

The Village At South Auburn: A Planned Development

Project Developer:

Steve Elder Development, Grass Valley, CA

Project Designer:

Bisnett Design Associates, Grass Valley, CA

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The Village At South Auburn Consultants

Architecture:

Charles Pick, IPA Associates

Preliminary Engineering:

Cranmer Engineering

Wetlands Consultant:

Virginia Dains

Biotic and Archeological Consultant:

Garcia and Associates

Geotechnical Engineering:

Holdrege and Kull Engineering

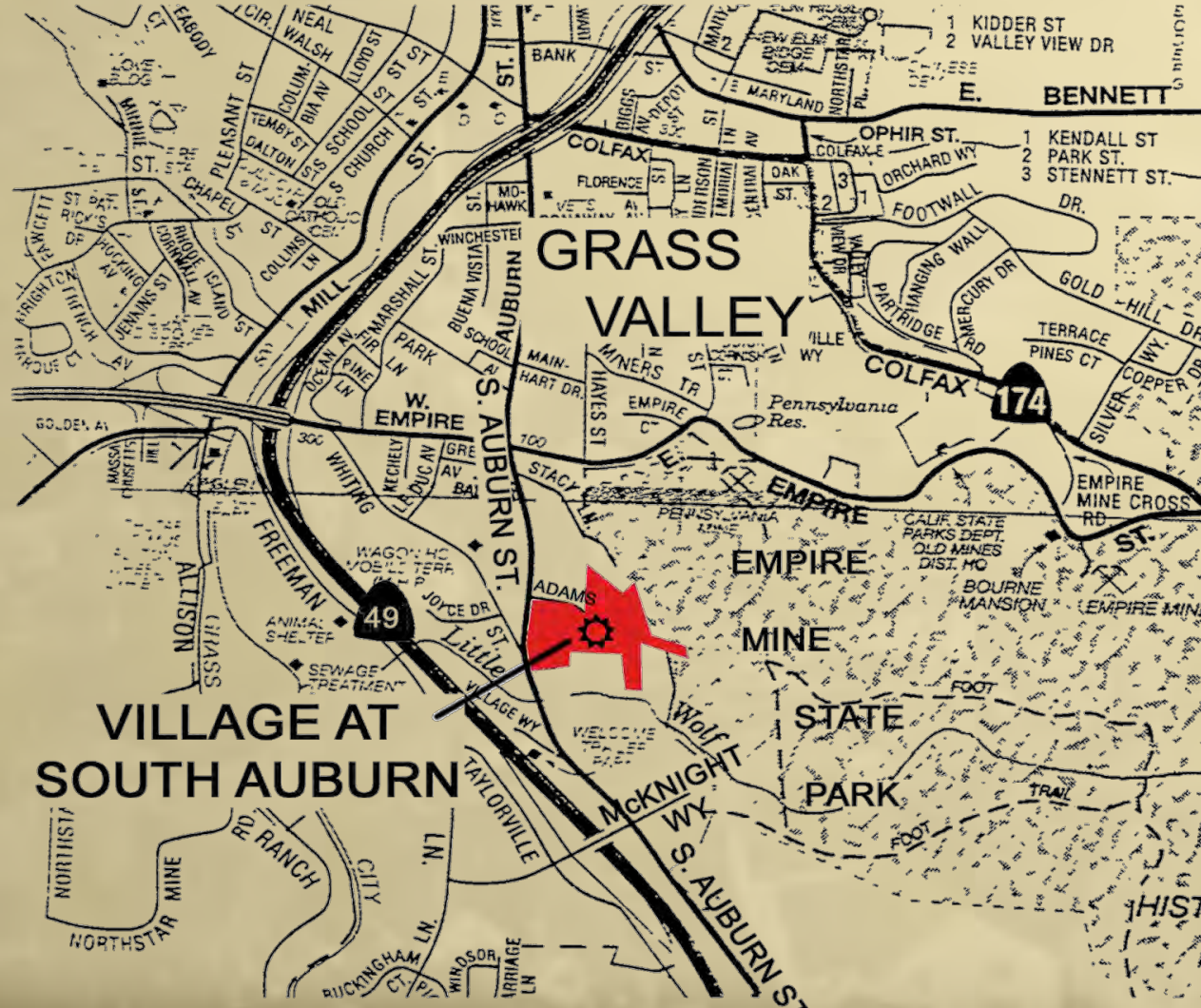
Traffic Engineering:

LSC Transportation Consultants

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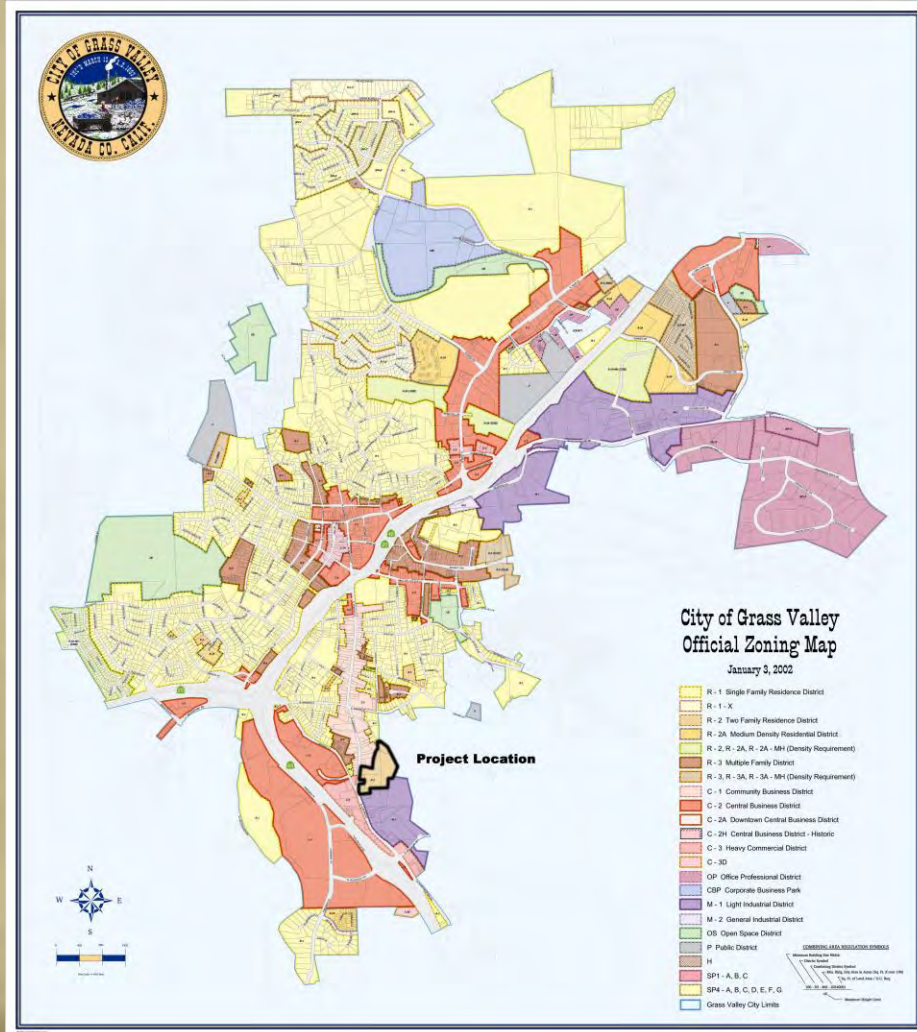
Project Location



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Existing Zoning

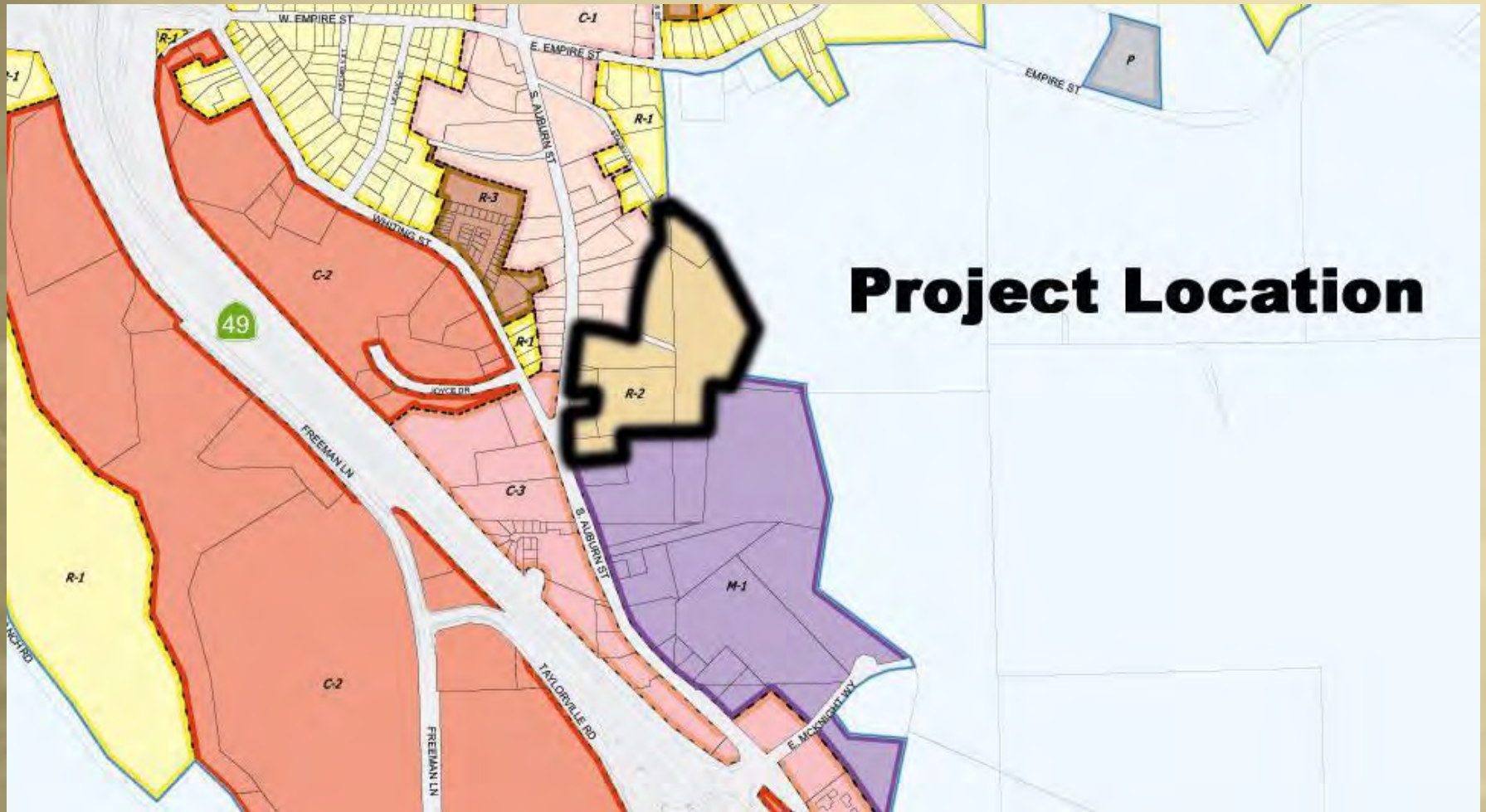


- R-1
- R-1-X
- R-2
- R-2 A
- R-2, R-2A, R-2A-MH
- R-3
- R-3, R-3A, R-3A-MH
- C-2
- C-2
- C-2A
- C-2H
- C-3
- C-3D
- OP
- CBP
- M-1
- M-2
- OS
- P
- H
- SP1-A,B,C
- SP4-A,B,C,D,E,F,G
- Grass Valley City Limits

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Existing Zoning

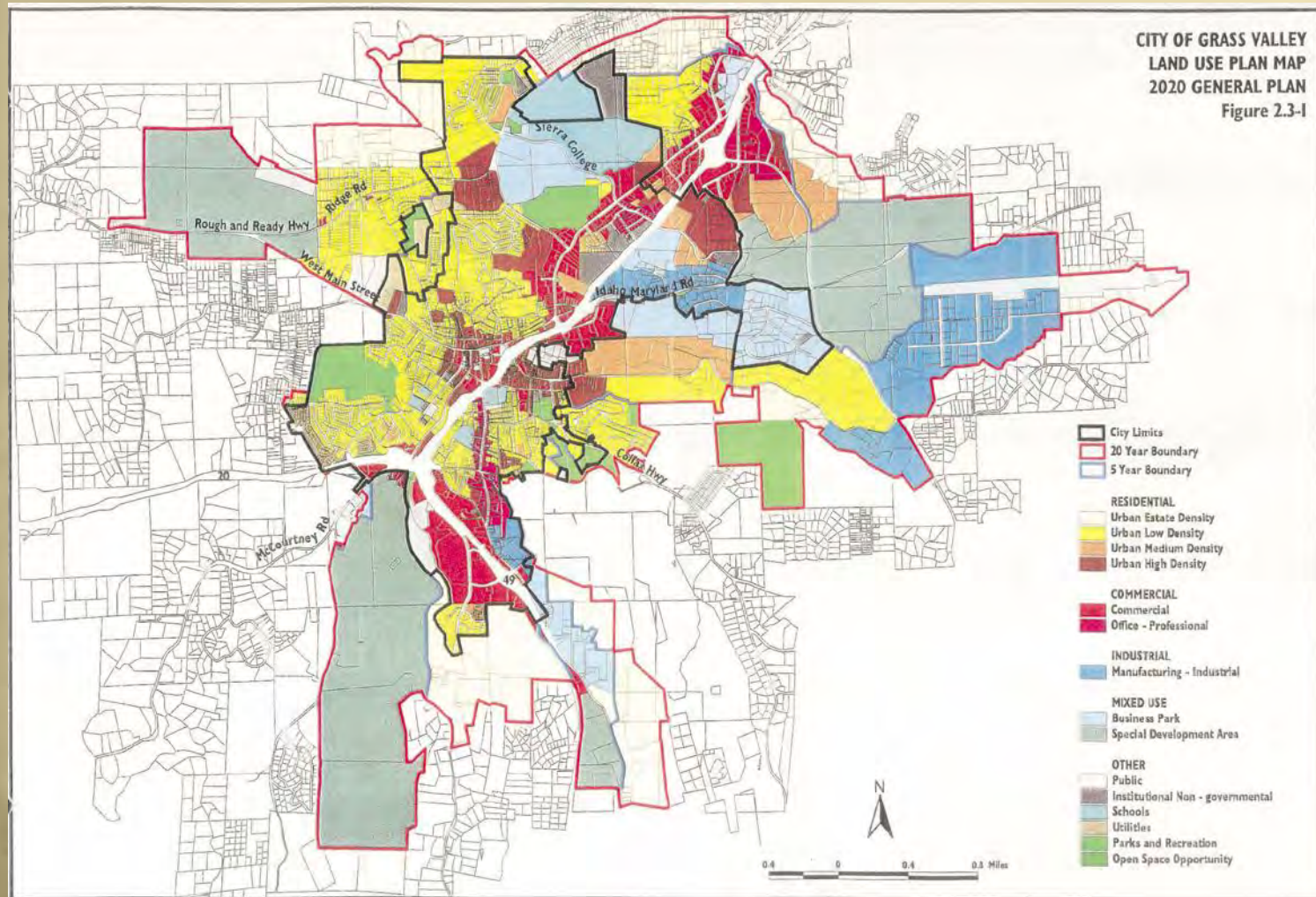


Project Location

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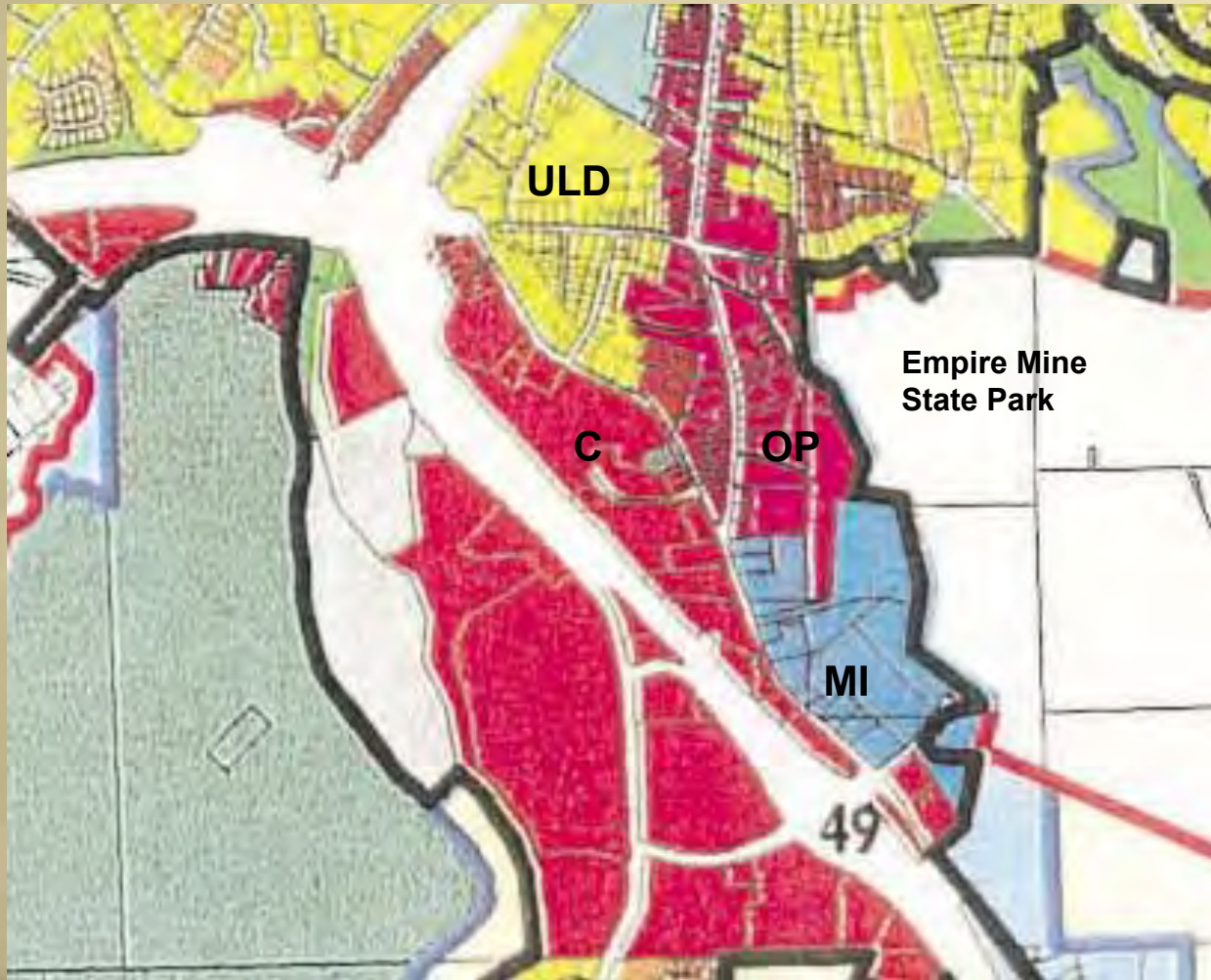
Existing Land Use



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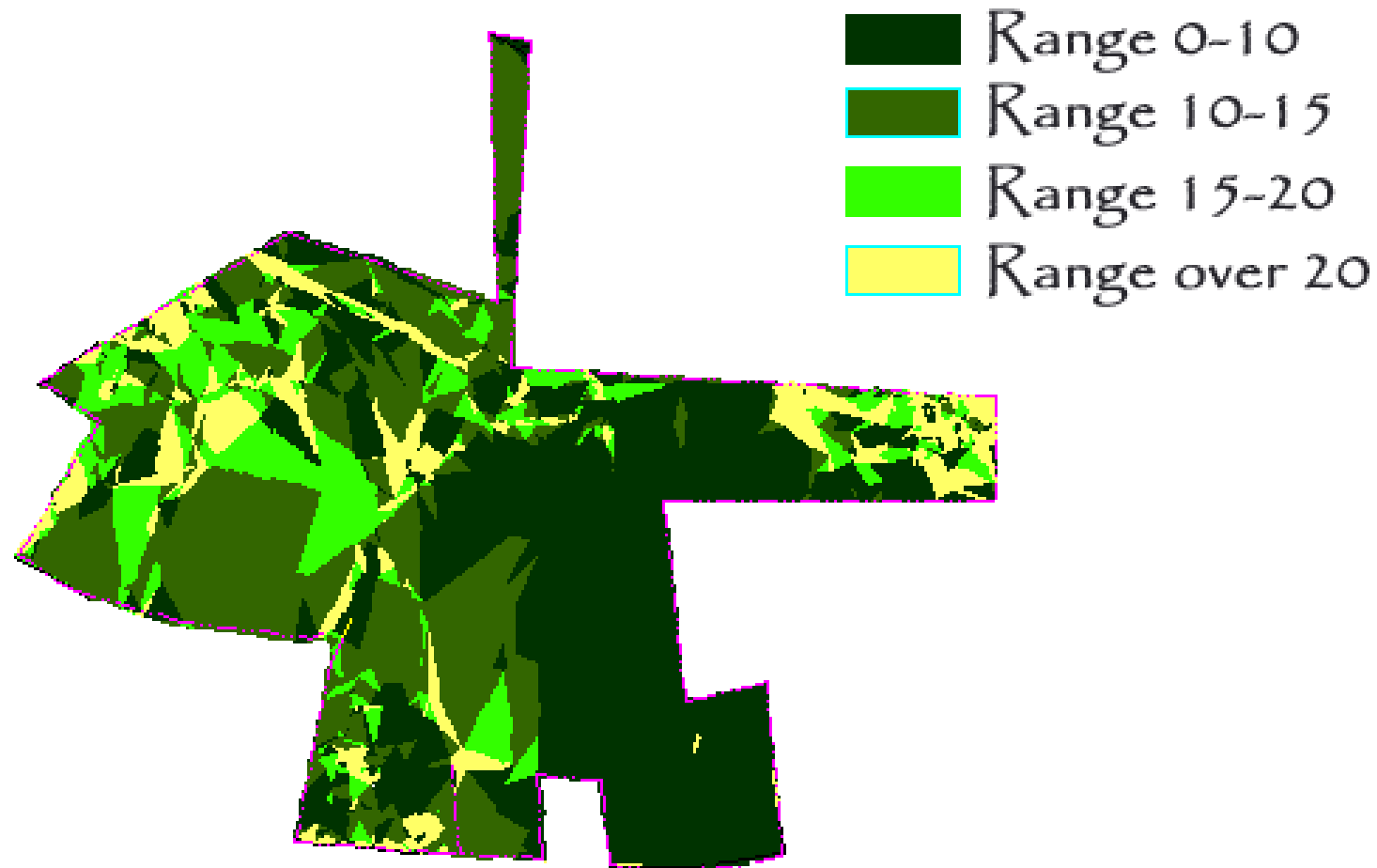
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Existing Land Use



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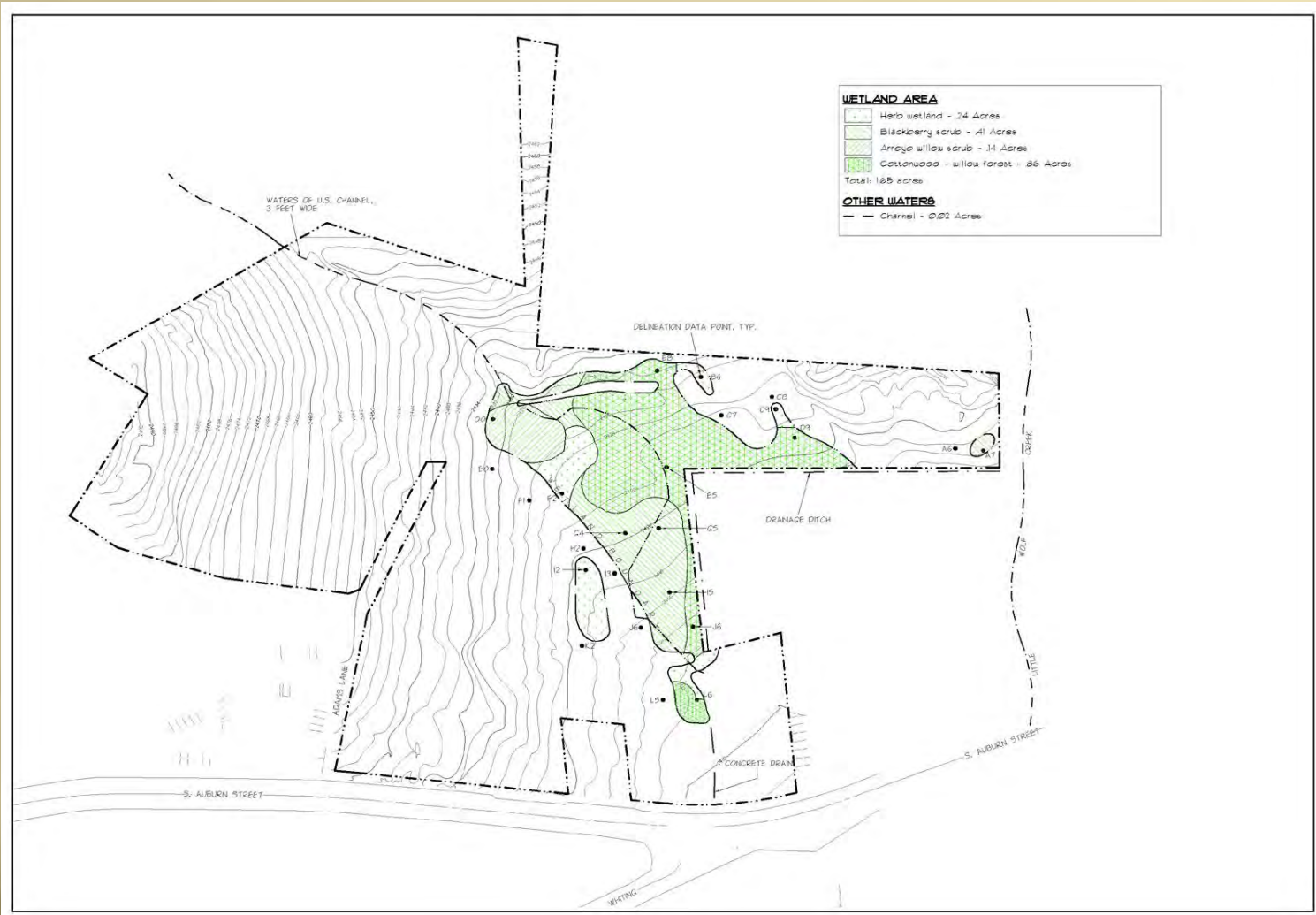
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Wetland Delineation-- Virginia Dains



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Biotic Inventory– Garcia & Associates

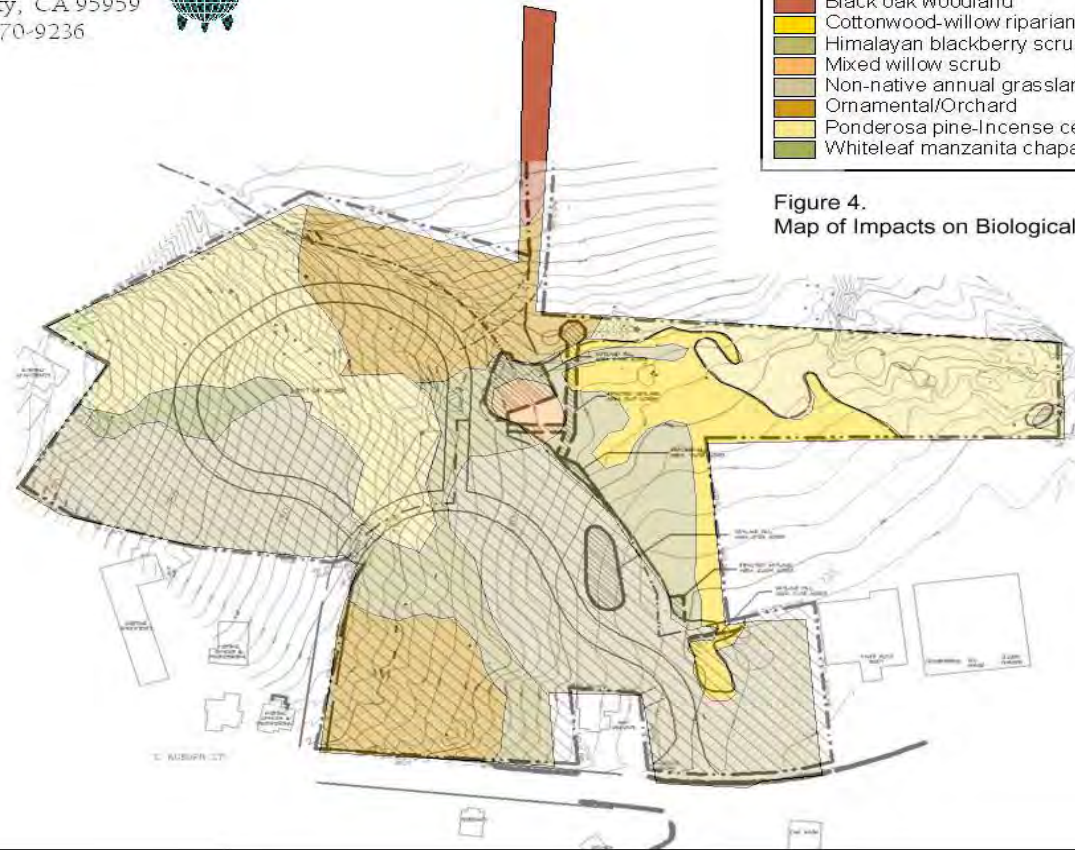
Garcia and Associates
Nevada City, CA 95959
530-470-9236



Legend

	Black oak woodland
	Cottonwood-willow riparian forest
	Himalayan blackberry scrub
	Mixed willow scrub
	Non-native annual grassland
	Ornamental/Orchard
	Ponderosa pine-Incense cedar forest
	Whiteleaf manzanita chaparral

Figure 4.
Map of Impacts on Biological Resources



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Grass Valley General Plan

- 2-LUG** Promote infill as an alternative to peripheral expansion where feasible.
- 4-LUO** Reduction in environmental impacts associated with peripheral growth.
- 5-LUO** Continued revitalization of central Grass Valley.
- 3-LUG** In areas of new development, plan for a diversity of land uses and housing types, including mixed use developments.
- 7-LUO** Preservation of open space and unique property features.
- 8-LUO** Provision of a full range of housing opportunities and types.
- 4-LUG** Protect and enhance the character of established single family neighborhoods.
- 5-LUG** Provide for a broad range of housing opportunities, including opportunities for low, moderate and middle income households.
- 13-LUO** Provision of sufficient affordable housing units for those working in Grass Valley.

Grass Valley General Plan

- 8-LUP** Encourage and facilitate mixed-use developments on infill sites.
- 12-LUP** Permit increases in residential density (clustering) on portions of development sites while maintaining overall density.
- 13-LUP** Encourage convenience goods and services opportunities to be incorporated into any significant development proposal.
- 23-LUP** Encourage mixed use developments incorporating a variety of densities on infill sites and in areas proposed for annexation.
- 25-LUP** Utilize clustering and other land use techniques to protect environmentally sensitive resources, such as heritage trees and wetlands.
- 28-LUP** Promote the construction of affordable housing utilizing the techniques and approaches described in this General Plan.
- 30-LUP** Encourage mixed use developments on larger parcels in newly developing areas incorporating jobs generating businesses and industry housing.

Awahnee Principles

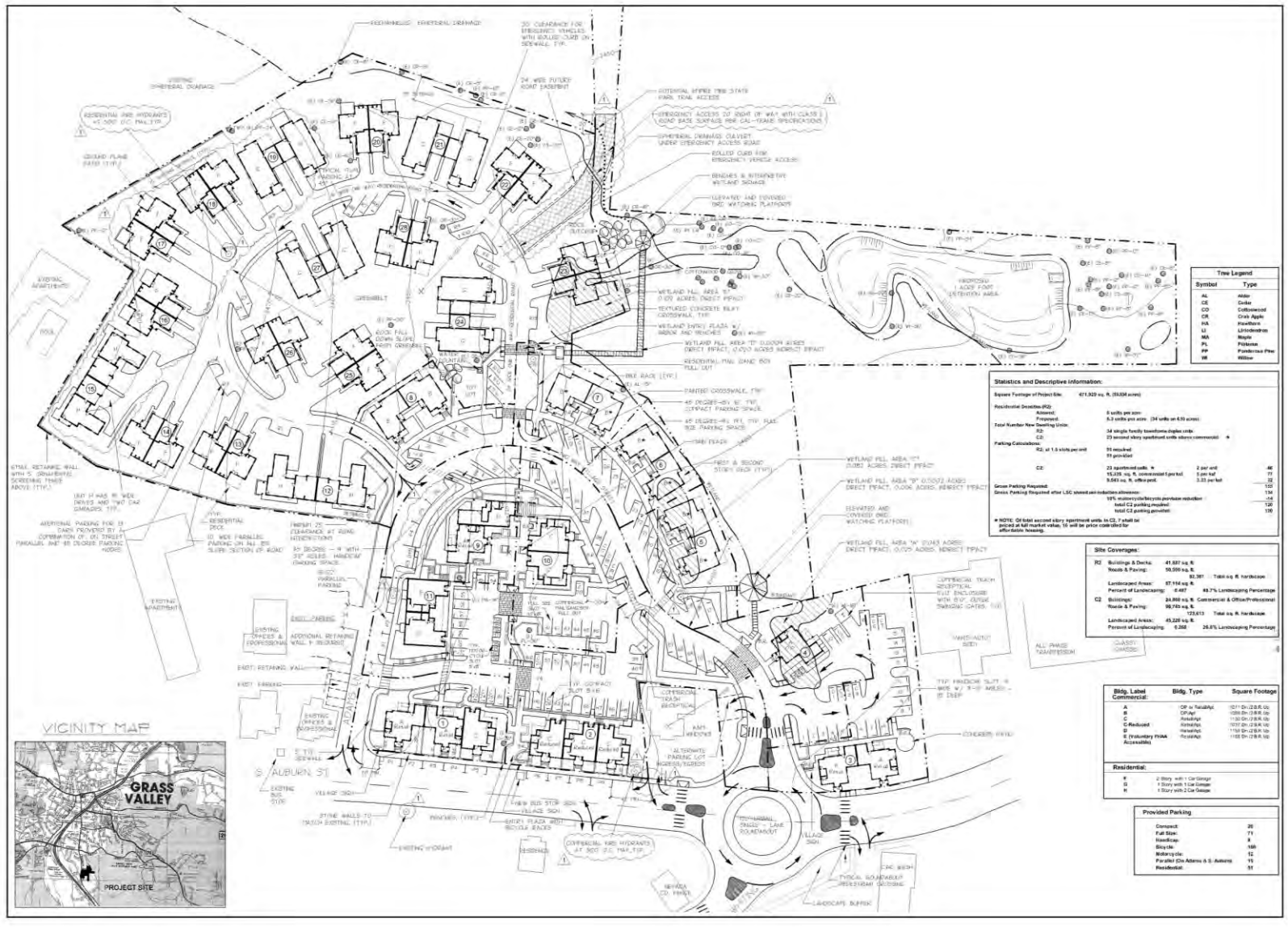
- All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- As many activities as possible should be located within easy walking distance of transit stops.
- A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- The location and character of the community should be consistent with a larger transit network.

Awahnee Principles

- The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- The community should have a center focus that combines commercial, civic, cultural and recreational uses.
- Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations.
- Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
- Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

Key Design Objectives

- Provide a mix of commercial and office professional uses along South Auburn, built around plazas and public open spaces.
- Create a neighborhood of townhome duplex units adjacent to Empire Mine State Park.
- Provide affordable, work-force housing apartments adjacent to the commercial and office professional uses.
- Protect the wetland resources of the site.
- Provide usable public open space with access to Empire Mine State Park.



Tree Legend

Symbol	Type
AL	Alder
CE	Cedar
CO	Cottonwood
CR	Cash Apple
HA	Hawthorn
LA	Linden
MA	Maple
PA	Pinkadam
PP	Purshiana Pine
W	Willow

Statistics and Descriptive Information:

Square Footage of Project Site:	411,822 sq. ft. (9.366 acres)
Residential Density (RD):	Approved: 8 units per acre Proposed: 8.3 units per acre (24 units on 2.91 acres)
Total Number New Dwelling Units:	RD: 24 single family townhome duplex units C2: 23 second story apartment units above commercial
Parking Calculations:	RD: 1.5 units per unit C2: 23 apartment units x 2 per unit = 46 15,216 sq. ft. commercial @ 2 per 1000 = 30 9,642 sq. ft. office @ 2.50 per 1000 = 24 Green Parking Required: 178 (includes 100% green parking reduction) Green Parking Required after LSC based on reduction allowance: 100 Total C2 parking provided: 120 Total C2 parking provided: 120

* NOTE: Of total second story apartment units in C2, 7 shall be located at full market value, to be prior to other uses for after-market housing.

Site Coverages:

RD Buildings & Decks:	41,897 sq. ft.
Roads & Parking:	16,590 sq. ft.
Landscaped Areas:	87,194 sq. ft.
Percent of Landscaping:	21.42%
C2 Buildings:	24,860 sq. ft. Commercial & Office/Professional
Roads & Parking:	98,740 sq. ft.
Landscaped Areas:	45,228 sq. ft.
Percent of Landscaping:	23.6%

Blg. Label Commercial:

Blg. Label	Blg. Type	Square Footage
A	Office w/ Retail	107,120 (26.0%)
B	Office	1,200 (0.3%)
C	Office	11,000 (2.7%)
C Reduced	Office	1,037 (0.2%)
D	Office	1,100 (0.3%)
E	Office	1,100 (0.3%)
F	Office	1,100 (0.3%)
G	Office	1,100 (0.3%)
H	Office	1,100 (0.3%)
I	Office	1,100 (0.3%)
J	Office	1,100 (0.3%)
K	Office	1,100 (0.3%)
L	Office	1,100 (0.3%)
M	Office	1,100 (0.3%)
N	Office	1,100 (0.3%)
O	Office	1,100 (0.3%)
P	Office	1,100 (0.3%)
Q	Office	1,100 (0.3%)
R	Office	1,100 (0.3%)
S	Office	1,100 (0.3%)
T	Office	1,100 (0.3%)
U	Office	1,100 (0.3%)
V	Office	1,100 (0.3%)
W	Office	1,100 (0.3%)
X	Office	1,100 (0.3%)
Y	Office	1,100 (0.3%)
Z	Office	1,100 (0.3%)

Residential:

R	2 Story w/1 Car Garage	107,120 (26.0%)
S	2 Story w/1 Car Garage	1,200 (0.3%)
T	2 Story w/2 Car Garage	11,000 (2.7%)

Provided Parking:

Commercial	20
Full Size	74
Handicap	8
Motorcycle	100
Motorcycle	12
Paraphrase (See Access & E. Access)	16
Residential	91

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Commercial/Apartments



- 14 retail shops
- 1,060-1,160 sq. ft.
- 15,325 sq. ft. total
- 14 affordable apartment units above
- Coffee/sandwich shop at central plaza

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Commercial frontage at S. Auburn



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Duplex Townhomes



- 34 single family duplex townhomes
- 1,250-1,800 sq. ft.
- 22 2-story & 12 1-story
- ‘Zero lot-line’ w/ common-owned open space

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Duplex Townhomes



- Most have 1 stall garage
- 1 tandem parking place per garage stall
- 1/2 stall parking at street

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Open Spaces and Common Areas



- Transit stop at S. Auburn
- Central plaza with coffee shop
- Greenbelt between residential units
- Public easement to Empire Mine
- Elevated bird watching platform
- 2.85 ac. open space w/ 1.31 ac. wetland bda

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Central Plaza



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S. Auburn/Whiting Roundabout

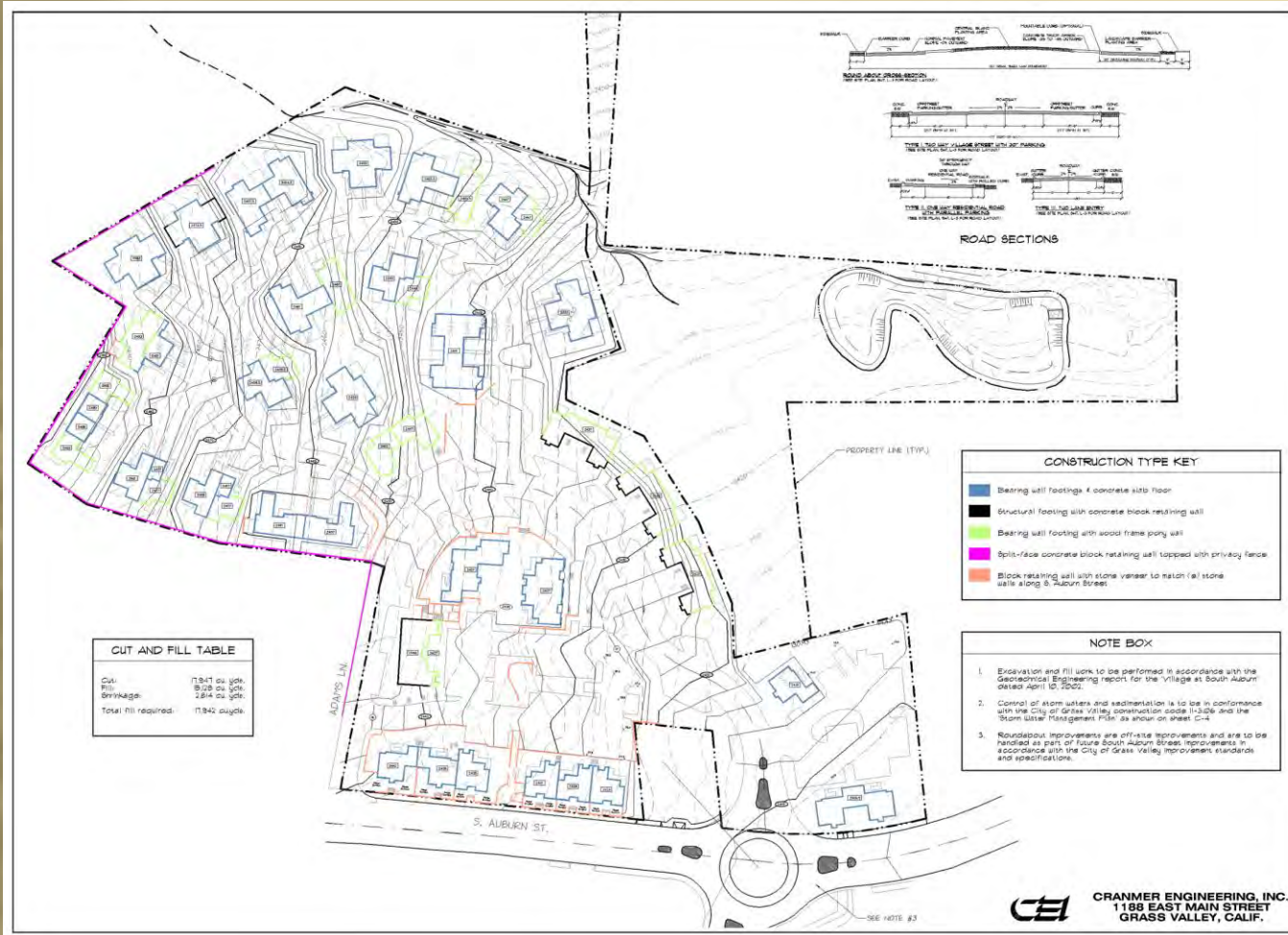


- 120' diameter for trucks
- Slow traffic approaching downtown
- Reduce speeding down Whiting Street
- Provide landscaped entry statement into downtown

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Grading Plan



•6' maximum retaining wall height

•7% maximum grade on parking lot

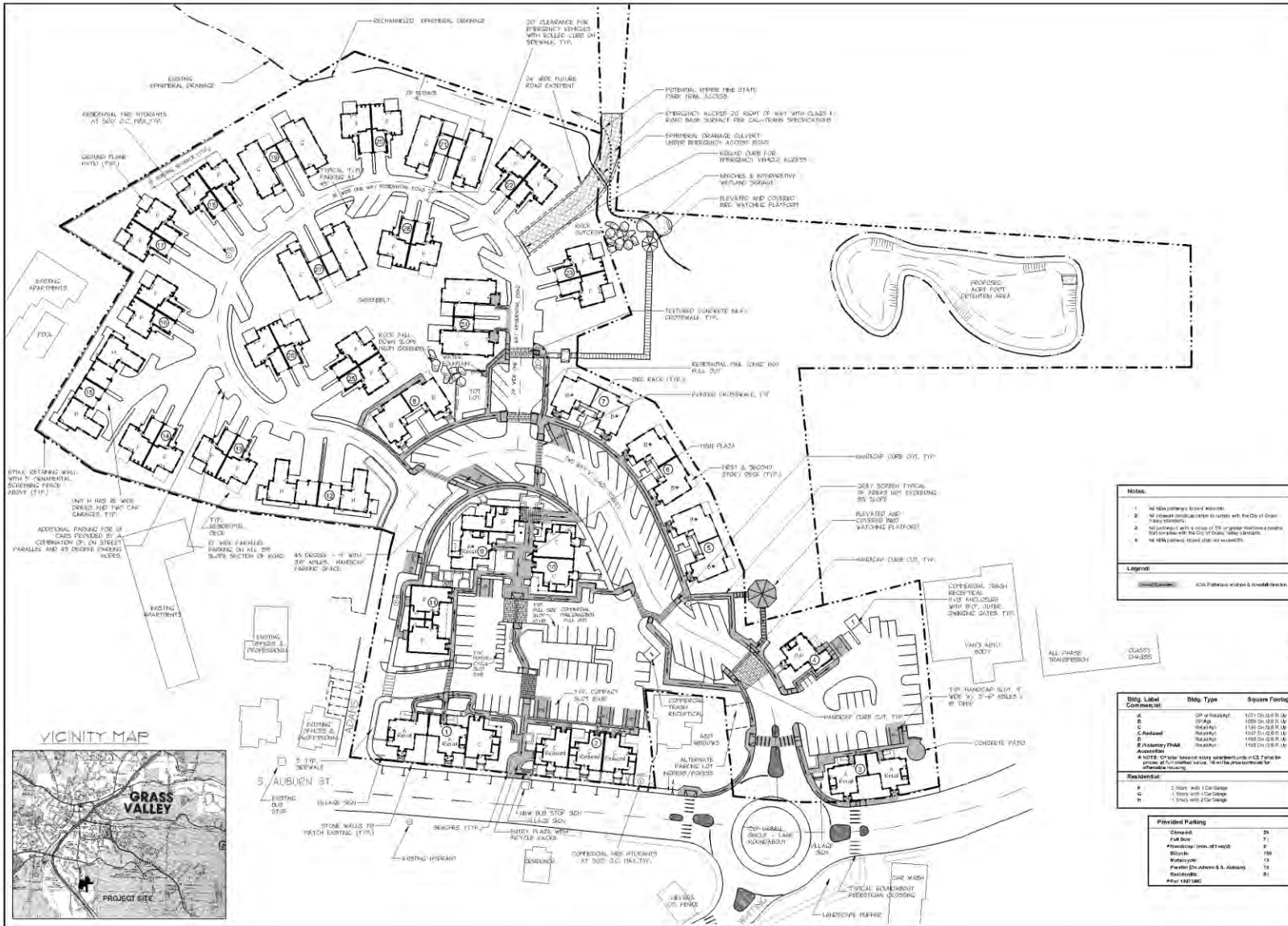
•Total cut 17,947 cu. yds.

•Total fill 15,128 cu. yds.

•Retaining as required for 5% max. cross pitch on all parking

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Notes:

- All ADA features listed herein.
- All ADA features subject to review by the City of Grass Valley.
- All ADA features subject to review by the City of Grass Valley.
- All ADA features subject to review by the City of Grass Valley.

Legend:

ADA Features subject to review

Design Label	Design Type	Square Footage
A	ADA Compliant	1,000 sq. ft.
B	ADA Compliant	1,000 sq. ft.
C	ADA Compliant	1,000 sq. ft.
D	ADA Compliant	1,000 sq. ft.
E	ADA Compliant	1,000 sq. ft.
F	ADA Compliant	1,000 sq. ft.
G	ADA Compliant	1,000 sq. ft.
H	ADA Compliant	1,000 sq. ft.

Provided Parking

Category	Count
Handicap	2
Standard	10
Motorcycle	1
Family (for Autism & Autism)	1
Residential	1
Other	1

REVISED 10/13

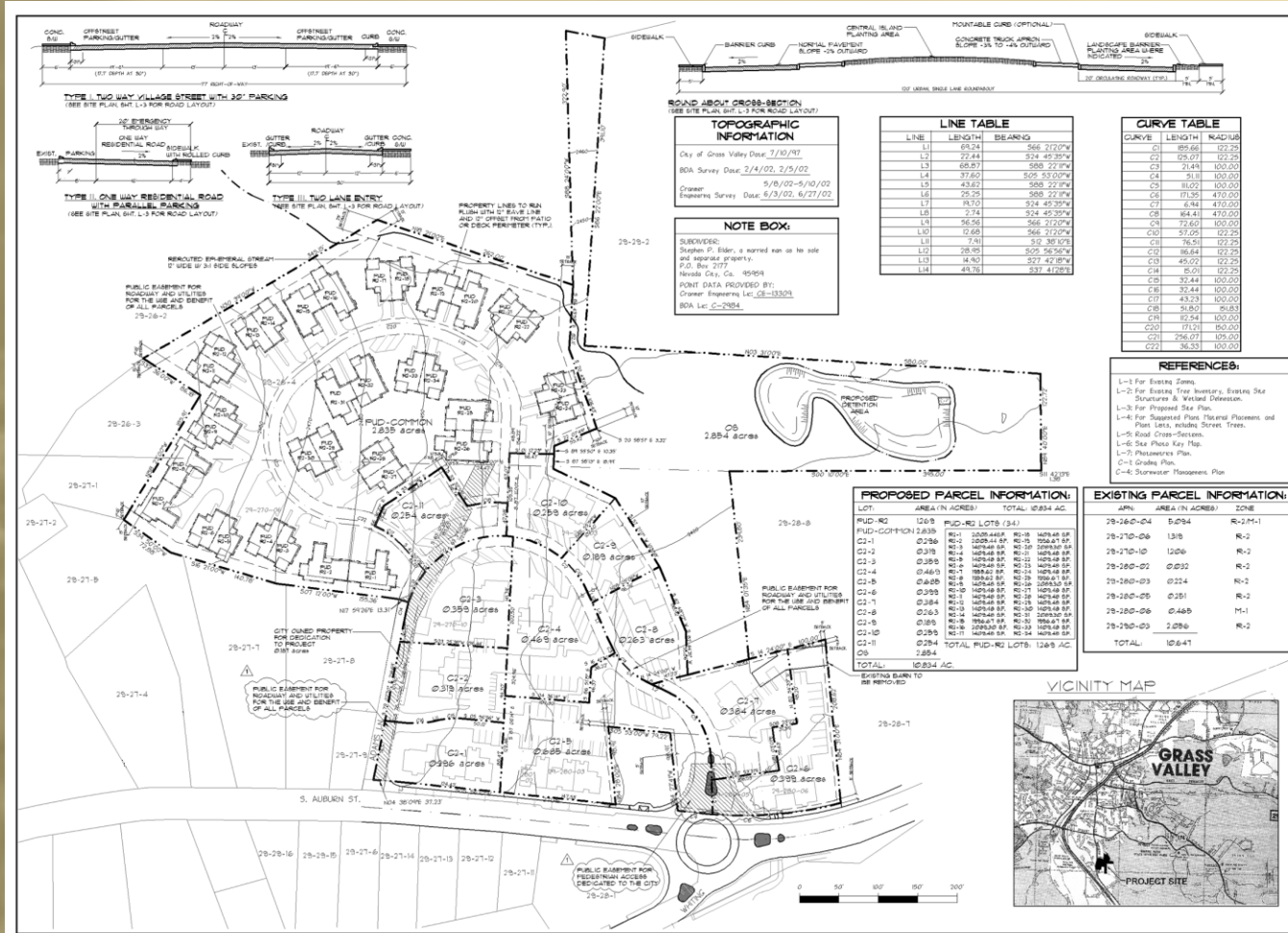
VILLAGE AT SOUTH AUBURN ENTRIES & PATHWAYS

bda
Bisnett Design Associates

Date: 05/05/23
Scale: 1/8"=1'-0"
Drawn: JLD
Title: 312
Sheet: L-9

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Tentative Map



Architecture – Charles Pick, IPA Associates



DATE	BY

**COMMERCIAL UNITS
BUILDINGS 5, 6, 7 & 8**

**VILLAGE AT
SOUTH AUBURN
GRASS VALLEY, CA**



PROJECT	
DATE	
BY	

P5

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Architecture – Charles Pick, IPA Associates



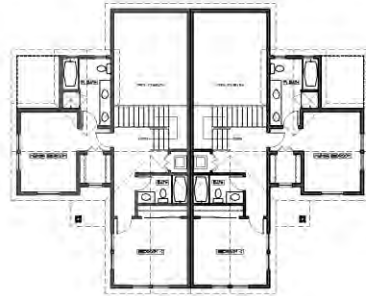
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Architecture – Charles Pick, IPA Associates



FIRST FLOOR PLAN # 1 SCALE: 1/8"=1'-0"
 314 30 (T) Garage (See Unit)



SECOND FLOOR PLAN # 2 SCALE: 1/8"=1'-0"
 314 30 (T) Garage (See Unit)



FRONT ELEVATION - PLAN # 1 SCALE: 1/8"=1'-0"
 BUILDING # 1



FRONT ELEVATION - PLAN # 2 SCALE: 1/8"=1'-0"
 BUILDING # 2, 3, 4, 5, 6, 7, 8, 9, 10



FRONT ELEVATION - PLAN # 3 SCALE: 1/8"=1'-0"
 BUILDING # 11

REVISIONS	BY



RESIDENTIAL UNITS
 BUILDINGS

VILLAGE AT
 SOUTH AUBURN
 GRASS VALLEY, CA



DATE	07/20/05
SCALE	1/8"=1'-0"
DRAWN	BDL
CHECKED	SLC
DATE	07/20/05

P10

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Village at South Auburn Traffic Impact Analysis

Prepared by LSC Transportation Consultants, Inc.

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Traffic Impact Analysis Study

- **Existing Traffic Conditions**
- **Trip Generation**
- **Trip Distribution**
- **Capacity (LOS) Analysis**
- **Safety**
- **Recommendations for Mitigation of Traffic Impacts**

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Study Intersections

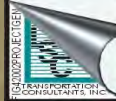
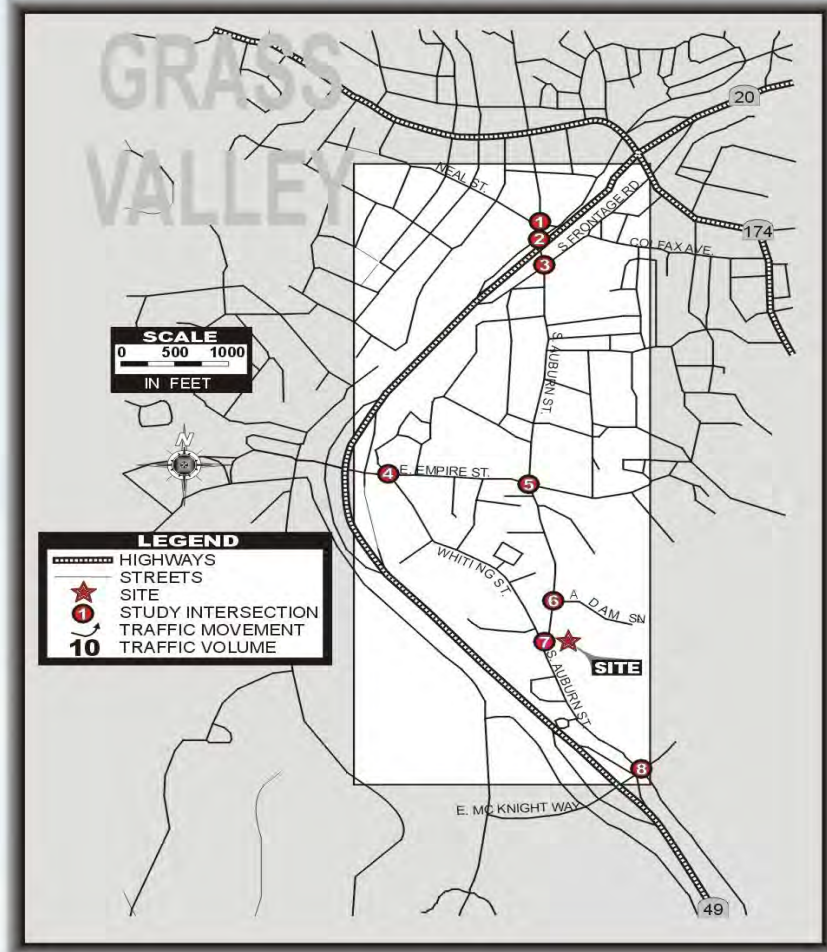
- **Neal Street / South Auburn Street / Colfax Avenue Triangle**
- **South Auburn Street / Empire Street**
- **South Auburn Street / Whiting Street**
- **South Auburn Street / McKnight Way**
- **Empire Street / Whiting Street / Project Access**
- **South Auburn Street / Project Access Drive**

Trip Generation

- **Project is expected to generate 82 PM peak-hour trips. Of these 39 are entering and 43 are exiting.**
- **The project is expected to generate 992 weekday daily trips.**
- **Based upon ITE methodologies, approximately 14 percent of the trips are expected to remain internal to the site.**

2002 PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES

<p>1 NEAL ST./AUBURN ST./ COLFAX AVE.</p>	<p>2 SOUTH AUBURN ST./ NORTH FRONTAGE RD.</p>
<p>3 SOUTH AUBURN ST./ SOUTH FRONTAGE RD.</p>	<p>4 EMPIRE ST. / WHITING ST.</p>
<p>5 EMPIRE ST. / S. AUBURN ST.</p>	<p>6 ADAMS LN. / S. AUBURN ST.</p>
<p>7 WHITING ST. / S. AUBURN ST.</p>	<p>8 McKNIGHT WAY / S. AUBURN ST.</p>



Level Of Service

Intersection	Existing Plus Project LOS				Project's Impact on Delay (s)/% ICU	Significant Impact to Critical Intersection?
	Worst Approach		Overall			
	Delay	LOS	Delay (s)/% ICU	LOS (1)		
Neal Street/South Auburn Street/Colfax	—	—	0.58	B	0	No
South Auburn Street/North Frontage Road	—	—	0.588	A	0.007	No
South Auburn Street/South Frontage Road	18.3	C	—	—	—	Not Critical
Whiting Street/Empire Street	19.8	C	—	—	—	Not Critical
Empire Street/South Auburn Street	17.4	C	14.9	B	—	Not Critical
South Auburn Street/Adams Lane (Northern Project)	12.7	B	—	—	—	Not Critical
Whiting Street/South Auburn Street/Project Access	11.3	B	9.5	A	—	Not Critical
McKnight Way/South Auburn Street	35	C	12	B	0	No

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McKnight Way / South Auburn Street LOS

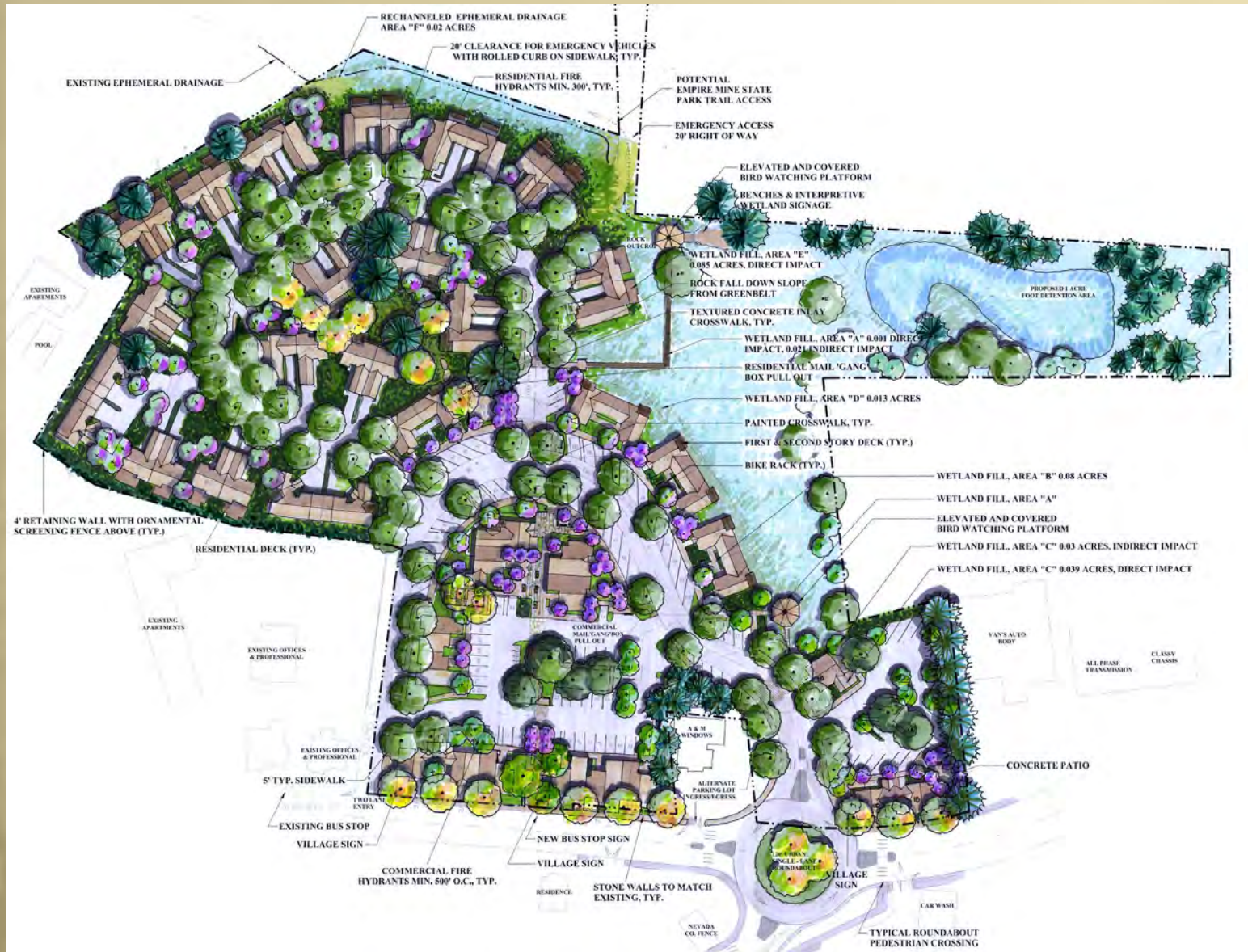
- **Highway Capacity Manual 2000 methodologies cannot analyze a three-way four-legged stop-controlled intersection**
- **Synchro / Simtraffic used to simulate intersection operation**
- **Results vary from KdAndeson TIA because of differing methodologies**

McKnight Way / South Auburn Street LOS

- Methodology used is valid because:
 - It analyzes correct configuration
 - Takes into account upstream signals
 - Simulates how drivers “take turns”
- “Intersections with non-standard traffic control (I.e. McKnight and South Auburn) should be analyzed using the consultant’s best judgment. In some cases, this may require simulation.”

Roundabout

- Roundabout configuration is preferable to two-way or all-way stop-controlled intersection
- Traffic calming
- Inscribed circle diameter = 120 feet
- Design speed = 15 mph
- Operates at a LOS A with project



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