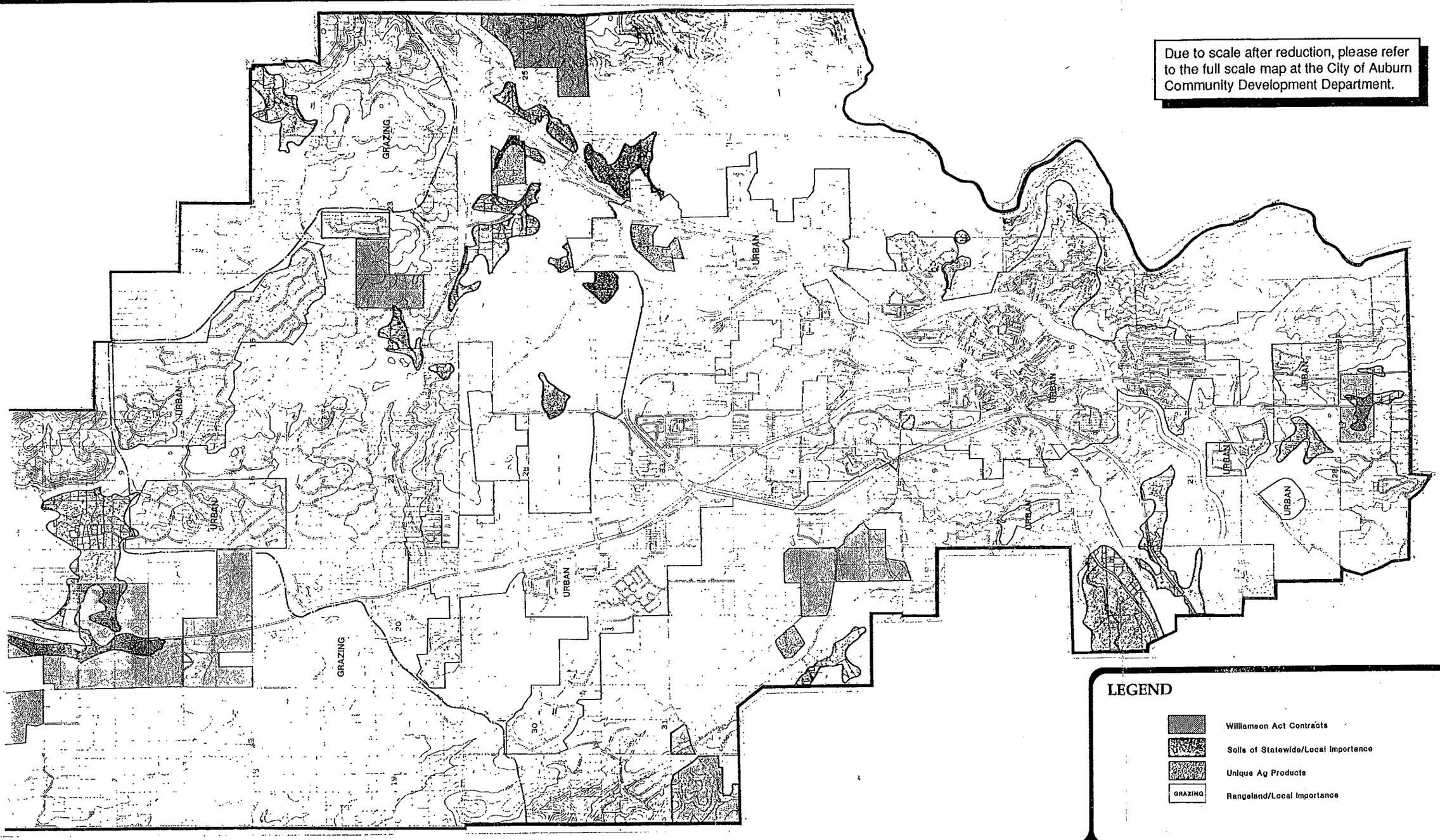
CITY OF AUBURN GENERAL PLAN

Slopes

1 : 38,400

FIGURE
VII-3



Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

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CITY OF AUBURN GENERAL PLAN

Important Farmlands

No Scale

FIGURE
VII-4

Forestry

Forestry begins with an understanding of the soils on which trees grow. Some soils are very suitable for growing wood crops while others barely support tree cover. The probability of seedling survival, the danger of erosion, the resistance of trees to wind, and the problems of equipment use are some of the management items that can be inferred from soils information. These interpretations are expressed as ratings. They can be developed for each of these management considerations on a soil unit.

Simply expressed, productivity potential is the ability of a soil to produce a wood crop; in this case, the most suitable species for the Auburn area is Ponderosa pine (*Pinus Ponderosa*). The productivity of a particular soil is obtained by determining the site index (a numeric expression of the potential height of a tree at a given age, usually 100 years). The higher the site index the more productive the soil. It can also be interpreted in terms of board feet per acre, cords per acre, or cubic feet per acre.

A more generalized method of expressing productivity is the Site Classification System. It is widely used by the California Department of Forestry and the private forestry sector. Site Classes range from Class I (the most productive) to Class V (essentially, economically non-productive) and are determined from the site indices.

Soils in the planning area suitable for timber production include the Boomer, Mariposa, and Sites series. They are located in the north and eastern portions of the planning area. The principal timber species is Ponderosa pine, which is also the principle component of the montane hardwood-conifer vegetation community. From a timber productivity standpoint, these soils are Site Class III and IV. Some of these soils with north or eastern aspects may fall into Site Class II, but their acreage is limited.

As overall urban growth continues, these timber soils will continue to be very desirable areas for urbanization and rural living. Their value for aesthetics and open space far exceeds their timber production value.

GEOLOGY

As shown in Figure VII-5, the study area lies within the Mother Lode Belt of the Sierra Nevada foothills (a full-size copy of this figure is available for public review at the City of Auburn Community Development). The geologic structure consists mostly of metamorphic rock units that dip nearly vertical and trend 20 to 30 degrees west-of-north. The majority of the rock consists of hard metavolcanic flows, commonly called "greenstone", that contain numerous thin discontinuous bands of soft metavolcanic tuffs and soft-to-hard metasedimentary beds. The latter, which occur mostly in the vicinity of Auburn and Clipper Gap, consists of metasandstone, metashale, cherty limestone, and slate.

A highly irregular zone of serpentine extends from Auburn along Highway 49. The zone, which has an average width of one mile, consists of two to five bifurcating branches of hard serpentine that enclose irregular lens-shaped areas of metavolcanic flows and

metasedimentary beds. The serpentine appears to have been intruded parallel to the metamorphic structure along an ancient vertical fault zone.

Granitic rock units occur in the northeast and southwest corners of the planning area. Sugar Pine Mountain is an oval area composed of granodiorite. The granitic rock in the southwest consists of quartz diorite that is part of the large granitic mass that underlies Loomis Basin and extends north to Mount Pleasant.

Sedimentary rock units consist of the Mehrten Conglomerate, a channel gravel of an ancestral American River that has been cemented, weathered, and extensively eroded since it was uplifted to its present position. Only a few remnants of the river channel remain north of Auburn. The major deposit extends from Skyridge along Indian Ridge to Newcastle. Remnants occur as caprock, locally overlain by Mehrten Mudflow Breccia, on hills and ridges in and bordering the Loomis Basin.

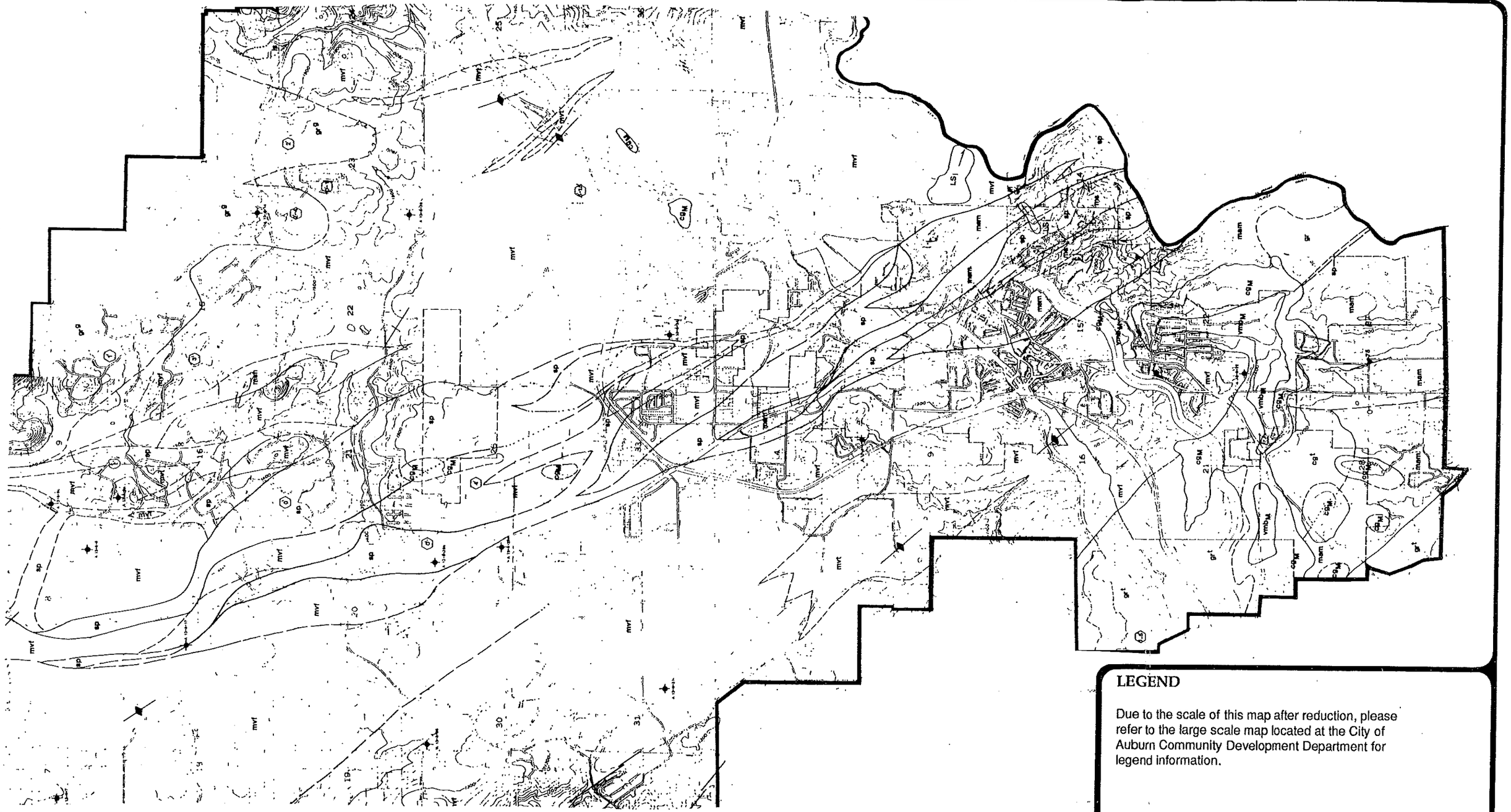
Surficial deposits consist of Stream Channel Deposits of gravel along Bear River and the North Fork of the American River; Terrace Deposits of sand and gravel that indicate former higher stands of streams that drain the area; and Landslide Deposits that mostly are inactive and occur along the steep canyon slopes of the American River.

The planning area is bordered on the north by the 200- to 400-foot deep canyon of the Bear River. Canyon slopes are steep in the vicinity of Sugar Pine Mountain and moderately steep near the Highway 49 bridge. The North Fork of the American River forms the southeastern border of the plan area. The canyon is entrenched 800 to 1,000 feet below the surrounding upland and canyon slopes are steep to very steep.

The metamorphic terrain between the two river canyons slopes gently southwest from a high elevation of 2,100 feet in the northeast to 1,100 feet in the southwest near Newcastle. Drainage is well integrated to a few major streams that flow generally westward across the metamorphic structure. Most of the former elongated northwest-southeast ridges have been dissected into isolated irregular hills, peaks and knobs. Bald Hill and Duncan Hill in the southwest and the irregular ridge south of Dry Creek are examples.

In general, the hills slope directly to an adjacent stream or drainage channel without any intervening floodplain. The streams are eroding bedrock in their downcutting stage; stream channel deposits of sand and gravel are therefore sparse and insufficient as a resource. Floodplains are very narrow, on the order of 8 to 20 feet, and generally well-marked. Terrace deposits of sand and gravel that mark an ancient higher stand of the stream are sparse and very narrow except in some locations where houses are constructed on them as along Millertown Road near a tributary to North Ravine; adjacent to Dry Creek for two miles downstream from Halsey Afterbay; and in a few areas along Orr Creek as it runs through Christian Valley.

For a more detailed discussion of soil characteristics in the Auburn area, see the Supporting Documentation.



LEGEND

Due to the scale of this map after reduction, please refer to the large scale map located at the City of Auburn Community Development Department for legend information.

Source: Placer County Resource Conservation District

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CITY OF AUBURN GENERAL PLAN

Geology

1 : 38,400

FIGURE
VII-5

GEOLOGIC HAZARDS

Landslides

Geologic hazards within the planning area are presently limited to small slumps, block slides, and landslides within metamorphic rock; slumps, occasional block slides, and erosional gullying within weathered granitic rock; and slumps or small slides within the intensely fractured serpentine. The occurrence of these features will increase as land values increase and more and more building sites are excavated on natural hillsides. The deeper the excavations, the more the weaknesses of underlying rock masses are exposed for potential failure.

Active Faults and Earthquakes

The San Andreas Fault in San Francisco and the Hayward Fault in the east Bay area are 100 and 94 miles, respectively, from Auburn. Maximum credible earthquakes along these faults projected at magnitude 8.25 for the San Andreas and 7.5 for the Hayward, would produce barely perceptible shock and bedrock acceleration at Auburn (less than 0.05g). The closest identified "potentially active" faults (where movement has occurred within the past two million years), are the Bear Mountain Fault and the Melones Faults, which are situated approximately three to four miles westerly and easterly from Auburn. The closest identified "active fault" (where movement has occurred within the past 11,000 years) is the Cleveland Hills Fault, situated approximately 36 miles northwesterly of Auburn. Most recently, the Cleveland Hills fault was the source of the 1975 Oroville earthquake (Richter Magnitude: 5.7). Active faults located between 50 and 100 miles of the site include the Mohawk Valley Fault, the Stampede Valley Fault, and the Fort Sage Fault; all located northeast of Auburn. Given the relationship to these various active faults, there is a high potential that the area will be subject to at least moderate earthquake shaking one or more times over the next century.

HYDROLOGY

Ground Water

Rural residential uses in the northern and western portion of the planning area generally depend on groundwater for domestic needs. Ground water in sufficient quantities to supply domestic requirements occurs only along open fractures within metamorphic and granitic rock units. Terrace deposits are of insufficient occurrence to provide a significant ground water supply, although there may be a few water wells producing from these surficial deposits along Dry Creek.

The sedimentary rock unit is of insufficient extent to provide a ground water resource in this area. Permeability is very low because of high cementation of particles. The volcanic rock unit is impermeable and contains no ground water. Surface water does penetrate to the underlying conglomerate along open vertical joints that occur within this mudflow.

The predominant rock type in the planning areas is metamorphic. The depth at which ground water flows occur in metamorphic rock varies significantly. About 25 percent of domestic wells are completed at less than 90 feet and 75 percent at less than 160 feet. The fact that significant flows are reported for a few wells (less than 10 percent), at depths greater than 160 feet, indicates that there is reason for drilling deeper when the occurrence of additional water has been predicted and the need is sufficiently high. The average production figure reported is 14-15 gallons per minute (gpm).

There is also a significant amount of granitic rock in the plan area. The most common depth intervals at which ground water is encountered in the granitic rocks are 60 to 70 feet. The average production for granitic rock well within the planning area is 9 to 10 gpm.

In general, well water in the area is of moderate to high quality. The only problem areas encountered have been in serpentine rock where ground water can be salty and brackish. Competent assistance regarding well location and construction should be obtained by individuals planning to use wells as a domestic water source.

Surface Supplies

The Placer County Water Agency (PCWA) supplies surface water to the planning area for domestic purposes. Water is supplied to treatment plants at Bowman and Auburn. The PCWA staff has presented a report outlining the need for new treatment capacity to serve expected growth which includes alternatives for system expansion.

Water Quality

Surface water flows around and through the area from the Bear River on the north, American River on the south, Orr, Dry, and Rock Creek in the middle portion of the area and Auburn and North Ravine in the southern portion of the plan area. Surface water quality has decreased due to impacts from mans' activities, which include increased sedimentation, improper use of herbicides, pesticides and fertilizers, as well as inadequate filtration of septic tank leach field systems.

Occurrence and quality of groundwater is greatly variable due to the complex geology in the plan area. There are no aquifers due to shallow soils and dense bedrock. Groundwater is found in surface fractures and cracks in the bedrock. Quality of groundwater varies with location and tends to be more mineralized when extracted from serpentine soils. An example of such mineralization can be found in the Green Valley area near Lone Star Road. Geology in the Auburn Valley Country Club area consists of "greenstone" and is generally known to contain low water yields.

The Placer County Environmental Health Department currently lacks a complete data base for identifying and monitoring yield and water quality problems. The County cannot identify major groundwater-bearing formations and has not established a classification system for determining safe water yield in geologic formations. The absence of a data

base prohibits analysis of quality using such indicators as nitrates, coliform, and mineral quality.

Flooding and Drainage

There are four major hydrologic units in the planning area: Auburn Ravine, Orr Creek, Dry Creek, and Rock Creek. These streams flow under roads and in proximity to numerous structures. Due to the interface of these streams with human improvements, drainage and flood control could become a major concern if the characteristics of these waterways were changed significantly. The watershed map is shown as Figure VII-6 (a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). Flooding that occurred during the 1986 storm event caused culverts and road crossings to wash out and affected structures close to all streams in the planning area. Well known examples of flooding that occurred include the KOA campground near Rock Creek and Old Town Auburn near Auburn Ravine.

Floodplains have not been adequately delineated since the February 1986 storm. Urban development could cause unknown effects on the ability of existing streams to contain future storm water flows. (See 1991 Hydrology and Drainage Study.) Policies relating to flooding are included in the Safety Element.

VEGETATION

Habitats

Vegetation in the planning area can be described in terms of vegetative habitats which share common characteristics. These vegetative habitats include valley-foothill riparian, annual grassland, pasture, orchard/vineyard, blue oak woodland, blue oak-Digger pine, montane hardwood, montane hardwood-conifer, mixed chaparral, urban and barren.

These vegetation types are described in the "Guide to the California Wildlife Habitat Relationship System" (WHR). Figure VII-7 shows the distribution of these vegetation types in the planning area (please note that a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). Included in the Supporting Documentation is a summary of each vegetative habitat.

FISH AND WILDLIFE

A diversity of animals, birds, fish, and reptiles, including numerous game species, are supported by the vegetation communities and numerous waterways located within the planning area. The major habitat areas are described in the Supporting Documentation.

Important Wildlife Species

According to the California Department of Fish and Game's Natural Diversity Data Base, there are no recorded threatened or endangered wildlife species in the planning area. There are, however, several sensitive status species which should be expected in the vegetation communities which are represented in the City of Auburn planning area. These species include the following: California red-legged frog, Foothill yellow-legged frog, Cooper's hawk, sharp-skinned hawk, golden eagle, bald eagle, northern harrier, black-shouldered kite, prairie falcon, long-eared owl, Pacific fisher, and valley elderberry longhorn beetle. There are also several other species inhabiting the planning area which are worthy of protective measures. These are:

1. Deer--Deer within the planning area have been identified as non-migratory Columbian Black-Tailed Deer. These deer live in the same area year-round and do not have wintering and summering areas. Deer have been observed throughout the planning area and are numerous in some locations.

2. Wild Turkey--The Department of Fish and Game has introduced wild turkeys to Placer County because of the excellent habitat. The original introductions were made in the Coon Creek drainage near Garden Bar Road. This introduction was determined successful and a viable population has been established. The birds have spread along different water courses and continue to be observed in new areas. The primary habitat types which are suitable for turkeys include hardwoods (deciduous oaks, live oak, and madrone), and woodland-grass (hardwoods associated with herbaceous elements).

   Wild turkey sightings have been reported in the planning area and the area has a huntable population of turkeys although the exact number of birds is not known.

3. California Quail--California quail are common. Preferred habitat for these game birds is woodland-brush areas interspersed with grassy areas. Quail numbers vary from area to area depending upon the amount, quality, and distribution of food, water and cover. Excellent habitat occurs in the berry-covered areas.

4. Band-tailed Pigeon--Band-tailed Pigeons are very common. Flocks numbering in the hundreds have been observed during the fall at various locations. Many of these flocks have been in the process of feeding and resting during their migration to southern California and Mexico. Large flocks also spend the winter on ridges along the American and Bear River drainage channel and in Old Town Auburn.

   The presence of pine-oak woodlands and other mast producing trees determine the abundance of Band-tailed Pigeons. Nearby chaparral stands are also important as they provide seeds and berries.

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

LEGEND

- Major Watershed Boundaries
- Minor Watershed Boundaries
- Sub-Units
- Creeks & Streams

Watershed information compiled by Soil Conservation Service

Source: Placer County Resource Conservation District

HBA Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Watersheds

1 : 38,400

FIGURE VII-6

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

LEGEND

- Riparian - Tree covered.
- Riparian - Low veg. or seasonal high water table
- Water
- B — Barren
- G — Grassland - Few Oaks
- GAO — Grassland - Aban. Orch.
- IP — Irrig. Pasture
- O — Orchard
- OG — Oak-Grass - mostly open oak stands
- OP — Oak - Ponderosa pine
- OW — Oak woodland - dense oak stands
- MOP — Manzanita - pine
- MSP — Mixed shrubs - pine
- U — Urbanized

Source: Placer County Resource Conservation District

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CITY OF AUBURN GENERAL PLAN

Vegetation

1 : 38,400

FIGURE VII-7

5. Mourning Dove--The Mourning Dove is a common upland game species. Numbers are generally high until cold weather occurs in the fall when most migrate south.

   Doves live principally on weed seeds and grain that has fallen to the ground. These birds have proven over the years to be an adaptable species.

6. Raptors--The Golden Eagle and the Bald Eagle use both the American River and Bear River canyons for wintering areas, and nesting sites may exist in both drainages. There are many additional species identified in the habitat descriptions in the Supporting Documentation.

Open Space

Open space can serve a variety of purposes. It can be used as the focal point of a community in the form of local and regional parks or as a means or preserving significant features in the area. This plan recognizes that open space enhances a sense of well being, good health, and a balanced quality of life. In order to use open space in community design, it must first be recognized. Once recognized, it should be incorporated into programs for the preservation of natural resources, managed for the production of resources, used for outdoor recreation, and set aside, where appropriate, for public health and safety.

Open Space for the Preservation of Natural Resources

These areas should include lands for the preservation of plant and animal life including habitat for fish and wildlife species. Protective corridors are recommended along all major streams in the planning area as a means to eliminate the encroachment of development in these environmentally sensitive areas. These corridors will also help to preserve the water quality of these major waterways.

The majority of the oak woodlands are also proposed for protection for their historical, aesthetic and wildlife values.

Open Space for Managed Resource Production

Agricultural Land

Agricultural resources in the planning area are limited. Although foothill grasslands have long been used for cattle grazing, the value of land near Auburn for urban and rural residential uses makes grazing increasingly infeasible from an economic standpoint. The major area remaining for large scale grazing is in the northwest portion of the planning area where land remains in 20-acre or larger zoned parcels in recognition of existing land use and grazing potential.

On smaller rural home sites surrounding Auburn, the foothill grasslands provide a portion of the feed needed for cattle, horses and other animals kept on individual parcels. On most such rural home sites, the natural growth of grasses is not sufficient to provide animal feed and supplements such as hay and grain are required. There is a limited amount of irrigated pasture in the planning area.

There remain limited and isolated parcels in irrigated crop land, primarily in orchards, including oranges, apples, truckcrops, and pears. These orchards will likely be converted to urban or rural residential uses in the long term.

There are 18 Williamson Act contracts in the planning area constituting 1,323 acres. (See Figure VII-4.) All of the contracts are within the unincorporated area and are administered by Placer County. The Williamson Act allows a farmer or rancher to receive lower property tax assessments in exchange for keeping the land in exclusive agricultural use for a minimum 10-year period.

Mineral Resources

The California Division of Mines and Geology (CDMG) has classified lands in the Auburn area for their mineralized potential. Map and text information is in a document titled "Mineral Land Classification of the Auburn 15' Quadrangle, El Dorado and Placer Counties, California."

According to the CDMG study, the following major mineral resources can be found in the Auburn area: lode and placer gold, chromite, copper, asbestos, zinc, talc and limestone. Known deposits of each of these mineral resources are identified on the Mineral Land Classification Maps provided with the CDMG study.

In addition, the planning area contains surficial deposits of stream channel deposits of gravel along the Bear River and North Fork of the American River, terrace deposits of sand and gravel that indicate former higher stands of streams that drain the area, and landslide deposits which, for the most part are inactive and occur along the steep canyon slopes of the American River. In general, the hills in the plan area slope directly to an adjacent stream or drainage channel without any intervening floodplain. The streams are eroding bedrock in the downsettling stage; therefore, stream channel deposits of sand and gravel are sparse and insufficient for a resource.

Open Space for Recreation

Scenic Routes

The Auburn area is blessed with a wide variety of landscapes and scenic resources which provide passive recreational opportunities for residents and visitors alike. Chief among these scenic resources are the views available from many roadways to surrounding open areas as well as to vistas of the foothills and mountains. Scenic routes should be protected from development which could destroy the scenic quality along the corridor.

Important viewsheds are shown on Figure VII-8 (please note that a full-size copy of this figure is available for public review at the City of Auburn Community Development Department). Scenic routes include:

- **Highway 49.** This route includes all of Highway 49 located in Placer County. The current alignment begins at the Placer/El Dorado County line at the American River and proceeds up the American River Canyon through the City of Auburn and north to the Placer/Nevada County line at the Bear River. This route is an important link in the "Golden Chain" which winds through the historic Mother Lode country and is included in the State Scenic Highway Master Plan. Within the planning area, Highway 49 is characterized by urban landscapes both in the city and county, and rural, native landscapes north of Joeger Road to the Nevada County line.

- **Interstate 80.** The portion of I-80 within the planning area begins just east of the Dry Creek Road interchange and continues through the City of Auburn to just east of Newcastle.

- **Bell Road.** Bell Road from I-80 west to Joeger Road is recommended as a scenic route. This is one of the more scenic routes in the planning area.

- **Auburn Ravine Road.** This route begins at Highway 49 near Elm Street and following Auburn Ravine Road to I-80. The riparian areas along the ravine are quite attractive and provide valuable habitat.

- **Foresthill Road.** Only a small portion of this route is within the planning area. It is included as a scenic route as it leads to some very scenic areas along the Foresthill Divide. It also includes the Foresthill Bridge across the American River which has overlook areas at both ends of the bridge providing views of the American River Canyon.

- **Indian Hill Road.** This route begins at its intersection with I-80 near Newcastle and extends easterly to Auburn Folsom Road. The scenic resources include foreground views of small ranches and background views of Folsom Lake and the Sacramento Valley.

- **Auburn Folsom Road.** Auburn Folsom Road starts within the City of Auburn and continues south into the Loomis Basin. The scenery includes rural pastoral scenes and a panoramic view of Folsom Lake at the northern end of the route.

- **Borland-Pacific Connector.** Borland Avenue proceeds south from Lincoln Way at Highway 49 and dead ends at Lubeck. The Borland connector is intended to proceed south from Lubeck and connect to Pacific Avenue. The total route then would be Borland Avenue from Highway 49 to Pacific Avenue and Pacific Avenue to Auburn Folsom Road. A part of this route passes the Auburn Dam Overlook.

- **Sacramento Street.** This route begins in "Old Town Auburn" at Lincoln Way and terminates at Auburn Folsom Road. This route is included because of the historic district.

Recreation Trails

Also included in this open space category is an improved trail system which provides linkages to regional trails as well as to components of the urban bikeways plan in the City of Auburn. Figure VII-9 shows the existing and proposed trails system (please note that a full-size copy of this figure prepared by the Auburn Park Conservancy is available for public review at the City of Auburn Community Development Department).

Land ownership interests affecting the development of future trail corridors could consist of private property owners including but not limited to: the State of California, the County of Placer, the City of Auburn, Pacific Gas & Electric Company, the Placer County Water Agency, the Nevada Irrigation District, and the Southern Pacific Railroad. These identified land ownership interests would be affected when trail corridors are developed along stream corridors, public streets and highways, utility transmission easements, canal banks and rights-of-way, and railroad rights-of-way.

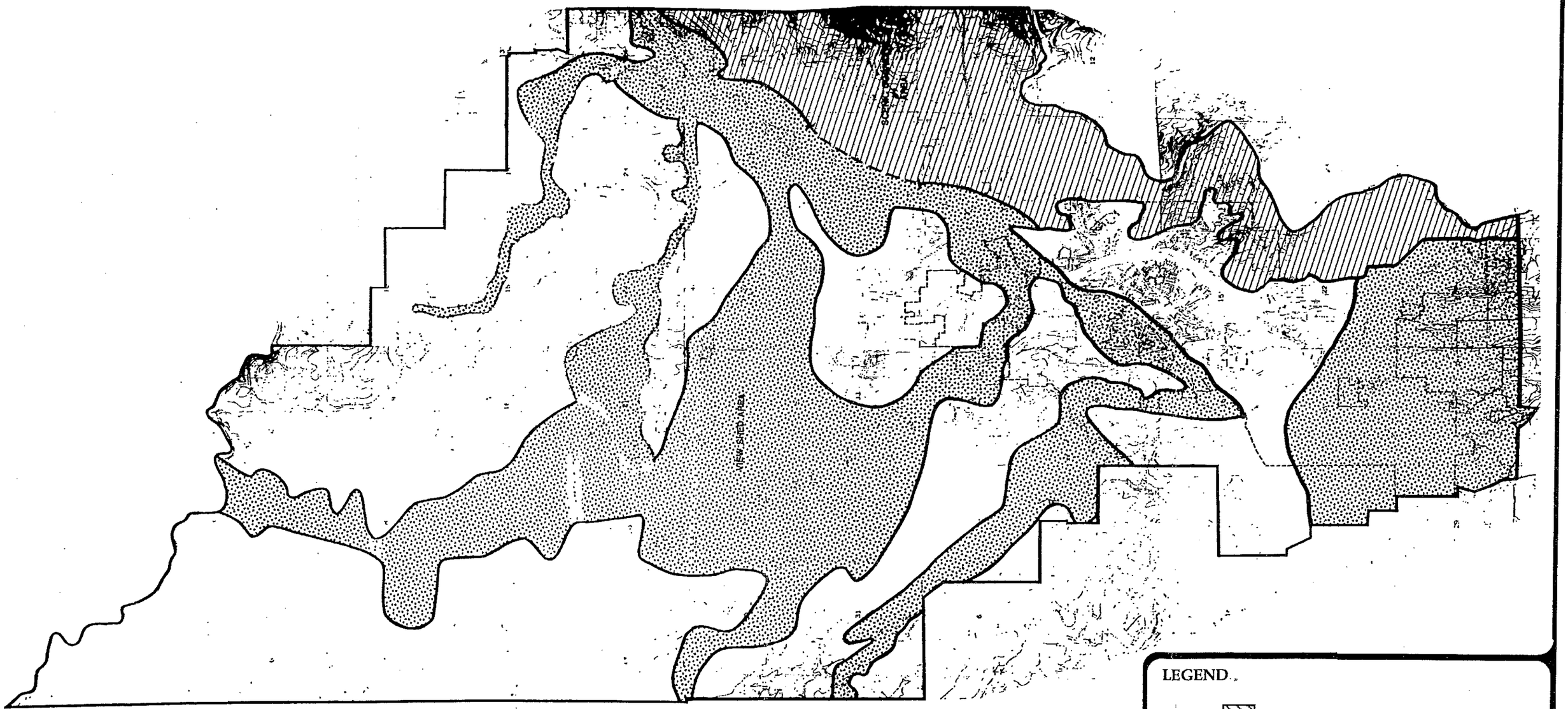
The feasibility of developing trail corridors within a reasonable time frame (five to ten years) will be contingent upon the cooperation between all parties having a fee or an easement interest. It will therefore be incumbent upon the City to carefully monitor proposals which may jeopardize the completion of future trail corridors.

The goal of achieving the optimum use of a trail is one which cannot be met unless considerations are made in trail design and construction standards which meet user needs. The identification of trail routes, support facilities and adequate access must also take into account user's needs, including those of the physically disabled (compliance with the Americans with Disabilities Act is necessary). Potential user needs are:

1. Pedestrian trails should address individual and family walkers, jogging loops, and long-distance runners. Throughout the state, hikers and joggers generally use equestrian or bicycle trails which can create conflicts. Pedestrian trails should include a physical separation from cyclists where possible and should have a natural surface.

2. Equestrians prefer scenic trails on a natural dirt surface with variations in terrain. These trails are usually six to eight feet in width and should be kept free from motor vehicles and bicycle traffic. Equestrians also require staging areas that include adequate access/parking for vehicles and trailers.

3. Non-mountain-bike cyclists require wide trails and a smooth surface to accommodate a number of users, wide ranges of speed and often long distances. An all-weather surface should be provided which can also accommodate the needs of disabled individuals.



Source: Placer County Resource Conservation District

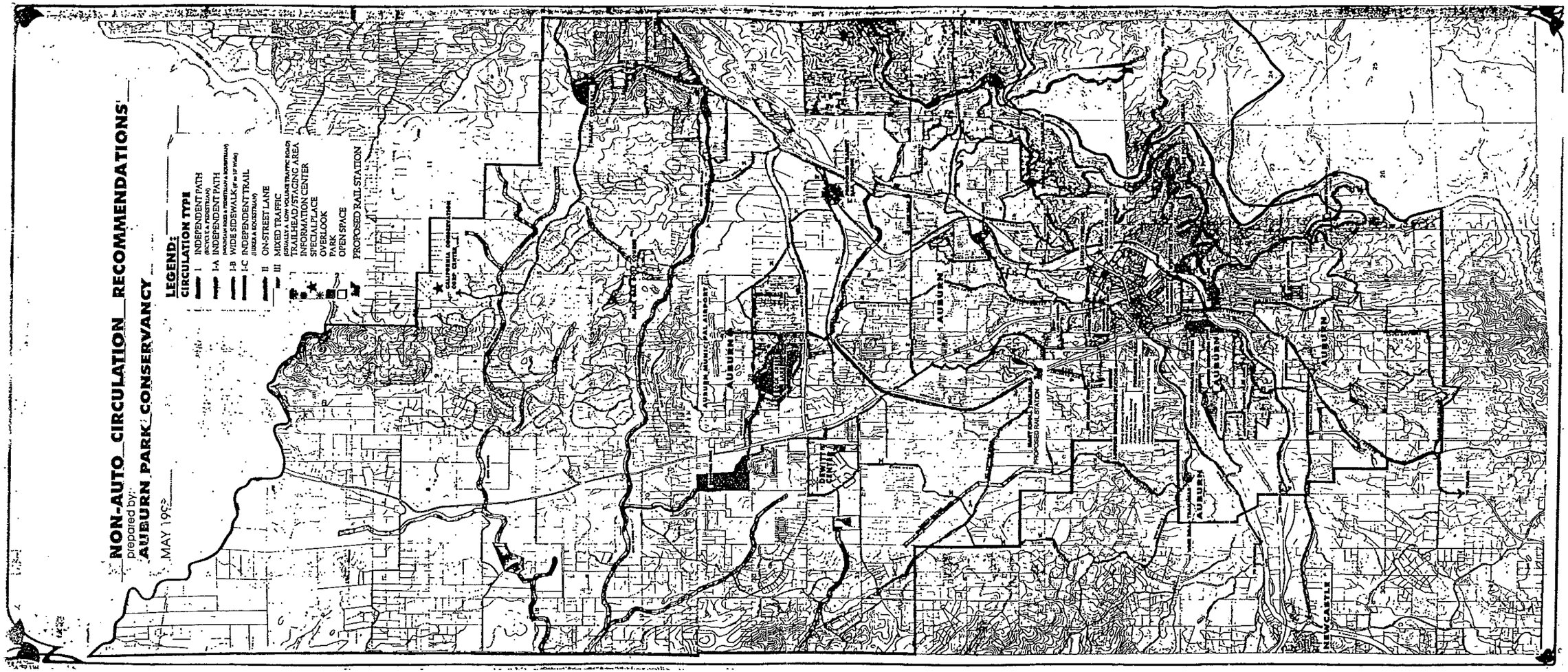
Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Viewsheds

1 : 38,400

FIGURE
VII-8



LEGEND

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Auburn Park Conservancy Non-Auto Circulation Plan

No Scale

FIGURE
VII-9

In the final planning stages for a trails system, the needs of all recreational users must be kept in mind when designating trail corridors.

Parks

The Auburn Recreation District (ARD) includes the City of Auburn and the communities of Christian Valley, Meadow Vista and Bowman. The District is generally bounded by the American River on the east and south, the Bear River on the north, and a staggered boundary line on the west which excludes the communities of Newcastle and Ophir. The District is a mixture of residential and rural areas.

Pursuant to the Quimby Act, the City of Auburn has adopted ordinances requiring the payment of park and recreation fees as a condition to the approval of any final subdivision or parcel map (Auburn Municipal Code 9-3.2301 et seq.). The City ordinance requirements have been in effect for over ten years and essentially mirror the requirements of the State Quimby Act (Government Code 66477).

The ARD relies upon park mitigation fees for 15 percent of their budget. An agreement with the City of Auburn (Resolution No. 90-169) directs a minimum of 50 percent of the city park mitigation fees for projects within the City limit. The Quimby Act specifically provides that "if park and recreational services and facilities are provided by a public agency other than a city or county, the amount and location of land to be dedicated or fees to be paid shall, ... be jointly determined by the City or County having jurisdiction and such public agency." Subdivision approval under the Quimby Act may be conditional upon providing park and recreation areas. This exaction must be based upon an assessment of needs contained in the General Plan and that the project is in accordance with definite principles and standards contained in the plan.

The City's policy for this General Plan is five acres of parkland for every 1,000 population. In 1988, the ARD provided only 3.2 acres of park facilities per 1,000 population district-wide, indicating a serious shortage of parkland based upon the adopted standards. The population has increased since 1988 and made the shortage of parks even more pronounced. Eight new park sites have been proposed in order to meet or exceed park standards.

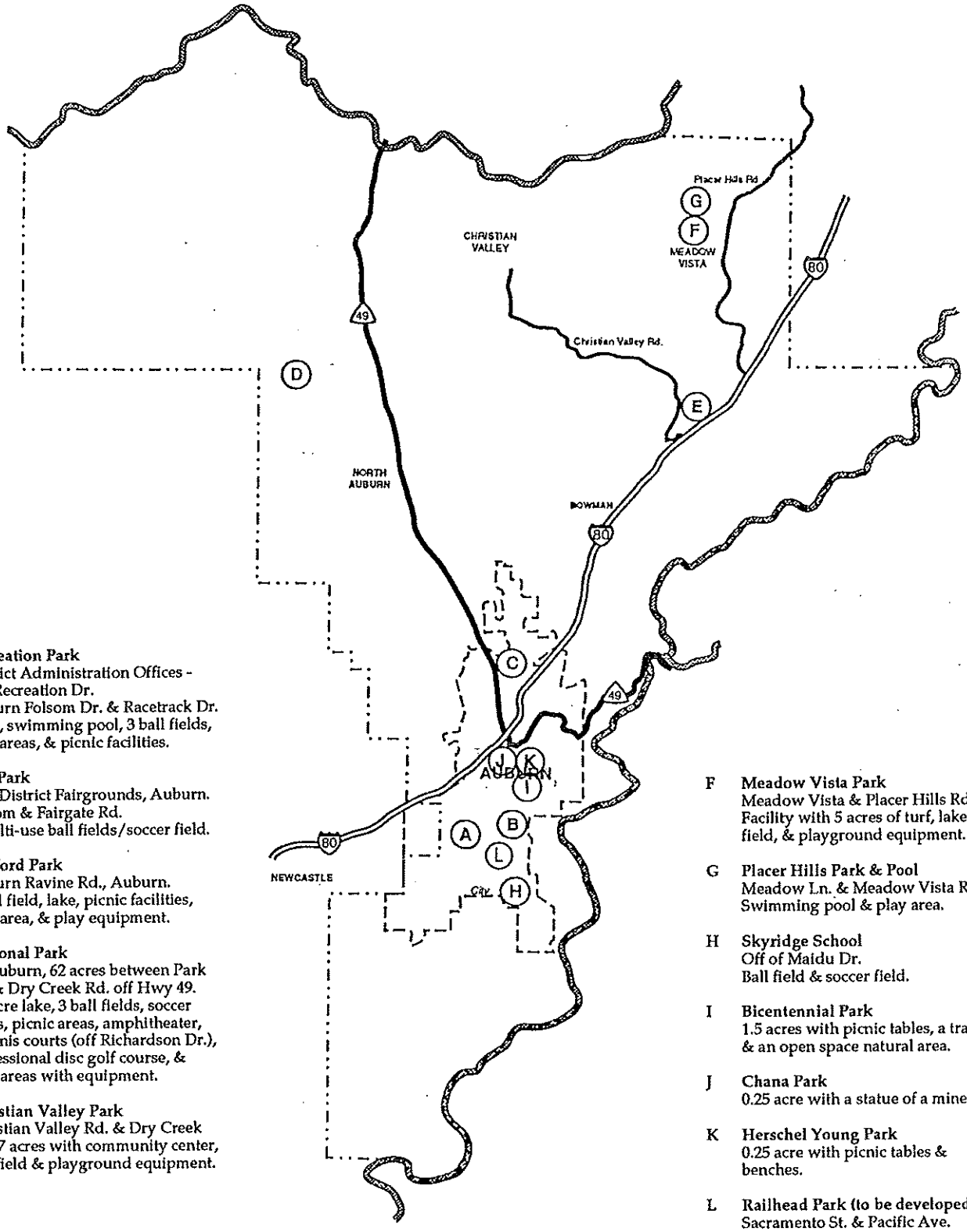
The City requires dedication of natural habitat open space in addition to parklands when approving planned unit developments. This has resulted in substantial acreages being set aside for open space. In order to protect these areas from future development, the zoning is changed to "open space." This open space acreage has not been included in parkland calculations.

The City has in the past required linkages between the open space areas within and those outside the City boundaries. The City has also required construction of trails which provide access to open areas and adjacent subdivisions. These measures provide the City with passive recreational areas, protect natural habitat, and provide essential open space.

PARK AREAS AND POPULATION WITHIN AUBURN RECREATION DISTRICT		
Existing Parks within ARD	**Acreage**	**Population of ARD in 1990**
Recreation Park	22	
Christian Valley Park	7	
Regional Park	62	
Placer Hills Park	2	
Fair Park	7	
Ashford Park	7	
Meadow Vista Park	22	
E. V. Cain School Park	1	
Skyridge School Park	5	
Bicentennial Park	1.5	
Chana Park	0.25	
Herschel Young Park	0.25	
TOTAL	**137**	**38,425**

Proposed Parks within ARD	**Acreage**	**Projected Population of ARD, Year 2000**
Railhead Park	10	
Lone Star Road Park	44	
Halsey Forbay Park	88	
Bell & Dry Creek Road Park	55	
Dry Creek Park	69	
Atwood Road Park	50	
Park Square Lane Park	11	
Bell & New Airport Road Park	30	
Bell Road Park	121	
TOTAL	**478**	**49,103**

The District owns and operates nine parks and recreation facilities within the Auburn General Plan study area. Figure VII-10 shows the location of the Auburn area parks. A brief description of these parks is provided in the following paragraphs:



A **Recreation Park**
District Administration Offices - 123 Recreation Dr.
Auburn Folsom Dr. & Racetrack Dr.
Gym, swimming pool, 3 ball fields, play areas, & picnic facilities.

B **Fair Park**
20th District Fairgrounds, Auburn.
Folsom & Fairgate Rd.
2 multi-use ball fields/soccer field.

C **Ashford Park**
Auburn Ravine Rd., Auburn.
1 ball field, lake, picnic facilities, play area, & play equipment.

D **Regional Park**
N. Auburn, 62 acres between Park Dr. & Dry Creek Rd. off Hwy 49.
3.5 acre lake, 3 ball fields, soccer fields, picnic areas, amphitheater, 4 tennis courts (off Richardson Dr.), professional disc golf course, & play areas with equipment.

E **Christian Valley Park**
Christian Valley Rd. & Dry Creek Rd. 7 acres with community center, ball field & playground equipment.

F **Meadow Vista Park**
Meadow Vista & Placer Hills Rd.
Facility with 5 acres of turf, lake, ball field, & playground equipment.

G **Placer Hills Park & Pool**
Meadow Ln. & Meadow Vista Rd.
Swimming pool & play area.

H **Skyridge School**
Off of Maidu Dr.
Ball field & soccer field.

I **Bicentennial Park**
1.5 acres with picnic tables, a trail, & an open space natural area.

J **Chana Park**
0.25 acre with a statue of a miner.

K **Herschel Young Park**
0.25 acre with picnic tables & benches.

L **Railhead Park (to be developed)**
Sacramento St. & Pacific Ave.
10 acres for soccer fields & potential staging area for the Auburn Dam.

No Scale

July 1992 Source: Draft Auburn Recreation District Master Plan, 1992.

AUBURN RECREATION DISTRICT MASTER PLAN

EXISTING PARKS

Harland Bartholomew & Associates, Inc.

FIGURE VII-10

Within City Limits (1992)

- **Recreation Park**--Constructed in 1948, this 22-acre park is located at 123 Recreation Drive off of Auburn Folsom Road. The park includes three multi-use ball fields (two of which are lighted), picnic facilities, two playgrounds, meeting rooms, a youth wing, gymnasium, swimming pool, maintenance shops and administrative offices.

- **Ashford Park**--Located on Auburn Ravine Road, this 7-acre park was purchased by the District in 1975 and development was completed in 1982. The park includes picnic facilities, horseshoe pits, a multi-use ball field, an open play area, and a pond.

- **Fair Park**--This 7-acre park is located on Auburn Folsom Road and is leased by the District from the 20th District Agricultural Association. The park includes two multi-use ball fields, one of which is lighted.

- **Skyridge Park**--This 5-acre park is co-located with the Skyridge Elementary School on Poet Smith Drive and was developed in cooperation with the Auburn Union Elementary School District. The park's facilities include a soccer field. Future plans include basketball courts, tennis courts, and a mini park.

- **Railhead Park (to be developed)**--The ARD has leased, with a 30-day notice of cancellation, this 10-acre site from the Bureau of Land Management. The site, located at Sacramento Street and Pacific Avenue, is for soccer fields and is the potential staging area for the Auburn Dam.

Additional "small" parks are as follows (acreages are approximate only):

- **Bicentennial**--1 1/2-acres with picnic tables, a trail, and an open space natural area
- **Chana**--1/4 acre with a statue of a miner
- **Herschel Young**--1/4 acre with picnic tables and benches

Out of Existing City Limits (1992)

- **Regional Park**--This 62-acre park, the District's largest, is located at 3770 Richardson Road near Dry Creek Road and Highway 49 north. The park was acquired in 1964 and was developed over a number of years. The park's facilities include three lighted ball fields, one lighted soccer field, picnic facilities, a disc golf course, two playgrounds, a new gym (1991), offices, meeting rooms, fishing pond, tennis courts, and pedestrian paths.

The Auburn Recreation District has also worked with the Auburn Union School District to develop turf areas at Alta Vista School and E.V. Cain School.

Fire Hazard

In 1981, Senate Bill 78 required the California Department of Forestry to map the degree of fire hazard in California. The continuation of the drought conditions in El Dorado, Placer and Nevada Counties makes the area particularly susceptible to wild land fires from surrounding counties as well as from within Placer County. This hazard is based on the combination of highly flammable vegetation, steep terrain, extremely dry climate and the presence of structures.

The State Department of Forestry has identified potential sources of fuel in the planning area as grasslands, timber, woodland, and brush. These fuel types, combined with factors of humidity, precipitation and wind conditions, influence the behavior of wild land fires. These ratings generally describe a burning index which identifies the potential for the rate of fire spread and the spotting distance. Spotting distance is the distance a fire may jump or "spot" from the parent body. The Safety Element contains further discussion of fire hazards and identifies potential fire hazard areas.

Constraints

The natural and open space resources identified in this report present various levels of constraints to urban and rural development. The absence or reduced existence of natural features in many areas also presents the opportunity for development with the least potential for environmental impact. A composite map of constraints was prepared by the Placer County Resource Conservation District and is available for review at the City of Auburn Community Development Department. The constraints mapped and level of development restriction are as follows:

1. High Erosion Hazard. Areas of high erosion hazard are susceptible to accelerated erosion from subdivision roads, cuts and fills, driveways, foundations, utility lines, and sheet erosion from storm runoff. Development in high erosion hazard areas must minimize the amount of soil disturbance and vegetation removal. If development is allowed in high erosion hazards areas, careful consideration must be given to erosion control measures for compliance prior to the rainy season.

2. Slopes of 15-30%. On slopes of 15-30%, there is concern for soil slumping and slough due to over irrigation and resulting soil saturation. Other concerns include road construction, vegetation removal and wildland fire hazard. Development on slopes of 15-30% should be recommended only for large lot residential or higher density clustered development.

3. Serpentine Formation. Fractures within the Serpentine Formation allow water seeps which can lead to shrink-swell problems for building foundations. Poor permeability and low well water yields are also

characteristic of the Serpentine Formation. As a result, individual wells and septic systems should be discouraged.

4. Williamson Act Lands. Lands subject to a Williamson Act Contract present an absolute restriction to development for a minimum 10 year period. If notice of non-renewal is filed, urban development may be permitted according to adopted plans once the contract expires in 10 years.

5. Foothill Valley Riparian Vegetation. Several policies of the plan encourage setbacks to protect riparian vegetation areas as well as flood zones along stream and creeks in the planning area. While some development of riparian vegetation areas may be permitted, the "no net loss" philosophy would require replacement of the riparian vegetation in another location.

Some of the constraints, such as Williamson Act lands and riparian vegetation, imply that development is not appropriate and should be avoided in these areas. Other constraints would also limit development but could allow development after careful attention to site planning and mitigation monitoring.

Some other constraints are not shown on the map but would be considered in any development proposal. These include wetlands, which are closely correlated with riparian vegetation areas; fire hazard areas which are correlated with steep slopes; and hydric soils, which are not considered a development constraint in themselves, but which present the greatest opportunity for land banking for riparian and wetland vegetation.

The policies listed earlier and included in the implementation section have been carefully developed to promote the protection of sensitive environmental areas and to concentrate development where feasible.

4. Implementation

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the means by which progress in carrying out the Goals and Policies will be measured.

A. The City shall prepare and adopt a Tree Ordinance.

Responsibility: Community Development
Time Frame: 1993
Related Policy: 1.2

B. The City shall prepare and adopt an Open Space Ordinance to zone open space use in perpetuity.

Responsibility: Community Development
Time Frame: 1994
Related Policy: 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 5.4

C. The City shall prepare and adopt a Stream, Canal and Waterway Protection Ordinance.

Responsibility: Community Development
Time Frame: 1994
Related Policy: 7.4, 7.6

D. The City shall prepare and adopt a Habitat Management Plan based upon the natural resources constraints maps of the General Plan. The Habitat Management Plan (HMP) is a program which provides protection to sensitive species and their habitat, while accommodating planned growth and land uses. The HMP therefore integrates biological, planning, and economic components into a single comprehensive framework that includes not only the plan, but an implementation program.

Responsibility: Community Development
Time Frame: 1995
Related Policy: 1.1, 1.3, 1.4, 1.5, 1.6, 1.9, 2.6, 5.4, 7.6

E. The City shall continue to utilize the Quimby Act (Government Code Section 66477) to require the dedication of land and/or payment of fees for the creation of recreational facilities.

Responsibility: Community Development, Auburn Recreation District
Time Frame: Ongoing
Related Policy: 3.6, 5.1, 5.2, 5.3, 5.4, 5.6, 6.7

F. The City shall maintain the Parks Standard of five acres of parkland minimum for every 1,000 population

Responsibility: Community Development, Auburn Recreation District
Time Frame: 1993-1997
Related Policy: 3.6, 6.7

G. The City shall include measures to protect visual resources along scenic corridors in the update of the Zoning Ordinance.

Responsibility: Community Development
Time Frame: 1994
Related Policy: 5.4, 6.1, 6.2, 6.3, 6.4, 6.5, 7.6

H. The City shall provide for additional recreational opportunities in the Baltimore Ravine Area as part of the Southwest Specific Plan.

Responsibility: Community Development
Time Frame: 1993-1994
Related Policy: 3.6, 5.1, 5.2, 5.3, 5.4, 5.5, 6.7

I. The City shall prepare a Household Hazardous Waste Ordinance. (See Safety Element Implementation Measure K).

Responsibility: Public Works
Time Frame: 1993-1994
Related Policy: 2.5

J. The City shall amend the Landscape Ordinance to establish a maintenance and enforcement program.

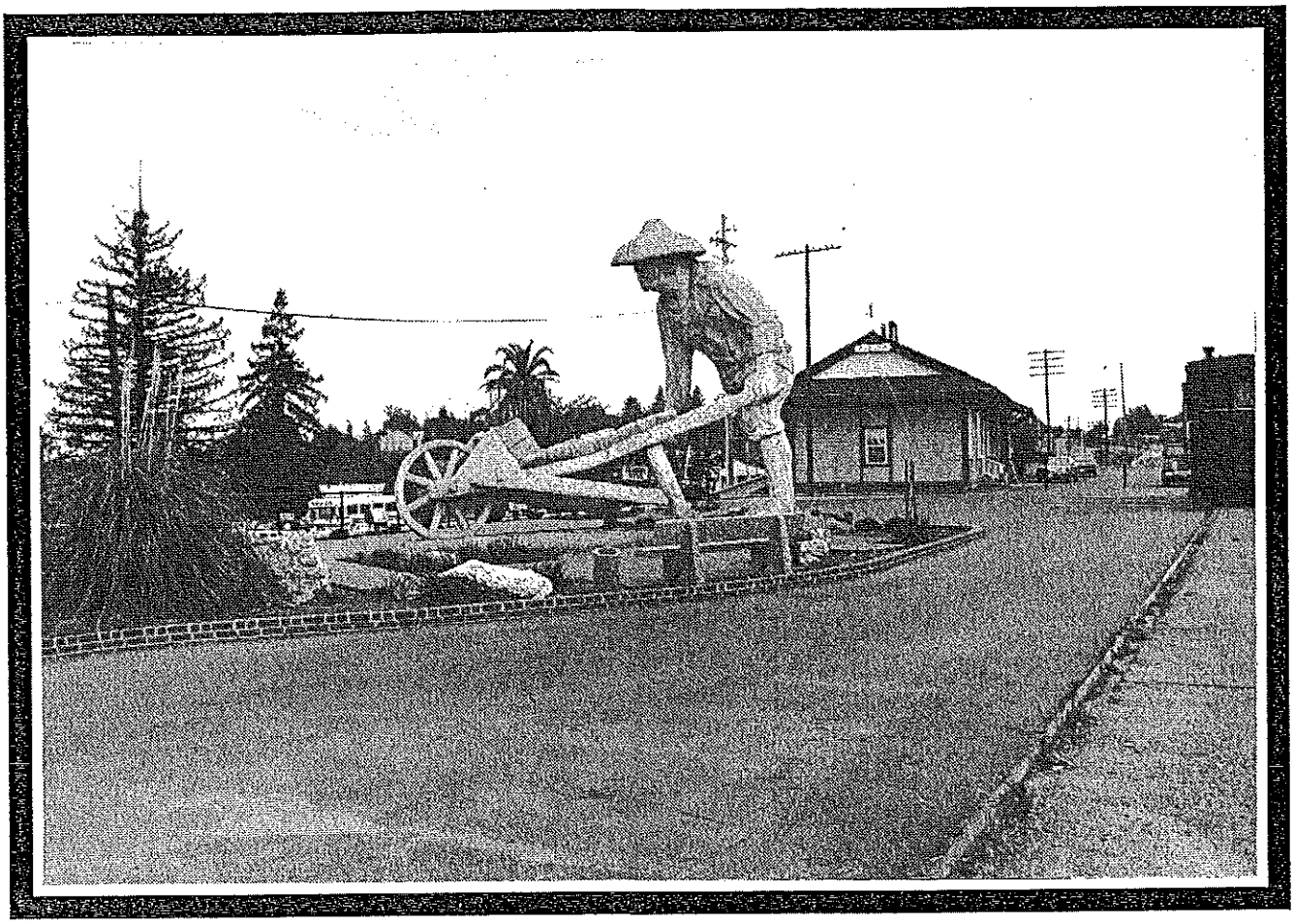
Responsibility: Community Development
Time Frame: 1993-1994
Related Policy: 6.6

K. Implementation measures for Policy 7.3, Water Conservation, are included in the implementation of the Land Use Element.

Responsibility: Community Development, Public Works, Building
Time Frame: Ongoing
Related Policy: 7.3

VIII

NOISE ELEMENT



Depot, Auburn Chamber of Commerce

1. Introduction

The purpose of the Noise Element is to mitigate noise conflicts where they presently exist and to minimize future noise conflicts by the adoption of policies and implementation measures designed to achieve land use compatibility for proposed development.

The contents of the Noise Element and the methods used in its preparation have been determined by the requirements of Section 65302(f) of the California Government Code and by the "Guidelines for the Preparation and Content of Noise Elements of the General Plan (Reference 1)" adopted and published by the California Office of Noise Control (ONC) in 1976.

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizen Advisory Committee for the City of Auburn General Plan Update. These goals and policies are presented by topic and sequentially, not by priority.

Goal 1: **Protect City residents from the harmful and annoying effects of exposure to excessive noise.**

Policy 1.1 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table VIII-1 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. (Requirements for the content of an acoustical analysis are given by Table VIII-2.)

Policy 1.2 The feasibility of proposed projects with respect to existing and future transportation noise levels shall be evaluated by comparison to the Land Use Compatibility Guidelines for Development.

Goal 2: **Protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.**

Policy 2.1 New development of noise-sensitive uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the noise level standards of Table VIII-1, as measured immediately within the property line of the new development, unless effective noise mitigation measures have been incorporated into the development design to achieve the standards specified in Table VIII-1.

Policy 2.2 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table VIII-1 as measured immediately within the property line of lands designated for noise-sensitive uses. This policy does not apply to noise sources associated with agricultural operations on lands zoned for agricultural uses.

LAND USE COMPATIBILITY GUIDELINES FOR DEVELOPMENT

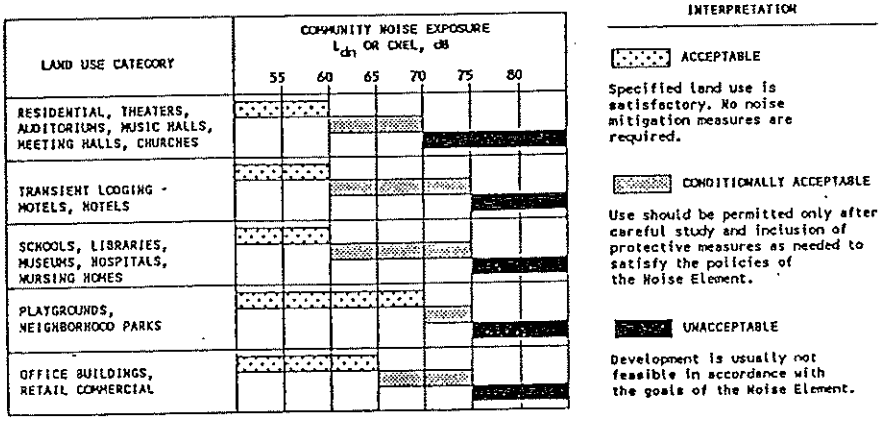


TABLE VIII-1
NOISE LEVEL PERFORMANCE STANDARDS
FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION SOURCES

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB	55	45
Maximum level, dB	75	65
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).		

Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight, including takeoffs and landings. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance.

TABLE VIII-2
REQUIREMENTS FOR AN ACOUSTICAL ANALYSIS

An acoustical analysis prepared pursuant to the Noise Element shall:

A. Be the responsibility of the applicant.

B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.

C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.

D. Estimate existing and projected (20 years) noise levels in terms of L_{dn} or CNEL and/or the standards of Table VIII-1, and compare those levels to the adopted policies of the Noise Element. Noise prediction methodology must be consistent with the appendix to the Noise Element.

E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

F. Estimate noise exposure after the prescribed mitigation measures have been implemented.

G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

Policy 2.3 New development of noise-sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table VIII-3, unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table VIII-3.

Policy 2.4 Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table VIII-3 at outdoor activity areas or interior spaces of existing noise-sensitive land uses in either the incorporated or unincorporated areas.

Policy 2.5 Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table VIII-3 or the performance standards of Table VIII-1, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

TABLE VIII-3
MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas[1] L_{dn}/CNEL, dB	Interior Spaces L_{dn}/CNEL, dB	Interior Spaces L_{eq}, dB[2]
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60[3]	--	40
Office Buildings, Retail Commercial	65	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

2 As determined for a typical worst-case hour during periods of use.

3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Policy 2.6 Where noise mitigation measures are required to achieve the standards of Tables VIII-1 and VIII-3, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a supplemental means of achieving the noise standards after all practical design-related noise mitigation measures have been integrated into the project.

3. Existing Conditions

The State Office of Planning and Research (OPR) Noise Element Guidelines require that major noise sources be identified and quantified by preparing generalized noise contours for current and projected conditions. Significant noise sources include traffic on major roadways and highways, railroad operations, airports and heliports, and representative industrial activities and fixed noise sources.

Noise modeling techniques, noise measurements and use of existing noise measurement data were used to develop generalized L_{dn} noise contours for the major roadways, railroads and fixed noise sources in the study area for existing conditions.

Noise modeling techniques use source-specific data including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Modeling methods have been developed for a number of environmental noise sources including roadways, railroad line operations, industrial plants and airports. Such methods produce reliable results as long as data inputs and assumptions are valid. The modeling methods used in this report closely follow recommendations made by the State Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions. The noise exposure contours are based upon annual average conditions. Because local topography, vegetation or intervening structures may significantly affect noise exposure at a particular location, the noise contours should not be considered site-specific.

A community noise survey was conducted to describe existing noise levels in noise-sensitive areas within the Plan Area so that noise level performance standards could be developed to maintain an acceptable noise environment.

ROADWAYS

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop L_{dn} contours for all highways and major roadways in the Study Area. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The current version of the model is based upon California noise emission factors (CALVENO) for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB. To predict

L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour day and to adjust the traffic volume input data to yield an equivalent hourly traffic volume.

BBA conducted short-term (15 minute) traffic noise measurements and concurrent traffic counts adjacent to the major roadways in the Plan Area. In addition, continuous (24-hour) noise measurements were conducted by BBA adjacent to I-80 and Highway 49. BBA also made use of available traffic noise level measurement data which was collected for various recent projects in the Plan Area. The noise measurements were made to evaluate the noise exposure due to traffic on all major roadways in the Plan Area. The locations of the traffic noise measurement sites are shown on Figure VIII-1.

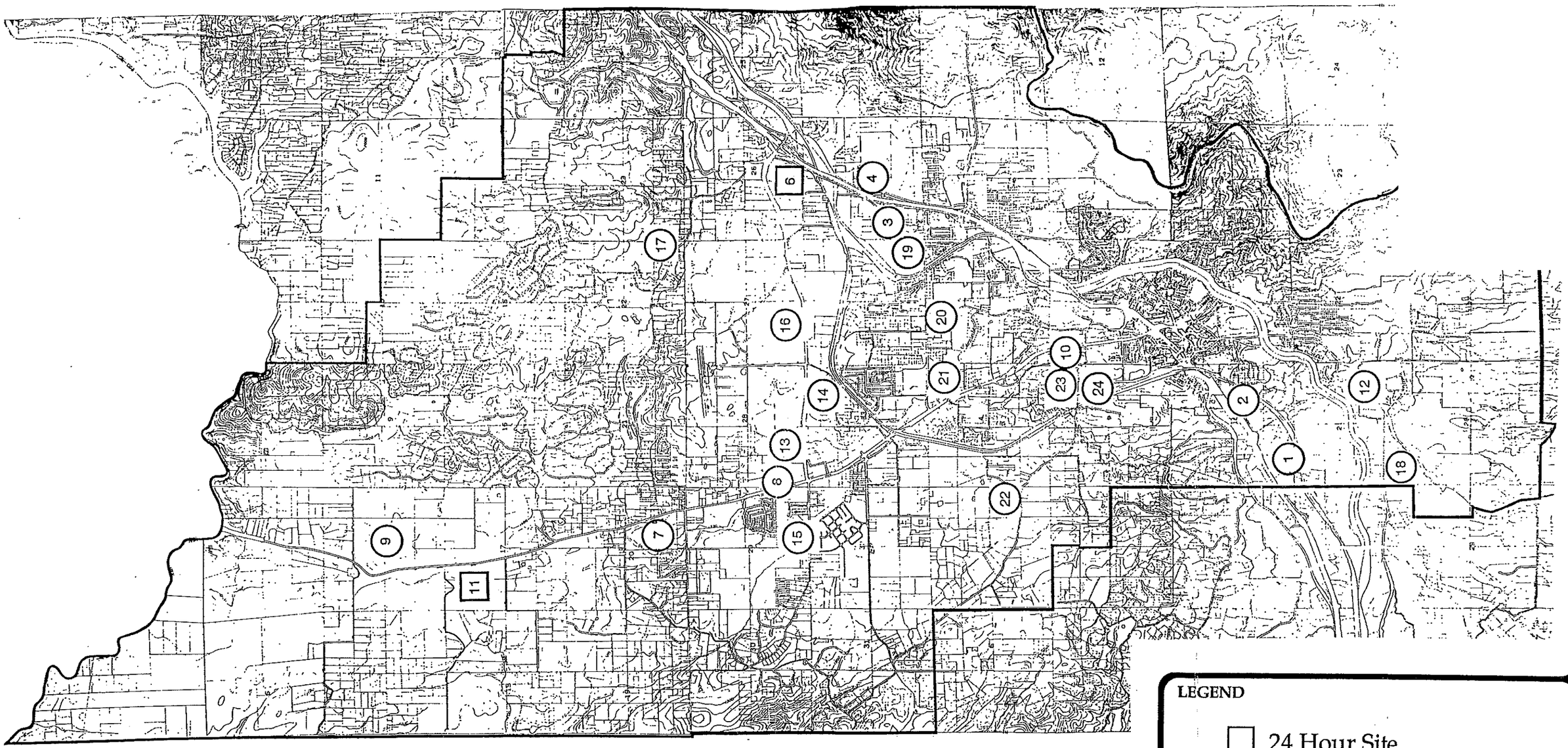
Instrumentation used for the traffic noise measurements included Bruel & Kjaer (B&K) Type 2218 and Larson Davis Laboratories (LDL) Model 700 and 800 precision integrating sound level meters which were calibrated in the field before measurements with matched acoustical calibrators to ensure measurement accuracy.

The purpose of the traffic noise level measurements was to determine the accuracy of the FHWA model in describing the existing noise environment within the Plan Area. Noise measurement results were compared to the FHWA model results by entering the observed traffic volumes, speed and distance as inputs to the FHWA model. The results of the traffic noise measurements are summarized in Table VIII-4.

The differences between measured and predicted noise levels were primarily due to the presence or lack of shielding of traffic noise by intervening topography. Topography in the Plan Area varies considerably, sometimes alternating from flat to hilly along relatively short roadway segments. Due to the size and topographic complexity of the Plan Area, it was not possible to evaluate the effects of topography on the propagation of traffic noise for every possible topographic configuration. Where it is necessary to generally evaluate the effects of topography on the propagation of traffic noise at a location not represented by the noise measurements in Table VIII-4, the following information may be useful.

Table VIII-4 shows that the FHWA Model generally overpredicted noise exposure at all of the measurement locations within the Plan Area, with the exception of locations which were basically at grade with the roadways being measured. This is consistent with BBA experience with the model, and is probably due mostly to the fact that the predicted levels do not account for excess ground attenuation, shielding, or atmospheric absorption over distance. The greatest amount of overprediction occurred in areas which were shielded from view of all or part of the roadway by intervening topography.

Traffic data representing annual average traffic volumes for existing conditions and the future Preferred Alternative scenarios were obtained from Placer County Department of Public Works and HBA. These data are summarized in the Supporting Documents. The future scenario is based on City of Auburn assumptions for future development. Day/night traffic distribution and truck mix were based upon Caltrans data and BBA file data. Using these data and the FHWA methodology, traffic noise levels as defined by L_{dn} were calculated for existing (1988) and future traffic volumes. Distances from the centerlines



LEGEND

- ☐ 24 Hour Site
- ○ 15 Minute Site

Source: Brown-Buntin Associates, Inc.

HBA Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

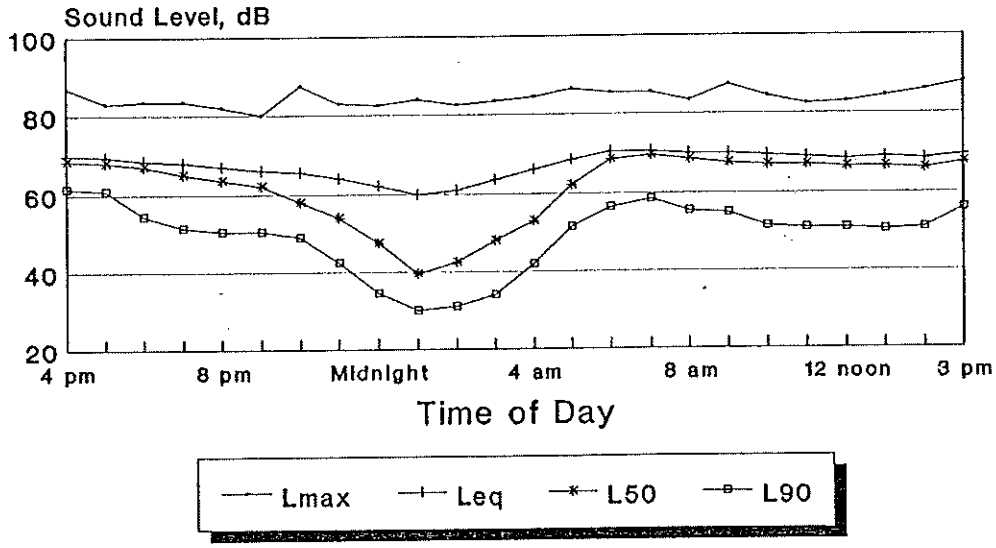
CITY OF AUBURN GENERAL PLAN

Traffic Noise Measurement Locations

No Scale

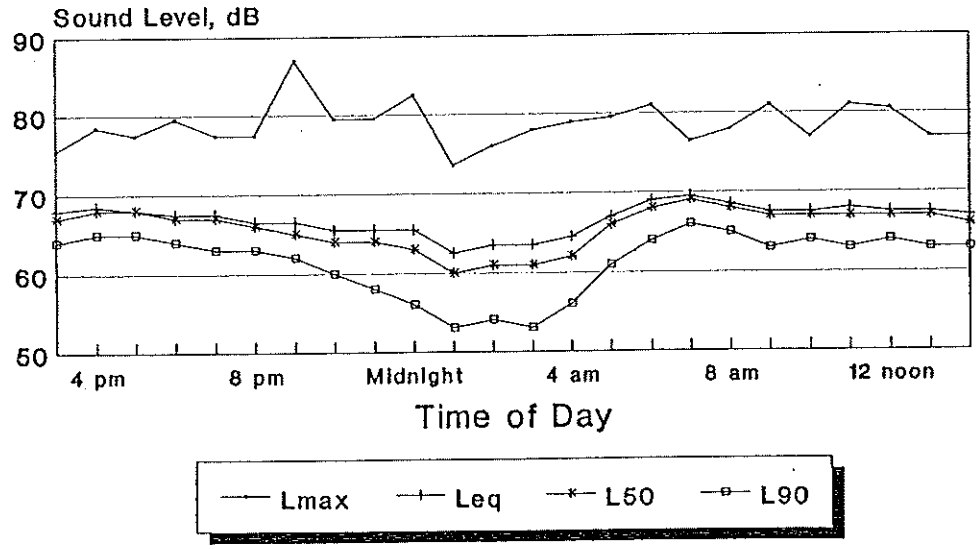
FIGURE
VIII-1

Measured Traffic Noise Levels
Highway 49, South of Lone Star Road
July 16-17, 1991



Microphone located approx. 75 feet
from roadway centerline.

Measured Traffic Noise Levels
Interstate 80 @ Old Airport Road
July 16-17, 1991



Microphone located approx. 250 feet
from roadway centerline.

July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN

Measured Traffic Noise Levels

Harland Bartholomew & Associates, Inc.

FIGURE
VIII-2

of selected roadways to the 60 dB L_{dn} contour are summarized in Table VIII-5 for existing and future conditions. The approximate 60 dB L_{dn} traffic noise contours for existing and future conditions are shown on Figures VIII-3 and VIII-4.

These calculations do not include consideration of shielding caused by local buildings or topographical features, so the distances reported in Table VIII-5 are worst-case estimates of noise exposure along roadways in the community.

TABLE VIII-4
COMPARISON OF FHWA MODEL TO MEASURED NOISE LEVELS
Auburn/Bowman Community Plan Area Roadways

Site	Roadway	Location	Dist. (Feet)	Measured L_{eq} dB	Modeled L_{eq} dB	Difference dB
1	Interstate 80	Indian Hill Road	150	69	70	1
2	"	High Street	300	62	64	2
3	"	Bowman Road	275	58	64	6
4	"	Mill Pond Road	200	65	67	2
5	"	Werner Road	100	72	74	2
6*	"	Old Airport	25	--	--	--
7	S.R. 49	Joeger - Dry Creek	200	57	61	4
8	"	Bell Road	75	66	68	2
9	"	Lone Star Road	700	47	54	7
10	"	Palm Avenue	75	62	69	7
11*	"	Lone Star Road	75	--	--	--
12	Auburn/Folsom Road	Rancheria Road	80	62	62	0
13	Bell Road	S.R. 49	75	64	67	3
14	Bell Road (cont)	New Airport Road	135	60	63	3
15	"	1st Street	50	63	63	0
16	"	East of New Airport	75	72	69	-3
17	Dry Creek Road	Valley Quail Road	60	57	59	2
18	Indian Hill Road	Auburn/Folsom Road	100	60	59	-1
19	Luther Road	Channel Hill Road	45	64	63	-1
20	"	Dairy Road	50	68	67	-1
21	"	East of S.R. 49	50	62	63	1
22	Mt. Vernon Road	Edgewood Road	60	53	55	2
23	Nevada Street	Palm Avenue	35	63	62	-1
24	Palm Avenue	Nevada Street	50	63	63	0

* - Continuous noise measurement site. See Figure VIII-2 for measurement data.

TABLE VIII-5
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO 60 dB L_{dn} CONTOURS

Segment	Description	Distance to Contour, feet	
		1988*	Future Preferred Alternative
Interstate 80:			
1	Newcastle to S.R. 49	1532	2575
2	S.R. 49 to Eastern Plan Area Boundary	1204	2315
State Route 49:			
3	Lone Star to Dry Creek	397	596
4	Dry Creek to Bell	363	606
5	Bell to Cottage	417	584
6	Cottage to Atwood	484	591
7	Atwood to Luther	468	716
8	Luther to Palm	451	683
9	Palm to I-80	400	641
10	I-80 to Lincoln	199	477
11	Lincoln to Foresthill	118	194
Atwood Road:			
12	Bean to S.R. 49	98	185
Auburn/Folsom Road:			
13	South City Limits to Indian Hill	65	206
14	Indian Hill to Maidu	121	362
15	Maidu to Sacramento (south)	126	382
16	Sacramento (south) to Sacramento (north)	151	447
17	Sacramento (north) to Lincoln	181	360
Auburn Ravine Road:			
18	Palm to Interstate 80	83	179
Bell Road:			
19	Joeger to S.R. 49	141	243
20	S.R. 49 to New Airport	253	485
21	New Airport to Interstate 80	295	522
Bowman Road:			
22	Foresthill to Luther	156	157
Elm Street:			
23	S.R. 49 to Auburn Ravine	178	195

TABLE VIII-5
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO 60 dB L_{dn} CONTOURS

Segment	Description	Distance to Contour, feet	
		1988*	Future Preferred Alternative
Foresthill Road:			
24	Interstate 80 to Eastern Plan Area Boundary	99	157
Fulweiler Road:			
25	Carson to S.R. 49	83	104
High Street:			
26	Elm to Lincoln	103	162
27	Lincoln to College	88	150
28	College to Auburn/Folsom	80	130
Lincoln Way:			
29	Bowman to Foresthill	192	206
30	Russell to El Dorado	136	274
31	El Dorado to High	75	262
32	High to East	91	117
33	East to Maple	113	222
Luther Road:			
34	S.R. 49 to Dairy	127	188
35	Dairy to Bowman	102	181
Maple Street:			
36	Lincoln to Interstate 80	95	174
Nevada Street:			
37	S.R. 49 to Mt. Vernon	70	102
38	Palm to Enterprise	90	162
39	Enterprise to Fulweiler	113	150
40	Fulweiler to Interstate 80	83	168
Quartz Drive:			
41	Galena to S.R. 49	69	102
Sacramento Street:			
42	Auburn Folsom to Auburn Folsom	67	156

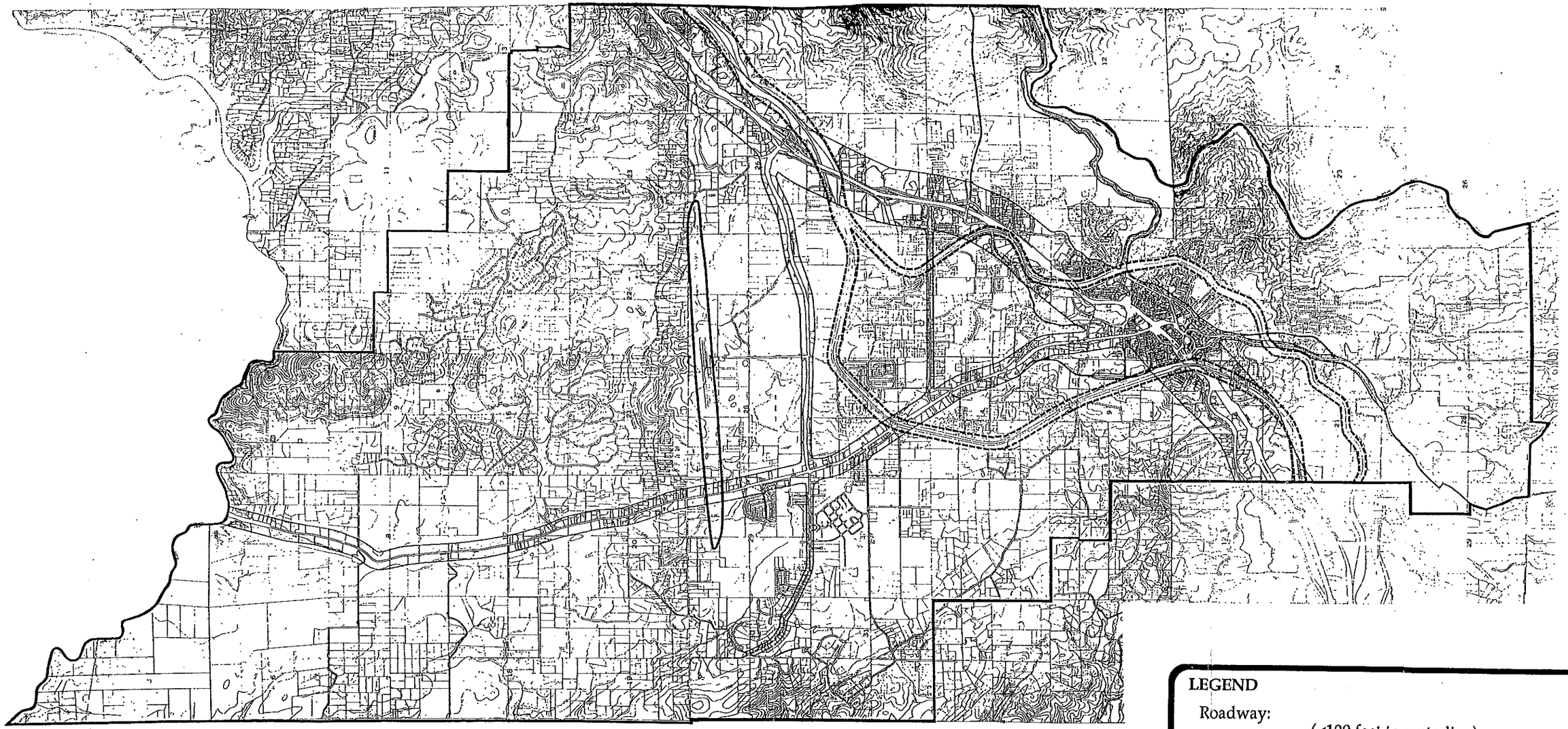
TABLE VIII-5
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO 60 dB L_{dn} CONTOURS

Segment	Description	Distance to Contour, feet	
		1988*	Future Preferred Alternative
Dry Creek Road:			
43	West of S.R. 49	62	124
44	East of S.R. 49	84	156
New Airport Road:			
45	North of Bell	37	109
Dairy Road:			
46	South of Luther	37	130
Mt. Vernon Road:			
47	West of Edgewood	28	150
48	Edgewood to Nevada	59	179
Maidu Drive:			
49	East of Auburn Folsom	59	94
Indian Hill Road:			
50	West of Auburn Folsom	85	162

* - 1988 counts are latest traffic data available.

Figure VIII-5, prepared using the FHWA Model, may be used to estimate the distance to the existing 60 dB L_{dn} contour for projected volumes of arterial traffic on the roadways not included in this analysis. For arterial traffic, the predicted distance to the 60 dB L_{dn} contour is determined by the Average Daily Traffic Volume (ADT) and the posted speed limit. L_{dn} contours derived from Figure VIII-5 are only indicators of potential noise conflicts, requiring more detailed analysis to determine traffic noise levels at any given location.

Table VIII-6 has been prepared to serve as a guide when applying the traffic noise exposure contour information presented in this section to areas with varying topography. The table is used by adding the correction factor to the noise level predicted at a given distance. It should be noted that the adjustment factors presented in Table VIII-6 are intended to provide conservative (worst-case) results, and that complex situations should be evaluated by an acoustical consultant where the potential for significant noise impact exists.



Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

LEGEND

Roadway:

(<100 feet to centerline)

(≥100 feet to centerline)

Railroad:

Airport:

(1986)

Source: Brown-Buntin Associates, Inc.

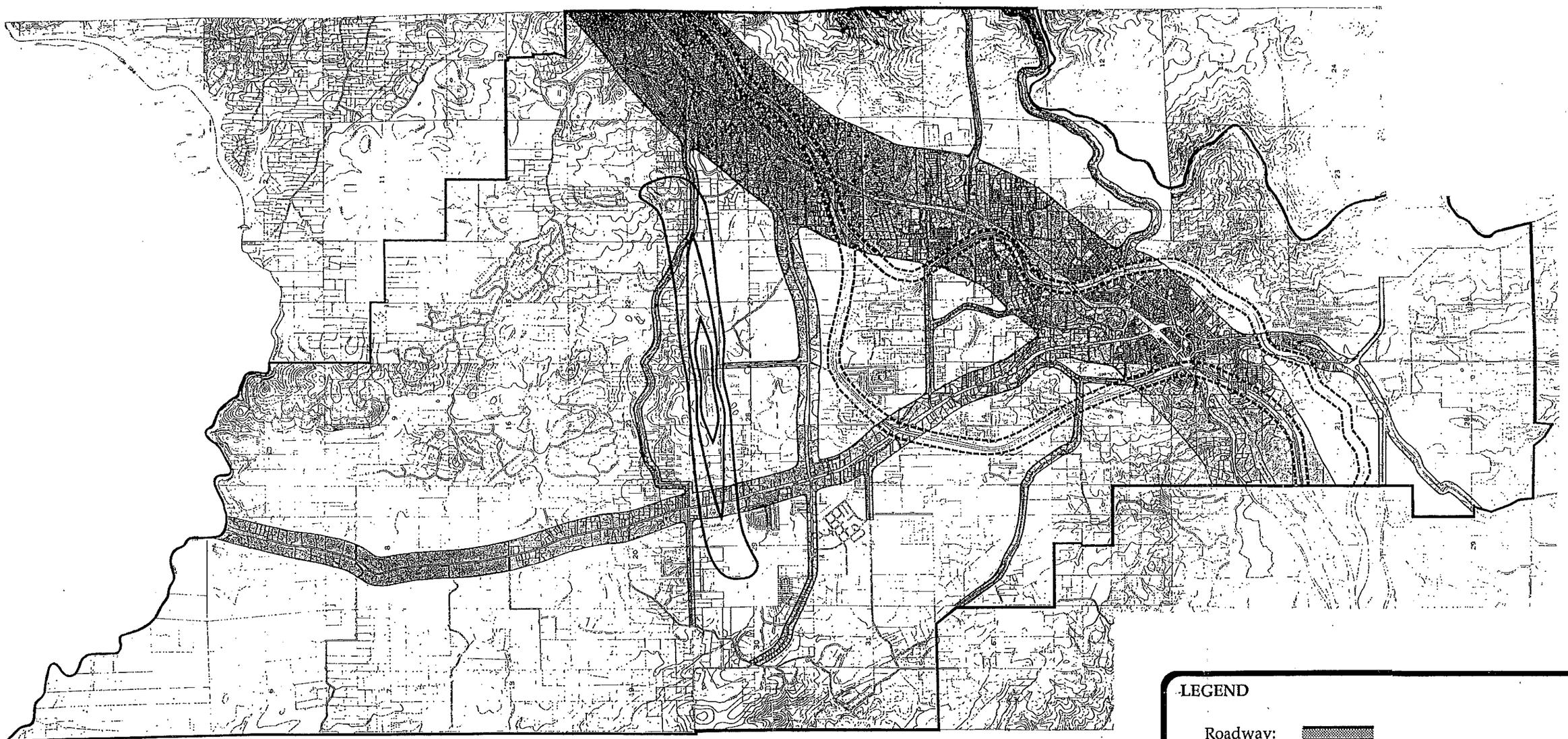
Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Existing (1988) 60 dB L_{dn} Contours

No Scale

FIGURE VIII-3



LEGEND

Roadway:

Railroad:

Airport:

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

Source: Brown-Buntin Associates, Inc.

HBA Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

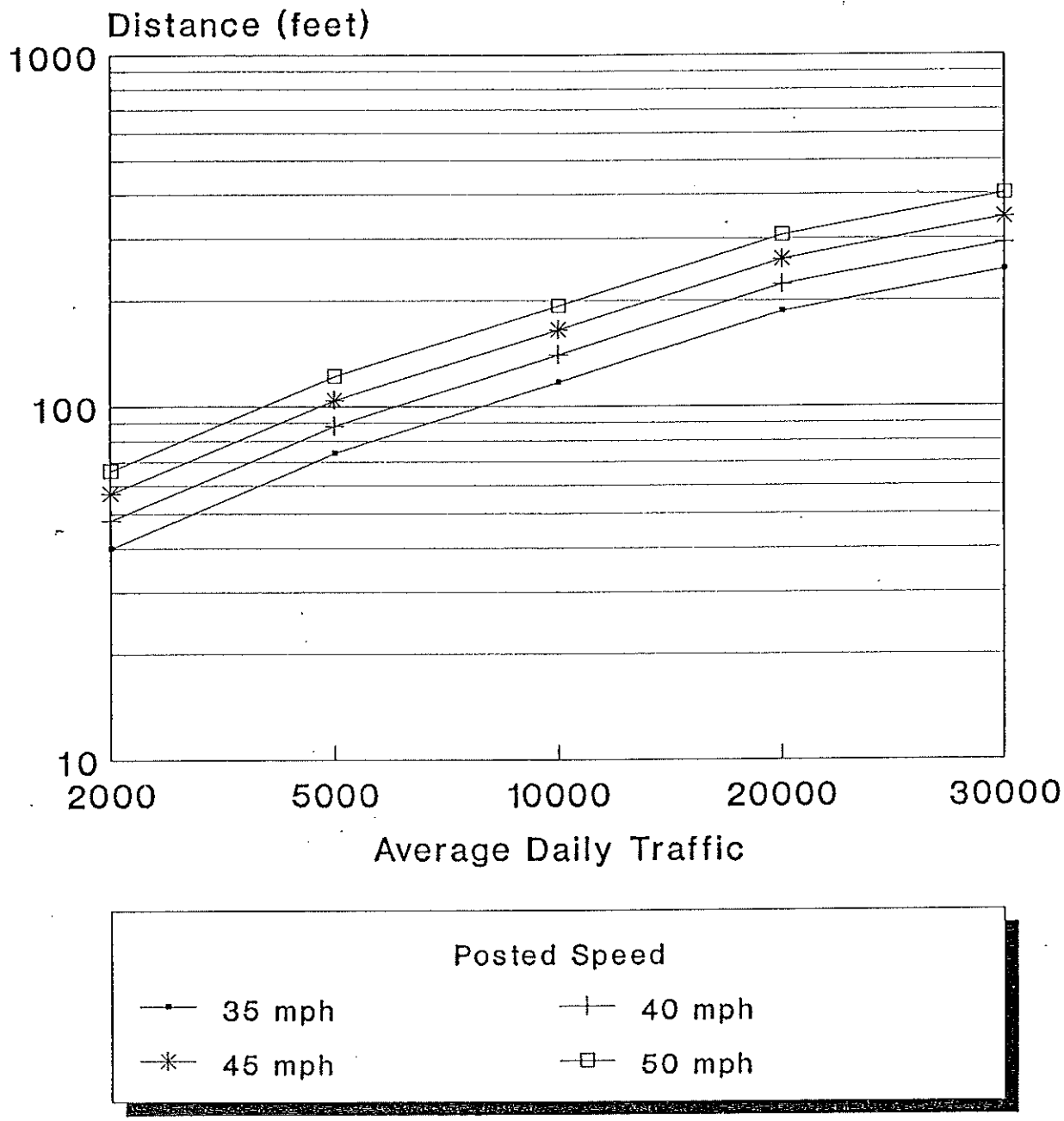
CITY OF AUBURN GENERAL PLAN

Future 60 dB Ldn Contours

No Scale

FIGURE VIII-4

Distance to 60 dB Ldn Contour
Arterial Traffic



FHWA RD-77-108

July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN

Distance to 60 dB Ldn Contour - Arterial Traffic

Harland Bartholomew & Associates, Inc.

FIGURE VIII-5

TABLE VIII-6
TRAFFIC NOISE ADJUSTMENTS FOR VARIOUS TOPOGRAPHIC CONDITIONS

	Distance from Center of Roadway (Feet)		
Topographic Situation	<200	200 - 400	>400
Hillside overlooks roadway	-0-	+1 dB	+3 dB
Roadway Elevated (>15')	-5 dB	-2 dB	-0-
Roadway in cut/below embankment	-5 dB	-5 dB	-5 dB

RAILROADS

Railroad activity in the Plan Area includes freight and passenger activity on the eastbound and westbound Southern Pacific Transportation Company (SPTCo) trackage.

SPTCo officials from the Roseville Dispatcher's Office report that approximately 12 freight and 2 passenger train operations per day occur on SPTCo tracks in the study area. The freight trains are distributed equally on the eastbound and westbound tracks on a random basis throughout the day. Passenger train operations are scheduled to pass through the study area during daytime hours.

The new Capitol Corridor passenger rail service, operated by Amtrak, currently runs between San Jose, Oakland, and Sacramento. In the future, Capitol Corridor passenger service will likely be extended to Auburn. The number of daily Capitol Corridor trains which will likely extend to the Auburn area is not specifically known at this time, but will likely be a function of demand. the approved location for a passenger rail terminal is near the intersection of Nevada Street and Blocker Drive. There is insufficient data at this time to fully analyze the potential impacts of this expanded passenger service. However, because the noise emissions of freight train operations are substantially louder than passenger train operations, 5 additional passenger operations would be required to increase existing railroad noise levels by 1 dB.

Noise measurements were conducted by BBA at various locations within the Plan Area to determine the contribution of SPTCo railroad operations to the area noise environment. The monitoring locations are shown on Figure VIII-6. Instrumentation consisted of B&K and sound level meters. The systems were calibrated before use with B&K and LDL acoustical calibrators.

The purpose of the noise level measurements was to determine typical sound exposure levels (SEL), number of daily operations, and existing L_{dn} values for railroad line operations in the Plan Area, accounting for the effects of local topography, climate, train

speed and other factors which may affect noise generation. The results of the continuous railroad noise measurements are shown on Figure VIII-7.

To determine the distance to the 60 dB railroad L_{dn} contour, it was necessary to calculate the L_{dn} for typical freight and passenger train operations. This was done using the SEL data collected during the railroad noise measurements and the above-described number and distribution of daily freight and passenger train operations. The L_{dn} contribution may be calculated as follows:

$$\mathbf{L_{dn} = SEL + 10 \log N_{eq} - 49.4\ dB, \text{ where:}}$$

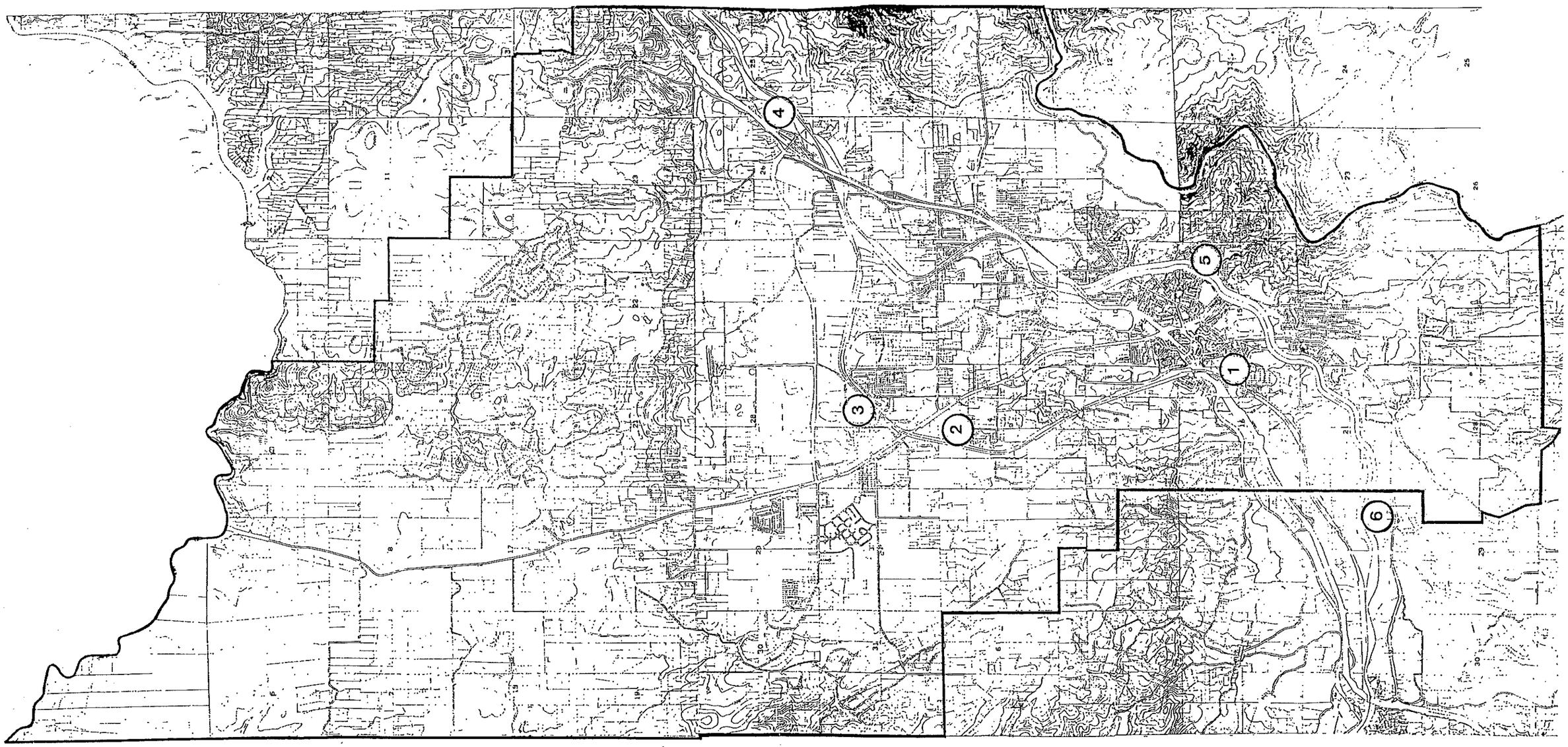
SEL is the mean SEL of the event, N_{eq} is the sum of the number of daytime events (7 a.m. to 10 p.m.) per day plus ten times the number of nighttime events (10 p.m. to 7 a.m.) per day, and 49.4 is ten times the logarithm of the number of seconds per day. The measured railroad noise levels and predicted L_{dn} values at the measurement sites are shown in Table VIII-7.

TABLE VIII-7
RAILROAD NOISE MEASUREMENT RESULTS
AUBURN/BOWMAN COMMUNITY PLAN AREA

Site	Location	Measurement Date(s)	Train Direction	Apparent Number of Daily Trains	Average Sound Exposure Level (SEL) @ 100 ft.	Measured L_{dn} 100 feet from tracks	Computed L_{dn} 100 feet from tracks
1	High Street	Sept. 26-27, 1989	Eastbound	6	101 dB	66 dB	66 dB
2	Lilac Lane	June 14-17, 1990	Eastbound	7	103 dB	68 dB	68 dB
3	New Airport Rd.	July 6-7, 1989	Eastbound	7	99 dB	65 dB	64 dB
4	Headquarter House	Aug. 8-9, 1991	Both	11	102 dB	70 dB	70 dB
5	Virginia Avenue	Aug. 1-4, 1991	Westbound	6	99 dB	64 dB	64 dB
6	Dillon Circle - Newcastle	Aug. 8-9, 1991	Westbound	7	91 dB	55 dB	56 dB

* - L_{dn} computation based on typical railroad distribution of 7 trains per day in each direction, randomly distributed.

At the measurement sites, locomotive and warning horn noise were the major contributors to railroad noise levels as defined by SEL. The SEL for freight train operations varied, depending on the train speed, track grade, and the amount of shielding provided by intervening topography.



Source: Brown-Buntin Associates, Inc.

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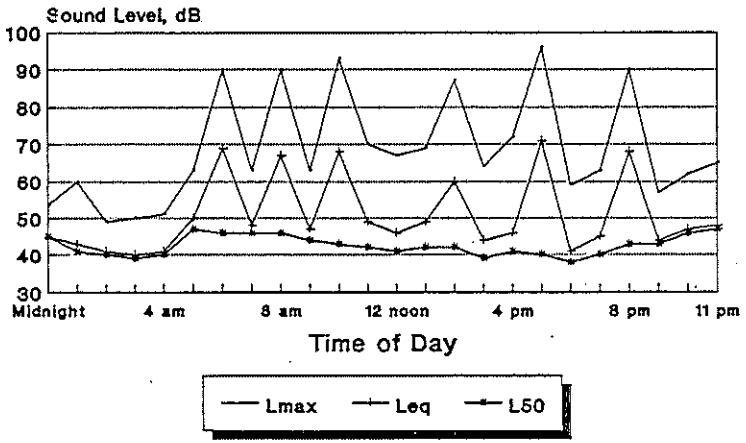
CITY OF AUBURN GENERAL PLAN

Railroad Noise Measurement Locations

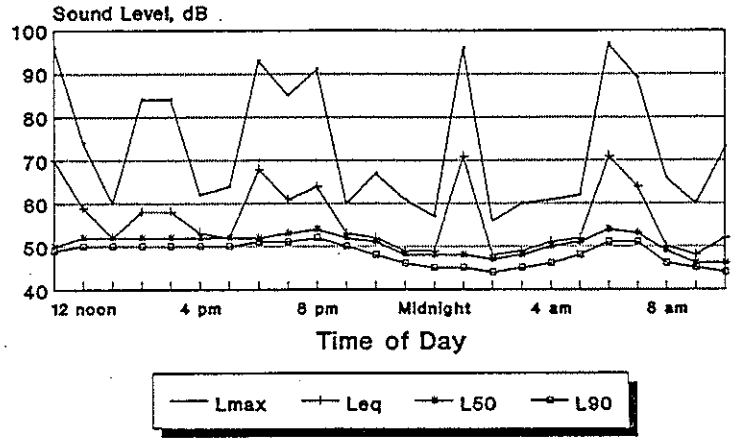
No Scale

FIGURE
VIII-6

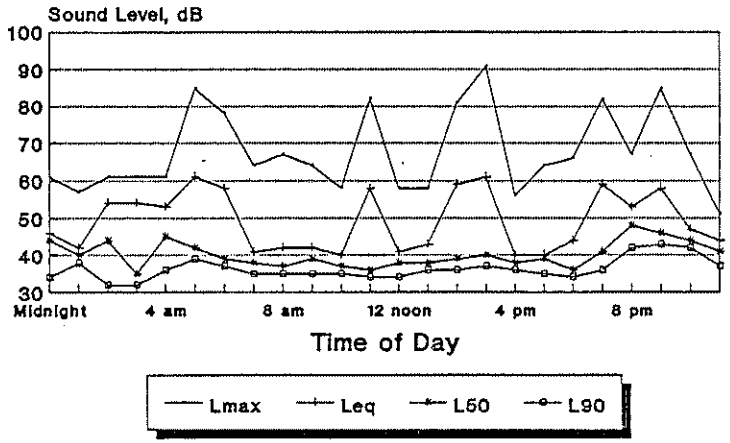
Measured Railroad/Ambient Noise Levels
Auburn/Bowman Plan Site 2 - Lilac Lane
June 16, 1991



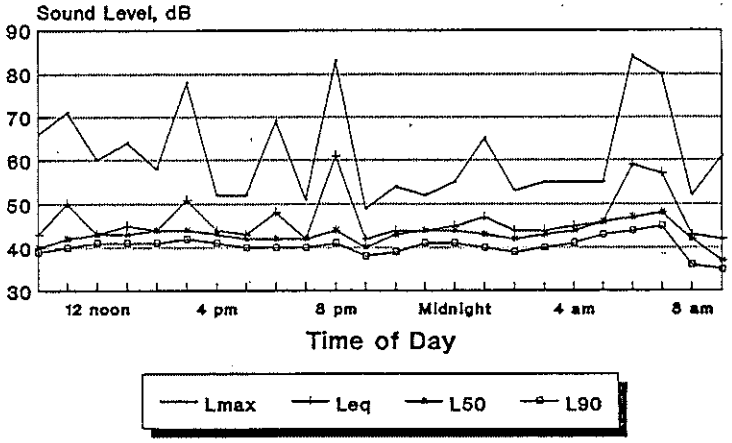
Measured Railroad/Ambient Noise Levels
Auburn/Bowman Plan Site 4 - Bell Road
August 8-9, 1991



Measured Railroad/Ambient Noise Levels
Auburn/Bowman Plan Site 5 - Virginia Ave
August 2, 1991



Measured Railroad/Ambient Noise Levels
Auburn/Bowman Plan Site 6 - Newcastle
August 8-9, 1991



July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN
Measured Railroad/Ambient Noise Levels

Harland Bartholomew & Associates, Inc.

FIGURE
VIII-7

The railroad noise levels measured at site 6 were less than the levels measured at the other locations due to slow train speeds and topographic shielding. At site 2, the railroad tracks were elevated approximately 20 feet relative to the noise measurement site. The elevated tracks reduced the effects of ground absorption, and the measured noise levels were therefore higher than at the other railroad noise measurement sites.

Table VIII-8 may be used to estimate railroad noise levels at existing or proposed noise sensitive developments. The railroad noise contour information provided in Table VIII-8 is based on the railroad noise measurement results of Table VIII-7, and assumes that the tracks are approximately at grade with the development and that there is no shielding of railroad noise by intervening topography.

TABLE VIII-8
APPROXIMATE DISTANCE TO RAILROAD NOISE CONTOURS
AUBURN/BOWMAN COMMUNITY PLAN AREA

R/R Direction	L_{dn}, dB, 100 Feet From Tracks	Distance to 60 dB L_{dn} contour (feet)	Distance to 65 dB L_{dn} contour (feet)
Eastbound	66	250	120
Westbound	64	185	85
Both	69	400	185

The noise levels provided in Table VIII-8 should be increased by 3 dB where warning horns are used. The railroad noise exposure will differ from these values where the tracks are significantly elevated or shielded relative to the receiver location.

FIXED NOISE SOURCES

The production of noise is a result of many industrial processes, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by Federal and State employee health and safety regulations (OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affects adjacent sensitive land uses.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise-producing uses in noise-sensitive areas, and to prevent encroachment of noise sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new

noise-sensitive uses in proximity to noise-producing facilities include mitigation measures to ensure compliance with noise performance standards.

The following descriptions of existing fixed noise sources in the Plan Area are intended to be representative of the relative noise impacts of such uses, and to identify specific noise sources which should be considered in the review of development proposals. These sources were identified through recommendations by City and County staff and by BBA observations.

California Department of Forestry Helipad:
Contact: Steve Taylor

The California Department of Forestry (CDF) operates a helipad near the intersection of Lincoln way and Rhodes Krueger Drive, northeast of the I-80/Bowman Road interchange. The CDF Helipad location is shown on Figure VIII-8. According to CDF staff, the helipad is used by the CDF, United States Drug Enforcement Agency (DEA), California Highway Patrol (CHP), UC Davis LifeFlight, Reno CareFlight and Stockton MediFlight.

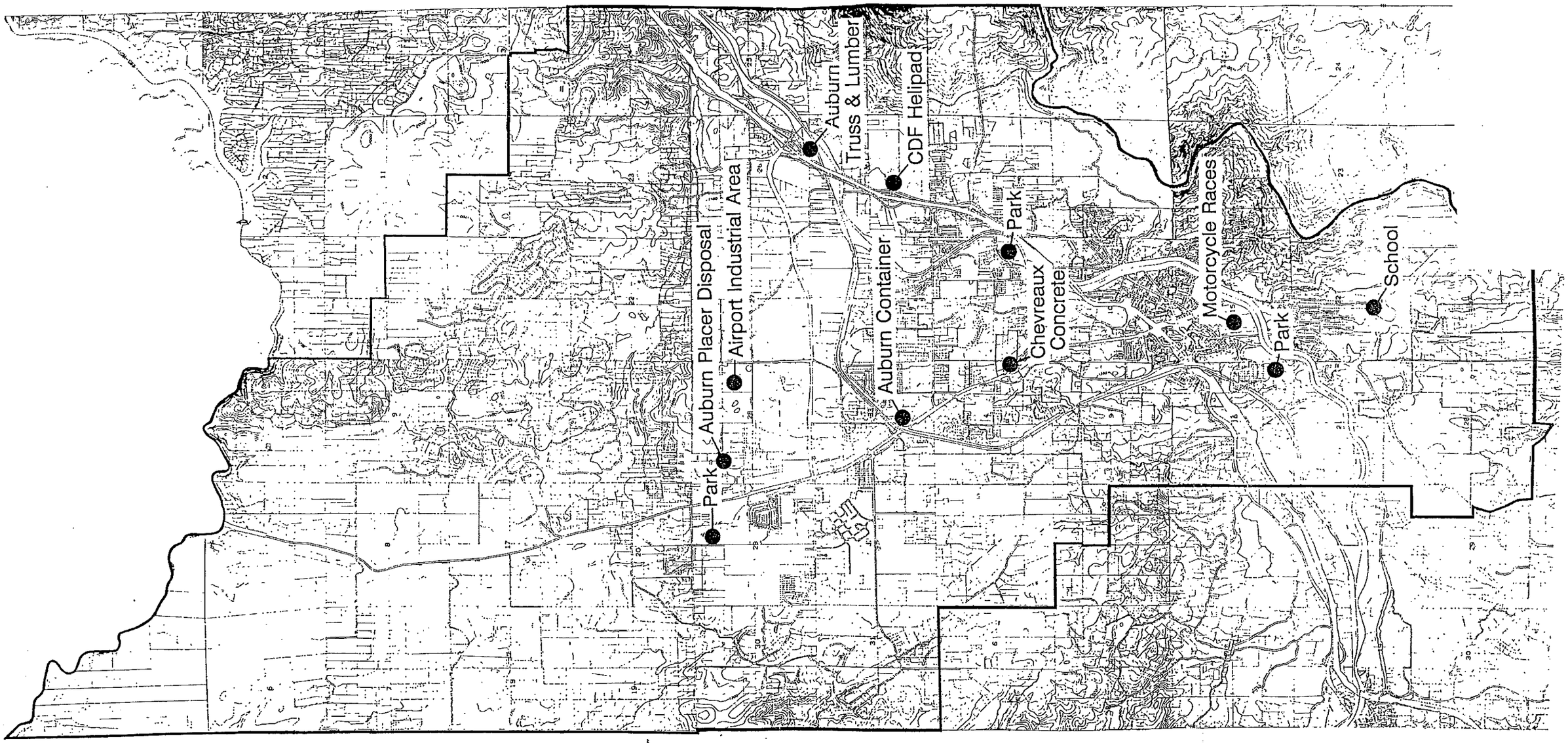
The CDF operates a Bell 204B helicopter, capable of carrying 9 passengers and equipment. CDF staff reported that the CDF operates a Bell 204B helicopter (Huey) at the helipad during the Summer months when there is a fire in the immediate vicinity of the CDF station. Because the CDF refuels the helicopter near the fire operations, the helicopter is seldom operated from the helipad. The majority of the fire-related operations occur at the fire site, where it is fueled and loaded with staff and equipment. CDF staff reported that the helicopter was used once a day at the helipad during the "49'er" fire of 1988.

CDF staff further reported that helicopters using the helipad typically approach and depart perpendicular to I-80, over the canyon area east of the helipad. However, pilots may deviate from that pattern in response to safety concerns.

The California Highway Patrol (CHP) operates a Bell 206 Jet Ranger in the Auburn area, and uses the helipad infrequently when necessary to provide medical support to accident victims or other governmental agencies. The Drug Enforcement Agency (DEA) stations a Hughes 500 helicopter at the helipad during the period of September through November. The DEA helicopter is reportedly used for aerial search and observation of marijuana growing areas. DEA operations are reported to be two arrivals and departures per day during those months.

For medical emergencies in the Auburn area, UCD Lifeflight and Reno CareFlight operate Alouette helicopters, and Stockton MediFlight operates an A-Star. These organizations typically use the CDF helipad only when it is not possible to land nearer to situations requiring aerial evacuation of persons in need of immediate and/or specialized medical attention.

Noise levels generated by the regular DEA helicopter operations at the CDF helipad were calculated using noise level data reported by the FAA for the Hughes 500 helicopter,



Source: Brown-Buntin Associates, Inc.

HBA Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Fixed Noise Source Locations

No Scale

FIGURE VIII-8

assuming 4 operations per day. An L_{dn} of 50 dB was computed at a distance of 1000 feet from the helipad directly under the flight path.

Auburn Truss & Lumber:
Contact: Wayne Larson

Auburn Truss & Lumber, located at 14002 Musso Road, manufactures trusses. Typical hours of operation are from 7 am - 3:30 pm, Monday through Friday. The facility reportedly does not operate on weekends, but may operate until 6 pm during periods of high demand. Noise producing equipment used at this facility includes forklifts, staple guns, air compressors, saws and a crane (boom truck). Heavy truck usage at the facility consists of 4 flatbed trucks per day and 1-2 heavy lumber trucks per week. BBA noise measurements conducted at the site indicated that saws generated 77 dB at a distance of 25 feet. There are currently no plans for future expansion of the facility.

Chevreaux Concrete:
Contact: Joe Chevreaux

The Chevreaux Concrete company is located east of the intersection of Marguerite Mine Road and State Route 49. Typical hours of operation are reportedly 6 am to 6 pm with occasional operations during early morning and evening hours as demand dictates. Noise is generated at this facility by the concrete batch plant and by front loaders and cement and gravel trucks. BBA conducted noise measurements at the plant on August 19, 1991 to quantify typical plant noise levels. An average noise level of 77 dB was measured at a distance of 75 feet from the concrete batch plant during normal operations. There does not appear to be any noise sensitive land use in the immediate plant vicinity. Plant noise is attenuated to the east by steep topography.

Public Address Systems/Drive up Window Speakers:
Source: Brown-Buntin Associates, Inc.

Public address systems and drive up window speakers are used extensively in the Auburn/Bowman Community Plan Area. The most prevalent usage of these systems is at car dealerships and fast food restaurants. Studies have shown that people are more highly annoyed by amplified speech or music than by continuous noise sources of similar intensity such as highway traffic. Noise generated by these systems depends primarily on the amplifier setting, and is therefore highly variable. BBA conducted noise measurements of the public address system at Goldrush Chevrolet and of the drive-up window speaker at Burger King to quantify typical noise emissions for these types of uses. BBA measured levels of 78 dB at 12 feet from the PA speaker, and 65 dB at a distance of 5 feet from the drive-up window speaker.

Airport Industrial Area:
Source: Brown-Buntin Associates

Uses identified in this area include Century Lighting, Coherent Industries, Doug Spense Construction, Pacific Bell, Mussetter Distributing Inc., RJT Construction, Auburn Foothill

Quality Door, Harris & Ruth Contractors, Nella Oil Company, the Skunk Works, advanced ceramics, and various aviation maintenance facilities. The most notable noise sources associated with these operations were operation and/or maintenance of medium and heavy commercial truck fleets. Although there does not appear to be any noise sensitive development in the immediate vicinity of the airport industrial area, the potential for noise generation in this area should not be overlooked if neighboring noise sensitive developments are considered.

Auburn Container Company:
Contact: Arthur Moorehouse

The Auburn Container company is located on the east side of State Route 49, between the Southern Pacific Railroad tracks and Luther Road. According to the plant manager, normal operating hours are from 7 am to 3:30 pm, Monday through Friday. The plant occasionally operates on Saturday from 7 am to 12 noon. Equipment used at the plant consists of resaws, cutoff saws, a ripsaw, a molder, a cleat machine, cyclones, and a chipper. The cyclones are located about 30 feet above ground level at the plant building. The chipper is located at ground level near the east property line of the plant. The chipper normally operates the entire time the plant is in operation. In addition to the aforementioned noise sources, there are 5 diesel trucks per day entering and leaving the plant.

BBA noise measurements indicate that the exterior noise level due to the plant cyclones is approximately 69 dB at a distance of 100 feet. The 50 dB L_{eq} noise contour for the plant would be located approximately 850 feet from the plant.

Community Plan Area Parks and Schools:
Source: Brown-Buntin Associates

Parks are often considered noise sensitive uses due to the passive recreation which takes place there. However, such uses may also be significant noise producers during active recreation activities such as basketball and softball games. The amount of noise generated by such uses varies with age of participants, event size and location, as well as the hour during which the activity takes place. To some degree, the noise generated by such uses can be controlled by enforcing curfews, and by locating noise generating activities away from existing or proposed noise sensitive land uses.

Schools are similar to parks in that active recreation at outdoor playing fields of the schools could result in significant noise levels. School buses also add to the facility noise levels. Future land use planning should consider the potential for noise generation at the playing fields, and noise sensitive land uses should be discouraged adjacent to those areas.

Motorcycle Races - Auburn Fairgrounds
Contact: Hank Maul

Motorcycle races at the Auburn Fairgrounds occur on Friday nights from May to September. Approximately 24-30, 4-lap sprint races take place on a typical Friday evening during the race season, and all racing is completed by 11 pm. BBA conducted noise measurements of typical motorcycle races on September 13, 1991. The measurements were conducted at three locations in the vicinity of the racing. The first location was the southeast corner of the Fairgrounds at the access road. Average and maximum noise levels of 68.5 dB and 77 dB, respectively, were measured at that location. Site 2 was located 100 feet east of site 1. Average noise levels at that location ranged from 59 dB to 65 dB, and maximum noise levels ranged from 66 to 68 dB at site 2. Site 3 was located at Pleasant Avenue, at the residence nearest the riding arena. BBA measured average noise levels of 61 to 63 dB at that location, with maximum noise levels ranging from 66 to 68 dB during the races.

Auburn Placer Disposal
Contact: Eileen Dominguez

Auburn Placer Disposal is located on Shale Ridge Road, east of S.R. 49. The facility serves as a refuse disposal transfer station and recycling center. The facility is open to the public between 8 am and 5 pm, but garbage trucks start leaving the facility at 4 am. Approximately 40 heavy truck trips are generated by the facility daily. Noise is also generated by use of the compactor and maintenance operations at the facility. BBA conducted noise measurements at the facility on September 23, 1991 to document typical operating noise levels. An average noise level of 63 dB was measured at 100 feet from the opening of the transfer building. Noise generated by heavy truck passages was not included in the measurement sample.

AIRPORT NOISE

The Auburn Municipal Airport is situated on 210 acres in the northwest section of the City 1/2 mile east of Highway 49, one mile north of Bell Road. The Airport is a Basic Utility, Stage I category facility which can handle 75% of small general aviation aircraft (12,500 pounds gross weight maximum). The existing paved runway, Runway 7-25, is 3,100 feet long and 60 feet wide.

An Airport Master Plan and Environmental Impact Report are currently in progress for the Auburn Municipal Airport. The existing and worst-case future Airport noise contours which were prepared for these documents are reproduced in Figures VIII-9 and VIII-10, respectively. According to these contours the noise sensitive use most affected by airport operations is the Rock Creek Mobile Home Park, located west of Highway 49 between Bell and Dry Creek Roads. The contours indicate that the Mobile Home Park is currently exposed to aircraft noise levels between 60 and 65 dB CNEL.

BBA conducted continuous aircraft noise measurements at the Rock Creek M.H.P. from June 27-30, 1991 to gather single event noise level data and to compute the aircraft CNEL at that location. A Metrosonics dB-604 Environmental Noise Analyzer was used for the aircraft noise level measurements. The equipment was calibrated before use with a Bruel & Kjaer Type 4230 acoustical calibrator, and meets all pertinent specifications of the American National Standards Institute for Type I Sound level measurement systems.

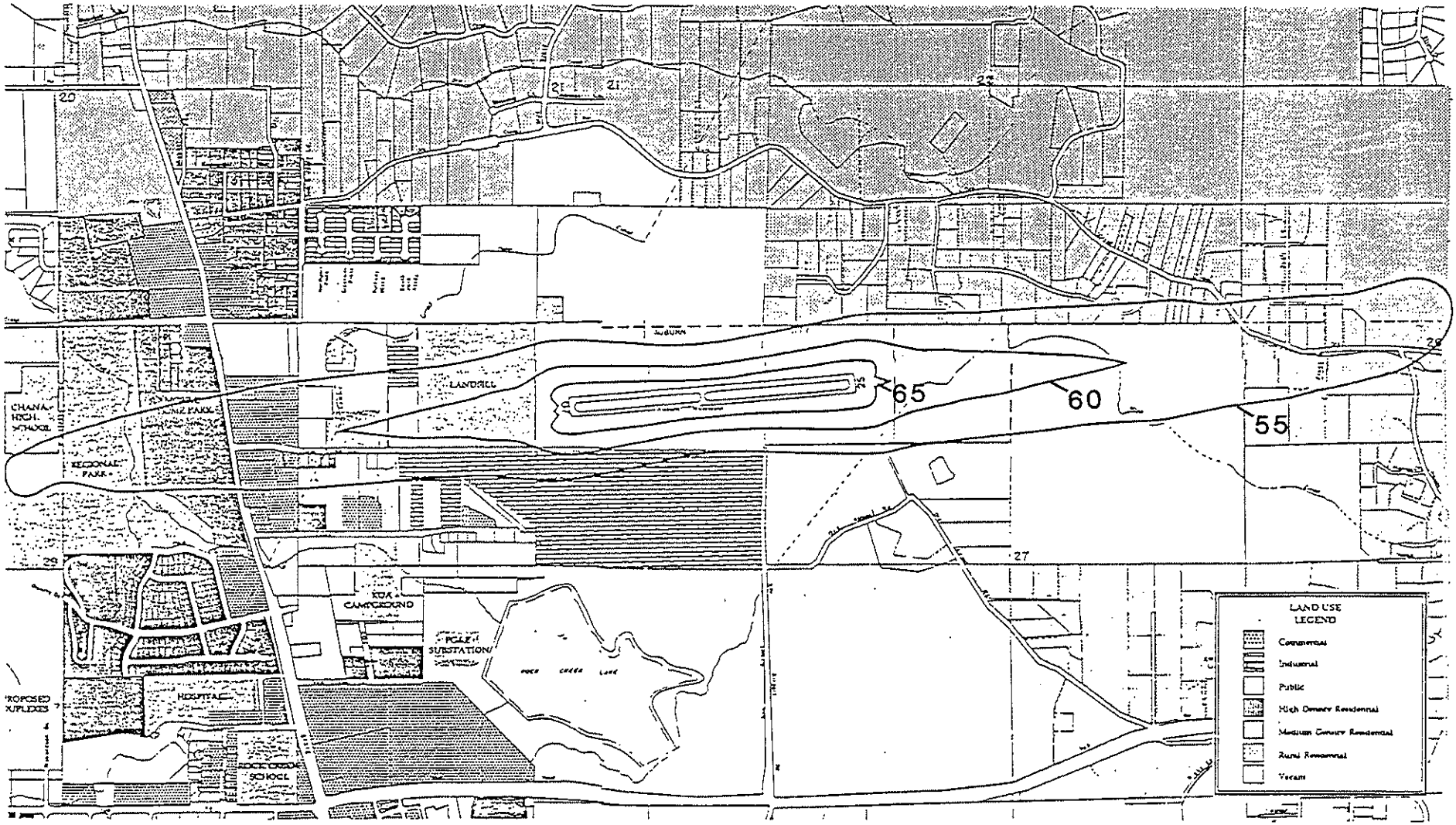
In order for an aircraft to register as a single event, the noise level generated by the aircraft had to remain above 60 dB for a minimum of 10 seconds. These thresholds were set in order to filter out non-aircraft events such as passing cars. The results of the aircraft noise level measurements are shown in Table VIII-9, and are displayed graphically on Figure VIII-11.

TABLE VIII-9
AIRCRAFT NOISE MEASUREMENT RESULTS
ROCK CREEK M.H.P - JUNE 27-30, 1991

Date	Day of Week	Apparent # of Aircraft Departures	Range of Maximum Noise Levels, dB	Mean Sound Exposure Level, dB	Aircraft CNEL, dB
June 27	Thursday	98	61-81	79	50
June 28	Friday	8	61-77	80	40
June 29	Saturday	53	64-79	81	49
June 30	Sunday	83	62-81	81	53

The Table VIII-9 data indicate that the apparent number of daily operations on the 27th and 30th closely approximates the number of existing daily operations reported in the Airport EIR. The decrease in number of apparent operations on the 28th and 29th was probably caused by a shift in wind direction, resulting in departures to the east. Because the Rock Creek M.H.P. is located west of the airport, the eastern departures would probably not register as single events based on the aforementioned single event thresholds.

Although a considerable number of aircraft single events were logged on June 27th and 30th, the computed CNEL values for those days were 50 and 53 dB, respectively. The measured CNEL values on those days were approximately 10 lower than the values illustrated on the EIR noise contour maps.



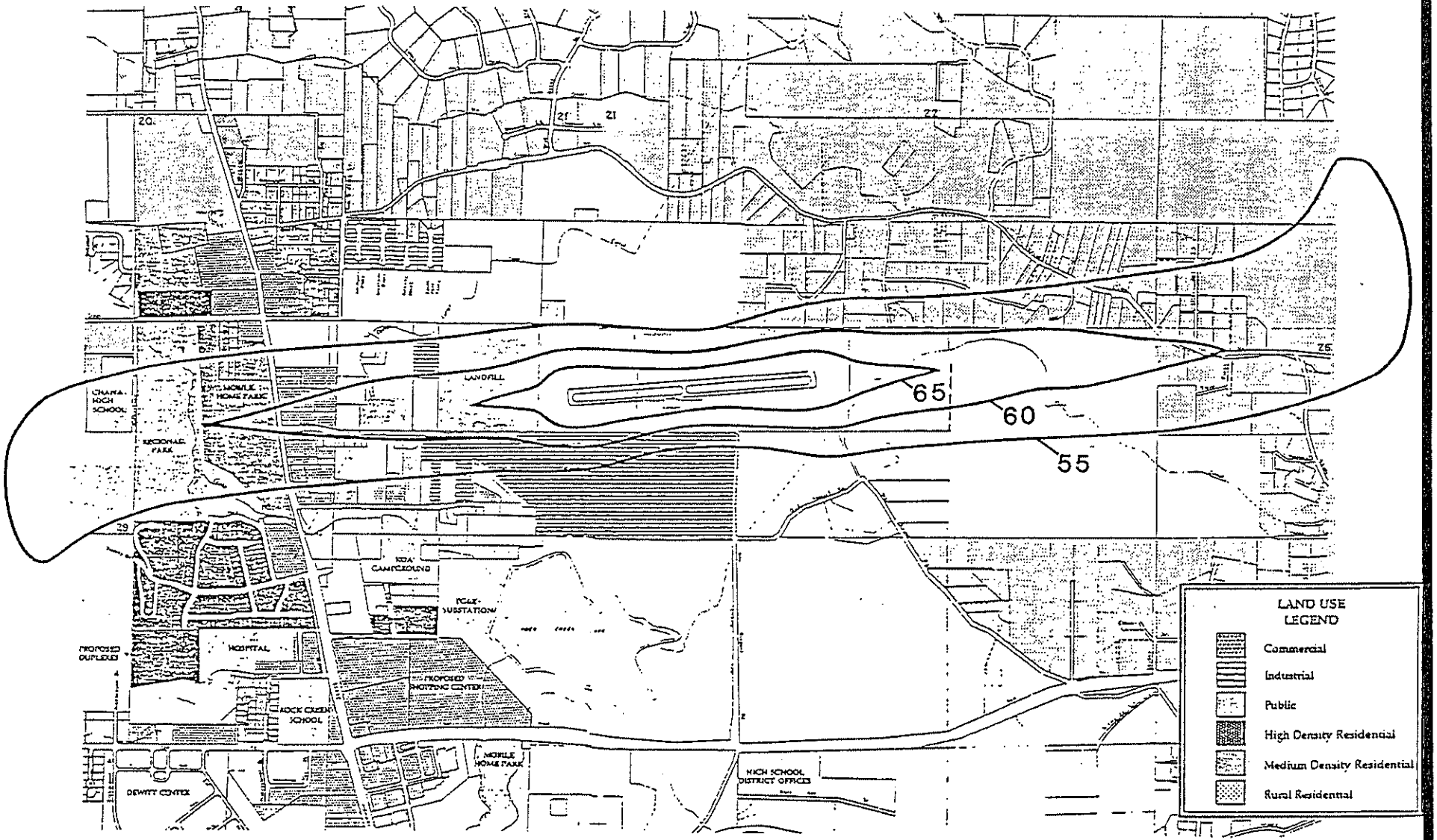
July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN

Existing Auburn Municipal Airport CNEL Noise Contours

Harland Bartholomew & Associates, Inc.

FIGURE VIII-9



July 1992
Source: Brown-Buntin Associates, Inc.

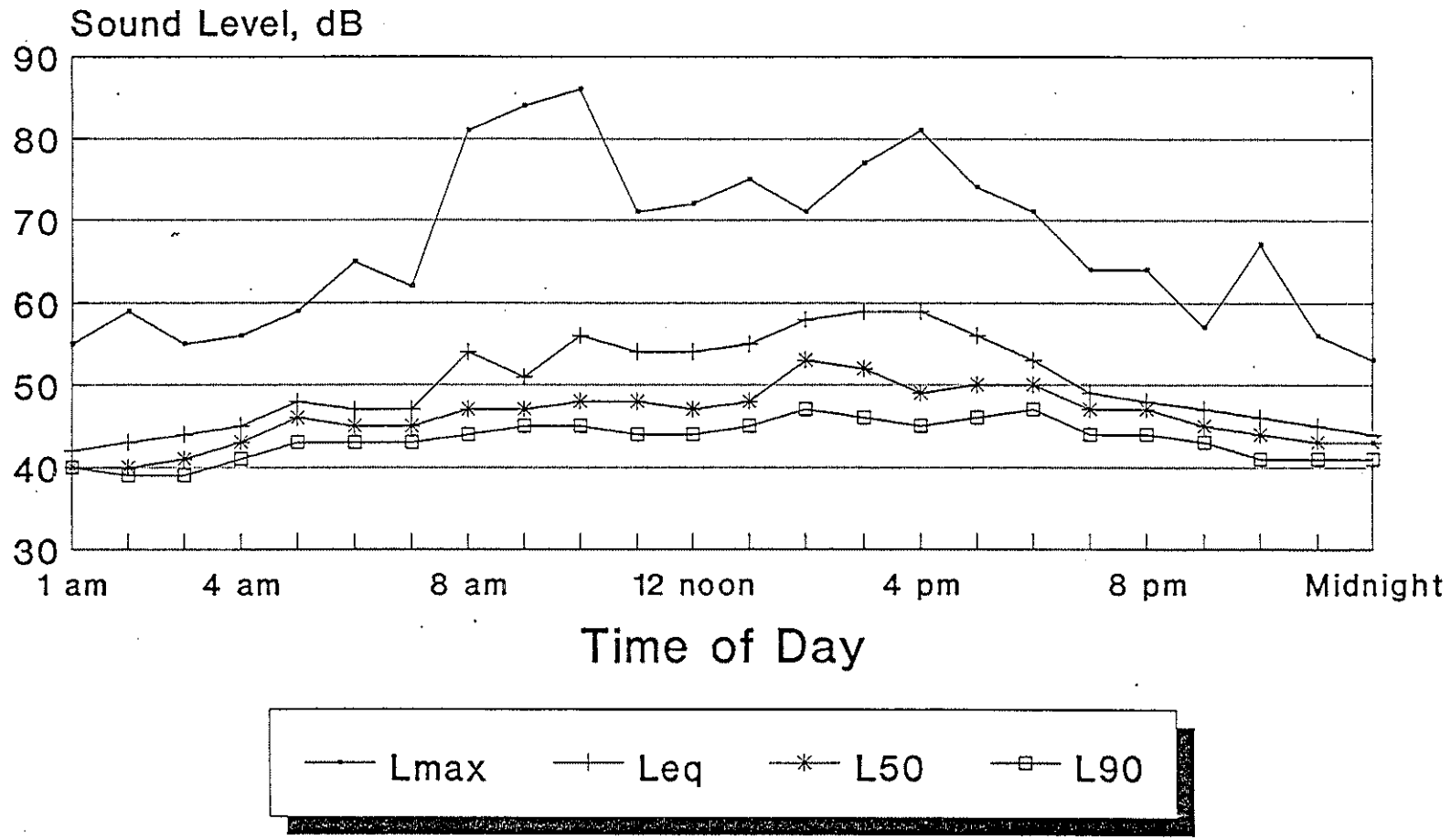
CITY OF AUBURN GENERAL PLAN

Future Auburn Municipal Airport CNEL Noise Contours (including East and West Extensions)

Harland Bartholomew & Associates, Inc.

FIGURE
VIII-10

Measured Ambient Noise Levels



July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN

Measured Ambient Noise Levels - Rock Creek Mobile Home Park

Harland Bartholomew & Associates, Inc.

FIGURE VIII-11

COMMUNITY NOISE SURVEY

A community noise survey was conducted to document noise exposure in areas of the community containing noise sensitive land uses. For that purpose, noise sensitive land uses in the Plan Area were considered to include residential areas, parks and schools. Noise monitoring sites were selected to be representative of typical noise sensitive locations within the Plan Area.

Short-term noise monitoring was conducted on July 17-18, 1991. Each site was monitored three different times during the day and night so that estimates of L_{dn} could be prepared. Two long-term noise monitoring sites were established in the Plan Area to record day-night statistical trends. The data collected included the L_{eq} and other statistical descriptors. Noise monitoring sites, measured noise levels and estimated L_{dn} values at each site are summarized in Table VIII-10. Monitoring sites are shown by Figure VIII-12.

Community noise monitoring systems were calibrated with acoustical calibrators in the field prior to use. The systems comply with all pertinent requirements of the American National Standards Institute for Type I sound level meters.

The community noise survey results indicate that typical noise levels in noise sensitive areas of the Plan Area are in the range of 43 dB to 58 dB L_{dn}. Traffic on local roadways, railroad and aircraft operations, and neighborhood activities are the controlling factors for background noise levels in the majority of the Plan Area. Noise from industrial uses was audible during the evening and nighttime hours at residential uses adjacent to some industrial areas. In general, the areas of the Plan Area which contain noise sensitive uses are relatively quiet.

The L_{90} values shown in Table VIII-10 represent background noise levels, where there are typically no identifiable local noise sources. The L_{50} values represent median noise levels. The L_{eq} values in Table VIII-10 represent the average noise energy during the sample periods, and show the effects of brief noisy periods. The L_{eq} values were the basis of the estimated L_{dn} values. L_{max} values show the maximum noise levels observed during the samples, and are typically due to passing cars or small aircraft overflights. The results of the continuous ambient noise measurements are shown on Figure VIII-13.

4. Noise Prediction Methodology

The following noise prediction methodologies are approved for use in acoustical analyses submitted to the City of Auburn. Other methodologies may be used if approved by the City Planning Department after review of supporting technical justification.

Traffic Noise:

1. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) is the preferred traffic noise prediction methodology. The CALVENO standardized noise emission factors must be used (published in FHWA-CA-TL-84/13, "California Vehicle Noise Emission Levels"). Any form of the FHWA Model may be used, such as manual calculation and versions for programmable calculators and computers, including STAMINA.

2. Noise barrier insertion loss shall be calculated using the FHWA Model methodology. The effective center frequency of the noise sources shall be assumed to be 550 Hz. Source heights of 0, 2 and 8 feet above roadway centerline shall be assumed for autos, medium trucks and heavy trucks, respectively.

3. Noise sensitive receiver locations are assumed to be the back yards of single-family dwellings, and the patios and balconies of multi-family dwellings. The exterior receiver height shall be assumed to be 5 feet above back yard or patio elevation for ground-floor receivers, and 4 feet above balcony elevation for upper-floor receivers. The exterior ground-floor receiver shall be placed 10 feet from the building facade. The exterior upper-floor receiver shall be placed midway from the building facade to the edge of the balcony, and a correction factor of +2 dB shall be applied to account for reflections from the building facade.

4. For multi-family developments, common outdoor activity areas are also considered to be noise sensitive receiver locations. The assumed exterior receiver height is 5 feet above ground level, and the assumed receiver location is normally in the center of the recreation area.

5. Traffic noise attenuation with distance for ground level receivers should be consistent with an acoustically "soft" site, at 4.5 dB attenuation per doubling of distance. Noise attenuation for receivers and building facades at upper floors, and for receivers overlooking the roadway, should be consistent with an acoustically "hard" site, at 3 dB attenuation per doubling of distance. These assumptions may be modified on the basis of on-site noise measurements at proposed receiver locations and elevations.

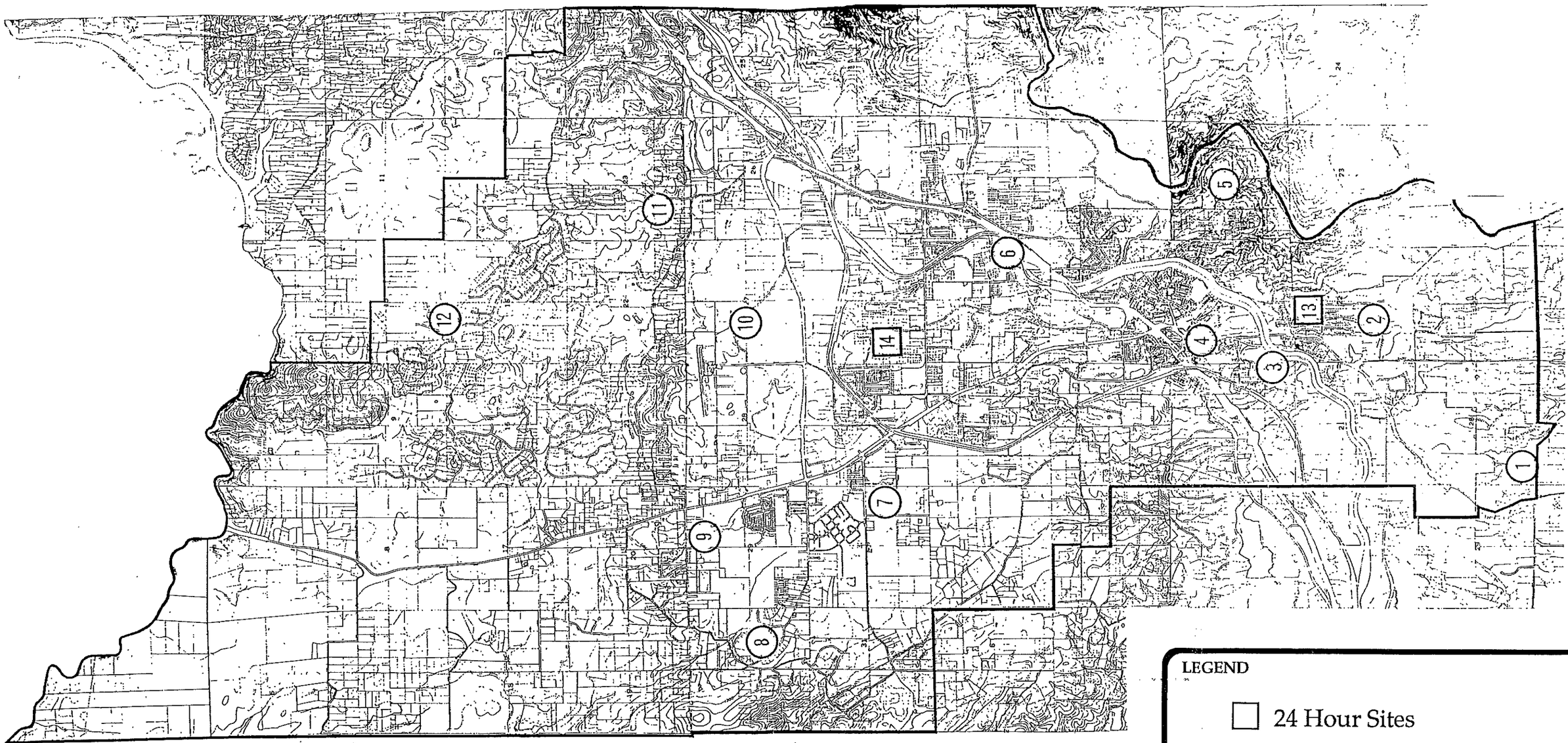
6. Noise measurements for traffic noise analyses should include at least one 15-minute sample of daytime traffic noise levels (including the L_{eq} value) under free-flowing traffic conditions, with a concurrent traffic count. Nighttime traffic noise levels may be estimated from 24-hour noise measurement data or published hourly traffic distribution data. For major arterials and highways, continuous hourly noise measurements over a 24-hour period are recommended to describe the effective day/night traffic distribution and to supplement the 15-minute sample(s). Noise measurement sites should be selected to represent proposed receiver locations and representative sound propagation conditions.

TABLE VIII-10
SUMMARY OF MEASURED NOISE LEVELS AND ESTIMATED DAY-NIGHT AVERAGE LEVELS (L_{dn}) IN AREAS CONTAINING NOISE SENSITIVE LAND USES

Site	Location	Date	Time	Sound Level, dB					
				L_{90}	L_{50}	L_{10}	L_{eq}	L_{max}	Est. L_{dn}
1	Shirland Road 0.3 mi. east of Auburn Folsom Road	7-17-91	9:30	36	39	41	47.8	72	
		7-17-91	13:43	38	44	47	46.8	66	47
		7-18-91	1:37	31	34	36	35.0	41	
2	Sky Ridge School	7-17-91	10:05	33	36	46	47.7	72	
		7-17-91	14:33	41	44	48	48.8	73	47
		7-18-91	1:21	33	34	36	34.5	44	
3	Beggs Field/Auburn Recreation Park	7-17-91	10:44	48	52	61	59.8	78	
		7-17-91	15:03	40	45	50	48.8	63	55
		7-18-91	1:10	33	35	38	35.5	41	
4	Paved Recreation Area near College Way and High Street	7-17-91	11:10	44	46	49	46.9	56	
		7-17-91	15:28	48	50	54	54.9	77	51
		7-18-91	00:52	33	34	35	34.0	37	
5	Gold Street	7-17-91	11:40	32	35	53	55.6	75	
		7-17-91	15:56	33	39	42	43.9	69	51
		7-18-91	1:03	34	35	38	36.5	50	
6	Ashford Park	7-17-91	12:15	45	47	51	49.9	69	
		7-17-91	17:35	50	52	56	53.0	66	58
		7-18-91	00:42	47	50	55	52.0	64	
7	Kemper Road between Bean and Country Villa Roads	7-17-91	9:22	39	44	55	55.0	74	
		7-17-91	13:35	34	37	45	47.1	66	52
		7-18-91	00:29	36	39	44	40.5	52	
8	Corner of Copper Penny and Rock View Court	7-17-91	10:00	33	40	50	48.2	66	50
		7-17-91	14:05	38	42	50	52.5	73	
		7-18-91	00:20	34	37	40	37.0	42	

TABLE VIII-10
SUMMARY OF MEASURED NOISE LEVELS AND ESTIMATED DAY-NIGHT AVERAGE LEVELS (L_{dn}) IN AREAS CONTAINING NOISE SENSITIVE LAND USES

Site	Location	Date	Time	Sound Level, dB					
				L_{90}	L_{50}	L_{10}	L_{eq}	L_{max}	Est. L_{dn}
9	Auburn District Regional Park	7-17-91	10:27	40	44	53	50.6	67	
		7-17-91	14:30	37	41	49	49.2	68	50
		7-18-91	00:13	35	38	40	38.5	51	
10	Old Airport Road near Auburn Airport	7-17-91	10:57	40	44	51	51.7	68	
		7-17-91	15:00	42	44	51	48.8	65	52
		7-17-91	23:58	40	41	43	43.5	56	
11	Squirrel Drive	7-17-91	11:27	44	48	54	51.5	66	
		7-17-91	15:30	36	42	49	45.4	60	49
		7-17-91	23:47	36	37	39	37.5	49	
12	Ray Circle	7-17-91	12:03	29	33	39	36.2	48	
		7-17-91	16:00	32	34	44	46.2	63	43
		7-17-91	23:00	28	30	32	32.1	38	
13	175 Smith Court	Continuous site - results are shown on Figure VIII-13							50
14	1235 Oak Ridge Way	Continuous site - results are shown on Figure VIII-13							47



LEGEND

☐ 24 Hour Sites

Source: Brown-Buntin Associates, Inc.

Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

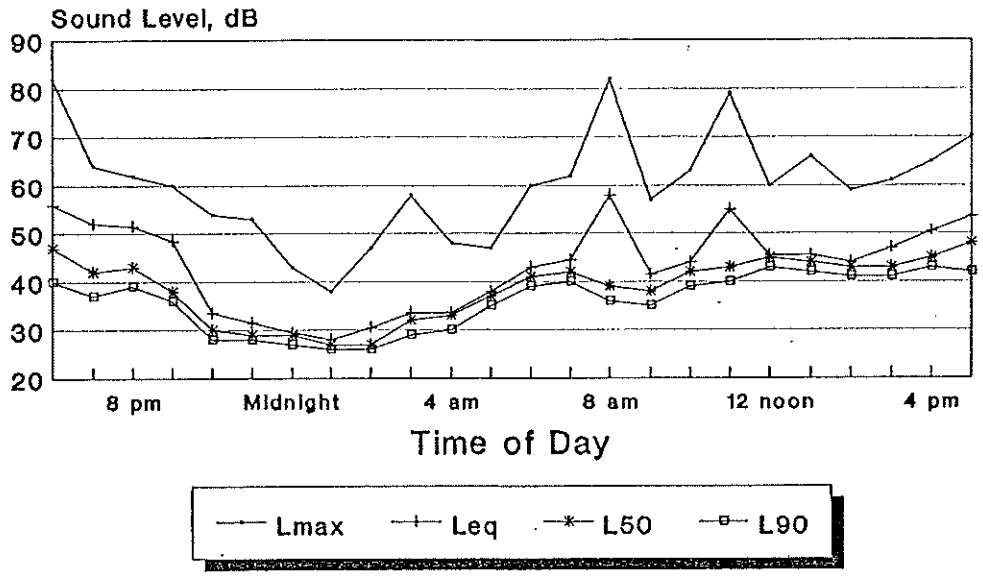
CITY OF AUBURN GENERAL PLAN

Community Noise Measurement Locations

No Scale

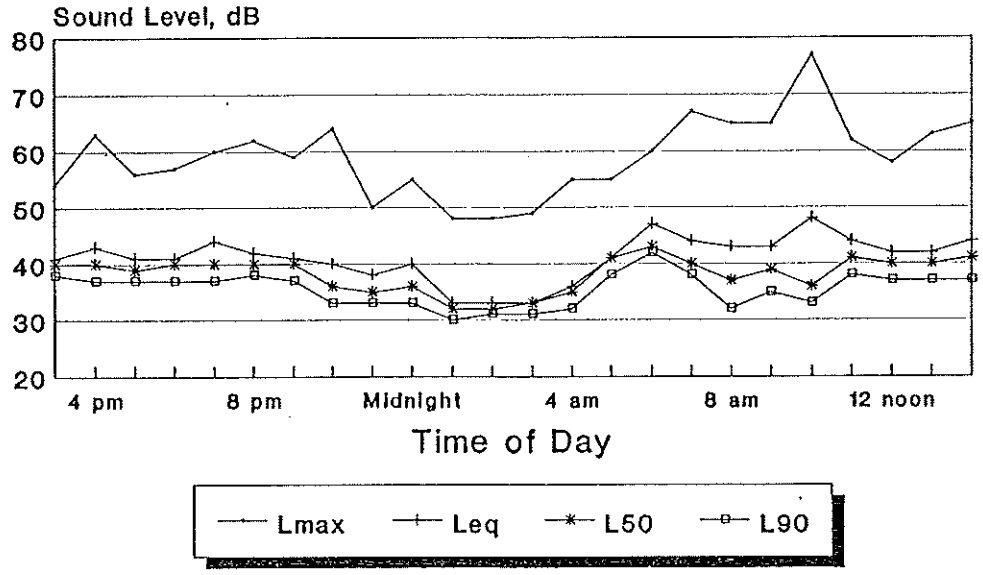
FIGURE
VIII-12

Measured Ambient Noise Levels
Site 13: 175 Smith Court
July 17-18, 1991



Ldn=50

Measured Ambient Noise Levels
Site 14: 1235 Oak Ridge Road
July 16-17, 1991



Ldn=47

July 1992
Source: Brown-Buntin Associates, Inc.

CITY OF AUBURN GENERAL PLAN

Measured Ambient Noise Levels

Harland Bartholomew & Associates, Inc.

FIGURE VIII-13

7. Existing traffic volume, truck mix and day/night distribution should be obtained from the City of Auburn, Placer County Department of Public Works or Caltrans as appropriate. Projected future traffic volume may be obtained from those agencies or the project traffic consultant. Traffic speed shall be assumed to be the posted or projected design speed, unless shown otherwise by observation or noise measurements. Typical traffic data for the Community Plan area are shown by the FHWA Model input data listed in the Noise Element handbook.

Railroad Noise:

1. The preferred method of predicting railroad noise exposure is to calculate L_{dn} values at the proposed receiver locations based upon on-site single event and cumulative noise level measurements, assuming noise attenuation of 4.5 dB per doubling of distance for all receiver elevations. Alternative methods include the "Simplified Procedure for Developing Railroad Noise Exposure Contours," prepared by Jack W. Swing of the California Office of Noise Control, and the more detailed procedures prescribed in the Assessment of Noise Environments Around Railroad Operations, Wyle Research Report No. WCR 73-5. In the Community Plan area, variations in site topography, railroad grade and use of warning horns may require adjustments to the modeling assumptions. For this reason, on-site noise measurements and observations are preferred. The Noise Element handbook lists railroad noise measurement results in the Community Plan area.

2. Noise barrier insertion loss for railroad noise sources should be calculated using standard methods, such as those described by the FHWA Model or in Noise and Vibration Control, by Leo Beranek. Receiver locations for railroad noise exposures are the same as for traffic noise exposures. To account for differences in source heights and frequency content, it may be necessary to determine the relative contribution of different noise sources, such as wheel/rail interaction, locomotives or horns. For a generalized railroad noise source on smooth rails, the effective center frequency of the source may be assumed to be 1000 Hz with a source height of 10 feet above the rail bed. Other assumptions may be used as supported by published data or experimental results.

3. Day/night distribution of railroad freight operations may be assumed to be uniform over a 24-hour day, unless otherwise indicated by noise measurements or information from the railroad company. Passenger train operations should be distributed according to the published schedules. The numbers and distribution of freight operations may be obtained from the railroad company dispatcher. Refer to the Noise Element handbook for typical railroad operations in the Community Plan area.

4. Railroad noise measurements should include a representative number of single event noise levels from freight and passenger operations. Noise levels recorded over a 24-hour period are normally sufficient. The data collected should include the Sound Exposure Level (SEL) and maximum sound level (L_{max}) due to the

passage of the train, and a notation of whether a warning horn or whistle was used. The noise levels due to bells at rail crossings should also be described.

Aircraft Noise:

1. Noise produced by aircraft operations at an airport may be described by reference to published noise exposure contours for that airport. If the project site is within the 60 dB CNEL contour of an airport, predicted single event aircraft noise levels at the project site should be described. Predicted single event noise levels may be based upon noise measurements at the project site, or by using the FAA's Integrated Noise Model (INM). Aircraft noise levels should be expressed in terms of the Community Noise Equivalent Level (CNEL) and (where applicable) typical SEL and L_{max} values.

2. Noise produced by aircraft operations at other than an established airport should be described in terms of predicted Community Noise Equivalent Level (CNEL), SEL and L_{max} values. Predicted noise levels may be based upon noise measurements at the project site or other representative locations, or may be predicted using the FAA's Integrated Noise Model (INM). Helicopter noise level predictions may also be based upon the data reported in Helicopter Noise Exposure Curves for Use in Environmental Impact Assessment, FAA-EE-82-16.

Interior Noise Levels:

1. Interior noise levels should be calculated from the predicted exterior sound level and source spectrum at the affected building facades, and the sound transmission characteristics of the building facades. The calculation should account for the types and sizes of the building elements used in the facade, the amount of exposure of each facade to the noise source, and the cumulative noise exposure from each facade. If detailed building plans are not available, generalized building descriptions may be employed, subject to review when detailed plans are provided.
2. One-third octave or 1/1 octave band analysis is preferred, describing the source frequency content and facade transmission loss characteristics from 125 Hz to 4000 Hz. Corrections should also be made for absorption of sound by the receiving room. A safety factor of 3 dB is recommended to allow for potential degradation of acoustical performance from variables in construction and materials. Source spectra and transmission loss values should be obtained from published test results, if available.

3. If it is necessary to close windows and doors to achieve the required interior noise level standard, the analysis should indicate that adequate ventilation must be provided to meet the fresh air exchange requirements of the Uniform Building Code. Recommendations should also be made to ensure that the ventilation system does not compromise the acoustical integrity of the building facades, and that it does not create excessive interior noise levels due to its operation.

4. The report should cite the assumptions used for building elements and design features. Any building design features required to achieve the interior noise level standard should be clearly specified.

5. Description Of Noise

Noise is often defined simply as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. Researchers for many years have grappled with the problem of translating objective measurements of sound into directly correlatable measures of public reaction to noise. The descriptors of community noise in current use are the results of these efforts, and represent simplified, practical measurement tools to gauge community response. Before elaborating on these descriptors, it is useful to first discuss some fundamental concepts of sound.

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, now called hertz (Hz) by international agreement.

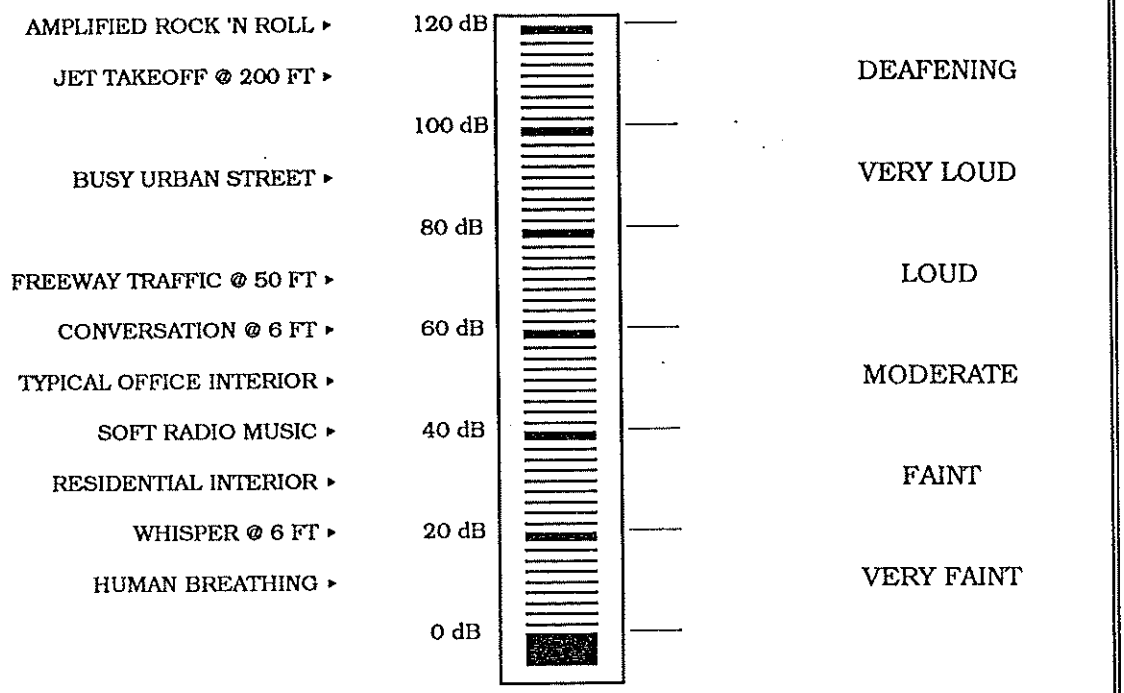
The speed of sound in air is approximately 770 miles per hour, or 1,130 feet/second. Knowing the speed and frequency of a sound, one may calculate its wavelength, the physical distance in air from one compression of the atmosphere to the next. An understanding of wavelength is useful in evaluating the effectiveness of physical noise control devices such as mufflers or barriers, which depend upon either absorbing or blocking sound waves to reduce sound levels.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold of 20 micropascals as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range.

The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighting the frequency response of a sound level measurement device (called a sound level meter) by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as sound levels in dB) and community response to noise. For this reason, the A-weighted sound pressure level has

FIGURE VIII-14
EXAMPLES OF SOUND LEVELS



become the standard tool of environmental noise assessment. Figure VIII-14 illustrates typical sound levels and subjective reaction due to recognizable sources.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors such as L_{dn} and CNEL, and shows very good correlation with community response to noise.

Two composite noise descriptors are in common use today: L_{dn} (Day-night Average Level) and CNEL (Community Noise Equivalent Level). The L_{dn} is based upon the average hourly L_{eq} over a 24-hour day, with a +10 decibel weighting applied to nighttime (10:00 p.m. to 7:00 a.m.) L_{eq} values. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime

exposures. The CNEL, like L_{dn}, is based upon the weighted average hourly L_{eq} over a 24-hour day, except that an additional +4.77 decibel penalty is applied to evening (7:00 p.m. to 10:00 p.m.) hourly L_{eq} values. The CNEL was developed for the California Airport Noise Regulations, and is applied specifically to airport/aircraft noise assessment. The L_{dn} descriptor is a simplification of the CNEL concept, but the two will usually agree, for a given situation, within 1 dB. Like the L_{eq}, L_{dn} and CNEL are averages and tend to disguise short-term variations in the noise environment. Because they presume increased evening or nighttime sensitivity, they are best applied as criteria for land uses where nighttime noise exposures are critical to the acceptability of the noise environment, such as residential developments.

Noise in the community has often been cited as being a health problem, not in terms of actual physiological damage such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for land use planning policies preventing exposure to excessive community noise levels.

To control noise from fixed sources which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

In addition to the sound level, other factors should be considered in establishing criteria for noise sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty, or correction, of 5 dB to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime, when residents may notice the sound in contrast to low levels of background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound which was not audible previously. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be

significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

6. Criteria for Acceptable Noise Exposures

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR guidelines contain a land use compatibility table which describes the compatibility of different land uses with a range of environmental noise levels in terms of L_{dn} or CNEL. A noise environment of 50 to 60 dB L_{dn} or CNEL is considered to be "normally acceptable" for residential uses according to those guidelines. The OPR recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate. As an example, the standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect lower existing outdoor noise levels.

The U.S. Environmental Protection Agency (EPA) also offers guidelines for community noise exposure in the publication "Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety". These guidelines consider occupational noise exposure as well as noise exposure in the home. The "Levels Document" recognizes an exterior noise level of 55 dB L_{dn} as a goal to protect the public from hearing loss, activity interference, sleep disturbance and annoyance. The EPA notes, however, that this level is not a regulatory goal, but is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable.

The U.S. Environmental Protection Agency has also prepared a Model Community Noise Control Ordinance, using L_{eq} as the means of defining allowable residential noise level limits. The EPA model contains no specific recommendations for local noise level standards, but reports a range of L_{eq} values as adopted by various local jurisdictions. The mean daytime residential noise standard reported by the EPA is 56.75 dB (L_{eq}); the mean nighttime residential noise standard is 51.76 dB (L_{eq}). This ordinance format has been applied by the City and County of San Diego.

7. Techniques for Noise Control

Any noise problem may be considered as being composed of three basic elements: the noise source, a transmission path, and a receiver. Local control of noise sources is practical only with respect to fixed sources (e.g., industrial facilities, outdoor activities, etc.), as control of vehicular sources is generally preempted by federal or state law. Control of fixed noise sources is usually best obtained by enforcement of a local noise

control ordinance. The emphasis of noise control in land use planning is therefore placed upon acoustical treatment of the transmission path and the receiving structures. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria (L_{dn}, L_{eq}, or L_{max}), the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

a. Use of Setbacks

Noise exposure may be reduced by increasing the distance between the noise source and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally 4 to 6 dB per doubling of distance from the source.

b. Use of Barriers

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. The difference between the distance over a barrier and a straight line between source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path length difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss in the frequency range of concern. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

Transparent noise barriers may be employed, and have the advantage of being aesthetically pleasing in some environments. Transparent barrier materials such as laminated glass and polycarbonate provide adequate transmission loss for most highway noise control applications. Transparent barrier materials may be flammable, and may

be easily abraded. Some materials may lose transparency upon extended exposure to sunlight. Maintaining aesthetic values requires that transparent barriers be washed on a regular basis. These properties of transparent barrier materials require that the feasibility of their use be considered on a case-by-case basis.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the low frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of a barrier will vary for each of these sources. Frequency analyses are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall will provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

Another form of barrier is the use of a depressed noise source location, such as depressed loading areas in shopping centers or depressed roadways. The walls of the depression serve to break line-of-sight between the source and receiver, and will provide absorption if left in earth or vegetative cover.

c. Site Design

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield another so that noise reduction measures are needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses.

Where project design does not allow using buildings or other land uses to shield sensitive uses, noise control costs can be reduced by orienting buildings with the narrow end facing the noise source, reducing the total area of the building requiring acoustical

treatment. Some examples of building orientation to reduce noise impacts are shown in Figure VIII-15.

Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project. Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs (see Figure VIII-16).

Site design should also guard against the creation of reflecting surfaces which may increase on-site noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of "U"-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless carefully located. Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

Another important aspect of site design is avoiding the creation of noise problems at adjacent noise-sensitive properties. For example, air conditioning units should not be placed adjacent to living areas of adjoining residences unless adequate shielding is provided. Swimming pools and outdoor activity areas such as "tot lots" should be located away from adjoining residences, or should be adequately shielded.

d. Building Design

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source, as shown by Figure VIII-17.

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, and can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an "urban canyon" may be created.

Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

e. Noise Reduction by Building Facades

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 12-15 dB noise reduction for building facades with open windows, and 20-25 dB noise reduction when windows are closed. Thus a 20 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Standard energy-conservation double-pane glazing with an 1/8" or 1/4" air-space is not considered acoustical glazing, as its sound transmission loss for some noise sources is actually less than that of single-pane glazing.

FIGURE VIII-15

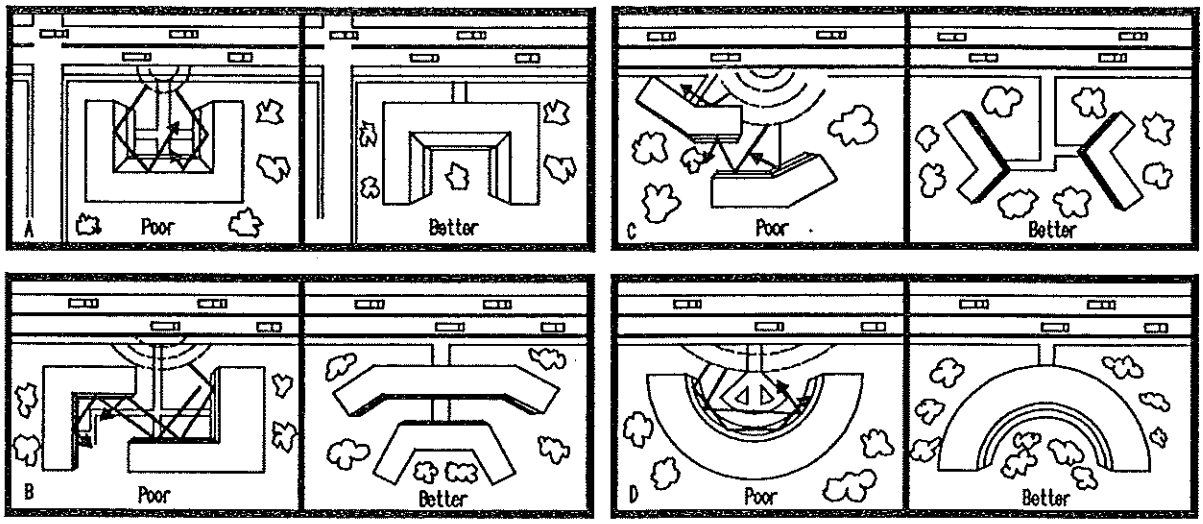


FIGURE VIII-16

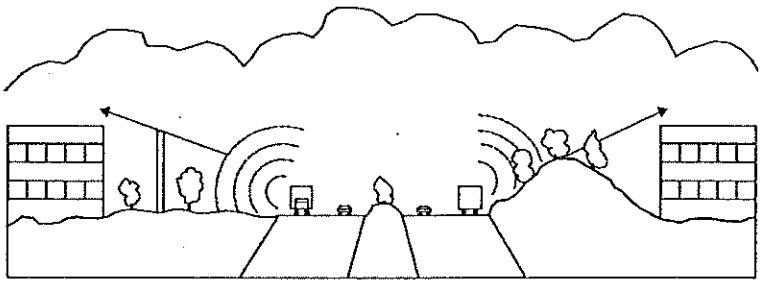
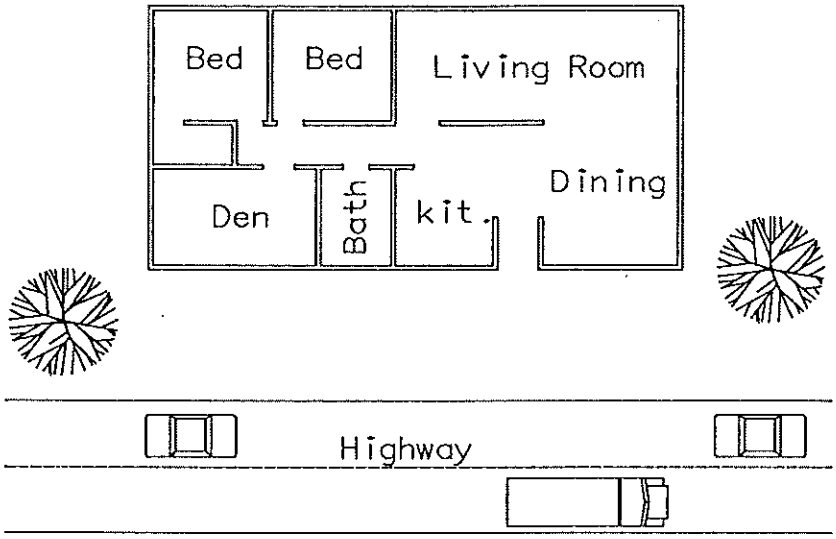


FIGURE VIII-17



Whichever noise control techniques are employed, it is essential that attention be given to installation of weatherstripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral content of the noise source. Requirements for transmission loss analyses are outlined by Title 24 of the California Code of Regulations.

f. Use of Vegetation

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however, that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

g. Sound Absorbing Materials

Absorptive materials such as fiberglass, foam, cloth and acoustical tiles or panels are used to reduce reflections or reverberation in closed spaces. Their use in exterior environmental noise control may reduce reflections between parallel noise barriers or other reflective surfaces. Maintenance of absorptive materials used outdoors may be difficult, as most such materials are easily damaged by sunlight and moisture. Their application as an outdoor noise control tool is limited to special cases where the control of reflected noise is critical and where the material is sufficiently durable.

8. Implementation Measures

To provide a comprehensive approach to noise control which supports the goals and policies of the Noise Element, the City shall:

A. Develop and utilize procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review and building permit processes.

Responsibility: Community Development
Time Frame: Immediate and ongoing
Related Policy: 1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6

B. Develop and utilize procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.

Responsibility: Community Development
Time Frame: Immediate and ongoing
Related Policy: 1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6

C. Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

Responsibility: Community Development, Building
Time Frame: Immediate and ongoing
Related Policy: 1.2, 2.3, 2.4, 2.5, 2.6

D. Actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

Responsibility: Community Development, Police
Time Frame: Immediate and ongoing
Related Policy: General Plan Guidelines

E. Purchase only new equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.

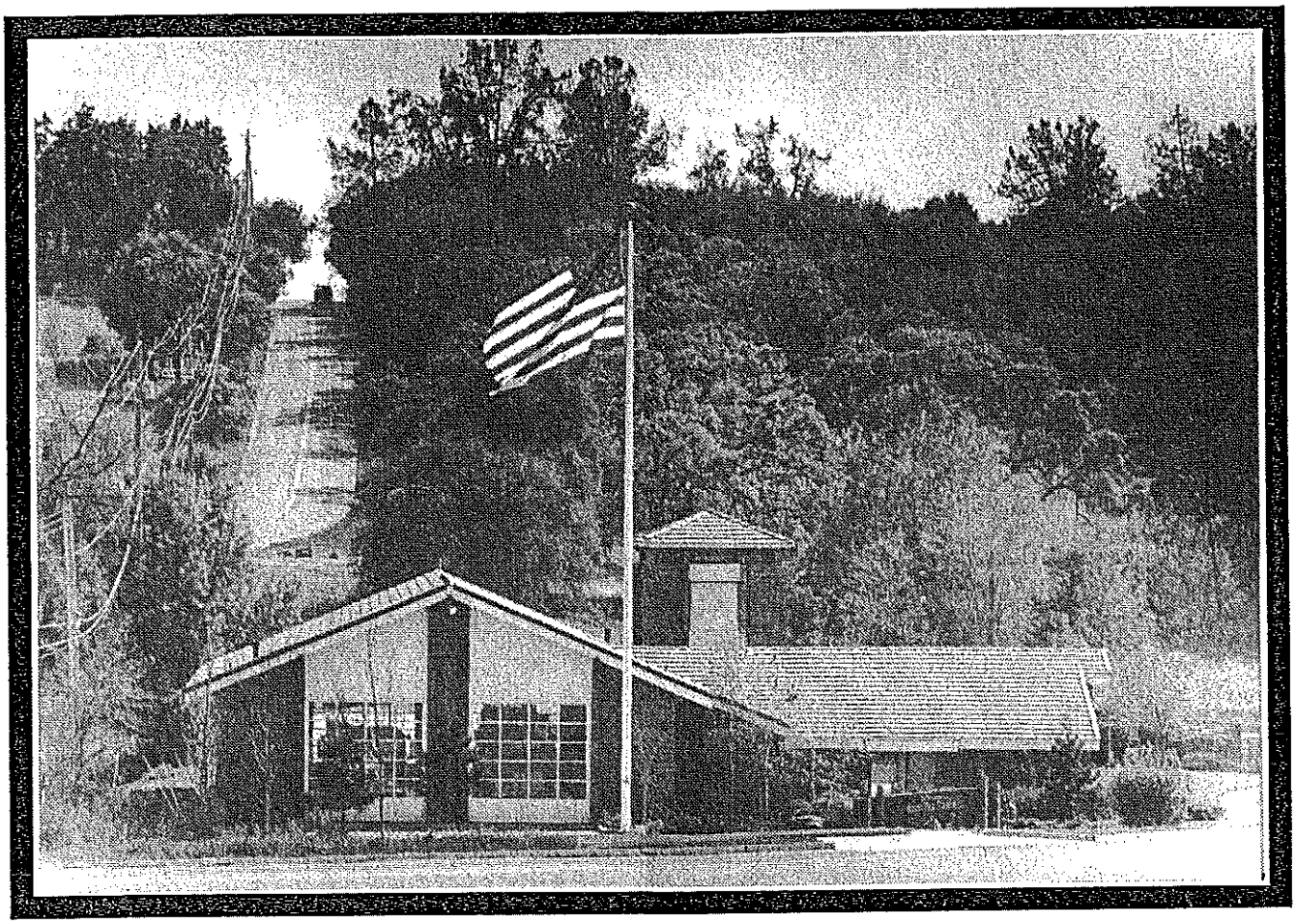
Responsibility: Community Development, Police, Fire, City Manager, Public Works
Time Frame: Immediate and ongoing
Related Policy: General Plan Guidelines

F. Periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the community and with noise control regulations or policies enacted after the adoption of this Element.

Responsibility: Community Development
Time Frame: Immediate and ongoing
Related Policy: General Plan Guidelines

IX

SAFETY ELEMENT



Maidu Fire Station

1. Introduction

The Safety Element presents a plan for minimizing the hazards to public health and safety in the City of Auburn and its environs. It identifies natural and man-made hazards that affect existing and future development, and provides guidelines for protecting residents from injury and death. It describes present conditions, and sets policies and standards for improved public safety. It seeks to minimize physical harm, as well as economic and social disruptions. The goals and objectives of the Safety Element reflect Auburn's regard for the health and safety of its residents. The element

addresses issues which the community believes would require government intervention in order to effectively achieve public safety. The purposes and goals of the other elements are also related to the goals of the Safety Element. Together, they will serve as a guide for decision making by public and private investors and for the future expenditure of public funds.

Natural and man-made disasters result in losses of life and property, economic and social setbacks, and the destruction of the environment. Local governments are charged with the responsibility of protecting their residents from danger and harm. The Safety Element is intended to guide development by reducing the levels of risk posed by natural and man-made hazards within the city and its planning area.

Some degree of risk is inevitable since natural disasters cannot be predicted with certainty, and because the knowledge and technology to control man-made risks is constantly evolving. Since the total elimination of risk is not possible, public safety is relative to the degree of risk that people find tolerable. The value of life and property becomes a yardstick for tolerance and the need for governmental action.

Specifically, the Safety Element serves the following purposes:

1. As one of the state-mandated elements, it fulfills the requirements of the State Planning and Zoning Law and the regulations in Section 65302(g) of the Government Code of the State of California.

2. The identification, mapping, and appraisal of seismic hazards which would be of concern, including areas subject to liquefaction, groundshaking, surface rupture, or seismic sea waves [Section 65302(f)].

3. An appraisal of mudslides, landslides, and slope stability which might occur as a result of a seismic disturbance [Section 65302(i)].

4. The identification of the potential for fires and other natural and man-made disasters and measures designed to reduce the loss of life, injury, and damage to property [Section 65302(i)].

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizen Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented by topic and sequentially, not by priority.

Goal 1: **Protect the citizens and visitors of the Auburn area from loss of life while protecting property and watershed resources from unwanted fires through preplanning, education, fire defense improvements, and fire suppression.**

Policy 1.1 Encourage future development in areas of Auburn that have been identified as suitable for development and in those areas identified as having the least fire risk.

1.2 Insure that all proposed developments are reviewed for fire safety standards by local agencies responsible for fire protection, including providing adequate water supplies and ingress and egress.

1.3 Maintain strict enforcement of the Uniform Building Code and the Uniform Fire Code.

1.4 Encourage continued use of education programs in schools, service clubs, and industry by fire protection agencies to foster public awareness of local fire hazards.

1.5 Encourage and promote installation of smoke detectors in existing residences which were constructed prior to requirements for their installation.

Goal 2: Protect the lives and property of the citizens of the Auburn area from unacceptable risk resulting from flood hazards.

Policy 2.1 Encourage future development in areas identified as having low risk of flooding.

2.2 Prohibit development within 100-year floodplain of all streams.

2.3 Continue to implement regulatory policies which minimize potential loss of property and threat to human life caused by flooding.

Goal 3: Minimize hazards to public health, safety, and welfare resulting from natural and man-made hazards.

Policy 3.1 All development shall incorporate measures to reduce natural and man-made hazards.

3.2 Continue to encourage and support the enforcement of state and federal environmental and pollution control laws by assisting state and federal agencies in the control of hazardous wastes, landfills, air pollution, and other issues.

3.3 Participate in the development of any local or regional emergency response plans.

3.4 Ensure that public and private water distribution and supply facilities have adequate capacity to supply both daily and emergency fire-flow needs.

3.5 Ensure compatible development in both man-made and natural high-hazard areas (e.g., aircraft safety zones, active fault zones,

slide-prone hillsides) and prohibit development of critical facilities such as police, fire and health facilities in these areas.

3.6 Prior to approval of development in high hazard areas, require the design of mitigation measures to the satisfaction of the City Engineer, Community Development Department, and Police and Fire Departments.

Goal 4: Protect all residents from hazardous materials and the hazards associated with transport of such materials.

Policy 4.1 Continue to support and encourage state efforts to identify existing or previously existing hazardous waste generators or disposal sites and monitor disposal of all wastes and contamination of these sites.

4.2 Require all businesses located in the City of Auburn to maintain Fire Department permits and to file a list of the chemicals which they use with the Fire Department and City Engineer and to identify the areas where chemicals are used or stored so that, should an emergency arise, emergency personnel will be able to respond appropriately.

4.3 The City shall meet or exceed State requirements for the recycling of solid wastes to minimize the demand on landfill sites.

4.4 Cooperate with regional agencies to develop reduced-risk routing for hazardous waste along transportation corridors.

4.5 Promote efforts to reach zero hazardous waste generation within the City of Auburn.

Goal 5: Maintain and enhance City emergency services.

Policy 5.1 Ensure there is no reduction in effectiveness of emergency services as a result of growth or the implementation of the General Plan.

5.2 Support the continued active enforcement of building and fire codes.

5.3 Support the development and continued updating of public education programs on health and safety.

5.4 All new construction shall conform to the requirements for visible and clearly legible signs and street numbers to shorten the response time of emergency personnel.

5.5 Encourage the formation and continued education of neighborhood watch groups to assist the police in crime prevention and detection.

5.6 Encourage neighborhood surveillance.

5.7 Open space areas shall be accessible to emergency vehicles.

5.8 Encourage "fire drills" for neighborhood areas; particularly those in the extreme fire hazard areas (Figure IX-1).

3. Existing Conditions

This section of the Safety Element is concerned with natural and man-made hazards that affect the City of Auburn planning area and the impacts that they could have on life in the City. It focuses on fire hazards, seismic hazards, flood-related hazards, geologic hazards associated with the slope and soil stability failure, the risk of aircraft accidents at Auburn Municipal Airport, hazardous materials, and crime. Certain key issues were identified early in the planning process by city staff, residents, and members of the Auburn General Plan Citizens Advisory Committee. In addition, there are statewide and regional safety issues which affect the city.

This section documents existing conditions in the planning area and provides the background analysis that led to the goals and policies contained in the previous section.

Threats to public health and safety are posed by natural and man-made conditions. Natural hazards result from characteristics of the environment. They are difficult to control or eliminate and are best avoided in order to reduce their danger and potential for damage. Human action may magnify the potential impact of natural hazards, but the disaster is primarily dependent on environmental conditions, such as the presence of earthquake faults, floodplains, and steep slopes. Man-made hazards stem from human activity. They happen as a result of specific practices and actions of man which may create a potential for fire, aircraft accidents, hazardous materials contamination, and crime. To eliminate a man-made hazard, the complete suspension of particular activities is sometimes necessary. This is difficult when economic forces are at play or when the activity supports a host of other economic activities.

In the Auburn area, the major natural hazards are wildfire hazards, seismic activity, flood, and geologic conditions. Aside from these, urban fires, aircraft accidents, hazardous materials contamination, accidents on Interstate 80, Highway 49, and railroads, and crime hazards are present due to ongoing human activities.

Fire Hazards

Wildfires occur on mountains, hillsides, and grasslands and they spread in relation to the area's vegetation, climate, and slope. In the planning area, native vegetation, such as chaparral, sage, and grassland provide the fuel that allows fire to spread easily across large tracts of land. These plant species are capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. The climate of the Auburn region keeps the grass dry and readily combustible. Steep slopes bring grass and brush within reach of upward flames while impeding the access of fire-fighting equipment. Seasonal drought conditions exacerbate fire hazards.

Figure IX-1 shows the fire hazard ratings within the study area. Due to the rugged terrain, highly flammable timber and brush covered lands, and dry summers, most of the land is designated either extreme or high hazard. The fire season in the Auburn planning area typically occurs roughly from June to November. If rains are minimal, grass may dry as early as May and brush as early as July. From December to April, in the rainy season, wildfires rarely occur.

Wildfire may be started by a variety of things: carelessly used matches, cigarettes discarded in the brush, the lack of spark arresters in off-road vehicles, and target shooting ricochets. In turn, fire fighters are hampered by motorists who do not yield to fire vehicles or who do not know how to provide clear passage in emergencies, as well as the steep terrain in areas where wildfires typically occur.

Fire protection in the plan area is provided by the City of Auburn, the California Department of Forestry, and the Consolidated Fire District and Newcastle Fire Districts. The City of Auburn has an agreement with the Consolidated Fire District to provide services for both structural and wildland fires within its boundary. Structural and wildland fire protection outside the city limits are provided by the individual fire districts or by the California Department of Forestry.

The Auburn Fire Department has four stations currently in operation:

1. Martin Park Station
   485 High Street and El Dorado

2. Gietzen Station
   226 Sacramento Street

3. Maidu Station
   901 Auburn Folsom Road and Maidu Drive

4. Airport/Industrial Station
   New Airport Road and Earhart Avenue

The City is evaluating the addition of new fire stations; four sites under consideration are:

1. Palm Avenue/Nevada Street area
2. Bowman area near Foresthill Road and I-80
3. Bowman Road north of Luther on the west side of I-80
4. Department of Forestry Station

Urban Fires

Urban fires occur in built-up environments, destroying buildings and other man-made structures. These disasters are often due to faulty wiring or mechanical equipment, combustible construction materials, or the absence of fire alarms and sprinkler systems.

Due to scale after reduction, please refer to the full scale map at the City of Auburn Community Development Department.

LEGEND

- E — Extreme
- H — High
- M — Moderate

Source: Placer County Resource Conservation District

Planning • Engineering • Landscape Architecture
Harland Bartholomew & Associates, Inc
Sacramento, California

CITY OF AUBURN GENERAL PLAN

Fire Hazard Rating

1 : 38,400

FIGURE IX-1

Human accidents with appliances and equipment, and the careless use of cigarettes and matches also cause urban fires. Older buildings are considered more likely to have fires since they often do not comply with present standards for fire safety construction. To minimize fire damage and loss, the fire department sets standards for building and construction. It requires the provision of adequate water supply for fire fighting, fire retardant construction, and minimum street widths, among other things. Fire prevention awareness programs and fire drills are conducted to train residents to respond quickly and correctly in order to reduce injury and losses during fires.

In the planning area, fires have been largely due to human accidents. Fire hazards are continuously present in the form of older buildings in the city center, although there are no pockets of high density development to compound the danger.

Seismic Hazards

A major earthquake is likely to occur in Northern California sometime during the next 30 years. Such an earthquake is expected to cause the loss of life, injury, and property damage at a scale unprecedented in this nation's history. While it is impossible to prevent an earthquake from occurring, research is continuing to develop ways of predicting earthquakes. Still, it will be many years before a program which accurately and reliably predicts earthquakes can be implemented.

Principal faults that could produce damaging earthquakes in the Auburn area are the San Andreas, Bear Mountain, Melones, Hayward and Cleveland Hills faults. The San Andreas Fault is the boundary where the North American plate and the Pacific plate meet. Pressure along this boundary causes earthquakes.

The San Andreas Fault in San Francisco and the Hayward Fault in the east bay area are 100 and 94 miles, respectively, from Auburn. Maximum credible earthquakes along these faults projected at magnitude 8.25 for the San Andreas and 7.5 for the Hayward, would produce barely perceptible shock and bedrock acceleration at Auburn (less than 0.05 g). The closest identified "potentially active" faults (where movement has occurred within the past two million years), are the Bear Mountain Fault and the Melones Faults, which are situated approximately three to four miles westerly and easterly from Auburn respectively. The closest identified "active" fault (where movement has occurred within the past 11,000 years), is the Cleveland Hills Fault, situated approximately 36 miles northwesterly of Auburn. Most recently, the Cleveland Hills fault was the source of the 1975 Oroville earthquake (Richter Magnitude: 5.7).

Active faults located between 50 and 100 miles from Auburn include the Mohawk Valley Fault, the Stampede Valley Fault, and the Fort Sage Fault; all located northeast of Auburn. Given the relationship to these various active faults, there is a high potential that the area will be subject to at least moderate earthquake shaking one or more times over the next century.

In general, the City of Auburn and the planning area are located in a seismically active region (Seismic Zone 3). The Uniform Building Code states that structures shall be designed to withstand seismic events as well as windstorm velocities. The dominant seismic feature affecting the city is the Cleveland Hills Fault which is 36 miles northwest of the planning area. This fault is considered one of the most active in the area in terms of destructive potential.

In addition, there are a number of fault traces that branch off from the primary fault. Movement on the San Andreas Fault may activate one or all of the subsidiary faults.

The amount of groundshaking at a site is expressed in terms of the acceleration of gravity. Ground acceleration is the rate of increase of speed of the ground, where each change in rate acts as a force on a structure. Thus, the greater the acceleration, the greater the force acting on a building site. Table IX-1 shows the historic activity of the San Andreas Fault, which includes richter scale measurement and modified Mercalli intensity scale (MMSI) measurement (see the Technical Appendices for a full description of the MMSI).

Placer County is traversed by a series of northwest-trending faults that are related to the Sierra Nevada uplift. Although seismic activity is a potential hazard, no active faults are known within Placer County (for details, refer to "Earthquake History of Placer County," Livingston, 1979, prepared for Placer County Planning Department).

Aside from groundshaking and ground surface rupture, earthquake hazards include the fissuring or cracking of bedrock, landslides, liquefaction, intense ground breakage, and ground settlement. Structures most likely to be affected are those that are old or near earthquake faults. Dams along earthquake faults may be subject to failure and may cause flooding of the surrounding area. Critical damage may also occur to structures that provide emergency services (hospitals, fire stations, schools, emergency shelters). Roads and utility lines for water, gas, power, telephone, sewer, and storm drainage may be disjointed and services cut off. These structures require special attention in the public safety programs of the city.

In case of a major earthquake in the region, damage to the following structures could occur:

1. **Interstate Highway 80**: There are a number of overpasses on Interstate 80 that could possibly be threatened in the event of a severe earthquake, greater than those previously experienced. Under such a scenario the County would be virtually cut in half between the eastern and western portions. Similar conditions have resulted from past winter storms requiring limited emergency measures.

2. **Train Derailments**: Southern Pacific Railroad tracks run adjacent to Interstate 80. Passenger trains run between Sacramento and Reno through the I-80 Corridor. A derailment in the higher elevations would pose logistics problems involved in freeing passengers caught in snowsheds

TABLE IX-1
SAN ANDREAS FAULT ACTIVITY

Date	Magnitude	Maximum Intensity[1]
1838	7.0	X - Comparable to 1906 earthquake
1857	7.9	IX+ - Buildings and large trees thrown down
1858	6.5	IX+ - Damage to building frames and foundations
1868	7.0	IX+ - Many buildings wrecked badly damaged. 30 killed.
1890	N/A	
1899	6.7	VIII - Brick buildings badly damaged. 6 killed.
1901	6.0+	
1906	8.3	XI - Great earthquake and fire. 700 killed. Greatest damage on poorly filled land 6.5 meter horizontal slip.
1916	6.0+	
1922	6.5	IX - Damage to masonry buildings and reservoir. Ground cracking.
1934	6.0	VIII - $41 million damage. 120 killed.
1966	5.5	
1977	3.0	
1978	2.2	
1989[2]	7.1	VIII - Freeway and bridge collapse. 42 killed.

[1] Modified Mercalli Intensity Scale
[2] Subsidiary fault of the San Andreas Fault.

SOURCE: Department of Mines and Geology, Fault Map of California and Earthquake Hazards.

especially during winter months. A derailment resulting from an earthquake could also cause a hazardous materials release.

3. **Telephone Communications:** Telephone communications could be adversely affected due to overloading resulting from post-earthquake calls within the area and from outside, and many instruments could be off their hooks. The situation could be further complicated by physical damage to equipment due to ground shaking, loss of services due to loss of electrical power, and subsequent failure of some auxiliary power sources.

4. **Water Supplies**: The open canals operated by Placer County Water Agency could rupture during a large earthquake. It is anticipated that these canals, of which some are elevated and over 100 years old, would be susceptible to failure under sufficient stress that a large earthquake could produce.

5. **Natural Gas and Propane**: The City relies on natural gas for fuel, with some properties dependent on individual propane tanks. Earthquake damage could cause natural gas line breaks, disruption of service and damage to propane tanks by knocking them off their foundations, posing potential fire hazard.

Ground Motion

The technical analysis of earthquakes to be expected from faults affecting the study area has defined these events in terms of a magnitude and recurrence interval. The level of risk associated with each event is indicated by the recurrence interval in much the same manner as the risk from other natural hazards, such as flooding, is defined by a recurrence interval. For example, it is common practice to design flood-prevention projects to accommodate the flows from a 100-year storm. Where a higher level of protection is desired, the design levels are increased to accommodate the flows from storms occurring at 300- to 500-year intervals.

The choice of a particular earthquake, for which protection is to be provided, involves a determination of acceptable risk. In general, the risk of occurrence decreases as the magnitude of the potential earthquake increases. Since the cost of providing protection increases as the magnitude of the "design earthquake" is increased, there is a point at which the cost of providing protection becomes prohibitive. Design for the 100-year event should be considered minimum; where a high level of protection is desired, such as for hospitals, design levels should be increased to protect against earthquakes with longer recurrence intervals.

FLOOD HAZARDS

Historically, precipitation has been moderate to occasionally heavy, but snowfall is very light in the Auburn area. The drought situation which has extended over the past five years has resulted in a significant decrease from the mean precipitation figures of previous years. The average annual rainfall totals 35 inches, but there is considerable variability from year to year. In a ten-year period, on the average, the driest year has less that 24 inches of precipitation while the wettest will receive 48 inches. Winter is the rainy season with 89 percent of the annual total precipitation falling in the six months from November through April.

Although no major flooding is expected in the planning area, intermittent flooding and sheetwash occur along major drainage channels and adjoining areas on scattered sites. Areas with flood hazards are the natural drainage channels of the Auburn Ravine, Dutch

Ravine and Rock Creek and the tunnel section of the Auburn Ravine under Old Town. Flat plains and natural depressions are also subject to possible flooding (as was noticeable in the Mt. Vernon Road area during the 1986 floods).

Both earthquake faults and developments reduce the total ground absorption area. Earthquake faults include bedrock features that create barriers to subsurface percolation, thus increasing the velocity and erosive capacity of storm water runoff on hillsides. Development also creates impermeable surfaces (structures, pavement, streets). Storm runoff is augmented by water flows from development contributing to street flooding. Both earthquake faults and developments reduce the total ground absorption area. Moreover, developed areas generate irrigation water runoff from landscaping which may channel storm water and other runoff flows into nearby underdeveloped areas and street gutters.

GEOLOGIC HAZARDS

The area's geology determines its capacity for supporting man-made structures. In Auburn, consolidated rocks make up the mountains and rocky buttes while alluvial soils are found on stream beds and the valley floor. Beneath the alluvial soils are the same hard rocks as found in the mountain areas. Geologic hazards are present in the form of unstable soils and certain ground formations which render some areas unsuitable for intensive human activity.

The planning area has steep slopes on its eastern edges, with unstable slopes, and areas subject to erosion and landslides. Areas with slopes less than 15 percent are generally considered suitable for all types of development. Those with a 15 to 25 percent slope are typically required to use hillside construction techniques to achieve substantial foundation support and stable soil conditions. Areas with slopes greater than 25 percent are subject to instability and erosion and are generally not recommended for development. Increasing urbanization on the hillsides exposes the community to possible landslides and rockslides which may result in human injury and property damage. Extensive grading will be required to create a developable surface in these areas. However, grading is also a form of land disturbance which may provide future land failure.

Geologic hazards within the area of the Auburn General Plan are small slumps, block slides, and landslides within the metamorphic rock; and slumps, occasional block slides, and erosional gullying within the intensely fractured serpentine. The occurrence of these features will increase as land values increase and more and more building sites are excavated on natural hillsides. The deeper the excavations, the more the weaknesses of underlying rock masses are exposed for potential failure.

Lands around major fault zones are exposed to greater geologic hazards as a result of repeated fault movement. Earthquakes give rise to broken rocks, ground fracture, and clay gouge. Broken subsurface rocks may not be readily apparent but the ground would no longer have its cohesive and shear strength to carry building loads. Ground fracture

is characterized by surface cracks and dips which increase the potential for erosion and landslides. Clay gouge occurs as a result of uneven ground settlement. Clay is more fine-grained than other soils. Thus, repeated ground movement will cause more settlement in areas with clayey soils than in other places.

A soil's potential to expand when wet, and shrink when dry, depends upon the type and amount of clay in the soil. Soil with certain types and a high amount of clay tend to swell or expand when water content is increased. They also shrink disproportionately when dry. Highly expansive soils can cause structural damage to foundations and roads. Lawn watering could concentrate subsurface water and subsequent soil expansion could cause land slippage. Soils with low shrink/swell potentials are suitable for building, with other factors considered. A high shrink/swell potential makes the site less suitable. Detailed investigations may be necessary for areas with moderate to high expansion potentials. Development on expansive soils requires special grading and construction techniques which increase development costs.

The propensity for soil erosion by wind or water runoff is dependent on soil type and its consolidation, vegetative cover, slope, and the runoff velocity. Erosive soils are often found in steep slopes where runoff velocity is also greatest and vegetative cover least. Eroded materials end up on the valley floor with coarse materials near the hillsides and finer ones in areas farther from the slopes.

Complete elimination of these geologic hazards is not possible due to the expense and the potential damage to the environment from massive alteration of the terrain. Danger can be avoided by prohibiting construction in areas with soil stability problems. It can also be reduced to some extent by grading and other engineering methods which remedy soil instability and provide a stable foundation for building construction. Differences in soil stability require specific engineering methods to offset the potential damage to the foundation and the reduced structural strength of buildings.

Aircraft Accident Potential

The Draft Auburn Airport Master Plan reports that seventy-five percent of aircraft accidents have been reported to happen on or near airport runways. These accidents may cause injury, death, fire, explosion, damage to property, and special and nuclear cargo problems, straining hospital facilities, disrupting traffic and utilities, and causing crowd control problems.

The presence of the Auburn Municipal Airport in the planning area carries the probability of aircraft accidents in surrounding areas. The number of flights at the airport fluctuates with an average of 65,000 operations over the last two years. Although forty-six accidents have occurred at the airport since 1964, only three accidents have occurred since 1984.

The airport minimizes disaster potential by following strict safety precautions and by having its own emergency personnel for crash and rescue operations. Development

proposals around the airport are subject to review and approval by the FAA to ensure compatibility with the airport. High density developments around the runway approach zones are limited or prohibited by the adopted Comprehensive Land Use Plan (CLUP).

HAZARDOUS MATERIALS/WASTES

Trace metals and chemical compounds used in industry have caused toxic pollution of the environment and harmful effects on man. The concern for the production, storage, transport, and disposal of hazardous materials/wastes arises in the wake of widely publicized health and safety problems due to improper handling.

Interstate 80 and Highway 49 pass through Auburn. The bulk of truck carried hazardous materials that enter the County do so via I-80. The cargos consist of a wide range of hazardous substances. Although the road is well maintained and a controlled access roadway, there are some steep and sharp turns that severely tax the brakes and handling ability of semi-trailer trucks. A propane gas spill Interstate 80 through Auburn in 1988.

In addition to highway traffic, other hazardous materials are transported through Auburn on the Southern Pacific Railroad and a major pipeline which runs along Borland Avenue.

Historically, hazardous materials incidents in Auburn have been frequent but of a relatively minor nature compared to more urbanized and industrialized areas.

In accordance with Assembly Bill 2948 (Tanner 1986), the City and County are jointly preparing a Hazardous Waste Management Plan which will include:

- An analysis of the hazardous waste streams generated in the city.
- A description of existing hazardous waste facilities which treat, handle, recycle, and dispose of hazardous waste in the city.
- An analysis of the potential for reducing the volume of hazardous waste through recycling and source reduction.
- A consideration of the need for the management of small volumes of hazardous waste produced by businesses and households.
- A determination of the need for additional hazardous waste facilities to meet expected generation volumes.
- An identification of existing facilities that may be expanded or siting criteria to identify new hazardous waste facilities.
- A statement of goals, objectives and policies for siting of hazardous waste facilities and the general management of hazardous waste facilities and the general management of hazardous waste through the year 2000.
- A schedule which describes City actions necessary to implement the plan through the year 2000.

Assembly Bills 2185 and 2187 (Waters, 1985 and 1986) were intended to protect public health and safety, and the environment by establishing business and area plans relating

to the handling, and release or threatened release of hazardous materials/wastes. The area plan for Placer County has been developed and is implemented by the Placer County Division of Environmental Health. The area plan covers all of Placer County and includes an inventory of hazardous materials/wastes facilities in the County including Auburn, procedures for emergency notification response, pre-emergency planning measures, and public safety information. Facilities with more than a specified amount of hazardous materials/wastes on-site, must submit a business plan to the Placer County Division of Environmental Health. The information in the Placer County Area Plan is available for public review.

Assembly Bill 939 (Sher, 1989), the California Integrated Waste Management Act, was enacted to reduce the amount of solid waste that must be disposed of by transformation or "transportation" and land disposal. Each County, City or local governmental agency which provides solid waste handling services must "provide services that include, but are not limited to, source reduction, recycling, composting activities, and the collection, transfer, and disposal of solid waste within or without the territory subject to its solid waste handling jurisdiction." There are no hazardous waste landfills currently operated by the City of Auburn. The Auburn Placer disposal site, however, is a transfer station presently in use near the Auburn Airport.

Several State agencies monitor hazardous materials/waste facilities. Potential and known contamination sites are monitored and documented by the Department of Health Services (DHS) and the Regional Water Quality Control Board (RWQCB). A review of the leaking underground storage tank list produced by the RWQCB, and the Hazardous Waste and Substances Sites List produced by the Office of Planning and Research indicates no hazardous waste sites are located in Auburn.

If an imminent public health threat is posed by an outside factor, the city will support local regulating agencies in notifying the public.

The transport of hazardous materials/wastes and explosives through the planning area is regulated by the California Department of Transportation (DOT). Interstate 80 is open to vehicles carrying hazardous materials/wastes. City streets and unincorporated County areas are generally not designated as hazardous materials/wastes transportation routes, but a permit may be granted on a case-by-case basis. Transporters of hazardous wastes are required to be certified by the DOT and manifests are required to track the hazardous waste during transport. The danger of hazardous materials/wastes spills during transport does exist and will potentially increase as transportation of these materials increases on Interstate 80, Highway 49, and the railroad. The Placer County Office of Emergency Services (OES), Placer County Division of Environmental Health, the Auburn Police Department, and the Auburn Fire Department are responsible for hazardous materials accidents at all locations within the City.

Development of industrial land in the planning area could increase risks associated with hazardous materials/wastes use. Programs for proper storage, handling, and disposal need to be developed according to State, Federal, and local guidelines to reduce those risks. The City will support and assist in such programs.

CRIME

Crime and other acts of violence undermine the community's sense of security and threaten public safety. As Auburn develops, the increasing concentration of population will bring increasing criminal activities, although not necessarily increasing the crime rate (number of crimes per 1,000 population). While it is expected that individuals will take normal precautions to protect themselves from danger, the city provides additional protection from harm brought on by the malicious intent of others.

CONSTRAINTS

Constraints to public safety are a result of both natural events and the activities of man. Natural hazards are caused by excess rainfall, seismic activity, landslides or high winds. Man made hazards are the result of aircraft accident, crime, hazardous materials spills, and fires. The following are some of the factors which constrain protection of the public:

1. **Unpredictability.** Natural disasters are often unpredictable. In order to reduce the danger of disaster precautionary measures are required. Avoidance of flood-prone areas and flood control measures are necessary. Construction to earthquake standards has proven effective to reduce losses in seismic events. Emergency plans which include evacuation, medical aid, and temporary food and shelter are important.

2. **Existing Land Development.** Prior settlement patterns and very dense development often present difficult access problems for emergency vehicles. Undefined evacuation routes and lack of emergency communication lines are also problems for emergency service providers.

3. **Priorities.** Public safety may be described as the preservation of human life and the protection of property. These values underlie the concept of human settlement; however, the relative importance of saving lives or saving property is sometimes a subjective decision.

4. **Human Carelessness.** Carelessness often leads to accidents which can involve automobiles, airplanes, hazardous materials spills, urban fires and forest fires. Public education and safety rules and regulations are important to avoid careless attitudes and actions.

5. **Individual Precaution.** Citizens often are the cause of their own disasters through lack of available or at-hand precautions, i.e. not locking doors at night or when away, swimming alone, drinking and driving, or smoking in bed.

6. **Economics.** Economic considerations often play an important role in providing for public safety. Budget limitations force difficult decisions related to deciding which safety measures are more important or cost effective.

4. Implementation

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the mean by which progress in carrying out the Goals and Policies will be measured.

A. The City shall review all new development for conformance to fire safety standards.

Responsibility: Community Development, Fire
Time Frame: Ongoing
Related Policy: 1.1, 1.2, 1.3

B. The City should work with the Fire Department to prepare an educational brochure which fosters public awareness of local fire hazards and promotes use of smoke detectors.

Responsibility: Community Development, Fire
Time Frame: 1994
Related Policy: 1.4, 1.5

C. The City shall identify high flood risk areas and update the zoning ordinance to prohibit development in flood prone areas.

Responsibility: Community Development, Public Works
Time Frame: 1994
Related Policy: 2.1, 2.2, 2.3

D. The City should coordinate efforts with Placer County to keep current and periodically improve the Solid Waste and Hazardous Waste Management Plans.

Responsibility: Community Development, Public Works
Time Frame: Annually
Related Policy: 3.1, 4.1, 4.2, 4.3, 4.4

E. The City shall review all new development proposals for conformance to standards for environmental protection, air pollution control, water quality, and hazardous waste disposal.

Responsibility: Community Development, Public Works, Fire, Police
Time Frame: Ongoing
Related Policy: 3.2, 3.3, 3.4, 3.5, 3.6

F. The City shall periodically update the Emergency Services Plan.

Responsibility: City Manager, Police, Fire, Public Works
Time Frame: Ongoing
Related Policy: 5.1, 5.2, 5.3, 5.8

G. The City shall continue and expand Crime Prevention Programs.

Responsibility: Police
Time Frame: Ongoing
Related Policy: 5.5, 5.6

H. The City should include emergency access for development projects.

Responsibility: Community Development, Public Works, Building
Time Frame: Ongoing
Related Policy: 3.6, 5.1, 5.7

I. The City shall include legible sign and street number requirements in the development review process.

Responsibility: Community Development, Public Works, Building
Time Frame: Ongoing
Related Policy: 5.1, 5.2, 5.4

J. The City shall require all new buildings to be constructed to the Uniform Building Code Standards for protection from seismic events.

Responsibility: Community Development, Public Works, Building
Time Frame: 1993--ongoing
Related Policy: 3.1, 3.3, 3.4, 3.5, 5.2

K. The City shall prepare a Household Hazardous Waste Ordinance (see Open Space and Conservation Implementation Measure I).

Responsibility: Public Works
Time Frame: 1992-1993
Related Policy: 4.5

X

ECONOMIC ELEMENT

Previously Auburn Hotel - Auburn Promenade

1. Introduction

The economic growth rate of a city or area is controlled by numerous factors, many of which operate at both regional and national levels beyond the direct influence of local governments. However, the purpose of this Economic Element is to provide a framework for future economic development in Auburn, including the development of methods and strategies for creating new opportunities for future economic growth and development within the city. This Economic Element addresses Auburn's fiscal condition because the City's fiscal resources can be directly connected to its ability to provide amenities that attract economic development.

Economic growth and development are crucial to the City for three reasons:

1. Supply of jobs in the community.

2. Production of goods and services.

3. Maintenance of a tax base for the community that will ensure the financial stability of the city and provide financial resources for future municipal programs and projects.

To reach the goal of economic viability, the labor market must have a varied economy where new opportunities are constantly available, where upward mobility is possible and where entry-level positions already exist. An important factor in recruiting new business and industry is the matching of job skills of the local labor force with the needs of business and industry, in itself an ever changing arena. The Auburn Airport Industrial Park is an important location for industrial development in the Auburn Area, however, it is an island within the County. To achieve economic balance, the island needs to be eliminated, joining the airport with the remainder of the City through annexation.

This element is an optional or "elective" element of the Auburn General Plan. That is, although not one of the seven elements mandated by the state, the preparation of an Economic Element to the General Plan is authorized by Section 65303 of the California Government Code, which states: "The General Plan may include any other elements or address any other subjects, which in the judgement of the legislative body relate to the physical development of the County or City."

The inclusion of the Economic Element in the Auburn General Plan is an indication of the awareness of the City of the influence of economic factors on the development of a viable community, of adequate levels of community services, and the standard of living.

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizens Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented by topic and sequentially, not by priority.

Goal 1: **Provide a land development pattern, planning process, and regulatory atmosphere conducive to maintaining and increasing employment opportunities for City residents and fostering new economic development.**

Policy 1.1 Focus on attracting clean, non-polluting industries.

1.2 Actively encourage new industries that will employ city residents.

1.3 Consider the adequacy of economic development efforts on an annual basis.

1.4 Attempt to increase the number of persons who both work and live in the city.

1.5 Develop industrial lands primarily for economic activities that contribute to local employment and income.

1.6 Support airport improvements.

Goal 2: Enhance the City's sales tax revenues by strengthening the City's retailing to serve the needs of local residents and encouraging shoppers from outside the community.

Policy 2.1 Improve commercial areas by providing a variety of commercial needs for tourists and residents.

2.2 Improve economic development through promotion and by utilizing redevelopment funds.

Goal 3: Maintain and expand existing businesses.

Policy 3.1 The Chamber of Commerce, Main Street, City, and Merchants Associations should all work together to promote the retention and expansion of existing businesses.

Policy 3.2 The City will utilize and promote redevelopment to retain and expand existing businesses.

Goal 4: Encourage tourism, conventions and development of a conference center.

Policy 4.1 Emphasize Auburn as a tourist stop.

Policy 4.2 Strengthen and maintain tourism as a major industry in Auburn.

Policy 4.3 The City of Auburn and Chamber of Commerce will promote the development and utilization of a conference center.

3. Existing Conditions

ECONOMIC PROFILE

Auburn's economic profile is characterized by government, service and retail, industrial and tourist related employment. Auburn is the county seat of Placer County with the County representing the largest employer in the Auburn area. Table X-1 summarizes the major employers in the Auburn area.

As Table X-1 indicates, most of the large employers in Auburn provide services to the local population. The lack of industrial sector jobs is due in part to two factors: (1) the close proximity of Auburn to Roseville and Sacramento where significant amounts of industrial sector jobs are located; and (2) development constraints such as topography and difficulty in access. Thus, Auburn operates as a bedroom community to the more developed areas in and around Sacramento.

According to the *Jobs/Housing Balance Issue Paper* prepared for the 1991 Auburn Bowman Community Plan Update, the Auburn area is job poor and housing rich. (Jobs/housing balance is typically expressed as a ratio of jobs to housing units; 1:1 denoting one job for each housing unit.) In the City limits of Auburn, the 1990 jobs/housing ratio was 0.81 to 1. This ratio was only somewhat higher in the unincorporated area around Auburn. In addition to the poor jobs/housing balance, further analysis in the study showed that the Auburn area lacks the important match between jobholder's housing needs at prices commensurate with their wages, and jobs to support the more expensive residences in the area.

The implications of the above information for this General Plan are important in the development of opportunities for economic development in Auburn. Opportunities which Auburn should consider include the following:

1. **Auburn has been recognized as a tourist stop.** This statement means that Auburn has been a destination for travelers and has significant attractions to warrant extended visits by tourists travelling through the area. To improve Auburn's attractiveness as a tourist spot, emphasis should be placed on lodging, food, entertainment, as well as its unique historical background. The City of Auburn imposes a Transient Occupancy Tax (TOT) that serves as a source of revenue. This tax currently stands at 8%, 2% of which is passed to the Chamber of Commerce and 6% of which remains with the City. The revenue accrued from TOT for fiscal year 1991-92 was approximately $15,500.

2. **Auburn offers unique recreational opportunities.** These include, but are not limited to, fishing, gold panning, swimming, rafting, mountain biking, hiking, horseback riding, golfing, and picnicking.

3. **Auburn has the potential resources to provide adequate sites for small industrial employers.** Areas such as the Auburn Municipal Airport

TABLE X-1
MAJOR EMPLOYERS IN THE AUBURN CITY AND SPHERE

Employer	No. of Employees (Full-time/Part-time)	Type of Business
MANUFACTURING		
Coherent	400	Optic and laser systems
American Forest Products	110	Lumber
R & W Products	100	Industrial ceramics
Auburn Container	70	Box and crate manufacturing
Joe Chevreaux	50	Aggregates
Eric Larson Co.	50	Bottle water equipment
NON-MANUFACTURING		
Placer County	2,180	County governmental services
Auburn Faith Hospital	650	Medical services
Pacific Bell Telephone	310	Telephone services
Placer Union High School District	300	Education
Auburn Recreation District	250	Recreation/management
Pacific Gas & Electric	240	Gas and electric services
U.S. Bank	160	Savings and loan services
Auburn Union School District	152	Education
Auburn Journal	130	Local newspaper services
Raley's Stores	130	Food market
Lucky Stores	130	Food market
Bel Air Market	120	Food market
Placer County Water Agency	120	Water services
Lumberjack	100	Hardware store
Daughtery's Department Store	95	Department store
Albertson's Market	95	Food Market
U.S Post Office	90	Postal Services
California State Division of Forestry	80	Forest management
Placer Savings Bank	80	Banking services
City of Auburn	75	Local government services

SOURCE: Auburn Chamber of Commerce, 1990; Placer Union High School District, 1992; Auburn Union School District, 1992.

Industrial Park and the industrially zoned areas along Nevada Street and Borland Avenue provide the opportunity for small scale industrial development to occur. Interstate 80 is directly accessible from all of these sites and public infrastructure such as water and sewer is currently in place.

4. **Auburn is in an ideal location to provide services to the growing population of the Sacramento area.** Possibilities include recreational services such as golf courses, hiking, biking and hotel services for tourists and conventions.

CITY OF AUBURN BUDGET

In order to understand how Auburn's fiscal resources are generated and utilized, the following analysis discussion of the City's 1988 to 1991 budgets have been included in the Economic Element. While commercial and industrial uses are taxed like residential uses, they usually do not create the same demand for public services. In effect, commercial and industrial uses help finance public services provided to Auburn's residential areas. A solid base is crucial to the City, for it is this base which generates funds which pay for many of the basic public services the City of Auburn must provide.

Revenue

In fiscal year 1990-91, the City of Auburn's estimated total general fund resources totaled $4,511,726 (Final 1990-91 Operating Budget-City of Auburn). The sources of funding are described in Table X-2.

The total represents a seven percent increase from revenues during fiscal year 1989-90 (when revenues totaled $4,203,672) and a 22 percent increase from revenues during fiscal year 1988-89 (when revenues totaled $3,729,378). The most significant source of increase was revenue from service charges which rose by 67 percent. Other significant contributors to the increase were: a) revenues from "other agencies"; b) sale of documents, insurance refunds, etc., (a 46 percent increase); c) permits (a 38 percent increase); and d) property rentals (a 35 percent increase).

Expenditures

In fiscal year 1990-91, the City of Auburn's estimated expenditures totaled $5,160,191. The expenditures, by department, were as follows:

- Police (24.37%),
- Non-departmental; insurance, contractual services, retirement, annexation costs, etc. (22.74%),
- Public services (18.92%),

TABLE X-2
1990-1991 CITY OF AUBURN GENERAL FUND SOURCES

Source	Amount	Percentage
Taxes	$2,884,286	64
Service charges	$426,807	9
From other agencies	$382,197	8
Permits	$255,302	6
Use of Money and Property	$126,598	3
Licenses	$122,734	3
Franchises	$115,068	2
Fines and forfeitures	$39,736	1
Other Revenues	$158,998	4
TOTAL	**$4,511,726**	**100**

SOURCE: City of Auburn, Final 1990-91 Operating Budget

- Administrative expenditures (8.02%),
- Community development (7.66%),
- Fire (6.02%),
- Building/buildings and grounds (5.19%),
- City Council and City Clerk (4.45%),
- Equipment and facilities plan (1.93%), and
- Civic Center maintenance and operations (.70%).

Expenditures increased $1,430,726 since fiscal year 1988-89. The 38 percent increase maintained current service levels and provided for substantial funds for growth-related activities such as the general plan update and for the maintenance and operations of the Civic Center. The main factors involved in the increase were:

1. Insurance Increases;
2. Facilities and Equipment Plan;
3. Funding for a proposed police officer;
4. Additional funding for fuel and lubricants for the police department;
5. Civic Center maintenance and operations; and
6. General Plan Update.

Estimated revenues are expected to remain constant until the current (1992) economic climate improves. A decline in revenues occurred in 1992-92 due to the loss of Lumberjack, Safeway, and Alpine Market. Recent changes in state property tax allocations have also contributed to the decline in revenues. New sources of revenue along with the attraction of new revenue generating business are needed.

Although the City of Auburn is not facing a budget deficit, the future economic picture of the City is not clear. Currently 66 percent of the City's budget is spent on salaries with the remaining 34 percent available for materials, supplies, and capital. This is typical for most cities. Most of the 34 percent is allocated to materials and supplies. Therefore, significant public resources are not available for capital improvements for community services and amenities. In addition, the City has suffered the loss of three large commercial retailers, whose sales taxes are an important resource in the City's annual budget. Facing the situation described above, the City of Auburn may have to increase its dependence on private resources in the future to fund public services and amenities such as the construction and maintenance of roadways and parks. To provide for the City's needs, stable, long-term revenue generators need to be attracted and maintained.

4. Implementation

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the means by which progress in carrying out the Goals and Policies will be measured.

A. The City should host an annual seminar with the Chamber of Commerce, Main Street, and the Merchants Associations to develop mutual strategies to attract industry, business, and tourism.

Responsibility: City Manager, Community Development
Time Frame: 1st annual 1994
Related Policy: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 2.1

B. The City will continue to identify areas suitable for redevelopment and coordinate planning and public works with redevelopment project proposals.

Responsibility: Community Development, Auburn Urban Development Authority, Public Works
Time Frame: Immediate and ongoing
Related Policy: 2.2, 3.2

C. The City shall promote the establishment of a rail station to encourage the tourist industry and identify Auburn as a destination attraction.

Responsibility: Auburn Urban Development Authority, Community Development, Public Works
Time Frame: Immediate and ongoing
Related Policy: 4.1, 4.2, 4.3

D. The City should, as feasible retain the services of an economic redevelopment specialist to assist with business retention/expansion and to attract new job generating uses.

Responsibility: Auburn Urban Development Authority, City Manager, Community Development
Time Frame: 1993
Related Policy: 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 3.1, 3.2

XI

HISTORIC ELEMENT

Oldtown Auburn

1. Introduction

The purpose of the Historic Element is to identify the structures and areas of Auburn that should be preserved due to their historical, architectural, cultural, or archaeological significance and to present programs to effect preservation. The Historic Element is most closely related to the Land Use Element. Land uses within identified historic areas will be regulated by Historic Guidelines as well as zoning.

The Historic Element is an Optional Element of the General Plan (Government Code Section 65303). The following Goals and Policies are presented by topic and sequentially, not by priority.

2. Goals and Policies

The goals and policies in this report were developed in conjunction with the Citizen Advisory Committee for the City of Auburn General Plan Update. These Goals and Policies are presented by topic and sequentially, not by priority.

Goal 1: **Preserve all historical sites and enhance the character of the historic districts.**

Policy 1.1 Implement the Historic Development Guidelines listed in the Historic Element.

Policy 1.2 Preserve existing Indian and Chinese cemeteries and other historic sites.

3. Existing Conditions

Auburn lies in the heart of territory formerly occupied by the Nisenan or Southern Maidu Indians. Their country encompassed the Bear, Yuba and American River basins. The Nisenan languages and dialects were related to those of the Northeastern or Mountain Maidu of the upper Feather River drainage system in much of what is now Plumas County and the Konkow or Northwestern Maidu of the lower Feather River and Butte Creek basins in much of modern-day Butte County.

It has been noted that the economy of the Hill Nisenan was so diversified, the means of resource exploitation so effective, and the carrying capacity so relatively high, that Hill Nisenan territory was among the most densely populated in prehistoric California. Acorns, deer and fish were the primary staples of the Nisenan diet, and these were supplemented with a vast array of smaller game, nuts, seeds, roots, berries, herbs, fruits and fungi.

The discovery of gold in 1848 on a ravine in the center of what is now Old Town led to the first Anglo settlement in Auburn. By April of 1849 a mining camp was well established. It was initially called by several names--North Fork Dry Diggins, Rich Ravine, Wood's Dry Diggins--but by November of 1849 it became known as Auburn (Auburn Main Street Architectural Design Guidelines (AMSADG), 1989).

The Chinese came to the Auburn area with the advent of the railroads and the gold mining, as laborers, miners, cooks and merchants.

Although gold led to the beginning of Auburn, a secondary economy soon evolved around banking, lodging, and provisions as other areas of the Mother Lode opened up to gold mining. This resulted in the development of a variety of building types to house each of these activities. Old Town's population also began to change, reflecting Auburn's developing economy, from predominantly miners to a population that included lawyers, bankers, and shopkeepers (AMSADG, 1989).

Incorporation of Auburn as a city occurred in 1860; then it disincorporated in 1868 and reincorporated in 1888. In 1865, the transcontinental railroad from Sacramento arrived in Auburn with a profound effect. The railroad chose to bypass Old Town, establishing tracks and a station to the east, closer to what was to become the Downtown area of Auburn. With the development of Downtown, two historic areas evolved in Auburn, each with its own distinct character reflecting the time, people, and events that influenced development of the area.

Today Old Town functions as a specialty retail shopping area attracting both locals and tourists. Downtown plays a significant role as a major commercial area in Auburn and has a significant amount of 1920s-era buildings housing a wide variety of retail goods and services.

In addition to the above noted historic commercial areas, there are two historic residential neighborhoods, the Downtown Residential neighborhood and the Foresthill /Aeolia neighborhood which contain homes constructed between the mid-1800s and the early 1900s.

CURRENT PRESERVATION EFFORTS

Preservation efforts in Auburn have led to the development of two historic districts. The Old Town Historic District includes buildings constructed between 1850 and 1900. The Downtown Historic District includes buildings constructed between 1900 and 1940 with many 1920s-era structures dominating the area. Each historic district is surrounded by a larger design review district delineated to include many of the surrounding properties that give Auburn its historic character. Design guidelines and zoning regulations have been developed to control demolition, remodeling, and new construction within these design review districts. (Table XI-2) Each district prohibits the demolition of historic structures, requires that the remodeling of historic and non-historic structures to meet design guidelines, and requires that new construction meet design guidelines. However, the district regulations do not apply to residential structures and application of the guidelines are subject to approval or denial by the Old Town Historic Design Review Committee and the Planning Commission. For the Downtown Review District, the Downtown Design Review Committee makes recommendations with final action by the Planning Commission (these actions can be appealed to the City Council).

A significant number of historic sites are outside the existing Old Town and Downtown Design Review Districts. For instance, many historic residential sites can be found along the American River Canyon to the northeast of Old Town and Downtown Auburn. Exclusion of these historic sites from review districts or regulation could allow legal

removal or significant alteration to many of Auburn's significant historical structures. Enlarging the design review districts, however, will not adequately preserve historic residential structures because neither the design guidelines nor the zoning regulations apply to any building designed for or used exclusively for residential purposes.

The existing design guidelines and historic districts are documented in the *Auburn Main Street Architectural Design Guidelines* (AMSADG), developed under the Auburn Main Street program to revitalize Old Town and Downtown Auburn. The omission of many historic sites from the Design Review Districts stems from the purpose of the Auburn Main Street program, which is to revitalize the two "Main" Streets to ensure that quality and compatible building improvements are made to further economic revitalization efforts. The emphasis of the Main Street program led to boundaries that omitted residential historic sites outside of the commercial areas of Old Town and Downtown Auburn.

To remedy this situation, the Historic Element is included as an optional element to the General Plan with the specific purpose of identifying historic sites in Auburn and developing regulations or guidelines to preserve historic residential, as well as commercial, sites and to ensure the compatibility of new construction in historic areas.

HISTORIC ELEMENT INVENTORY

Identification of Auburn's historic sites is presented in the *City of Auburn Historical Resources Inventory* (CAHRI). The CAHRI was initiated after the loss of two historic buildings. This document is a supporting reference document. A supplemental survey was conducted by City and consultant staff for the specific purposes of identifying additional areas that should be considered for historic preservation. The CAHRI contains a complete listing of historic sites in Auburn based upon National Register status codes. The supplemental survey concentrated on historic structures that reflected local characteristics to supplement the use of national standards in the CAHRI. For the Historic Element, the CAHRI criteria were simplified as shown in Table XI-1 and then used with the supplemental survey to define additional historic areas that specifically reflect Auburn's past.

TABLE XI-1
HISTORIC SITE CODING CRITERIA

National Register Status Code	Historic Element Code
1 = Individually listed on National Register	IS = Individually Significant
1D = Listed on the National Register as part of a district	IS = Individually Significant
3 = Appears eligible for individual listing in judgement of the person(s) completing or reviewing the inventory form	IS = Individually Significant
5 = Is individually listed or eligible for listing under a local preservation or landmark ordinance	C = Contributing Property*
3D = Appears eligible for listing only as a contributor	C = Contributing Property
5D = eligible for listing as contributor	C = Contributing Property
SOURCE: Harland Bartholomew & Associates, Inc., 1991	

The CAHRI and the supplemental survey, indicate that there are potentially about 400 historically significant properties within the city limits. As shown in Figure XI-1, these surveys suggest that an additional new historic area be identified to coincide with the 1948 Auburn City Limits. This is designated as Area III, the Historic Residential Area, in the following guidelines.

4. Historic Development Guidelines

Auburn contains two distinct historic commercial areas and a large historic residential area. Each area differs in respect to land use, time period, and historic styles. Therefore, each historic area will require different standards and guidelines for preservation.

Area I: The Old Town Historic Commercial area--circa 1850-1900.

Area II: The Downtown Historic Commercial area which displays 1900 to 1940 style buildings and contains a significant number of Twenties era buildings.

Area III: The Historic Residential Area--circa 1850-1940. The area within the 1948 Auburn City Limits.

The following Development Guidelines are intended for Areas I and II identified above. In these areas a public hearing is required for a demolition permit and extreme alteration. The Development Guidelines should be used in conjunction with the Auburn Main Street Architectural Design Guidelines (AMSADG). These development guidelines can be advisory or mandatory. It should be noted that all successful historic districts in the country have mandatory guidelines. To be mandatory, the City Council must adopt ordinances requiring that all existing, modified, and new structures comply with the development guidelines. If the Auburn Historic Area is to continue to compete with Old Sacramento, Nevada City, and other historic areas--the semblance of "older buildings" must be apparent.

In the guidelines, the term "shall" is mandatory and "should" is advisory. Authentic means that all building components are of the stated era and style. Compatible means a building has a combination of old and new components so that it appears to be compatible with the surrounding older buildings. Contemporary refers to any architectural style after 1940.

For Area III identified above, a public hearing is required for a demolition permit or extreme alteration. Implementation Measure E requires preparation of design guidelines for this area. This element does not include specific regulations for Area III.

AREA I--OLD TOWN HISTORIC COMMERCIAL AREA

This area contains a number of buildings which were constructed during the 1850-1900 period. The goal is to preserve this area in a pre-1900 style. Semi-modernization and infill with new pseudo western buildings would eliminate the potential for a historic

context. The following guidelines are intended to preserve the authenticity of this area. All building construction, renovations or additions, all signs and other structures are subject to the City's zoning, building, sign and other similar regulatory measures. Also, improvements within the Historic District (HD) currently require approval from the Old Town Historic Design Review Committee.

Exteriors

The exterior elements of a building include all walls, foundation, roof elements, doors, windows glazing, porch elements, eaves, chimneys, shutters and appurtenances.

I.1 Demolition of existing historic buildings shall undergo a public hearing process.

I.2 Remodel of an historic building shall be authentic and compatible with other historic buildings in the area (Circa 1850 to 1900).

I.3 Non-historic buildings may remain.

I.4 Remodel of existing non-historic buildings shall be compatible with the building itself and where possible should be compatible with the surrounding areas' historic buildings.

I.5 All new construction shall be in 1850-1900 style.

Accessory Buildings

Garages, work sheds and other accessory uses should only be located in rear yards as required by the Zoning Ordinance.

Signage

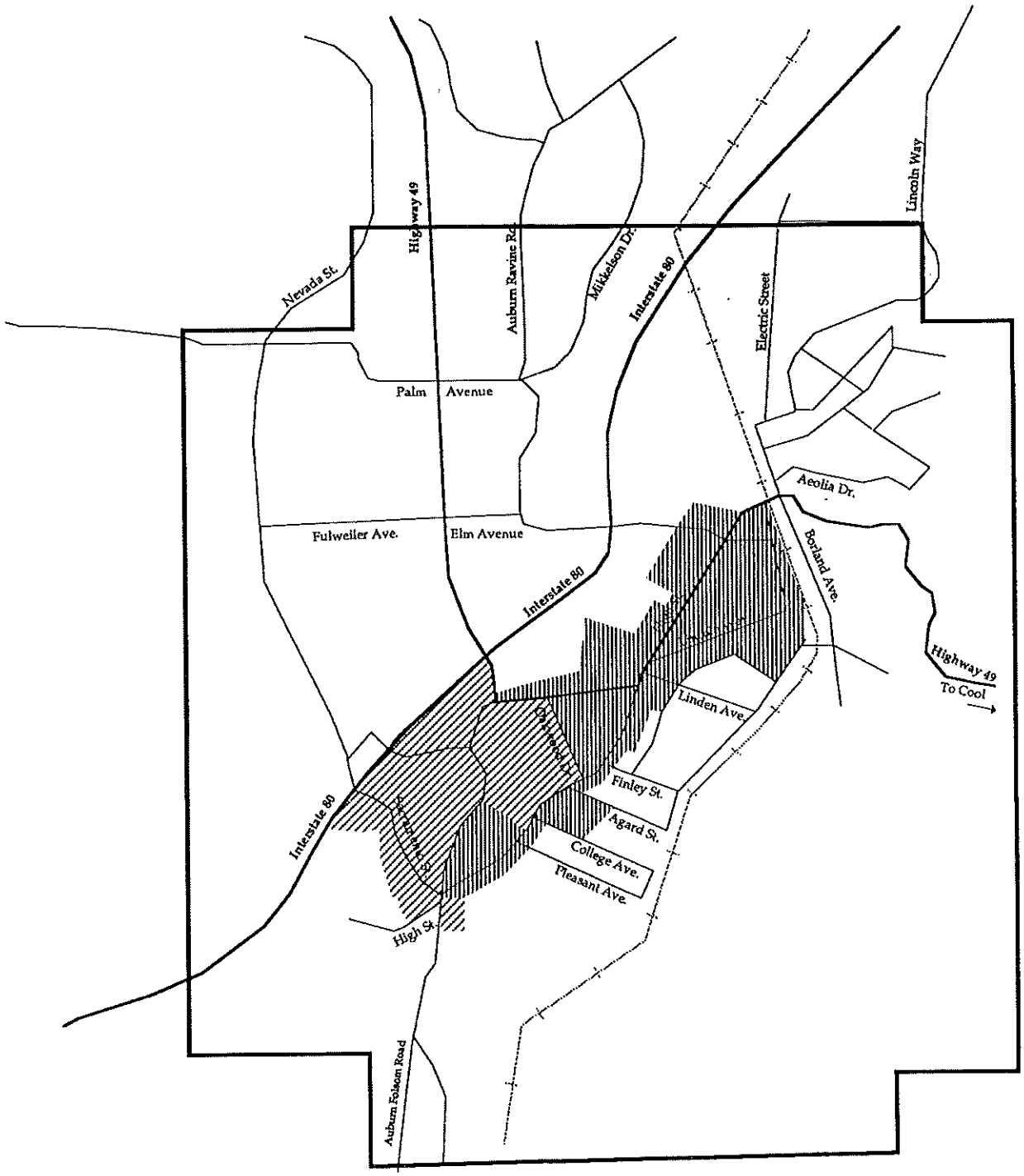
All signs must be in accordance with the City of Auburn Sign Ordinance and Main Street Design Guidelines. All new signs should be compatible with the 1850-1900 building styles.

Street Appurtenances and Landscaping

Streets, walks, alleys and open spaces were sparse within business areas in the late 1800s. Boardwalks, dirt streets and a few trees were most common. A return to these types of improvements would not be practical for a rehabilitated Old Town Auburn area. Appropriate improvements, however, are discussed in the Main Street Design Guidelines and the Design Workplan.

Parking Facilities

Parking facilities should be consistent with Main Street Design Guidelines and Design Workplan.



No Scale

July 1992

LEGEND

- I Old Town Historic Commercial Area
- II Downtown Historic Commercial Area
- III Historic Residential Area (1948 City Limits)

CITY OF AUBURN GENERAL PLAN

HISTORIC AREAS

Harland Bartholomew & Associates, Inc.

FIGURE XI-1

AREA II--DOWNTOWN HISTORIC COMMERCIAL AREA

The Downtown Historic Commercial area is filled with 1920s-era buildings as well as many others which were constructed between the years of 1900 and 1940. The prescribed guidelines are intended to maintain this area in a pre-1940 style.

Exteriors

The exterior elements of a building includes all walls, foundation, roof elements, doors, windows, glazing, porch elements, eaves, chimneys, shutters and appurtenances.

II.1 Demolition of existing historic buildings shall undergo a public hearing process.

II.2 Remodel of an historic building shall be authentic and compatible with historic buildings in the area.

II.3 Non-historic buildings may remain.

II.4 Remodel of existing non-historic buildings shall be compatible with the area.

II.5 All new construction shall be in pre-1940 style.

Accessory Buildings

Garages, work sheds and other accessory uses should only be located in rear yards as required by the Zoning Ordinance.

Signage

All signs must be compatible with the building styles and in accordance with the City of Auburn Sign Ordinance and the Main Street Design Guidelines. All new signs should be compatible with the building styles.

Street Appurtenances and Landscaping

Improvements should be based on the Main Street Design Guidelines and the Design Workplan.

Parking Facilities

Parking facilities should be consistent with Main Street Design Guidelines and Design Workplan.

This area contains many houses which were constructed between the mid-1800s and the early 1900s. In order to preserve historic residential structures and historic neighborhoods, demolition or extreme alteration of existing historic buildings and neighborhoods shall undergo a public hearing process.

5. Implementation

Table XI-2 summarizes the Auburn General Plan Historic Element development guidelines. These guidelines should be used in conjunction with the Auburn Main Street Architectural Design Guidelines and the Main Street Design Workplan to ensure historic preservation efforts are efficiently implemented.

These programs relate to the adopted goals and policies. The implementation and completion of the programs represent the means by which progress in carrying out the Goals and Policies will be measured.

A. The City shall prepare and adopt Historic District designation for the Old Town and Downtown Areas.

Responsibility: Community Development
Time Frame: 1994-1998
Related Policy: 1.1

B. The City should implement the Historic District Development Guidelines and continue implementation of the Auburn Main Street Architectural Design Guidelines.

Responsibility: Community Development
Time Frame: 1993-1995 and ongoing
Related Policy: 1.1

C. The City shall continue to update the inventory of historic city sites.

Responsibility: Community Development
Time Frame: 1994-1996
Related Policy: 1.2

D. The City shall prepare an historic site ordinance.

Responsibility: Community Development
Time Frame: 1994-1996
Related Policy: 1.2

E. The City shall prepare design guidelines for residential structures.

Responsibility: Community Development
Time Frame: 1994-1996
Related Policy: 1.2

F. Encourage the establishment and maintenance of a Auburn Historic Trust Fund to support the maintenance and enhancement of Auburn's Historic Structures and Historic neighborhoods.

Responsibility: Community Development
Time Frame: 1994-1996
Related Policy: 1.1 and 1.2

TABLE XI-2
AUBURN GENERAL PLAN HISTORIC ELEMENT
DEVELOPMENT GUIDELINES

2 Regulation/Standard		Area I Old Town	Area II Downtown	Area III Residential
1.	**Existing Historic Buildings**			
1.1	Requires public hearing for demolition or extreme alteration.	Yes	Yes	Yes
1.2	Remodel			
	Authentic	Yes	Yes	N/A
	Compatible	Yes	Yes	N/A
	Contemporary	No	No	N/A
2.	**Existing Non-Historic Buildings**			
2.1	May Remain	Yes	Yes	N/A
2.2	Demolition Permitted	Yes	Yes	Yes
2.3	Remodel			
	Authentic	No	No	N/A
	Compatible	Yes	Yes	N/A
	Contemporary	No	No	N/A
3.	**Construction of New Buildings**			
	Authentic	No	No	N/A
	Compatible	Yes	Yes	N/A
	Contemporary	No	No	N/A
4.	**Accessory Buildings**			
	Authentic	No	No	N/A
	Compatible	Yes	Yes	N/A
	Contemporary	No	No	N/A

SOURCE: Harland Bartholomew & Associates, Inc.

XII

IMPLEMENTATION

Ashford Park

1. Implementation Summary

Table XII-1 summarizes the implementation measures by element. The table provides a checklist to track the implementation progress of each measure.

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
LAND USE				
1. Prepare design guidelines for commercial/industrial development	1.1, 1.2, 7.1, 7.2, 8.1	CD	1993	
2. Prepare/adopt hillside development ordinance	3.1, 3.2, 3.3, 3.4, 6.2	CD, PW	1993	
3. Update Zoning Map	5.1, 5.2, 5.3	CD	1993	
4. Adopt Landscape/Lighting Districts in residential and commercial areas	6.4, 7.2	CD, PW, Fi	1994	
5. Update the Capital Improvement Program	9.1, 9.2, 10.1	CM, CD, PW	1993	
6. Continue Annexation Program	9.2, 10.1, 10.2, 10.3, 10.4	CD, CM	1993-1997	
7. Pursue funding sources for cultural programs	11.1	CD	Immediate and ongoing	
8. Prepare School Facilities Plan	12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 12.10	CD, ARD, School Districts	1994-1997	
9. Pursue implementation of Auburn Urban Development Authority Redevelopment Plan	1.1, 6.1, 6.2, 6.3, 6.4, 7.3, 8.1	Auburn Urban Development Authority, CD, PW, CM	Ongoing	
10. Prepare proposal for new Sphere of Influence and submit to LAFCO	2.1, 9.2, 10.1, 10.2, 10.3, 10.4	CD, LAFCO	1993	
11. Implementation Measures for Goal 4, Air Quality Enhancement	4.1, 4.2, and related policies noted in other elements	CD, PW	Varies	
CIRCULATION				
1. Develop TSM Program	1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 3.8	PW, CD	Ongoing/ Annual update	
2. Develop Trip Reduction Implementation Program	3.3, 3.5, 3.8	PW	1992-1997	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
3. Prepare Transit Master Plan	3.2, 3.4, 3.6, 3.8	CD, PW	1993	
4. Update CLUP	4.1, 4.2, 4.3, 4.4	CD	1993	
5. Prepare Capital Improvement Plan	2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.8, 4.3, 5.1, 5.2	PW	Annually	
6. Implement the Auburn Park Conservancy Non-Auto Circulation Plan and the Auburn Ravine Trail Master Plan	2.2, 3.8	CD, PW	Immediate and ongoing	
7. Coordinate RTP and Congestion Management Plan with Placer County	1.6, 1.7, 3.3, 3.4, 3.7, 3.8	PW	Immediate and ongoing	
8. Adopt street standards in General Plan	1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10	CD, PW, F	1994	
9. Use Auburn Urban Development Agency for circulation system improvements	1.3, 2.3, 2.4, 3.8, 5.1, 5.2	AUDA, CD, PW, CM	Ongoing	
10. Promote establishment of Rail Transit Station	3.4, 3.6, 5.2	CD, PW, AUDA	1992-1995	
11. Require the appropriate technical analysis for improvements of Highway 49 and I-80	1.2, 1.4, 1.6, 1.7, 2.5, 3.1, 5.1	CD, PW	Ongoing	
12. Create and implement a joint City/County TMF Program	1.11	CD, PW	1994	
HOUSING				
1. Review Housing Element annually, present results to CC and PC	1.2	CD	First report in 1993; updates every year thereafter	
2. Continue to pursue state and federal funding sources for low- and moderate-income households	1.10, 1.14	CD, AUDA	Annually	
3. Apply for grants from State Housing and Community Development Department	1.10, 1.14	CD	Annually	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
4. Revise Zoning Ordinance providing 25% density bonus for projects reserving units for low income households or senior citizens	1.1, 1.9, 1.14	CD	Immediate and ongoing	
5. Continue to annex an appropriate amount of vacant, unincorporated land	1.1	CC, PC, CD	Ongoing	
6. Implement provisions of Zoning Ordinance regarding nonconforming residential uses	1.15	CC, PC, CD	Ongoing	
7. Establish program for residential developments of 5 or more units to provide low income housing	1.4	CC, PC, CD	1993-1994	
8. Review establishment of a Housing Trust Fund	1.4	CC, PC, CD, AUDA	1993-1994	Funding sources to be determined
9. Establish formal Housing Finance Partnership	1.4, 1.13	The City, lending institutions, development community, community and housing interest groups	Immediate and ongoing	
10. Implement the Auburn Urban Development Authority Redevelopment Plan	1.4, 1.6, 1.7, 1.8, 1.12, 1.14, 1.16	CC, PC, CD, AUDA	Immediate and ongoing	
11. Revise Zoning Ordinance to provide for a density bonus of 25 percent for projects containing homes predominantly below 1700 sq. ft.	1.4, 1.7, 1.9	CC, PC, CD	Immediate and ongoing	
12. Revise Zoning Ordinance providing 25% density bonus for projects including zero lot line and duet structures	1.4, 1.6, 1.7, 1.8, 1.9	CD	Immediate and ongoing	
13. Establish review process for all residential projects to maximize visual compatibility	1.16	CD	Immediate and ongoing	
14. Enforce State energy conservation requirements	1.7, 1.9	CD	Immediate and ongoing	
15. Work with Sierra Planning Organization to review and update existing Housing Needs Allocation Plan	1.4	CD	Immediate to 1994	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
16. Review establishment of inclusionary zoning ordinance providing for more low income housing	1.4, 1.9	CD	1994	
17. Revise second unit ordinance to encourage construction of "granny-flats"	1.11	CD	1992	
18. Relieve some of the constraints imposed on low income housing productions	1.8, 1.10	CD	Ongoing	
19. Provide means for resolution of housing complaints and fair housing issues	1.4	CD	Ongoing	
20. Modify Zoning Ordinance to allow homeless shelters in open space and conservation, central business and regional commercial zone districts.	1.17	CD	1994	
OPEN SPACE				
1. Prepare/adopt Tree Ordinance	1.2	CD	1993	
2. Prepare/adopt Open Space Ordinance to zone open space use in perpetuity	3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 5.4	CD	1993	
3. Prepare/adopt Stream, Canal and Waterway Protection Ordinance	7.4, 7.6	CD	1993	
4. Prepare/adopt Habitat Management Plan	1.1, 1.3, 1.4, 1.5, 1.6, 1.9, 2.6, 5.4, 7.6	CD	1995	
5. Continue to utilize Quimby Act	3.6, 5.1, 5.2, 5.3, 5.4, 5.6, 6.7	CD, ARD	Ongoing	
6. Maintain Parks Standard of 5 acres/1,000 pop.	3.6, 6.7	CD, ARD	1992-1997	
7. Include measures to protect visual resources along scenic corridors in Zoning Ordinance	5.4, 6.1, 6.2, 6.3, 6.4, 6.5, 7.6	CD	1993	
8. Provide for recreational opportunities in Baltimore Ravine through the Southwest Specific Plan	3.6, 5.1, 5.2 5.3, 5.4, 5.5, 6.7	CD	1992-1993	
9. Prepare a Household Hazardous Waste Ordinance (see Safety Element Implementation Measure K)	2.5	PW	1992-1993	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
10. Amend the Landscape Ordinance to establish a maintenance and enforcement program	6.6	CD	1993-1994	
11. Implementation measures for Policy 7.3 are included in implementation of the Land Use Element	7.3	CD, PW, B	Ongoing	
NOISE				
1. Develop and utilize procedure to ensure noise mitigation measures are implemented	1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6	CD	Immediate and ongoing	
2. Develop and utilize procedures to monitor compliance with the standards of the Noise Element	1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6	CD	Immediate and ongoing	
3. Enforce the State Noise Insulation Standards and Chapter 35 of the Uniform Building Code (UBC)	1.2, 2.3, 2.4, 2.5, 2.6	CD, B	Immediate and ongoing	
4. Enforce California Vehicle Code sections relating to vehicle mufflers and exhaust systems	General Plan Guidelines	CD, P	Immediate and ongoing	
5. Purchase only new equipment and vehicles which comply with noise level performance standards	General Plan Guidelines	CD, P, F, PW, CM	Immediate and ongoing	
6. Periodically review and update the Noise Element to ensure consistent with changing conditions within the community	General Plan Guidelines	CD	Immediate and ongoing	
SAFETY				
1. Review new development for conformance to fire safety standards	1.1, 1.2, 1.3	CD, F	Ongoing	
2. Prepare educational brochure on fire hazard and prevention	1.4, 1.5	CD, F	1993	
3. Develop/adopt flood zone prohibition in Zoning Ordinance	2.1, 2.2, 2.3	CD, PW	1994	
4. Coordinate with Placer County regarding Solid Waste and Hazardous Management Plans	3.1, 4.1, 4.2, 4.3, 4.4	CD, PW	Annually	
5. Conform to CEQA review requirements	3.2, 3.3, 3.4, 3.5, 3.6	CD, PW, F, P	Ongoing	
6. Periodically update the Emergency Services Plan	5.1, 5.2, 5.3, 5.8	P, F, PW, CM	Ongoing	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments
7. Continue/expand Crime Prevention Programs	5.5, 5.6	P	Ongoing	
8. Include emergency access for development projects	3.6, 5.1, 5.7	CD, PW, B	Ongoing	
9. Include legible sign and street number requirements in the development review process	5.1, 5.2, 5.4	CD, PW, B	Ongoing	
10. Require new buildings comply with UBC Standards regarding seismic events	3.1, 3.3, 3.4, 3.5, 5.2	CD, PW, B	1992-ongoing	
11. Prepare a Household Hazardous Waste Ordinance	4.5	PW	1992-1993	
ECONOMIC				
1. Host annual seminar with Chamber of Commerce, Main Street, Merchants Association	1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 2.1	CM, CD	1st Annual 1994	
2. Identify areas suitable for redevelopment	2.2, 3.2	CD, PW, AUDA	Immediate and ongoing	
3. Promote establishment of rail station	4.1, 4.2, 4.3	CD, AUDA, PW	Immediate and ongoing	
4. Retain services of economic development specialist to assist with business retention/expansion	1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 3.1, 3.2	AUDA, CM, CD	1993	
HISTORIC				
1. Prepare/adopt Historic District designation for Old Town and Downtown Areas.	1.1	CD	1994-1998	
2. Implement the Historic District Development Guidelines and continue implementation of the Auburn Main Street Design Guidelines	1.1	CD	1993-1995 and ongoing	
3. Continue to update the inventory of historic sites	1.2	CD	1994-1996	
4. Prepare an historic site ordinance	1.2	CD	1994-1996	
5. Prepare design guidelines for residential structures	1.2	CD	1994-1996	

TABLE XII-1
IMPLEMENTATION WORK PROGRAM
AUBURN GENERAL PLAN 1992-1997

Work Task	Policies	Responsibility	Time Frame	Comments

LEGEND:

CD	Community Development Department	F	Fire Department	AUDA	Auburn Urban Development Authority
P	Police Department	CM	City Manager	ARD	Auburn Recreation District
PW	Public Works Department	CC	City Council	B	Building Department
PC	Planning Commission	Fi	Finance Department	LAFCO	Local Agency Formation Commission

2. Specific Plan Implementation

The urban reserve designation requires the preparation of a specific plan prior to the commencement of development. The criteria which shall apply to the preparation of a specific plan are outlined on the next page.

The following is taken from the *State of California General Plan Guidelines*, June 1987.

A specific plan is a tool for the "systematic implementation" of the general plan. It may be applied to all or a portion of the area covered by a general plan. Any interested party may request the adoption, amendment or repeal of a specific plan. While a plan may be prepared by either the public or private sectors, plan adoption, amendment and repeal are the responsibility of the local legislature. As a legislative act, however, a specific plan is subject to the referendum and initiative processes.

At a minimum, a specific plan must include a statement of its relationship to the general plan (Government Code Section 65451(b)) and a text and diagram(s) that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the provisions of the preceding three paragraphs (Government Code Section 654451(a)).

These requirements are general and enable a local government to select from a wide range of land use criteria and implementation programs. Specific plans may also address any other subject which in the judgment of the planning agency is necessary or desirable for general plan implementation (Government Code Section 65452).

As allowed under Government Code Section 65452, the City of Auburn has developed the following additional specific plan requirements. This criteria was developed because of the unique environmental, circulation, and infrastructure impacts that will result due to development of the urban reserve area in southwest Auburn. These requirements are minimum standards, therefore, additional requirements may be required for the development of a specific plan.

1. Infrastructure elements shall evaluate storm drainage, water system, sewer system, and gas and electricity.

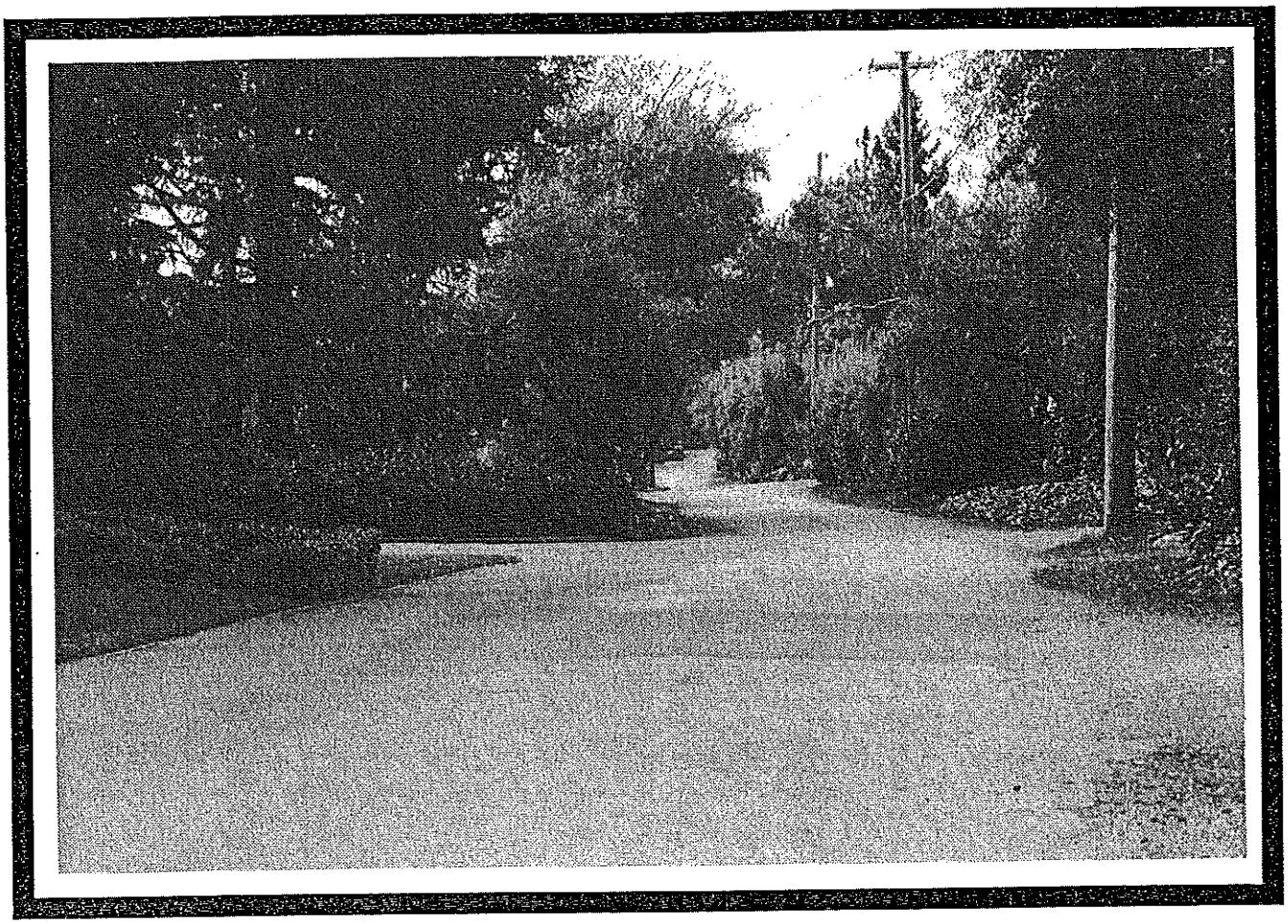
2. The circulation element shall evaluate access, streets, public transit and bikeways.

3. Environmental conditions analysis shall evaluate topography, geology/soils, biology and wetlands, noise, historical and cultural resources, and public services and schools.

4. A land use concept shall be developed that includes the proposed land use pattern, the collector street system, the location and extent of public facilities, and the location and amenities of park and recreation facilities.

5. The specific plan shall also include an infrastructure master plan with cost estimates, urban design guidelines, and an implementation, phasing and financial plan.

GLOSSARY



Aeolia Drive

1. Abbreviations

ADT: Average daily trips made by vehicles or persons in a 24-hour period
ALUC: Airport Land Use Commission
BMR: Below-market-rate dwelling unit
CBD: Central Business District
CC&Rs: Covenants, Conditions, and Restrictions
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CNEL: Community Noise Equivalent Level

COG:	Council of Governments
CRA:	Community Redevelopment Agency
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FmHA:	Farmers Home Administration
GMI:	Gross Monthly Income
HAP:	Housing Assistance Plan
HCD:	Housing and Community Development Department of the State of California
HOV:	High Occupancy Vehicle
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCO:	Local Agency Formation Commission
LHA:	Local Housing Authority
LOS:	Level of Service
LRT:	Light-duty Rail Transit
NEPA:	National Environmental Policy Act
OPR:	Office of Planning and Research, State of California
PUD:	Planned Unit Development
SRO:	Single Room Occupancy
TDM:	Transportation Demand Management
TDR:	Transfer of Development Rights
TSM:	Transportation Systems Management
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
UMTA:	Urban Mass Transportation Administration
VMT:	Vehicle Miles Travelled

2. Definitions

ACCEPTABLE RISK

A hazard which is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

ACCESS/EGRESS

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

ACRES, GROSS

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

ACRES, NET

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and floodways.

AFFORDABILITY REQUIREMENTS

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specified period.

AFFORDABLE HOUSING

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

AGENCY

The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

AGRICULTURAL PRESERVE

Land designated for agriculture or conservation. (See "Williamson Act.")

AGRICULTURE

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

AGRICULTURE-RELATED BUSINESS

Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture

AIRPORT-RELATED USE

A use which supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

ALLUVIAL

Soils deposited by stream action.

ALQUIST-PRIOLO ACT, SEISMIC HAZARD ZONE

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

AMBIENT

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

AMBIENT NOISE LEVEL

The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

ANNEX

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

APARTMENT

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose.
(2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

APPROACH ZONE

The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction.

ARTICLE 34 REFERENDUM

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly-

financed housing project where more than 49 percent of the units are set aside for low-income households.

ASSISTED HOUSING

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

BELOW-MARKET-RATE (BMR) HOUSING UNIT

(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income."
(2) The financing of housing at less than prevailing interest rates.

BIKEWAYS

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

BUILDOUT; BUILD-OUT

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

CALTRANS

California Department of Transportation.

CAPITAL IMPROVEMENTS PROGRAM (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

CIRCULATION ELEMENT

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

CLUSTERED DEVELOPMENT

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

COMMERCIAL

A land use classification which permits facilities for the buying and selling of commodities and services.

COMMERCIAL STRIP

Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

COMMUNITY REDEVELOPMENT AGENCY

A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with the respective agency's general plan.

COMPATIBLE

Capable of existing together without conflict or ill effects.

CONGESTION MANAGEMENT PLAN (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. Assembly Bill 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

CONSERVE

To keep from losing or wasting.

DECIBEL, dB

A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DEFENSIBLE SPACE

(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas.

(2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

DENSITY, RESIDENTIAL

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

DENSITY BONUS

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20% of its units for lower income households, or 10% of its units for very low-income households, or 50% of its units for seniors, is entitled to a density bonus.

DUPLEX

A detached building under single ownership which is designed for occupancy as the residence of two families living independently of each other.

DWELLING UNIT

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

ELDERLY HOUSING

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

EMERGENCY SHELTER

A facility which provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs.

FAIR MARKET RENT

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

FAMILY

1. Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census].

2. An individual or a group of persons living together who constitute a *bona fide* single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

FARMERS HOME ADMINISTRATION (FMHA)

A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

FLOOR AREA RATIO (FAR)

The maximum gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

GENERAL PLAN

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

GROUP QUARTERS

A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages, and prisons. Non-institutional group quarters include dormitories, shelters, and large boarding houses.

HABITAT

The physical location or type of environment in which an organism or biological population lives or occurs.

HANDICAPPED

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

HAZARDOUS MATERIAL

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

HISTORIC; HISTORICAL

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

HOMELESS

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, §65583(c)(1) requires all cities and counties to address the housing needs of the homeless.

HOUSEHOLD

All those persons related or unrelated who occupy a single housing unit.

HOUSEHOLDS, NUMBER OF

The count of all year-round housing units occupied by one or more persons.

The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

HOUSING AND COMMUNITY DEVELOPMENT DEPARTMENT OF THE STATE OF CALIFORNIA (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

HOUSING ELEMENT

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

HOUSING AND URBAN DEVELOPMENT, U.S. DEPARTMENT OF (HUD)

A cabinet-level department of the federal government which administers housing and community development programs.

HOUSING UNIT

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

INDUSTRIAL

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

INFRASTRUCTURE

The basic components of a city, such as streets, sewers, drainage, sidewalks, curbs and gutters, street lights and water systems.

ISSUES

Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

JOBS/HOUSING BALANCE; JOBS/HOUSING RATIO

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

L_{DN}

Day-Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{EQ}

Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{MAX}

The maximum sound level recorded during a noise event.

L_N

The sound level exceeded "n" percent of the time during a sample interval L_{10} equals the level exceeded 10 percent of the time (L_{90}, L_{50}, etc.)

LAND USE

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

LAND USE CLASSIFICATION

A system for classifying and designating the appropriate use of properties.

LAND USE ELEMENT

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

LOCAL AGENCY FORMATION COMMISSION (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

LOW-INCOME HOUSEHOLD

A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

MANDATORY ELEMENT

A component of the General Plan mandated by State law, California State law requires that a General Plan include elements dealing with seven subjects--circulation, conservation, housing, land use, noise, open space, and safety--and specifies to various degrees the information to be incorporated in each element.

MERCALLI INTENSITY SCALE

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

MIXED-USE

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

MOBILE HOME

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

MODERATE-INCOME HOUSEHOLD

A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

MULTIPLE FAMILY BUILDING

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

NATIONAL REGISTER OF HISTORIC PLACES

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

NEIGHBORHOOD

An area of homes and sometimes local businesses which are within a defined boundary usually having distinguishing characteristics.

NOISE ELEMENT

One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

NOISE EXPOSURE CONTOURS

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

NON-CONFORMING USE

A use which was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

NON-FAMILY HOUSEHOLD

A household with an individual or a group of persons living together who are unrelated and do not constitute a *bona fide* single-family housekeeping unit in a dwelling unit.

OPEN SPACE ELEMENT

One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

OPEN SPACE LAND

Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

ORDINANCE

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

OVERLAY

A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

PARKS

Open space lands whose primary purpose is recreation.

PEAK HOUR/PEAK PERIOD

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

PLANNED UNIT DEVELOPMENT (PUD)

A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

PLANNING AND RESEARCH, OFFICE OF (OPR)

A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

PLANNING AREA

The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence and encompasses land both within the city limits and potentially annexable land.

PLANNING COMMISSION

A body, usually having five or seven members, created by a city or county in compliance with California law (§65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

POLICY

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

PRESERVE

To guard or protect.

PROGRAM

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

PUBLIC AND QUASI-PUBLIC FACILITIES

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

REDEVELOP

To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

REGIONAL HOUSING NEEDS PLAN

A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

REHABILITATION

The repair, preservation, and/or improvement of substandard housing.

RESIDENTIAL

Land designated in the City's or County's General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant or unimproved.

RESIDENTIAL, MULTIPLE FAMILY

Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

RESIDENTIAL, SINGLE-FAMILY

A single dwelling unit on a building site.

RICHTER SCALE

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

RIDESHARE

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

RIPARIAN LANDS

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

SAFETY ELEMENT

One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

SANITARY LANDFILL

The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

SECOND UNIT

A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat".

SECTION 8 RENTAL ASSISTANCE PROGRAM

A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's

adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

SEISMIC

Caused by or subject to earthquakes or earth vibrations.

SEL OR SENEL

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure level for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SENIORS

Persons age 62 and older.

SHALL

That which is obligatory or necessary.

SHARED LIVING

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by §1566.3 of the California Health and Safety Code.

SHOULD

Signifies a directive to be honored, if at all possible.

SIGN

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

SINGLE-FAMILY DWELLING, ATTACHED

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

SINGLE-FAMILY DWELLING, DETACHED

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

SINGLE ROOM OCCUPANCY (SRO)

A single room, typically 80–250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower, and kitchen.

SLOPE

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

SOIL

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

SOUND LEVEL

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SPECIFIC PLAN

Under Article 8 of the Government Code (§65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

SPHERE OF INFLUENCE

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

STANDARDS

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (§65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan.

Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain.

(2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions—for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

STREET FURNITURE

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

STRUCTURE

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

SUBDIVISION

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code.

SUBDIVISION MAP ACT

Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

SUBSIDIZE

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

SUBSTANDARD HOUSING

Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

TOPOGRAPHY

Configuration of a surface, including its relief and the position of natural and man-made features.

TOURISM

The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

TRAFFIC MODEL

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

TRANSIT

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

TRANSIT, PUBLIC

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

TRANSITIONAL HOUSING

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation

Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

TRIP

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination).

TRIP GENERATION

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

TRUCK ROUTE

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

UNIFORM BUILDING CODE (UBC)

A national, standard building code which sets forth minimum standards for construction.

UNIFORM HOUSING CODE (UHC)

State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

URBAN OPEN SPACE

The absence of buildings or development, usually in well-defined volumes, within an urban environment.

URBAN SERVICES

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

VACANT

Lands or buildings which are not actively used for any purpose.

VEHICLE-MILES TRAVELLED (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

VERY LOW-INCOME HOUSEHOLD

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

VIEWSHED

The area within view from a defined observation point.

WATERCOURSE

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

WATERSHED

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, or reservoir.

WETLANDS

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

WILDLIFE REFUGE

An area maintained in a natural state for the preservation of both animal and plant life.

WILLIAMSON ACT

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby

slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

ZONE, COMBINING

A special purpose zone which is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

ZONE, INTERIM

A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

ZONE, TRAFFIC

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

ZONING

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

ZONING DISTRICT

A designated section of the city or county for which prescribed land use requirements and building and development standards are uniform.

ZONING, EXCLUSIONARY

Development regulations which result in the exclusion of low- and moderate-income and/or minority families from a community.

ZONING, INCENTIVE

The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits---such as preservation of greater than the minimum

required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

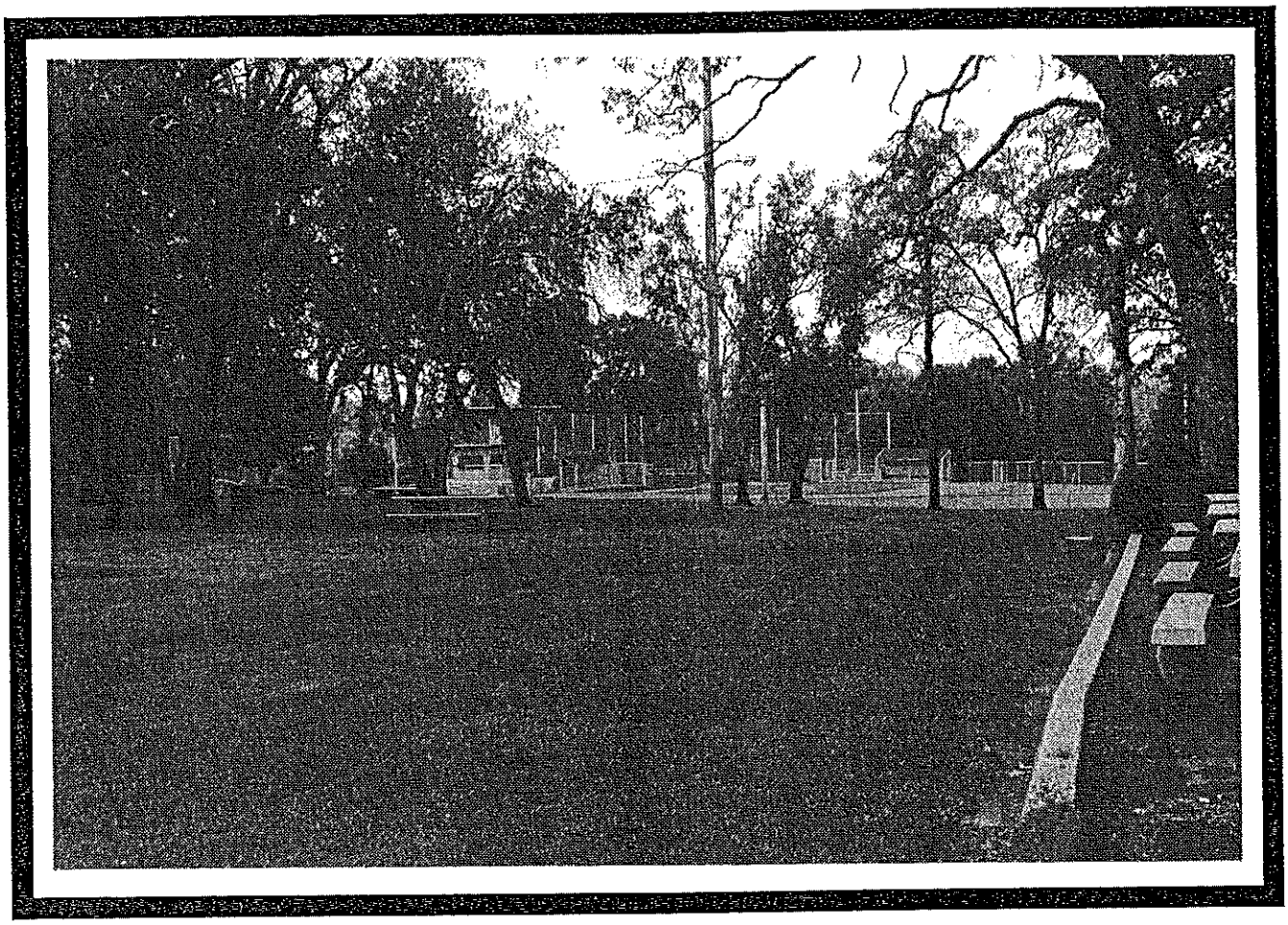
ZONING, INCLUSIONARY

Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

ZONING MAP

Government Code §65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

SOURCES



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City of Auburn

2003 – 2004

Housing Element

Adopted by the Auburn City Council
October 11, 2004

Certified by the
California Department of Housing and Community Development
December 3, 2004

Prepared for the City of Auburn
Community Development Department By

PARSONS

CONTENTS

1. INTRODUCTION 1
2. 1992 HOUSING PROGRAM ACHIEVEMENTS 3
3. 2003-2004 GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS 20
4. CITY OF AUBURN URBAN DEVELOPMENT AGENCY 32
5. QUANTIFIED OBJECTIVES 36
6. EFFORTS TO ACHIEVE CITIZEN PARTICIPATION 37
7. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS 40

APPENDIX A: HOUSING NEEDS ASSESSMENT

APPENDIX B: GLOSSARY OF HOUSING ELEMENT TERMS

APPENDIX C: HOUSING CONDITION SURVEY RESULTS AND PHOTO GALLERY

APPENDIX D: HOUSING CONDITION SURVEY AREA MAP

APPENDIX E: VACANT LAND MAP

APPENDIX F: VACANT LAND TABLE

APPENDIX G: 2003 FEES SCHEDULE

1. INTRODUCTION

CONTENTS OF THE HOUSING ELEMENT

The Housing Element of the General Plan is a comprehensive statement by the City of Auburn of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all income levels. The policies contained in this Element are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family," as well as a reflection of the unique concerns of the community. The purpose of the Housing Element is to establish specific goals, policies, and objectives relative to the provision of housing, and to adopt an action plan toward this end. In addition, the Element identifies and analyzes housing needs, and resources and constraints to meeting those needs.

The Auburn Housing Element is based on 6 strategic goals: 1) provide a range of housing choices that meet the needs of all Auburn residents in terms of type, density and cost, 2) encourage the maintenance, improvement, and rehabilitation of the City's existing housing stock and residential neighborhoods, 3)conserve the existing stock of affordable rental housing, 4) encourage energy efficiency on both new and existing housing, 5) promote equal opportunity to secure safe, sanitary, and affordable housing for all members of the community regardless of age, race, religion, sex, martial status, national origin, or color, and 6) implement a Housing Element that is in compliance with State Law and the requirements of the State Department of Housing and Community Development.

In accordance with state law, the Housing Element is to be consistent and compatible with other General Plan elements. Additionally, Housing Elements are to provide clear policy and direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Sections 65580 through 65589) mandates the contents of the Housing Element. By law, the Housing Element must contain:

- An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs;
- A statement of the community's goals, quantified objectives, and policies relevant to the maintenance, improvement, and development of housing; and
- A program that sets forth a five-year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

The housing program must also: identify adequate residential sites available for a variety of housing types for all income levels; assist in developing adequate housing to meet the needs of very low-, low-, and moderate-income households; address governmental constraints to housing maintenance, improvement, and development; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

Although, by nature of the state mandate, the Housing Element tends to focus on the affordability and availability of housing for low- and moderate-income households and families, the Element must also

address the housing needs and related policy issues for the entire community and be consistent with the adopted policies of the rest of the General Plan. For these reasons, the focus of the updated Housing Element will be on policies and programs that can balance the desire of residents to maintain the character of residential neighborhoods, manage traffic, and minimize visual and other impacts of new development, while addressing the needs of low- and moderate-income households and special needs groups (such as seniors and individuals with disabilities).

This balance will require the City to examine strategies to accommodate higher density housing, mixed-use projects in commercial zones, infill developments, and second units without sacrificing other legitimate community goals.

2. 1992 HOUSING PROGRAM ACHIEVEMENTS

An important aspect of the Housing Element is an evaluation of achievements under the policies and implementation programs included in the previously adopted Housing Element. The evaluation provides valuable information on the extent to which programs have been successful in achieving stated objectives and addressing local needs, and to which these programs continue to be relevant in addressing current and future housing needs in Auburn. The evaluation also provides the basis for recommended modifications to policies and programs and the establishment of new objectives in the Housing Element.

The following is a summary of several of the City's affordable housing projects that were constructed under the 1992 Housing Element. All four of these housing projects were constructed with the help of Redevelopment funds.

- Volunteers of America, located at 600 Auburn Ravine Road. This project includes a 60-unit affordable senior apartment complex. This project was awarded a 100 percent density bonus (site was originally zoned for 30 units) and variance to building height and parking spaces. Approximately $74,000 in Redevelopment Agency funds was used to aid in the payment of fees on the project.

- Habitat for Humanity house, located at 1314 High Street (APN 004-032-045). This project is a 1,200 square foot single-family house. $50,000 in set-aside funds was used to help construct this housing unit.

- Habitat for Humanity two duplexes, located at 211/217 and 219/221 Cherry Avenue. These two duplexes range in size from 2,588 square feet to 2,620 square feet. $26,000 in set-side funds was used to construct these two projects.

- Palm Terrace Apartments, this project is currently under construction, the first phase will be released in November 2003. This project includes 80 units on a 16.7 acre site. The 80 units were actually constructed on 7.68 acres of the project site while the other 9 acres were dedicated to open space due to the topography of the site and the preservation of the valley oak trees on the site. The project is operated as affordable housing units for low-income households whose income is 65 percent or less of the area median income and very low-income households whose income is 50 percent or less of the area median as determined by HUD. Funding for this project included a HOME loan agreement between the City of Auburn and Auburn Palm Terrace L.P. in the amount of $953,000 and a housing set-aside grant of $250,000. Palm Terrance Apartments includes 2, 3 and 4 bedroom apartments to accommodate all household sizes.

A full analysis and evaluation of the City's 1992 Housing Element Implementation Programs is included below.

IMPLEMENTATION ACHIEVEMENTS

The following programs address the range of housing needs and represent a commitment by the City of Auburn to make a conscious effort to address those needs in a responsible manner. These programs reflect the City's experience from past efforts to implement the 1992 Housing Element.

A. The City shall review the Housing Element annually to monitor the City's progress in implementing its housing programs. The results of the review will be presented to the City Council and Planning Commission.

Responsibility: Community Development

Time Frame: First report will be provided in 1993; updates will be prepared every year thereafter

Related Policy: 1.2

Achievements: The City Community Development Department reviews the housing element and its policies on an informal and daily basis; however, official annual reports have not been done. The Housing Element was discussed at the following meetings during this Housing Element period:

- July 10, 2000 – The Auburn City Council, sitting as the AUDA, reviewed and approved the affordable housing strategy (Affordable Housing: A Strategy for the Future; Summer, 2000).
- April 7, 2003 – Joint City Council and Planning Commission study session. Reviewed Housing Element and Affordable Housing.
- June 3, 2003 – Planning Commission review of Implementation section of the General Plan, including Housing Element implementation items.
- Annual budget review by City Council since 1999 – Unmet Needs funding for future update of the housing element.

Program Status: This program will be continued as new Program "Q" in the 2003-2004 Housing Element.

B. The City shall continue to pursue all available and appropriate state and federal funding sources to support the City's efforts to meet new construction, conservation and rehabilitation needs of low- and moderate-income households. A complete listing of these funding sources can be found in the *Directory of Housing Programs: Local, State, Federal* (Sacramento, California: State Department of Housing and Community Development, 1987), the *Loan and Grant Programs for the Division of Community Affairs* (Sacramento, California: State Department of Housing and Community Development, 1991), and *Programs of HUD: 1989-1990* (Washington, D.C.: U.S. Department of Housing and Urban Development, 1989). The City is seeking funds through non-profits to match a planning technical assistance grant in order to conduct a detailed inventory of housing in need of rehabilitation. Upon completion of the housing inventory the City will seek grant funds for rehabilitation of identified housing units.

Responsibility: Community Development, Auburn Urban Development Authority

Time Frame: Annually

Related Policy: 1.10, 1.14

Achievements: The following projects were constructed with the help of Redevelopment funds during this Housing Element period

- Volunteers of America – 600 Auburn Ravine Road (APN 001-020-037, 038, 039)
  60-unit affordable senior apartment complex
  100% density bonus (originally zoned for 30 units)
  Variances to building height and parking also approved
  $74,000 in Redevelopment Agency funds to aide in payment of fees

- Habitat for Humanity house – 1314 High Street (APN 004-032-045)
  1,200 s.f. unit; 0.17 acre lot
  2000-2001 - $50,000 in set-aside funds

- Habitat for Humanity duplex – 211/217 and 219/221 Cherry Avenue (APN 002-121-009)
  211/217 Cherry – 2,588 s.f.; 219/221 Cherry – 2,620 s.f.
  1995 - $26,000 in set-aside funds

- Palm Terrace Apartments, 80 units on 7.68 acres. Funding for this project included a HOME loan agreement between the City of Auburn and Auburn Palm Terrace L.P. in the amount of $953,000 and a housing set-aside grant of $250,000.

Program Status: This program will be continued as new Program "B" in the 2003-2004 Housing Element.

C. The City shall apply for technical assistance grants from the State Housing and Community Development Department to assist the City in pursuing all available and appropriate state and federal funding. A complete listing of these funding sources can be found in the *Directory of Housing Programs: Local, State, Federal* (Sacramento, California: State Department of Housing and Community Development, 1987), the *Loan and Grant Programs for the Division of Community Affairs* (Sacramento, California: State Department of Housing and Community Development, 1991), and *Programs of HUD: 1989-1990* (Washington, D.C.: U.S. Department of Housing and Urban Development, 1989). The City is seeking funds through non-profits to match a planning technical assistance grant in order to conduct a detailed inventory of housing in need of rehabilitation. Upon completion of the housing inventory the City will seek grant funds for rehabilitation of identified housing units.

Responsibility: Community Development

Time Frame: Annually

Related Policy: 1.10, 1.14

Achievements: The City conducted a Housing Condition Survey with the current Housing Element Update. Approximately 57 percent of the housing stock was surveyed. The survey results stated that 30 percent of the units surveyed were in need of rehabilitation and less than 1 percent were in need of replacement.

The City is now planning on seeking grant funds for rehabilitation of identified housing units.

Program Status: This program will be combined with Program "B" and continued as new Program "B" in the 2003-2004 Housing Element.

D The City shall revise the Zoning Ordinance to provide for a density bonus of 25 percent for projects in all residential zoning districts if the project reserves at least: 20 percent of the units for lower-income households; or 10 percent of the units for very low-income households; or 50 percent of the units for senior citizens. The City shall establish guidelines for income eligibility for the "reserved" units and for maintaining the affordability of "reserved" units over time.

Responsibility: Community Development

Time Frame: Immediate and ongoing

Related Policy: 1.1, 1.9. 1.14

Achievements: The City did not revise their Zoning Ordinance during this period of time; however, the current density bonus requirements are state law and the City is complying with them.

The housing project Volunteers of America, located on 600 Auburn Ravine Road, was constructed with 60 affordable senior apartments and was granted a 100 percent density bonus because the site was originally zoned

for 30 units.

Program Status: This program will be revised and continued as new Program "C" in the 2003-2004 Housing Element.

E. The City shall continue to annex an appropriate amount of vacant, unincorporated land to meet its housing goals and policies.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: Ongoing

Related Policy: 1.1

Achievements: The City attempted annexations during this previous planning period and was not successful. The City will continue to consider annexation as a strategy for the City but at this time will not be included as a strategy in the Housing Element.

Program Status: This program will not be continued at this time

F. The City shall implement the provisions of the Zoning Ordinance, which allow nonconforming residential uses, when they are only nonconforming because of density, to be reconstructed in residential areas subject to an approved Conditional Use Permit, when findings can be made that the use has not and will not be detrimental to the surrounding neighborhood.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: Ongoing

Related Policy: 1.15

Achievements: The following are examples of where non-conforming residential units were allowed to be reconstructed with a Use Permit:

- 590 Rogers Lane (APN 040-350-009; File UP 02-11) – Use Permit allowed reconstruction of a 600 s.f. legal non-conforming second residential unit that had been destroyed by fire.
- 1190 Phyllis Lane (APN 054-022-050; File UP Amend 99-05(A)) – Use Permit allowed replacement of a 699 s.f. non-conforming home with a new 820 s.f. manufactured home.
- 306 Aeolia Drive (APN 003-124-004; File UP 01-1) – Use Permit allowed to rebuild and enlarge (from 400 s.f. to 625 s.f.) a detached

residential garage.

- 103 Canyon Court (APN 003-073-004; File UP 99-8) – Use Permit allowed 336 s.f. expansion of an existing non-conforming residence.

Program Status: This program will be continued as new Program "D" in the 2003-2004 Housing Element.

G. The City shall review the establishment of a program requiring developers of residential developments of 5 or more units to either: (a) provide between 10 percent and 15 percent of their units at below-market-rents or prices; (b) contribute in-lieu fees; or (c) propose alternative measures so that the equivalent of 10 percent to 15 percent of their units will be available to and affordable by households of low and median income.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: 1993-94

Related Policy: 1.4

Achievements: The City has reviewed the establishment of an Inclusionary Housing Program during the following meetings and no conclusion on the topic has been decided to date. The City will continue to evaluate the effectiveness of an Inclusionary Housing Program.

- July 10, 2000 – The Auburn City Council, sitting as the AUDA, reviewed and approved the affordable housing strategy (Affordable Housing: A Strategy for the Future; Summer, 2000).
- April 7, 2003 – Joint City Council and Planning Commission study session. Reviewed Housing Element and Affordable Housing.
- June 3, 2003 – Planning Commission review of Implementation section of the General Plan, including Housing Element implementation items.
- Annual budget review by City Council since 1999 – Unmet Needs funding for future update of the housing element.

Program Status: This program will be continued in the 2003-2004 Housing Element as Program "E".

H. The City shall review the establishment of a Housing Trust Fund to provide programs to produce housing for very low-income households. The Trust fund could be funded through a variety of sources, including but not limited to: (a) a development fee per square footage on all new and substantially changed commercial structures; (b) City appropriations to the Trust Fund from the General Fund; (c) an annual employment tax on all existing employers, which will be subject to a referendum and voter approval; or (d) contributions from the Auburn Urban Development Authority.

Responsibility: City Council, Planning Commission, Community Development, Auburn Urban Development Authority

Time Frame: 1993-94

Funding Source: To be determined

Related Policy: 1.4

Achievements: No official "review" of a Housing Trust Fund occurred, however, per conversation with the Community Development Department it was decided not to pursue one at this point in time.

Program Status: This program will not be continued.

I. The City shall establish a formal Housing Finance Partnership with businesses, financial institutions, and housing advocacy groups, to fund and implement a program for construction or rehabilitation of the fair share of housing units per year for very low- and low-income households. The City is currently an active member of Fair Lenders Action Group (FLAG) providing meeting facilities and assisting with all efforts. This is a local group of bankers who have grouped to invest their Community Reinvestment Act (CRA) monies. The types of projects the City will pursue are support from FLAG for a City proposed moderate income housing project on City owned land, participation in lending, financing a comprehensive housing survey, and participating in future grant matching, assistance, etc.

Responsibility: The City, lending institutions, development community, community and housing interest groups

Time Frame: Immediate and ongoing

Related Policy: 1.4, 1.13

Achievements: A formal Housing Finance Partnership was not established. FLAG (Fair Lenders Action Group) was a group of local financial institutions who sought to participate in local affordable housing programs. FLAG was in existence (i.e. conducted meetings) from 1992-1994. The primary reason for dissolution was the purchase of local financial institutions by larger firms.

Program Status: This program will not be continued.

J. The City shall use the Auburn Urban Development Authority Redevelopment Plan and the funds appropriated to the agency, in combination with other funding programs, to assist in the provision of housing, the maintenance of housing stock, and the improvement of infrastructure. Approximately $40,000 of the Redevelopment Agency's estimated expenses for 1992-93 will go to housing related projects. This housing set aside money is for assistance with fees (school, water district hook-ups, etc.) and if there is any left over it will be used for improvements (drainage, road, etc.). Two projects are targeted for this money, one is a Habitat for Humanity housing proposal for four single-family homes, and the other is an HUD funded project for 60 low-income senior units.

Responsibility: City Council, Planning Commission, Community Development, Auburn Urban Development Authority

Time Frame: Immediate and ongoing

Related Policy: 1.4, 1.6, 1.7, 1.8, 1.12, 1.14, 1.16

Achievements: The following projects were constructed with the help of Redevelopment funds during this Housing Element period

- Volunteers of America – 600 Auburn Ravine Road (APN 001-020-037, 038, 039)
  60-unit affordable senior apartment complex
  100% density bonus (originally zoned for 30 units)
  Variances to building height and parking also approved
  $74,000 in Redevelopment Agency funds to aide in payment of fees

- Habitat for Humanity house – 1314 High Street (APN 004-032-045)
  1,200 s.f. unit; 0.17 acre lot
  2000-2001 - $50,000 in set-aside funds

- Habitat for Humanity duplex – 211/217 and 219/221 Cherry Avenue (APN 002-121-009)
  211/217 Cherry – 2,588 s.f.; 219/221 Cherry – 2,620 s.f.
  ±1995 - $26,000 in set-aside funds

- Palm Terrace Apartments, 80 units on 7.68 acres. Funding for this project included a HOME loan agreement between the City of Auburn and Auburn Palm Terrace L.P. in the amount of $953,000 and a housing set-aside grant of $250,000.

Program Status: This program will be combined with programs "B" and "C" and continued as new Program "B" in the 2003-2004 Housing Element.

K. The City shall revise the Zoning Ordinance to provide for a density bonus of 25 percent for all projects in single-family residential zone districts if a percentage of the homes within the project do not exceed a maximum gross area of 1,700 square feet excluding the garage. The City shall consider recent amendments to state density bonus law (Government Code Section 65913.4, 65915, and 65917) when drafting ordinances.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: Immediate and ongoing

Related Policy: 1.4, 1.7, 1.9

Achievements: The City did not revise their Zoning Ordinance during this period of time; however, the current density bonus requirements are state law and the City is complying with them.

No one has inquired or applied for this type of density bonus.

Program Status: This program was combined with program "D" to become new Program "C" in the 2003-2004 Housing Element.

L. The City shall revise the Zoning Ordinance to provide a density of 25 percent to developers of single-family detached housing projects of 10 or more units which provide a variety of housing structures within the project including but not limited to common lot line, duet units on corner lots, or other innovative concepts which comply with the General Plan. The City shall consider recent amendments to state density bonus law (Government Code Section 65913.4, 65915, and 65917) when drafting ordinances.

Responsibility: Community Development

Time Frame: Immediate and ongoing

Related Policy: 1.4, 1.6, 1.7, 1.8, 1.9

Achievements: The City did not revise their Zoning Ordinance during this period of time; however, the current density bonus requirements are state law and the City is complying with them.

No one has inquired or applied for this type of density bonus.

Program Status: This program was combined with programs "D" and "K" to become new program "C" in the 2003-2004 Housing Element.

M. The City shall establish a review process for all residential projects to maximize the visual compatibility of residential developments with their surrounding neighborhoods. Standards developed as guidelines for the review process shall not be a barrier to affordable development.

Responsibility: Community Development

Time Frame: Immediate and ongoing

Related Policy: 1.16

Achievements: Currently, there is no design review for single-family residential housing. Multi-family housing currently has a design review.

Program Status: This program will be revised and continued in the 2003-2004 Housing Element as new Program "F".

N. The City shall enforce State energy conservation requirements such as Title 24 of the Building Energy Efficiency Standards for new residential projects, and shall encourage residential developers to employ additional energy conservation measures with respect to: (a) subdivision design; (b) siting of homes on the lot; (c) landscaping and, (d) solar access.

Responsibility: Community Development

Time Frame: Immediate and ongoing

Related Policy: 1.7, 1.9

Achievements: The City enforces energy conservation standards for new construction and encourages energy conserving residential project design through the application of its zoning policies.

Program Status: This program will be continued as new Program "J" in the 2003-2004 Housing Element.

O. The City shall work closely with the Sierra Planning Organization to review and update the existing Housing Needs Allocation Plan as appropriate.

Responsibility: Community Development

Time Frame: Immediate to 1994

Related Policy: 1.4

Achievements: The City worked with the Sierra Planning Organization (SPO) and now the Sacramento Council of Governments (SACOG) to review and update the existing Housing Needs Allocation Plan. The City will continue to work

with SACOG.

Program Status: This program will be continued as new Program "R" in the 2003-2004 Housing Element.

P. The City shall review the establishment of an inclusionary zoning ordinance, which will increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. The ordinance should require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Responsibility: Community Development

Time Frame: 1994

Related Policy: 1.4, 1.9

Achievements: The City has reviewed the establishment of an Inclusionary Housing Program during the following meetings and no conclusion on the topic has been decided to date. The City will continue to evaluate the effectiveness of an Inclusionary Housing Program.

- July 10, 2000 – The Auburn City Council, sitting as the AUDA, reviewed and approved the affordable housing strategy (Affordable Housing: A Strategy for the Future; Summer, 2000).
- April 7, 2003 – Joint City Council and Planning Commission study session. Reviewed Housing Element and Affordable Housing.
- June 3, 2003 – Planning Commission review of Implementation section of the General Plan, including Housing Element implementation items.
- Annual budget review by City Council since 1999 – Unmet Needs funding for future update of the housing element.

Program Status: This program will be combined with Program "G" to create new Program "E."

Q. The City shall revise the second unit ordinance in order to encourage the construction of "granny-flats". Revisions should include reducing the parking requirement from two spaces to one space, allowing detached units, and requiring the property owner to live in one or the other units but not requiring property owner occupancy of the main unit.

Responsibility: Community Development

Time Frame: Accomplished 1992

Related Policy: 1.11

Achievements: Revisions to the second unit ordinance were conducted in 1992. The City is currently using the State requirements for the review of second units, but is also in the process of updating the City's existing second unit provisions (Article 23 or Chapter 4 of Title 9).

The following are examples of second units approved by the City during the last five years:

- 590 Rogers Lane (APN 040-350-009; File UP 02-11) – Use Permit allowed reconstruction of a 600 s.f. legal non-conforming second residential unit that had been destroyed by fire.
- 333 Skyridge Drive (APN 055-070-013; File UP 00-5) – Use Permit for the conversion of an existing residence to include an attached second residential unit.
- 103 Canyon Court (APN 003-073-004; File UP 99-8) – Use Permit allowed 336 s.f. expansion of an existing non-conforming second residence.

Program Status: This program will be revised and continued as new Program "G".

R. The City shall attempt to relieve some of the constraints imposed on low income housing productions on a case-by-case basis through the use of discretionary funds when available, i.e. redevelopment funds or CDBG funds.

Responsibility: Community Development

Time Frame: Ongoing

Related Policy: 1.8, 1.10

Achievements: The following projects were constructed with the help of Redevelopment funds during this Housing Element period

- Volunteers of America – 600 Auburn Ravine Road (APN 001-020-037, 038, 039)
  60-unit affordable senior apartment complex
  100% density bonus (originally zoned for 30 units)

Variances to building height and parking also approved
$74,000 in Redevelopment Agency funds to aide in payment of fees

- Habitat for Humanity house – 1314 High Street (APN 004-032-045)
  1,200 s.f. unit; 0.17 acre lot
  2000-2001 - $50,000 in set-aside funds

- Habitat for Humanity duplex – 211/217 and 219/221 Cherry Avenue (APN 002-121-009)
  211/217 Cherry – 2,588 s.f.; 219/221 Cherry – 2,620 s.f.
  ±1995 - $26,000 in set-aside funds

- Palm Terrace Apartments, 80 units on 7.68 acres. Funding for this project included a HOME loan agreement between the City of Auburn and Auburn Palm Terrace L.P. in the amount of $953,000 and a housing set-aside grant of $250,000.

Program Status: This program will be combined with Programs "B", "C" and "J" to become new Program "B" in the 2003-2004 Housing Element.

S. In order to promote equal housing opportunities for all persons, the City shall provide some means for the resolution of housing complaints and fair housing issues by continuing to refer inquiring persons to the Placer County Community Services. The Fair Housing Plan implemented by the Community Services Department states that the County will cooperate with "all local, State and Federal agencies which seek to enforce fair housing and employment practices". Public awareness of equal housing opportunities will be generated through the posting of fliers advertising the program.

Responsibility: Community Development

Time Frame: Ongoing

Related Policy: 1.4

Achievements: The City refers housing complaints and fair housing inquiries to Placer County Community Service(s). In addition the City provides the following information to the residents of Auburn:

- Placer County brochures regarding fair housing, tenant rights, rehabilitation grants, rehabilitation loans, first-time homebuyer programs, and Section 8 programs are provided at the Auburn customer service counter.

- Placer County Community Service information regarding fair housing, tenant rights, rehabilitation grants, rehabilitation loans, first-time homebuyer programs, and Section 8 programs is included on the City website.

Program Status: This program will be continued in the 2003-2004 Housing Element as new Program "N".

T. The zoning ordinance will be modified to allow homeless shelters by conditional use permit in the open space and conservation zone, Central Business (C2) zone, and Regional Commercial (C3) zone.

Responsibility: Community Development

Time Frame: 1994

Related Policy: 1.17

Achievements: This zoning ordinance amendment did not take place; however, it will be completed during this Housing Element update.

Program Status: This program will be continued in the 2003-2004 Housing Element as new Program "O".

BASIS FOR THE CITY'S POLICIES AND PROGRAMS

The 2003-2004 Housing Element reflects an evaluation of changes in community conditions in Auburn since 1993, and recommended modifications to programs contained in the Element as a result of that evaluation. Information on community conditions and characteristics were collected and analyzed as part of the Housing Needs Assessment Report (Appendix A), which contains an analysis of population and housing characteristics, identifies special housing needs for certain population groups, evaluates housing conditions, analyzes employment trends, and provides other important information to guide the goals, policies, and implementation programs of this Element. The findings listed below resulted from the information collected as part of the Housing Needs Assessment Report. These findings provide a direct relationship between community conditions in Auburn and the recommended Goals, Polices, and Implementation Programs.

Population Trends

- Between 1990 and 2000 Auburn grew by 18 percent (1,870 persons). Auburn's population is expected to grow steadily over the next 20 years, continuing the demand for a variety of housing types and costs. Sacramento Area Council of Governments (SACOG) projects that the City of Auburn will experience a 25 percent growth rate between 2005 and 2020 (3,240 persons).

  The need for additional housing in Auburn is the result of past and projected population growth and the demographic characteristics. Policy 1.1 commits the City to maintaining an adequate supply of land in appropriate land use designations and zoning categories to accommodate the projected growth in the number households.

- The City of Auburn has a slightly lower percentage of persons under 18 and a slightly higher percentage of persons 65 years and over than the countywide and statewide averages. Family households represented 62 percent of all households in Auburn in 2000, compared to 73 percent countywide. Of the 3,284 family households in the City, the majority do not have children (1,780 family households or 54 percent of the total family households).

  Policy 5.1 of this Element provides incentives to developers to address special housing needs of low-income households including the physically and mentally disabled, large families, farmworkers, and the elderly and female-headed households.

Income and Poverty

- As defined by the Department of Housing and Urban Development's (HUD) income limits, a very low-income household earns 50 percent or less than the county median income, a low-income household earns between 51 and 80 percent of the county median income, a moderate-income household earns between 81 and 120 percent of the county median income, and an above moderate-income household earns 121 percent or greater of the county median income. Based on Placer County's median income of $57,535 (2000 Census), approximately 28 percent of Auburn's households are very low-income, 17 percent are low-income, 27 percent are moderate-income, and 28 percent are above moderate-income.

  Policy 1.3 of the Element facilitates the provision of housing for all economic segments of the community. The City shall seek to ensure high quality in all new residential developments.

Employment Trends

- The Employment Development Department (EDD) releases employment projects as related to absolute job growth for the period 1997 – 2004. Auburn is included in the Golden Sierra Consortium, which includes Placer, Alpine, El Dorado, Nevada, and Sierra counties. New employment for the Golden Sierra Consortium is forecasted to be concentrated in professional, computer support and electronic engineers, carpenters, and teacher's aides. Many of these jobs will pay wages or salaries in the low- to moderate-income level for single-wage earner households. This employment growth will contribute to a continuing need for additional affordable housing for such income groups.

  The employment growth projected by EDD will attract additional low- and moderate income workers to Auburn, resulting in a need for additional affordable housing. Goal 1 and 3 address various aspects of this future affordable housing need.

Special Needs

- As the current population ages, Auburn will experience an increase in the number of older adults with special housing needs over the next 20 years. Persons age 65 and over represent 18 percent of Auburn's total population, and experienced a 6 percent increase (122 persons) in population between 1990 and 2000. The housing needs among older adults in Auburn are: 1) financial support for low-income seniors who do not own their homes, 2) financial assistance for home maintenance and repairs among low-income senior homeowners, 3) assisted care living facilities for those who have self-care and mobility limitations, 4) affordable independent living rental housing, and 5) financial assistance for home modifications for those with minor self-care or mobility concerns.

  Policy 5.6 of this Element addresses the housing needs of older adults. Policy 5.6 assists in increasing the supply of housing that meets the needs of older adults. Implementation Program L includes an amendment to the Zoning Ordinance to allow Residential Care Provider Facilities of 7 or more in the high density residential district (R-3) and the Central Business District (C-2); therefore, allowing the development of a range of assisted care housing for older adults who have limited self-care abilities.

- Female-headed households represent 10 percent of all households in Auburn, and of these households 339, or 6 percent, were female-headed households with children under age 18. Poverty rates among female-headed households are generally higher than the general population, and female-headed households with children under age 18 in Auburn have the second highest poverty rate of any population group (18 percent). Many female-headed householders have extremely low incomes and they will continue to require significant financial assistance or subsidized rental housing. Single mothers with children face additional challenges in finding affordable family housing of suitable size.

  Because female-headed households with children in Auburn have the second highest poverty rates, there is a demonstrated need for affordable housing. Policy 3.1 of this Element ensures that the City will continue to monitor "at risk" subsidized housing that is affordable to very low- and low-income groups

- Based on available information and contacts with service providers, the level of, and need for, homelessness services in the City is increasing on a region-wide basis.

Polices in the Element that address the homeless and homelessness issues include: Policies 5.3, 5.4, and 5.5. Policy 5.3 and 5.4 addresses the continued support of and collaboration with, the Placer County Health and Human Services Department by providing information and financial support. Policy 5.5 addresses collaboration with community-based organizations that provide services or information regarding homeless services. Implementation Program O amends the Zoning Ordinance to allow emergency shelters in the Central Business (C-2) district and Regional Commercial (C-3) district and transitional housing in the high-density residential zoning district (R-3).

Housing Characteristics

- According to the 2003 Housing Conditions Survey, 30 percent of the housing stock in Auburn is considered substandard and in need of rehabilitation, while less than one percent is in need of replacement.

  Goal 2 of this Element encourages the maintenance, improvement, and rehabilitation of the City's existing housing stock and residential neighborhoods. Policies 2.1, 2.2, and 2.3 encourage private reinvestment in older housing stock and commit the City to pursue state and federal funding assistance to rehabilitate housing.

Housing Costs and Affordability

- Approximately 78 percent of very low-income households and 40 percent of low-income households spend over 30 percent of their income on housing in Auburn.

  Policies 3.1 and 3.2 seek to address the shortage of affordable rental housing through the preservation of existing subsidized rental housing that is affordable to very low- and low-income persons and the construction of additional affordable housing.

Opportunities and Constraints

- SACOG has determined that Auburn has a housing construction need of 688 units for the planning period 2000-2007. Of the total 688 units, 13 percent should be affordable to very low-income households, 17 percent to low-income households, 30 percent to moderate-income households, and 40 percent to above moderate-income households. Very low- and low-income housing needs represent 215 housing units of the City's total housing allocation.

  Policy 1.1 of this Element addresses the need to maintain an adequate supply of land in appropriate land use designations and zoning categories to accommodate the projected growth in the number of households. Implementation A requires the City to amend the Zoning Ordinance to ensure that projects are constructed at least at a minimum required density in the R-2 (a minimum of 6 units per acre) and R-3 (a minimum of 9 units per acre) districts to preserve the limited supply of multi-family zoned land for multi-family uses.

3. 2003-2004 GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

The following goals, policies, and programs are adopted as part of the 2003-2004 Auburn Housing Element. The hierarchy of goals, policies, and programs are described below.

Goal 1: Provide a range of housing choices that meets the needs of all Auburn residents in terms of type, density and cost.

Policy 1.1: The City shall maintain an adequate supply of land in appropriate land use designations and zoning categories to accommodate the projected growth in the number of households.

Policy 1.2: While promoting the provision of housing for all economic segments of the community, the City shall seek to ensure high quality in all new residential developments.

Policy 1.3: The City shall continue to use state and federal funding assistance, to the extent that these subsidies exist and are appropriate to Auburn's needs, to develop affordable housing.

Policy 1.4: The City shall identify areas where infrastructure is existing or proposed to support residential development.

Policy 1.5: The City shall support pre-existing nonconforming residential uses if the single reason that these uses are nonconforming is their density (number of units), and if the continued existence of these units will not have a major impact on the neighborhood.

Policy 1.6: The City shall encourage the development of second residential units in accordance with State law, while maintaining the single-family character of the neighborhood.

Goal 2: The City will encourage the maintenance, improvement, and rehabilitation of the City's existing housing stock and residential neighborhoods.

Policy 2.1: The City shall encourage private reinvestment in older residential neighborhoods.

Policy 2.2: The City shall encourage private rehabilitation of housing.

Policy 2.3: The City shall pursue state and federal funding assistance to rehabilitate housing.

Goal 3: The City will conserve the existing stock of affordable rental housing and offer incentives for the construction of new affordable housing.

Policy 3.1: The City will preserve low-income housing by monitoring "at-risk" subsidized housing when subsidies are in jeopardy of expiring.

Policy 3.2: The City will offer density bonuses and other incentives in the construction of affordable housing.

Goal 4: The City will encourage energy efficiency on both new and existing housing.

Policy 4.1: The City shall promote the development of energy and resource efficient housing types.

Policy 4.2: The City shall encourage innovative and cost effective building technologies.

Goal 5: The City will promote equal opportunity to secure safe, sanitary, and affordable housing for all members of the community regardless of age, race, religion, sex, marital status, national origin, or color.

Policy 5.1: The City shall provide incentives to developers to address special housing needs of low-income households including the physically and mentally disabled, large families, farmworkers, and the elderly and female-headed households.

Policy 5.2: Encourage greater access to housing for persons with disabilities.

Policy 5.3: The City shall make information on the Placer County Health and Human Services Department available to the public.

Policy 5.4: The City shall work with Placer County and surrounding jurisdictions to address the needs of the homeless on a regional basis.

Policy 5.5: The City shall cooperate with community-based organizations that provide services or information regarding the availability of services to the homeless.

Policy 5.6: Assist in increasing the supply of housing that meets the needs of older adults.

Policy 5.7: Permit transitional housing, emergency shelters and residential care facilities of seven persons or more in designated districts in the City.

Goal 6: Adopt and Implement a Housing Element that is in compliance with State Law and the requirements of the State Department of Housing and Community Development.

Policy 6.1: The City shall revise the Housing Element as necessary to meet the changing needs of Auburn.

Policy 6.2: The Community Development Department will prepare quarterly reports for the Planning Commission and City Council on the progress in implementing the Housing Element.

Policy 6.3: The Redevelopment Agency shall promote the implementation of the policies and goals of the Housing Element, through its unique powers.

Policy 6.4: The City shall continue to actively participate in regional housing solutions.

IMPLEMENTATION PROGRAMS

A. The City will amend the Zoning Ordinance to ensure that projects are constructed at least at a minimum required density in the R-2 (a minimum of 6 units per acre) and R-3 (a minimum of 9 units per acre) districts to preserve the limited supply of multi-family zoned land for multi-family uses.

The City will then annually review the amount of land zoned for various residential uses in conjunction with the amount and types of housing produced in the previous year to determine if changes in zoning may be needed to meet City housing needs. The City will update its residential land inventory every two years.

Responsibility:	Community Development Department
Time Frame:	Amend the Zoning Ordinance by June 2005 or 1-year following certification of element (whichever is later).
	Annually review land inventory
Funding:	Administrative cost to the City

B. The City shall pursue available and appropriate state and federal funding sources to support efforts to meet new construction needs of very low-, low-, and moderate-income households. Appropriate sources of funding will be determined on a case-by case basis. The City will collaborate with nonprofit organizations and agencies such as the Placer County Housing Authority. Potential funding sources for this program will include the CDBG and HOME programs (federal funds administered by the State of California for non-entitlement cities and counties), the Multifamily Housing Program, California Housing Finance Agency programs (such as Help), tax exempt bond financing, low-income housing tax credits, the Federal Home Loan Bank Affordable Housing Program, and various other HUD programs for special needs groups.

In addition the City will market housing opportunities and assist developers with construction of affordable housing through the following actions:

- The City will provide financial assistance for the construction of affordable housing to the extent that Redevelopment Housing Set-aside Funds are available.
- The City will offer density bonuses for development that include at least 10 percent very low-income units, 20 percent low-income units, 50 percent senior units or 20 percent moderate income units in condominium projects.
- The City will consider a fee reduction or defer fees. The amount of fee reduction or deferral will be based on the financial needs of each development.
- The City will negotiate alternative development standards such as alternative parking

standards, street improvements standards, maximum density, and lot coverage.

- The City will offer assistance in accessing local, state, and federal funding for affordable housing by applying for such funding on behalf of the affordable-unit developer or providing technical assistance or documentation necessary to support an application for funding.

Information regarding availability of housing assistance funds to lower- and moderate-income households will be made available at the Auburn customer service counter, public transit center and available at the City's web site.

Responsibility: Community Development, Auburn Urban Development Authority, Participating Nonprofit & For Profit Housing Providers

Time Frame: 2004-2007

The City will meet with affordable housing providers, as requested to identify potential funding sources and application deadlines. Information regarding funding will be made available as funding becomes available to the City.

Funding:
Community Development Block Grants (CDBG) (HCD)
Downtown Rebound Program (HCD)
Home Investment Partnership Program (HOME) (HCD)
Multifamily Housing Program (HCD)
California Housing Finance Agency
HELP Program
HUD Programs:
-Section 221(d)
-Section 202 (elderly)
-Section 811 (persons with disabilities)
Federal Home Loan Bank
Housing Programs
Tax Exempt Bonds
Low-Income Housing Tax Credits (state and federal)
Housing Set-Aside Funds

C. The City shall revise the Zoning Ordinance to provide for:

- A density bonus of 25 percent for projects in all residential zoning districts if the project reserves at least: 20 percent of the units for lower-income households; or 10 percent of the units for very low-income households; or 50 percent of the units for senior citizens.

- A density bonus of 25 percent for all projects in single-family residential zone districts if a percentage of the homes within the project do not exceed a maximum gross area of 1,700 square feet excluding the garage.

- A density bonus of 20 percent of the total dwelling units in a condominium project to

be affordable to families of moderate income, as defined in Section 50093 of the Health and Safety Code.

- A density of 25 percent to developers of single-family detached housing projects of 10 or more units that provide a variety of housing structures within the project including but not limited to common lot line, duet units on corner lots, or other innovative concepts which comply with the General Plan.

The City shall establish guidelines for income eligibility for the "reserved" units and for maintaining the affordability of "reserved" units over time.

Other incentives the City will consider in conjunction with density bonuses for low-income include but are not limited to:

- Zoning and development regulatory incentives
- Financial incentives
- Waiver or modifications of development standards

The City will work to increase the effectiveness of the density bonus program and awareness of the program among developers through initial discussions at the pre-application and funding stages of proposed projects, when the number of housing units and the project density needed for financial feasibility are first determined.

Responsibility: Community Development

Time Frame: The City will revise the zoning ordinance by June 2005 or 1-year following certification of element (whichever is later).

Funding: Administrative cost to the City.

D. The City shall continue to implement the provisions of the Zoning Ordinance, which allow nonconforming residential uses that are only nonconforming because of density to be reconstructed in residential areas subject to an approved Conditional Use Permit when findings can be made that the use has not and will not be detrimental to the surrounding neighborhood.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: Ongoing, 2003-2007

Funding: Administrative cost to the City.

E. The City will evaluate the feasibility of an Inclusionary Housing Ordinance. The City will conduct a study of the feasibility of an Inclusionary Housing Ordinance that would include the terms and conditions under which new developments would be required to provide a specified percentage of housing affordable to very low-, low-, and/or moderate-income households.

Responsibility: City Council, Planning Commission, Community Development

Time Frame: Study will be conducted by June 2006.

Funding: Administrative costs to conduct the study.

F. The City will continue to implement residential zoning and development standards, with appropriate design review in the multi-family zoning districts to ensure compatibility of housing with neighborhood character, appropriate open yard space, and streets that are safe for alternative means of travel.

Responsibility: Community Development

Time Frame: Continue to implement the design review process for multi-family housing.

Funding: Administrative cost to the City.

G. The City shall amend Chapter 4 of Title 9 in the City of Auburn Municipal Code to allow secondary dwelling units by right in single-family residential zones, in compliance with Government Code Section 65852.2.

The City will promote its second unit dwelling standards by publishing information on the City's website, and submitting press releases annually to local newspapers. The City will implement a system to separately track the approval of second units.

Responsibility: Community Development

Time Frame: Adopt zoning amendment by December 31, 2004.

Prepare information for the City's web site and newspaper by June 2004.

Funding: Permit fees- minor administrative cost to the City.

H. The City will provide housing rehabilitation assistance to very low- and low-income homeowners and to rental property owners with very low- or low-income tenants. Participation by rental property owners will require compliance with a rent limitation agreement. The City will continue to implement and annually review and revise, as needed, program guidelines for housing rehabilitations assistance.

Information regarding available funding for rehabilitation loans, grants and repair assistance programs will be made available at the Auburn customer service counter, public transit center and available at the City's web site.

Responsibility: Community Development Department

Time Frame: 2004-2007 Information will become available as funding becomes available to the City.

Funding: Community Development Block Grants or other funds (as funding becomes available to the City).

I. Each year the City will update its list of subsidized rental properties that may be potential acquisition and/or rehabilitation targets. The City will determine which properties are immediately at risk (during the subsequent two-year period) of converting to market-rate rental housing and will contact those owners regarding their interest in selling properties or maintaining the rental units as affordable units.

The City will participate in the acquisition/rehabilitation by assisting the entity in accessing state, federal, or private funding for acquisition/rehabilitation. The City is committed to working with non-profit developers and other qualified entities to preserve existing affordable opportunities, as well as identify all federal, State and local financing and subsidy programs which can be used to preserve assisted housing developments that may be at-risk.

Responsibility: Community Development Department

Time Frame: Annual updates of subsidized rental projects.

Assistance for conserving assisted rental housing development to be determined on a project basis.

Funding: Administrative cost to the City for tracking, HOME Program, CDBG Program for subsidized rental properties funding

J. The City shall continue to enforce State energy conservation requirements such as Title 24 of the Building Energy Efficiency Standards for new residential projects, and shall encourage residential developers to employ additional energy conservation measures with respect to: (a) subdivision design; (b) siting of homes on the lot; (c) landscaping and, (d) solar access.

Responsibility: Community Development

Time Frame: Immediate and ongoing

Funding: Permit fees- administrative cost to the City.

K. Facilitate the construction of affordable rental housing for very low- and low-income seniors. The following types of senior housing are needed in Auburn.

- Rental housing affordable to persons earning between 50 and 80 percent of Placer County's median income.
- "Continuum of care" housing that provides a range of on-site services including independent living, assisted living, and institutional care.
- Market rate senior rental housing.

In addition, the City will support the construction of additional rental housing for older adults through:

- density bonuses;
- applying for or assisting developers in applying for state and federal funding; and
- identifying suitable sites for such development.

Responsibility: Community Development

Time Frame: Ongoing, 2004-2007 and depending on proposed projects.

Funding: Redevelopment Agency set-aside funds, HOME Program, State and Federal tax credits, and United States Department of Agriculture Rural Housing Service grants and loans.

L. Adopt an amendment to the Zoning Ordinance to allow Residential Care Facilities of 7 or more in the high density residential district (R-3) and the Central Business District (C-2); therefore, allowing the development of a range of assisted care housing for older adults who have limited self-care abilities by:

- ensuring appropriate zoning for all ranges of housing from group housing to independent living with services on-site for institutional care facilities;
- helping to access funding and funding sources; and
- identifying appropriate sites for development.

Residential Care Facilities of 7 or more will be permitted as conditional uses under the City's existing use permit process. Use permits may be granted subject to the following findings by the Planning Commission:

- The proposed use is substantially similar in characteristic to a use or uses currently within the district;
- The proposed use would be appropriate in the district applicable to the property as a permitted or conditional use; and
- The proposed use would not be detrimental to the health, safety, peace and morals, comfort and general welfare of the community.

Responsibility: Community Development

Time Frame: Adopt zoning amendment by June 2005 or 1-year following certification of element (whichever is later).

Ongoing, 2004-2007, and dependant on proposed projects.

Funding: Redevelopment Agency set-aside funds, HOME Program, state and federal tax credits, and United States Department of Agriculture Rural Housing Service grants and loans.

M. The City will evaluate the feasibility of a universal design ordinance that provides for greater adaptability and accessibility of housing for persons with disabilities. The City's Community Development Department will provide advice to the Planning Commission and City Council on potential approaches to universal design and recommendations on an implementing ordinance.

Responsibility: Community Development, Planning Commission, City Council

Time Frame: Complete feasibility study by June 2007.

Funding: The City may need special expertise to prepare such an analysis. This would require the assistance of a consultant and would be a special budgeted item for the City.

N. In order to promote equal housing opportunities for all persons, the City provides means for the resolution of housing complaints and fair housing issues by continuing to refer phone inquiries to Placer County Health and Human Services Department. In addition, the City provides the following services on housing complaints and fair housing issues:

- Placer County brochures regarding fair housing, tenant rights, rehabilitation grants, rehabilitation loans, first-time homebuyer programs, and Section 8 programs are provided at the Auburn customer service counter, public transit center and available at the City's web site.

- Placer County Health and Human Services Department information regarding fair housing, tenant rights, rehabilitation grants, rehabilitation loans, first-time homebuyer programs, and Section 8 programs is included on the City website.

Responsibility: Community Development

Time Frame: Ongoing, 2004-2007

Funding: Administrative cost to the City, CDBG Program

O. Adopt an amendment to the Zoning Ordinance allowing emergency shelters in the Central Business (C-2) district and Regional Commercial (C-3) district and transitional housing in the high-density residential zoning district (R-3). Emergency shelters and transitional housing will be permitted as conditional uses under the City's existing use permit process (see page A-59 and A-60).

Use permit standards to be adopted by the City will include the following requirements:

- Emergency shelters and transitional housing should be built with high access and low visibility. High access is based on the location of a proposed facility in relation to public transit, public and private supportive services, and job skills training. Low visibility is based on the exterior operation of a facility (listed below).

- Emergency shelters and transitional housing should be located with access to transportation, supportive services, and commercial services to meet daily living needs.

- Such uses will be permitted in association with religious establishments.
- The design and location of the emergency shelters or transitional housing should reflect the needs of clients being served (for example, single adults or women with children).

To facilitate the location of emergency shelters and transitional housing, the City will adopt criteria to address:

- Hours of operation;
- External lighting and noise;
- Provisions of security measures for the proper operation and management of a proposed facility;
- Measures to avoid queues of individuals outside proposed facilities;
- Transportation of individuals to and from proposed facilities;
- Compliance with County and State health and safety requirements for food, medical, and other supportive services provided on-site;
- Maintenance in good standing of County and/or State licenses, if required by these agencies for the owner (s), operators(s), and/or staff of a proposed facility; and
- Similar operations and management issues.

Responsibility: Community Development

Time Frame: Adopt zoning amendment by June 2005 or 1-year following certification of element (whichever is later)

Funding: Administrative cost to the City.

P. The City will continue to work with the Placer County Health and Human Services Department to address the homeless needs in the County. The City may contribute to the cost of maintaining emergency shelter programs, including consideration of funding for programs developed through interjurisdictional cooperation.

Responsibility: Community Development

Time Frame: 2004-2007

Funding: General Fund/State Emergency Shelter Program/HUD/other specialized funding

Q. The City shall review the Housing Element annually to monitor the City's progress in implementing its housing programs. The results of the review will be presented to the City Council and Planning Commission in the following manner. Staff will present quarterly reports to the Planning Commission and the City Council on the status of the Housing Element and Affordable Housing Projects.

The City will track density yields for projects developed in the Residential zoning districts. In the next Housing Element cycle, this information can be used to help evaluate the City's housing needs and for consideration in increasing the maximum density in the R-3 zoning district.

Responsibility: Community Development Department

Time Frame: Reports will be provided in March, June, September and December of each year.

Funding: Minor administrative cost to the City.

R. The City shall continue to work closely with the Sacramento Council of Governments to review and update the existing Housing Needs Allocation Plan as appropriate.

Responsibility: Community Development

Time Frame: 2004-2007

Funding: Minor administrative cost to the City.

S. The City may establish a position of Housing Coordinator through the Community Development Department, either as a staff position or through contract, to coordinate City housing activities, to assist in the implementation of affordable housing programs, and to work with non-profit housing developers to build affordable housing.

Responsibility: Community Development, City Manager, City Council

Time Frame: Establish a Housing Coordinator by January 2005

Funding: Redevelopment Housing Set-aside Funds, general fund

4. CITY OF AUBURN URBAN DEVELOPMENT AGENCY

AFFORDABLE HOUSING PROJECTS IN THE CITY

The City of Auburn Urban Development Agency produced the "Affordable Housing: A Strategy for the Future," in 2000. This report addresses affordable housing issues in the City and provides goals for the use of the City's Redevelopment Funds. In 2001, $50,000 went to the production of one Habitat for Humanity single-family home. In 2002, $250,000 went to the production of Palm Terrace Apartments (80-units). There is a deficit of $100,101 in the City's Redevelopment set-aside account for the year ending June 30, 2004. Due to the current deficit there are no current or projected plans for redevelopment set-aside funds. Table 1 provides the City of Auburn Redevelopment Low/Moderate Fund Proposed Budget, through the Fiscal Year 2006-07.

The Council is waiting for approval of the Housing Element Update before assessing future options. Staff and Council are considering (or have expressed interest in) several options including; a) leveraging existing monies for other programs; b) participating in a First Time Home Buyer program; and c) participating in another Habitat for Humanities project. At present there are no plans on the books that the City could commit to due to the current deficit.

Table 1

City of Auburn Redevelopment Low/Mod Fund Proposed Budget, Fiscal Year 2003-04.

	Actual 2002-03	Estimated 2003-04	Estimated 2004-05	Estimated 2005-06	Estimated 2006-07
Revenues					
Interest Income	(7,300)	(5,620)	--	--	--
Other revenues (loan proceeds)			--	--	--
Transfers In	$57,819	$58,976	--	--	--
Total Revenues	$50,519	$53,356	--	--	--
Expenditures					
Administrative Expense					
Contractual Expenses	$6,839	$7,500	--	--	--
Debt Service					
Capital projects	--	--	--	--	--
Transfers Out to Debt Service Fund					
Total Expenditures	$6,839	$7,500	--	--	--
Excess (deficit) of revenues over expenditures	$43,680	$45,856	$48,000	$50,200	$52,400
Cash balance, July 1	(189,637)	(145,957)	--	--	--
Cash balance, June 30	(145,957)	(100,101)	(52,101)	(1,901)	50,499
General Reserve Unrestricted Cash	(145,957)	(100,101)	(52,101)	(1,901)	50,499

Source: City of Auburn, 2003.

Capital Projects Summary: Habitat for Humanity (FY 1999-00) Nevada Street Apartment Project $250,000

The following is a list of the City's affordable housing projects, the number of units, the type of housing, and the type of funding.

1. Auburn Palms 701 Auburn Ravine Road
   50 units
   Elderly Rental Housing
   FHA Ins. 236 Section 8
   Section 8 expired May 2000 and is currently being renewed on an annual basis.

2. Auburn Ravine Terrance 750 Mikkelsen Drive
   50 units
   Elderly Rental Housing
   FHA 231 Section 8
   Section 8 expired December 2000 and is currently being renewed on an annual basis

3. Auburn Villa 628 Mikkelsen Drive
   49 units
   Elderly Rental Housing
   FHA 221 (D)(4) Section 8
   Section 8 expired August 2000 and is currently being renewed on an annual basis

4. Brookside Senior Apts. 688-738 Mikkelsen Drive
   48 units
   Elderly, Disabled, Rental Housing
   Rural Development
   Expiration date not available

5. Palm Terrace 11801-11865 Mt. Vernon Road
   80 units
   Family Rental Housing
   Tax Credit program/Section 8
   Section 8 expires 2058

7. Valley Oaks 600 Auburn Ravine Road
   59 units
   Elderly Rental Housing
   FHA 202 Section 8
   Expires August 2014

8. 1314 High Street
   1 Single Family House
   Habitat for Humanity

9. 211/217 Cherry Avenue
   Duplex
   Habitat for Humanity

10. 219/221 Cherry Avenue
    Duplex
    Habitat for Humanity

5. QUANTIFIED OBJECTIVES

Table 2 summarizes the City's quantified objectives for the period of January 1, 2000 to June 30, 2007. These objectives represent a reasonable expectation of the maximum number of new housing units that will be developed and conserved and the households that will be assisted over the next five years based on the policies and programs outlined in the previous section.

Table 2

QUANTIFIED OBJECTIVES FOR HOUSING (January 1, 2000 – June 30, 2007)

	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Total
Accommodate RHND Allocation	**93**	**122**	**206**	**267**	**688**
New Construction (2000–2003)	61 MFR (Palm Terrace)	19 MFR (Palm Terrace)	--	253 SFR	333
New Construction (2004–2007)	4	5	206	±250 SFR	±465
Housing Rehabilitation	2	2	--	--	4
Conserve Existing Rentals	99[1]	99[1]	--	--	99[1]

[1]The affordable Housing Strategy document notes that there are 99 units in the "High" risk level for conversion.

6. EFFORTS TO ACHIEVE CITIZEN PARTICIPATION

State law requires cities and counties to make a diligent effort to achieve participation by all segments of the community in preparing a Housing Element. Section 65583[c] [6] of the California Government Code specifically requires that:

- The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the program shall describe this effort.

The diligent effort required by state law means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and minority households that might otherwise not participate in the process. Active involvement of all segments of the community can include one or more of the following:

- Outreach to community organizations serving low-income, special needs, and underserved populations;
- Special workshops, meetings, or study sessions that include participation by these groups;
- Establishment of an advisory committee with representatives of various housing interests; and
- Public information materials translated into languages other than English if a significant percentage of the population is not English proficient.

To meet the requirements of state law, the City of Auburn has completed the public outreach and community involvement activities described below:

PUBLIC MEETINGS AND HEARINGS

The City conducted the following public workshop/study session and public hearings on the Housing Element listed below.

The Housing Element Public Workshop and Study Session for the Planning Commission and City Council was held on September 15, 2003. The purpose of the workshop was to inform the public of general information about the housing element as it related to 1) the City's General Plan, 2) State and federal requirements, and 3) SACOG's Regional Housing Needs Plan.

Two public hearings were conducted on the draft Housing Element prior to its submittal to the California Department of Housing and Community Development (HCD) for review - a Planning Commission hearing on November 18, and a City Council Hearings on December 8, and December 22, 2003.

Public hearings on the revised Housing Element were conducted after receipt and consideration of HCD's comments, and prior to City Council adoption of the updated Housing Element. The Planning Commission hearing was conducted on _____, 2004, and the City Council hearing on _____, 2004.

PUBLIC NOTICE AND OUTREACH

The City prepared notification through display advertisements in the *Auburn Journal*; the mailing of public hearing notices to groups and individuals; and by posting public hearing notices to inform the public and interested organizations of the update process and to solicit participation by all segments of the community. The following is a list of Community Outreach Groups and organizations that were notified.

- Placer County Food Bank
- 7th Day Adventist Community Service Bldg.
- Legal Services of Northern California
- Mercy Housing California
- Auburn Villa
- Mr. Bob Snyder
- Placer Independent Resources Services
- California Housing and Community Development Department, Housing Policy Development
- Placer County Health and Human Services Department
- Interfaith Food Closet
- Auburn Palms
- Auburn Chamber of Commerce
- Eskaton
- Auburn Ravine Terrace
- Brookside Senior Apartments
- Valley Oaks
- Salvation Army
- Placer Independent Resource Service

Public Comments and City Response

The Planning Commission received public comment from two individuals (Ken Tokutomi and Mark Bledsoe) on November 18, 2004. Their comments are summarized below and include support for transitional housing needs, adoption of universal design standards and "aging in place" measures, and housing accommodation for persons with physical disabilities.

Ken Tokutomi, spoke on the homeless issue. He is chairman of the Salvation Army Advisory Board, member of the Placer Homeless Consortium and Placer PC Shelter and has been studying the homeless issue and affordable housing in this area for the past two years. The goal is a concept where someone could go from homelessness to transitional housing to affordable housing and then self-sufficiency. He would like to see the issue of affordable housing addressed by the Commission. There is a plan with the Salvation Army and Placer County, hopefully including the City of Auburn and other agencies, to develop a master plan for affordable housing. They would like to have a regional plan and are looking for property to put in an emergency shelter.

Mark Bledsoe, president of the Housing Alliance of Placer (HAP) spoke. He pointed out that the State Independent Living Center (SILC) conducted a state-wide survey and discovered over six million people in California with disabilities, and they estimate that currently 20 percent have some form of disability and by 2010 it is projected to increase to 25 percent. He felt what should be addressed is "universal design", or aging in place, a concept that has been addressed by the legislature in offering incentives for universal design at local levels as well as a mobile home company that offers universal design in their mobile homes. He warned against designating certain areas for housing for people with disabilities, thus violating fair-housing laws. He noted that the homeless census in the draft Housing Element overlooked

those with physical disabilities, he would like this included. He pointed out that the City of Auburn currently does have transitional housing facilities operating under the umbrella of HAP, where they oversee 18 transitional homes. Also, for those in need of emergency shelter, the Elmwood Motel is utilized as an emergency shelter. He disagrees with the statement in the draft that there is little information available relating to agencies offering assistance outside of Auburn, he noted several organizations:

- Placer Consortium on Homelessness and Affordable Housing, the largest group involved in homeless issues in Placer County;
- Placer Independent Resource Services, one of the 29 independent living centers in the State of California;
- Housing Alliance of Placer, with an extensive network of the homeless population;
- New Journey Program, offering transitional housing;
- Re-Entry, a group working with ex-offenders;
- New Leaf Counseling, transitional housing for women.

The City supports Ken Tokutomi and the idea for a regional affordable housing master plan. The City incorporated homeless service information provided by Salvation Army. The City also incorporated Program O allowing emergency shelters in the Central Business (C-2) district and Regional Commercial (C-3) district and transitional housing in the high-density residential zoning district (R-3).

Based on Mr. Bledsoe's comments the City incorporated changes to the Draft Housing Element including a study for a universal design ordinance (Program M) and additional information available regarding the six agencies offering assistance in the greater Auburn area. The City will continue to welcome public comments throughout the draft review and adoption through posting information on the City's web site and in the Auburn Journal.

7. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

State law requires that the Housing Element contain a statement of "the means by which consistency will be achieved with other general plan elements and community goals" (California Government Code, Section 65583[c] [6] [B]. There are two aspects of this analysis: 1) an identification of other General Plan goals, policies, and programs that could affect implementation of the Housing Element or that could be affected by the implementation of the Housing Element and 2) an identification of actions to ensure consistency between the Housing Element and affected parts of other General Plan elements. The 1992 General Plan contains several elements with policies related to housing. Policies and the means for achieving consistency are summarized below.

The Housing Element does not establish standards for residential development for the distribution and density of residential land uses. The Land Use Element of the General Plan contains these standards. The Housing Element is primarily a housing program assistance document, the implementation of which will not directly impact policies in other General Plan elements. These are several policies and programs in the Housing Element, the implementation of which could affect implementation of other General Plan policies. There are also several policies in other elements of the General Plan that could affect implementation of the Housing Element. These policies, and the method by which the City will achieve consistency among them, are described below.

Housing Element Polices

Policy 1.1 *The City will maintain an adequate supply of land in appropriate land use designations and zoning categories to accommodate the projected growth in the number of households.*

Implementation of Policy 1 could require the City to rezone land from an existing zoning designation to high-density residential use (R-3).

Rezones under this policy have the potential to impact other General plan policies in the Land Use, Conservation, Circulation, Public Facilities, and Safety elements. The City will ensure General Plan consistency in the same manner as other rezonings.

1. Require a General Plan consistency finding with the Land Use Element and require a General Plan Land Use Amendment, if necessary, to ensure consistency.

2. Prepare an environmental assessment according to the requirements of the California Environmental Quality Act (CEQA) to identify and mitigate potential site-specific impacts relating to traffic, natural resources, safety, visual impacts, public facilities and services, and other applicable CEQA-required topics. These mitigation measures are intended to address, and ensure compliance with General Plan policies related to the impacts of new development.

Policy 1.6 *The City shall encourage the development of second residential units in accordance with State law, while maintaining the single-family character of the neighborhood.*

Implementation of Policy 1.6 will allow the development of secondary residential units that meet the design requirements for single-family neighborhoods. The City does not anticipate that the development of secondary residential units will be inconsistent with other General Plan Policies.

Policy 3.2 *The City will offer density bonuses and other incentives in the construction of affordable housing.*

Implementation of this policy could result in residential development of 25 percent higher densities than otherwise permitted by the applicable zoning designations in which such projects meeting affordable housing requirements are located. State law requires the City to approve density bonuses in these cases and considers density bonuses to be consistent with an existing general plan.

As with implementation of Policies 1 and 2, the City will use the CEQA process to ensure consistency with other General Plan elements.

Policy 5.7 *Permit transitional housing, emergency shelters, and large group homes in appropriate locations in the City.*

Implementation of this policy will require the City to clarify in the Zoning Ordinance where transitional housing, emergency shelters and large group homes can be located. The City does not anticipate that this clarification will create inconsistencies with either the General Plan Land Use Element or other General Plan elements. The City will designate zoning categories in which these uses may be permitted based on characteristics and impacts that are similar for currently permitted uses.

Other General Plan Policies

The City has reviewed policies in the other elements of the General Plan and has concluded that none of these policies will impede the City's achievements of, or be inconsistent with, the polices of this Housing Element. With the exception of the policies listed above, Housing Element policies primarily relate to housing assistance, housing rehabilitation, equal housing opportunities, residential energy conservation, and other topics not directly affected by policies in the other General Plan elements. Residential energy conservation policies contained in the Housing Element will help contribute to the achievement of General Plan polices for resource conservation.

APPENDIX A: HOUSING NEEDS ASSESSMENT REPORT

TABLE OF CONTENTS

INTRODUCTION **1**

Summary Findings 2
- Population Trends 2
- Income and Poverty 2
- Employment Trends 2
- Special Needs 3
- Housing Characteristics 3
- Housing Costs and Affordability 4
- Opportunities and Constraints 4

HOUSING NEEDS AND OPPORTUNITIES **5**

Population Characteristics 5
- Population Trends 5
- Ethnicity 6
- Age of Population 6
- Household Type and Composition 7

Income Characteristics 8
- Poverty 11

Employment Trends 12
- Area Employment Profile 13

Special Needs 15
- Elderly 15
- Mobility and Self-Care Limitations 17
- Families with Female Heads of Households 19
- Large Families 19
- Farmworkers 19
- Homeless 20
- Agencies Offering Public Assistance to Homeless and Other Special Needs Groups 20

Housing Characteristics 22
- Housing Composition 22
- Housing Occupancy 24
- Age and Condition of Housing Stock 27
- Housing Conditions 28
- Overcrowding 32
- Housing Costs 33
- Lower Income Households Overpaying 37
- Affordability Trends 39

Assisted Housing Projects 40
- Assisted Rental Housing Eligible for Conversion 40

Future Housing Needs 43

Future Development Potential 44
- Areas with Potential for Residential Development 44

CONSTRAINTS **50**
Non-Governmental Constraints 50
Land Costs 50
Construction and Labor Costs 50
The Cost and Availability of Financing 51
Environemtnal Constraints 52
Governmental Constraints 52
Land Use Controls 52
Permitted Uses in Residential Zoning Districts 54
Building Codes 59
Code Enforcement 59
Development Fees 59
Permit Processing Procedures 59
Housing for Persons with Disabilities 61
Second Residential Unit Requirements 63
Manufactured Homes and Mobile Home Park Standards 64
Parking Requirements 64
Design Review 64

ENERGY CONSERVATION OPPORTUNITIES **67**
General Design Standards 67

LIST OF TABLES

Table A-1 Auburn Population Growth 5
Table A-2 Auburn and Placer County Population Growth 2005-2025 6
Table A-3 Comparison of Race by City, County, and State Population 6
Table A-4 Age Distribution (2000) 7
Table A-5 Number of Persons per Household (2000) 7
Table A-6 Household Composition by Type (2000) 8
Table A-7 Median Incomes in Auburn and Placer County (2000) 9
Table A-8 Household Income (2000) 9
Table A-9 Definitions Used for Comparing Income Levels 10
Table A-10 2000 City of Auburn and Placer County Household Income Range by Income Category 10
Table A-11 Placer County Income Limits (2003) 11
Table A-12 Poverty Thresholds (2000) 11
Table A-13 Auburn 2000 Poverty Rates 12
Table A-14 Major Employers in the City of Auburn 13
Table A-15 Occupational Employment (2000) and Wage Data (2001) 14
Table A-16 Employment Projections as Related to Absolute Job Growth (1997 – 2004) 15
Table A-17 Pattern of Aging of the Auburn Population 16
Table A-18 State Department of Social Services Licensed Elderly Care Facilities 17
Table A-19 Housing Estimates for the City of Auburn (1990 through 2002) 23
Table A-20 Housing Estimates for Placer County (1990 through 2002) 23
Table A-21 Housing Occupancy (2000) 24
Table A-22 Homeownership Rates (2000) 25
Table A-23 Homeownership Rates by Age (2000) 26
Table A-24 Tenure by Race and Hispanic Origin (2000) 26
Table A-25 Age of Housing Units 27
Table A-26 Housing Condition Survey Results 1-4 Units 29
Table A-27 Housing Condition Survey Results 5+ Units 30
Table A-28 Housing Conditions Survey – Total Results 31

Table A-29 Persons Per Room in All Occupied Housing Units (2000) 32
Table A-30 Overcrowded Housing (2000) 33
Table A-31 Rental Rates for Apartments in Auburn and Surrounding Cities (October 2003) 34
Table A-32 2003 Fair Market Rents for Existing Housing in Placer County 34
Table A-33 Resale Home Prices in Auburn (August 2003) 35
Table A-34 New Home Sale Prices in Auburn 35
Table A-35 Median Home Prices for Auburn and Surrounding Areas (August 2001 and 2002) 36
Table A-36 Auburn Residential Subdivision Status Listing 36
Table A-37 Number of Households Paying Over 30 Percent of Income on Housing (2000) 38
Table A-38 Auburn Housing Expenditure Rate per Income Group (2000) 38
Table A-39 Affordability of Rental Housing in Relation to Income 2000 39
Table A-40 Sold Units Affordable to Lower-Income Households (2000) 40
Table A-41 Assisted Rental Units and Section 8 Units 42
Table A-42 Non-Profit Housing Organizations Interested in Acquiring At-Risk Rental Housing. 43
Table A-43 Regional Housing Needs Plan (2000 – 2007) 44
Table A-44 City of Auburn Vacant Land Summary 47
Table A-45 Single-Family Vacant Land – For Sale in Auburn (October 2003) 50
Table A-46 Interest Rates for 15- and 30- Year Fixed Loans 52
Table A-47 City of Auburn Residential Zoning Requirements with Allowable Residential Development 56
Table A-48 Residential Permitted, Non-Permitted, and Conditional Use Requirements 57
Table A-49 Application Processing Times 58

INTRODUCTION

The Housing Needs Assessment: analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs to meet the needs of current and future Auburn residents.

The United States Census, completed every ten years, is an important source of information for the Housing Needs Assessment. Results from the 2000 Census were used in the preparation of this document. The data presented in the Housing Needs Assessment will not only guide the development of housing goals and policies, but will also be integrated into the body of the Housing Element to present the current status of housing and housing related issues in the City of Auburn. Definitions of various U.S. Census terms used throughout this document are provided in Appendix B for clarification.

The needs assessment is organized into four data sections. The first section focuses on demographic information, such as population trends, ethnicity, age, household composition, income, employment, housing characteristics, general housing needs by income, and housing needs for special segments of the population. This first section outlines the characteristics of the community, and identifies those characteristics that may have significant impacts on housing needs in the community.

The second section identifies the City's resources, and the historic development patterns and housing opportunities in the community. It also discusses the City's existing housing stock and the potential areas for future housing development.

The third section discusses the governmental and non-governmental constraints to housing development in Auburn. The City has planning, zoning, and building standards that guide and affect residential development patterns and influence housing availability and affordability. There are also environmental and housing market conditions that affect the location, availability, affordability, and type of housing that is constructed in Auburn. The "non-governmental" influences include such factors as: the availability and cost of financing, land, and materials for building homes; natural conditions that affect the cost of preparing and developing land for housing; and the business decisions of individuals and organizations in home building, finance, real estate, and rental housing that impact housing cost and availability.

The final section of the Needs Assessment discusses opportunities for energy conservation, which can reduce costs to homeowners and infrastructure costs to the City. With a reduction in basic living costs through energy savings, more households will be better able to afford adequate housing.

SUMMARY FINDINGS

The following is a summary of findings from the Housing Needs Assessment Report.

Population Trends

- Between 1990 and 2000 Auburn grew by 18 percent (1,870 persons). Auburn's population is expected to grow steadily over the next 20 years, continuing the demand for a variety of housing types and costs. Sacramento Area Council of Governments (SACOG) projects that the City of Auburn will experience a 25 percent growth rate between 2005 and 2020 (3,240 persons).
- Auburn's ethnic composition in 2000 was primarily Non-Hispanic White (90 percent) and Hispanic or Latino (6 percent). Between 1990 and 2000 the percentage of Non-Hispanic Whites decreased by 3 percent, while the percentage of Hispanics or Latinos increased by 2 percent.
- The City of Auburn has a slightly lower percentage of persons under 18 and a slightly higher percentage of persons 65 years and over than the countywide and statewide averages. Family households represented 62 percent of all households in Auburn in 2000, compared to 73 percent countywide. Of the 3,284 family households in the City, the majority did not have children (1,780 family households or 54 percent of the total family households).

Income and Poverty

- Residents of Auburn and Placer County have similar income characteristics. In 2000, the median family income in Auburn ($62,250) was roughly 94 percent of the countywide median family income ($65,858). One-half of the total households countywide earn $50,000 or more compared to 58 percent of the total households in Auburn.
- As defined by the Department of Housing and Urban Development's (HUD) income limits, a very low-income household earns 50 percent or less than the county median income, a low-income household earns between 51 and 80 percent of the county median income, a moderate-income household earns between 81 and 120 percent of the county median income, and an above moderate-income household earns 121 percent or greater of the county median income. Based on Placer County's median income of $57,535 (2000 Census), approximately 28 percent of Auburn's households are very low-income, 17 percent are low-income, 27 percent are moderate-income, and 28 percent are above moderate-income.
- The poverty rate for both Auburn and Placer County was 6 percent in 2000. Although Hispanics and female-headed households with children represent a small percentage of the total population in Auburn, they had the highest poverty rates at 19 percent and 18 percent, respectively. Residents 65 years of age or older had relatively lower poverty rates at 6 percent.

Employment Trends

- The top five major employers in Auburn are Coherent (manufacturing – 620 employees), Mountain Peoples Warehouse (manufacturing – 350 employees), Pacific Gas and Electric Company (Gas Company – 350 employees), Nella Oil Company (oil company – 350 employees) and Placer Sierra Bank, 30 branches (bank – 315 employees).

- The Employment Development Department (EDD) releases employment projections as related to absolute job growth for the period 1997 – 2004. Auburn is included in the Golden Sierra Consortium, which includes Placer, Alpine, El Dorado, Nevada, and Sierra counties. New employment for the Golden Sierra Consortium is forecasted to be concentrated in professional, computer support and electronic engineers, carpenters, and teacher's aides. Many of these jobs will pay wages or salaries in the low- to moderate-income level for single-wage earner households. This employment growth will contribute to a continuing need for additional affordable housing for such income groups.

Special Needs

- As the current population ages, Auburn will experience an increase in the number of older adults with special housing needs over the next 20 years. Persons age 65 and over represent 18 percent of Auburn's total population, and experienced a 6 percent increase (122 persons) in population between 1990 and 2000. The housing needs among older adults in Auburn are: 1) financial support for low-income seniors who do not own their homes, 2) financial assistance for home maintenance and repairs among low-income senior homeowners, 3) assisted care living facilities for those who have self-care and mobility limitations, 4) affordable independent living rental housing, and 5) financial assistance for home modifications for those with minor self-care or mobility concerns.
- Non-elderly individuals with disabilities also have financial and physical needs. Although the number of such individuals represents a small percentage of all residents, their needs frequently remain unmet by the private market.
- Female-headed households represent 10 percent of all households in Auburn, and of these households 339, or 6 percent, were female-headed households with children under age 18. Poverty rates among female-headed households are generally higher than the general population, and female-headed households with children under age 18 in Auburn have the second highest poverty rate of any population group (18 percent). Many female-headed householders have extremely low incomes and they will continue to require significant financial assistance or subsidized rental housing. Single mothers with children face additional challenges in finding affordable family housing of suitable size.
- Large family households in Auburn represent approximately 6 percent (340 households) of all households. One-third of these large family households are renters and have the greatest unmet housing needs due to high rates of overcrowding and overpayment.
- Based on available information and contacts with service providers, the level of, and need for, homelessness services in the City is increasing on a region-wide basis.

Housing Characteristics

- The majority of the City's housing stock consists of single-family detached homes (67 percent). According to the 2000 Census, the percentage of homeowners among Auburn households (60 percent) falls below that of households countywide (73 percent).
- Homeownership in the City is highest among persons age 55 to 64 at 79 percent. In 2000, persons of Hispanic origin comprised 6 percent of the population and represented 3 percent of homeowners.
- Most of Auburn's housing stock—just over 60 percent—is greater than 30 years old. For example, in 2000, 44 percent of Auburn's total housing stock was built prior to 1970. Less than 20 percent of the City's housing was constructed since the 1990s. According to the City

of Auburn, between 1999 and June 2003, 278 building permits were approved by the City, or on average, roughly 55 building permits per year.

- According to the 2003 Housing Conditions Survey, 30 percent of the housing stock in Auburn is considered substandard and in need of rehabilitation, while less than one percent is in need of replacement.
- Of the City's occupied housing units approximately 3 percent were overcrowded, compared to 4 percent countywide. Overcrowding occurred more often in rental housing (6 percent) than owner-occupied housing (1 percent).

Housing Costs and Affordability

- In 2000, 68 percent of all rental housing in Auburn was affordable to very low-income households, and 97 percent was affordable to low-income households. However, the existence of lower-cost units does not mean that such units are actually available to lower-income households. Currently, eight apartment complexes in the City have some type of rental subsidy. Of the approximate 5,440 housing units citywide, this equates to roughly 9 percent or 472 units having rent restrictions affordable to very low- and low-income households.
- The majority of rental units in Auburn are one-and two-bedroom units.
- Approximately 78 percent of very low-income households and 40 percent of low-income households spend over 30 percent of their income on housing in Auburn.
- Between January and September 2003, the median price for resale homes in Auburn was $336,500. New home sale prices in Auburn are starting in the mid- to high- $300,000s.
- Based on the total resale homes in 2000, 1 percent of the homes were affordable to very low-income households, while 7 percent were affordable to low-income households. Generally, only households with incomes above the countywide median can afford to purchase a new home in Auburn.

Opportunities and Constraints

- SACOG has determined that Auburn has a housing construction need of 688 units for the planning period 2000-2007. Of the total 688 units, 13 percent should be affordable to very low-income households, 17 percent to low-income households, 30 percent to moderate-income households, and 40 percent to above moderate-income households. Very low- and low-income housing needs represent 215 housing units of the City's total housing allocation.
- The City's vacant land within residential districts can accommodate its regional allocation of new dwelling units at densities potentially affordable to low- or very low-income households.
- Auburn's zoning regulations and development permit processes do not create unreasonable restrictions to the City's ability to accommodate affordable housing. The time required in the City of Auburn for development approval is not generally a constraint or substantial cost to housing developers.

HOUSING NEEDS AND OPPORTUNITIES

POPULATION CHARACTERISTICS

Population Trends

Between 1990 and 2000 Auburn experienced an 18 percent rate of growth, which was significantly lower than Placer County's growth rate of 44 percent (Table A-1). Much of the population growth experienced by Auburn during the past ten years is a result of the attractiveness of a small town atmosphere.

Table A-1

Auburn Population Growth

	1990	2000	Percent Change
City	10,592	12,462	18%
County	172,796	248,399	44%

Source: 1990 and 2000 Census.

Table A-2 includes the SAGOG projections for the City and County through 2025. For the City of Auburn, SACOG has projected a 13 percent growth rate between 2000 and 2010 and a 16 percent increase between 2010 and 2025. In Placer County, SACOG has projected a 35 percent growth rate increase between 2000 and 2010 and a 23 percent growth rate increase between 2010 and 2025. According to SACOG projections, the City of Auburn is expected to reach a population of over 17,350 by 2025.

Between 1990 and 2000, the number of households in Auburn increased from 4,761 to 5,486 (15 percent). SACOG projects a somewhat dramatic increase in the number of households by 2025 (7,998 households or a 46 percent increase).

Between 2000 and 2010, the number of persons per household is projected to increase slightly in Auburn from 2.23 to 2.24. The number of persons per household in Placer County is also projected to increase slightly from 2.68 to 2.69.

Through 2020, the average household size in Auburn is projected to remain the same, but then increase slightly to 2.25 by 2025. In contrast, SACOG projects that Placer County will experience an increase in the average household size, from 2.63 in 2000 to 2.70 in 2025.

Table A-2

Auburn and Placer County Population Growth 2005-2025

	2005	2010	2020	2025
Population				
Auburn	13,000	14,090	16,240	17,350
Placer County	292,640	336,805	396,785	415,335
Households				
Auburn	5,713	6,183	7,127	7,600
Placer County	75,155	87,234	100,785	104,124
Persons per Household				
Auburn	2.24	2.24	2.24	2.25
Placer County	2.69	2.69	2.69	2.70

Source: SACOG Projections 2001.

Ethnicity

An analysis of Auburn's population between 1990 and 2000 shows the percentage of Non-Hispanic Whites decreased by 3 percent, while the percentage of Hispanics or Latinos increased by 2 percent (Table A-3). All other racial and ethnic groups remained a small part of the City's population. Comparably in 2000, Placer County had a smaller percentage of Non-Hispanic Whites (83 percent) than Auburn (90 percent), and a slightly higher percentage of Hispanic or Latino's (10 percent) than Auburn (6 percent).

Table A-3

Comparison of Race by City, County, and State Population

Race	Auburn 1990	Auburn 2000	Placer County 2000	California 2000
Non-Hispanic White	93%	90%	83%	47%
Black	<1%	<1%	<1%	6%
Native American	1%	1%	<1%	1%
Asian/Pacific Islander	1%	1%	3%	11%
Other Race	<1%	0%	<1%	<1%
Two or More Races[1]	--	2%	2%	3%
Hispanic or Latino	4%	6%	10%	32%

Source: 1990 and 2000 Census.

[1]This is a 2000 Census category only.

Age of Population

A comparison of the ages among the City, County, and State populations shows general similarities (Table A-4). Overall, the City of Auburn has an older population, with a median age of 41 compared

to 38 for all of Placer County and 33 for all of California. Individuals over 54 years of age comprised 27 percent of the City's population in 2000, compared to roughly 22 percent county and 19 percent statewide. Conversely, 25 percent of Auburn's residents were under age 20 in 2000, compared to 29 percent countywide. The larger percentage of mature adults in Auburn is consistent with the lower percentage of families with children (see Table A-6, page A-8).

Table A-4

Age Distribution (2000)

Age	Auburn 2000	Placer County 2000	California 2000
Under 5 years	5%	7%	7%
5 to 19 years	20%	22%	23%
20 to 34 years	16%	16%	22%
35 to 54 years	32%	33%	29%
55 to 64 years	9%	9%	8%
65 and over	18%	13%	11%
Median age	**41**	**38**	**33**

Source: 2000 Census.

Household Type and Composition

Further insight into the characteristics of the City's population is explored by examining household size. Compared to Placer County, the number of persons per household in Auburn is greater overall, as the City had a higher percentage of households with four to six persons (26 percent) than the County (18 percent). Of the 5,302 households in 2000, Table A-5 shows that Auburn's highest percentage consisted of one-and two-person households (21 and 36 percent respectively). The next largest percentage was three-person households (17 percent). The highest percentage of households in Placer County consisted of two-person households (36 percent) followed by one-person households (31 percent).

Table A-5

Number of Persons per Household (2000)

	Auburn 2000	Placer County 2000
1 Person	21%	31%
2 Persons	36%	36%
3 Persons	17%	14%
4 Persons	16%	12%
5 Persons	7%	4%
6 Persons	2%	1%
7+ Persons	1%	1%

Source: 2000 Census.

In addition to household size, household composition provides important indicators of population characteristics and trends (Table A-6). The 2000 Census reported that 62 percent of all households in Auburn were family households and, of that, 78 percent were married-couple households. Compared to the countywide population, Auburn has a slightly lower percentage of family households and families with children. Although most people lived in family households, 38 percent of households in Auburn were non-family households, primarily single adults (including seniors), but also other unrelated individuals. By comparison, the 2000 Census reported that 73 percent of all households in Placer County were family households, and of these households, an overwhelming 82 percent were married-couple households.

The 2000 Census records persons living within group quarters separately and considers them to be non-family households. The City of Auburn had a reported 206 persons living within group quarters, of which 94 persons were institutionalized and 112 persons were living in other group quarters.

Table A-6

Household Composition by Type (2000)

Household Type	Number of Households		Percent of Households	
	City	County	City	County
Total Households	**5,302**	**93,382**	--	--
Family Households	**3,284**	**67,742**	**62%**	**73%**
Married Couple Family Households	2,573	55,494	78%	82%
With Children	1,052	25,392	32%	37%
Without Children	1,521	30,102	46%	44%
Other Family Households	711	12,248	22%	18%
With Children	452	7,541	14%	11%
Without Children	259	4,707	8%	7%
Non-family Households	**2,018**	**25,640**	**38%**	**27%**
Living Alone	1,681	19,860	32%	77%
Households with individuals under 18 years	1,605	35,225	30%	38%
Households with individuals 65 years and over	1,578	22,133	30%	24%
Group Quarters (Non-Family Households)				
Institutionalized persons	94	1,819	46%	63%
Other persons in group quarters	112	1,069	54%	37%
Total	**206**	**2,888**	**100%**	**100%**

Source: 2000 Census.

INCOME CHARACTERISTICS

According to the 2000 Census, the median household income in the City of Auburn was $48,999, while the median family income was $62,250 (Table A-7). In comparison, the median household income in Placer County was $57,535 and the median family income was $65,858. This indicates that incomes in Auburn were roughly 80 to 90 percent of the countywide income. In 2000, 21 percent of Auburn households had incomes above $100,000, compared to 16 percent countywide.

Table A-7

Median Incomes in Auburn and Placer County (2000)

	Auburn	Placer County	Auburn as a Percent of County
Median Household Income	$48,999	$57,535	85%
Median Family Income	$62,250	$65,858	94%
Median Non-Family Income	$29,245	$32,766	89%

Source: 2000 Census.

Table A-8 shows the distribution of incomes in 2000 for the City of Auburn and Placer County. Approximately 57 percent of the households in the County were earning incomes over $50,000, compared to 49 percent of households in Auburn.

Table A-8

Household Income (2000)

Income	2000 Percent of Total Households in Auburn	2000 Percent of Total Households in Placer County
Under $14,999	13%	9%
$15,000 to $24,999	9%	9%
$25,000 to $34,999	13%	10%
$35,000 to $49,999	16%	15%
$50,000 to $74,999	21%	22%
$75,000 – $99,999	13%	15%
$100,000 – $149,999	10%	13%
$150,000 - $199,999	3%	4%
$200,000 or more	2%	3%

Source: 2000 Census.

Four income categories are typically used for comparative purposes that are based on a percentage of the county median income and adjusted for household size. These categories are referred to as "very low-income," "low-income," "moderate-income," and "above moderate-income."

The median income, on which these four categories are based, represents the mid-point at which half of the households earn more and half earn less. In a normally distributed population (that is, one not skewed to either end of the income scale), approximately 40 percent of the population will have income within the very low- and low-income ranges, about 20 percent will be within the moderate-income range, and about 40 percent will be in the above moderate-income range.

The standard definition of income categories used by HUD are as follows: households earning 50 percent of the median household income or less are classified as very low-income; households earning 51-80 percent of the median household income are classified as low-income; households earning 81-120 percent of the median household income are moderate-income; and households earning greater than 120 percent of the median household income are above moderate (Table A-9).

Table A-9

Definitions Used for Comparing Income Levels

Income Definitions	
Very Low-Income	50 percent or less of the Placer County Median Income
Low-Income	51 to 80 percent of the Placer County Median Income
Moderate-Income	81 to 120 percent of the Placer County Median Income
Above Moderate-Income	121 percent or greater of the Placer County Median Income

Source: HUD Income Limits, 2003.

Table A-10 provides the percentages of Placer County and Auburn residents that are within these income ranges. Placer County is closer to a normally distributed population than Auburn because of its much larger population—about 43 percent of the population countywide is within the very low- and low-income ranges, 25 percent within the moderate-income range, and 35 percent in the above moderate-income range. Auburn's population is weighted toward the lower end of the income scale, with the very low- and low-income populations comprising 51 percent of all households and an above-moderate income population comprising only 28 percent of all households.

Table A-10

2000 City of Auburn and Placer County
Household Income Range by Income Category

Income Category	2000 Income Range	Auburn Percent of Households in 2000 (approximately)	Placer County Percent of Households in 2000 (approximately)
Very Low Income	$0 - $28,768	22%	18%
Low Income	$28,769 - $46,028	29%	25%
Moderate Income	$46,029 - $69,042	21%	22%
Above Moderate Income	$69,043 and over	28%	35%
1990 Auburn City Median Income: $32,708[1]		2000 Placer County Median Income: $57,535[2]	
2000 Auburn City Median Income: $48,999[2]		2003 Placer County Median Income: $59,800[3]	

Source: 1990 and 2000 Census and 2003 HUD Income Limits.

[1] 1990 Census Median Income.
[2] 2000 Census Median Income.
[3] 2003 HUD Income Limits.

Another measure of changes in estimated income is the annual release of income limits prepared by HUD and adopted by the State of California for determining eligibility for various housing programs. These limits define the dollar amount of each of the four income levels discussed previously (very low, low, moderate, and above moderate) based on a percentage of the estimated median income for the county in which the jurisdiction is located. Although these income limits are not based on actual surveys of local incomes, the annual changes can show trends in estimated changes among different regions of the State. Table A-11 provides limits for Placer County for 2003. According to HUD, the estimated 2003 median income for a family of four in Placer County is $57,535.

Table A-11

Placer County Income Limits (2003)

Household Size	Very Low-Income (50% of Median)	Low-Income (80% of Median)
1 Person	$20,000	$32,000
2 Persons	$22,850	$36,550
3 Persons	$25,700	$41,100
4 Persons	$28,550	$45,700
5 Persons	$30,850	$49,350
6 Persons	$33,100	$53,000
7 Persons	$35,400	$56,650
8 Persons	$37,700	$60,300

Source: HUD, 2003.

Poverty

The poverty level of income is a federally defined measure of the minimum income needed for subsistence living. The poverty level is an important indicator of severe financial distress, and the rate of poverty in a community (proportion of the population with poverty level incomes or less) provides important information about individuals and families in greatest financial need. The dollar threshold for poverty is adjusted each year by the federal government for household size and composition. Table A-12 provides year 2000 poverty thresholds for several types of households.

Table A-12

Poverty Thresholds (2000)

Single Person 65+	$8,259	Two Adults, One Child	$13,861
Single Person Under 65	$8,959	One Adult, Three Children	$17,524
Two Persons 65+	$10,409	Two Adults, Two Children	$17,463
Two Persons Under 65	$11,531	One Adult, Four Children	$20,236
One Adult, Two Children	$13,874	Two Adults, Three Children	$20,550

Source: 2000 Census.

According to the 2000 Census, approximately 6 percent of the City and County populations were below the poverty level (Table A-13). Of individuals in households with income below the poverty level, persons age 65 and over had a poverty rate of 6 percent, under age 65, 7 percent, age 18 and under, 7 percent, and female-headed households with children (primarily mothers with no spouse present), 18 percent. In most communities, seniors typically have below-average rates of poverty compared to the population as a whole, and female-headed households with children typically have the highest rate of poverty. Other groups with significantly higher poverty rates include individuals of Hispanic origin and Native Americans (who comprise a very small percentage of the total population in Auburn).

Table A-13

Auburn 2000 Poverty Rates

Group	Above Poverty Level		Below Poverty Level		Poverty Rate	
	Auburn	Placer County	Auburn	Placer County	Auburn	Placer County
65 and Over	2,147	29,976	139	1,200	6%	4%
Under 65	9,348	201,432	692	13,072	7%	6%
Under 18	2,467	60,363	190	4,317	7%	7%
18-64	6,881	141,069	502	8,755	7%	6%
Female Headed Households with Children	277	4,125	62	1,208	18%	23%
Married Couple Families	1,437	65,624	67	2,118	4%	6%
Black	33	1,667	0	217	0%	12%
Asian/Pacific Islander	183	7,209	7	368	4%	5%
Hispanic	608	20,602	141	3,001	19%	13%
Native American	53	1,585	0	115	0%	7%
White	10,324	194,472	648	10,233	6%	5%
Other	162	6,740	31	1,310	16%	16%
Two or More Races	305	7,849	35	631	10%	7%
Total Population[1]	**11,495**	**231,405**	**831**	**14,272**	**6%**	**6%**

Source: 2000 Census.

[1]Total population is the household population only, excludes residents living in group quarters.

EMPLOYMENT TRENDS

Most of the employment in Auburn is related to either manufacturing or retail industries. Many Auburn residents who have managerial and professional jobs commute to Roseville or Sacramento for work. According to the 2000 Census, the City of Auburn had 6,067 persons age 16 years and older in the labor force. Of the total labor force population, approximately 36 percent were employed as management, professional, while another 28 percent were employed in technical, sales, and administrative support occupations. Other common occupations were service occupations (17 percent) and precision production, craft and repair occupations (8 percent).

Table A-14 lists major employers throughout the City of Auburn. Most of the top employers are manufacturers, retail/service establishments, or distribution companies.

Table A-14

Major Employers in the City of Auburn

Company	Product/Service	Employees
Coherent	Optic and Laser Systems	620
Mountain Peoples Warehouse	Manufacturing	300
Pacific Gas & Electric Co.	Gas Company	350
Nella Oil Company	Oil Company	350
Placer Sierra Bank (30 Branches)	Bank	315
Pacific Bell Telephone	Phone Company	160
Pride Industries	Manufacturing	150
Carpenter Advanced Ceramics	Manufacturing	120
Auburn Journal	Newspaper	115
Placer County Offices	County	113
Albertson's Market	Service	110
Long's Drug Stores	Service	110
City of Auburn	Government	100
U.S. Post Office	Post Office	100
Auburn-Placer Disposal	Disposal Company	86
Auburn Recreation District	Service	52
Gottschalk's Department Store	Service	40
SOE Trading & Management	Service	35
Bank Of America	Bank	33
Aspect Electronics	Service	28

Source: City of Auburn, Chamber of Commerce, 2003.

Area Employment Profile

The EDD produces an Occupational Employment and Wage Data spreadsheet by metropolitan statistical area (MSA) yearly. For the year 2000 a sample of jobs and salaries was taken relating to projected job growth in the City of Auburn. Table A-15 lists the mean annual wage, and the 25th and 75th percentile annual wage of the working force for each job category. Occupations listed are in the areas of retail sales, service, technical fields, laborers, and general office personnel. Roughly one-half of the occupations listed have mean annual wages in the very low- and low-income ranges as defined in Table A-10 (page A-10) by the 2001 Placer County median income.

Table A-15

Occupational Employment (2000) and Wage Data (2001)[1]

Occupational Title	Employment Estimates	Mean Annual Wage	25th Percentile Annual Wage	75th Percentile Annual Wage
General and Operations Managers	11,380	$81,823	$52,541	$108,264
Computer Programmers	2,380	$66,429	$50,939	$81,744
Computer Software Engineers	2,170	$77,537	$62,441	$90,230
Computer Support Specialists	2,330	$43,021	$31,491	$51,272
Electrical and Electronic Engineers	1,370	$41,930	$33,155	$49,816
Elementary School Teachers, Except Special Education	7,770	$48,535	N/A[2]	N/A[2]
Middle School Teachers, Except Special Education	3,120	$49,756	N/A[2]	N/A[2]
Secondary School Teachers, Except Special Education	2,990	$52,005	N/A[2]	N/A[2]
Registered Nurses	9,410	$59,570	$50,918	$68,827
Groundskeeping Workers	40	$28,300	$14,040[3]	$41,392[3]
Waiters and Waitresses	9,900	$16,836	$14,040[3]	$15,267[3]
Cashiers	19,180	$20,761	$14,768	$23,088
Retail Salespersons	21,940	$21,808	$14,851	$22,838
Receptionists and Information Clerks	7,370	$24,344	$19,344	$28,746
Customer Service Representative	13,130	$30,754	$23,920	$37,066
Carpenters	9,300	$42,789	$32,261	$53,976

Source: EDD, 2000.

[1]Sacramento County Metropolitan Statistical Area; includes El Dorado, Placer, and Sacramento counties
[2]An estimate of employment could not be provided.
[3]The survey reference date was in the fourth quarter of 2001, when the California minimum wage was $6.25 per hour. Since these wags were updated to 2002, and the minimum wage changed to $6.75 per hour on January 1, 2002, wages below $6.75 were set to $6.75 per hour.

Table A-16 shows employment projections from 1999 to 2006, as related to job growth for the area the Golden Sierra Consortium oversees, which includes Placer, Alpine, El Dorado, Nevada, and Sierra counties. The Golden Sierra Consortium is an agency that coordinates employment and training programs for displaced workers and the economically disadvantaged. The occupations listed in Table A-16 have the greatest absolute job growth potential, as determined by EDD. Over the next five years, the City of Auburn expects new employment to be concentrated in retail and service industries, light manufacturing, distribution, and technology related fields. Many of these jobs will pay wages in the low- and moderate-income ranges as defined in Table A-10 (page A-11) by the 2003 Placer County median income.

Table A-16

Employment Projections as Related to Absolute Job Growth (1997 – 2004)[1]

Occupation	Annual Averages		Absolute Change (Number of Jobs)	Percent Change
	1999	2006		
Retail Salesperson	5,450	7,870	2,420	44.4%
Cashiers	5,340	7,330	1,990	37.3%
Carpenters	3,230	5,060	1,830	56.7%
General Office Clerks	4,130	5,940	1,810	43.8%
General Managers, Top Executives	4,170	5,950	1,780	42.7%
Computer Support Specialists	810	2,120	1,310	161.7%
Teachers Aides, Professional	2,120	3,240	1,120	52.8%
Waiters and Waitresses	3,920	4,970	1,050	26.8%
Systems Analysts – Electronic Data Processing	740	1,730	990	133.8%
General Secretaries	2,950	3,910	960	32.5%
Laborers, Landscaping	2,270	3,220	950	41.9%
Registered Nurses	2,020	2,880	860	42.6%
Janitors, Cleaners	2,400	3,250	850	35.4%
Bookkeeping, Accounting Clerks	2,690	3,430	740	27.5%
Computer Programmers	890	1,600	710	79.8%
Receptionists, Information Clerks	1,710	2,420	710	41.5%
Computer Engineers	470	1,110	640	136.2%
Sales Representatives	1,280	1,790	510	39.8%
Electrical and Electronic Engineers	740	1,190	450	60.8%

Source: EDD, 2000.

[1]Golden Sierra Consortium; includes Placer, Alpine, El Dorado, Nevada, and Sierra counties.

SPECIAL NEEDS

Housing needs are a reflection of the special characteristics of the residents. The elderly, persons with disabilities, female heads of households, large families, farmworkers, and the homeless are examples of those who may have particular difficulty locating housing that meets their special needs.

Elderly

Persons over the age of 65 face special housing challenges related to physical and financial conditions. Older adults often face declining mobility and self-care capabilities that create special housing needs and challenges for them. Many older adults, even those owning their own homes, face financial challenges due to limited incomes from Social Security and other retirement benefits. Data

on the incomes and housing expenses of householders age 65 and older indicate that a substantial number (although by no means the majority) of these older adults may need assistance related to:

- repair and maintenance of owned dwellings units;
- modifications to existing homes to better meet mobility and self-care limitations;
- financial assistance to meet rising rental housing costs for those who do not own; and
- supportive services to meet daily needs, such as those provided at assisted care residences.

Table A-17 compares the number of older adults in 1990 to 2000. Over the past decade, the population age 65 and over in the City of Auburn has increased by 122 individuals, while the population 55 years of age or more has increased by 306 individuals. In 2000, the population represented by persons 55 years of age or more was 27 percent of the total population, while persons 65 years of age or more represented 18 percent. Between 1990 and 2000, Auburn experienced a 10 percent increase in the population 55 years of age or more, and a 6 percent increase in the population 65 years of age or more. As the total number of older adults in Auburn continues to increase, it can be determined that the housing needs of seniors will continue to be a significant aspect of total housing needs in the City.

Table A-17

Pattern of Aging of the Auburn Population

	1990	2000	Percent Change
Total Population	10,592	12,462	18%
Population 55+	3,092	3,398	10%
Population 65+	2,139	2,261	6%

Source: 1990 and 2000 Census.

In 2000, the incidence of poverty among the population in Auburn over 65 years of age was slightly less than for persons age 18 to 64 at 6 and 7 percent, respectively. The countywide poverty rate among persons age 65 and over was less than Auburn's (4 percent). These percentages show that, as a group, persons age 65 and over in Auburn are to some extent not as affected by poverty as the population aged 18 to 64. However, it is not unusual for seniors to have higher poverty rates. Even with Social Security and other retirement benefits that provide a guaranteed minimum income, a large percentage may be low-income.

Tenure is also important when analyzing the needs of seniors. Older adults typically have the highest rates of homeownership of any age group, and Auburn's senior homeowner population is no exception. In Auburn, the proportion of seniors living in owner-occupied housing was 65 percent in 2000, compared to 60 percent for the total population (see Table A-23, page A-26). Although seniors represent about 18 percent of the population, they comprise 31 percent of all homeowners.

Many households in Auburn have occupied the same unit for more than 30 years. In 2000, 6 percent of the total occupied housing units were occupied by the same householder that lived in the unit prior to 1969, and of these units, 8 were renter-occupied households. Substantial proportions of owner-occupied housing units in Auburn carry no mortgage (822 units or 28 percent). Although there is no direct data available, it seems reasonable to conclude that many of the elderly residents in Auburn have occupied their homes for many years and have long since paid off their mortgage. This suggests

the potential use of a reverse annuity program for some elderly residents having difficulty meeting other rising costs of living.

The large number of elderly individuals living alone also suggests that there may be some opportunity to make more effective use of the existing housing stock, as well as provide companionship for the elderly, by matching those in need of housing with those who have excess space in large houses. A program of moderate rehabilitation could compliment such a matching program by providing more habitable space in older deteriorating units.

One common special need for a growing portion of the population age 65 and over is for assisted living facilities that combine meal, medical, and daily living assistance in a residential environment. There are nine State Department of Social Services licensed care facility were identified as providing services in Auburn to residents age 65 and over (Table A-18).

Table A-18

State Department of Social Services Licensed Elderly Care Facilities

Name	Address	License Status	Number of Beds
Auburn Ravine Terrace	750 Auburn Ravine Road	Licensed	39
Beth Shalom	182 Valley View Drive	Licensed	6
Pinecrest Retirement Home	107 Pinecrest Avenue	Licensed	6
Pleasantdale Care Home	188 College Way	Licensed	15
Rothchild Home	189 College Way	Licensed	6
Skyridge Estate	201 N. McDaniel Drive	Licensed	6
Village Lane Residence	155 Village Lane	Licensed	6
Westwood Hills Senior Care Homes	521 Silkwood Drive	Licensed	6

Source: State of California Care Network, 2003.

Mobility and Self-Care Limitations

Less than 20 percent of the City's non-institutionalized residents have physical conditions that affect their abilities to live independently in conventional residential settings according to the Census Bureau. These individuals have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance.

Such individuals can have a number of special needs that distinguish them from the population at large.

- Individuals with mobility difficulties (such as people who are wheelchair users) may require special accommodations or modifications to their homes to allow for continued independent living. Such modifications are often called "handicapped access."

- Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services, ranging from congregate to convalescent care. Support services can include medical therapy, daily living assistance, congregate dining, and related services.

- Individuals with developmental disabilities and other physical and mental conditions that prevent them from functioning independently may require assisted care or group home environments.

- Individuals with disabilities may require financial assistance to meet their housing needs because typically a higher percentage are low-income than the population at large and their special housing needs are often more costly than conventional housing.

Some people with mobility and/or self-care limitations are able to live with their families, who can assist in meeting housing and daily living needs. A segment of the disabled population, particularly low-income and retired individuals, may not have the financial capacity to pay for needed accommodations or modifications to their homes. Even those able to pay for special housing accommodations may find them unavailable in the City.

Disabled persons often require special housing features to accommodate physical limitations. Some disabled persons may experience financial difficulty in locating suitable housing due to the cost of modifications to meet their daily living needs, or may have difficulty in finding appropriate housing near places of employment. Although the California Administrative Code (Title 24) requires that all public buildings be accessible to the public through architectural standards such as ramps, large doors, and restroom modifications to enable handicap access, not all available housing units have these features. There are also other types of physical and design modifications that may be necessary to accommodate various types of disabilities.

Information on handicapped individuals is generally sketchy at best. This is due in part to the fact that a disability can take many forms that may or may not be pertinent to an analysis of housing needs. According to 2000 Census data, there were approximately 2,486 non-institutionalized persons over age 5 in Auburn with mobility and/or self-care limitations. It is difficult to determine how many of these cases may directly pose special needs in housing. Special needs relate primarily to access and safety considerations, but given the limited income potential for many disabled persons, housing affordability is also a concern.

As a result of the 1988 Federal Fair Housing Law, newly constructed multi-family units are to be built to accommodate the disabled population of the community. Some apartments and condominiums are now required to be equipped with special features such as ramps, oversized halls, entryways and bathrooms to increase accessibility for disabled persons. The American Disabilities Act requires physically disabled access in all public buildings, including residential complexes. The City's Building Department reviews building plans for compliance with these and similar statutes. With the implementation of accessibility laws, the housing needs of this group are largely financial.

Through its implementation of the housing policies and programs outlined in this element, the City will seek to provide affordable housing to this special needs group.

Families with Female Heads of Households

Most female-headed households are either single-women over the age of 65, or single-women (mothers or other female relatives) with minor children. Traditionally, these groups have been considered special needs groups because their incomes tend to be lower, making it difficult to obtain affordable housing, or because they have specific physical needs related to housing (such as child care or assisted living support for older adults). Single mothers in particular tend to have difficulty in obtaining suitable affordable housing. Such households also have a greater need for housing with convenient access to child-care facilities, public transportation, and other public facilities and services.

Of the 5,302 households in the City in 2000, 531 were female-headed households, or 10 percent of the total households in Auburn. Of these households 339, or 6 percent, were female-headed households with minor children. Seventy (14 percent) of these female-headed households were classified as living below the poverty level. It may be assumed that most of these households are overpaying for housing (i.e. more than 30 percent of their income), or are experiencing other unmet housing needs. As a result of poverty, female heads of households often spend more on immediate needs such as food, clothing, transportation, and medical care than on home maintenance, which results in living units falling into disrepair.

Large Families

Large families (defined by HUD as family households with five or more persons) can have difficulty securing adequate housing due to the need for a larger number of bedrooms (three or more) to avoid overcrowding. Overcrowding is defined by the U.S. Census as having more than one person per room, excluding uninhabitable spaces such as bathrooms, hallways, and closets. The 2000 Census indicates that conventional single-family dwellings were the primary housing type in Auburn. The average number of rooms per unit was 5.4, while the average number of persons per unit was 2.31.

Low-income large families typically need financial assistance in Placer County to secure affordable housing that meets their space needs. It becomes even more difficult when large families try to find adequate rentals within their budget, because rentals typically have fewer bedrooms than ownership housing. As a result, large families tend to have higher rates of overcrowding and overpaying for housing (housing costs that exceed 30 percent of a household's income). Many large families are composed of immigrants and/or minorities who may face additional housing challenges due to discrimination and/or limited language proficiency. In the City of Auburn, there were 340 households of five or more persons in 2000, about 6 percent of all households, slightly lower than the proportion of large family households countywide (10 percent). Of the total large family households, roughly two-thirds were owner-occupied households, while one-third were renter-occupied households. It is likely that the large family renter households have the greatest needs related to housing availability and affordability.

Farmworkers

Farmworkers tend to have low incomes due to the lower-paying nature of their work. Farmworkers who are permanent residents, particularly those who are part of large family households, face many of the same difficulties in obtaining suitable affordable housing as other low-income families.

Therefore, finding sound, affordable housing of sufficient size to accommodate their families is a high priority need among farmworkers.

The Auburn area does not support agricultural production that requires a seasonal labor force. The 2000 Census reported less than 1 percent (39 employed persons 16 years and older) of workers in the City of Auburn were engaged in the occupations of farming, forestry, and fishing. Because there is no manual labor crop harvested in east Placer County and Auburn areas that utilizes migrant workers, the City has no plans for providing labor camps to house migrant farmworkers.

Homeless

Homelessness is a complex issue that has become a significant social concern in recent years. The number of homeless persons has increased dramatically in the last decade for a number of reasons, including: the decrease in federal housing funds, the high cost of available housing, the increasing number of mentally ill individuals living on their own, persons with substance abuse problems, women and children fleeing family violence, and the lack of family support networks in today's fast paced society.

Contacts with local organizations involved in the distribution of food and clothing to low-income individuals indicated that on occasion they have been contacted by individuals who were looking for housing for short periods of time. Unfortunately, no formal records were maintained by these organizations regarding contacts or where individuals from Auburn were relocating.

Information available to date for homelessness in Auburn was obtained by a "point-in-time" survey conducted by Sergei Shurkin and Associates, LLC (a group with an interest in such homeless projects). The survey was conducted by University of Davis students during the last week of March 2002. The report indicates that there are approximately 127 homeless individuals in the greater Auburn area (beyond the city limits). Based on information provided in the Placer County 2002 Homeless Census Report there is presently a need for transitional housing and/or emergency shelters on a regional basis. The City recognizes there may be a future need for this type of land use and is thereby proposing to amend the Municipal Code to specify where transitional housing and emergency shelters are permitted through the City's use permit process.

Agencies Offering Public Assistance to Homeless and Other Special Needs Groups

The City of Auburn currently does not have transitional housing facilities for those who need emergency shelter; however, there are three public service organizations and agencies in the City of Auburn that offer referrals to shelter, food assistance, transportation, counseling, and/or other services for the homeless, elderly, and the mentally disabled. These organizations include the Salvation Army and the Interfaith Food Closet. Peace For Families (located in Auburn and Roseville) was identified as an agency offering assistance to Auburn residents. Senior First, Senior Link, and Placer Independent Resource Service also provide informational assistance and referral services to Placer County residents.

The Salvation Army provides a food bank, PG&E assistance and housing referral assistance. They provide a food closet for people in need of supplemental food assistance in Auburn. According to the Salvation Army, approximately 150 families per month are provided with food assistance, many of which are repeat families. They also provide PG&E vouchers to seniors and families in need. The Salvation Army also refers and transports persons needing emergency housing to Salvation Army

shelters in Sacramento. It is estimated that they receives 25 requests per month for persons needing emergency housing.

Interfaith Food Closet provides food assistance on Monday through Thursday from 10 am till 2 pm for persons in the community of Auburn. The majority of those in need that request food are families and single-mothers with children.

Peace For Families (formerly Placer Women's Center) is a non-profit organization that provides services to victims of domestic violence and/or sexual assault. Some of the services they provide include: counseling, legal services, vouchers for clothing, domestic violence drop-in groups, self-defense and prevention programs, and housing assistance. Peace For Families has a nine-bedroom shelter that can accommodate up to three persons per bedroom with a kitchen, laundry, and office space. Homeless domestic violence victims can stay in the shelter for up to 60 days with Peace For Families providing housing establishment when victims are ready to leave. According to contacts with Peace For Families the vacancy rate at the shelter fluctuates, but generally few beds are available as many of their clients are families. PEACE currently offers services through three primary locations: the Auburn Services office, the confidential emergency shelter, and the Roseville Services office. In addition to these service centers, PEACE operates two Thrift Stores; one in the Auburn Dewitt Center and one in downtown Roseville. Both stores offer vouchers to clients needing emergency clothing and household establishment assistance. It also generates needed income for our general fund.

Senior First/Senior Link is a joint informational resource and referral service organization that primarily provides seniors with information concerning programs and services in Placer County, such as Meals on Wheels, RIDES volunteers, Friendly Visitors, and health and home safety repairs. Senior First/Senior Link also provides information and referrals on a variety of topics such as legal issues, support groups, education, housing, transportation, repair and maintenance services, and governmental services. These services and programs can be provided to persons of all ages. Senior First and Senior Link can be contacted at (530) 889-3500, for further information and referrals.

Placer Independent Resource Services (PIRS) advocates for the rights of people with disabilities, educates the community about disability issues, and provides services to persons with disabilities to live independent, productive lives. Any person with a disability is eligible for our services. Services are free of charge and include the following:

- Assistive Technology Services: Assists persons with disabilities to receive AT information, referrals and services which will enable them to live more independently. Advocates for improved access to and funding for AT.

- Peer Support: Recruits and trains peer support volunteers who are then "matched" with a consumer requesting such support. Offers support groups around a variety of disability-related issues including self-advocacy, coping strategies, appropriate resources and improved self-concept. Peer support generally is provided on a cross-disability basis.

- Personal Assistant Referral: Maintains updated registry by recruiting and orienting individuals to works as personal assistants. Discusses funding sources, educates consumers about various employer/employee management strategies and provides consumers with a list of screened applicants upon request.

- Benefits Counseling: Provides information and counseling to consumers about public benefits, assists with resolving benefits problems and makes appropriate referrals regarding benefits programs.

- Housing Assistance: Maintains updated housing availability lists according to type of subsidy and accessibility, including low-income housing. Counsels about search strategies, appropriate interview questions, and renter's rights.

- Independent Living Skills Training: Provides information about independent living skills training in the areas of employment options, mobility training, financial management, personal care, self-advocacy and use of adaptive equipment.

- Information and Referral: Provides basic information and referral related to assistive technology, local Medi-Cal providers, support groups, and many other resources and services available to people with disabilities.

- Individual and Systems Advocacy: Assists personal seeking services from various agencies and advocates for changes in the community such as improved transportation and housing to better meet the needs of people with disabilities.

- Community Outreach: Seeks to increase disability awareness and educate about the Americans with Disabilities Act by speaking, consulting and distributing materials.

Options available to address emergency housing include:

- The City of Auburn will continue to work with the City of Roseville, Placer County and other surrounding communities to further address the homeless issues.

- The City of Auburn and the City of Auburn Police Department will refer and/or transport short-term homeless women and their children victimized by domestic violence to Peace For Families.

HOUSING CHARACTERISTICS

Housing Composition

Tables A-19 and A-20 show annual changes in the housing stock for the City of Auburn and Placer County (January 1990 through January 2002), as determined by the California Department of Finance. Table A-19 shows that in 2002 the overwhelming majority of dwelling units in Auburn (67 percent) were single-family detached homes. Seventeen percent were multi-family dwellings in structures of five or more units, 12 percent were multi-family units in structures of two to four units, 4 percent were single-family attached housing units and there were no mobile homes.

Table A-19

Housing Estimates for the City of Auburn (1990 through 2002)

Year	Total Units	Single		Multiple		Mobile Homes	Occupied Units	Persons Per Household
		Detached	Attached	2 to 4	5 Plus			
1990	4,795	2,951	180	612	1,045	7	4,601	2.3
1991	5,005	3,154	180	614	1.050	7	4,803	2.2
1992	5,120	3,269	180	614	1,050	7	4,913	2.2
1993	5,196	3,307	180	624	1,078	7	4,986	2.2
1994	5,252	3,363	180	624	1,078	7	5,039	2.2
1995	5,367	3,418	180	624	1,138	7	5,150	2.1
1996	5,480	3,471	180	624	1,198	7	5,258	2.1
1997	5,550	3,529	180	624	1,210	7	5,325	2.1
1998	5,596	3,575	180	624	1,210	7	5,369	2.1
1999	5,650	3,627	180	626	1,210	7	5,421	2.1
2000	5,457	3,646	211	655	945	0	5,302	2.3
2001	5,489	3,678	211	655	945	0	5,333	2.3
2002	5,532	3,721	211	655	945	0	5,375	2.3

Source: California Department of Finance, 1990-2003 City/County Population and Housing Estimates.

Note: Estimates from the California Department of Finance are calculated with an independent methodology and are different than what the U.S. Census reports.

By comparison, Table A-20 shows that in 2002, the composition of the housing stock in Placer County was 76 percent single-family detached homes. Multi-family dwellings in structures of five or more units totaled 11 percent, 5 percent were multi-family units in structures of two to four units, 4 percent were mobile homes, and 4 percent of the housing stock countywide was single-family attached housing.

Table A-20

Housing Estimates for Placer County (1990 through 2002)

Year	Housing Units							Persons Per Household
	Total Units	Single		Multiple		Mobile Homes	Occupied Units	
		Detached	Attached	2 to 4	5 Plus			
1990	77,879	56,647	4,835	4,538	6,917	4,942	64,101	2.6
1991	80,865	58,771	4,837	4,596	7,666	4,995	66,752	2.6
1992	83,651	60,751	4,837	4,626	8,344	5,093	69,186	2.6
1993	85,890	62,273	4,844	4,645	8,977	5,151	71,136	2.6
1994	87,767	64,020	4,857	4,649	9,038	5,203	72,773	2.6
1995	90,157	66,288	4,858	4,655	9,126	5,230	74,880	2.6

Year	Housing Units							Persons Per Household
	Total Units	Single		Multiple		Mobile Homes	Occupied Units	
		Detached	Attached	2 to 4	5 Plus			
1996	92,649	68,534	4,858	4,738	9,289	5,230	77,114	2.6
1997	95,374	71,095	4,860	4,738	9,429	5,252	79,562	2.6
1998	98,804	74,412	4,860	4,747	9,508	5,277	82,552	2.6
1999	102,344	77,170	4,860	4,751	10,276	5,287	85,866	2.6
2000	107,564	80,995	4,860	4,765	11,646	5,298	90,605	2.5
2001	111,075	84,540	4,137	5,679	12,028	4,691	96,846	2.6
2002	116,928	89,155	4,137	5,747	13,185	4,704	102,236	2.5

Source: California Department of Finance, 1990-2003 City/County Population and Housing Estimates.

Note: Estimates from the California Department of Finance are calculated with an independent methodology and are different than what the U.S. Census reports.

Housing Occupancy

Vacancy

According to the 2000 Census, of the 5,457 year-round dwelling units reported, 5,302 units (97 percent) were occupied and 155 units (2 percent) were vacant (Table A-21). Only 87 percent of the dwelling units countywide were occupied, while 13 percent were vacant. Table A-21 shows Auburn's homeownership vacancy rate was less than 1 percent and their rental vacancy rate was 2 percent while Placer County had a homeownership vacancy rate of 1 percent and a rental vacancy rate of 6 percent.

Table A-21

Housing Occupancy (2000)

	City	County	City Percent	County Percent
Occupied housing units	5,302	93,382	97%	87%
Vacant housing units	155	13,920	2%	13%
For seasonal, recreational, or occasional use	23	9,905	<1%	9%
Total housing units	**5,440**	**107,302**	**100%**	**100%**
Homeowner vacancy rate			<1%	1%
Rental vacancy rate			2%	6%

Source: 2000 Census.

Homeownership

In 1990 and 2000, homeownership among Auburn households was below that of households countywide. The homeownership rate for the City in 1990 was 54 percent, while countywide homeowners represented 71 percent of all households. By comparison, the 2000 Census reported homeownership rates increases in the City, although still below the countywide rate (73 percent). In 2000, homeowners in Auburn represented 60 percent of the occupied housing units, while renters represented 40 percent.

Table A-22 breaks down homeownership rates among the different ethnic groups as identified by the U.S. Census in 2000. Ownership rates reveal that there were more owners than renters among the different ethnic groups, except for Blacks, Native Americans, Hispanics, and the race category "other" (U.S. Census terms), who comprise approximately 8 percent of the Auburn population. As a percent of the total population, persons of Hispanic origin conprise 6 percent of the population and have an ownership rate of 42 percent. This ownership rate for persons of Hispanic origin is 19 percent below that of the ownership rate for the population as a whole (58 percent). Rental rates among the different ethnic groups are comparable to the rental rates overall for the entire population, with the exception again of Blacks, Native Americans, Hispanics, and the race category "other."

Table A-22

Homeownership Rates (2000)

Race	Percent of Total Population	Owners	Renters	Ownership Rate	Rental Rate
Non-Hispanic White	90%	2,871	1,918	60%	40%
Black	<1%	7	15	32%	68%
Native American	1%	19	30	39%	61%
Asian/Pacific Islander	1%	42	31	58%	42%
Other	<1%	22	38	37%	63%
Two or More Races	2%	47	42	53%	47%
Hispanic Origin	6%	93	127	42%	58%
Total	**5,302**	**3,101**	**2,201**	**58%**	**42%**

Source: 2000 Census.

An analysis of homeownership rates by age reveals that persons age 55 to 64 have the highest ownership rates in the City (Table A-23). The majority of the age groups in Table A-23 have homeownership rates equal to or above the ownership rate for Auburn's population as a whole (60 percent), exceptions being the very young. Persons age 15 to 24 have a 100 percent rental rate. Persons age 25 to 34 also have a low ownership rate (28 percent). This is to be expected as persons of these ages are living with their parents or just becoming established and generally do not have the means necessary to purchase their own home. On the other end of the spectrum, persons age 75 and older also have homeownership rates just slightly lower than Auburn's population as a whole. This is evidence that persons of this age in Auburn still live in their own homes and not in elderly care facilities.

Table A-23

Homeownership Rates by Age (2000)

Age	Owners	Renters	Ownership Rate	Rental Rate
15 to 24	0	273	0%	100%
25 to 34	175	453	28%	72%
35 to 44	617	339	65%	35%
45 to 54	861	415	67%	33%
55 to 64	530	140	79%	21%
65 to 74	505	144	78%	22%
75 and over	478	372	56%	44%
Total	**3,166**	**2,136**	**60%**	**40%**

Source: 2000 Census.

Tenure

Analysis of tenure by race and Hispanic origin for 2000 reveals that the majority of homeowners and renters in Auburn are Non-Hispanic White, with minority homeowners making up approximately 7 percent of the owner occupied units and 12 percent of renter occupied units (Table A-24). This disparity of White homeowners and renters is largely a function of population distribution, as Whites comprise the largest percent of the population. By examining the owner-occupied units in Auburn, it is revealed that persons of Hispanic origin comprise 6 percent of the population and represent 3 percent of the owner-occupied units and 6 percent of the renter-occupied units.

Table A-24

Tenure by Race and Hispanic Origin[1] (2000)

Race	Auburn	Percent	Placer County	Percent
Owner Occupied Units				
Non-Hispanic White	2,939	93%	59,389	87%
Black	0	--	469	<1%
Native American	0	--	377	<1%
Asian/Pacific Islander	50	1%	1,697	2%
Others	32	1%	1,203	2%
Two or More Races	60	2%	1,515	2%
Hispanic Origin	85	3%	3,718	5%
Total	**3,166**	**100%**	**68,368**	**100%**

Race	Auburn	Percent	Placer County	Percent
Renter Occupied Units				
Non-Hispanic White	1,869	88%	19,133	76%
Black	9	<1%	211	<1%
Native American	15	<1%	259	1%
Asian/Pacific Islander	29	1%	708	3%
Others	36	2%	1,181	5%
Two or More Races	49	2%	770	3%
Hispanic Origin	129	6%	2,752	11%
Total	**2,136**	**100%**	**25,014**	**100%**

Source: 20000 Census.

[1]Persons of Hispanic Origin can be of any race.

Age and Condition of Housing Stock

The age and condition of the housing stock provides additional measures of housing adequacy and availability in many communities. Although age does not always correlate with substandard housing conditions, neighborhoods with a predominance of homes more than 30 years old are more likely than newer neighborhoods to have a concentration of housing in need of deferred maintenance, updating of utilities or interior amenities, rehabilitation, or replacement. Homes with deferred maintenance usually exhibit signs of aging, such as peeling or faded paint, cracked siding, or missing or broken shingles or shakes, which suggest a need for repair or replacement of those components in the near future. Homes in need of rehabilitation require immediate repair or replacement of components in disrepair to avoid health and safety problems. Homes in need of replacement require repair or replacement of so many components that it may be more cost effective to completely reconstruct the home or demolish the home and construct a new dwelling.

Just over half of Auburn's housing stock—56 percent—is less than 30 years old (Table A-25). Only 18 percent of the City's housing was constructed since the 1990s. Based on the age of the housing stock alone, the City estimates over 25 percent of the housing units in Auburn need deferred maintenance or rehabilitation.

Table A-25

Age of Housing Units

	Auburn Number of Units	Auburn Percentage	County Number of Units	County Percentage
1969 or earlier	2,410	44%	26,840	25%
1970 to 1979	928	17%	21,955	20%
1980 to 1989	1,100	21%	23,236	22%
1990 to 1998	946	17%	28,451	27%
1999 to March 2000	56	1%	6,820	6%
Total	**5,440**	**100%**	**107,302**	**100%**

Source: 2000 Census.

Housing Conditions

The City selected a survey sample size of at least 40 percent of all structures of 1 to 4 units and 100 percent of all 5 or more unit complexes in the City. Appendix C contains summary tables of the survey, and a facsimile of the survey form and rating criteria. Appendix D contains a map of the survey areas.

Information on housing conditions was collected through a "windshield survey," which is a drive-by assessment of exterior housing conditions. While a drive-by inspection can determine if a housing unit needs a new foundation, roof, or paint, it cannot identify substandard interior conditions, such as faulty plumbing or wiring. By assessing the condition of the exterior electrical box, a correlation between substandard interior conditions and a damaged or faulty electrical box could be made. Housing units that require exterior rehabilitation often require interior rehabilitation, as well. An exterior housing conditions survey is usually considered an acceptable measure of overall housing condition and rehabilitation need.

Data on housing conditions was entered directly onto an electronic database spreadsheet that automatically tabulated point scores. The spreadsheet was formatted to permit tabulation and cross-tabulation of data to report on housing conditions by geography, housing type, and type of repair(s) needed.

The survey rating process and methodology used is recommended by the California Department of Housing and Community Development for the selection of target areas for housing rehabilitation programs. The survey included the following components:

- Foundation
- Roof
- Siding
- Doors and windows
- Electrical system (if visible)

Table A-26 and 27 summarizes the results of the housing condition survey.

Table A-26

Housing Condition Survey Results 1-4 Units

SUMMARY TOTAL: 4 or > Units									
Categories									**TOTALS**
Status	Occupied 1745	For Rent 2	For Sale 27	Vacant 1	Condemned 0				**1775**
Age	<10 24	11-20 18	21-30 93	31-50 1167	50+ 473				**1775**
Housing Type	Single Family 1632	Duplex 48	Triplex 33	Quadplex 62	Modular 0	Under Construction 0	Apartment 0		**1775**
Number of Units									**1775**
Exterior Type	Aluminum 0	Masonry 41	Mixed 142	Other 0	Stucco 227	Vinyl 33	Wood 1332		**1775**
Foundation	Not Visible 0	Good Condition 1742	Cracked/Broken But Reparable 24	Entire Replacement 2	No Foundation 7				**1775**
Roofing	Not Visible 0	Good Condition 863	Broken/Cracked/Curled Shingles/Shakes 615	Partial Re-Roofing 108	Complete Re-Roofing 188	Roof Structure Needs Replacement 1			**1775**
Siding	Not Visible 0	Good Condition 954	Repainting 661	Broken\cracked in spots but reparable 151	Complete Replacement 9				**1775**
Windows and Doors	Not Visible 0	Good Condition 1129	Repainting 384	Broken\cracked but reparable 179	Complete replacement 83				**1775**
Electrical	No Repair 1755	Minor Repair 17	Replace Main 3						**1775**
Overall Rating	**Excellent**	**Sound**	**Minor Rehabilitation**	**Moderate Rehabilitation**	**Substantial Rehabilitation**	**Dilapidated**			**TOTAL UNITS SURVEYED**
	624 35%	**519** 29%	**322** 18%	**295** 17%	**12** 1%	**3** 0%			**1775**

Source: City of Auburn and Parsons September 2003.

Table A-27

Housing Condition Survey Results 5+ Units

SUMMARY TOTAL: 5+ Units

Categories									TOTALS
Status	Occupied 1312	For Rent 0	For Sale 0	Vacant 0	Condemned 0				1312
Age	<10 60	11-20 321	21-30 297	31-50 634	50+ 0				1312
Housing Type	Single Family 0	Duplex 0	Triplex 0	Quadplex 0	Modular 0	Under Construction 0	Apartment 1312		1312
Number of Units									1312
Exterior Type	Aluminum 0	Masonry 5	Mixed 97	Other 0	Stucco 317	Vinyl 0	Wood 893		1312
Foundation	Not Visible 0	Good Condition 1312	Cracked/Broken But Reparable 0	Entire Replacement 0	No Foundation 0				1312
Roofing	Not Visible 0	Good Condition 669	Broken/Cracked/Curled Shingles/Shakes 546	Partial Re-Roofing 87	Complete Re-Roofing 10	Roof Structure Needs Replacement 0			1312
Siding	Not Visible 0	Good Condition 731	Repainting 544	Broken\cracked in spots but reparable 37	Complete Replacement 0				1312
Windows and Doors	Not Visible 0	Good Condition 898	Repainting 189	Broken\cracked but reparable 93	Complete replacement 132				1312
Electrical	No Repair 1312	Minor Repair 0	Replace Main 0						1312
Overall Rating	**Excellent**	**Sound**	**Minor Rehabilitation**	**Moderate Rehabilitation**	**Substantial Rehabilitation**	**Dilapidated**			TOTAL UNITS SURVEYED
	493 **38%**	**508** **39%**	**87** **7%**	**224** **17%**	**0** **0%**	**0** **0%**			1312

Source: City of Auburn and Parsons September 2003

Properties with One to Four Units

Among properties with one to four dwelling units, 1,775 units were included in the survey. About 35 percent (629 units) needed rehabilitation and less than 1 percent (3 units) needed replacement. Most homes in need of rehabilitation required minor or moderate rehabilitation. Of the dwelling units found not in need of rehabilitation, 29 percent (519) exhibited signs of deferred maintenance which, if not properly addressed within the next several years, could result in a need for rehabilitation.

Properties with Five or More Units

Among properties with five or more dwelling units, 1,312 units were included in the survey. Of the dwelling units found not in need of rehabilitation, 39 percent (508 units) exhibited signs of deferred maintenance, which, if not properly addressed within the next several years, could result in a need for rehabilitation. About 24 percent (311 units) needed rehabilitation and zero needed replacement.

Table A-28 summarizes the results of the 2003 housing conditions survey. Appendix D provides the map of the survey area.

Table A-28

Housing Conditions Survey – Total Results

	Units Not Requiring Rehabilitation		Units Suitable for Rehabilitation		Units Unsuitable for Rehabilitation		Total Units Surveyed	% of Total Units
1-4 Units	1,143	64%	629	35%	3	<1%	1,775	40%[1]
5+ Units	1,001	76%	311	24%	0	0%	1,312	140%[2]
2003 Total	2,144	69%	940	30%	3	<1%	3,087	57%[3]

Source: City of Auburn and Parsons September 2003.

[1]The 2000 Census states that there are 4,498 1-4 units in the City. Parsons surveyed 1,775, 40 percent of the total units.

[2]The 2000 Census states that there are 940 5+ units in the City. Parsons surveyed 1,312 units, this is more units than were counted in the 2000 Census. This could be a result of units being built since the census survey was conducted, some of the 5+ structures could have been counted as 1-4 units structures, or a combination of reasons.

[3]The 2000 Census states that there are 5,440 total units in the City. Parsons surveyed 3,087 total units, 57 percent of the total housing stock.

Overcrowding

In general, overcrowding is a measure of the ability of existing housing to adequately accommodate residents. Too many individuals living in housing with inadequate space and number of rooms can result in deterioration of the quality of life within a community. The U.S. Census defines overcrowding as more than one person per room, excluding uninhabitable space such as bathrooms, hallways, and closets. Extreme overcrowding is often defined as more than 1.5 persons per room. Overcrowding results when either: 1) the costs of available housing with a sufficient number of bedrooms for larger families exceeds the family's ability to afford such housing, or 2) unrelated individuals (such as students or low-wage single adult workers) share dwelling units due to high housing costs. This can lead to overcrowded situations if the housing unit is not large enough to accommodate all of the people effectively.

Tables A-29 and A-30 summarize the incidence of overcrowding for both the City and County. Table A-28 shows approximately 1 percent of the City's occupied housing units were overcrowded compared to 2 percent of the County's occupied housing units.

Table A-29

Persons Per Room in All Occupied Housing Units (2000)

Persons	City	Percent	County	Percent
0.50 or less	4,028	76%	65,085	70%
0.51 to 1.00	1,125	21%	24,731	26%
1.01 to 1.50	95	2%	1,976	2%
1.51 to 2.00	36	1%	972	1%
2.01 or more	20	0%	618	1%

Source: 2000 Census Data.

Table A-30 shows that in 2000, 6 percent of the renter-occupied and 1 percent of the owner-occupied units in the City were defined as overcrowded. In contrast, figures for overcrowding for the County were 9 percent renter-occupied and 1 percent owner-occupied. Comparably, there is a slightly higher rate of overcrowding in the County than in Auburn.

Table A-30

Overcrowded Housing (2000)

Number of Persons per Room	Rental Units	Percent of Total Occupied Rental Units	Owner Units	Percent of Total Occupied Owner Units
City				
1.01 to 1.50	77	4%	18	<1%
1.51 or more	47	2%	9	<1%
Total	2,138	6%	3,166	1%
County				
1.01 to 1.50	1,092	4%	884	1%
1.51 or more	1,127	5%	463	<1%
Total	25,014	9%	68,368	1%

Source: 2000 Census Data.

Housing Costs

Rental Apartments

Table A-31 shows apartment rental price ranges in Auburn and surrounding cities for October 2003. Searches for the City of Auburn found rental apartments in the one-, two-, and three-bedroom categories. No four-bedroom apartments were found in Auburn. The median rental price in the City of Auburn for a one-bedroom apartment was $610, while a two-bedroom was $700, and the three-bedrooms had a median rental price of $850. By comparison, Rocklin and Roseville had rents in all bedroom sizes well above that of Auburn and above the 2003 fair market rents for existing housing in Placer County.

Auburn's rental prices were, on average, the lowest of the communities surveyed (Loomis being the exception) and below the range of fair market rents for existing housing in Placer County. The primary reason that rents in Auburn are affordable to very low- and low-income persons is that eight apartment complexes in the City are assisted through some type of subsidy. This equates to 472 units, or approximately 9 percent of the housing stock citywide (5,440 housing units citywide, 2000 Census). This is a substantial number of affordable units for a community the size of Auburn.

Table A-31

Rental Rates for Apartments in Auburn and Surrounding Cities (October 2003)

City	1 Bedroom		2 Bedrooms		3 Bedrooms		4 Bedrooms	
	Price Range	Median Price	Price Range	Median Price	Price Range	Median Price	Price Range	Median Price
Auburn	$445 – $825	$610	$555 – $1,020	$755	$600 – $1,100	$850	--	--
Loomis[1]	--	--	$545	$545	--	--	--	--
Rocklin	$750 – $1,155	$950	$850 – $1,270	$1,092	$1,095 – $1,550	$1,350	--	--
Roseville	$799 – $1,250	$920	$925 – $1,320	$1,125	$1,050 – $1,770	$$1,380	$933 – $1,575	$1,250

Source: homestore.com, October 2003.

[1]Only one property found.

Note: (--) denotes no units advertised of particular bedroom size.

The Placer County area 50th percentile fair market rents are listed between $503 and $1,159 for fiscal year 2003 (Table A-32).

Table A-32

2003 Fair Market Rents for Existing Housing in Placer County[1]

Studio	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms
$651	$733	$918	$1,273	$1,501

Source: Federal Register HUD, 2003.

[1]50th percentile fair market rents.

Mobile Home Parks

Mobile home parks are permitted in any residential district with the issuance of a use permit (Chapter 4, Article 6 of the *Auburn Municipal Code*). According to the City, there are no mobile home parks within city limits. There are, however, eight mobile home parks located outside the city limits but within the 95603 Auburn area zip code.

Home Prices

Table A-33 lists prices of single-family resale homes that were for sale as of August 2003. The highest percentage of homes for sale in Auburn were three-bedroom homes (45 percent), followed by four-bedroom homes (42 percent) and two-bedrooms homes (13 percent).

According to Placer County Association of Realtors, the median selling price for a single-family home in the Auburn city limits between January 2003 and September 2003 was $336,500 (312 units sold). Broken down into bedroom size, this reflects a median price of $236,750 for 2 or fewer bedrooms, $319,500 for 3 bedrooms, and $421,950 for 4 or more bedrooms.

Table A-33

Resale Home Prices in Auburn (August 2003)

	Bedrooms	Units for Sale	Median	Average	City Range	Percent of Total
Single-Family Homes						
	1	1	$239,000	$239,000	$239,000	<1%%
	2	28	$237,500	$269,342	$189,000-$525,000	13%
	3	96	$395,000	$473,445	$219,950-$2,250,000	45%
	4	90	$574,900	$678,280	$349,900-$2,500,000	42%
Total	--	215	$469,000	$415,000	$239,000-$2,500,000	100%

Source: Placer County Board of Realtors August 2003.

New home sale prices in Auburn range from the high- $300,000s to $520,000 (October 2003). Table A-34 includes a sampling of three single family projects in the city, these projects are not intended to be a representation of all existing and proposed new developments in Auburn. Home sizes range from approximately 1,700 square feet to 2,410 square feet with three- to four-bedrooms and two- to three-baths. New homes in Lincoln, Rocklin, Roseville, and Loomis on average sell within the mid- to high-$300,000s.

Table A-34

New Home Sale Prices in Auburn

Name of Development	# of Lots	Price Range	Square Feet	Bedrooms/Bathrooms
Grayhorse[1]	50	from the high $300,000s	1,732 – 2,410	3 to 4 bedrooms 2 to 3 baths
Ashlock[2]	9 lots	$420,000 to $520,000	1,900 – 2,400	3 to 4 bedrooms 2 to 3 baths
Marcelais[2]	8 lots	$420,000 to $520,000	1,900 – 2,400	3 to 4 bedrooms 2 to 3 baths

Source: Warmington Homes and Haldeman Homes, October 2003.

[1]Grading began in September 2003 and model construction is scheduled to start late 2003. Sales are anticipated to start early 2004.

2 Projects are in the tentative map stage with construction to being in 2004.

Surrounding Area Home Prices

Table A-35 is a list of median resale home prices throughout the City of Auburn and the surrounding area for August 2001 and 2002 (the data was not reported by size and number of bedrooms). The median home price in the City of Auburn was $340,000. By comparison, the cities of Placerville, Foresthill, Lincoln, and Rocklin had median home prices ranging from $55,000 to $122,000 less than Auburn's, while Loomis and Newcastle had median home prices $100,000 greater. Data is for detached, single-family homes that closed escrow in August 2001 and 2002.

Table A-35

Median Home Prices for Auburn and Surrounding Areas (August 2001 and 2002)

Jurisdiction	Number of Homes Sold	% Change from August 2000 to 2001	Median Sale Price	% Change from August 2001 to 2002	Highest Price paid
Placerville	33	-35.3%	$218,000	13.5%	$452,000
Foresthill	6	-57.1%	$249,500	-0.2%	$390,000
Lincoln	41	-4.7%	$268,000	22.1%	$489,000
Rocklin	36	-12.2%	$285,000	3.6%	$595,000
Auburn	40	-14.9%	$340,250	22.0%	$615,000
Loomis	24	0.0%	$440,000	29.2%	$1,150,000
Newcastle	8	-27.3%	$440,000	22.2%	$604,000

Source: Placer County Association of Realtors Multiple Listing Service, August 2001 and 2002.

Planned or Approved Subdivisions

As of August 5, 2003, Table A-36 provides the number of lots, acreages, location, and status of residential subdivisions in the planning stages or approved by the City of Auburn. Thirty-two lots are in the planning stage and another 597 lots are approved or in varying stages of lot improvement, review, and/or construction.

Table A-36

Auburn Residential Subdivision Status Listing[1]

Subdivision	Lots	Acres	Location	Status
In Planning				
Canyon Creek	24	10.9	East of Riverview Dr, South and West of Maidu Dr	Submitted 5/30/03 – awaiting re-submittal
Marcelais	8	2.1	660 Dairy Rd	Submitted 6/11/03 – awaiting re-submittal
Approved				
Ashlock (SUB 790)	10	4.4	720 Dairy Rd	Improvements under construction
Auburn Bluffs Lot E (SUB 785)	20	15.5	East of Auburn Folsom Rd, South of Sunrise Ridge Cr	11 lots under construction
Camjen Court (SUB 788)	7	2.2	Camjen Ct	Improvements completed
Canyonridge Lane (SUB 02-1)	6	7.2	143 Borland Ave	Improvement plans in review
Canyon Rim Estates (SUB 02-3)	23	120	Southern Terminus of Eagles Nest	Approved by City Council 7/14/03
Cobblestone (SUB 02-2)	70	70	East of Auburn Folsom, Immediately North of City Limits	Improvement plans in review
Diamond Ridge (SUB 760)	47	26.7	South of Indian Hill Rd, West of Santa Barbara Subdivision	2 lots remaining

Subdivision	Lots	Acres	Location	Status
Grand Oaks (SUB 783)	88	32.6	North of Indian Hill Rd, West of Auburn Folsom Rd	69 lots under construction or built
Granite Bay Vista (SUB 758)	80	80	West of Auburn Folsom Rd, Immediately North of City Limits	25 lots under construction or built
Grayhorse (SUB 03-1)	50	17	Southeast Corner of Auburn Folsom Road and Maidu Dr	Approved by City Council 4/23/03 Improvement plans in review
Montecielo (SUB 751)	63	24	Riverview Drive North of Maidu Dr	± 18 lots remaining
Santa Barbara (SUB 02-4)	7	5	South of Indian Hill, East of Diamond Ridge Subdivision	Approved by Planning Commission on 7/1/03
Southridge VI (SUB 781)	48	17.7	South End of Southridge Dr	8 lots remaining
Woodland Estates (SUB 782)	34	16	West End of High St and Clark St	Improvements completed
Multi-Family				
Gooch Apartments (CD 03-13)	9	.78	195 Lincoln Way	Submitted 9/11/03
Palm Terrace Apartments (CD 00-7)	80	16.7	Northwest corner Palm and Nevada Street	Affordable units. Under constructions; first phase release in 10/03.

Source: City of Auburn, 2003.

[1]Updated October 2, 2003.

Lower Income Households Overpaying

As stated previously, there are four income categories typically used for comparative purposes based on the median countywide income: very low-income (0-50 percent of median income), low-income (51-80 percent of median income), moderate-income (81-120 percent of median income) and above moderate-income (greater than 120 percent of median income). One method of analyzing housing affordability to each income group is to compare the number and/or percent of housing units by cost to the number and/or percent of households by comparable income levels.

A standard measure of housing affordability is that average housing expenses should not exceed 30 percent of a household's income. Those who pay 30 percent or more of their income on housing may experience difficulty in affording other basic necessities. However, individual circumstances that can affect the ability to afford housing vary, such as other long-term debt payments, the number of household members, and other large ongoing expenses (such as medical bills). Since it is impossible to consider each household's individual circumstances, the 30 percent rule provides a general measure of housing affordability for the average household.

Table A-37 shows the number of households paying over 30 percent of their income on housing. Of the total 5,319 households in Auburn in 2000, 1,356 (25 percent) lower income households spent over 30 percent of their income on housing. Of the total very low- and low-income households, 78 percent of the very low-income households and 40 percent of low-income households spend over 30 percent of their income on housing. Some households choose to pay over 30 percent of their income for various reasons, such as location, aesthetics, or other factors. Other households choose to pay larger percentages of their income because they may receive tax advantages or are investing with the knowledge that their income will increase so that they pay a lower percentage of their income on a long-term basis. In contrast, very

low- and low-income households are forced to pay a large percentage of their income because they cannot afford higher rents, and they are limited to certain costs due to a lack of available low-cost housing options.

Table A-37

Number of Households Paying Over 30 Percent of Income on Housing (2000)

Income	Owners		Renters		Total Households in the City
	Households	Percent	Households	Percent	
Very Low-Income	123	22%	550	81%	865
Low-Income	339	98%	344	68%	1,725
Total	462	--	894	--	2,590

Source: 2000 Census Data.

Note: Income ranges in this table (very-low income and low-income) correspond to dollar categories as reported by the 2000 Census.

Further analysis of housing expenditures as a percent of income in 2000 shows that most homeowners and renters with incomes of $35,000 and above paid less than 30 percent of their income for housing (Table A-38). Renters with incomes below $20,000 paid the highest percentages of income for housing.

Table A-38

Auburn Housing Expenditure Rate per Income Group (2000)

Income	<$10,000	$10,000-$19,999	$20,000-$34,999	$35,000-$49,999	$50,000+	Total Households
Renters						
Under 30%	23%	16%	48%	86%	100%	1,165
30-34%	8%	0%	18%	11%	0%	177
35%+	69%	81%	34%	3%	0%	717
Total Households	285	393	565	380	436	2,059
Owners						
Under 30%	11%	44%	61%	54%	84%	2,155
30-34%	23%	20%	7%	10%	6%	219
35%+	66%	36%	32%	36%	10%	556
Total Households	71	116	303	477	1,963	2,930

Source: 2000 Census.

Affordability Trends

Housing affordability refers to the relationship between total household income and total household expenditure for housing, including mortgage, taxes, insurance, and utilities. This relationship is typically expressed as the percentage of total household income allocated to housing expenditures. The actual percentage will vary of course from household to household reflecting individual choices regarding the allocation of income.

Notwithstanding the fact that individual households may choose to spend more or less for their housing needs, it is necessary to have some guidelines as to what a household should expect to spend on housing in relation to other expenditures. This is particularly necessary for households in lower income categories where the expenditure for housing is likely to directly affect the amount of money available for other basic needs.

For many years, the standard guideline for determining whether a housing unit was "affordable" to a prospective renter or purchaser was that the total housing cost should not exceed 25 percent of the household's gross income. In 1990, this guideline was raised to 30 percent (Health and Safety Code Section 50052.5 and 50053). This standard is applied to most federal and state housing programs; however, the use of higher ratios of income to monthly payments, as much as 40 percent, has become standard in the industry.

According to the 2000 Census, the median gross rent was $674 in the City and $780 in Placer County. People with very low-incomes had a variety of affordable housing options, 68 percent; of the apartment units in the City had rental rates below 30 percent of the income for a very low-income household. People with low-incomes had more options than those with very low-incomes, as there was a sufficient number of lower-cost units available to these households. Local rents were primarily within the range of affordability of households in the upper end of the low-income range (70-80 percent of median income) and moderate-income households.

Table A-39 provides an estimate of the number of affordable rental units at each income level. The percentage of apartments affordable within the very low-, low- and moderate-income groups is cumulative and includes the percentage from the previous income group. The majority of Auburn's rental apartments are assisted with subsidies and this is reflected in the percent of the City's rentals that are affordable to very-low and low-income households. However, the existence of lower-cost units does not mean that such units are actually available to lower-income households.

Table A-39

Affordability of Rental Housing in Relation to Income 2000

Income Group	Affordable Rent Limit	Percent of Auburn Rentals	Percent of County Rentals
Very Low	$719.00	68%	52%
Low	$1,150.00	97%	94%
Moderate	$1,726.00	99%	99%

Source: 2000 Census.

A household can typically qualify to purchase a home that is two and one-half to three times its annual income, depending on the down payment, the level of other long-term obligations (such as a car loan), and interest rates. In practice, the interaction of these factors allows some households to qualify for homes priced at more than three times their annual income, while other households may be limited to purchasing homes no more than two times their annual income. Based on active properties and homes sold in 2000, Table A-40 shows that there were 37 homes affordable to persons within the very low-income group or one percent of all houses for sale in 2000. While 7 percent of the active properties and homes sold in 2000 were affordable to persons within the low-income group, 37 percent were affordable to persons in the moderate-income group. Homebuyer assistance programs that provide down payment assistance and/or below market-rate interest rates often allow homebuyers to qualify for houses that are up to four times their incomes.

Table A-40

Sold Units Affordable to Lower-Income Households (2000)

Income Group	Affordability Level[1]	Homes For Sale in 2000[2]	Percent of All Houses For Sale
Very Low-Income	$84,803	37	1%
Low-Income	$135,684	207	7%
Moderate-Income	$203,526	1,096	37%

Source: 2000 Census.

[1]The affordability level is based on the Placer County median income of $56,535 for 2000 Census.
[2]Homes for sale were taken from 2000 Census Value for Specific Owner-Occupied Housing Units.

ASSISTED HOUSING PROJECTS

In 1989, the California Government Code was amended to include a requirement that localities identify and develop a program in their housing elements for the preservation of assisted, affordable multi-family units. Subsequent amendments have clarified the scope of the analysis to include units developed pursuant to inclusionary housing and density bonus programs. In the preservation analysis, localities are required to provide an inventory of assisted, affordable units that are eligible to convert within ten years. As part of the analysis, an estimation of the cost of preserving versus replacing the units is to be included, as well as programs designed to preserve the affordable units.

Assisted Rental Housing Eligible for Conversion

Over the past several decades, hundreds of thousands of affordable rental housing units have been constructed in California with the assistance of federal, state, and local funding (loans or grants) that restricted rents and occupancy of units to lower income households for a specified period. The City of Auburn contains six such assisted rental housing developments:

- Auburn Palms
- Auburn Villa
- Auburn Ravine Terrace
- Palm Terrace
- Brookside Senior Apts.
- Valley Oaks

The inventory of assisted units includes a review of all multi-family rental units under federal, state and/or local programs, including HUD programs, state and local bond programs, redevelopment programs. The inventory also covers all units that are eligible for change to non-low-income housing

units because of termination of subsidy contract, mortgage prepayment, or expiring use restrictions. Once the period of rent/occupancy expires, a property owner may charge market rents. Low-income occupants are often displaced when rents rise to market levels. The housing element must identify any such publicly assisted rental units eligible for conversion, and include a program to address their preservation, if possible.

Table A-41 lists the eight assisted rental units in the City of Auburn, their funding sources, subsidy expiration date, and level of risk of conversion to market rate. Auburn Palms Apartment is an elderly complex consisting of 50 assisted units subsidized through Federal Housing Administration (FHA) 236 and Section 8 contracts. These units do not have long-term affordability restrictions and are currently at-risk due to the annual renewal of the Section 8 contracts by the owner. Auburn Villa Apartments is an elderly complex consisting of 49 assisted units subsidized through FHA 221(D)(4) and Section 8 contracts. These units also do not have long-term affordability restrictions and are currently at-risk of converting to market rate units due to the annual renewal of the Section 8 contracts. Auburn Ravine Terrace Apartments is a 129-unit complex consisting of 50 subsidized units for the elderly. Subsidies for the 50 units, through FHA 231 and Section 8 contracts, are renewed on an annual basis by the non-profit owner. Because Auburn Ravine Terrace is owned by a non-profit, these units are considered a low to medium risk of converting to market rate.

Brookside Senior Apartments (48 assisted units for the elderly and disabled), Palm Terrace (80 family assisted units), and Valley Oaks (59 elderly assisted units) all have long-term affordability restrictions and are considered a low risk for conversion to market rate.

Within the City of Auburn, no other assisted rental units funded through Community Development Block Grant (CDBG) monies, mortgage revenues bonds, Redevelopment Agency (RDA) funds, density bonuses, or California Housing Finance Agency (CHFA) funds were found.

The cost of conserving the assisted units is estimated to be significantly less than that required to replace the units through new construction. Conservation of assisted units generally requires subsidizing the difference between market-rate and assisted rents. Since land prices and land availability are generally the limiting factors to development of low-income housing, it is estimated that subsidizing rents to preserve assisted housing is more feasible and economical than new construction.

According to the report conducted by the City of Auburn Urban Development Agency, *Affordable Housing: A Strategy for the Future* (2000), the cost to assist affordable units from becoming market rate is between $20,000 and $50,000 per unit in Auburn. At this price range, it would cost the City approximately $1.0 to $2.5 million to assist in preserving a 50-unit complex.

Table A-41

Assisted Rental Units and Section 8 Units

Assisted Rental Units							
Project Name	**Address**	**Type**	**Total Units**	**Assisted Units**	**Type of Assistance**	**Expiration Date**	**Risk Level**
Auburn Palms	701 Auburn Ravine Rd.	Elderly	50-units	50-units	FHA Ins. 236 Section 8	Section 8 Expired 5/00 Currently Being Renewed on an annual basis	High – Profit Motivated Owner
Auburn Villa	628 Mikkelsen Dr.	Elderly	50-units	49-units	FHA 221(D)(4) Section 8	Section 8 Expired 8/03 Currently being renewed on an annual basis	High – Profit Motivated Owner
Auburn Ravine Terrace	750 Auburn Ravine Rd.	Elderly	129-units	50-units	FHA 231 Section 8	Section 8 Expired 12/02 Currently being renewed on an annual basis	Low to Medium – Non Profit Owner
Brookside Senior Apts.	738 Mikkelsen Dr.	Elderly Disabled	48-units	48-units	Rural Development.	N/A	Low
Palm Terrace	1040 Redhawk Lane	Family	80-units	80-units	Tax Credit Program/ Section8	Assistance does not expire till 2040	Low
Valley Oaks	600 Auburn Ravine Rd.	Elderly	60-units	59-units	FHA 202 Section 8	Assistance does not expire until 8/2014	Low

Source: Affordable Housing: A Strategy for the Future, City of Auburn, 2000.

With regard to Section 8 projects, the property owner can opt to terminate the Section 8 contract (opt-out), renew the contract for another five years, or renew on an annual basis. The primary incentive for Section 8 property owners to opt-out is the higher rent that would be paid for these units at market value.

For the property owner to successfully opt-out of the Section 8 contract, the owner must satisfy certain procedural requirements. A Notice of Intent (NOI) must be filed with HUD one year before the termination date that indicates the owner's intent to convert the units to market rate. Failure to file an NOI within the specified timeframe, or follow the other procedures to opt-out of the Section 8 contract, results in an automatic contract rollover for five years.

Upon filing of an NOI, HUD may offer several incentives to property owners to remain in their contracts including re-financing the property mortgage, and establishing higher rents charged for the projects.

Pursuant to Section 65863.10 of the Government Code, the property owner of a Section 8 contract must also provide six months advanced notification to each tenant household if the property owner intends to terminate the Section 8 contract. The notice must indicate the anticipated date of conversion and the anticipated rent increase, the possibility of remaining subsidized, the owner's intentions, and the appropriate contacts for additional information. The property owner must also send a copy of the statement to the City or County where the property is located, to the appropriate local housing authority, and to the Department of Housing and Community Development. The statement must indicate the number, age, and income of affected tenants, the type of assistance, and the owner's plans for the project.

There are several non-profit organizations active in the Placer County region that have the managerial capacity to own and manage, and have expressed an interest in being notified of the availability of assisted rental housing. Table A-42 lists these organizations.

Table A-42

Non-Profit Housing Organizations Interested in Acquiring At-Risk Rental Housing

ACLC Inc.	42 North Sutter St., Suite 206	Stockton
Affordable Housing Foundation	P.O. Box 26516	San Francisco
Christian Church Homes of Northern CA, Inc.	303 Hegenberger Road, Suite 201	Oakland
Eskaton Properties, Inc.	5105 Manzanita Ave.	Carmichael
Mercy Housing California (Formerly Rural California Housing Corporation)	3120 Freeboard Drive, Suite 202	West Sacramento
Project Go, Inc.	3740 Rocklin Rd.	Sacramento

Source: HCD, August 2001.

FUTURE HOUSING NEEDS

State law (California Government Code Section 65584) requires that each city and county plan to accommodate a fair share of the region's housing construction needs. In urban areas, state law provides for councils of governments to prepare regional housing allocation plans that assign a share of a region's housing construction need to each city and county. In the six-county greater Sacramento region (comprising the counties of Sacramento, Placer, El Dorado, Yolo, Sutter, and Yuba), SACOG is the entity authorized to determine the future housing needs for the region. SACOG adopted a regional housing

allocation plan in September 2001, called the "Regional Housing Needs Plan" (RHNP). This plan covers a seven and one-half year period from January 1, 2000 through June 30, 2007.

Existing need is evaluated based on overpayment and overcrowding by lower-income households. The housing allocation also includes an "avoidance of impaction" adjustment to reduce the further concentration of low-income households in jurisdictions that have more than the regional average.

SACOG's methodology is based on regional population and housing forecasts developed for its transportation model. The numbers of housing units assigned in the plan to each jurisdiction are goals that are intended to address the minimum new housing construction need from anticipated population growth in the region.

The housing units allocated in the plan to each city and county are considered minimum needs. Most, if not all, jurisdictions have existing unmet housing needs (such as from overcrowding and overpayment) that should be considered during the preparation of a housing element, and which may result in housing construction objectives that exceed the regional allocation. The City must however use the numbers allocated under the RHNP to identify measures (policies and ordinances) that are consistent with these new construction goals. While the City must also show how it will provide adequate sites for construction of the required units, it is not obligated to build any of the units itself or finance their construction.

According to the RHNP, the City of Auburn has a total housing construction need of 688 units, which equates to an annual need of roughly 98 units. Table A-43 shows the City of Auburn's 2000-2007 planning period allocation, as determined by SACOG.

Table A-43

Regional Housing Needs Plan (2000 – 2007)

Dwelling Units	Percent of Total	Income Level
93	13%	Very Low-Income
122	17%	Low-Income
206	30%	Moderate-Income
267	40%	Above Moderate-Income
688	**100%**	**Total**

Sources: SACOG 2000-2007 Regional Housing Needs Plan.

FUTURE DEVELOPMENT POTENTIAL

Areas with Potential for Residential Development

The City of Auburn estimates that there are approximately 280 acres of undeveloped residentially zoned land available within the City that has the potential to accommodate 961,-1,215 new units in various residential Zoning Ordinance designations (Table A-44). Appendix E contains a vacant land map and Appendix F contains a complete listing of all the vacant parcels in the City.

Historically, developers in the City of Auburn have built at densities below what the City's Zoning Ordinance allows. Calculation of the potential number of new dwelling units within each residential

district was based on the average densities of projects constructed over the past 5 years. For purposes of calculating potential future single family dwelling units on vacant land, the City assumes projects will, on average, be built out at 65 percent of the maximum permitted density allowed by the Zoning Ordinance.

Through evaluating recent affordable higher-density residential developments, it has been determined that these projects have ranged between 10.4 and 30 units per acre with an average density of approximately 14.5 units per acre.[1] The City is also proposing a minimum density in the R-2 and R-3 zones to ensure that multi-family housing will be built in these zones. Program A of the 2003-2004 Housing Element is proposing a minimum of 6 units per acres in the R-2 District and a minimum of 9 units per acre in the R-3 District.

Examples of such higher-density multi-family affordable housing projects constructed and/or approved within the R-2 and R-3 zoning districts include the following:

1.	Volunteers of America (1993/94)	60 senior assisted units	30 units/acre
2.	Palm Terrace Apartments (2003)	80 assisted units	10.4 units/acre[1]

The following is a description of the available vacant land in the City and the number of units that could potentially be accommodated in low-, medium-, and high-density districts.

- Auburn has approximately 20 acres of land zoned for high-densities (9-15 units per acre) that could accommodate between 187 and 313 new dwelling units. This high-density zoned land is located in the City's Zoning Ordinance designation R-3. The City has been able to accommodate housing affordable to low- and very low-income households at presently zoned densities in R-3 district, even at the typically lower densities at which housing has been constructed (10.4 units per acre). High density residential is allowed as of right in the Central Business District (C-2) and Regional Commercial District (C-3). There are approximately 17 acres in the C-2 District that could accommodate an additional 156 to 261 multi-family units and 21 acres in the C-3 District that could accommodate and additional 193-322 multi-family units. High density residential is allowed in the Neighborhood Commercial (C-1) districts with a use permit. There are 19 acres in these zones that could accommodate and additional 171 to 285 units.

- Auburn has approximately 61 acres of land zoned for medium-densities (0-10 units per acre) that could accommodate between 140-188 new dwelling units. This medium-density zoned land is located in the City's Zoning Ordinance designation R-2 (allows between 6-10 units per acre), R1-5, R1-7, and R1-8.5.

- Auburn has approximately 199 acres of land zoned for low-densities (0-4 units per acre) that could accommodate up to 457 new dwelling units. These low-density zoned lands are located in the City's Zoning Ordinance designations R1-10, R1-15, and R1-20.

Vacant land zoned for low- and medium-densities can accommodate between 597-645 new dwelling units. These potential new units are sufficient to accommodate the City's regional allocation of 473 units for moderate- and above moderate-income households.

Vacant land zoned for high-density can accommodate between 187 and 313 new dwelling units at densities potentially affordable to low- or very low-income households. Vacant land in the C-2 and C-3

[1]Note: 80 units were constructed at lower densities than average due to environmental site constraints that significantly reduced the total number of developable acres.

district can accommodate an additional 349 to 583 units. The City's regional allocation for very low- and low-income households is 215 dwelling units.

Table A-44

City of Auburn Vacant Land Summary

City of Auburn Zoning Ordinance Designation	Maximum Permitted Density by Zoning Ordinance	Number of Sites	Total Acres	Potential New Units[1]
R1-20	1 unit per 20,000 square feet	10	22 acres	31
R1-15	1 unit per 15,000 square feet	34	32 acres	69
R1-10	1 unit per 10,000 square feet	97	145 acres	357
R1-8.5	1 unit per 8,500 square feet	5	8 acres	28
R1-7	1 unit per 7,000 square feet	56	30 acres	102
R1-5	1 unit per 5,000 square feet	2	1 acres	3
R-2	6-10 units per acre[2]	6	5 acres	32-53
R-3	9-15 units per acre[2]	37	20 acres	187-313
C-2	Allows R-3 as of right 9-15 units per acre	28	17 acres	156-261
C-3	Allows R-3 as of right 9-15 units per acre[3]	24	21 acres	193-322
Total		**299**	**301**	
Estimated Total Potential New Residential Units				**1,158-1,539***

Source: Parsons and City of Auburn, October 2003.

[1]The potential number of new units is based on a combination of historical densities of projects developed in Auburn over the last 5 years and an assumption that future projects will be built out at 65 percent of the maximum permitted density in the low density residential zone.

[2]The potential number of new units in the R-2 and R-3 districts are based on a minimum density in the R-2 of 6 units per acre and 9 units per acre in the R-3 district.

[3]Currently the City's land use density is 5-15 units per acre in the C-3 district. The City is proposing to increase the minimum density in the C-3 district to 9 units per acre.

Available Public Facilities and Services, Infrastructure

Since most of the vacant land in the City consists of infill sites water, sewer, and other necessary public facilities and services are available. The City charges appropriate development impact fees to ensure water lines, sewer lines, roads and other necessary infrastructure to serve new residential development can be extended in a timely manner.

There are no major transportation or road improvements that constrain development. Where off-site problems do occur, the City will require a traffic study, intersection analysis or other appropriate study to be completed prior to the issuance of building permits. Individual traffic or access problems can only be determined at the time of site plan review.

Densities

Currently, the City of Auburn allows a maximum of 15 units per acre in their high density residential district. To further insure that 15 units per acre is a sufficient density to accommodate an affordable housing project the City of Auburn's Housing Element consultant conducted phone interviews with local for-profit and non-profit developers.

The basis for the interviews was to determine what density is sufficient to build an affordable, multi-family housing project. The summaries provide generic information on affordable densities based on theses three people's personal experiences. Special consideration was not taken for Auburn's rural character and topography.

Phone interview #1, Representative from Mercy Housing, Sacramento

The representative from Mercy Housing had a positive response to a maximum density of 15 units per acre for an affordable housing project within the City of Auburn. When it comes to applications for funding, 20 units an acre is considered "favorable" but this is only one of the many factors in the application process. Other factors include close proximity to public transit, shopping centers, and medical facilities.

The City's development standards play a big part in determining if 15 units per acre can be affordable. If the City is willing to provide density bonuses and flexibility in development standards including parking requirements and open space requirements then 15 units per acres for an affordable housing project can be achieved.

Phone interview #2, Private Developer in the Auburn area

Another discussion took place with a private developer who assisted in the Palm Terrace Project and is currently in the initial phases of working on two other affordable projects in the Auburn area. Based on this persons experience in the Auburn area, a density of 15 units per acres is an affordable density for a lower-income multi-family housing project. In this person's opinion, the most pressing issue with developing affordable housing projects is securing enough funding for the project.

Phone interview #3, Representative from USA Properties, Sacramento

Lastly, another non-profit developer who is currently working on an affordable housing project in unincorporated Placer County and it is currently being tied up with the County's development standards and fees was interviewed. Although this person prefers the minimum density for an

affordable housing project to be within 18-22 units an acre, projects can still be affordable at lower densities. There are many more factors that come into play in the development of an affordable housing project including the local jurisdiction's development standards and fees.

Based on the responses from all three developers a maximum density of 15 units per acre in the high density residential district would be able to accommodate an affordable multi-family housing project with the following conditions:

- Availability of funding. The City will assist in funding, when funding is available, and/or assist the developer in the application process for funding.

- Flexibility in the City's development standards and their willingness to work with the developer. The City will work closely with the developer on parking requirements, setbacks, and all other development standards to ensure the projects affordability.

- Density bonuses. Based on previously constructed affordable housing projects, the City is willing to award density bonuses to ensure the projects affordability.

CONSTRAINTS

The Government Code, as it relates to the Housing Element, requires an analysis of both governmental and non-governmental constraints to the development of affordable housing. Auburn has identified various constraints to housing production in an effort to address as many barriers as possible. Removal of these constraints must be balanced with other health, safety, and welfare concerns.

NON-GOVERNMENTAL CONSTRAINTS

Land Costs

Land prices in Auburn are generally higher than similar properties in Placer County. However, as Placer County and the Auburn area develops and provides more employment opportunities, it is anticipated that the price of raw land will become more comparable to the price structure of the region. Table A-45 shows vacant land for sale in the City of Auburn (October 2003). Depending upon the size and location of the parcel involved, in general, listed vacant single-family residential land range from $70,000 to $700,000 per acre. Those listed parcels that are less than one acre average $237,000 per lot. Listed parcels that are more than one acre average $195,000 per lot. By comparison, vacant land zoned single-family in surrounding communities (i.e., Loomis, Newcastle, Penryn, and Rocklin) range from $95,000 to $325,000 per acre, again depending on size and location of the parcel.

Table A-45

Single-Family Vacant Land – For Sale in Auburn (October 2003)

Lot Size	Location	Price	Price/Acre
6.2 acres	Incline Drive	$435,000	$70,161
1.75 acres	Highway 49	$185,000	$105,714
1.0 acres	Ridgeview Circle	$139,000	$139,000
0.85 acres	Ridgeview Circle	$155,000	$182,352
0.44 acres	Ridgeview Circle	$229,000	$520,454
0.66 acres	Auburn Ravine Road	$369,900	$435,176
0.27 acres	Vista Del Lago	$195,000	$722,222

Source: Lyon Real Estate Auburn, www.lyonbps.katabat.com, October 2003.

Construction and Labor Costs

Many factors can affect the cost of building a house, including the type of construction, materials, site conditions, finishing details, amenities, and structural configuration.

An internet source of construction cost data (www.building-cost.net), provided by Craftsman Book Company, estimates the per square foot cost of a single-story home in the Auburn area, including construction materials and labor, ranges from $95 to $100 per square foot, depending on the size of the home and the number of stories (one or two). Excluding land costs, the Craftsman Book Company calculator estimates that a small three-bedroom tract house of 1,800 square feet would have a minimum cost of approximately $182,000 (including direct job costs, permits and utilities, plans and specs, and

contractor markup). Based on the information above and including land costs, the minimum cost to produce an 1,800 square foot tract home in Auburn would cost approximately $400,000.

The cost of raw land is $10,000 to $769,000 a unit. The cost variation is impacted by lot sizes, primary infrastructure needed for the area, and improvements to collector streets including landscaping, sound walls, and additional lanes. Based on these assumptions, the cost of a single-family tract home in Auburn, ranging from to 1,300 to 3,000 square feet, would vary from $250,000 to $1,000,000 with total permitting costs between 8 to 12 percent of the total value of the home.

Given the cost range listed above for a market rate single-family home in Auburn, none of the very low- or low- income households in the City could afford to own a home in the City without some assistance from a subsidy or first-time homebuyer program. Of the moderate-income households in the City of Auburn, only households earning in the upper end of the moderate income range could afford to own a home, assuming again that no other subsidies or first-time homebuyer assistance programs are utilized.

The Cost and Availability of Financing

According to the City, there are no local constraints to the availability or cost of financing for home purchases or rehabilitation. Even in the City's older neighborhoods, there are no barriers to obtaining financing for home purchase, improvement, or construction (other than customary underwriting considerations by lenders).

Financing for housing development is generally outside the influence of local government. Lending institutions operating in Placer County maintain branches in Auburn, but as with all other mortgage finance organizations, the interest rates they offer follow market conditions. In times of high interest rates, financing problems have been viewed as a major factor in housing constraints. The lack of financing at reasonable rates eliminates major segments of the population from securing housing.

The primary factor related to home finance affecting housing affordability and availability is the cost of borrowing money (interest rates). Historically, substantial changes in interest rates have correlated with swings in home sales. When interest rates decline, sales increase. The reverse has been true when interest rates increase. Over the past two decades, there has been a dramatic growth in alternative mortgage products, such as graduated mortgages and variable rate mortgages. These types of loans allow homeowners to take advantage of lower initial interest rates and qualify for larger home loans. Even during periods of high interest rates, these alternative products allow more buyers to qualify for homeownership, thus minimizing the swings in home sales that accompany changes in interest rates.

Nevertheless, the fixed interest rate mortgage remains the preferred type of loan, especially during periods of low, stable interest rates. Most governmental programs that seek to increase homeownership among low- and moderate-income households rely on loan products that provide fixed interest rates below prevailing market rates, either for the principal loan or for a second loan that provides part of the down payment for home purchase. Many programs offer deferred second loans to facilitate homeownership. Table A-46 shows interest rates for 15- and 30-year fixed loans in the Auburn area. Interest rates change on a daily basis. On October 8, 2003 the interest rate for a 15-year fixed loan based on an average loan amount of $230,000 was 4.875, while the interest rate for a 30-year fixed was 5.625. However, according to Auburn Home Loans, homebuyers have purchased with interest rates as low as 1.25.

Table A-46

Interest Rates for 15- and 30- Year Fixed Loans[1]

15-Year Fixed Loan		30-Year Fixed Loan	
Interest Rate[2]	Points	Interest Rate[2]	Points
4.875	0	5.625	0

Source: Auburn Home Loans.

[1]Based on an average loan amount of $230,000.

[2]Rates for October 8, 2003. Rates are subject to change on a daily basis.

Environmental Constraints

Most of the vacant parcels that are scattered throughout the City are surrounded by existing development and could be classified as infill. However; due to the topography of the City, vacant land could possibility have constraints that might include limited access, wetlands, native trees, and geologic constraints.

The City has historically been able to deal with these constraints and still provide affordable housing. For example, Palm Terrace includes 80 units built on 16.7 acres of which 9 of these acres is dedicated to open space due to the topography of the site and the preservations of the valley oak trees on the site.

GOVERNMENTAL CONSTRAINTS

Governmental constraints include land use controls, building codes and their enforcement, site improvements, fees, exactions required of developers, and local processing and permit procedures. Land use controls may limit the amount or density of development, while building codes may set specific building standards that add material costs or limit building space on a site, thus increasing the cost of housing per unit.

Land Use Controls

The General Plan and Zoning Ordinance regulate land use in Auburn. All residential land use classifications pose a constraint to residential development in the sense that various conditions, building requirements, and limitations restrict a pure free market ability to construct housing. Land use regulations also have the potential of adding costs to construction, which indirectly may constrain housing. These impacts are measured against the general health and public safety served in adopting such regulations. Standards have been determined by the City to establish minimum constraints in order to provide for adequate separation of buildings for fire protection, air and light between structures, and the intensity of development. Implementation of these standards has not resulted in a serious constraint in providing housing to the various income levels.

Table A-47 (page A-53) provides a summary of Auburn's residential zoning regulations, including building setback, height, and parking requirements for single-family and multi-family residential districts. The following is a description of the residential districts in the City and the allowable densities.

1. *Single-family Residential District (R-1).* Designates areas for single-family homes. Density ranges from zero to four units per acre.

2. *Two-Family Residential (Duplex) District (R-2).* Designates areas for more intense residential uses. Appropriate land uses include higher density single-family homes such as duplexes. Density ranges from zero to 10 units per acre.

3. *Medium Density Multiple-Family Residential District (R-3).* Designates areas for intense multi-family residential land uses. Density ranges form five to 15 units per acre.

Planned Unit Development

The Planned Unit Development (PUD) (*Auburn Zoning Ordinance*, Chapter 4, Article 7) is intended to encourage innovations in residential development and renewal so that the growing demands for housing may be met by greater variety in the type, design, and layout of dwellings and by the conservation and more efficient use of open space. The following uses are permitted in a PUD:

- any land uses permitted in the basic combining district classification,
- single-family dwellings,
- two-family dwellings,
- multiple (3 or more) family dwellings,
- recreation uses,
- buildings and accessory uses, and
- highway service, commercial, manufacturing, and airport.

The combination of uses should be compatible with the intent of the General Plan of the City and result in a balanced and stable environment.

The construction of a PUD requires the issuance of a use permit by the Planning Commission, with any appeals brought to the City Council for review. Lot size requirement for a PUD are not less than one acre, unless the applicant can prove a hardship exists on a less than one-acre lot that still lends itself to the construction of a PUD. Such hardships include topographic constraints, preservation of natural features, or the construction or rehabilitation of existing housing for very low-, low-, and moderate-income persons. Standards for parking, open space, and building coverage are as follows. These standards are used only as a guide and are not meant to be mandatory.

Land Use Intensity (Dwelling Units/Acre)	Off-Street Parking (Spaces/Dwelling)	Percent Set-Aside for Open Space	Maximum Building Coverage
3	2	70%	16%
4	2	65%	18%
5	2	60%	20%
6	2	55%	22%
7	2	50%	24%
8	2	45%	26%
9	2	40%	28%
10 and over	2	35%	30%

The City of Auburn encourages and facilitates the use of PUD's through the following incentives:

- density bonus,
- reduced site plan standards,
- variation in parking requirements, and
- use of clustering to increase density and reduce development costs.

Planned Development combining districts encourage residential development at the upper end of the allowed density range within the applicable districts by allowing developers to vary from the stricter application of the development standards of the base zoning districts. This flexibility provides for, and can promote cluster housing, zero lot lines, townhomes, and similar housing types that can be more difficult to develop with typical setbacks and lot coverage.

Permitted Uses in Residential Zoning Districts

The Auburn Municipal Code designates permitted, non-permitted, and conditional uses for all developable use types in the City in relation to the City's zoning categories (Table A-48).

- Single-family dwellings are permitted in all residential districts. Due to the fact that single-family residential units are allowed in the R-2 and R-3 districts the City is planning to amend the zoning ordinance to require a minimum density of 6 units per acre in the R-2 district and 9 units per acre in the R-3 district to preserve the limited supply of multi-family zoned land for multi-family uses.
- Duplexes and multi-family dwellings are permitted in the R-2 and R-3 districts, but they are not permitted in the R-1 District. Apartments and rental housing units are allowed through a use permit process in the Commercial (C-1) District, and are permitted by right in the Central Business (C-2) District and the Regional Commercial (C-3) District.
- Second residential units are permitted by conditional use in all districts where single-family dwellings are a permitted use (R-1, R-2, R-3 districts).
- Residential care providers up to 6 are permitted in all residential districts.
- Dwelling groups (i.e. residential care facilities of 7 or more persons) and boardinghouses are permitted by conditional use in the R-1, R-2, and R-3 district. The review process for group homes of 7 or more currently requires approval of a Use Permit. Use Permits are reviewed and acted on by the Planning Commission. Typical processing time for a Use Permit is 12-16 weeks, though if there are no significant issues associated with the home, the time frame could be reduced to 8-12 weeks. No extra processing time is required and no extra processing fee (other than standard Use Permit fees) would be required. In addition City provides (without an application fee) an application for reduction or waiver of fees that is approved through the City Council.
- Mobile Home parks are allowed through a conditional use permit in the R-1, R-2, and R-3 Districts.
- Transitional housing (housing for drug/social rehab or parole-related care facilities of 6 or less) is permitted by conditional use in the R-1, R-2, and R-3 district.
- The City's Municipal Code does not currently specify where emergency shelters and transitional housing are permitted. The need for emergency shelters and transitional housing has been identified on a region wide basis. In response to this regional need, the City is proposing to amend its Zoning Code to add a separate use category and definition for emergency shelters and

transitional housing and designate the zones in which emergency shelters and transitional housing will be permitted with a use permit (Program K). The City will select zoning district(s) in which there are existing vacant or underutilized sites that could accommodate transitional housing. Appropriate locations for transitional housing are required to be considered during a public hearing process before any commitments can be made regarding suitable sites.

The City is proposing an amendment to Chapter 4 (Zoning) of the Municipal Code that would allow emergency shelters through a conditional use permit process in the Central Business(C-2) District and Regional Commercial (C-3) district. Conditional use requirements are described in Article 13 of the Auburn Municipal Code. Emergency shelters will not be subject to additional conditions. Transitional Housing will be permitted in the high density residential zoning district (R-3)

Table A-47

City of Auburn Residential Zoning Requirements with Allowable Residential Development

	R-1 Single-family Residential	R-2 Two-Family Residential (Duplex)	R-3 Medium Density Multiple-Family Residential
Minimum Lot Size (sq. ft.)	5,000	5,000	5,000
Maximum Density (sq. ft./unit)	5,000	3,500	2,750
Maximum Density (dwelling unit/acre)	0 – 4	0 – 10	5 – 15
Minimum Front Yard Setback	20 ft.	20 ft.	20 ft.
Minimum Side Yard Setback: 1 Story Side	5 ft.	5 ft.	5 ft.
Minimum Side Yard Setback: 2 Story Side	7.5 ft.	7.5 ft.	7.5 ft.
Minimum Side Yard Setback: Street Side	12.5 ft.	12.5 ft.	10 ft.
Minimum Rear Yard Setback	25 ft.	10 ft.[1]	10 ft.[1]
Minimum Lot Width	50 ft.	50 ft.	50 ft.
Height Limit (Dwellings)	30 ft.	30 ft.	30 ft.
Maximum Lot Coverage	35 %	40 %	40 %
Parking Requirements	2 per unit	2 per unit	2 per unit

Source: City of Auburn Municipal Code, 1996.

[1]Execpt when abutting any R-1 zoned property a 6 ft. high wall or fence shall be built along the rear property line and a 5 ft. wide landscape buffer shall be provided adjacent to the wall or fence.

Table A-48

Residential Permitted, Non-Permitted, and Conditional Use Requirements

Use Type	R-1	R-2	R-3
Single-Family Dwellings	Permitted	Permitted	Permitted
Duplex (Two-Family Dwelling)	Not Permitted	Permitted	Permitted
Multi-family Dwelling, 3+	Not Permitted	Not Permitted	Permitted
Second Residential Units	Conditional Use Permit	Conditional Use Permit	Conditional Use Permit
Mobile Home Parks	Conditional Use Permit[1]	Conditional Use Permit[1]	Conditional Use Permit[1]
Permanent Manufactured Homes	Permitted	Not Permitted	Not Permitted
Emergency Shelter	Not Permitted	Not Permitted	Not Permitted
Transitional Housing	Conditional Use Permit (for drug/social rehab or parole-related care facilities of 6 or less)	Conditional Use Permit (for drug/social rehab or parole-related care facilities of 6 or less)	Conditional Use Permit (for drug/social rehab or parole-related care facilities of 6 or less)
Residential Care Providers, up to 6	Permitted	Permitted	Permitted
Residential Care Providers, 7 or more	Not Permitted	Not Permitted	Not Permitted
Drug and/or Social Rehabilitation, up to 6	Conditional Use Permit	Conditional Use Permit	Conditional Use Permit
Senior Housing Developments	Not permitted, unless homes for the ambulatory aged are considered, then permitted	Not permitted, unless homes for the ambulatory aged are considered, then permitted	Not permitted, unless homes for the ambulatory aged are considered, then permitted
Rest Homes and Outpatient Nursing Care Homes, up to 15	Up to 6 Permitted 7-15 Conditional Use Permit	Up to 6 Permitted 7-15 Conditional Use Permit	Permitted
Rooming Houses, up to 15	Conditional Use Permit[2]	Conditional Use Permit	Conditional Use Permit
Rooming Houses, 16 or more	Not Permitted	Not Permitted	Not Permitted

Use Type	R-1	R-2	R-3
Homes for the Ambulatory Aged, Mentally Impaired, Congregate Living Health Care, or Developmentally Disabled Persons, up to 6	Permitted	Permitted	Conditional Use Permit
Caretaker and Employee Housing	Not Permitted	Not Permitted	Not Permitted
Farm Labor Housing	Not Permitted	Not Permitted	Not Permitted
Small Family Day Care	Permitted	Permitted	Permitted
Large Family Day Care	Permitted	Permitted	Permitted

Source: City of Auburn Municipal Code, 1996.

[1]Subject to a use permit, a mobile home park is permitted in any residential district when the mobile home park meets the provisions of the Auburn Municipal Code, Chapter 4, Article 6 and any conditions which might be imposed by the Planning Commission.

[2]On lots not less than one acre in size.

Building Codes

Building Codes regulate the physical construction of dwellings and include plumbing, electrical, and mechanical divisions. The purpose of the Building Code and its enforcement is to protect the public from unsafe conditions associated with construction. The City of Auburn enforces the State Building Code standards (Title 24) for existing units, new construction, and residential rehabilitation. Housing related complaints are dealt with on a case-by-case basis with the Building Department (i.e. the building inspector) being involved if the nature of the complaint involves building code issues.

State law affords local government some flexibility when adopting the uniform codes. The building codes can be amended based on geographical, topological or climatological considerations. Further, State Housing law provides that local building departments can authorize the use of materials and construction methods other that those specified in the uniform code if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the building codes. A review of the City's amendments to the uniform codes (Chapter 15.04 of the Auburn Municipal Code) indicates that the amendments do not have a substantial impact on the cost of residential development. Auburn's amendments to the State Building Code standards primarily concern a minimum 20-lb snow load required for roofs and "contributory areas" and weight loads on rafters. Areas less than 600 square feet which normally get reductions per the State Building Code due to application of contributory areas do not get this reduction in the City of Auburn.

Code Enforcement

The City of Auburn Code Enforcement Officer works with the Police Department, Fire Department, Building Department, and Community Development Department to investigate reported violations of laws relating to nuisances and zoning, which typically includes illegal home occupations, illegal second units, dangerous structures, fence violations, illegal signs, graffiti, debris, and weeds, as well as inoperable and illegal vehicles. The code enforcement process is typically initiated in the following three ways: (1) observation by city staff; (2) as a consequence of an action (i.e., an application for a building permit or a request for a zoning variance); or (3) in response to a complaint by an individual. The City relies on residents to help identify the majority of the code violations.

Development Fees

The financing of public facilities and services for new development in Auburn, as in most California jurisdictions, is funded in part by exactions and fees levied against development projects in proportion to the anticipated fiscal impact on the community. In all instances, the fees are determined based on a proportional share of cost necessary to fund capital improvements. In this sense, they are fixed overhead costs that cannot be reduced by policy. Although these fees are necessary to meet City standards, they can have substantial impact on the cost of housing, particularly affordable housing. Auburn charges a number of permit and development impact fees to cover the cost of processing development requests and providing public facilities and services to new developments. In creating a development fee structure, Auburn carefully balanced the need to offset the cost of public services with a level of fees that do not inhibit residential development. See Appendix G for a complete fee schedule.

Permit Processing Procedures

Applications for residential subdivisions are processed within a 3 to 5 month period; however, applications that are more complex may take up to 12 months because of project pre-planning, site constraints and environmental review. Processing time is largely determined by the availability of staff time as well as the number and/or significance of project related issues. The City of Auburn meets state-

required timelines for the approval of development permits (Table A-49). The time required for development approval is not generally a constraint or substantial cost to housing developers.

Table A-49

Application Processing Times

Application Type	Estimated Approval Time Period
a. Single-Family Project	±4 weeks[1]
b. Multi-family Project	Design review: 3-4 months
c. Variances	± 2 months
d. Residential Design Review (Single- and Multi-family projects)	SFR – not required MFR – see (b) above
e. Projects with Environmental Review	Factored Into Estimated Approval Times
f. Rezone	3-6 months
g. General Plan Amendment	3-6 months
h. Lot Line Adjustment	2-3 months
i. Parcel Map	3-4 months
j. Subdivision Map (Project)	3-5 months
k. Conditional Use Permit	3-4 months

Source: City of Auburn, 2003.

[1]SFR projects only require a building permit, separate entitlement approval is not required.

Conditional Use Permit Process

Chapter 4, Article 13 of the Auburn Municipal Code regulates the issuance of use permits. Applications are reviewed by the Planning Commission, which has the authority to approve, conditionally approve, or disapprove the application. The Planning Commission meets on the first and third Tuesdays of each month. Processing time for a Conditional Use Permit varies from 2 to 4 months depending on project complexity, adjacent issues, and whether additional environmental review is needed. Application fees for Conditional Use Permits range from $415 - $1,443. The focus of the CUP typically relates to neighborhood compatibility (i.e. architectural design, setbacks, parking, orientation, etc.). In the event that an applicant or any other interested party is not satisfied with the Planning Commission's actions of a use permit, an action can be appealed and brought to the City Council for review.

Following a public hearing, a use permit is subject to findings by the Planning Commission, such as:

- The proposed use is substantially similar in characteristic to a use or uses currently within the district;
- The proposed use would be appropriate in the district applicable to the property as a permitted or conditional use; and

- The proposed use would not be detrimental to the health, safety, peace and morals, comfort and general welfare of the community.

The Conditional Use Permit process addresses impacts of the use, not the user. This process does not act as a constraint to the development of affordable housing because:

- It does not add significant time or delay to the approval of projects;
- The Planning Commission does not impose additional development standards through the Conditional Use Permit, but addresses the findings that are described in Chapter 4, Article 13 of the Municipal Code; and
- The City's Conditional Use Permit application packet provides clear direction on the process and standards for review.

If it is determined that a developer would need a Conditional Use Permit to proceed with City approvals, it is the City's policy to provide as much information as possible. The City's website (www.ci.Auburn.ca.us) is a resource where project applicants can go to obtain further information and City contact phone numbers.

Housing for Persons with Disabilities

As noted in the Special Needs section of the this Housing Needs Assessment Report, persons with disabilities have a number a housing needs related to accessibility of dwelling units, access to transportation, employment, and commercial services, and alternative living arrangements that include on-site or nearby supportive living services.

The City ensures that new housing developments comply with California building standards (Title 24 of the California Code of Regulations) and federal Americans with Disabilities Act (ADA) requirements for accessibility. Sites zoned for Medium and High Density Residential uses and Commercial zones that allow for mixed-uses are located along arterial streets and transportation corridors to facilitate access and accessibility for persons with disabilities.

Procedures for Ensuring Reasonable Accommodations

The City of Auburn has established procedures to ensure that reasonable accommodations are made for persons with disabilities. In conjunction with plancheck review, individuals with disabilities can request special accommodation or variance from building codes due to a disability. The City has a Handicap Appeals Board that can review such requests for multi-family residential housing, through no such requests have been made to-date. The City also insures equal facilitation during the planning process as part of design review. For example, a recent apartment project was required to provide fixtures for ground-floor units that would accommodate persons with disabilities or that could easily convert.

Efforts to Remove Regulatory Constraints for Persons with Disabilities

The State of California has removed any City discretion for review of small group home projects (six or fewer residents). The City does not impose additional zoning, building code, or permitting procedures other than those allowed by state law. There are no City-initiated constraints on housing for persons with disabilities caused or controlled by the City.

The City also allows residential retrofitting to increase the suitability of homes for persons with disabilities in compliance with ADA requirements. Such retrofitting is permitted under Chapter

11 of the 1997 Uniform Building Code. The City works with applicants who need special accommodations in their homes to ensure that application of building code requirements does not create a constraint. The City's Zoning Ordinance has been reviewed for Chapter 11 compliance and determined to be compliant.

Information Regarding Accommodation for Zoning, Permit Processing, and Building Codes

The City implements and enforces Title 24 of the 2001 California Code, which is very similar to ADA. The City provides information to applicants or those inquiring of City regulations regarding accommodations in zoning, permit processes, and application of building codes for persons with disabilities.

Zoning and Other Land Use Regulations

As part of the update of the City Housing Element in 2003-2004, the City of Auburn conducted a comprehensive review of its zoning laws, policies and practices for compliance with fair housing law. The City has not identified zoning or other land use regulatory practices that could discriminate against persons with disabilities and impede the availability of such housing for these individuals.

Examples of the ways in which the City facilitates housing for persons with disabilities through its regulatory and permitting processes are:

- The City allows some variation from the application of its parking standards. For example, the reduction of parking spaces for a unique use such as a senior housing project can be approved by processing a variance.
- Similarly, Section 9-4.9005. Facilities: Minimum Dimensions provides the Community Development Department with the authority to establish and approve parking stalls and maneuvering areas other than those set in the ordinance. An example would be a reduction in the width of a drive aisle when associated with vehicle overhang into a landscape area.
- All of the City's commercial zones also allow group homes. The City has no authority to approve or deny group homes of six or fewer, except for compliance with building code requirement, which are also governed by the State of California.
- The City does not restrict occupancy of unrelated individuals in group homes.
- The City permits housing for special needs groups, including for individuals with disabilities, without regard to distances between such uses or the number of uses in any part of the City. The Land Use Element of the General Plan does not restrict the siting of special needs housing.

Permits and Processing

The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility. The City's requirements for building permits and inspections are the same as for other residential projects and are fairly simple and straightforward. City officials are not aware of any instances in which an applicant experienced delays or rejection of a retrofitting proposal for accessibility to persons with disabilities.

As discussed above, the City allows group homes of six or fewer persons by right, as required by state law. No conditional use permit or other special permitting requirements apply to such homes.

The City does not impose special occupancy permit requirements for the establishment or retrofit of structures for residential use by persons with disabilities. If structural improvements were required for an existing group home, a building permit would be required. If a new structure were proposed for a group home use, Design Review would be required as for any other new residential structure. To the City's knowledge, its Design Review process has not been used to deny or substantially modify a housing project for persons with disabilities to the point where it is no longer feasible.

Design review is not required for single-family residential development. All multi-family residential projects in Auburn require design review by the Planning Commission. The design review process typically takes three to four months. The hearing process for group homes and special needs housing for persons with disabilities is the same as for other residential projects.

Building Codes

The City provides reasonable accommodation for persons with disabilities in the enforcement of building codes and the issuance of building permits through its flexible approaches to retrofitting or converting existing buildings and construction of new buildings that meet the shelter needs of persons with disabilities. The City of Auburn adopted and implements the 1997 Uniform Building Code (UBC) and California Code, which is mandated by the State. The only additions to the uniform code that the City has adopted are:

- No reductions are permitted under Table 16c for slope and area or structural members of tributary loading under 600 square feet.

Universal Design Element

The City has not adopted a universal design ordinance governing construction or modification of homes using design principles that allow individuals to remain in those homes as their physical needs and capabilities change. Program M of the 2003-2004 Housing Element is a program for the City to evaluate the feasibility of a universal design ordinance. A bill pending before the Legislature, AB 2787, would require the Housing and Community Development Department (HCD) to develop guidelines and a model ordinance consistent with the principles of universal design. Rather than attempt to "reinvent the wheel," Auburn will consider a model ordinance prepared by the State of California before adopting its own ordinance.

Conclusion

In light of current and proposed planning policies and zoning regulations, the City believes that it has mitigated any potential constraints to the availability of housing for persons with disabilities.

Second Residential Unit Requirements

A second residential unit is a second living unit located on an existing residential lot often referred to as "granny" or "mother-in-law" units. The purpose of an accessory dwelling unit is to provide a small, self-contained living unit that can be used by a family member or as a rental unit. An accessory dwelling unit can be proposed for construction on any lot that is zoned for residential use (R-1, R-2, and R-3) if there is an existing single-family dwelling. The City's current second residential unit ordinance (Chapter 4,

Article 23) is not consistent with newly adopted State legislation (July 1, 2003, Government Code Section 65852.2). The City is in the process of reviewing an administrative draft to amend the Municipal Code to permit second units, by right, in all residential districts, subject to administrative staff review for conformance with applicable zoning standards. Amendments to the City's Municipal Code will be finalized and adopted by December 31, 2004.

Manufactured Homes and Mobile Home Park Standards

Manufactured homes are permitted on a permanent foundation in the Single Family Residential (R-1) district. Manufactured homes located outside a mobile home park must conform to all residential use development standards for the R-1 zoning district.

According to the Auburn Zoning Ordinance, a manufactured home should conform to the following criteria.

1. Conforms to all requirements for single-family structures in the R-1 district.
2. Certified under the National Home Construction and Safety Act of 1974.
3. Size is at least 1,200 square feet.
4. Meets the standards of Title 24, California Energy Commission requirements.
5. Roof pitch is a minimum of 3.5 to 12, exterior siding is wood, floor joists are eighteen inches from finished grade, and eave overhang is a minimum of twelve inches.
6. Occupancy is limited to single-family residential use only.

Mobile home parks are permitted subject to a use permit in any residential district when the mobile home park meets the provisions of Chapter 4, Article 6, Sections 9-4.604 and 9-4.605 in the City's Municipal Code and any additional provisions that the Planning Commission may impose as part of the use permit process.

Parking Requirements

The Auburn Municipal Code, Chapter 4, Article 9, Section 9-4.903 describes the parking requirements for residential uses in the City. A permit is required for the establishment of any off-street parking area other than for single- or two-family dwellings (Section 9-4.902). Single-family (R-1) and multiple-family (R-2 and R-3) dwelling units require two off-street parking spaces per dwelling unit. The off-street parking space required for any lot in which a single- or multi-family dwelling is built may not be provided in the required front or street side yard area (Section 9-4.907). Rooming houses require one parking space for every two guest rooms or four beds for guests, whichever requires the greater number of parking spaces. Nursing and convalescent homes require one parking space for every two patient beds. Parking requirements in the City are not considered excessive or a constraint on residential development.

Design Review

Article 8 (Design Control) of the Auburn Municipal Code describes the process for design review in the City. Design review ensures that new development will be consistent with the City's General Plan policies for the proper protection, enhancement, and use of places, sites, buildings, and structures. The City's Municipal Code is very explicit as to the guidelines and procedures that must be followed during

the design review process. This clarity of language gives the applicant certainty that if the guidelines and procedures in the Municipal Code are followed correctly, a successful design review process will be the outcome.

The City is currently (October 2003) reviewing Auburn's design review process, with specific focus on historic areas. To protect Auburn's stock of historic and architecturally significant structures in the Old Town and Downtown historic areas, the City is reviewing a draft Historic Preservation Ordinance. The draft Historic Preservation Ordinance specifies, accessory structures, commercial, office, industrial, and multi-family residential located within the Historic Design Review District, or properties located outside of the Design Review District that have been designated a historic resource are subject to Historic Design Review. The Historic Design Review Commission is the reviewing authority for Historic Design Review Permits. This Commission includes the Planning Commission members and four at-large members (one architect, one member of the historical society, one real property owner from the Downtown Historic District, and one real property owner from the Old Town Historic District).

The City's Municipal Code and Design Review application packet are very explicit as to the guidelines, procedures, and filing deadlines that must be followed throughout the Design Review process. The City's Design Review process does not act as a constraint to the overall supply and affordability of housing in Auburn because:

- Design Review does not add significant time or delay to project approval;
- Design Review does not add to, or modify development standards in Article 8 of the Municipal Code or standards in the applicable General Development Plan; and
- Design Review criteria are explicit and understandable.

The City does not take an excessive amount of time in processing Design Review applications, nor do they require costly building materials. The City also encourages Design Review to be conducted concurrently with other processing procedures to expedite the development permit process even further. The City believes that sufficient Design Review principles are in place to process and facilitate the full spectrum of affordable, moderate, and higher income housing.

Some projects located in the Historic Design Review District do not require a Historic Design Review Permit and instead can be reviewed administratively by the Community Development Director (i.e., minor modifications to existing site improvements, exterior painting, replacement of building materials, sidewalk replacements, landscaping, temporary signage for special events, and projects delegated by the Planning Commission).

If the applicant or any other interested party is not satisfied with the action of the Planning Commission or the Historic Design Review Commission, an action to appeal can be filed to be brought before the City Council. A Design Review Permit takes 12 to 16 weeks; administrative design review takes 1 to 4 weeks, while Historic Design Review takes 12 to 16 weeks. Applicants are strongly encouraged by the City to meet with members of the Public Works and Fire departments during the pre-application process to identify pertinent issues.

Pre-development Review

In order to facilitate the design review process, the City of Auburn offers applicants the opportunity for preliminary design review through submittal of a Pre-development application. The Pre-development application is not a prerequitesite for formal submittal of an application, but

is provided to facilitate City comments on a development request prior to preparation of detailed plans for formal design review. The City's pre-development review focuses on identifying basic design issues, appropriateness and intensity of intended development, and unique project-related conditions likely to affect development. Any comments generated for pre-development review are intended to supersede more detailed comments generated during the normal design review process. The time frame for completing pre-development review is typically two to four weeks, depending on the nature of the request. Written comments are provided as part of pre-development review and are generally valid for 180 days, except where modifications to ordinances or adopted policies may occur."

ENERGY CONSERVATION OPPORTUNITIES

The opportunities for energy conservation stem primarily from the fact that most of the future residential development will occur on land that is not constrained by existing roads and infrastructure. Energy conservation can be achieved, therefore, through site development planning to reduce the need for vehicular trips by:

- providing pedestrian access to commercial and recreational facilities;
- providing mixed use development;
- providing for higher densities that would make public transit economically feasible; and
- requiring landscaping to control solar gain in buildings and on pavement, channel wind, and provide comfortable micro climates that limit dependence on artificial heating and cooling systems.

Energy conservation features are incorporated into the design of residential structures in the City of Auburn due to the requirements of Title 24. These measures include low flow plumbing fixtures, efficient heating and cooling opportunities, dual pane windows, and adequate insulation and weather stripping. Incorporating new technology within residential developments offers developers a chance to design projects that allow for maximum energy conservation opportunities.

GENERAL DESIGN STANDARDS

There are many opportunities for conserving energy in new and existing homes. New buildings, by design, can easily incorporate energy efficient techniques into the construction. According to the Department of Energy, the concept of energy efficiency in buildings is the building envelope, which is everything that separates the interior of the building from the outdoor environment: the doors, windows, walls, foundation, roof, and insulation. All the components of the building envelope need to work together to keep a building warm in the winter and cool in the summer.

Constructing new homes with energy-conserving features, in addition to retrofitting existing structures, will result in a reduction in monthly utility costs. There are many ways to determine how energy efficient an existing building is and, if needed, what improvements can be made. Examples of energy conservation opportunities include installation of insulation and/or storm windows and doors, use of natural gas instead of electricity, installation or retrofitting of more efficient appliances and mechanical or solar energy systems, and building design and orientation which incorporates energy conservation considerations.

Many modern building design methods are used to reduce residential energy consumption and are based on proven techniques. These methods can be categorized in three ways:

1. Building design that keeps natural heat in during the winter and keeps natural heat out during the summer. Such design reduces air conditioning and heating demands. Proven building techniques in this category include:

    - location of windows and openings in relation to the path of the sun to minimize solar gain in the summer and maximize solar gain in the winter;

- use of "thermal mass," earthen materials such as stone, brick, concrete, and tiles that absorb heat during the day and release heat at night;
- use of window coverings, insulation, and other materials to reduce heat exchange between the interior of a home and the exterior;
- location of openings and the use of ventilating devices that take advantage of natural air flow (particularly cool evening breezes);
- use of eaves and overhangs that block direct solar gain through window openings during the summer but allow solar gain during the winter; and
- zone heating and cooling systems, which reduce heating and cooling in the unused areas of a home.

2. Building orientation that uses natural forces to maintain a comfortable interior temperature. Examples include:

   - north-south orientation of the long axis of a dwelling;
   - minimizing the southern and western exposure of exterior surfaces; and
   - location of dwellings to take advantage of natural air circulation and evening breezes.

3. Use of landscaping features to moderate interior temperatures. Such techniques include:

   - use of deciduous shade trees and other plants to protect the home;
   - use of natural or artificial flowing water; and
   - use of trees and hedges as windbreaks.

In addition to natural techniques, a number of modern methods of energy conservation have been developed or advanced during the present century. These include:

- use of solar energy to heat water;
- use of radiant barriers on roofs to keep attics cool;
- use of solar panels and other devices to generate electricity;
- high efficiency coating on windows to repel summer heat and trap winter warmth;
- weather-stripping and other insulation to reduce heat gain and loss;
- use of natural gas for dryers, stovetops and ranges;
- use of energy efficient home appliances; and
- use of low-flow showerheads and faucet aerators to reduce hot water use.

Natural space heating can be substantially increased through the proper location of windows and thermal mass. Use of solar panels can generate 1,000 watts of electricity on a sunny day. This can constitute more than enough power for daily residential operations.

APPENDIX B: GLOSSARY OF HOUSING ELEMENT TERMS

U.S. CENSUS TERMS

The following terms have been defined by the U.S. Census for interpretering data found in Census reports and tables. These definitions are generally current. For reports based on earlier surveys, especially those published before 1990, the user should consult the printed reports for those years. As reports and surveys continue to evolve, definitions may also alter to accommodate these changes. These definintions can be further examined on the U.S. Census website at www.census.gov.

Children. The term "children," as used in tables on living arrangements of children under 18, are all persons under 18 years, excluding people who maintain households, families, or subfamilies as a reference person or spouse.

Own children in a family are sons and daughters, including stepchildren and adopted children, of the householder. Similarly, "own" children in a subfamily are sons and daughters of the married couple or parent in the subfamily. (All children shown as members of related subfamilies are own children of the person(s) maintaining the subfamily.) For each type of family unit identified in the CPS, the count of "own children under 18 years old" is limited to never-married children; however, "own children under 25" and "own children of any age," as the terms are used here, include all children regardless of marital status. The counts include never-married children living away from home in college dormitories.

Related children in a family include own children and all other children under 18 years old in the household who are related to the householder by birth, marriage, or adoption. The count of related children in families was formerly restricted to never-married children. However, beginning with data for 1968 the Bureau of the Census includes ever-married children under the category of related children. This change added approximately 20,000 children to the category of related children in March 1968.

Ethnic origin. People of Hispanic origin were identified by a question that asked for self-identification of the persons' origin or descent. Respondents were asked to select their origin (and the origin of other household members) from a "flash card" listing ethnic origins. People of Hispanic origin, in particular, were those who indicated that their origin was Mexican, Puerto Rican, Cuban, Central or South American, or some other Hispanic origin. It should be noted that people of Hispanic origin may be of any race.

People who were Non-Hispanic White origin, were identified by crossing the responses to two self-identification questions: (1) origin or descent and (2) race. Respondents were asked to select their race (and the race of other household members) from a "flash card" listing racial groups. Beginning with March 1989, the population is divided into five groups on the basis of race: White, Black, American Indian, Eskimo or Aleut, Asian or Pacific Islander, and Other races. The last category includes any other race except the four mentioned. Respondents who selected their race as White and indicated that their origin was not one of the Hispanic origin subgroups Mexican, Puerto Rican, Cuban, Central or South American, were called Non-Hispanic White origin.

Family. A family is a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. Beginning with the 1980 Current Population Survey, unrelated subfamilies (referred to in the past as secondary families) are no longer included in

the count of families, nor are the members of unrelated subfamilies included in the count of family members. The number of families is equal to the number of family households, however, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household.

Family group. A family group is any two or more people (not necessarily including a householder) residing together, and related by birth, marriage, or adoption. A household may be composed of one such group, more than one, or none at all. The count of family groups includes family households, related subfamilies, and unrelated subfamilies.

Family household. A family household is a household maintained by a householder who is in a family (as defined above), and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. The number of family households is equal to the number of families. The count of family household members differs from the count of family members, however, in that the family household members include all people living in the household, whereas family members include only the householder and his/her relatives. See the definition of family.

Group quarters. As of 1983, group quarters were defined in the current population survey as noninstitutional living arrangements for groups not living in conventional housing units or groups living in housing units containing ten or more unrelated people or nine or more people unrelated to the person in charge. (Prior to 1983, group quarters included housing units containing five or more people unrelated to the person in charge.) Examples of people in group quarters include a person residing in a rooming house, in staff quarters at a hospital, or in a halfway house. Beginning in 1972, inmates of institutions have not been included in the Current Population Survey.

Household. A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live and eat with any other persons in the structure and there is direct access from the outside or through a common hall.

A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters. There are two major categories of households, "family" and "nonfamily". (See definitions of Family household and Nonfamily household).

Household, family, or subfamily, Size of. The term "size of household" includes all the people occupying a housing unit. "Size of family" includes the family householder and all other people in the living quarters who are related to the householder by birth, marriage, or adoption. "Size of related subfamily" includes the husband and wife or the lone parent and their never- married sons and daughters under 18 years of age. "Size of unrelated subfamily" includes the reference person and all other members related to the reference person. If a family has a related subfamily among its members, the size of the family includes the members of the related subfamily.

Household, nonfamily. A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

Householder. The householder refers to the person (or one of the people) in whose name the housing unit is owned or rented (maintained) or, if there is no such person, any adult member, excluding roomers, boarders, or paid employees. If the house is owned or rented jointly by a married couple, the householder may be either the husband or the wife. The person designated as the

householder is the "reference person" to whom the relationship of all other household members, if any, is recorded.

The number of householders is equal to the number of households. Also, the number of family householders is equal to the number of families.

> *Head versus householder.* Beginning with the 1980 CPS, the Bureau of the Census discontinued the use of the terms "head of household" and "head of family." Instead, the terms "householder" and "family householder" are used. Recent social changes have resulted in greater sharing of household responsibilities among the adult members and, therefore, have made the term "head" increasingly inappropriate in the analysis of household and family data. Specifically, beginning in 1980, the Census Bureau discontinued its longtime practice of always classifying the husband as the reference person (head) when he and his wife are living together.

Mean (Average) income. Mean (average) income is the amount obtained by dividing the total aggregate income of a group by the number of units in that group. The means for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The means (averages) for people are based on people 15 years old and over with income.

Median income. Median income is the amount which divides the income distribution into two equal groups, half having incomes above the median, half having incomes below the median. The medians for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The medians for people are based on people 15 years old and over with income.

Single, when used as a marital status category, is the sum of never-married, widowed, and divorced people. "Single," when used in the context of "single-parent family/household," means only one parent is present in the home. The parent may be never- married, widowed, divorced, or married, spouse absent.

Married couple. A married couple, as defined for census purposes, is a husband and wife enumerated as members of the same household. The married couple may or may not have children living with them. The expression "husband-wife" or "married- couple" before the term "household," "family," or "subfamily" indicates that the household, family, or subfamily is maintained by a husband and wife. The number of married couples equals the count of married-couple families plus related and unrelated married-couple subfamilies.

Mobility status. The population was classified according to mobility status on the basis of a comparison between the place of residence of each individual to the time of the March survey and the place of residence 1 year earlier. Nonmovers are all people who were living in the same house at the end of the migration period and the beginning of the migration period. Movers are all people who were living in a different house at the end of the period rather than at the beginning. Movers are further classified as to whether they were living in the same or different county, state, region, or were movers from abroad. Movers are also categorized by whether they moved within or between central cities, suburbs, and nonmetropolitan areas of the United States.

Poverty definition. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered poor. The poverty thresholds do not vary geographically, but they are updated annually for inflation with the Consumer Price Index (CPI-U). The official poverty definition counts money income before taxes and excludes capital gains and noncash benefits (such as public housing, medicaid, and food stamps).

Poverty statistics are based on a definition developed by Mollie Orshansky of the Social Security Administration (SSA)in 1964[1] and revised in 1969 and 1981 by interagency committees. This definition was established as the official definition of poverty for statistical use in all Executive departments by the Bureau of the Budget (BoB) in 1969 (in Circular No. A-46); after BoB became The Office of Management and Budget, this was reconfirmed in Statistical Policy Directive No. 14.

The original poverty definition provided a range of income cutoffs or thresholds adjusted by such factors as family size, sex of the family head, number of children under 18 years old, and farm-nonfarm residence. At the core of this definition of poverty was the economy food plan, the least costly of four nutritionally adequate food plans designed by the Department of Agriculture. It was determined from the Department of Agriculture's 1955 Household Food Consumption Survey that families of three or more people spent approximately one-third of their after-tax money income on food; accordingly, poverty thresholds for families of three or more people were set at three times the cost of the economy food plan. Different procedures were used to calculate poverty thresholds for two-person families and people living alone in order to compensate for the relatively larger fixed expenses of these smaller units. For two-person families, the cost of the economy food plan was multiplied by a factor of 3.7 (also derived from the 1955 survey). For unrelated individuals (one-person units), no multiplier was used; poverty thresholds were instead calculated as a fixed proportion of the corresponding thresholds for two-person units. Annual updates of these SSA poverty thresholds were based on price changes of the items in the economy food plan.

As a result of deliberations of a Federal interagency committee in 1969, the following two modifications to the original SSA definition of poverty were adopted[2]:

- The SSA thresholds for nonfarm families were retained for the base year 1963, but annual adjustments in the levels were based on changes in the Consumer Price Index (CPI) rather than on changes in the cost of foods in the economy food plan.
- The farm thresholds were raised from 70 to 85 percent of the corresponding nonfarm levels. The combined impact of these two modifications resulted in an increase in the tabulated totals for 1967 of 360,000 poor families and 1.6 million poor people.

In 1981, three additional modifications in the poverty definition recommended by another interagency committee were adopted for implementation in the March 1982 CPS as well as the 1980 census:

- Elimination of separate thresholds for farm families.
- Elimination (by averaging) of separate thresholds for female-householder families and "all other" families (earlier termed "male-headed" families).
- Extension of the detailed poverty threshold matrix to make the largest family size category "nine people or more"
- For further details, see the section, "Changes in the Definition of Poverty," in Current Population Reports, Series P- 60, No. 133.

The poverty thresholds are increased each year by the same percentage as the annual average Consumer Price Index (CPI). The poverty thresholds are currently adjusted using the annual average

[1]For a detailed discussion of the original SSA poverty thresholds, see Mollie Orshansky, Counting the Poor: Another Look at the Poverty Profile, Social Security Bulletin, vol. 28, no. 1, January 1965, pp. 3-29 (reprinted in Social Security Bulletin, vol. 51, no. 10, October 1988, pp. 25-51); and Who's Who Among the Poor: A Demographic View of Poverty, Social Security Bulletin, vol. 28, no. 7, July 1965, pp. 3-32.

[2]Poverty thresholds for 1959-1967 were recalculated on this basis, and revised poverty population figures for those years were tabulated using the revised thresholds. These revised 1959- 1967 poverty population figures have been published in Census Bureau reports issued since August 1969 (including the present report). Because of this revision, poverty statistics from documents dated before August 1969 are not comparable with current poverty statistics.

CPI-U (1982-84 = 100). This base year has been used since 1988. From 1980 through 1987, the thresholds were adjusted using the CPI-U (1967 = 100). The CPI (1963 = 100) was used to adjust thresholds prior to 1980.

For further information on how the poverty thresholds were developed and subsequent changes in them, see Gordon M. Fisher, *"The Development and History of the Poverty Thresholds,"* Social Security Bulletin, vol.55, no.4, Winter 1992, pp. 3-14.

Race. The race of individuals was identified by a question that asked for self-identification of the person's race. Respondents were asked to select their race from a "flashcard" listing racial groups.

The population is divided into five groups on the basis of race: White; Black; American Indian, Eskimo or Aleut; Asian or Pacific Islander; and Other races beginning with March 1989. The last category includes any other race except the four mentioned. In most of the published tables "Other races" are included in the total population data line but are not shown individually.

Tenure. A housing unit is "owned" if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is "owned only if the owner or co-owner lives in it. All other occupied units are classified as "rented," including units rented for cash rent and those occupied without payment of cash rent.

Units in structure. In the determination of the number of units in a structure, all housing units, both occupied and vacant, were counted. The statistics are presented in terms of the number of occupied housing units in structures of specified size, not in terms of the number of residential structures.

Unmarried couple. An unmarried couple is composed of two unrelated adults of the opposite sex (one of whom is the householder) who share a housing unit with or without the presence of children under 15 years old. Unmarried couple households contain only two adults.

CALIFORNIA GOVERNMENT CODE TERMS

The following terms have been defined by the California Government Code for interpretering data found in the Housing Element. These definitions are generally current. As reports and surveys continue to evolve, definitions may also alter to accommodate these changes. These definintions can be further examined on the California Government Code website at http://www.leginfo.ca.gov/calaw.html.

Emergency Shelter, CA Code 50801(e). "Emergency shelter" means housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

Residential Care Facilities, CA Code 1568.01(j). "Residential care facility" means a residential care facility for persons with chronic, life-threatening illness who are 18 years of age or older or are emancipated minors, and for family units. The licensee of every facility required to be licensed shall provide the following basic services for each resident:

(1) Room and board. No more than two residents shall share a bedroom, except that the director, in his or her discretion, may waive this limitation.

(2) Access to adequate common areas, including recreation areas and shared kitchen space with adequate refrigerator space for the storage of medications.

(3) Consultation with a nutritionist, including consultation on cultural dietary needs.

(4) Personal care services, as needed, including, but not limited to, activities of daily living. A facility may have a written agreement with another agency to provide personal care services, except that the facility shall be responsible for meeting the personal care needs of each resident.

(5) Access to case management for social services. A facility may have a written agreement with another agency to provide case management.

(6) Development, implementation, and monitoring of an individual services plan. All health services components of the plan shall be developed and monitored in coordination with the home health agency and shall reflect the elements of the resident's plan of treatment developed by the home health agency.

(7) Intake and discharge procedures, including referral to outplacement resources.

(8) Access to psychosocial support services.

(9) Access to community-based and county services system.

(10) Access to a social and emotional support network of the resident's own choosing, within the context of reasonable visitation rules established by the facility.

(10) Access to intermittent home health care services in accordance with paragraph (1) of subdivision (c).

(11) Access to substance abuse services in accordance with paragraph (3) of subdivision (c).

(12) Adequate securable storage space for personal items.

Transitional Housing, CA Code 50801(i). "Transitional housing" means housing with supportive services for up to 24 months that is exclusively designated and targeted for recently homeless persons. Transitional housing includes self-sufficiency development services, with the ultimate goal of moving recently homeless persons to permanent housing as quickly as possible, and limits rents and service fees to an ability-to-pay formula reasonably consistent with the United States Department of Housing and Urban Development's requirements for subsidized housing for low-income persons. Rents and service fees paid for transitional housing may be reserved, in whole or in part, to assist residents in moving to permanent housing.

APPENDIX C: HOUSING CONDITION SURVEY RESULTS AND PHOTO GALLERY

The City Auburn Housing Condition Survey findings are provided below. The survey was conducted by car and the data was incorporated into laptops on Microsoft Access ® and Excel ® programs.

The survey involved a general assessment of exterior property conditions and a rating of excellent to dilapidated for each dwelling unit evaluated (see accompanying survey form and rating sheet). There were 3,087 housing units surveyed. The following two charts contain results corresponding to the map area. Appendix D contains a map of the survey area.

Summary Total: 4 Units or Less

Categories									TOTALS
Status	Occupied 1745	For Rent 2	For Sale 27	Vacant 1	Condemned 0				1775
Age	<10 24	11-20 18	21-30 93	31-50 1167	50+ 473				1775
Housing Type	Single Family 1632	Duplex 48	Triplex 33	Quadplex 62	Modular 0	Under Construction 0	Apartment 0		1775
Number of Units									1775
Exterior Type	Aluminum 0	Masonry 41	Mixed 142	Other 0	Stucco 227	Vinyl 33	Wood 1332		1775
Foundation	Not Visible 0	Good Condition 1742	Cracked/Broken But Reparable 24	Entire Replacement 2	No Foundation 7				1775
Roofing	Not Visible 0	Good Condition 863	Broken/Cracked/Curled Shingles/Shakes 615	Partial Re-Roofing 108	Complete Re-Roofing 188	Roof Structure Needs Replacement 1			1775
Siding	Not Visible 0	Good Condition 954	Repainting 661	Broken\cracked in spots but reparable 151	Complete Replacement 9				1775
Windows and Doors	Not Visible 0	Good Condition 1129	Repainting 384	Broken\cracked but reparable 179	Complete replacement 83				1775
Electrical	No Repair 1755	Minor Repair 17	Replace Main 3						1775
Overall Rating	**Excellent**	**Sound**	**Minor Rehabilitation**	**Moderate Rehabilitation**	**Substantial Rehabilitation**	**Dilapidated**			**TOTAL UNITS SURVEYED**
	624 35%	**519** 29%	**322** 18%	**295** 17%	**12** 1%	**3** 0%			**1775**

Source: Parsons, 2003.

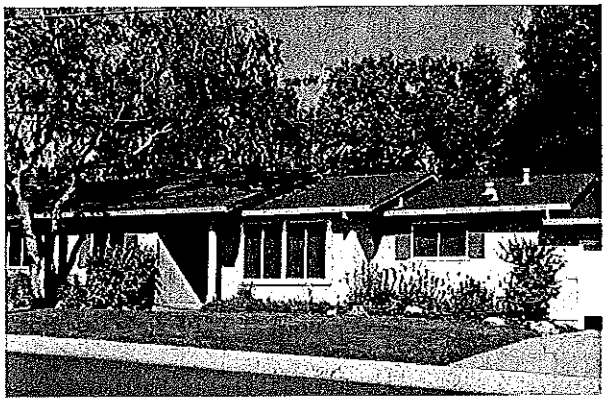
Summary Total: 5 or More Units

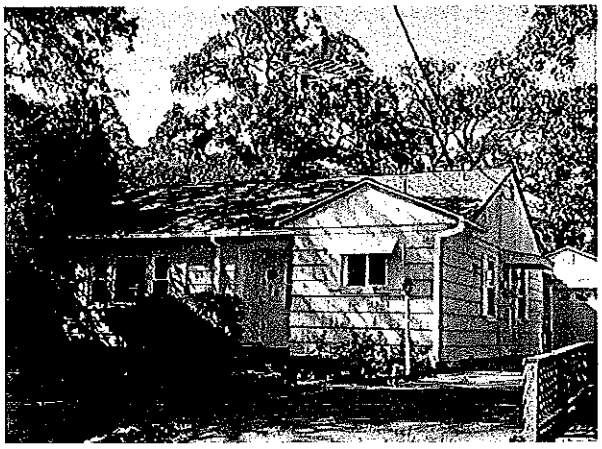
Categories									TOTALS
Status	Occupied 1312	For Rent 0	For Sale 0	Vacant 0	Condemned 0				1312
Age	<10 60	11-20 321	21-30 297	31-50 634	50+ 0				1312
Housing Type	Single Family 0	Duplex 0	Triplex 0	Quadplex 0	Modular 0	Under Construction 0	Apartment 1312		1312
Number of Units									1312
Exterior Type	Aluminum 0	Masonry 5	Mixed 97	Other 0	Stucco 317	Vinyl 0	Wood 893		1312
Foundation	Not Visible 0	Good Condition 1312	Cracked/Broken But Reparable 0	Entire Replacement 0	No Foundation 0				1312
Roofing	Not Visible 0	Good Condition 669	Broken/Cracked/Curled Shingles/Shakes 546	Partial Re-Roofing 87	Complete Re-Roofing 10	Roof Structure Needs Replacement 0			1312
Siding	Not Visible 0	Good Condition 731	Repainting 544	Broken\cracked in spots but reparable 37	Complete Replacement 0				1312
Windows and Doors	Not Visible 0	Good Condition 898	Repainting 189	Broken\cracked but reparable 93	Complete replacement 132				1312
Electrical	No Repair 1312	Minor Repair 0	Replace Main 0						1312
Overall Rating	**Excellent**	**Sound**	**Minor Rehabilitation**	**Moderate Rehabilitation**	**Substantial Rehabilitation**	**Dilapidated**			**TOTAL UNITS SURVEYED**
	493 **38%**	**508** **39%**	**87** **7%**	**224** **17%**	**0** **0%**	**0** **0%**			**1312**

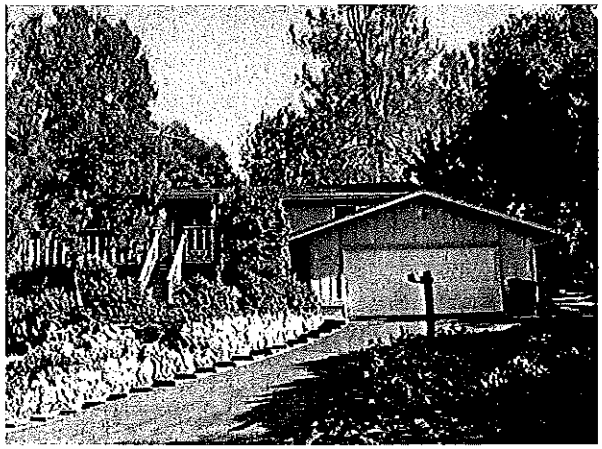
Source: Parsons, 2003.

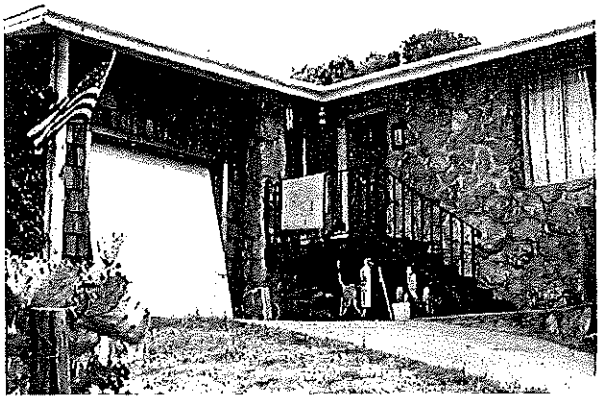
Housing Condition Survey Photo Gallery

Single Family Homes









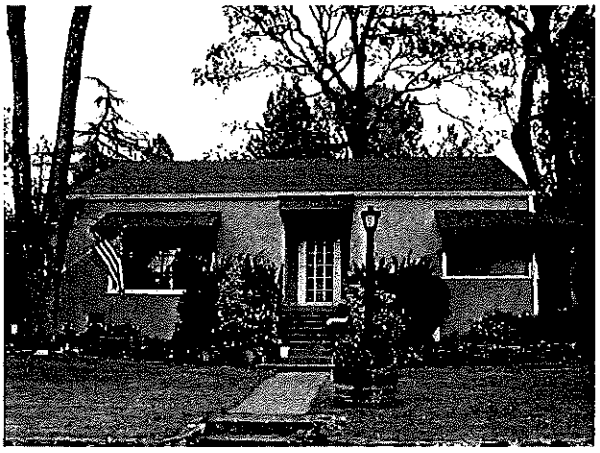
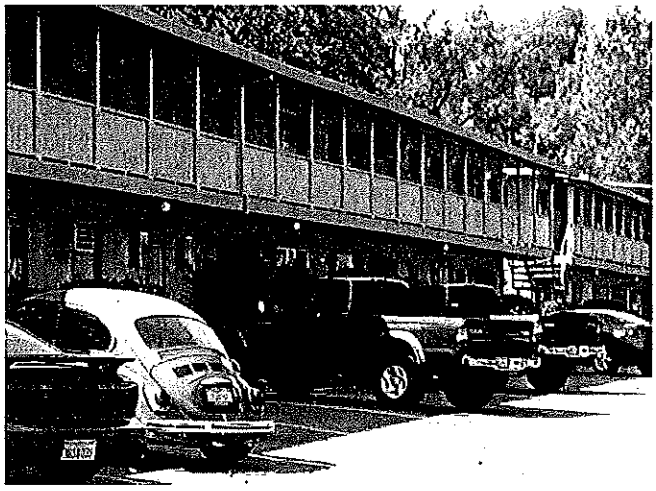
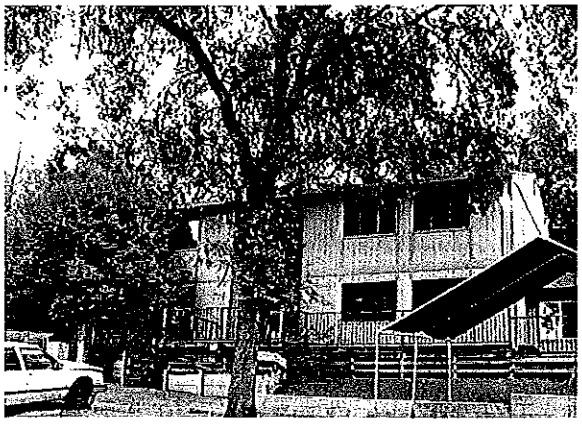


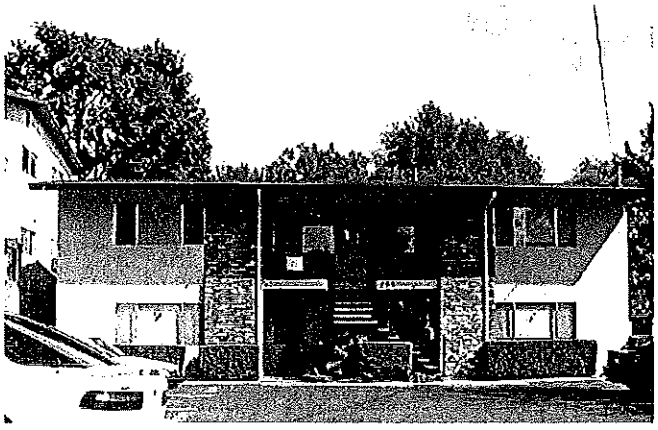
Photo Source: Parsons, 2003.

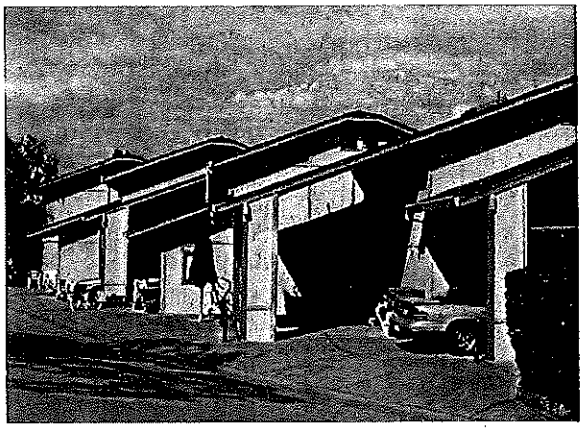
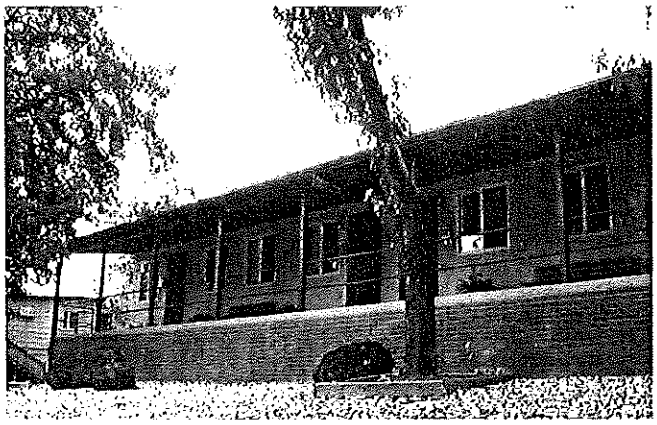
Housing Condition Photo Gallery

Multi-family Complexes







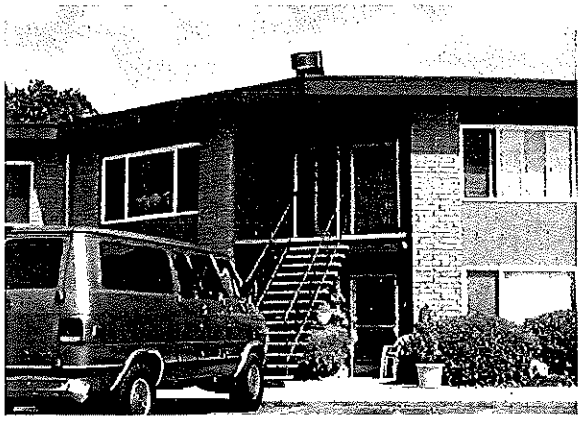
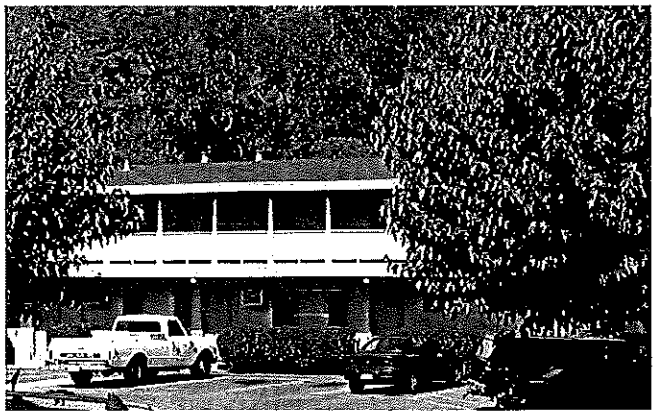



Photo Source: Parsons, 2003.

HOUSING/PROPERTY CONDITION SURVEY FORM

ADDRESS_____ PARCEL #_____

Occupied Vacant For Sale For Rent Condemned

APPROXIMATE AGE

<10 years 11-20 years 21-30 years 31-50 years 50 + years

EXTERIOR FINISH TYPE

Wood Siding
Masonry
Stucco
Mixed
Aluminum
Vinyl
Other

STRUCTURE TYPE

Single Family
Modular
Duplex
Quadplex
Triplex
Multifamily (unit count _____)
Under Construction

1. DWELLING UNIT CONDITION

A. Foundation

Not Visible	0
Good Condition	0
Cracked/Broken, but Reparable	5
Entire Replacement	15
No Foundation	25

B. Roofing

Not Visible	0
Good Condition	0
Cracked/Broken/Curled Shingles/Shakes *(incl. broken downspouts & rain gutters)*	5
Needs Partial Re-roofing	10
Needs Complete Re-roofing	20
Roof Structure Needs Replacement *(roofline is bowed, wavy, or uneven)*	25

C. Siding (incl. fascia boards & gables)

Not Visible	0
Good Condition	0
Needs Repainting	3
Cracked/Broken in Spots, but Reparable	5
Needs Replacement *(siding is too deteriorated to repair)*	10

D. Windows/Doors (incl. jambs/frames)

Not Visible	0
Good Condition	0
Needs Repainting	3
Cracked/Broken, but Reparable	5
Needs Complete Replacement	10

E. Electrical

No Repair	0
Minor Repair	5
Replace Man Panel	10

DWELLING UNIT CONDITION RATING

0	= Excellent
3 – 9	= Sound
10 – 15	= Minor rehabilitation
16 – 39	= Moderate rehabilitation
40 – 55	= Substantial rehabilitation
56+	= Dilapidated

Definitions

Excellent: A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and rooflines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.

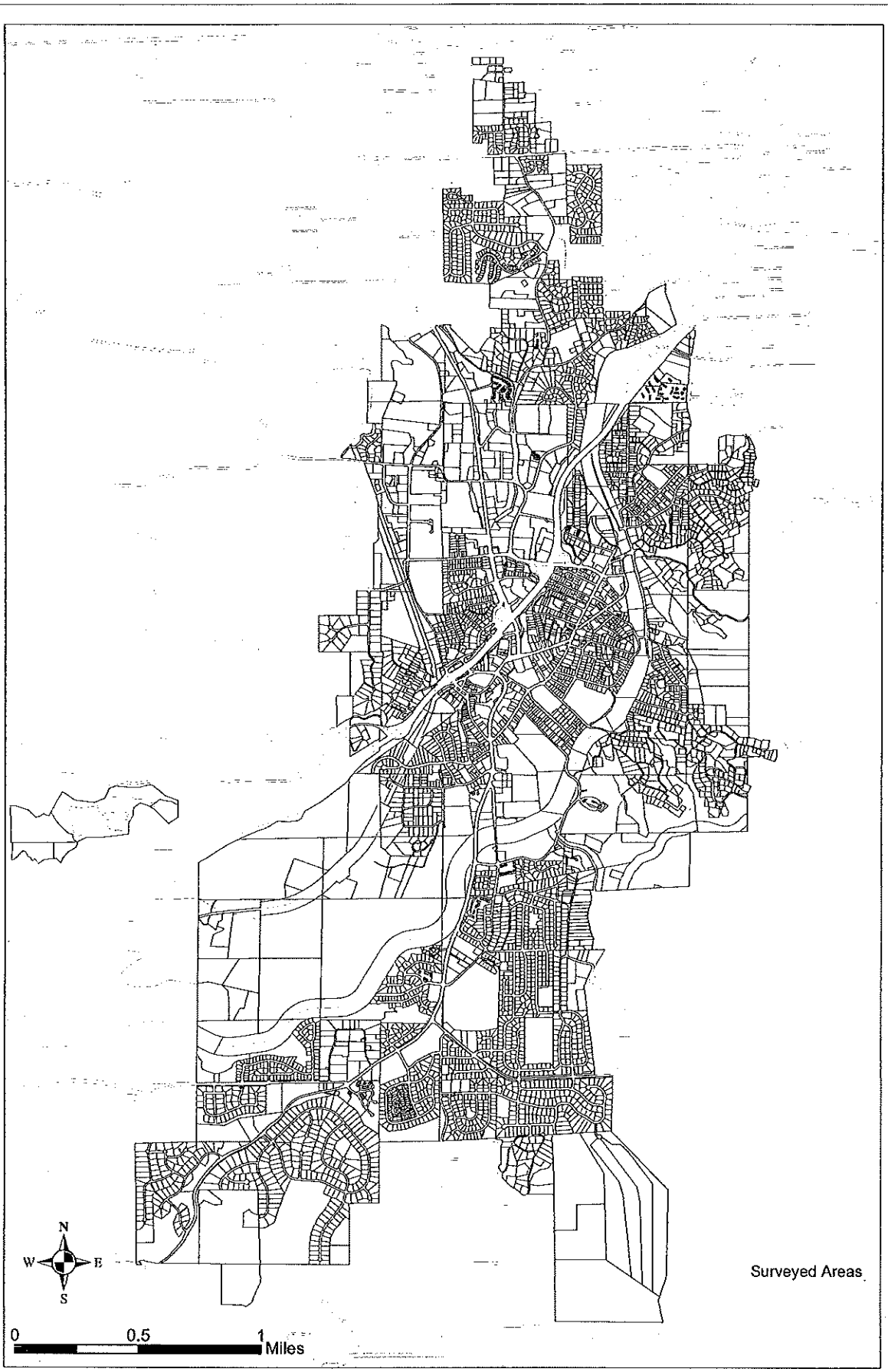
Sound: A dwelling unit that requires minor deferred maintenance, such repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.

Minor Rehabilitation: A dwelling unit that shows signs of multiple deferred maintenance or that requires the repair of one major component.

Moderate Rehabilitation: A dwelling unit that requires multiple repairs and the replacement of a major component.

Substantial Rehabilitation: A dwelling unit that requires the repair or replacement of all exterior components.

Dilapidated: A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate.



Source: City of Auburn; Parsons

City of Auburn 2003-2004
Housing Element

HOUSING CONDITIONS
SURVEY AREAS

PARSONS
Appendix D

Source: City of Auburn; Parsons 2003

City of Auburn Vacant Land Inventory

VACANT LAND INVENTORY

PARSONS

Appendix E

APPENDIX F VACANT RESIDENTIAL PARCELS

Table F-1 is a listing of all the vacant low density residential parcels in the City.

Table F-1

Vacant Low Density Residential Parcels (Citywide)

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
Low Density Residential			
R1-20			
040-360-047	R1-20	5.13	7.3
003-113-009	R1-20	4.41	6.2
040-360-053	R1-20	3.46	4.9
040-360-052	R1-20	3.01	4.3
003-140-055	R1-20	1.61	2.3
040-310-007	R1-20	1.23	1.7
040-300-016	R1-20	1.00	1.4
003-140-049	R1-20	0.86	1.2
003-140-050	R1-20	0.70	1.0
003-140-047	R1-20	0.64	1.0
Total	**10 sites**	**22.05**	**31.2**
R1-15			
055-040-031	R1-15	4.24	8.0
055-040-029	R1-15	2.21	4.2
055-040-028	R1-15	2.20	4.1
055-040-030	R1-15	1.93	3.7

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
004-100-002	R1-15	1.86	3.5
040-130-070	R1-15	1.77	3.3
042-400-069	R1-15	1.40	2.7
042-400-070	R1-15	1.36	2.6
042-400-071	R1-15	1.35	2.6
055-300-054	R1-15	1.34	2.5
042-370-021	R1-15	1.26	2.4
004-182-016	R1-15	1.14	2.2
042-400-072	R1-15	1.00	1.9
042-400-075	R1-15	0.95	1.8
042-400-074	R1-15	0.91	1.7
042-400-073	R1-15	0.89	1.5
042-300-005	R1-15	0.80	1.3
042-400-056	R1-15	0.70	1.3
042-400-062	R1-15	0.69	1.2
042-400-061	R1-15	0.61	1.0
042-310-005	R1-15	0.55	1.0
055-270-010	R1-15	0.53	1.0
042-380-024	R1-15	0.49	1.0
042-330-015	R1-15	0.49	1.0
042-300-004	R1-15	0.49	1.0
004-182-016	R1-15	0.48	1.0
042-400-058	R1-15	0.47	1.0
042-320-010	R1-15	0.44	1.0
042-310-004	R1-15	0.42	1.0
055-270-011	R1-15	0.41	1.0
042-390-015	R1-15	0.40	1.0
042-400-067	R1-15	0.40	1.0
042-390-006	R1-15	0.39	1.0
042-400-065	R1-15	0.39	1.0
042-400-068	R1-15	0.39	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
042-400-059	R1-15	0.38	1.0
055-290-004	R1-15	0.37	1.0
055-290-003	R1-15	0.36	1.0
004-100-002	R1-15	0.36	1.0
Total	**38 sites**	**36.82**	**69.5**
R1-10			
003-180-003	R1-10	17.42	49.3
038-290-051	R1-10	5.36	15.2
004-140-012	R1-10	4.74	13.4
001-051-033	R1-10	3.55	10.1
004-160-038	R1-10	3.44	9.7
038-290-050	R1-10	3.00	8.5
054-022-045	R1-10	2.98	8.4
003-140-028	R1-10	2.37	6.7
054-102-041	R1-10	2.32	5.6
004-083-029	R1-10	1.99	5.6
040-130-071	R1-10	1.97	5.2
002-025-040	R1-10	1.82	5.0
054-023-012	R1-10	1.75	4.9
054-023-013	R1-10	1.74	4.7
052-112-042	R1-10	1.67	4.4
004-083-016	R1-10	1.57	4.3
004-176-034	R1-10	1.51	3.8
040-130-016	R1-10	1.35	3.7
004-096-021	R1-10	1.30	3.6
004-280-006	R1-10	1.28	3.6
054-070-027	R1-10	1.28	3.6
004-220-070	R1-10	1.27	3.5
054-290-050	R1-10	1.23	3.3
004-096-029	R1-10	1.17	3.2

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
055-080-048	R1-10	1.14	3.0
002-025-039	R1-10	1.05	2.9
040-130-056	R1-10	1.02	2.8
004-176-035	R1-10	0.98	2.7
004-220-078	R1-10	0.96	2.7
004-160-039	R1-10	0.95	2.7
004-160-040	R1-10	0.95	2.6
004-096-020	R1-10	0.92	2.3
054-040-076	R1-10	0.82	2.1
002-011-003	R1-10	0.75	2.1
002-012-002	R1-10	0.74	2.0
052-112-006	R1-10	0.71	2.0
055-200-065	R1-10	0.70	1.9
004-220-066	R1-10	0.68	1.9
003-124-013	R1-10	0.67	1.8
004-160-017	R1-10	0.65	1.8
055-170-009	R1-10	0.64	1.8
004-160-026	R1-10	0.63	1.8
004-220-078	R1-10	0.63	1.7
054-380-015	R1-10	0.61	1.7
004-083-006	R1-10	0.59	1.7
004-230-031	R1-10	0.59	1.7
004-280-006	R1-10	0.58	1.6
054-360-025	R1-10	0.57	1.6
004-091-004	R1-10	0.56	1.5
004-083-027	R1-10	0.53	1.5
004-320-011	R1-10	0.53	1.4
003-140-029	R1-10	0.49	1.4
052-144-039	R1-10	0.49	1.4
003-104-009	R1-10	0.49	1.4
054-022-036	R1-10	0.48	1.4

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
004-160-019	R1-10	0.48	1.3
004-290-006	R1-10	0.47	1.2
040-360-019	R1-10	0.44	1.2
004-083-030	R1-10	0.43	1.2
003-126-022	R1-10	0.43	1.2
038-250-065	R1-10	0.42	1.2
004-171-013	R1-10	0.42	1.2
054-380-023	R1-10	0.42	1.2
004-230-038	R1-10	0.41	1.2
052-112-032	R1-10	0.41	1.1
001-051-036	R1-10	0.40	1.1
055-320-010	R1-10	0.39	1.1
055-170-010	R1-10	0.39	1.1
004-176-010	R1-10	0.38	1.1
004-220-051	R1-10	0.38	1.1
040-410-010	R1-10	0.38	1.1
004-290-005	R1-10	0.38	1.0
003-140-053	R1-10	0.37	1.0
003-140-052	R1-10	0.37	1.0
054-470-033	R1-10	0.36	1.0
003-140-038	R1-10	0.36	1.0
002-011-004	R1-10	0.36	1.0
004-160-017	R1-10	0.36	1.0
055-050-017	R1-10	0.36	1.0
003-140-045	R1-10	0.35	1.0
003-140-043	R1-10	0.35	1.0
003-140-042	R1-10	0.35	1.0
004-230-018	R1-10	0.35	1.0
003-140-027	R1-10	0.34	1.0
055-170-033	R1-10	0.34	1.0
004-140-027	R1-10	0.34	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
004-171-016	R1-10	0.34	1.0
038-250-064	R1-10	0.33	1.0
054-460-045	R1-10	0.33	1.0
004-220-072	R1-10	0.32	1.0
003-200-026	R1-10	0.32	1.0
055-020-037	R1-10	0.32	1.0
055-050-013	R1-10	0.32	1.0
004-230-018	R1-10	0.31	1.0
003-140-044	R1-10	0.31	1.0
004-280-008	R1-10	0.31	1.0
055-330-022	R1-10	0.31	1.0
004-176-009	R1-10	0.30	1.0
054-470-013	R1-10	0.30	1.0
003-104-002	R1-10	0.30	1.0
004-220-095	R1-10	0.30	1.0
055-330-021	R1-10	0.30	1.0
055-170-026	R1-10	0.30	1.0
055-170-041	R1-10	0.30	1.0
004-083-025	R1-10	0.30	1.0
004-176-025	R1-10	0.29	1.0
055-170-038	R1-10	0.29	1.0
055-330-017	R1-10	0.29	1.0
003-123-003	R1-10	0.29	1.0
003-140-031	R1-10	0.29	1.0
040-410-011	R1-10	0.29	1.0
055-330-009	R1-10	0.29	1.0
038-250-067	R1-10	0.29	1.0
055-330-020	R1-10	0.29	1.0
003-140-046	R1-10	0.29	1.0
054-102-042	R1-10	0.28	1.0
040-410-018	R1-10	0.28	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
055-170-029	R1-10	0.28	1.0
004-171-018	R1-10	0.28	1.0
055-330-002	R1-10	0.28	1.0
003-140-033	R1-10	0.28	1.0
055-330-014	R1-10	0.28	1.0
052-420-017	R1-10	0.28	1.0
055-330-012	R1-10	0.28	1.0
038-250-060	R1-10	0.28	1.0
004-176-008	R1-10	0.28	1.0
055-330-023	R1-10	0.28	1.0
054-310-023	R1-10	0.28	1.0
054-470-014	R1-10	0.27	1.0
004-176-034	R1-10	0.27	1.0
003-076-013	R1-10	0.27	1.0
054-102-061	R1-10	0.27	1.0
004-082-009	R1-10	0.27	1.0
055-170-042	R1-10	0.27	1.0
004-220-016	R1-10	0.27	1.0
003-140-034	R1-10	0.27	1.0
004-083-028	R1-10	0.27	1.0
003-140-035	R1-10	0.27	1.0
003-123-008	R1-10	0.27	1.0
055-170-046	R1-10	0.27	1.0
003-140-054	R1-10	0.27	1.0
004-160-044	R1-10	0.27	1.0
040-410-014	R1-10	0.27	1.0
004-230-029	R1-10	0.27	1.0
040-410-016	R1-10	0.27	1.0
052-420-024	R1-10	0.27	1.0
055-330-016	R1-10	0.27	1.0
004-176-022	R1-10	0.27	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
055-170-040	R1-10	0.26	1.0
040-410-013	R1-10	0.26	1.0
052-410-008	R1-10	0.26	1.0
003-123-007	R1-10	0.26	1.0
052-420-022	R1-10	0.26	1.0
052-420-023	R1-10	0.26	1.0
055-170-039	R1-10	0.26	1.0
004-176-007	R1-10	0.26	1.0
003-072-011	R1-10	0.26	1.0
040-410-015	R1-10	0.25	1.0
003-140-051	R1-10	0.25	1.0
055-060-022	R1-10	0.25	1.0
052-420-021	R1-10	0.25	1.0
055-170-048	R1-10	0.25	1.0
004-083-026	R1-10	0.25	1.0
003-140-032	R1-10	0.25	1.0
040-410-012	R1-10	0.25	1.0
055-320-024	R1-10	0.25	1.0
040-410-017	R1-10	0.24	1.0
055-050-032	R1-10	0.24	1.0
055-050-033	R1-10	0.24	1.0
003-113-012	R1-10	0.24	1.0
055-150-046	R1-10	0.24	1.0
055-330-025	R1-10	0.24	1.0
055-250-026	R1-10	0.24	1.0
004-083-008	R1-10	0.24	1.0
055-330-007	R1-10	0.24	1.0
004-176-026	R1-10	0.24	1.0
052-420-020	R1-10	0.24	1.0
038-250-037	R1-10	0.24	1.0
003-123-004	R1-10	0.23	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
052-112-042	R1-10	0.23	1.0
054-440-020	R1-10	0.23	1.0
Total	**181 sites**	**126.22**	**357.2**
Medium Density Residential			
R1-8.5			
040-440-076	R1-8.5	4.08	13.6
040-440-075	R1-8.5	2.10	6.9
040-440-080	R1-8.5	1.56	5.2
040-440-078	R1-8.5	0.43	1.4
040-440-076	R1-8.5	0.31	1.0
Total	**5 sites**	**8.48**	**28.2**
R1-7			
001-020-043	R1-7	3.39	13.7
003-012-003	R1-7	2.32	9.4
054-130-044	R1-7	1.91	7.7
054-380-013	R1-7	1.40	5.7
001-150-033	R1-7	1.29	5.2
054-130-005	R1-7	1.22	4.9
054-380-004	R1-7	0.88	3.6
054-500-020	R1-7	0.80	3.2
001-150-025	R1-7	0.78	3.2
054-500-024	R1-7	0.69	2.8
054-500-025	R1-7	0.59	2.4
003-012-009	R1-7	0.45	1.8
054-380-030	R1-7	0.44	1.8
003-012-012	R1-7	0.38	1.6
040-544-033	R1-7	0.37	1.5
003-012-015	R1-7	0.35	1.4
040-544-013	R1-7	0.31	1.3
003-012-011	R1-7	0.31	1.3

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
054-130-088	R1-7	0.30	1.2
040-543-001	R1-7	0.28	1.1
003-012-010	R1-7	0.28	1.1
040-541-006	R1-7	0.25	1.0
003-063-010	R1-7	0.23	1.0
040-541-012	R1-7	0.22	1.0
040-544-016	R1-7	0.22	1.0
040-543-001	R1-7	0.22	1.0
002-154-013	R1-7	0.21	1.0
040-544-018	R1-7	0.21	1.0
054-500-013	R1-7	0.21	1.0
040-544-019	R1-7	0.21	1.0
054-500-004	R1-7	0.21	1.0
040-544-015	R1-7	0.21	1.0
040-544-014	R1-7	0.21	1.0
040-541-013	R1-7	0.21	1.0
040-543-001	R1-7	0.21	1.0
040-541-010	R1-7	0.21	1.0
040-543-011	R1-7	0.20	1.0
040-544-043	R1-7	0.20	1.0
040-543-001	R1-7	0.20	1.0
040-544-003	R1-7	0.19	1.0
040-543-001	R1-7	0.19	1.0
040-544-002	R1-7	0.19	1.0
040-543-001	R1-7	0.19	1.0
040-543-001	R1-7	0.18	1.0
040-542-005	R1-7	0.18	1.0
040-544-004	R1-7	0.18	1.0
040-542-003	R1-7	0.18	1.0
003-011-015	R1-7	0.18	1.0
040-543-001	R1-7	0.18	1.0

APN	Zoning	Acres	# of Potential Units at 65% of the maximum density
040-544-007	R1-7	0.17	1.0
002-210-053	R1-7	0.17	1.0
003-062-019	R1-7	0.17	1.0
004-081-012	R1-7	0.17	1.0
054-500-011	R1-7	0.17	1.0
040-542-004	R1-7	0.16	1.0
Total	**54 sites**	**25.43**	**102.9**
R1-5			
001-101-025	R1-5	0.44	2.5
001-103-028	R1-5	0.17	1.0
Total	**2 sites**	**0.61**	**3.5**

Source: City of Auburn and Parsons October 2003.

Table F-2 is a listing of all the vacant medium and high density residential parcels in the City.

Table F-2

Vacant Medium and High Density Residential Parcels (Citywide)

Medium Density Residential with a Minimum and Maximum Density					
APN	Zoning	Acres	6 units per acre	10 units per acre	Site # on Vacant Land Map
R-2					
004-020-011	R-2	2.25	13.5	22.5	8(n)
004-020-010	R-2	1.17	7.02	11.7	9(n)
054-080-090	R-2	0.78	4.68	7.8	10
004-031-006	R-2	0.68	4.08	6.8	11
001-081-002	R-2	0.29	1.74	2.9	12
004-191-004	R-2	0.18	1.08	1.8	13
Total	**6 sites**	**5.35**	**32.1**	**53.5**	
High Density Residential					
APN	Zoning	Acres	9 units per acre	15 units per acre	Site # on Vacant Land Map
R-3					
003-012-023	R-3	4.57	41.13	68.55	14(n)
038-250-083	R-3	1.97	17.73	29.55	15(n)
002-025-004	R-3	1.74	15.66	26.1	16(n)
001-020-052	R-3	1.35	12.15	20.25	17(n)
002-052-005	R-3	1.24	11.16	18.6	18(n)
002-092-039	R-3	0.81	7.29	12.15	19
003-172-014	R-3	0.63	5.67	9.45	20
003-051-007	R-3	0.60	5.4	9	21
001-020-026	R-3	0.56	5.04	8.4	22
002-051-007	R-3	0.50	4.5	7.5	23
003-192-001	R-3	0.49	4.41	7.35	24

002-052-006	R-3	0.44	3.96	6.6	25
003-012-012	R-3	0.41	3.69	6.15	26
002-030-002	R-3	0.38	3.42	5.7	
002-092-046	R-3	0.35	3.15	5.25	
001-020-050	R-3	0.33	2.97	4.95	
003-051-009	R-3	0.32	2.88	4.8	
002-092-028	R-3	0.29	2.61	4.35	
001-081-025	R-3	0.29	2.61	4.35	
002-240-071	R-3	0.28	2.52	4.2	
003-052-007	R-3	0.28	2.52	4.2	
003-042-018	R-3	0.26	2.34	3.9	
002-025-005	R-3	0.23	2.07	3.45	
002-133-013	R-3	0.22	1.98	3.3	
004-062-032	R-3	0.21	1.89	3.15	
002-091-014	R-3	0.21	1.89	3.15	
001-143-021	R-3	0.21	1.89	3.15	
002-133-015	R-3	0.20	1.8	3	
001-081-015	R-3	0.20	1.8	3	
004-072-009	R-3	0.17	1.53	2.55	
003-071-007	R-3	0.17	1.53	2.55	
001-143-013	R-3	0.16	1.44	2.4	
002-072-001	R-3	0.15	1.35	2.25	
004-112-004	R-3	0.15	1.35	2.25	
002-071-011	R-3	0.15	1.35	2.25	
054-371-084	R-3	0.13	1.17	1.95	
001-143-002	R-3	0.11	1.0	1.65	
002-122-015	R-3	0.11	1.0	1.65	
Total	**37 sites**	**20.87**	**187.83**	**313.05**	
C-2*					
054-101-007	C-2	3.34	30.06	50.1	1(n)
001-011-012	C-2	3.10	27.9	46.5	2(n)
001-011-025	C-2	2.19	19.71	32.85	3(n)
001-011-002	C-2	2.16	19.44	32.4	4(n)
054-101-008	C-2	1.78	16.02	26.7	5(n)
001-011-012	C-2	1.38	12.42	20.7	6
002-053-012	C-2	1.23	11.07	18.45	7
054-101-006	C-2	0.95	8.55	14.25	

038-150-018	C-2	0.61	5.49	9.15	
002-230-013	C-2	0.60	5.4	9	
038-150-016	C-2	0.55	4.95	8.25	
004-011-037	C-2	0.49	4.41	7.35	
002-190-035	C-2	0.47	4.23	7.05	
038-250-020	C-2	0.40	3.6	6	
002-145-005	C-2	0.31	2.79	4.65	
038-150-017	C-2	0.30	2.7	4.5	
004-011-008	C-2	0.29	2.61	4.35	
038-250-040	C-2	0.29	2.61	4.35	
001-093-011	C-2	0.29	2.61	4.35	
001-093-012	C-2	0.27	2.43	4.05	
002-081-004	C-2	0.23	2.07	3.45	
002-082-006	C-2	0.23	2.07	3.45	
002-121-007	C-2	0.17	1.53	2.55	
002-040-009	C-2	0.17	1.53	2.55	
004-032-036	C-2	0.14	1.26	2.1	
002-121-018	C-2	0.14	1.26	2.1	
002-142-002	C-2	0.13	1.17	1.95	
001-093-013	C-2	0.13	1.17	1.95	
001-094-003	C-2	0.13	1.17	1.95	
001-093-009	C-2	0.13	1.17	1.95	
004-011-050	C-2	0.12	1.08	1.8	
004-011-022	C-2	0.12	1.08	1.8	
002-155-013	C-2	0.12	1.08	1.8	
Total	**33 sites**	**22.96**	**206.64**	**344.4**	
C-2 allows residential high density (R-3) as of right.					
C-3*					
054-130-073	C-3	4.56	41.04	68.4	(n)
004-200-008	C-3	2.16	19.44	32.4	(n)
054-130-072	C-3	1.90	17.1	28.5	(n)
054-101-004	C-3	1.61	14.49	24.15	(n)
054-130-038	C-3	1.06	9.54	15.9	
054-103-025	C-3	1.05	9.45	15.75	
001-012-057	C-3	1.05	9.45	15.75	
004-280-004	C-3	0.86	7.74	12.9	

001-044-042	C-3	0.82	7.38	12.3	
001-012-021	C-3	0.73	6.57	10.95	
001-012-037	C-3	0.63	5.67	9.45	
001-143-027	C-3	0.48	4.32	7.2	
004-200-009	C-3	0.48	4.32	7.2	
001-143-030	C-3	0.48	4.32	7.2	
054-103-018	C-3	0.44	3.96	6.6	
054-103-027	C-3	0.41	3.69	6.15	
001-011-027	C-3	0.37	3.33	5.55	
001-071-010	C-3	0.37	3.33	5.55	
004-200-011	C-3	0.34	3.06	5.1	
001-143-037	C-3	0.33	2.97	4.95	
004-200-012	C-3	0.33	2.97	4.95	
004-200-010	C-3	0.32	2.88	4.8	
001-032-021	C-3	0.28	2.52	4.2	
001-012-019	C-3	0.26	2.34	3.9	
001-032-028	C-3	0.16	1.44	2.4	
Total	**24 sites**	**21.48**	**193.32**	**322.2**	
C-3 allows residential high density (R-3) as of right					
Non-Residential Districts that allow residential high density (R-3) with a Use Permit					
C-1*					
040-360-066	C-1	9.40	84.6	141	
040-360-054	C-1	6.21	55.89	93.15	
040-310-018	C-1	1.34	12.06	20.1	
040-310-017	C-1	0.93	8.37	13.95	
040-360-017	C-1	0.46	4.14	6.9	
040-360-066	C-1	0.30	2.7	4.5	
040-360-015	C-1	0.23	2.07	3.45	
040-310-016	C-1	0.16	1.44	2.4	
Total	**8 sites**	**19.03**	**171.27**	**285.45**	
C-1 allows residential high density (R-3) with a use permit.					

Source: City of Auburn and Parsons, October 2003.

APPENDIX G 2003 FEE SCHEDULE

COMMUNITY DEVELOPMENT DEPARTMENT RESIDENTIAL DEVELOPMENT FEE SCHEDULE

The following is the criteria upon which building permit amounts are based and the procedure followed in arriving at the cost of a permit for a new residence within the Auburn city limits.

Valuation

The following amounts are used by the Building Department to arrive at the valuation of the structure. Each figure is multiplied by the square footage of the specified area.

- $77.90 per square foot – Dwelling
- $20.60 per square foot – Garage
- $13.90 per square foot – Deck/Covered Patio/Carport

Example

2,000 square foot house x $77.90 =		$155,800.00
500 square foot garage x $20.60 =		$ 10,300.00
200 square foot deck x $13.90 =		$ 2,780.00
	Total Value	$168,880.00

- Building permit fee is 1 percent of the valuation, in this case $1,688.80
- A plan check fee is collected when plans are brought in and is based on 65 percent of the building permit fee. (ex: 65 percent of $1,688.80 = $1,097.72 for the plan check)

The following fees are collected at permit issuance:

Building Permit	$1,688.80	This fee varies depending on square footage
Sewer Connection	$3,500.00	Standard Fee
Energy Check	$40.00 minimum	Standard Fee
SMIP	.00010 % of total valuation	Standard Fee
Facilities and Equipment Fee	$2,750.00	Standard Fee
Placer County Capital Facilities Fee	$1,932.21	Standard Fee
Approximate Permit Fees Including Plan Check	$11,000.00	

School fees are currently $2.14 per square foot of dwelling space unless Mello-Roos applies. (Contact Auburn Union School District Office at (530) 885-7242 to see if additional fees apply. Contact Placer County Water Agency for water meter costs at (530) 823-4850.

Table G-1

Application Fees

Application	Fee
Administrative Permit (to approved project)	$57.00
Amendment	$197.00
With Public Hearing	$39.00
Annexation	$1,579.00 + LAFCO fees
Appeal of Planning Commission	$100.00
Civic Design Review	
Type A	$651.00
Type B	$607.00
Type C	$563.00
Historic District: Signs/Facades	$33.00
Central Business District: Signs/Facades	$33.00
Commission Information	
Agendas Only	$19.31 Per Year
Agenda + Approved Minutes	$37.54 Per Year
Conditional Use Permits	
Class A	$1,443.00
Class B	$858.00
Class C (Res/Comm PUD is 50% if accompanying a subdivision map)	$415.00
Development Agreement (Prepared in conjunction with an application)	$400.00
Environmental Review	
Initial Study/Categorical Exemption	$66.00
Initial Study/Negative Declaration	$202.00
Expended Initial Study + EIR (Consultant Fee + 10% Administrative Costs to City)	$1,050.00 Minimum
Extension of Time (Civic Design/Subdivision/CUP)	$415.00
Extension of Time (Parcel Map/Development Agreement)	$289.00
General Plan Amendment	$1,481.00
General Plan Amendment combined with Rezone	$2,225.00
Home Occupation Permit	$11.00
Large Family Day Care Home Permit	$41.00
Ordinance Amendment	$1,323.00

Application	Fee
Political Sign Permits	$6.50
Predevelopment Review	
Administrative Staff Review of Misc. Plans	$100.00[1]
Staff Review q/Commission Hearing	$200.00[1]
Rezone/Prezone	$1,323,00
Until 2/10/96 when request is consistent with the 1993 General Plan	$927.00
Sign Permit and Special Permits (temporary sales and outdoor seating)	$33.00
Subdivisions	
Minor Boundary Line Adjustment	$257.00
Certificate of Compliance (Public Works Department)	$301.00
Minor Land Division (Parcel Map: 1-4 Lots)	$748.00
Major Land Division (Tentative Map 5+ Lots)	$748.00 (+ $27/lot for 0-25 lots, then $6/lot for each lot over 25).
Tree Permit	$400.00
Variance	
Residential/Commercial Minor Setback/Sign Variance	$252.00
Other Residential/Commercial/Industrial Variances (e.g.: Parking etc.)	$514.00
Foothill Airport Land Use Commission (FALUC) Fee Schedule	
EIR Review	$105.00
Rezoning	$70.00
Development Plan	$70.00
Use Permit	$70.00
Minor Subdivision	$35.00
Major Subdivision	$105.00
Notice of Preparation of EIR	$35.00
City Processing Fee	$25.00[2]

Source: City of Auburn Fee Schedule, 2001.

[1]Fee is credited to any subsequent application fee if filled within six (6) months for the same or substantially similar proposal.

[2]City Processing Fee of $25 shall be added to FALUC Fee. FALUC Fees Effective May 1, 1991. FALUC will bill City quarterly. We will need to let FALUC know where to send bills.