

POLICIES FOR JACKSON & GRANT LINE EAST VISIONING AREAS

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THE SACRAMENTO COUNTY PLANNING DEPARTMENT

JACOBS



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THE VISION

Sacramento County’s vision for the Jackson Highway and Grant Line East areas can be captured in a single phrase – *sustainable development of the highest quality*.

Sustainable Development...

Sustainable development can only be achieved by balancing three interdependent variables, known as the “Three E’s” - Economy, Environment, and social Equity. Development in these areas must strike a balance between these considerations to reach a true level of sustainability sought by the County.

ECONOMY

A vibrant economic foundation is critical to ensuring that people have access to homes, jobs, goods and services. This foundation is also essential to both the initial provision of vital social and public infrastructure and the long-term provision and maintenance of excellent municipal and human services.

ENVIRONMENT

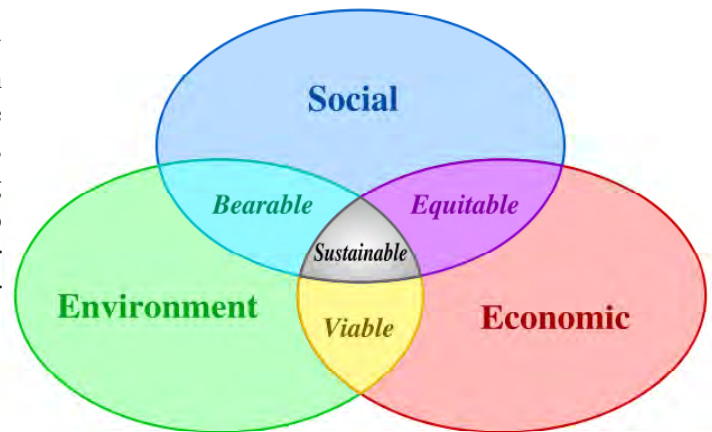
The importance of preserving environmental quality is two-fold. First, it promotes environmental health and sustainability by protecting flora, fauna and the overall welfare of the ecosystem. Second, it promotes human health and sustainability by protecting resources that support us by ensuring that they do not become depleted (such as water resources or farmland) or less productive (such as polluted water and air, reduced soil quality, etc.)

EQUITY

Social equity provides all people, regardless of income, race, color, national origin, religion, creed, gender, age, disability, etc. with: the opportunity to live in safe and healthy communities, affordable and desirable housing, employment opportunities that pay a living wage, viable transportation options, a strong public education system, and accessible stores and services to meet daily needs.

...of the Highest Quality

Residents of the unincorporated County, both existing and future, deserve to live in communities and neighborhoods of unparalleled quality. The Jackson Highway and Grant Line East areas represent the County’s best opportunity to plan and build new, complete communities from the ground up, and redefine excellence by raising the bar for what constitutes quality development. Although these areas may take many decades to build out, the successes or failures resulting from decisions made now will resonate through these areas indefinitely. As such, the County will require that every community, neighborhood, home, store, office, park, plaza, etc. planned in these areas is built to the highest possible standards.



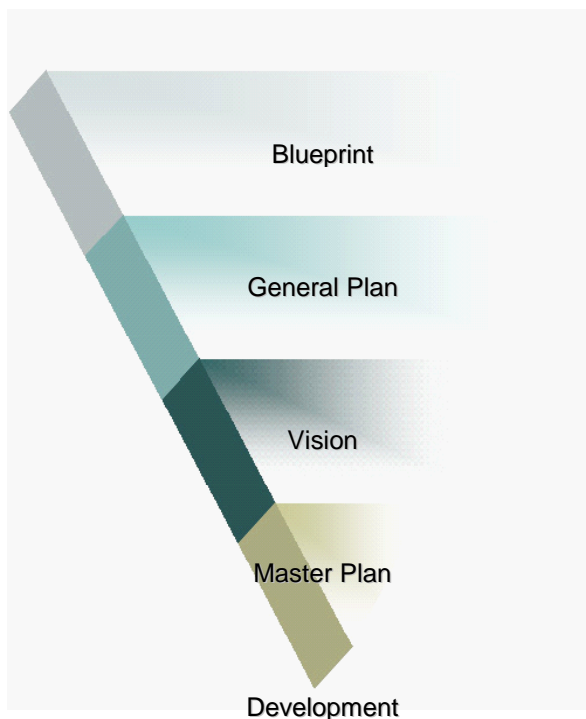
Three E's to Achieve Sustainability

FROM VISION TO REALITY

This Vision represents the critical link between broad policy documents that guide growth on a region- or county-wide basis, such as the Sacramento Area Council of Governments' (SACOG) adopted Blueprint Vision and Sacramento County's General Plan, and the detailed Master Plans that may ultimately lead to development within the Jackson Highway and Grant Line East areas.

The policies, guidelines and conceptual plans created through the Visioning process are intended to inform decisions regarding potential growth in the Jackson Highway and Grant Line East areas. As development of new communities is pursued, Master Plans will be initiated to establish detailed plans for their development. For the purposes of this document, a Master Plan is defined as a comprehensive plan for development of a logically-defined area of approximately 500-3,000 acres that results in text and diagrams which 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.
- Detailed architectural and plan-view designs for all proposed development, including homes, retail and office buildings, streets and trails, etc.
- The proposed distribution, location, 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 bullet points above.
- A detailed statement of the relationship of the Master Plan to the General Plan and this Visioning policy document, including consistency between the plans and a comparison of goals, objectives, and policies.



Visioning Process as a Link between Policies & Development

The preferred type of Master Plan will be a County-led effort that encourages collaboration between the County, the applicant and/or property owner(s), the general public, adjacent jurisdictions, municipal/urban service providers, permitting agencies and other stakeholders. This collaboration shall allow for sufficient coordination between the aforementioned parties so that most, if not all, issues are adequately addressed prior to the public hearing process. While a collaborative process may not always lead to complete consensus from all parties prior to hearings, the County and the applicant will ensure that all Master Plan processes are scoped with this as a primary goal.

SMART GROWTH PRINCIPLES

The following principles will be used to define responsible planning and development, and to guide County actions undertaken to implement the key themes and policies of the General Plan and this policy document. Achieving these principles is a baseline assumption for any and all Master Plans initiated within the Visioning Areas.

- **COMMUNITY DESIGN**
Promote community pride and economic viability by encouraging high quality investment in a community. Build high quality design in neighborhoods and along commercial corridors that cultivates distinct and attractive communities with a strong sense of place. Design social and economic centers that are context sensitive, contain pedestrian friendly streetscapes, are architecturally articulate and support a multi-modal transportation system.
- **MIX LAND USES**
Mix land uses to build complete communities that combine a variety of housing options, retail and commercial opportunities, employment centers, civic and community facilities, public spaces, and recreational amenities. Locate vibrant and compact mixed use town centers in neighborhoods and near major transportation corridors.
- **WALKABLE NEIGHBORHOODS**
Create neighborhoods with housing, jobs, public spaces, goods and services located within a reasonable walking and biking distance of each other. Build compact, mixed-use communities with safe and appealing streetscapes and trails to encourage pedestrian travel.
- **PROVIDE A RANGE OF HOUSING OPTIONS**
Plan and build a range of housing opportunities and choices within neighborhoods, varied by cost, design, size, location, and tenure to allow a diversity of economic levels, age groups and cultures to live together. Locate housing near places of work, retail, services and transportation when possible to offer residents an alternative to traditional, segregated suburban neighborhoods.
- **TRANSPORTATION OPTIONS**
Integrate land use and transportation planning to design and implement an efficient multi-modal transportation system, tied to both local and regional networks. Provide facilities to encourage walking, biking and public transit usage as alternatives to automotive travel. Encourage compact mixed-use developments along transportation corridors clustered around transit stops.
- **NATURAL RESOURCE PRESERVATION**
Protect natural resources, agricultural lands and rangelands, critical habitats, aquatic and terrestrial species and associated habitats, and air and water quality by planning for and implementing proactive and comprehensive growth management strategies, development plans, and comprehensive habitat conservation plans.
- **CONSERVATION OF NON-RENEWABLE OR CONSUMABLE RESOURCES**
Community design and regional development patterns should promote conservation and efficient use of non-renewable and consumable resources. Employ green development and building techniques, renewable energy technologies, and waste reduction and recycling efforts to advance resource efficiency.
- **REINVEST IN EXISTING COMMUNITIES**
Build on the assets of communities, concentrating development and accommodating growth where infrastructure already exists. Improve existing infrastructure, rehabilitate historic and rundown buildings, encourage compact residential and commercial infill growth, and redevelop vacant, blighted or underutilized areas to foster economic viability, community pride and quality of life within communities.
- **EQUITY, COOPERATION, & CITIZEN PARTICIPATION**
Satisfy the essential needs and improve quality of life for all social groups and communities through equitable access to housing, transportation, retail, employment, education, medical care, and social services. Involve citizens & stakeholders in planning and decision-making processes to ensure the needs of all community members are met and future conflicts are avoided. Support inter-jurisdictional cooperation to address regional planning issues and solutions. Make development decisions predictable, fair, and cost effective to facilitate desired and equitable development.

SUSTAINABILITY PRINCIPLES

Adapted from the Guiding Principles of One Planet Living (OPL)®

To achieve a truly sustainable future, we need to design communities which enable people to live in a sustainable manner. While the smart growth principles on the previous page represent the best practices of the 1990's and early 2000's, achieving those principles will not lead to true sustainability. The following principles represent the best practices of the future that all Master Plan efforts should strive toward.

GLOBAL CHALLENGE	PRINCIPLE	GOAL and STRATEGY
Travel by car and airplane can cause climate change, air & noise pollution, and congestion	Sustainable Transport	<i>Reduce reliance on private vehicles and achieve major reductions of CO₂ emissions from transport</i> Provide transport systems and infrastructure that reduce dependence on fossil fuel use, e.g., by cars and airplanes. Offset carbon emissions from air travel and perhaps car travel.
Destructive patterns of resource exploitation and use of non-local materials in construction and manufacture increase environmental harm and reduce gains to the local economy	Local and Sustainable Materials	<i>Transform materials supply to the point where it has a net positive impact on the environment and local economy</i> Where possible, use local, reclaimed, renewable and recycled materials in construction and products, which minimizes transport emissions, spurs investment in local natural resource stocks and boosts the local economy.
Industrial agriculture produces food of uncertain quality and harms local ecosystems, while consumption of non-local food imposes high transport impacts	Local and Sustainable Food	<i>Transform food supply to the point where it has a net positive impact on the environment, local economy and peoples' well-being</i> Support local and low impact food production that provides healthy, quality food while boosting the local economy in an environmentally beneficial manner; showcase examples of low-impact packaging, processing and disposal; highlight benefits of a low-impact diet.
Local supplies of freshwater are often insufficient to meet human needs due to pollution, disruption of hydrological cycles and depletion of existing stocks	Sustainable Water	<i>Achieve a positive impact on local water resources and supply</i> Implement water use efficiency measures, re-use and recycling; minimize water extraction and pollution; foster sustainable water and sewage management in the landscape; restore natural water cycles.
Loss of biodiversity and habitats due to development in natural areas and overexploitation of natural resources	Natural Habitats and Wildlife	<i>Regenerate degraded environments and halt biodiversity loss</i> Protect or regenerate existing natural environments and the habitats they provide to fauna and flora; create new habitats.
Local cultural heritage is being lost throughout the world due to globalization, resulting in a loss of local identity and wisdom	Culture and Heritage	<i>Protect and build on local cultural heritage and diversity</i> Celebrate and revive cultural heritage and the sense of local and regional identity; choose structures and systems that build on this heritage; foster a new culture of sustainability.
Some in the industrialized world live in relative poverty, while many in the developing world cannot meet their basic needs from what they produce or sell	Equity and Fair Trade	<i>Ensure that a community's impact on other communities is positive</i> Promote equity and fair trading relationships to ensure the community has a beneficial impact on other communities both locally and globally, notably disadvantaged communities.
Rising wealth and greater health and happiness increasingly diverge, raising questions about the true basis of well-being and contentment	Health and Happiness	<i>Increase health and quality of life of community members & others</i> Promote healthy lifestyles and physical, mental & spiritual well-being through well-designed structures and community engagement measures, as well as by delivering on social and environmental targets.
Climate change due to human-induced build up of carbon dioxide (CO ₂) in the atmosphere	Zero Carbon	<i>Achieve net CO₂ emissions of zero</i> Implement energy efficiency in buildings and infrastructure; supply energy from on-site renewable sources, topped up by new off-site renewable supply where necessary.
Waste from discarded products and packaging create a huge disposal challenge while squandering valuable resources	Zero Waste	<i>Eliminate waste flows to landfill and for incineration</i> Reduce waste generation through improved design; encourage re-use, recycling and composting; generate energy from waste cleanly; eliminate the concept of waste as part of a resource-efficient society.

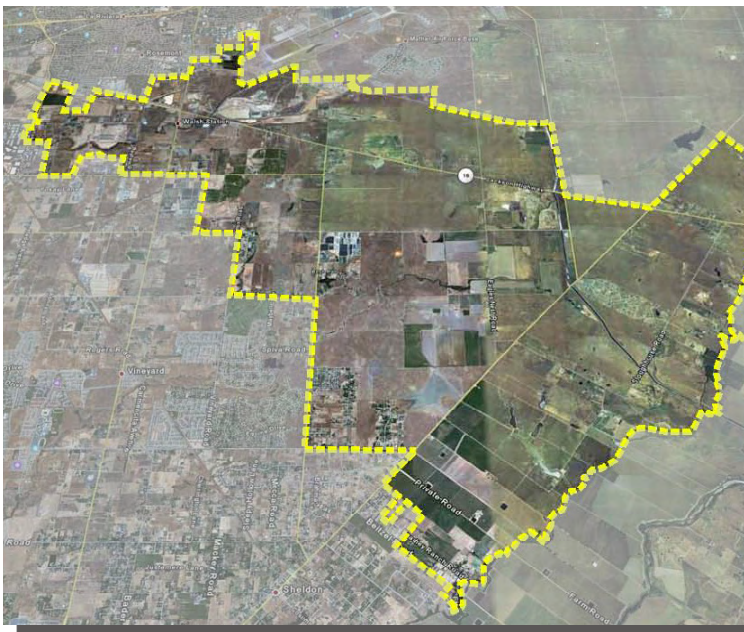
SECTION I : INTRODUCTION AND PURPOSE OF THE VISIONING PROCESS

During the General Plan Update process, the Board of Supervisors asked the Planning Department to study land within two areas of the eastern part of unincorporated Sacramento County, as potential areas for new growth to occur during the planning period of the General Plan (through 2030) and beyond. The resulting Visioning study outlines the objectives and policies that will shape potential future development in approximately 30,000 acres of the eastern part of unincorporated Sacramento County, known as the Jackson Highway Visioning Area and the Grant Line East Visioning Area.

The Sacramento County Planning Department, along with the consulting firms Jacobs and Lucy & Company, surveyed existing uses and conditions in these two areas. The team developed and implemented a comprehensive public outreach campaign to evaluate the perceptions, understandings and desires of major stakeholders, residents, potential residents, service providers, adjacent jurisdictions, permitting authorities and others for the Jackson Highway and Grant Line East visioning areas.

Full build-out of all 30,000 acres will occur over several decades. While development of these areas

will take place by planning and building small portions at a time, it is important to create a “vision” for buildout of the entire 30,000 acres to ensure that this development progresses in an orderly fashion and works toward achieving a common goal. Since the County anticipates that most of the area between the Urban Policy Area (UPA) and the Urban Services Boundary (USB) will eventually be developed for urban uses, these visioning processes take a holistic view of how these areas may be developed to achieve both the County’s and the community’s vision, including reducing tension in land use patterns as build-out reaches the USB. It is important to note that the visioning processes were scoped to focus on the “end product” (i.e. what is to be achieved should these areas be developed) as opposed to the time-frame for development.



Jackson Highway Visioning Area



Grant Line East Visioning Area

JACKSON HIGHWAY AREA EXISTING CONDITIONS



Existing land use patterns in the Jackson Highway Visioning Area generally take three forms. The area along Jackson Highway, between Watt Avenue and one mile east of Bradshaw Road, contains large surface mining operations and has been developed with a variety of service commercial and light industrial uses, including a number of building materials, construction supply and mining businesses. The central area between the Mather Planning Area and Kiefer Boulevard on the north, the Vineyard communities on the south, and west and Sunrise Boulevard and Grant Line Road on the east is more rural in nature. This area also contains large mining operations as well as small farms, scattered homes and tracts of vacant, gently-rolling terrain. The easterly area located between Grant Line Road and the USB along Deer Creek is characterized by a combination of small farms interspersed with clusters of rural custom homes. This

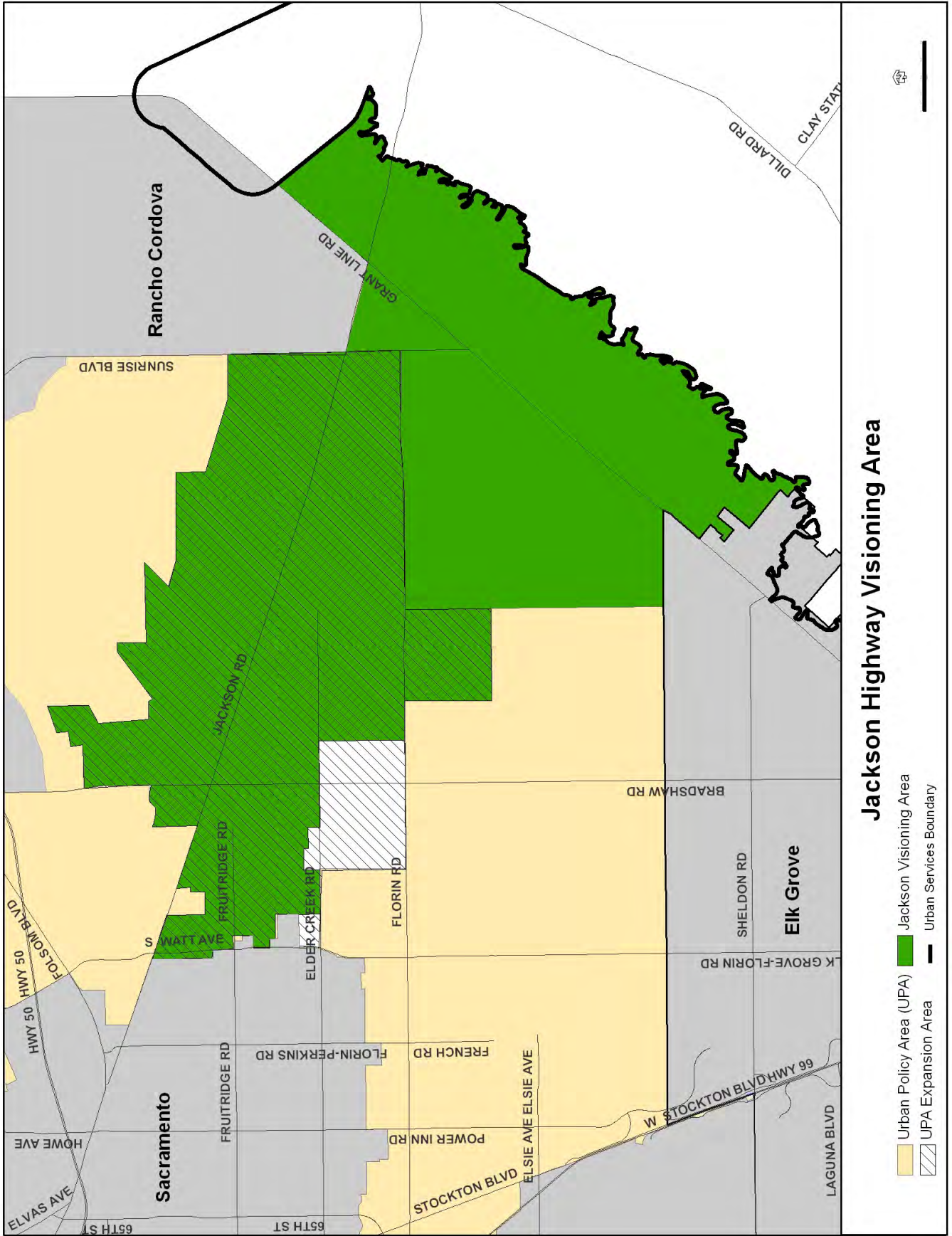
area has been identified in previous County General Plan update studies and staff reports as the envisioned urban-rural transition at the USB. The northeastern portion of this area includes significant acreage of the Kiefer Buffer Lands around the Kiefer Landfill and Recycling Facility.

Five creek corridors, flowing from east to west and fed by myriad unnamed channels, traverse the area. The central and east portions of the visioning area host a significant concentration of jurisdictional wetlands, vernal pool habitat and vernal pool grasslands. Much of this area has been identified by the US Fish and Wildlife Service as a Vernal Pool Recovery Unit and is targeted for preservation. The Sacramento Valley Conservancy has also targeted a large expanse of land, south of Jackson Highway, west of Eagles Nest Road and east of Excelsior Road, for permanent protection.



Jackson Highway Area

EXHIBIT 1



GRANT LINE EAST AREA EXISTING CONDITIONS

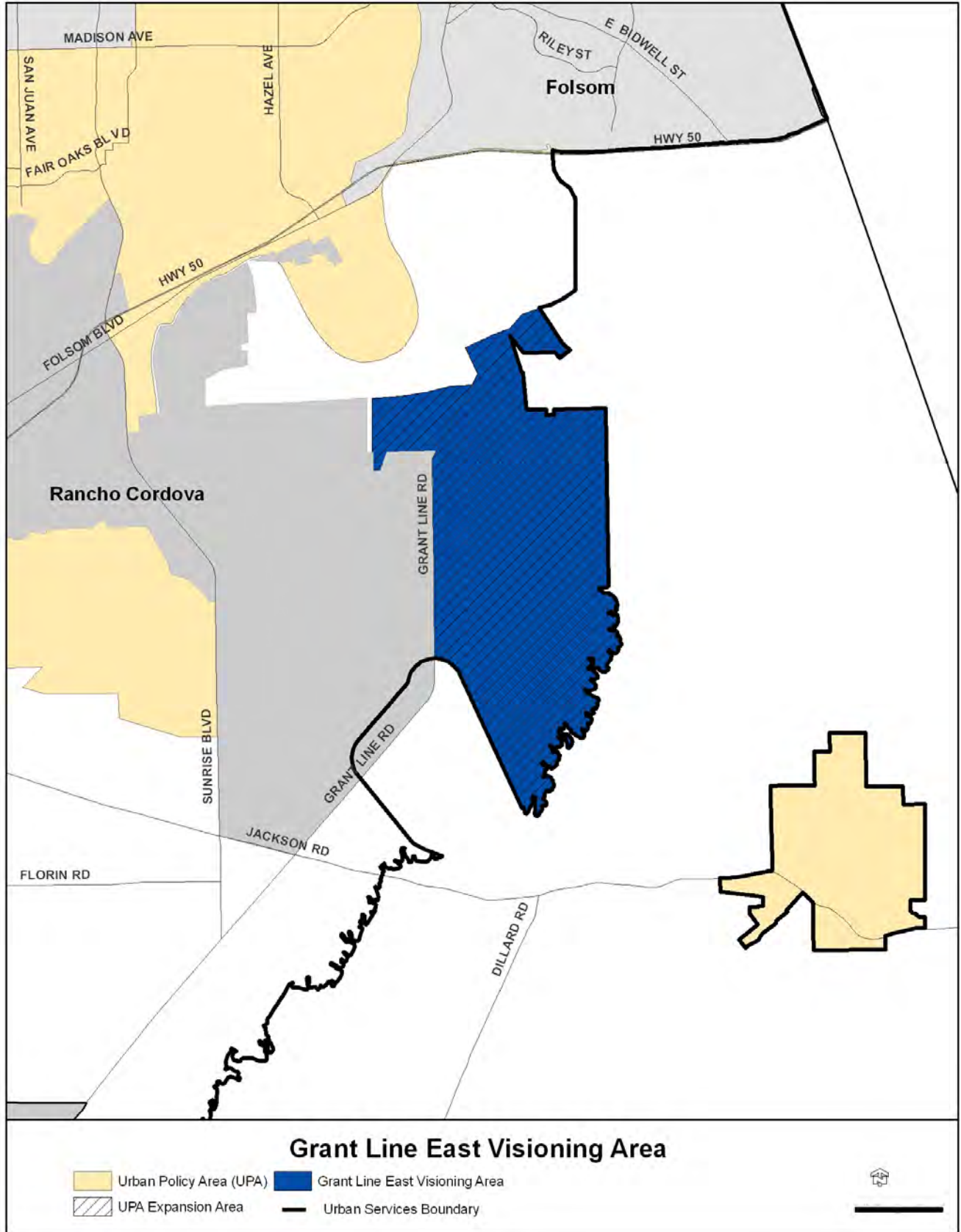
Uses in the Grant Line East (GLE) Visioning Area include aggregate mining activities (extraction and processing) on the northerly end and some scattered farm residences in the middle of the study area. Significant uses in the vicinity include the Rio Del Oro and Sunrise - Douglas planned communities to the west, Prairie City Off-Road Vehicle Park to the northeast (which borders an active aggregates mining site in the GLE visioning area), the Sacramento County Boys Ranch correctional facility to the east across Deer Creek and the Kiefer Landfill and Recycling Facility and its Kiefer Buffer Lands to the south. Lands to the north of White Rock Road are occupied with industrial activities as part of Aerojet's operations.

The central and west portions of the visioning area host a significant concentration of jurisdictional wetlands, vernal pool habitat and vernal pool grasslands. Much of this area has been identified by the US Fish and Wildlife Service as a Vernal Pool Recovery Unit and is targeted for preservation.



Grant Line East Area

EXHIBIT 2



SECTION II: PUBLIC OUTREACH PROCESS

The public outreach process for the Visioning study was divided into two phases; interviews with stakeholders and community workshops open to the general public. In November 2007, Lucy & Company began scheduling and completing interviews with key stakeholders identified by the County and project team. Key stakeholders included bordering jurisdictions, large land owners, social interest groups, service providers and other key individuals and organizations. The interviews focused on advantages and disadvantages of future development, personal feelings about potential development, environmental issues and other areas specific to the individual or group.

In March 2008, two community workshops were conducted: one for Jackson Highway and one for Grant Line East. These interactive workshops provided an opportunity for the community to share their views on the general policy direction for potential development and types of development the community would prefer to see in the Visioning Areas. The workshops, attended by over 160 people, were announced through the project web sites, mailers to residents within the Visioning Areas, an article in the Sacramento Bee, phone calls to key stakeholders and organizations and the Rancho Murieta community website. Summary reports from both workshops were posted to the project web site prior to the second round of workshops.



The information obtained at the first workshops was compiled with feedback received at earlier stages of the Visioning process to develop conceptual land use plans for the two Visioning areas. The plans were general and illustrated potential patterns and themes for buildout in each Visioning area, but were not detailed or prescriptive. These conceptual land use plans were presented to the community during the second round of workshops, held in April 2008. At the second round of workshops, attended by over 125 people, community members were again given an opportunity to comment and ask questions about the proposed conceptual plans.

The resulting feedback from the second series of workshops further refined the land use concept, and generated ideas for the Visioning policy document.



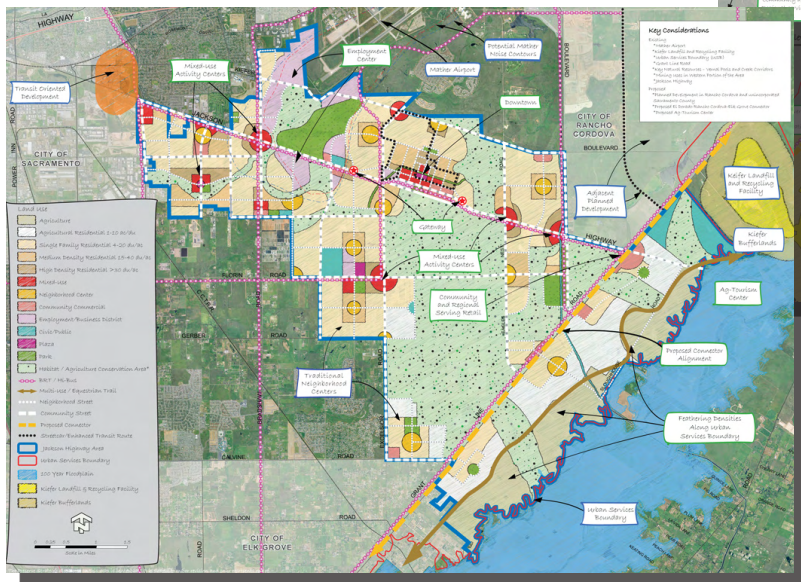
Interactive Community Workshops

SECTION III: PLANNING PRINCIPLES

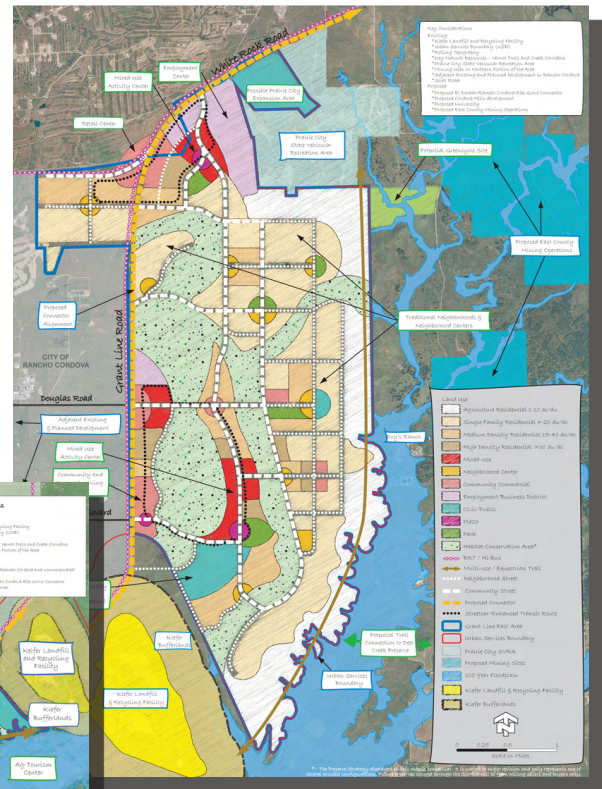
RELATION TO DRAFT 2008 GENERAL PLAN UPDATE

In the course of public workshops conducted as part of the General Plan Update, the Board of Supervisors and County staff identified key areas in the County that may be suitable for expansion of the UPA to accommodate near and long-term growth projected for the County in the Sacramento Regional Blueprint. In May 2007, the County Board of Supervisors authorized the study of two large areas in the center-east County, the Jackson Highway area and the Grant Line East area, for potential urbanization during and beyond the 30-year time frame of the General Plan. In June of 2008, the Board accepted an application to develop a master planned community, known as Cordova Hills, on approximately 2,400 acres in the Grant Line East area. This project is planned to include a 220-acre private university and adjacent residential, commercial, employment and mixed-use development.

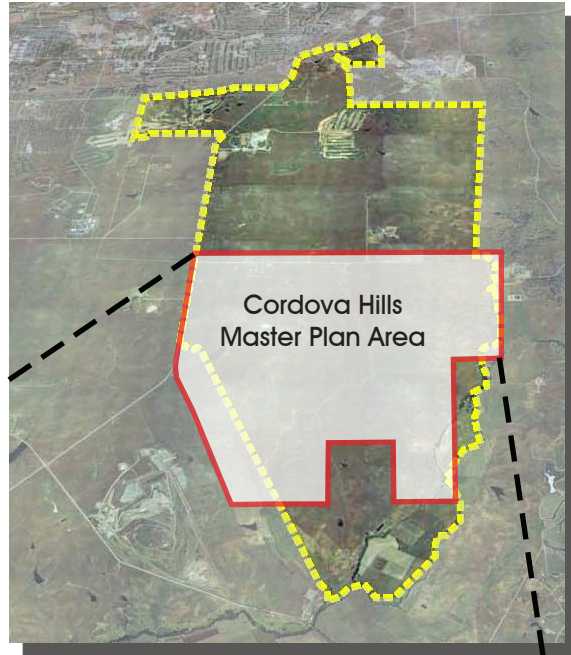
The Draft General Plan Update contains a number of policies, objectives and implementation measures pertaining to the Jackson Highway area. These policies center on the County's land use, economic development and conservation goals for the area. These are included in the planning principles and themes below. Some General Plan policies related to the Visioning process and Visioning areas may not reference the Grant Line East area, as many policies in the Draft General Plan were drafted before the Grant Line East area was included for consideration as a new growth area.



Jackson Highway Visioning



Grant Line East Visioning



Conceptual Plan for Cordova Hills

PLANNING PRINCIPLES

A. LAND USE AND DEVELOPMENT

Objective: Ensure a sustainable model for new development through the creation of “complete communities”.

Sustainable development is an approach to land planning and building that responds to three distinct, but interdependent, variables: 1) the housing and employment needs of the existing and future population of the planning area, 2) the social and cultural needs of the communities residing in new developments, and 3) the economic needs of the governing body for an equitable (“sustainable”) balance between the economic benefits development brings and the associated demands on public services. A cornerstone of sustainable development is planning for a fine-grained mix of uses in every community and creating recreational, social and cultural opportunities and amenities for area residents. While previous development patterns focused on separating residential uses from non-residential uses such as stores and offices, today’s best planning practices show that the healthiest and most desirable places to live are places where commercial, cultural, employment and recreational opportunities exist in close proximity to residential uses.

Sustainable communities offer residents the option to walk or bike to destinations rather than drive, a choice which can reduce traffic congestion, improve individual health, and create a sense of attachment and investment in one’s community. Creating a mix of uses also helps to achieve a jobs-housing balance, where the number of jobs in a community roughly corresponds to the number of working people. This requires housing choices for all socio-economic classes. When people live close to where they work, traffic congestion and commute times decrease. An added benefit to localized job opportunities is the creation of a localized economy. Much of the money made locally stays in the same community when there are opportunities for workers to live nearby.

Another cornerstone of sustainable development is encouraging sustainable business. Business sustainability includes both creating jobs that provide the means to afford living in that community, as well

as “green collar” jobs, such as employment related to renewable energy, green building and recycling.

EXISTING AND DRAFTED GENERAL PLAN POLICIES

- LU-3.** Support a strategic, comprehensive and multi-disciplinary visioning effort for the greater Jackson Highway area, initiated and led by the County, which looks beyond the planning period of the adopted General Plan to ensure that high quality and cohesive development patterns are achieved consistent with regional smart growth objectives.
- LU-17.** The County will initiate and lead processes (including Community Plans, Specific Plans, Comprehensive Plans, etc.) to plan for development within the Jackson Highway Area. The resulting plans must be consistent with the vision plan resulting from the Jackson Visioning Study Area effort.
- ED-1.** Achieve complete communities that have enough land capacity to accommodate the development of general commercial, industrial and office uses which support community needs in all areas of the County.
- ED-9.** Create well-designed commercial and employment nodes at strategic locations along the Jackson and South Watt corridors.
- HE-51.** The County will continue to implement its affordable housing program which requires 15 percent of new residential development to be affordable to extremely low-, very low- and low-income households.

VISIONING POLICIES/PROGRAMS

- VP-1.** Break from past patterns of development that have disproportionately favored lower-density residential to the exclusion of other densities and uses. Modify County policies, ordinances, standards, regulations, codes, etc. that create barriers to desired development, as outlined in this document and in the General Plan.
- VP-2.** Extend transit facilities and infrastructure concurrently with the development of major activity and commercial centers within the planning area. These include the intersections of Jackson Highway and Watt Avenue, Bradshaw Road and Excelsior Road, as well as in the Grant Line East area near White Rock Road to the north and the proposed private university to the south.
- VP-3.** New growth areas will contain a fine-grained mix of uses at both the neighborhood and community level, including residential, commercial, employment and/or industrial (including clean industry), institutional (schools, civic centers and quasi-public uses), parks, open space and habitat preserves. The County recognizes that this mix may vary depending upon location. Identifying an appropriate mix of uses will be integral to all Master Plan efforts, as identifying large tracts of single-use development is not acceptable. Therefore, when a Master Plan is initiated, a targeted mix of land uses for the area will be established to guide the planning process. Both vertical and horizontal mixed use development is encouraged within community and neighborhood nodes, and in areas designated as mixed use.
- VP-4.** Master Plans need to address the need and provide for civic and social infrastructure - such as community centers, theaters, cultural and entertainment venues, hospitals, human services, etc. - in new growth areas at a level of importance commensurate with the provision of basic services such as streets, water, sewer and flood control.
- VP-5.** Recognize the Jackson Highway as a destination corridor of great importance to the Visioning Area by ensuring appropriate higher-density residential and commercial development occurs along and oriented towards the corridor.

B. URBAN EXPANSION

Objective: Facilitate the logical and orderly extension of new growth.

Large scale greenfield development often results in urban sprawl, which is characterized by disconnected and/or drastically separated land uses, homogenous development that features few choices, auto-centric communities that necessitate driving to meet basic daily needs, and an overall inefficient use of land. However, greenfields need not be developed in this fashion. Identifying smaller areas for targeted growth and ensuring that these areas achieve build-out before the next area is developed can help to focus energies and community investment on creating communities of lasting quality, rather than responding solely to market forces by producing “more of the same.” Instead, decision-making must assure that new communities are planned and built with the future in mind. While growing logically and efficiently are important, future generations should be the chief consideration in planning for future growth.

Developing in a planned and logical pattern can also significantly reduce costs when first developing in areas with existing or adjacent infrastructure capacity before developing areas further removed from existing communities. In addition to cost reductions stemming from infrastructure expansions, targeting development adjacent to existing development results in more engaged, continuous communities. Additionally, new residents will have established businesses, services and transit options nearby.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- LU-2.** The County shall maintain an Urban Service Boundary (USB) that defines the long-range plans (beyond 25 years) for urbanization and extension of public infrastructure and services, and defines important areas for protecting as open space and agriculture.
- LU-13.** The County will promote new urban developments within identified growth areas and prohibit land use projects which are for noncontiguous development; specifically proposals outside of the Urban Policy Area (i.e. leapfrog development).

LU-14. A Public Facilities/Infrastructure Master Plan shall be prepared to identify the major facilities required to serve new development in urban growth areas. A Public Facilities Financing Plan shall be prepared and approved by the Board of Supervisors prior to the approval of any zoning for any urban uses in urban growth areas. The Financing Plan shall include a Public Facilities/Infrastructure Master Plan describing required major infrastructure improvements necessary to support proposed developments, and present a detailed plan for the phasing of capital improvements and identifies the extent, timing and estimated costs of all necessary infrastructure.

LU-15. Specific plans may be prepared for subareas of an urban growth area for the purpose of prioritizing development opportunities. The boundaries of new Specific Plan areas should be defensible and should take into account the physical nature and characteristic of the sub planning areas. The boundaries of these subareas should consider the following constraints and features: roadways, drainage watersheds, school districts, water districts, parks districts, etc.

ED-3. Ensure a controlled, balanced and sustainable development pattern on a sub-regional and regional level through comprehensive planning incorporating multiple disciplines.

VISIONING POLICIES/PROGRAMS

- VP-6.** Master Plans are required for new development in the Visioning areas. Master Planning areas of approximately 500 to 3,000 acres within the UPA will be identified to facilitate complete and orderly growth in new growth areas.
- VP-7.** Establish and implement phasing plans for the construction of infrastructure and associated development so that growth in the area proceeds in a predictable, efficient, and orderly fashion. A phased development strategy for the Visioning Areas will limit

boom and bust cycles, overbuilding, and competition among developers for tenants and buyers based on lowest cost. Instead, the area will compete on the basis of quality in smaller increments based on the logical extension of existing development.

VP-8. The County will consider the merits of proposed Master Plans when weighing where to develop first in the Visioning Areas. Aspects to be considered include:

- Proximity to existing infrastructure and ability to efficiently extend infrastructure and urban/municipal services to the Master Plan area.
- Proximity to transportation and transit infrastructure and ability to efficiently extend such infrastructure and services into the Master Plan area.
- Ability to provide for a broad range and fine-grained mix of housing, employment and commercial uses while supporting efficient provision of public transit and reducing vehicle miles traveled on a regional basis.
- Anticipated housing demand versus amount of available acreage within the UPA and/or being planned for urban development.
- Ability to meet local, state and federal efforts to reduce greenhouse gas emissions.
- Potential impacts to existing natural resources.

VP-9. Temporary, “interim” extensions of undersized infrastructure (not anticipated in the County’s capital improvement program, master plans and/or capacity planning documents prepared by the Sacramento County Water Agency, the Sacramento Regional County Sanitation District and the Sacramento Area Sewer District) is strongly discouraged, particularly when they may lead to excess fees, reduced levels of services, leapfrog development, or extensive interim facilities with short life spans.

VP-10. Master Plans will ensure that civic amenities such as schools and parks, are developed

in a timely fashion that occurs parallel to residential development.

VP-11. Preserve the Kiefer Landfill and Recycling Facility and its Kiefer Buffer Lands, and the Mather airport by prohibiting incompatible land uses adjacent to them. To this end, avigation easements will be required for all new residential development within Mather’s Airport Planning Policy Area adopted by the Board of Supervisors in 2006, and all proposed development near Mather is to be consistent with all other Mather Airport Planning Policy Area conditions as well as the Mather Airport Comprehensive Land Use Plan.

VP-12. Utilize buffer zones around Mather Airport, the Kiefer Landfill and Recycling Facility, operating quarries, and other heavy industrial uses for new or relocated industrial or heavy commercial uses that would not be appropriate among more sensitive residential, retail, or office uses. These uses can still provide a source of jobs, County revenues, and resources to support construction and other industries in the area.

VP-13. Gradually increase residential and commercial densities as development approach a community and neighborhood center.

Objective: Preserve the unique agrarian character of existing rural and agricultural lands.

Most current residents in the Jackson Highway and Grant Line East visioning areas live in clustered agricultural-residential (ag-res) areas or in a rural setting on larger parcels of agriculturally zoned land. The County is committed to helping those interested in continuing to farm land, run cattle, etc. within the Visioning Areas. Sacramento County also has a long history of providing for this lifestyle and will continue to allow for such uses in appropriate areas. Ag-res development close to the USB is a key element of the strategy to create a logical transition from the urban area to the rural area, as well as being part of the County’s desire to plan for diverse housing types and creating housing for all income levels.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- AG-1.** The County shall protect prime, statewide importance, unique and local importance farmlands and lands with intensive agricultural investments from urban encroachment.
- AG-4.** Prospective buyers of agricultural land or property adjacent to agricultural land shall be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the County right-to-farm ordinance.
- AG-11.** The County will cooperate with landowners of agriculturally zoned properties to promote the placing of natural preserve/mitigation amenities on land, such as trees and other biota enhancing improvement, by making sure amenities are assets to both the natural preserve/mitigation areas and agriculture practices.
- LU-80.** The County generally supports Agricultural-Residential uses adjacent to the inside of the USB to both establish a smooth transition from urban uses within the USB to the rural uses found outside the USB, as well as to reinforce the integrity of the USB by limiting the potential for urban uses to reach beyond it.

VISIONING POLICIES/PROGRAMS

- VP-14.** The County shall require right-to-farm notification as a condition of entitlement approval for residential uses within 1,000 feet of agricultural areas.
- VP-15.** Facilitate and lend economic support for a new agricultural tourism center in the Jackson Highway area, potentially at the intersection of Jackson Highway and Grant Line Road. The tourism center could showcase past heritage and current vitality of agricultural activities in Cosumnes, Sloughouse, Sheldon and overall East County areas.

- VP-16.** Work cooperatively with owners of agriculturally zoned lands who wish to remain in agricultural production to secure easements or other forms of permanent protection for their property.
- VP-17.** Density and intensity of development should gradually decrease as it approaches the USB, with agriculture or agricultural residential development where the urban edge approaches rural areas outside the USB.

C. ENERGY AND SUSTAINABILITY

Objective: Incorporate green building and green development concepts into all new development to: achieve a substantial increase in energy independence and energy efficiency, promote the responsible use of resources, reduce greenhouse gas emissions, and save money in the long term.

Increasing energy independence and energy efficiency through community design, construction techniques and careful material selection results in social, health and environmental benefits, in addition to substantially reducing energy expenditures. In order to achieve this objective, appropriate community design (Green Development) and construction techniques and materials (Green Building) must be incorporated into all new development, as one without the other cannot lead to truly sustainable communities.

Green development at the Master Plan level addresses the “three E’s” of sustainability – economy, ecology and equity – to ensure that new communities are planned to be self sufficient and have positive community and region-wide impacts. Green building is the practice of increasing the efficiency with which buildings use resources (energy, water, materials, etc.) while reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal. Green development and building can also result in tangible benefits for developers and builders, as the resulting products often have a higher perceived value and quality, and building in this fashion will both help them respond to increasing consumer preference for green products, and stay in front of increasing regulations.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- EN-1.** Adopt and implement energy efficient building standards for residential construction.
- EN-4.** Develop and implement Neighborhood Planning Standards which would reduce the energy required to maintain interior spaces in

the comfort zone, including such standards as tree planting and proper orientation of dwellings.

- EN-8.** Reduce travel distances and reliance on the automobile and facilitate increased use of public transit through appropriate land use plans and regulations.
- EN-17.** Develop or revise design standards relating to building solar orientation, landscaping, impervious surfaces, and parking space requirements to conserve energy.
- LU-74.** Enact cost effective energy conservation performance standards consistent with USEPA Energy Star standards for new construction.
- LU-75.** Reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.
- PF-70.** Cogeneration facilities may be located in commercially zoned areas provided that the thermal host associated with the cogeneration facility is a conforming commercial use and the cogeneration facility does not adversely affect other commercial uses in the area.
- PF-71.** Locate and screen cogeneration facilities in a manner that minimizes visual impacts on adjoining residential and/or commercial uses. These facilities shall also comply with noise ordinance requirements otherwise applicable in the area, or in adjacent zones that are potentially affected by facility noise.
- PF-81.** Large multi-megawatt solar facilities should be sited with appropriate consideration for their land use impacts.
- HE-59.** Whenever feasible, incorporate energy-efficient site design, such as proper orientation to benefit from active and/or passive solar heating and cooling, into master planning efforts.

HE-60. The County will encourage residential developers/builders to maximize energy efficiency through building design and through the use of energy efficient materials, equipment, and appliances.

VP-24. All County buildings will include state-of-the-art energy efficiency, solar and other renewable energy technologies. All appliances in County facilities will be Energy Star certified or better.

VISIONING POLICIES/PROGRAMS

VP-18. All Master Plans shall implement the County’s Climate Action Plan and related efforts to implement State Law, per AB 32 and SB 375.

VP-25. Recycling services should be expanded and curbside recycling service should be included in the price of trash pickup. In addition to glass, plastics, paper and newspaper, household compostable food and lawn waste will be recycled curbside. Trash costs will be levied proportionate to the amount of trash a business or household generates.

VP-19. Master Plans shall provide appropriate development standards to facilitate on-site energy generation via renewable resources and other sustainable practices.

Objective: Master Plans must meet some of their energy needs on-site via renewable or alternative energy sources.

VP-20. The County will develop a rating system (or adopt an existing rating system) to assess the sustainability of proposed new Master Plans and associated development. This rating system may be based on the criteria established by Leadership in Energy Efficiency and Design for Neighborhood Development (LEED-ND) or a similar system. This assessment will occur at the Master Plan, General Plan Amendment, or Rezone level of review. See Appendix A for LEED-ND criteria.

Sustainable land use patterns that reduce travel distances and feature green building construction standards greatly increase energy efficiency. However, these land use patterns do not necessarily help shift reliance from fossil fuels to other sustainable energy sources. Development that can meet some of its energy needs on site via renewable resources will not only make substantial progress toward this goal by contributing to the reduction of the region’s carbon footprint, but will also result in cost savings for consumers.

VP-21. All new single family construction, as well as all multifamily developments of 20 units or more, should achieve at least 50 Green Points on the appropriate “Build it Green” checklist. The “Build it Green” checklists provide a point equivalency for implementing specific measures during the home building or remodeling processes, providing builders and developers a wide menu of options to reach energy-saving goals. See Appendix C for Build it Green criteria.

EXISTING AND DRAFT GENERAL PLAN POLICIES

VP-22. All newly constructed commercial and office/industrial buildings should exceed Title 24 energy requirements by at least 15 percent.

EN-15. Encourage industry located or locating in the Sacramento area to participate in co-generation of power.

EN-22. Support the development and use of renewable sources of energy, including but not limited to biomass, solar, wind, and geothermal.

VP-23. All newly constructed civic buildings should, at a minimum, be built to the LEED Silver level or higher.

PF-82. The County supports the placement of large multi-megawatt solar facilities on rooftops and over parking lots to minimize land use impacts associated with these systems.

VISIONING POLICIES/PROGRAMS

- VP-26.** All Master Plans shall generate some of its energy needs on- site using renewable sources, with the goal of generating 100% of the Master Plan energy needs.
- VP-27.** Partner with SMUD, PG&E and other energy suppliers to provide tax credits, rebates and other financial incentives for onsite electricity generation.

D. BIOLOGICAL RESOURCES

Objective: Secure the County’s conservation objectives for the Jackson Highway and Grant Line East areas.

The South Sacramento Habitat Conservation Plan (SSHCP) is critical to securing the County’s conservation objectives for the Jackson Highway and Grant Line East Area. The SSHCP is a regional approach to addressing issues related to urban development, habitat conservation and agricultural protection. The SSHCP will consolidate the efforts of numerous environmental interests to protect and enhance wetlands (primarily vernal pools) and upland habitats to provide ecologically viable conservation areas. It will also minimize regulatory hurdles and streamline the permitting process for development projects.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- LU-16.** Planning and development of new growth areas shall be consistent with the South Sacramento Habitat Conservation Plan (SSHCP) and other efforts to preserve and protect natural resources.
- CO-30.** Provide important water quality benefits, preserving and, where possible, creating or restoring areas such as riparian corridors, wetlands and buffer zones.
- CO-31.** Limit disturbances of natural water bodies and natural drainage systems caused by development and infrastructure improvements, including roads, highways, bridges and flood control.
- CO-71.** Ensure no net loss of wetlands, stream and river corridors, riparian woodlands, oak woodlands, oak savannah or special status species habitat acreage and their respective functions.
- CO-72.** Ensure in-kind mitigation occurs for any loss of or modification to the following types of acreage and habitat function:
 - Vernal pools
 - Wetlands
 - Riparian
 - Native vegetative habitat
 - Special status species habitat
- CO-73.** When onsite preservation or mitigation is not feasible or desirable per regulatory agencies, require off-site mitigation within Sacramento County for the habitats listed below. Mitigation shall be directed to lands identified on the Open Space Vision Diagram and associated component maps (please refer to the Open Space Element):
 - Vernal pools
 - Wetlands
 - Riparian
 - Native vegetative habitat
 - Special status species habitat
- CO-86.** Development design shall help protect natural resources by:
 - Minimizing total built development in the floodplain, while designing areas of less frequent use that can support inundation to be permitted in the floodplain;
 - Ensuring development adjacent to stream corridors and vernal pools provide, where physically reasonable, a public street paralleling at least one side of the corridor with vertical curbs, gutters, foot path, street lighting, and post and cable barriers to prevent vehicular entry;
 - Projects adjacent to rivers and streams shall integrate amenities, such as trail connectivity, that will serve as benefits to the community and ecological function;
 - Siting of wetlands near residential and commercial areas should consider appropriate measures to minimize potential for mosquito habitation.
- CO-106.** Protect, enhance and maintain riparian habitat in Sacramento County.

CO-109. Enhance and protect shaded riverine aquatic habitat along rivers and streams.

VISIONING POLICIES/PROGRAMS

VP-28. Master Plans will implement the stormwater management Best Management Practices (BMP) in Appendix A (LEED Neighborhood Design Check List) and all BMPs contained within the SSHCP.

VP-29. All Master Plans will be consistent and compatible with the South Sacramento Habitat Conservation Plan (SSHCP), to ensure its successful implementation.

VP-30. Develop and implement a uniform and equitable procedure for the acquisition of, and potential compensation for, critical habitat and other resource lands desired for conservation through the entitlement process for new development and/or through a defined system for the transfer of development rights.

Objective: **Ensure that the convergence of protected habitat lands and agricultural lands within urban environments protects habitat and agriculture lands while allowing for interaction between urban dwellers and natural environment and preserves.**

Conservation of biological resource areas and open spaces for public purposes should provide other public benefits, namely, opportunities for interpretive education centers, recreational corridors, and other amenities that benefit the view shed of larger communities, which shall be secured at the time these areas are preserved and dedicated.

EXISTING AND DRAFT GENERAL PLAN POLICIES

OS-11. Establish trail connections and linkages within the County and across jurisdictional boundaries that are compatible with existing land uses. These trail connections shall have the capability of being class I trails (off-street, separated facilities) with grade

separations where feasible.

OS-12. The County shall seek to establish greenbelts to serve as habitat corridors and community separators. These shall be located:

- Between agricultural-residential communities within the unincorporated County; and
- Where feasible, between the unincorporated County and adjacent cities

CO-83. Preserves shall be planned and managed to the extent feasible so as to avoid conflicts with adjacent agricultural activities (Please also refer to the Agricultural Element).

CO-84. Avoid, to the extent possible, the placement of new major infrastructure through preserves unless located along disturbed areas, such as existing roadways.

CO-97. Control human access to sensitive habitat areas on public lands to minimize impact upon and disturbance of special status species.

AG-17. Recreational trails shall be designed in cooperation with adjacent property owners to minimize adverse impacts on farming practices.

VISIONING POLICIES/PROGRAMS

VP-31. New development adjacent to open spaces and habitat preserves shall provide direct pedestrian and bicycle connections to trails in these areas where appropriate.

VP-32. Whenever possible, elevate trails along and within natural preserves in a boardwalk fashion to create the least impact to the natural environment.

VP-33. Trail connections shall be Class I trails (off-street, separated right-of-way) with grade separations whenever necessary to protect special species and habitats. Trails must include buffered landscapes on both sides of the trail, except when bordered on both sides by preserved habitat or agricultural lands.

- VP-34.** Partnerships among the County, open space preservation management agencies, land owners, and neighborhood and business groups are encouraged to improve trail safety and access, user information, and volunteer stewardship.
- VP-35.** When prescribed by the General Plan and/or SSHCP, grade separations to allow wildlife to cross under an intersecting roadway will be required.
- VP-36.** Master Plans will address in detail the interface between proposed development and farmed land, open space, habitat preserves and rural areas outside the USB, and will provide appropriate design features to ensure compatibility.
- VP-37.** Creation or enhancement of wetlands and habitat mitigation areas should be coordinated with the Federal Aviation Administration to ensure the protection of aviation operations and reduce the potential threats of hazardous wildlife near airports.

PHASING, INFRASTRUCTURE, & SERVICES

E. WATER QUALITY AND SUPPLY

Objective: Implement sustainable practices through comprehensive planning to ensure an adequate, reliable, long-term water supply to support full build-out of the visioning areas.

Water supply is often a limiting factor to new growth. The Visioning Areas exist in an environment of potentially impaired existing water capacity. However, new water projects and infrastructure provide additional opportunities for growth that may not have existed otherwise. There are many ways to efficiently use an existing water supply and protect its future quality and availability. Policies and implementation measures that incorporate water conservation and quality features into design are very important to ensure successful communities. The Visioning Areas must have an established source of water supply before buildout is reached to ensure that development does not occur despite diminished water supply or quality.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- CO-6.** Land use entitlements for new growth areas shall not be granted until a Master Plan for a sustainable water supply has been approved by the Board of Supervisors and all agreements and financing for implementing a Master Plan for water supplies are in place.
- CO-13.** New projects shall ensure sufficient water supply is maintained for existing farming practices that may compete for the same source of water, whether surface or groundwater.
- CO-14.** Maintain surface water and ground water diversions to meet the needs of existing and future development while maintaining water levels necessary to sustain a healthy and viable ecosystem and recreational uses in Sacramento County’s rivers and streams or wetlands and riparian corridors.

- CO-17.** Defend against competing claims for water rights for agricultural and urban uses from other interests outside of Sacramento County.
- CO-18.** Work with area water purveyors to maintain a conjunctive use program between groundwater and surface water supplies, consistent with meeting environment needs.
- PF-2.** Municipal and industrial development within the Urban Services Boundary but outside of existing water purveyors’ service areas shall be served by either annexation to an existing public agency providing water service or by creation or extension of a benefit zone of the SCWA.
- PF-3.** Public water agencies shall comply with General Plan policies prior to annexation of additional service areas.

VISIONING POLICIES/PROGRAMS

- VP-38.** All new development shall provide the infrastructure necessary to maximize the use of non-potable water.
- VP-39.** All developments shall comply, to the maximum extent feasible, with Best Management Practices in the South Sacramento Habitat Conservation Plan (refer to Appendix D)

F. STORMWATER QUALITY

Objective: Design and build new communities that implement principles of stormwater quality management such as Low Impact Development and hydromodification management.

Low Impact Development design techniques are used to reintegrate stormwater back into the environment at the source, reducing the amount of runoff needing treatment prior to discharge into lakes and streams. Such practices are implemented by incorporating landscape features into rooftops, parking lots, sidewalks and medians. Low Impact Development is an innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using methods that mimic the site’s pre-development hydrology; or how the site naturally channeled and absorbed water prior to development.

Hydromodification is a term used to describe changes to the watershed runoff caused by urbanization. Urbanization can change stream courses by altering watershed hydrology so that a larger percentage of rainfall becomes runoff during any given storm. Runoff reaches the stream channel more efficiently, so discharge rates are higher for an equivalent rainfall than they were prior to development. Hydromodification management is a method by which municipalities are addressing this problem in order to better protect creek systems. Hydromodification management strategies include low impact development techniques, flow duration control techniques, and in-stream remedies to mitigate for impacts to a creek and the surrounding habitat.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- CO-33.** Promote on-site infiltration as a development design strategy based on soil and other site conditions, and where groundwater quality will not be adversely affected.
- CO-34.** For new development and significant redevelopment projects:
 - Encourage designs which minimize impervious and directly-connected

impervious surfaces, which are known to contribute to water quality degradation in downstream receiving waters.

- Require pollutant source controls in all cases and treatment controls where applicable, to reduce pollutants in runoff to the maximum extent practicable.
- Require control of the post-development peak storm water run-off discharge rates and velocities to prevent or reduce downstream erosion, and to protect stream habitat.

CO-35. Implement a program to ensure that stormwater quality treatment facilities installed during development are maintained to ensure optimum pollutant removal performance for the life of the project.

CO-36. Community and specific plans shall specify urban runoff control strategies and requirements, consistent with Master Drainage Plans and Public Work’s urban runoff management program, for development in newly urbanizing areas and identify sites where retention and treatment are warranted consistent with discharge permit requirement and county-wide runoff measures.

VISIONING POLICIES/PROGRAMS

VP-40. Master Plans shall include an analysis of potential hydromodification impacts to adjacent creeks, and mitigation will be proposed as needed to minimize downstream erosion and impacts to habitat.

VP-41. Master Plans will implement low impact development strategies, flow duration control measures, and/or in-stream measures as needed to minimize impacts to or mitigate for impacts to creeks and associated habitat.

- VP-42.** Encourage designs which minimize impervious and directly connected impervious surfaces, which are known to contribute to water quality degradation in downstream receiving waters.
- VP-43.** Encourage developments that cover a part or all of a proposed roof with vegetation (i.e. a “green roof”). Provide incentives (such as a credit on stormwater fees) to developments that cover 50 percent or 2,000 square feet (whichever is greater) of a roof with a green roof.
- VP-44.** Incorporate stormwater treatment measures, including vegetated swales, into streetscape design (i.e. “green streets”) and parking lots to treat and reduce stormwater runoff.
- VP-45.** All Master Plans should strive for a zero effect drainage discharge, achieved by dispersing all stormwater runoff on site. The County should provide incentives to developments for managing stormwater runoff on-site, either through infiltration or re-use techniques (i.e. rain barrels, infiltration trenches, etc.)
- VP-46.** Use an open grid pavement system (paving that is more than 50 percent pervious) whenever possible. Encourage or incentivize developments that utilize pervious pavement for low traffic private roads and/or parking lots.

G. FLOOD CONTROL

Objective: Design and build new communities that minimize the risk of flooding.

The Sacramento region is marbled with an extensive network of creeks and rivers, many of which pose some risk of flooding during the wet winter months. The Jackson Visioning Area contains a number of significant creeks (Laguna Creek, Elder Creek, Morrison Creek, etc.) that could pose a potential hazard to new development if it occurs within the floodplain. This risk will increase further as development in the flood plan would increase the level of runoff in these creeks, and with it, the flooding risk. To protect the future communities built in the Jackson and Grant line East Visioning Areas, it is important to consider these risks and incorporate appropriate standards into community design.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- SA-5.** A comprehensive drainage plan for major planning efforts shall be prepared for streams and their tributaries prior to any development within the 100-year floodplain defined by full watershed development without channel modifications. The plan shall:
 - Determine the future 100-year flood elevations associated with planned and full development of the watershed.
 - Determine the future 100-year floodplain boundaries for both flood elevations (planned and full development) based on minimum 20 foot contour intervals.
 - Assess the feasibility of gravity drainage into the existing flowline of the stream.
 - Assess the feasibility of alternative means of drainage into the stream.
 - Identify potential locations for sedimentation ponds and other stormwater treatment facilities.
 - Determine the minimum lowering of the stream bottom necessary and develop a channel design consistent with General Plan policies.
- SA-6.** The County will participate through and coordinate with the Sacramento Area Flood Control Agency and other agencies in obtaining federal authorization for construction of flood control projects along the Sacramento and American Rivers and the immediate connection of local internal streams to these rivers. Such projects should provide 200-year flood protection.
 - Determine the location and extent of marsh, vernal pool and riparian habitat.
 - Develop measures for protecting and mitigating for federal and state listed species.
 - Develop measures to ensure vector abatement control.
 - Identify appropriate plant species to be included as part of the natural features of the comprehensive drainage plan.
- SA-9.** The County shall implement the improvement of natural drainage channels and certain floodplains for urbanized or urbanizing portions of the County to reduce local flooding. Such improvements shall comply with the General Plan policies contained in the Conservation Element, Urban Streams, and Channel Modification Section.
- SA-11.** Where new upstream development in Sacramento County will increase or potentially impact runoff onto parcels downstream in a neighboring jurisdiction, such as the City of Sacramento, Sacramento County will coordinate with the appropriate neighboring jurisdiction to mitigate such impacts.
- SA-13.** The County shall regulate, through zoning and other ordinances, land use and development in all areas subject to potential flooding and prohibit urban uses on unprotected flood land.

SA-20. If levee construction is approved to reclaim floodplain for new development, then 200-year flood protection is required.

VISIONING POLICIES/PROGRAMS

VP-47. Urban development should not occur in areas without at least 200-year flood protection.

H. PARKS AND PUBLIC PLACES

Objective: Integrate parks and open space into neighborhoods to create healthy and attractive communities that encourage outdoor recreation.

Parks and public spaces provide relief and variety in increasingly urban areas. When created strategically, parks and public spaces can serve as recreational areas, corridors for traveling, leisure activities, and gathering places. The highest quality parks and public spaces are intimately tied into surrounding development and incorporate features that allow them to serve multiple purposes.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- LU-29.** Provide safe, interesting and convenient environments for pedestrians and bicyclists, including inviting and adequately-lit streetscapes, networks of trails, paths and parks and open spaces located near residences, to encourage regular exercise and reduce vehicular emissions.
- OS-10.** Sacramento County shall seek to attain the County Regional Park System standard of 20 acres of regional parkland per 1,000 population.
- PF-30.** Schools shall be planned adjacent to neighborhood parks whenever possible and designed to promote joint use of appropriate facilities. The interface between the school and park shall be planned with an open design and offer unobstructed views to promote safety.
- PF-46.** Purchase library sites as early as possible in the development process.
- PF-47.** Locate future library sites to be accessible by car, bicycle, foot, public transportation, and have sufficient off-street parking.
- PF-48.** Locate future library sites so as to be visible to people passing by and be accessible to children unaccompanied by adults.

- PF-123.** Encourage local park districts to develop self-supporting recreation programs for those activities that go beyond providing for basic recreation needs. Examples include outdoor sports, complexes, aquatic centers, and community centers.
- PF-124.** Require new subdivisions to provide sufficient acreage of parks to meet the long-range needs of the community.

VISIONING POLICIES/PROGRAMS

- VP-48.** Create parks and open spaces that serve multiple purposes (i.e. recreation, art display, research and education, etc.) and are co-located with other compatible uses (such as schools).
- VP-49.** Use parks and open spaces to connect communities and neighborhoods and provide alternative modes for travel via sidewalks and trails. Link pedestrian systems within developments to community-wide paths and to transit facilities and other amenities.
- VP-50.** Use spaces between and around businesses to create functional public places for outdoor seating, eating and gathering.
- VP-51.** To create comfortable public spaces and reduce the urban heat-island effect, use paving and roofing materials with a Solar Reflective Index (SRI) of at least 29 and plant shade trees or install trellises and other landscape features so that hardscaped areas are shaded within five years of building occupancy.
- VP-52.** Ensure that all parks and public spaces have a sufficient supply of benches, seating, trash cans and drinking fountains.
- VP-53.** Master Plans will contribute a fair share of land and/or funds to secure park facilities of County-wide or regional significance, such as the Sloughhouse Inn.

- VP-54.** Master Plans will implement the guidelines and policies in the Greenprint, developed by the Sacramento Tree Foundation, to the extent feasible.
- VP-55.** Dedicate the necessary right-of-way for development of an equestrian and multi-use trail along Sloughhouse Road, which should connect to the proposed trail along Folsom South Canal.
- VP-56.** Develop an equestrian and multi-use trail which extends South from Jackson Highway along Sloughhouse Road. Ensure suitable connections between this trail and the proposed trail adjacent to the Folsom South Canal.

I. MUNICIPAL, HUMAN AND SAFETY SERVICES

Objective: Address municipal, human and safety service needs early in the master planning process by coordinating with providers and applicants to identify the level of need, and appropriate areas to site necessary infrastructure and services.

Municipal, human and safety services are the backbone of all healthy communities. As such, addressing the location and extent of necessary facilities and services must be a key goal of all Master Planning processes. For instance, to ensure adequate fire and police protection coverage, Master Plans must designate appropriate sites for Sheriff stationhouses and fire stations. One concrete example is the Sacramento County Sheriff’s Department identified need for a future stationhouse in the Jackson Highway area to serve any new development in the east County area, as well as existing development in the Vineyard and Rosemont communities. The Sheriff’s Department estimates a requirement of five acres of land on or near two major roadways (i.e. Jackson Highway and a major cross street). The location should not be immediately adjacent to a school or park, as primary response is possible and likely from the facility. Other municipal, human and safety services have similar needs for land for facilities to serve new development, and each have specific criteria related to identifying appropriate locations for such facilities that must be addressed during Master Planning processes.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- HS-2.** Ensure that human services related programs are available, accessible and responsive to a wide range of individual, cultures and family structures, including single parents, working parents and the elderly.
- HS-3.** Develop and maintain human services facilities (i.e., public health offices, day health care centers, field offices) in sufficient numbers and location to adequately serve Sacramento County residents.

- HS-5.** New human services facilities shall be appropriately sited adjacent to existing or planned transportation corridors to enhance mobility options.
- HS-10.** Address future human services uses and facilities during the preparation of Specific Plans, Community Plans, Comprehensive Plans, Corridor Plans or other similar master planning efforts.
- PF-28.** Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.
- PF-26.** Community plans shall identify all existing and planned school sites and shall include guidelines and conceptual examples for incorporating new schools into overall neighborhood design.
- PF-27.** Community and Specific Plans shall consider the needs of community colleges and address the feasibility and appropriateness of off-campus facilities, particularly in TODs.
- PF-28.** Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, neighborhood and community parks, greenways and off-street paths whenever possible.
- PF-29.** Whenever possible new elementary schools in the urban area should be planned so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school.
- PF-31.** Elementary schools shall not be located along arterials and thoroughfares. Junior high and high schools shall be located near arterials and thoroughfares and provide adequate parking to facilitate the transport of students.

- PF-32.** New community college campuses and high schools within the urban service boundary shall be located along arterial or thoroughfare streets, with high priority to location adjacent to transportation corridors identified on the Transportation Plan Map.
- PF-33.** All school site plans shall be designed to minimize traffic speed and maximize traffic flow around the school, allowing for several access points to and from the site.
- PF-34.** New schools should link with planned bikeways and pedestrian paths wherever possible.
- PF-50.** Plan and develop law enforcement facilities in keeping with overall needs and the distribution of growth.
- PF-52.** Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property; when feasible.
- SA-33.** The County shall insure that the siting of critical emergency response facilities such as hospitals, fire, sheriff's offices and substations, and other emergency service facilities and utilities have minimal exposure to flooding, seismic and geological effects, fire, and explosions.
- VP-58.** Master Plans shall identify all major utility corridors necessary to serve the area or that traverse through the area, including but not limited to those related to energy transmission and water and sewer service.
- VP-59.** Master Plans shall identify all necessary facilities related to emergency response, including locations for new fire stations and sheriff stationhouses.
- VP-60.** Explore designating key sites for municipal, human and safety service needs during Master Planning efforts. Include a sunset clause of 7 years while still maintaining an underlying land use designation.
- VP-61.** Locations for medical care, child care, and human assistance and social service facilities should be geographically dispersed to provide critical services to people in all communities.

VISIONING POLICIES/PROGRAMS

- VP-57.** During the Master Planning process, identify land and infrastructure needs and service routes, and dedicate appropriate sites, facilities and right-of-way to meet those needs. This shall include the identification of appropriate sites and dedication of land needed to ensure efficient provision of municipal and human services, and the timely response of emergency responders to needs within each community and the region as a whole.

J. ECONOMIC DEVELOPMENT

Objective: Develop a strategy that allows Sacramento County to effectively compete for regional sales tax generating uses and provides the Board of Supervisors with a portion of the appropriate tools to foster a healthy, sustainable economy and enhance the quality of life in the unincorporated area.

At the heart of all services provided by the County is a sufficient and healthy sales tax generation. Sacramento County has experienced an overall decline in the ability to generate tax revenue with the recent incorporations and difficulty competing with these new jurisdictions for new retail. It is imperative that Sacramento County look to the Visioning Areas as a new and potential source of income for regional level sales tax generating uses. Development of the Visioning Areas creates a significant opportunity to create new funding sources that will provide the income necessary for the County to provide a high level of service to these new growth areas and the rest of the County as a whole.

While short to mid-term (next 10 to 15 years) conditions in the Jackson Highway and Grant Line East visioning areas may not support development of a full spectrum of retail facilities and regional employment centers, the long-term plans must support the development of these uses in order to create long-term economic and fiscal sustainability. Short-term plans must provide for development of basic retail, services, and community-serving office uses that will limit the need for residents and businesses to travel elsewhere to meet everyday needs.

The planning for development of Jackson Highway and Grant Line East will need to recognize the concurrent planning and development occurring in adjacent areas of Sacramento County, including the Cities of Sacramento, Elk Grove and Rancho Cordova. This may require adjustment of infrastructure plans, land use plans, and phasing in order to minimize conflicts and generate synergies wherever possible.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- ED-1.** Achieve complete communities that have enough land capacity to accommodate the development of general commercial, industrial and office uses which support community needs in all areas of the County.
- ED-2.** Concentrate commercial uses in areas best able to support them, including neighborhood, community and regional centers, transit stations and commercial corridors.
- ED-4.** Identify opportunity sites within the unincorporated area that are appropriate for regional retail opportunities and other synergistic uses.
- ED-5.** Ensure that adequate infrastructure is planned and developed to support regional retail opportunity sites.
- ED-7.** Promote retail facilities of appropriate size and scale to serve the shopping needs of the local population and the populace at large when planning new residential neighborhoods or major residential developments.
- ED-8.** Create plans for new growth areas with a mix of land uses, including a balance of residential and employment (jobs-housing balance) as well as providing for neighborhood oriented services and diverse commercial amenities to serve a broader portion of the population.
- ED-10.** Plan new growth areas to emphasize full capture of retail and service demands within the planning area and within a broader area, when appropriate.

VISIONING POLICIES/PROGRAMS

- VP-62.** Capture the County’s share of economic development and job creation within the Visioning Areas, based on the percentage of residents in these areas relative to the overall population of Sacramento County.

- VP-63.** Protect existing assets that provide a significant regional economic contribution, such as Mather Airport and the Kiefer Landfill and Recycling Facility. Master Plans should demonstrate how they will protect (or, at least, not detract from) the long-term viability of these facilities.
- VP-64.** Designate and reserve locations for regional/destination retail development and for large-scale employment generating land uses (e.g., business parks, office districts) where they can take maximum advantage of transportation infrastructure investments by giving tenants, clients and shoppers, and employees convenient access.
- VP-65.** Designate and reserve locations for neighborhood and community-serving commercial uses near residential areas and employment nodes that will benefit from availability of daytime retail and services. Planning and design for these uses should emphasize creation of amenities that add value to the adjacent residential and job-generating uses. To the maximum extent possible, require these uses to be developed concurrent with residential development.
- VP-66.** Require development and integration of diverse housing types that will suit the needs of businesses for housing that is affordable and attractive to workers, ranging from retail and food services workers to professionals and executives.
- VP-67.** Developments in the Jackson Highway and Grant Line East areas shall incorporate high quality community design features, including landscaping, parks, open space, schools, libraries and other community facilities. To the maximum extent possible, require these uses to be developed concurrent with residential development.
- VP-68.** Closely integrate plans for residential and commercial uses with plans for habitat conservation in order to maximize the value of the natural areas as a signature visual amenity for planned development, enhancing the regional identity of the area, increasing value, and making the area more competitive in the regional real estate market.
- VP-69.** Identify opportunities for industrial development to use recycled material readily available from regional sources.
- VP-70.** Promote co-location of commercial enterprises that can efficiently utilize each others' surplus materials or other releases such as heat or waste water, in a manner often described as "Industrial Ecology."
- VP-71.** Promote sustainability-oriented "green technology" research and development that the areas' wealth of biological and agricultural resources, as well as the material resources currently flowing towards the County's Kiefer Landfill and Recycling Facility, can support and stimulate.

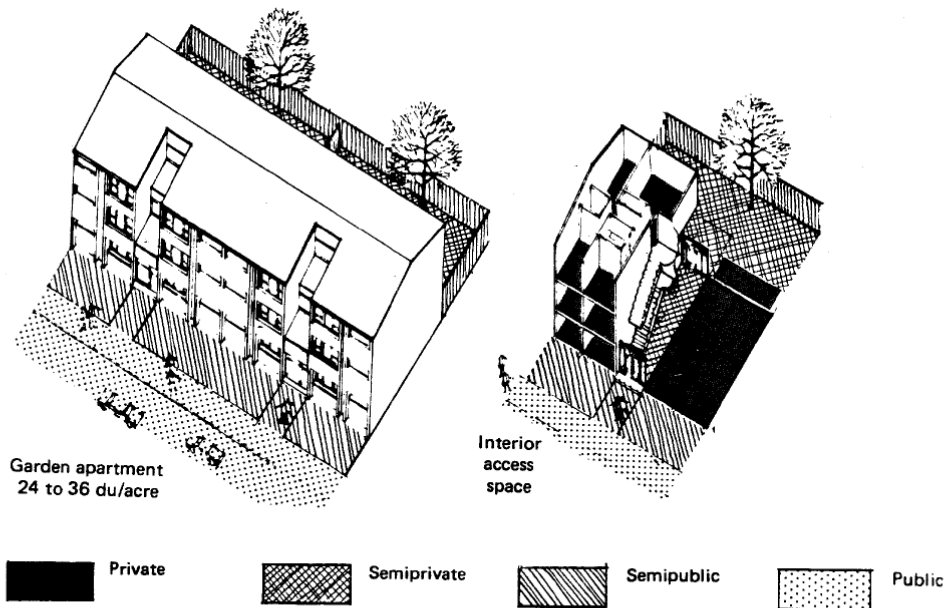
K. PUBLIC SAFETY

Objective: Minimize the opportunity for crime to occur by incorporating crime prevention techniques such as defensive landscaping and natural surveillance into the design of buildings, public and private spaces.

need for security patrols, closed-circuit monitoring, and other costly crime-prevention measures. Additionally, CPTED guidelines emphasize the definition of public and private spaces while increasing visibility with “eyes on the street”, effectively encouraging natural security through surveillance and visibility by people both inside and outside of buildings.

The built environment influences people’s behavior, which affects public safety. By implementing Crime Prevention Through Environmental Design (CPTED) principles into the design of the built environment, developments can increase public safety by creating opportunities for natural surveillance (such as open fencing, lower landscaping, and clear windows) and natural access control (with clearly defined entrances and paths, and windows on all facades). These techniques have shown to dramatically decrease the

VP-72. Landscaping, architecture and site design shall utilize Crime Prevention Through Environmental Design (CPTED) techniques whenever possible, to increase the natural security of public and private spaces.



- Private space is within the apartment unit only.
- The interior lobby, stairs, and corridor are semiprivate.
- Grounds can be designated for one family but are usually shared by all the families in the building.
- Only a small number of families (three to six) share the interior circulation areas and grounds.
- The street is within the sphere of influence of the dwellings.

SAFETY BY DESIGN - TRANSITION FROM PUBLIC TO PRIVATE

TRANSPORTATION

The goal of the Vision for the Jackson Highway and Grant Line East areas is to plan and implement a transportation system that efficiently provides for as many modes of travel as possible. This circulation system will strive to create an efficient and cost-effective transportation network to move people and goods within and through the Vision areas.

This section will describe the three overarching objectives of the Vision transportation system. Related policies from the Draft General Plan and new, proposed policies for the Vision areas are listed under each objective. Next, the hierarchy of transportation systems is discussed, showing how local, community and regional-serving transit work together to provide the Vision areas with a comprehensive network of transit options. The section concludes with a table correlating the service areas, mode of transit service provided, and equipment typically used in transit systems.

L. MULTIMODAL SYSTEM

Objective: Establish a multi-modal transportation system in new communities and neighborhoods within the Jackson and Grant Line East vision areas to provide viable and attractive transportation options to residents, shoppers, employees and visitors.

Creating a true multi-modal transportation system requires that land use and transportation planning be inextricably linked. Development of centers where multiple modes of transportation (automobile, transit, pedestrian, bicycle, etc.) come together, where land use densities and intensities support public transit, and where a number of diverse uses are within walking and biking distance, are necessary to provide true transportation options and ensure the feasibility of public transit. Such centers will help to facilitate ease of movement between common destinations in the Vision areas and to areas beyond while also reducing overall vehicle miles traveled by providing users desirable alternatives. Equally important is securing the necessary right-of-way, initial funding and ongoing financing for the operation and maintenance of transit

systems to ensure that all modes of travel remain viable well into the future.

A multi-modal system connecting community and neighborhood centers is essential to the mobility of residents and employees within and around the Vision areas. Use of the automobile will only be one of several travel alternatives for Vision area residents, employees, and visitors. Other alternatives include walking, bicycling, public transit, and shuttle services provided by private entities.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- CI-1.** Promote complete streets with access to a diversity of safe and efficient travel modes for all new and existing land uses within Sacramento County.
- CI-3.** Travel modes should be interconnected to form an integrated, coordinated and balanced multi-modal system, planned and developed consistent with the land uses to be served.
- CI-9.** To preserve public mobility, freeways and thoroughfares should have limited access and maintain functional characteristics that predominantly accommodate through traffic.
- CI-18.** Collaborate with transit providers for the development of facilities that provide for efficient links and interconnectivity with different transportation modes, including bicyclists and pedestrians.
- CI-19.** Consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other modes of travel.
- CI-20.** Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.
- CI-21.** Promote the development of a comprehensive, safe, convenient and

accessible bicycle and pedestrian system that serves and connects the County’s employment, commercial, recreational, educational, social services, housing and other transportation modes.

- CI-24.** Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.
- CI-35.** Support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.
- LU-26.** Support private development requests that propose pedestrian- and transit-friendly mixed use projects in commercial corridors, town centers, and near existing or proposed transit stops.
- LU-28.** When planning for new development in either new or existing communities, the following features shall be considered for their public health benefits and ability to encourage more active lifestyles:
 - Compact, mixed use development and a balance of land uses so that everyday needs are within walking distance, including schools, parks, jobs, retail and grocery stores.
 - Streets, paths and public transportation that connect multiple destinations and provide for alternatives to the automobile.
 - Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic-calming measures to encourage pedestrian activity.
 - Walkable commercial areas with doors and windows fronting on the street, street furniture, pedestrian-scale lighting, and served by transit when feasible.
- LU-39.** Promote and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks and safe street crossings.

LU-94. Support development of a bus rapid transit system (BRT) and light rail expansion by encouraging appropriate land uses and densities along planned routes.

VISION POLICIES/PROGRAMS

- VP-73.** All downtown, community and neighborhood centers along existing and/or planned transit routes will include an enhanced transit station within a quarter-mile of its core that is easily accessible via multiple modes of transportation (car, walking, biking, bus, shuttle, etc.).
- VP-74.** High density residential and commercial mixed use projects (vertical or horizontal) will be located within walking distance (1/4 mile) of a transit center.
- VP-75.** Services such as small restaurants, day care facilities and hair salons are encouraged to locate near enhanced transit stations for the convenience of transit riders.
- VP-76.** Implement a high-density grid network of streets in downtown and community centers to better facilitate walkable communities.
- VP-77.** Encourage pedestrian activity in the downtown area and in community and neighborhood centers throughout the Jackson and Grant Line East Vision Areas, to support their economic vitality.
- VP-78.** Develop car and bicycle sharing programs.
- VP-79.** Develop using average residential and commercial densities that maximize transit system ridership. In general, bus transit is supported by commercial Floor Area Ratios (FAR’s) of at least .5 to 1.0 and residential densities at or exceeding 7 dwelling units per acre. Bus rapid transit and light rail require densities in excess of those needed for bus service viability.

- VP-80.** Construct roadways and a hierarchy of dedicated bicycle lanes that promote “bike to transit” between new residential neighborhoods and transit stations. Bicycle and pedestrian paths will be separated from roadways as much as possible to minimize conflicts.
- VP-81.** Bicycle amenities such as changing rooms, showers and bicycle storage should be provided in multifamily residential developments and at commercial and industrial sites.
- VP-82.** Both public and private development will consider the needs of pedestrians by providing wide sidewalks, aesthetically pleasing and pedestrian-scale design of public areas, and amenities such as benches, drinking fountains and building directories.
- VP-83.** Master Plans will provide direct and efficient connections between internal transportation infrastructure (including roads, pedestrian and bicycle facilities, trails and transit routes) and existing, planned or proposed transportation infrastructure adjacent to the Master Plan’s boundaries.
- VP-84.** Design the circulation system with multiple routes by: 1) creating direct, short and simple linkages between residential neighborhoods and activity centers; 2) reducing the need to use arterial streets for local trips; and 3) combining circulation routes with other community elements (e.g. pedestrian paths through parkways).
- VP-85.** Parking requirements may be reduced along corridors that are targeted to receive enhanced transit services such as BRT and light rail.
- VP-86.** The County will coordinate with the California Department of Transportation to determine whether relinquishment of all or part of State Route (SR) 16/Jackson Highway is appropriate.

M. COMPLETE STREETS

Objective: Streets should be “complete,” including transportation features that encourage pedestrian level movement within the communities and neighborhoods of the Jackson Highway and Grant Line East Vision Areas, while allowing through traffic for automobiles and transit.

Roadways and transportation corridors need to provide a variety of travel options, from pedestrian and bicycle traffic, to automobiles, public transit and freight. It is important to develop design standards and strategies that accommodate each of these different, but equally important mobility options. Designing and constructing complete streets will accommodate all forms of transportation within a single corridor, while providing a pleasant environment for pedestrians and cyclists that rarely occurs without adequate right-of-way dedication and appropriate street standards.

DRAFT GENERAL PLAN POLICIES

- CI-1.** Promote complete streets with access to a diversity of safe and efficient travel modes for all new and existing land uses within Sacramento County.
- CI-9.** To preserve public mobility, freeways and thoroughfares should have limited access and maintain functional characteristics that predominantly accommodate through traffic.
- CI-10.** To preserve public safety and local quality of life on collector and local roadways, land development projects shall incorporate appropriate treatments of the Neighborhood Traffic Management Program.
- CI-28.** Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.

LU-28. When planning for new development in either new or existing communities, the following features shall be considered for their public health benefits and ability to encourage more active lifestyles:

- Compact, mixed use development and a balance of land uses so that everyday needs are within walking distance, including schools, parks, jobs, retail and grocery stores.
- Streets, paths and public transportation that connect multiple destinations and provide for alternatives to the automobile.
- Wide sidewalks, shorter blocks, well-marked crosswalks, on-street parking, shaded streets and traffic-calming measures to encourage pedestrian activity.
- Walkable commercial areas with doors and windows fronting on the street, street furniture, pedestrian-scale lighting, and served by transit when feasible.

LU-44. Master planning efforts for new growth areas shall provide for separated sidewalks along all arterials and thoroughfares to make walking a safer and more attractive transportation option.

VISION POLICIES/PROGRAMS

- VP-87.** All streets and roadways will be complete streets and facilitate travel by foot, bike, bus, car and train, where appropriate.
- VP-88.** Sidewalks in districts intended to support active pedestrian uses will be developed at sufficient widths to accommodate the following: pedestrians (including the disabled), a buffer separating pedestrians from the street, and allow for outdoor uses, such as dining and relaxing.
- VP-89.** Sidewalks along arterials and thoroughfares will be separated from the roadway by at least a planter strip.

- VP-90.** Roadways located in a neighborhood or community center will incorporate full pedestrian-scaled amenities including, but not limited to: shade trees, plantings, well designed benches and other furniture, trash receptacles, news racks, pedestrian scaled lighting fixtures, wayfinding signage, public art and other amenities as appropriate.
- VP-91.** Streets located in areas where pedestrian traffic is encouraged (neighborhood and community centers, transit oriented development, mixed-use, single-family residential, and local streets) will have blocks no longer than 400 feet in length.
- VP-92.** Curbside parking is strongly encouraged in town centers, shopping districts, and residential neighborhoods.
- VP-93.** Outside of community centers and downtown areas, a connectivity index of 1.4. will be maintained. The index is calculated by dividing the number of street links (street sections between intersections, including cul-de-sacs) by the number of street nodes (intersections and cul-de-sacs). For example, a grid street network would yield an index of 2.0.
- VP-94.** Enhance key intersections with special paving designs and stamped concrete, landscaping, public art sculptures, and street furniture.
- VP-95.** Two lane neighborhood-serving streets will utilize traffic calming measures including traffic circles, skinny street designs of 20 to 28 feet, chicanes, pedestrian bulbouts and islands. Coordination with emergency responders on street design will begin early in the Master Plan process.
- VP-96.** Topography, berms, landscape treatments and other creative solutions such as clear plexiglass walls will be utilized to increase noise attenuation and avoid the use of masonry soundwalls. Where soundwalls are deemed necessary, breaks will be designed to allow for pedestrian and bicycle travel connectivity.
- VP-97.** Develop limited, appropriate access points along the adopted alignment of the Elk Grove-Rancho Cordova-El Dorado Connector project, consistent with the Planning principles and the Functional Guidelines of the Connector Authority.
- VP-98.** In certain instances, roadways designed for high speeds may circumvent (while still providing direct access to) community and downtown centers to efficiently move through-traffic while minimizing interactions of such traffic with high-density streets and pedestrians.

N. TRANSIT SERVICE

Objective: A hierarchy of transit service will be provided to serve the residents, shoppers, employees, and visitors in the Vision Areas.

The Vision project strives to create a transit network that will allow residents to move within and between their communities, and connect to surrounding regional centers. A hierarchical series of diagrams and descriptions, following the list of policies, illustrates how transit operates within a neighborhood and how the proposed circulation system would provide transit to the majority of future residents in the Vision areas. The transit system must serve residents at the neighborhood level, but still provide opportunities to travel throughout, into and from the Vision areas. This section concludes with a table showing the modes of transit appropriate to serve each service area (neighborhood, community, etc.) and photos of the equipment each transit system will likely utilize.

EXISTING AND DRAFT GENERAL PLAN POLICIES

- LU-39.** Promote and support development of pedestrian and bicycle connections between transit stations and nearby residential, commercial, employment or civic uses by eliminating physical barriers and providing linking facilities, such as pedestrian overcrossings, trails, wide sidewalks, and safe street crossings.
- LU-94.** Support development of a bus rapid transit system (BRT) and light rail expansion by encouraging appropriate land uses and densities along planned routes.
- CI-2.** Promote continued mobility for individuals whose access to automobile transportation is limited by age, illness, income, desire, or disability.
- CI-13.** Collaborate with transit providers to provide transit services within the County that are responsive to existing and future transit demand.

- CI-14.** Promote transit services in appropriate commercial corridors and where population and employment densities are sufficient or could be increased to support those transit services.
- CI-18.** Collaborate with transit providers for the development of facilities that provide for efficient links and interconnectivity with different transportation modes, including bicyclists and pedestrians.
- CI-19.** Consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other modes of travel.
- CI-20.** Consider the expansion of Neighborhood Shuttle services in unincorporated area communities.

VISION POLICIES/PROGRAMS

- VP-99.** Sacramento Regional Transit and the County Department of Transportation will coordinate to provide high-quality transit facilities and services within the Vision areas.
- VP-100.** Provide high quality transit service and facilities for major institutions such as the university in the Grant Line East Vision Area, community colleges, civic centers and medical centers. Transportation demand management programs to mitigate impact on neighborhoods will be required, and adjacent and internal pedestrian facilities will be improved.
- VP-101.** Provide programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population. These programs could include van shuttles and non-emergency medical transport.
- VP-102.** Plan and construct all major roadways with traffic signal priority technology.

- VP-103.** Master Plans are required to obtain a membership with the local Transportation Management Association for such resident amenities as cash out programs, transit passes, bicycle facilities or transit incentives. If an existing Transportation Management Association does not exist, one will be created during the master planning process.
- VP-104.** Master Plans will set aside all necessary right-of-way and easements to accommodate transit, pedestrian, bicycle and aircraft mobility, as well as additional right-of-way deemed necessary by the County and/or Regional Transit for the future provision of Bus Rapid Transit (BRT) in exclusive lanes, light rail extensions, streetcar routes, or other enhanced transit service.
- VP-105.** Transit options such as neighborhood shuttles and streetcars should exist for travel within and between nodes in the visioning areas. Major nodes shall be connected to each other and to the region by BRT or light rail
- VP-106.** Master Plans will provide a fair-share of the capital costs and ongoing operations and maintenance for transit and roadway infrastructure. This will ensure the timely provision of roadways and high-quality transit service to the area.
- VP-107.** For Master Plans that demonstrate excellent pedestrian and bicycle trails and infrastructure, Regional Transit will work with the landowners/developers to pursue grant funding for up to a 90% federal funding match to help offset the infrastructure costs.
- VP-108.** Master Plans will consider supplemental and/or integrated transportation infrastructure for Neighborhood Electric Vehicles (NEV's), golf carts, or other small electric or alternative fuel vehicles.

NEIGHBORHOOD TRANSIT

At their core, neighborhoods provide the basic services that are necessary on a day to day level, such as local grocery stores, parks, and schools. Neighborhoods also form the smallest unit around which complete communities are designed.

Due to the small size of neighborhoods-usually no more than a few hundred acres to a square mile in size-many destinations are within walking distance, largely eliminating the need to provide a transit option to circulate people within the neighborhood. However, it is important that residents of a neighborhood have transit service connecting them to other neighborhoods and communities, and ultimately, with the entire region.

Neighborhoods will be served by neighborhood circulators which are community buses that might vary in size from a minivan to a full size bus, depending on the needs and demand of the route. These busses would operate throughout the neighborhood in 10 minute intervals at peak times and 20 minute intervals during non-peak times. The neighborhood circulator would have a definite stop at the neighborhood center, which is likely to be the location generating the highest demand in the neighborhood. This service could also function as a shuttle service at peak times serving to connect the individual neighborhoods and community as a whole to the larger, regional serving trunk-line transit services such as Light Rail or BRT/Hi-Bus service.

The diagram to the right depicts the neighborhood transit system, with the neighborhood shown as the box, the red triangle representing the neighborhood center, and the red dotted line depicting the bus route traversing the neighborhood.

Neighborhood Circulators & Shuttles



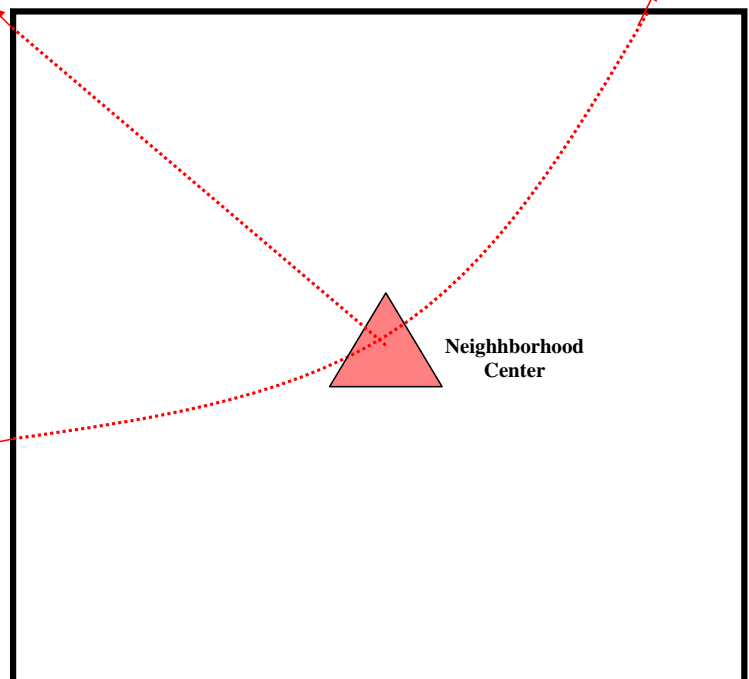
Neighborhood Circulator to other neighborhoods and trunk-line transit

Neighborhood Circulator to other neighborhoods and trunk-line transit

Neighborhood Service

Neighborhood Circulator to other neighborhoods and trunk-line transit

Neighborhood Center



COMMUNITY TRANSIT

Communities are comprised of a few neighborhoods, generally contain all the businesses and services essential for daily living (including those not required on a regular basis), and typically provide places to gather and socialize. Communities usually contain local governmental services, large retail outlets, large clusters of restaurants, community parks, and perhaps a high school or junior college. In some larger or denser communities, high density residential buildings are often constructed adjacent to or mixed with commercial or activity centers in the community. These vibrant residential and commercial centers often create the focal or destination point of a community.

Communities are large enough to support an internal circulation system. At the community level, transit service could include a shuttle service at peak times connecting neighborhoods and the community as a whole to the larger, regional serving trunk-line transit services such as Light Rail or BRT/Hi-Bus service. BRT is the acronym for bus rapid transit, which typically consists of high quality or articulated buses, off-bus ticketing, level boarding, and service at higher frequencies than community bus service. Often, BRT operates within an exclusive right-of-way and utilizes transit signal priority measures to speed trip times. Hi-bus service is high frequency bus service, most often served by articulated busses with a larger passenger capacity. Like BRT, Hi-bus often utilizes transit signal priority measures to reduce journey times.

Community Bus

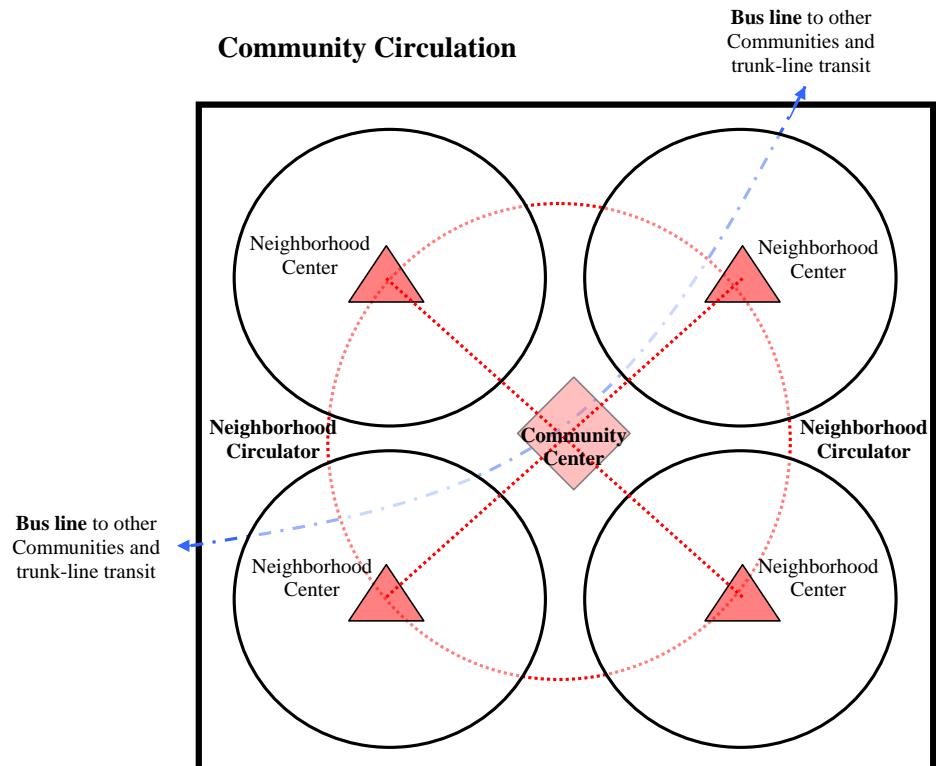


Streetcar / Enhanced Transit



A community bus is the most common transit service operating at the community level, providing connections to other communities and regional transit services. This service would likely be served by such equipment as a small community bus up to a fully articulated Hi-Bus service, depending on the needs and demands of the routes. The bus would provide service in 5-10 minute intervals during peak times and 10-20 minute intervals during non-peak times, depending on service needs and demands. Community level bus service will have a stop at the regional serving trunk-line transit service such as BRT/Hi-Bus service, in addition to stops at the community center and throughout the community along major roads.

The diagram below depicts how the community transit network functions, with the neighborhoods shown as circles and their centers depicted by a red triangle. The box represents the community, with the red diamond portraying the community center. The red dotted line depicts the neighborhood circulator bus route connecting the neighborhoods with the community center. The blue dash-dot line traversing the community represents the bus line connecting to neighboring communities and the regional transit trunk-line system.



INTER-COMMUNITY AND REGIONAL TRANSIT

Regions are comprised of adjacent communities that include a focal point of a central business district or other area of more intense residential and employment uses. A large metropolitan area such as the Sacramento area might contain several of these regions. The Jackson Highway and Grant Line East Vision areas are viewed as their own regions, each with their own regional centers.

Regions, and especially regional centers, provide a destination for residents within the region, and even from surrounding regions. The circulation system proposed between communities is discussed in detail above in the Community Circulation section.

A region is a series of adjacent communities that focus on a central business district or area of dense residential and employment uses. For the purposes of this document, the Jackson Highway and Grant Line East Vision areas each constitute a region. Because of the size of a region and the potential need to move a large number of riders to and from the region, a high-volume trunk-line becomes necessary. Bus Rapid Transit/Hi-Bus service will fill this role. This service would likely be served by equipment such as a large community bus, an articulated bus, or even a bus rapid transit (BRT) with dedicated lanes and operating on headways of as little as 5 minutes during peak times and 10 minutes during non-peak times. Bus Rapid Transit/Hi-Bus service would serve points throughout the region including park and ride lots, intersections with other transit modes, and high-volume destination points.

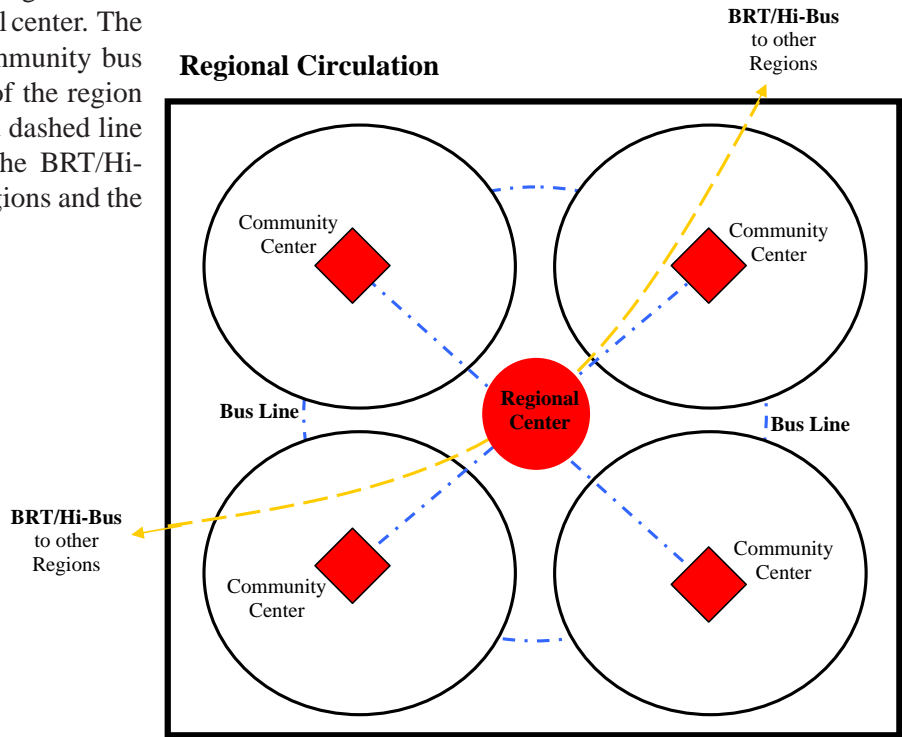
Bus Rapid Transit / Hi-Bus



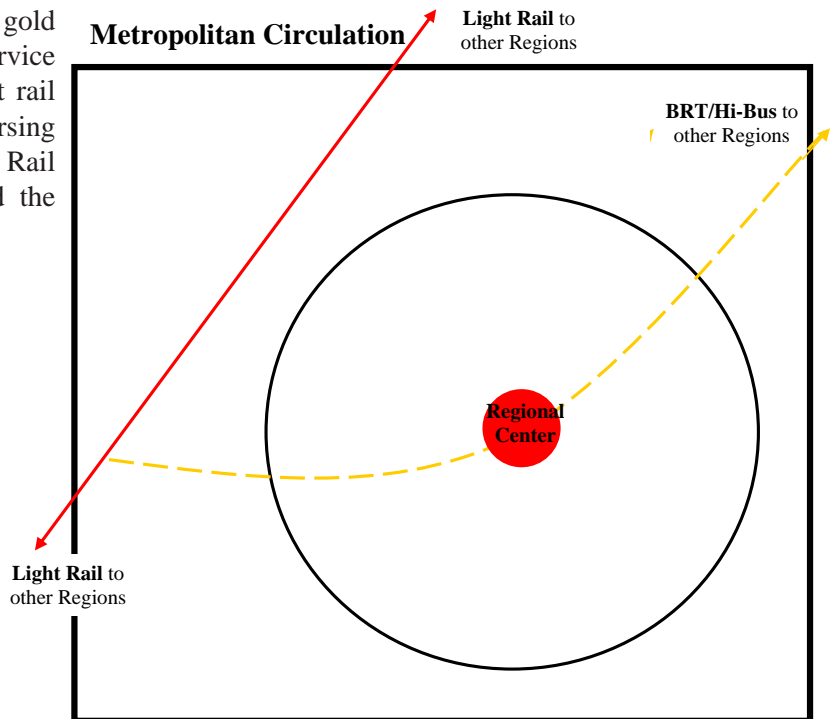
The primary purpose of this service is to provide a rapid transit service through the region and beyond, connecting the region with other regions and significant destinations within the metropolitan area. The BRT/Hi-bus service would also act as a cross-town connector, serving to connect together acting as a branch to the major metropolitan trunk-line service provided by light rail by connecting the termination points of the light rail service together, and providing a direct service to major destinations such as Sacramento International Airport.

The light rail service is the primary trunk-line service linking regions of the Sacramento metropolitan area. The BRT/Hi-Bus would feed into the light rail system, but also function as a trunk line service. The light rail service uses tracked rail cars that are limited to serving corridors with rail infrastructure, and are unable to move between their dedicated lines and other routes. In this way, light rail is less flexible than a BRT system, because BRT systems can change their routes with fewer infrastructure constraints. This gives BRT the flexibility to provide a high-volume service to those areas that are too expensive or where demand is too low to support a light rail system. The light rail system would be a fast, efficient system that covers long distances, with service operating at 5 minute intervals during peak-times and 10 minute intervals during non-peak times. Since light rail is limited by its infrastructure requirements, potential stops are usually planned far in advance so that adequate right of way can be obtained and the rails installed. Optimally, light rail would provide service to the Central Business District of the each region and serve as a trunk-line service to the major suburban areas, with stops at major destinations such as dense residential and mixed use areas, entertainment and business districts, and universities.

The diagram below depicts how the regional circulation would function, with the communities shown as circles and their centers with a red diamond. The box represents the region, with the red circle portraying the regional center. The blue dash-dot line depicts the community bus line connecting the communities of the region with the regional center. The gold dashed line traversing the region represents the BRT/Hi-Bus service connecting to other regions and the light rail trunk line system.



The diagram below depicts the interaction of the circulation systems in the Vision areas with the metropolitan circulation system, with the region shown as a circle and its center with a red circle. The box represents a portion of the greater metropolitan area. The gold dashed line depicts the BRT/Hi-Bus service connecting to other regions and the light rail trunk-line system. The solid red line traversing the metropolitan area represents the Light Rail service connecting to other regions and the central business district.



Light Rail



Table of Modes and Services

Service Area	Mode	Description of Service	Headway (Peak/Off-Peak)	Equipment Examples
Neighborhood	Local Bus	Provides a variety of services from shuttle services to and from popular locations and neighborhood circulation to wider area network with a preset route.	10/20 minutes for local service	Community Bus, Minibus, Minivan
Community			5/10 minutes for regular service	
Regional	Streetcar/Enhanced Transit	High volume vehicle providing frequent service in for a relatively small area such as a downtown or community center. Typically operates in traffic lanes or in designated pedestrian areas.	5/10 minutes	European Street Tram, Trolley
	Bus Rapid Transit/Hi-Bus	High frequency, high capacity, high quality vehicles providing fast, reliable and direct trips using priority measures such as queue jumps and signal priority. At the BRT level, would use exclusive right-of-ways along major arterials to provide fast, direct, limited stop connections to Light Rail and key destinations.	5/10 minutes	Community Bus, Articulated Bus
	Express Bus	High frequency, high capacity vehicles providing peak service to and from high volume destinations, such as an airport or downtown business district.	High Frequency Peak Service	Community Bus
Metropolitan	Light Rail	Provides the highest capacity option for local transit at a high frequency and speed, for long distance travel within the metropolitan area. Operates in segregated rail right of way or on-street, segregated or mixed with other traffic.	5/10 minutes	Light Rail

SECTION IV : DESIGN GUIDELINES

PURPOSE OF DESIGN GUIDELINES

The purpose of the Design Guidelines is to establish a cohesive framework for development and provide direction in creating a sustainable, lasting and quality living environment for all residents and users of the Vision areas. The intent of this document is to provide assistance to decision makers in assuring that plans for future development projects contain the components necessary to create “complete communities” and reinforce a design character that is consistent with the county’s goals and expectations.

The Design Guidelines is a key part of the “vision” for these areas and will further inform land uses and the built environment as the area progresses toward incremental community development. This document, including these Design Guidelines, defines the criteria and objectives that will shape the visioning plans and provides the guiding principles of successful urban and community planning. The document will become a tool for future development, and will be used to create and review individual Master Plans.

For the purpose of creating a vision for the two areas, the adopted approach was to examine the whole as a sum of its parts. The study area is characterized by greatly varied uses, environments and geographic conditions. In recognition of such existing conditions and boundaries, a hierarchy was established for planning purposes that defines and creates communities within the larger study area. Smaller neighborhoods were further identified within these communities and tied together by a common, central core.

Objective: Promote a sustainable, quality living and economic environment composed of an integrated system of land uses and natural elements, open spaces, parks and environmental systems.

Process: Employ a systematic approach to identify and describe each component of the community, ensuring the overall implementation of the design ideology from an aesthetic as well as utilitarian point of view.

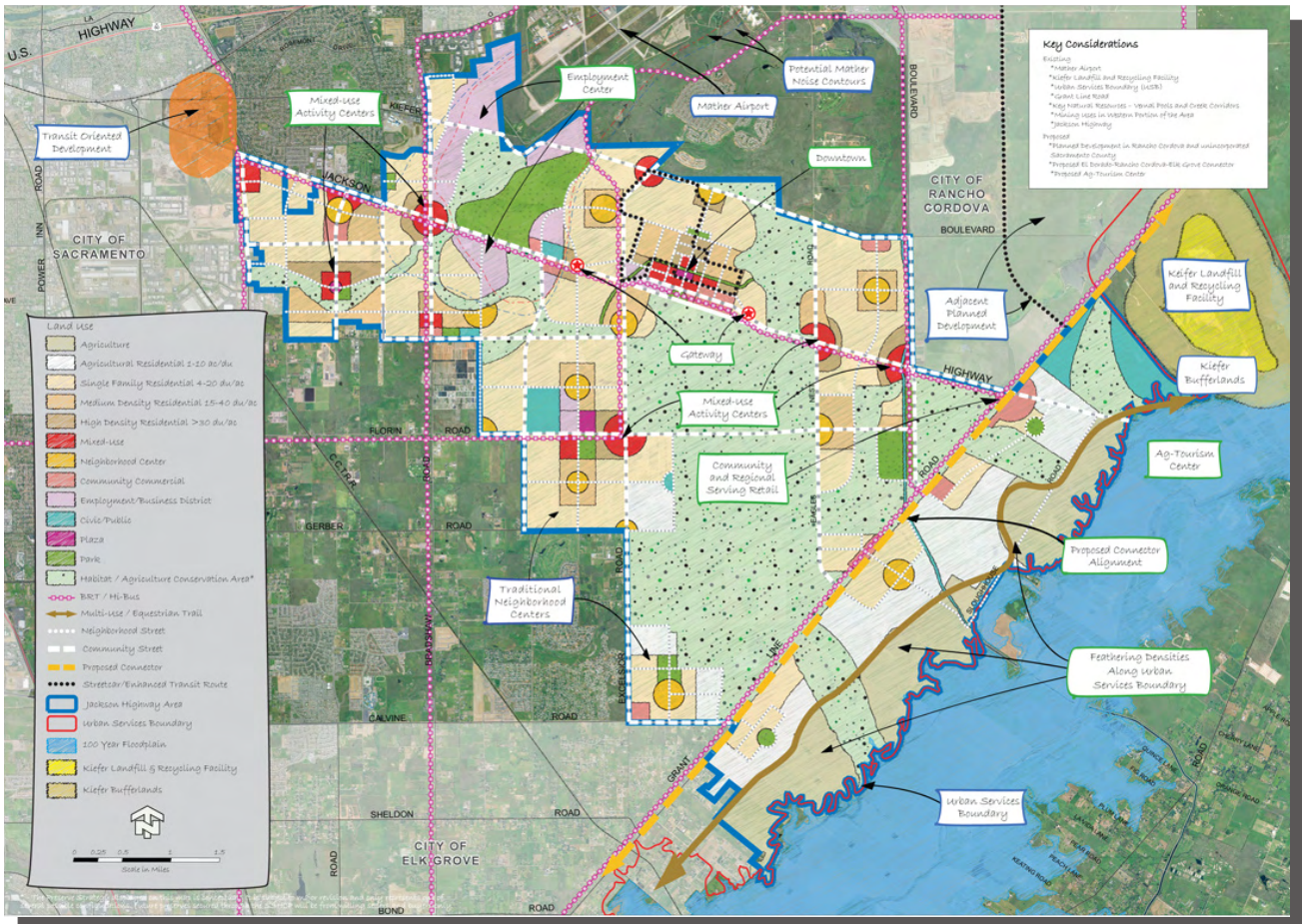


GEOGRAPHIC OVERVIEW OF VISIONING AREAS

JACKSON HIGHWAY AREA

The Jackson Highway Visioning area covers an expanse of approximately 22,000 acres and lies within the Urban Services Boundary (USB). The physical boundaries of this area are formed by some of the major circulation routes and planning boundaries in the center-east part of the County. The western edge is defined by Watt Avenue, while the northern

edge is defined by Kiefer Boulevard and Mather Airfield. The USB defines the eastern edge of the area and the southern edge takes saw-tooth form along Elder Creek, Florin, Gerber Creek and Calvine roads. An important feature of this area is the convergence of Jackson Highway and Grant Line Road, the two major arteries of the area that connect to the surrounding region.

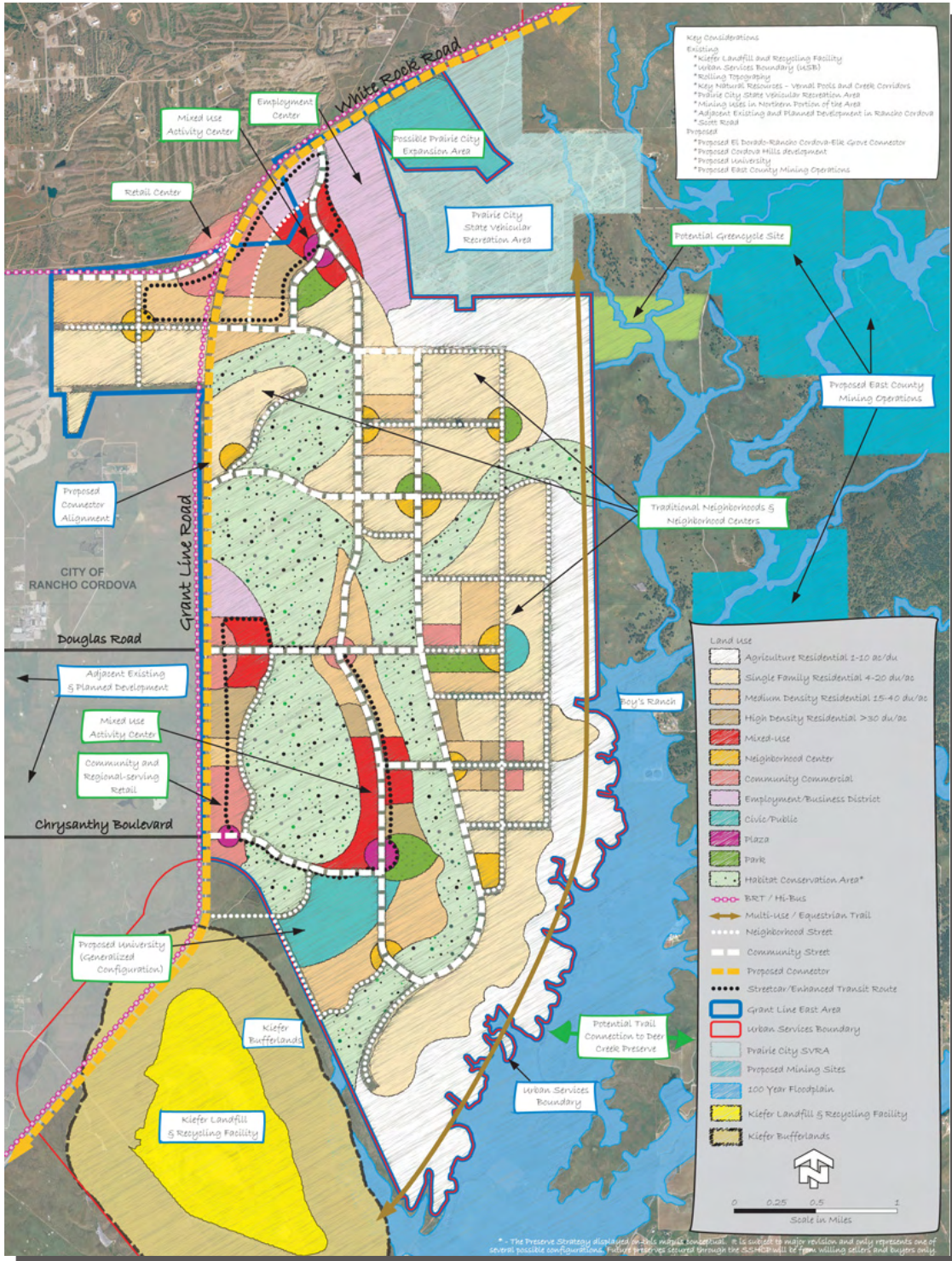


Conceptual Jackson Highway Vision

GRANT LINE EAST AREA

The Grant Line East Visioning area covers approximately 8,000 acres within the USB. The area includes a broad grouping of properties centered along Grant Line Road, generally bound by White Rock Road on the north, Grant Line Road on the west (excepting

a north portion which extends further west on White Rock Road), the County's USB on the east and the Kiefer Landfill and Recycling Facility to the south. Immediately to the west are planned or proposed developments in the City of Rancho Cordova.



Conceptual Grant Line East Vision

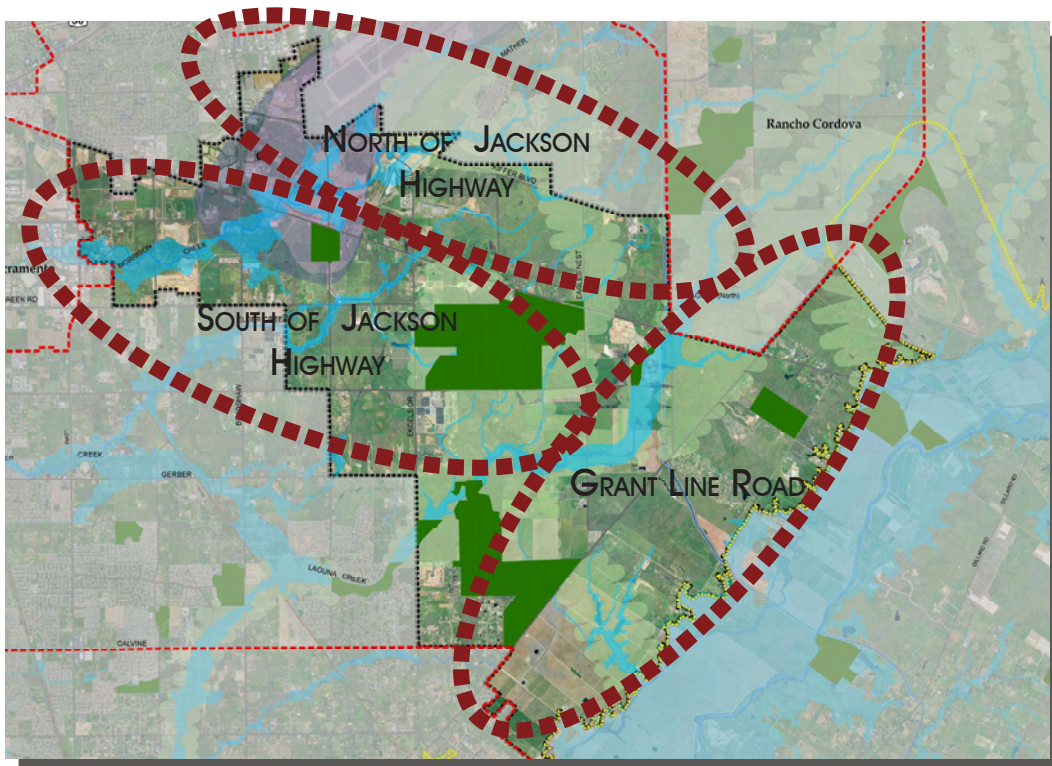
COMMUNITIES & NEIGHBORHOODS

COMMUNITIES

While the term community has several definitions, in the context of land use, a community is a group of people residing in a defined geographic area. The residents are interdependent and share certain practices that define and nurture the community. Communities are larger areas of land comprised of several smaller neighborhoods. It is the intent of the Visioning process to design development so that residents will be able to do all of the basic functions (go to work, shop for groceries, play in a park, etc.) within their own community. Communities in the Visioning Areas are comprised of a few thousand square acres, covering approximately a 2 to 5 square mile region. Each community is defined by a community center, which serves as a larger commercial, civic and mixed-use focal point. Please reference policy VP-143 for a list of uses that are appropriate for placement within a community center. In addition to serving as a focal point for shopping opportunities, community centers also function as key transit hubs and stops for community residents who need to travel to other key destinations in other communities.

NEIGHBORHOODS

While the concept of a neighborhood can be varied in different contexts, it includes both geographic and social components. This document defines a neighborhood as an area smaller than a community, of about a quarter-mile radius. Neighborhoods are smaller areas of 5 to 15 square blocks where residents can easily access destinations within their neighborhood by walking or biking. The second element defining neighborhoods is a central common use that brings together and binds residents around a common core. The land uses and built elements that form these edges and cores are discussed in the detail in the section Elements of an Area, Community and Neighborhood (Section 3). Each neighborhood is defined by a Neighborhood Center, which provides limited, local retail and services such as medical offices and hair salons. Please reference policy VP-143 for a list of uses appropriate for placement in a neighborhood node.



Communities of the Jackson Highway Visioning Area

JACKSON COMMUNITIES AND NEIGHBORHOODS

The expanse of the Jackson Highway area includes a broad grouping of land use types and geographical and environmental conditions. Based on these conditions, three main communities have been identified within the visioning area.

NORTH OF JACKSON HIGHWAY

- Covers the area along Kiefer Boulevard to its north and along Jackson Highway to its south, bound by Bradshaw Road to the east and Sunrise Boulevard to the west.

SOUTH OF JACKSON HIGHWAY

- Covers the area between Jackson Highway and Gerber Road bound by Watt Avenue to the west and Excelsior Road to the east. The habitat conservation land that runs through the study area forms the east edge of this community.

GRANT LINE ROAD

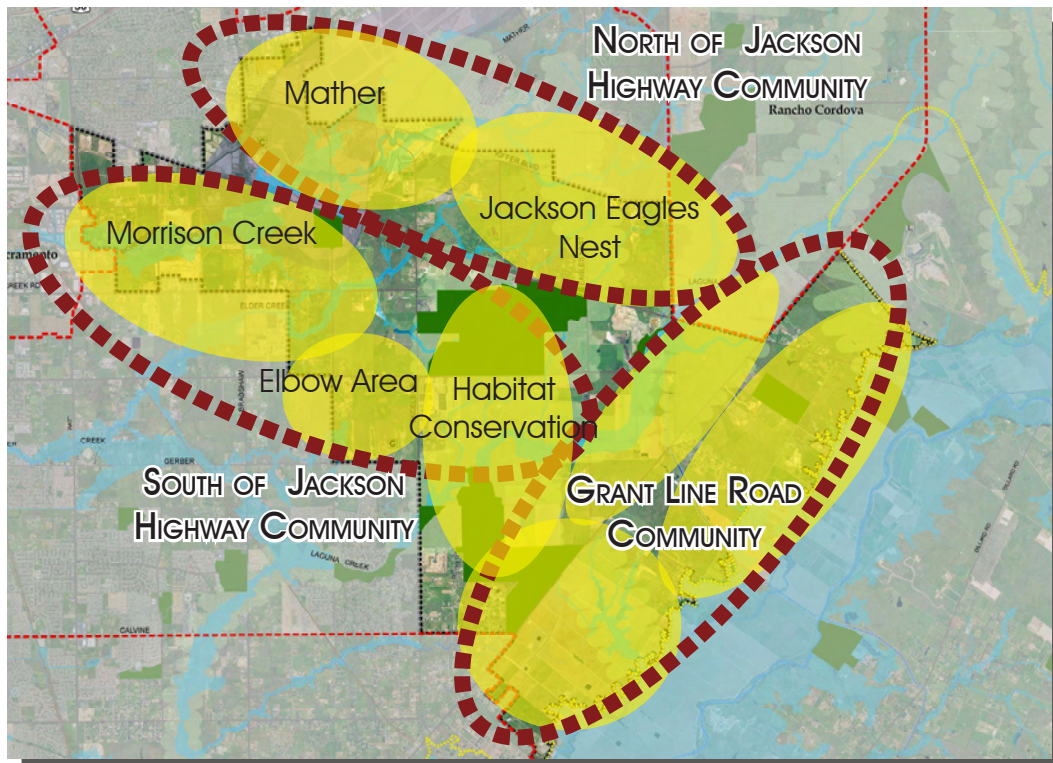
- Covers the area along the east and west sides of Grant Line Road between Sheldon Road to the south and the Kiefer Landfill buffer to the north. The east and west edges of this area are formed by the urban services boundary and the habitat conservation area.

NEIGHBORHOODS WITHIN THE THREE COMMUNITIES OF JACKSON

MATHER

Existing Characteristics:

- No residential development is allowed due to noise constraints of Mather Airport
- Existing conditions consist mainly of mined out areas, or areas that are nearly mined out



Communities & Neighborhoods of the Jackson Highway Visioning Area

Characteristics at build-out:

- Center for major employment area
- Generally office, industrial & retail/commercial oriented

developments of Florin Vineyard Gap Specific Plan on the south

Characteristics at build-out:

- Higher residential densities than other areas in the Jackson Highway area
- Abundance of mixed-use centers
- Access to a variety of transit options within the community and to regional centers

JACKSON-EAGLES NEST

Existing Characteristics:

- Restricted transportation access to the North due to Mather Airfield
- Portion of land must be set aside to create a habitat connector running north-south per SSHCP policy

GRANT LINE ROAD COMMUNITY

Existing Characteristics:

- The area that is furthest away from currently urbanized area
- Abuts the USB and Cosumnes River floodplain
- Has an agricultural-residential character

Characteristics at build-out:

- New downtown district for Jackson Highway area
- Generally more intense uses given the proximity to the region’s urban core
- Many transit-supportive uses along Jackson corridor

Characteristics at build-out:

- Rural residential in character
- Tiered densities from single-family residential near Grant Line road to agriculture near USB

ELBOW AREA

Existing Characteristics:

- Abuts three of the County’s new growth areas
- Vernal Pool Prairie Preserve Project to the east

HABITAT CONSERVATION AREA

Characteristics at build-out:

- Highy valued habitat area ideal for preservation
- Environmental amenities utilized by neighboring communities for visual or recreational benefit

Characteristics at build-out:

- Mix of new communities and existing ag-res neighborhoods
- Self-sustaining, traditional neighborhoods with a mix of land uses

MORRISON CREEK

Existing Characteristics:

- Mather noise contour may impact development opportunities in the northeast portion of this area
- Abuts urban uses of the City of Sacramento on the west and future residential

GRANT LINE EAST COMMUNITIES AND NEIGHBORHOODS

The Grant Line East area includes land use types and environmental conditions that are relatively similar throughout the area, barring minor variations in physical characteristics. Thus Grant Line East is recognized as a single large community, with several neighborhoods within its boundary.

NEIGHBORHOODS WITHIN THE GRANT LINE EAST COMMUNITY

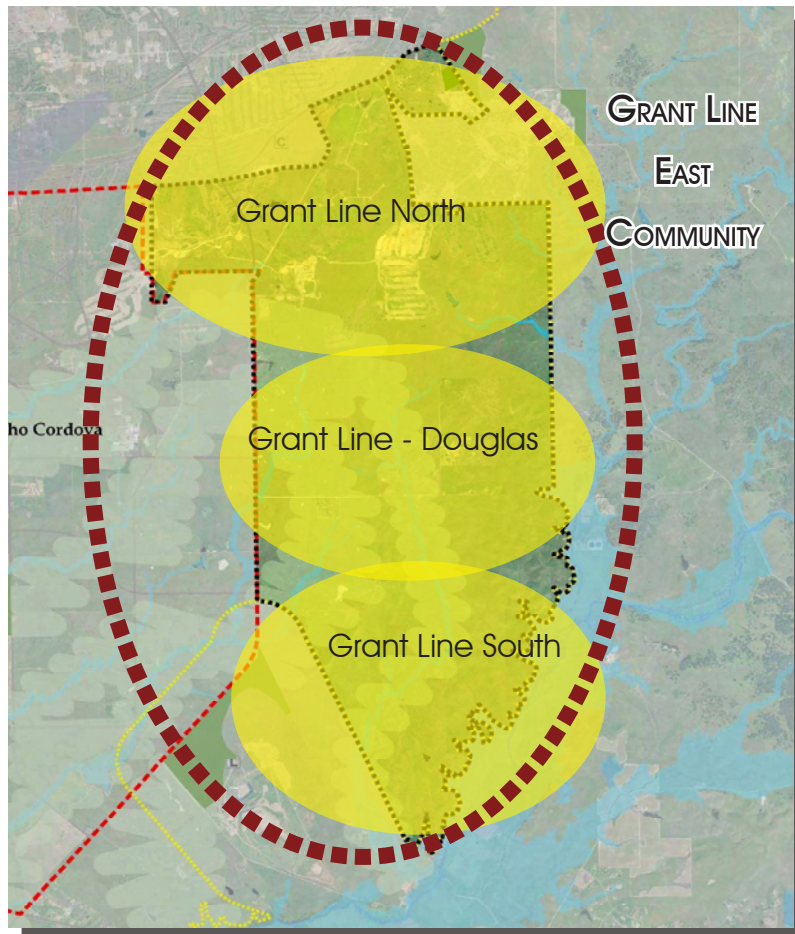
GRANT LINE - NORTH

Existing Characteristics:

- Mining, Mining Processing

Characteristics at build-out:

- Generally higher densities, and intensity of uses than other neighborhoods in GLE area
- Major employment, commercial, mixed-use center for area



Neighborhoods of the Grant Line East Visioning Area

GRANT LINE - DOUGLAS

Existing Characteristics:

- Grasslands/Open Space/Ranching

Characteristics at build-out:

- Traditional communities that are self-sustaining and featuring a balanced mix of land uses
- Tiered densities with dense development along Grant Line Road, and larger ag-res and agricultural lots along the USB

GRANT LINE - SOUTH

Existing Characteristics:

- Grasslands/Open Space/Ranching/Riparian area

Characteristics at build-out:

- Downtown district central to the community
- Education-oriented with university as a focal point of the community
- Densities tiered to larger ag-res and agricultural lots near the USB

HABITAT CONSERVATION AREA

Characteristics at build-out:

- Highly valued habitat area ideal for preservation
- Environmental amenities utilized by neighboring communities for visual or recreational benefit

ELEMENTS OF THE DOWNTOWN, COMMUNITY AND NEIGHBORHOOD

The first part of the Visioning document identified the overarching goals and objectives for the Jackson Highway and Grant Line East Visioning Areas along with the existing and proposed policies that will support this vision. This section is intended to provide urban design and planning solutions for the built environment in order to implement the policies formulated for the sustainable development of the area.

DOWNTOWN

A “downtown” or central business district gives the overall study area an identity and makes it a desirable destination by creating a sense of place for residents. Although similar in some ways to the neighborhood center or community center, a downtown is larger in size, has a variety of uses including high density residential and office uses, and serves a much larger area within the region.

Objective: A downtown will be designed as a dense urban core of the Jackson Highway and Grant Line East Visioning Areas and will represent the cultural, economic and social values.

A centralized location helps residents identify the downtown area as the converging point for social and economic activities. Paramount to centralization, however, is the downtown location along major routes of travel, contributing to its economic attraction and viability. It is important that the form of the downtown district reflect its higher status as a central business district and focal point of the region’s cultural and social activity. One way to convey this higher status is to create a dense urban core with a mix of employment, commercial, residential, civic, and cultural uses. Higher densities and a greater convergence of uses will distinguish the downtown district from the other commercial centers located throughout the Visioning areas.



Downtown as the Dense Urban Core



Dense Center of Activity for the Community

VISIONING POLICIES FOR THE DOWNTOWN

- VP-109.** A true high quality center will rely on a mix of uses, a human scale, and an environment conducive to pedestrian movement. Downtowns should feature a mix of interdependent and diverse uses, including residential, retail, cultural, hospitality, office and civic uses. Building heights of two to three stories along main street corridors are the minimum heights required for creating a lively social and pedestrian environment.
- VP-110.** Create an architectural and landscape palette for the built structures in the downtown, setting a theme and identifiable character for the area, and creating a style through features like towers, canopies, monuments, fenestrations, paving, facades, etc.
- VP-111.** Create a dense grid of streets and pathways to maximize accessibility and visibility. Buildings with inviting frontages should face the streets, rather than soundwalls or dead facades.
- VP-112.** Create a central square with retail, residential and other uses oriented toward it.
- VP-113.** Streets should be thought of as three-dimensional spaces with buildings serving as walls. Incorporate interesting and appropriate features to create a sense of place and improve the comfort and overall experience of all users, particularly pedestrians and bicyclists.
- VP-114.** Buildings should face the streets and be designed with inviting frontages with windows covering at least 50% of the ground floor facade.
- VP-115.** Residential units placed on upper floors of retail fronts are critical to ensuring the success of the downtown, because they reinforce its function as a place to live and a place to do business.

COMMUNITY CENTERS

In addition to a downtown for the larger area, each community needs a defined center and tangible edges, forming the immediate, everyday surrounding for its residents. Although similar to the downtown in its basic function as a node, community center is smaller in scale and more limited in the variety of uses, and size of the area it serves. Community centers are shown on the accompanying conceptual land use plans for the Visioning Areas and are located along major thoroughfares to fully utilize transit opportunities, including bus rapid transit and light rail. Community centers are also home to medium and higher density residential uses as part of mixed use developments and intermixed residential commercial establishments. The higher densities and mix of commercial and residential uses enable community centers to serve as vibrant focal points for residents of the surrounding neighborhoods, and enhanced transit stations to destinations outside of their community.

VISIONING POLICIES FOR COMMUNITY CENTERS

- VP-116.** Locate community centers no more than one (1) mile apart from each other.
- VP-117.** Create communities and neighborhoods based on the widely-accepted principles of Traditional Neighborhood Design (TND).
- VP-118.** Residential densities should increase as the distance of development to a community center or the downtown area decreases.
- VP-119.** Build communities around a special civic and/or public use, such as a major employment or retail center, a park or plaza of county-wide significance, a university, or another anchor point that can serve as the central focus and identity of the community.



Community Center with a Mix of Uses

- VP-120.** Each community has unique characteristics and can thus have varying types of uses for centers such as schools, parks, stores and civic uses. Ensure an adequate mix of uses to serve the needs of community residents.
- VP-121.** Create a street network that promotes pedestrian circulation in and around the center. Promote pedestrian movement within the center, enhanced by street furniture, compact spaces, a street-facing orientation and transparency of the built form. Locate store fronts to face streets or plazas and engage pedestrians, bicyclists and vehicular traffic.
- VP-122.** Create view corridors along streets to enable orientation of buildings towards the center.

NEIGHBORHOOD CENTERS

Where community centers mark the fulcrum of community activity, smaller commercial centers and landmarks highlight key locations throughout individual neighborhood areas. Neighborhood nodes are smaller commercial, recreational, civic and/or public areas serving residents living within ¼ mile, providing many essential needs within easy walking distance. Neighborhood centers reduce the need for residents to travel longer distances to reach the uses they frequent on a daily basis, such as grocery stores and medical offices.

VISIONING POLICIES FOR NEIGHBORHOOD CENTERS

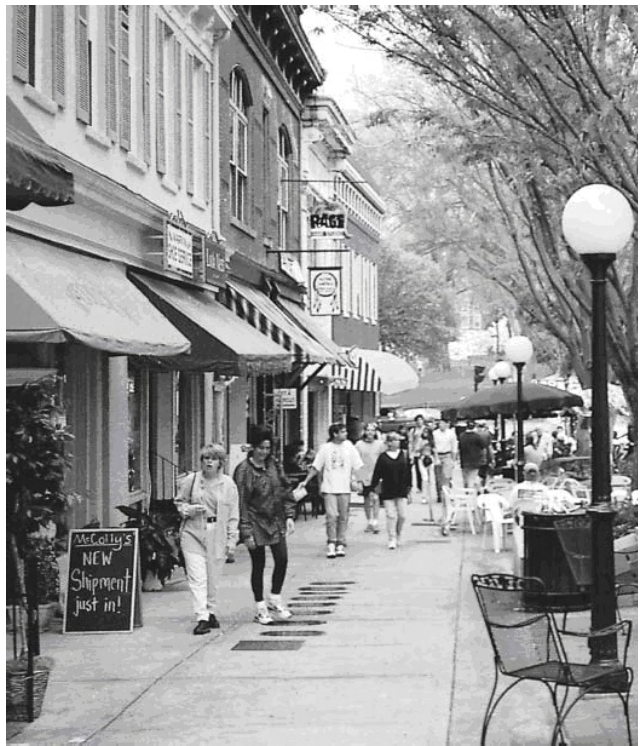
- VP-123.** Locate neighborhood centers such that they are no more than ½ mile from adjacent neighborhood or community centers.
- VP-124.** Ensure daily needs of nearby residents can be met within the neighborhood center by planning them to accommodate stores,



Neighborhood Center within Walking Distance for Residents

offices, schools, gathering places and recreation opportunities.

- VP-125.** Promote public health through physical activity by facilitating walking to school. Create pedestrian routes that do not necessitate crossing any streets that have speed limits of greater than 25 miles per hour, unless those crossings have vehicle traffic controls such as signals and stop signs with crosswalks.
- VP-126.** Establish landmarks and create gathering spaces to encourage activity. Align landmarks and nodes along transit routes like BRT and light rail when possible. Landmarks are strongly encouraged and can be in the form of gateways, landscaped areas, special paving areas, monuments, fountains, among other possibilities.
- VP-127.** Create a range of open spaces, from tot-lots and village greens to ball fields and greenbelts.



Neighborhood Centers for
Every Day Shopping & Entertainment

GUIDELINES BY LAND USE

The following section addresses the various land uses that occur across all communities and neighborhoods in the Visioning Areas and provides an essential framework for creating viable, vibrant and complete communities. The guidelines listed in these sections are recommended as vital to all communities, irrespective of any specific geographic or social conditions of a particular community.

The uses addressed below are:

- Residential Development
- Commercial Development
- Industrial and Office Development
- Mixed Use and Transit Oriented Development
- Public and Civic Use
- Parks and Open Space
- Habitat Conservation

RESIDENTIAL GUIDELINES

Objective: Develop complete communities that offer diversity and a range of residential choices, encourage biking, walking and transit as transportation options and that incorporate functional common open space and recreational opportunities.

An important element to creating a vibrant community is ensuring that people have the ability to interact with their surroundings without the need to be dependent on just one form of transportation. To accomplish this, there must be a change in the way residential construction is approached. New residential developments should be designed to better accommodate residents who do not own automobiles or who prefer not to rely upon their automobile. This type of design includes adding features that make neighborhoods safe for pedestrians, increasing the options available to pedestrian traffic, and locating residential areas closer to pedestrian paths and destinations such as parks, schools, shopping, transit and employment. Including urban gardens, trails, and paseos into communities will encourage residents to explore and interact

with their environment. Alternative site designs and innovative community building approaches are encouraged, as they provide a more diverse housing stock and can result in more integrated neighborhoods. A complete community encompasses an array of land uses, allowing residents to meet their basic daily needs locally, without having to travel long distances.

VISIONING POLICIES/PROGRAMS

VP-128. Residences shall be oriented toward walking and biking paths or paseos, as appropriate and available.

VP-129. To encourage an efficient use of land and to reduce water use in landscaping, residential structures will be constructed to a build-to line, contrasting with the traditional minimum setback standards.

VP-130. Alley-loaded streets are encouraged for residential development.

VP-131. Master Plans should have a maximum of 10% of dwelling units located on cul-de-sacs. Connected communities with through streets forming a grid pattern shall be the predominant pattern of development. If this 10% threshold is proposed to be exceeded, a “permeability study” should be conducted to illustrate how streets and pedestrian and bicycle facilities will connect within the neighborhood and the surrounding community.

VP-132. All residents in the Visioning Areas (excluding residents of agricultural and ag-res properties) will be able to walk (within 1/2 mile) to at least five uses in Column A and four uses in Column B.

Column A:

- Public park
- Interconnected trail
- Public school
- Library
- Post office

- Interpretive center
- Urban garden
- Community or senior center
- Day care
- Medical and dental offices
- Place of worship

Column B:

- Grocery store
- Convenience store
- Barbershop or hair salon
- Ice cream parlor or coffee shop
- Drugstore
- Bookstore
- Restaurant
- Bank

VP-133. At least 80% of residences will be located within 1/4 mile of transit stops (excluding agricultural and ag-res properties).

VP-134. All residents should have access, within 1/2 mile, to locally-grown fresh fruits and vegetables. To this end, Master Plans should provide opportunities for urban gardens and accompanying farm stands, community gardens, lands available for lease to farmers and gardening enterprises, and grocery stores.

Objective: Provide housing for all income levels, ages and preferences throughout the Visioning areas.

An important goal of the Jackson Highway and Grant Line East Visioning areas is to providing housing options to people of all income levels, ages, and preferences. The goal is two fold:

1) to ensure that future employees will not be forced to commute to the area from a neighboring community, and

2) future residents will be able to find housing options regardless of their income level, age or preference. This ultimately creates a fully integrated and mixed community, without segregated neighborhoods.

VISIONING POLICIES

VP-135. Master Plans should address the needs of residents by providing a variety of housing types (including single family, multiple family, condominiums and townhomes, shelters, permanent supportive housing, transitional housing, cooperative housing, single room occupancy units, assisted living, etc.) for a broad spectrum of incomes and associated needs (special needs populations, extremely-low through above-moderate income, working families, retired/empty nesters, elderly, etc.)

VP-136. Master Plans are required to include varied articulation in building type and facade, a number of different designs, and prototypes.

VP-137. Incorporating residential accessory dwellings, (such as carriage houses above garages or detached in-law structures) into the design of subdivisions is strongly encouraged.

VP-138. In order to satisfy the needs of the unincorporated community and State requirements under the Regional Housing Needs Allocation, new development shall satisfy the minimum percentage of multi-family housing required by the County's Housing Element.

VP-139. Each Master Plan area will provide housing choices for individual families of all income levels. These housing options will be tightly integrated to eliminate large expanses of single product type.

Objective: Locate residential uses in areas that are most appropriate for their density.

Residential growth is not appropriate in all areas of the Jackson Highway and Grant Line East Visioning Areas, nor is the full array of residential development appropriate in any given area of a community or neighborhood within the Visioning Areas. When planning a residential area of a particular range of densities and intensities, it is important to consider how it will interact with surrounding uses. Residential development located near transit hubs should be of higher densities to support transit and ensure that it is a viable transportation option for residents living nearby. This will require more control over location and development of residential development than has occurred in the past, but will result in synergized communities and neighborhoods, creating more vibrant and attractive places to live. Residential development near the urban fringe, especially along the USB, should be “stepped down” in a fashion that allows for a logical and desirable transition from the urban area to the rural area.

VISIONING POLICIES/PROGRAMS

- VP-140.** Medium and high density residential developments should be integrated into neighborhood, community, and downtown centers in a transit-supportive fashion, as well as woven into residential areas outside of these centers.
- VP-141.** Transit-oriented development (TOD) is encouraged where BRT or light rail stops exist or are planned. Strong pedestrian connections from residential development to the transit stop or center are required.
- VP-142.** In environmentally sensitive areas and areas abutting land intended to remain rural, provide appropriately lower densities and preserve open spaces by clustering units close to roads and existing developments.

COMMERCIAL GUIDELINES

Objective: Every agricultural or urban resident (not residing in an agricultural-residential area) will be able to walk to retail and commercial uses.

Walkability is an essential component of livable and complete communities. By spacing neighborhood and community nodes a maximum of one mile apart, the furthest any urban resident within the Visioning Areas will walk to access limited commercial establishments is one half mile, and most residents will walk one fourth of a mile. Locating commercial and mixed-use development adjacent to, or intermixed with high and medium density development creates “pedestrian sheds” of 1/4 to 1/2 mile, approximately the distance people are willing to walk to their destinations instead of driving.

VISIONING POLICIES/PROGRAMS

VP-143. Community centers and neighborhood nodes will be located within communities, at intervals no further than one mile apart. Appropriate commercial uses for community nodes and neighborhood nodes are distinguished below.

Community Nodes:

- Anchor stores
- Large grocery stores
- Hardware stores
- Drugstores
- Office supply
- Outdoor equipment retail
- Commercial spaces (more than approx. 3,000 square feet)

Neighborhood Nodes:

- Small grocery/convenience store
- Coffeehouse
- Gas station
- Restaurants and bars
- Small specialty retail
- Urban farm stands
- Hair salons, barbershops and beauty supply
- Ice-cream parlor
- Commercial spaces (up to approx. 3,000 square feet)



Nodes Formed by Commercial Uses at Key Locations

Objective: Commercial development concentrated in centers or districts, rather than spread thinly along frontages of major roads in typical “strip mall” fashion.

VISIONING POLICIES/PROGRAMS

- VP-144.** Facilitate development of a wide range of commercial goods and services in close proximity to residential developments, so that residents can meet their daily or frequent needs in the immediate area. This will also enhance small business opportunities.
- VP-145.** Allow shared and off-site parking facilities in order to encourage efficient use of parking and provide the flexibility to develop parking on a separate site.
- VP-146.** In higher density node areas, reserve a high proportion of road frontage areas for retail businesses. Buildings should be oriented toward streets, pathways, and common spaces to create semi-enclosed public areas. Building facades at street level should accommodate retail businesses while upper levels can house offices and residences.
- VP-147.** Within downtown and community centers, large rental businesses (over 50,000 gross square feet) should occupy 2 or 3 story buildings.
- VP-148.** Parking for large retail and employment uses within downtown, community and neighborhood centers should be provided in parking structures or on-street whenever possible. When structured or on-street parking is not feasible, provide parking to the side of or behind buildings. Large parking lots located between the street and buildings are strongly discouraged.

OFFICE AND INDUSTRIAL GUIDELINES

Objective: Industrial uses will be located where they are economically viable, and where impacts on nearby commercial and residential uses are minimized.

Some industrial uses are already located along Jackson Highway and in the northern portion of the Grant Line East area. As these uses relocate and new industrial businesses seek sites, they should be located in areas most appropriate for industrial business, such as the area within the Mather Airfield 60 CNEL (Community Noise Equivalent Level) noise contour and the Kiefer Buffer Lands.

VISIONING POLICIES/PROGRAMS

VP-149. Heavy industrial uses will be located near railroad lines and/or major thoroughfares, buffered from residential and commercial areas.

VP-150. Unsightly and noise generating elements will be located away from adjacent residential and commercial areas.

VP-151. Existing light industrial uses, such as aggregate yards and nurseries on Jackson Highway, are desirable uses and should be relocated to an appropriate and viable area served by a major thoroughfare.

Objective: Support industrial development in the Visioning Areas that will contribute to the County's economic vitality and encourage the location of eco-industrial and other sustainable businesses in the area.

The Jackson Highway Area currently supports a number of industrial businesses which provide significant tax revenue. As the Jackson Highway Area begins to urbanize, the County shall continue to support these businesses, as well as encourage the location of new businesses within areas appropriate for industrial development in the Jackson Highway Area.

VISIONING POLICIES/PROGRAMS

VP-152. The County will provide incentives for industrial developments that are considered job producers and that will not have a significant negative effect on the County's environmental resources.

VP-153. The County will provide incentives for industrial developments that are considered eco-friendly (i.e. eco-industrial parks), such as:

- Green building permits and inspections identifying businesses and buildings that have achieved sustainability recognition.
- Job site signs that distinguish sustainable projects from others.
- Recognition of builders and designers that build or design sustainable projects on the County's website.

VP-154. The County, through Sacramento County Business Environmental Resource Center (BERC) will assist industrial businesses in the Visioning Areas to be more sustainable in their business practices.

VP-155. Industrial buildings will be considered energy efficient with an Energy Star Rating of at least 65 to 70.

Objective: Industrial office parks will have functional efficiency, high quality design and other features that provide amenities for workers.

Industrial and office parks have traditionally been designed in a manner that makes them unattractive places to work or visit. High quality design should be incorporated into new office and industrial parks to provide desirable work environments and to attract more customers.

VISIONING POLICIES/PROGRAMS

VP-156. Industrial office parks will be planned as a whole. At a minimum, the following will be planned and / or built:

- A unified streetscape treatment.
- A common design theme for buildings, signage, walls and landscape treatments.
- Internal pedestrian walkways and circulation systems linked to external walkways that provide direct access to surrounding development and transit stops.
- Outdoor gathering places and basic services for employees.

VP-157. Commercial uses that provide services to workers (restaurants, hair salons, day care, private schools, etc.) are encouraged to locate within business parks.

VP-158. In certain circumstances, housing can be located within business parks where noise impacts are negligible.

Objective: **Industrial office parks within the Mather noise contour (near the intersection of Bradshaw Road and Jackson Highway) and near White Rock Road will be served by transit and will be located near residential and commercial areas.**

VISIONING POLICIES/PROGRAMS

VP-159. High-employment industrial uses will be adjacent to existing and planned transit stops.

VP-160. High-employment uses shall be located near residential and commercial areas.

MIXED USE AND TRANSIT ORIENTED DEVELOPMENT GUIDELINES

Objective: Mixed use development combining high density residential, employment, commercial and industrial office park uses will be appropriately located near transit opportunities and within downtown, community and neighborhood centers.

The development of mixed use projects around major roadways and adjacent to enhanced transit is a major goal of the Visioning process. These types of projects reduce energy consumption by allowing residents to access many amenities nearby. Mixed-use developments house multiple uses in a small area, thus

creating a central, conveniently located place for people to meet and complete daily errands. The thoroughfares identified in the 2030 Transportation Diagram will be the major transit corridors in the future. New high density, commercial, and employment centers should be located near these major streets (arterials and thoroughfares) to maximize the ability of area residents to access these destinations by car, transit, walking, or biking. Positioning mixed use and more intensive uses along major thoroughfares increases the chance that visitors will use transit instead of the automobile to travel between destinations.



Transit Made Viable by Locating Dense Mixed Uses along Key Locations

VISIONING POLICIES/PROGRAMS

- VP-161.** Locate high density residential, employment, commercial and industrial office park uses near major roadways and/or enhanced transit options, as identified in the General Plan Transportation Plan.
- VP-162.** Cluster the highest density mixed-use developments along transit corridors. Require high density mixed use developments within one quarter mile of multi-nodal transit stations.
- VP-163.** Mixed-use development is required to include residential or commercial retail. Building and landscape design should be extroverted, transparent, and human scale – essentially creating outdoor rooms.

- VP-164.** Mixed-use Transit Oriented Development located within one quarter mile of a major multi-nodal transit station shall be built as the central focal point of its surrounding neighborhood or community.
- VP-165.** Mixed-use developments shall incorporate attractive, pedestrian friendly design features, including landscaped walkways, separated bike paths, light fixtures, and benches. Setback areas between the building and sidewalk should be designed as extensions of the sidewalk, offering public places for people to sit and gather, or space for tables and chairs associated with a café or restaurant. Incorporating large ground floor windows and doorways allows for increased visibility into retail storefronts.



Mixed Uses Conducive to Walkability & Social Interaction

PUBLIC AND CIVIC USES



Objective: Public and civic spaces are the cornerstone of a community and symbolize its vibrancy and health. These uses should exhibit sound design and inspire commitment to creating well-rounded communities.

VISIONING POLICIES/PROGRAMS

VP-166. Site public and civic uses in prominent locations and nodes throughout the community and create clusters of residential, commercial and office uses around these them, including public open spaces and public buildings

VP-167. Make an architectural statement by designing structures that will inspire better buildings and spaces. Use public and civic buildings as an educational opportunity for residents and visitors to learn about the architectural styles that reflect the history and culture of the community.

VP-168. Align streets such that they provide views of prominent buildings and spaces and aid in orientation and way-finding. Use public and civic buildings or spaces as landmarks with which the community can identify.



Defining Architectural Style & Design
Creates a Statement for Public Spaces

- VP-169.** Combine open spaces, civic buildings, and plazas with other commercial uses to create centers of activity where people can congregate and perform daily activities.
- VP-170.** Create a university village comprised of the proposed university and adjacent compatible uses (e.g. a university downtown) to create a sense of place, to develop the university as a focal point of the community, and to enable students and faculty to walk or bike to get basic goods and services.
- VP-171.** Provide multiple, direct and efficient connections between the university and surrounding development for automobiles, pedestrians, bikes and transit, to maximize connectivity and avoid isolating the university.
- VP-172.** Create a stately entrance to the proposed university and integrate unique architectural and design concepts to create a sense of identity and place that clearly distinguishes the university from surrounding development.

VP-173. A Transportation Demand Management program (that includes limits on parking, transit vouchers and other measures to reduce the use of automobiles) will be integral to the overall planning of the university, so that the campus layout and siting of important elements such as auditoriums and public spaces will accommodate public transit, pedestrians, and bicycles and reduce reliance on large fields of surface parking.



Landmark Buildings Provide a Distinct Identity to an Area

PARKS AND OPEN SPACE

Objective: The element that enhances the quality of a built environment is the open space between and around residential and commercial buildings. Parks and Open Spaces are considered a public amenity and contribute to the health and cohesion of the community. These spaces are to be given priority in design and planned as integral parts of a community and neighborhood.

VISIONING POLICIES/PROGRAMS

VP-174. Capitalize on open spaces and habitat areas as civic amenities to encourage a sense of Community. Place parks and open spaces strategically between residential clusters and close to commercial nodes to generate activity in these areas.

VP-175. Create single-loaded streets along parks to provide views and create a safe environment, visible to surroundings. Active open spaces can be combined with passive open spaces with visible separations to avoid fragmentation in smaller parks. Connections between parks and open spaces, and residential/commercial areas should have distinct pedestrian paths and bikeways. Transitions between built environments and open spaces should be prominent and open, for safety purposes.



Green Spaces & Public Gathering Places Play an Integral Role in the Community Layout



Typical Suburban Park



Landmark Use within a Large urban Park

HABITAT CONSERVATION SPACE

Objective: The Jackson Highway and Grant Line East Visioning areas have large expanses rich with habitat. These areas should be protected and conserved, and used as a public amenity.



Natural Preserve Areas Typical to Eastern Sacramento County

VISIONING POLICIES/PROGRAMS

VP-176. Development will be restricted from any sensitive habitat areas, including areas subject to a 404 permit issued by the U.S. Army Corps of Engineers. Residential or commercial development along such areas should be designed to prevent negative-environmental impacts. Neighborhoods along habitat areas should front these open spaces to create a prominent public amenity and an educational opportunity.

VP-177. While visually connecting all land uses helps to create an integrated community, neighborhoods should be physically separated from precious environmental resources. Appendix D - Best Management Practices

APPENDICES

APPENDIX A



LEED for Neighborhood Development Pilot Project Checklist

Project Name:

No

Smart Location & Linkage

30 Points Possible

Prereq 1	Smart Location	Required
Prereq 2	Proximity to Water and Wastewater Infrastructure	Required
Prereq 3	Imperiled Species and Ecological Communities	Required
Prereq 4	Wetland and Water Body Conservation	Required
Prereq 5	Farmland Conservation	Required
Prereq 6	Floodplain Avoidance	Required
Credit 1	Brownfield Redevelopment	2
Credit 2	High Priority Brownfields Redevelopment	1
Credit 3	Preferred Location	10
Credit 4	Reduced Automobile Dependence	8
Credit 5	Bicycle Network	1
Credit 6	Housing and Jobs Proximity	3
Credit 7	School Proximity	1
Credit 8	Steep Slope Protection	1
Credit 9	Site Design for Habitat or Wetlands Conservation	1
Credit 10	Restoration of Habitat or Wetlands	1
Credit 11	Conservation Management of Habitat or Wetlands	1

No

Neighborhood Pattern & Design

39 Points Possible

Prereq 1	Open Community	Required
Prereq 2	Compact Development	Required
Credit 1	Compact Development	7
Credit 2	Diversity of Uses	4
Credit 3	Diversity of Housing Types	3
Credit 4	Affordable Rental Housing	2
Credit 5	Affordable For-Sale Housing	2
Credit 6	Reduced Parking Footprint	2
Credit 7	Walkable Streets	8
Credit 8	Street Network	2
Credit 9	Transit Facilities	1
Credit 10	Transportation Demand Management	2
Credit 11	Access to Surrounding Vicinity	1
Credit 12	Access to Public Spaces	1
Credit 13	Access to Active Public Spaces	1
Credit 14	Universal Accessibility	1
Credit 15	Community Outreach and Involvement	1
Credit 16	Local Food Production	1

No 31 Points Possible

Green Construction & Technology

<input type="checkbox"/>	Prereq 1	Construction Activity Pollution Prevention	Required
<input checked="" type="checkbox"/>	Credit 1	LEED Certified Green Buildings	3
<input checked="" type="checkbox"/>	Credit 2	Energy Efficiency in Buildings	3
<input checked="" type="checkbox"/>	Credit 3	Reduced Water Use	3
<input checked="" type="checkbox"/>	Credit 4	Building Reuse and Adaptive Reuse	2
<input checked="" type="checkbox"/>	Credit 5	Reuse of Historic Buildings	1
<input checked="" type="checkbox"/>	Credit 6	Minimize Site Disturbance through Site Design	1
<input checked="" type="checkbox"/>	Credit 7	Minimize Site Disturbance during Construction	1
<input checked="" type="checkbox"/>	Credit 8	Contaminant Reduction in Brownfields Remediation	1
<input checked="" type="checkbox"/>	Credit 9	Stormwater Management	5
<input checked="" type="checkbox"/>	Credit 10	Heat Island Reduction	1
<input checked="" type="checkbox"/>	Credit 11	Solar Orientation	1
<input checked="" type="checkbox"/>	Credit 12	On-Site Energy Generation	1
<input checked="" type="checkbox"/>	Credit 13	On-Site Renewable Energy Sources	1
<input checked="" type="checkbox"/>	Credit 14	District Heating & Cooling	1
<input checked="" type="checkbox"/>	Credit 15	Infrastructure Energy Efficiency	1
<input checked="" type="checkbox"/>	Credit 16	Wastewater Management	1
<input checked="" type="checkbox"/>	Credit 17	Recycled Content for Infrastructure	1
<input checked="" type="checkbox"/>	Credit 18	Construction Waste Management	1
<input checked="" type="checkbox"/>	Credit 19	Comprehensive Waste Management	1
<input checked="" type="checkbox"/>	Credit 20	Light Pollution Reduction	1

No 6 Points

Innovation & Design Process

<input checked="" type="checkbox"/>	Credit 1.1	Innovation in Design: Provide Specific Title	1
<input checked="" type="checkbox"/>	Credit 1.2	Innovation in Design: Provide Specific Title	1
<input checked="" type="checkbox"/>	Credit 1.3	Innovation in Design: Provide Specific Title	1
<input checked="" type="checkbox"/>	Credit 1.4	Innovation in Design: Provide Specific Title	1
<input checked="" type="checkbox"/>	Credit 1.5	Innovation in Design: Provide Specific Title	1
<input checked="" type="checkbox"/>	Credit 2	LEED® Accredited Professional	1

No 106 Points

Project Totals (pre-certification estimates)

Certified: 40-49 points, **Silver:** 50-59 points, **Gold:** 60-79 points, **Platinum:** 80-106 points

APPENDIX B

Single-Family GreenPoint Checklist 2007 EDITION

GREENPOINT CHECKLIST

NEW HOME CONSTRUCTION GREEN BUILDING GUIDELINES

POINTS PER CATEGORY	Community	Energy	IAQ/Health	Resources	Water
A. SITE					
1. Protect Topsoil and Minimize Disruption of Existing Plants & Trees					
a. Protect Topsoil from Erosion and Reuse after Construction	1				1
b. Limit and Delineate Construction Footprint for Maximum Protection					1
2. Deconstruct Instead of Demolishing Existing Buildings On Site				3	
3. Recycle Construction Waste (Including Green Waste)					
a. <i>Minimum 50% Waste Diversion by Weight (Recycling or Reuse) - Required</i>				P	
b. Minimum 65% Diversion by Weight (Recycling or Reuse)				2	
c. Minimum 80% Diversion by Weight (Recycling or Reuse)				2	
4. Use Recycled-Content Aggregate (Minimum 25%)					
a. Walkway and Driveway				1	
b. Roadway Base				1	
Site = Total 12					
B. FOUNDATION					
1. Replace Portland Cement in Concrete with Recycled Flyash or Slag					
a. Minimum 20% Flyash or Slag				1	
b. Minimum 25% Flyash or Slag				1	
2. Use Frost-Protected Shallow Foundation in Cold Areas (C.E.C. Climate Zone 16)				3	
3. Use Radon Resistant Construction (In At-Risk Locations Only)			1		
4. Design and Build Structural Pest Controls					
a. Install Termite Shields & Separate All Exterior Wood-to-Concrete Connections by Metal or Plastic Fasteners/Dividers				1	
b. All New Plants Have Trunk, Base, or Stem Located At Least 36 Inches from Foundation				1	
Foundation = Total 8					
C. LANDSCAPING					
1. Construct Resource-Efficient Landscapes					
a. No Invasive Species Listed by Cal-IPC Are Planted					1
b. No Species Will Require Shearing				1	
c. 75% of Plants Are Drought-tolerant California Natives, Mediterranean, or Other Appropriate Species					3
2. Use Fire-Safe Landscaping Techniques	1				
3. Minimize Turf Areas in Landscape Installed by Builder					
a. All Turf Will Have a Water Requirement Less than or Equal to Tall Fescue (0.8 plant factor)					2
b. Turf Shall Not Be Installed on Slopes Exceeding 10% or in Areas Less than 8 Feet Wide					2
c. Turf is <=33% of Landscaped Area (total 2 points)					2
d. Turf is <=10% of Landscaped Area (total 4 points)					2
4. Plant Shade Trees					3
5. Group Plants by Water Needs (Hydrozoning)					2
6. Install High-Efficiency Irrigation Systems					
a. System Uses Only Drip, Bubblers, or Low-flow Sprinklers					2
b. System Has Smart Controllers					3
7. Incorporate Two Inches of Compost into the Top 6 to 12 Inches of Soil					3
8. Mulch All Planting Beds to the Greater of 2 Inches or Local Water Ordinance Requirement					2
9. Use 50% Salvaged or Recycled-Content Materials for 50% of Non-Plant Landscape Elements				1	
10. Reduce Light Pollution from Site Lighting by Shielding Fixtures and/or Directing Light Downward	1				
Landscape = Total 31					

POINTS PER CATEGORY	Community	Energy	IAQ/Health	Resources	Water
D. STRUCTURAL FRAME & BUILDING ENVELOPE					
1. Apply Optimal Value Engineering					
a. Place Rafters & Studs at 24-Inch On Center Framing				1	
b. Size Door and Window Headers for Load				1	
c. Use Only Jack and Cripple Studs Required for Load				1	
2. Use Engineered Lumber					
a. Beams and Headers				1	
b. Insulated Engineered Headers	1				
c. Wood I-Joists or Web Trusses for Floors				1	
d. Wood I-Joists for Roof Rafters				1	
e. Engineered or Finger-Jointed Studs for Vertical Applications				1	
f. Oriented Strand Board for Subfloor				1	
g. Oriented Strand Board for Wall and Roof Sheathing				1	
3. Use FSC-Certified Wood					
a. Dimensional Lumber, Studs and Timber: Minimum 40% (total 2 points)				2	
b. Dimensional Lumber, Studs, and Timber: Minimum 70% (total 4 points)				2	
c. Panel Products: Minimum 40% (total 1 point)				1	
d. Panel Products: Minimum 70% (total 2 points)				1	
4. Use Solid Wall Systems (Includes SIPs, ICFs, & Any Non-Stick Frame Assembly)					
a. Floors		2		2	
b. Walls		2		2	
c. Roofs		2		2	
5. Reduce Pollution Entering the Home from the Garage					
a. Tightly Seal the Air Barrier between Garage and Living Area			1		
b. Install Garage Exhaust Fan OR Build a Detached Garage			1		
6. Design Energy Heels on Roof Trusses (75% of Attic Insulation Height at Outside Edge of Exterior Wall)		1			
7. Design Roof Trusses to Accommodate Ductwork		1			
8. Use Recycled-Content Steel Studs for 90% of Interior Wall Framing				1	
9. Thermal Mass Walls: 5/8-Inch Drywall on All Interior Walls or Walls Weigh more than 40 lb/cu.ft.		1			
10. Install Overhangs and Gutters					
a. Minimum 16-Inch Overhangs and Gutters				1	
b. Minimum 24-Inch Overhangs and Gutters		1			
Structural Frame and Building Envelope = Total 36					
E. EXTERIOR FINISH					
1. Use Recycled-Content (No Virgin Plastic) or FSC-Certified Decking				2	
2. Install a Rain Screen Wall System				2	
3. Use Durable and Noncombustible Siding Materials				1	
4. Use Durable and Noncombustible Roofing Materials				2	
Exterior Finish = Total 7					
F. INSULATION					
1. Install Insulation with 75% Recycled Content					
a. Walls and/or Floors				1	
b. Ceilings				1	
2. Install Insulation That Is Low-Emitting (Certified CA Section 01350)					
a. Walls and/or Floors			1		
b. Ceilings			1		
3. Inspect Quality of Insulation Installation before Applying Drywall		1			
Insulation = Total 5					
G. PLUMBING					
1. Distribute Domestic Hot Water Efficiently					
a. Insulate Hot Water Pipes from Water Heater to Kitchen		1			1
b. Insulate All Hot Water Pipes		1			1
c. Use Engineered Parallel Piping					1

POINTS PER CATEGORY		Community	Energy	IAQ/Health	Resources	Water
d. Use Engineered Parallel Piping with Demand Controlled Circulation Loop						1
e. Use Structured Plumbing with Demand Controlled Circulation Loop			1			2
f. Use Central Core Plumbing			1		1	2
2. Install Only High Efficiency Toilets (Dual-Flush or 1.3 gpf)						4
Plumbing = Total 17						
H. HEATING, VENTILATION & AIR CONDITIONING						
1. Design and Install HVAC System to ACCA Manual J, D, and S Recommendations			4			
2. Install Sealed Combustion Units						
a. Furnaces				2		
b. Water Heaters				2		
3. Install Zoned, Hydronic Radiant Heating with Slab Insulation			1	1		
4. Install High Efficiency Air Conditioning with Environmentally Responsible Refrigerants	1					
5. Design and Install Effective Ductwork						
a. Install HVAC Unit and Ductwork within Conditioned Space			3			
b. Use Duct Mastic on All Duct Joints and Seams			1			
c. Install Ductwork under Attic Insulation (Buried Ducts)			1			
d. Pressure Balance the Ductwork System			1			
e. Protect Ducts during Construction and Clean All Ducts before Occupancy			1			
6. Install High Efficiency HVAC Filter (MERV 6+)				1		
7. Don't Install Fireplaces or Install Sealed Gas Fireplace with Efficiency Rating Not Less Than 60% using CSA Standards				1		
8. Install Effective Exhaust Systems in Bathrooms and Kitchens						
a. Install ENERGY STAR Bathroom Fans Vented to the Outside				1		
b. All Bathroom Fans Are on Timer or Humidistat				1		
c. Install Kitchen Range Hood Vented to the Outside				1		
9. Install Mechanical Ventilation System for Cooling						
a. Install ENERGY STAR Ceiling Fans & Light Kits in Living Areas & Bedrooms			1			
b. Install Whole House Fan with Variable Speeds			1			
c. Automatically Controlled Integrated System			2			
d. Automatically Controlled Integrated System with Variable Speed Control			3			
10. Install Mechanical Fresh Air Ventilation System						
a. Any Whole House Ventilation System That Meets ASHRAE 62.2			1	2		
b. Install Air-to-Air Heat Exchanger			1	2		
11. Install Carbon Monoxide Alarms				1		
Heating, Ventilation and Air Conditioning = Total 37						
I. RENEWABLE ENERGY						
1. Pre-Plumb for Solar Water Heating			4			
2. Install Solar Water Heating System			10			
3. Install Wiring Conduit for Future Photovoltaic Installation & Provide 200 ft ² of South-Facing Roof			2			
4. Install Photovoltaic (PV) Panels						
a. 30% of electric needs OR 1.2 kw (total 6 points)			6			
b. 60% of electric needs OR 2.4kw (total 12 points)			6			
c. 90% of electric need OR 3.6 kw (total 18 points)			6			
Renewable Energy = Total 34						
J. BUILDING PERFORMANCE						
1. Diagnostic Evaluations						
a. House Passes Blower Door Test			1			
b. House Passes Combustion Safety Backdraft Test				1		
2. <i>Design and Build High Performance Homes - 15% above Title 24 - Required</i>			30			
3. House Obtains ENERGY STAR® with Indoor Air Package Certification				5	2	
Building Performance = Total 39						
K. FINISHES						
1. Design Entryways to Reduce Tracked-In Contaminants				1		
2. Use Low-VOC or Zero-VOC Paint						
a. Low-VOC Interior Wall/Ceiling Paints (<50 gpl VOCs (Flat) and <150 gpl VOCs (Non-Flat))				1		
b. Zero-VOC: Interior Wall/Ceiling Paints (<5 gpl VOCs (Flat))				3		

POINTS PER CATEGORY	Community	Energy	IAQ/Health	Resources	Water
3. Use Low-VOC, Water-Based Wood Finishes (<250 gpl VOCs)			2		
4. Use Low-VOC Caulk and Construction Adhesives (<70 gpl VOCs) for All Adhesives			2		
5. Use Recycled-Content Paint				1	
6. Use Environmentally Preferable Materials for Interior Finish: A) FSC-Certified Wood B) Reclaimed, C) Rapidly Renewable D) Recycled-Content or E) Finger-Jointed					
a. Cabinets (50% Minimum)				1	
b. Interior Trim (50% Minimum)				1	
c. Shelving (50% Minimum)				1	
d. Doors (50% Minimum)				1	
e. Countertops (50% Minimum)				1	
7. Reduce Formaldehyde in Interior Finishes (CA Section 01350)					
a. Subfloor & Stair Treads (50% Minimum)			1		
b. Cabinets & Countertops (50% Minimum)			1		
c. Interior Trim (50% Minimum)			1		
d. Shelving (50% Minimum)			1		
8. After Installation of Finishes, Test of Indoor Air Shows Formaldehyde Level <27ppb			3		
Finishes = Total 22					

L. FLOORING					
1. Use Environmentally Preferable Flooring: A) FSC-Certified Wood B) Reclaimed C) Rapidly Renewable D) Recycled-Content E) Exposed Concrete. <i>Flooring Adhesives Must Have <50 gpl VOCs.</i>					
a. Minimum 15% of Floor Area				1	
b. Minimum 30% of Floor Area				1	
c. Minimum 50% of Floor Area				1	
d. Minimum 75% of Floor Area				1	
2. Thermal Mass Floors: Floor Covering Other than Carpet on 50% or More of Concrete Floors		1			
3. Flooring Meets Section 01350 or CRI Green Label Plus Requirements (50% Minimum)			2		
Flooring = Total 7					

M. APPLIANCES					
1. Install Water- and Energy-Efficient Dishwasher					
a. ENERGY STAR		1			
b. Dishwasher Uses No More than 6.5 Gallons/Cycle (total 2 points)					1
2. Install Water- and Energy-Efficient Clothes Washing Machine					
a. Meets CEE Tier 2 requirements (modified energy factor 2.0, Water Factor 6.0) (total 3 points)		1			2
b. Meets CEE Tier 3 requirements (modified energy factor 2.2, Water Factor 4.5 or less) (total 5 points)	2				
3. Install ENERGY STAR Refrigerator					
a. ENERGY STAR Qualified & < 25 Cubic Feet Capacity		1			
b. ENERGY STAR Qualified & < 20 Cubic Feet Capacity		1			
4. Install Built-In Recycling & Composting Center					
a. Built-In Recycling Center				2	
b. Built-In Composting Center				1	
Appliances and Lighting = Total 12					

N. OTHER					
1. Incorporate GreenPoint Rated Checklist in Blueprints - Required				P	
2. Develop Homeowner Manual of Green Features/Benefits		1	1		1
3. Innovative Measures That Meet the Green Building Objectives of the Guidelines. Maximum of 20 points.					
4. Community Design Measures and Local Priorities: Maximum of 20 points.	20				
Other = Total 43					

	Community	Energy	IAQ/Health	Resources	Water	Total
Total Available Points in Specific Categories	24	108	45	66	47	290
Innovation Points Available in Any Category						20
OVERALL TOTAL (Note: Some points are not applicable to every project type.)						310
MINIMUM POINTS REQUIRED IN SPECIFIC CATEGORIES		30	5	6	9	50

Multifamily GreenPoint Checklist

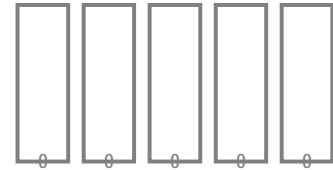


The GreenPoint Rated checklist tracks green features incorporated into the home. The recommended minimum requirements for a green home are: Earn a total of 50 points or more; obtain the following minimum points per category: Community (6), Energy (30), Indoor Air Quality/Health (5), Resources (6), and Water (3); and meet the prerequisites B.1.a (50% construction waste diversion), A.8 (exceed Title 24 requirements by 15%), C.10.a (3-year subcontractor guarantee and 20-year manufacturer warranty for shingle roofing), and F.1 (incorporate Green Points checklist in blueprints).

Build It Green is a non-profit organization providing the GreenPoint Rated program as a public service. Build It Green encourages local governments to leverage program resources to support voluntary, market-based programs and strategies.

The green building practices listed below are described in greater detail in the Multifamily Green Building Guidelines, available at www.builditgreen.org/greenpoint-rated/guidelines

Current Point Total	0
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Enter Total Conditioned Floor Area of the Project:	10,000
Enter Total Non-Residential Floor Area of Project:	
Percent of Project Dedicated to Residential Use	100%

ENTER PROJECT NAME	Community	Energy	IAQ/Health	Resources	Water	
A. PLANNING & DESIGN	Possible Points					
1. Infill Sites						
<input type="checkbox"/> a. Project is Located Within an Urban Growth Boundary & Avoids Environmentally Sensitive Sites	1					
<input type="checkbox"/> b. Project Includes the Redevelopment of At Least One Existing Building				1		
0 <input type="checkbox"/> c. Housing Density of 15 Units Per Acre or More (1 pt for every 5 u/a) <i>Enter Project Density Number (In Units Per Acre)</i>	10					
<input type="checkbox"/> d. Locate Within Existing Community that has Sewer Line & Utilities in Place	1					
<input type="checkbox"/> e. Project Redevelops a Brownfield Site or is Designated a Redevelopment Area by a City	1					
f. Site has Pedestrian Access Within ½ Mile to Neighborhood Services (1 Pt for 5 Or More, 2 Pts for 10 Or More):						
<input type="checkbox"/> 1) Bank <input checked="" type="checkbox"/> 2) Place of Worship <input type="checkbox"/> 3) Full Scale Grocery/Supermarket	2					
<input type="checkbox"/> 4) Day Care <input checked="" type="checkbox"/> 5) Cleaners <input type="checkbox"/> 6) Fire Station						
<input type="checkbox"/> 7) Hair Care <input checked="" type="checkbox"/> 8) Hardware <input type="checkbox"/> 9) Laundry						
<input type="checkbox"/> 10) Library <input type="checkbox"/> 11) Medical/Dental <input type="checkbox"/> 12) Senior Care Facility						
<input type="checkbox"/> 13) Public Park <input type="checkbox"/> 14) Pharmacy <input type="checkbox"/> 15) Post Office						
<input type="checkbox"/> 16) Restaurant <input type="checkbox"/> 17) School <input type="checkbox"/> 18) After School Programs						
<input type="checkbox"/> 19) Commercial Office <input type="checkbox"/> 20) Community Center <input type="checkbox"/> 21) Theater/Entertainment						
<input type="checkbox"/> 22) Convenience Store Where Meat & Produce are Sold.						
g. Proximity to Public Transit						
Development is Located Within:						
<input type="checkbox"/> 1/4 Mile of One Planned or Current Bus Line Stop	1					
<input type="checkbox"/> 1/4 Mile of Two or More Planned or Current Bus Line Stops	1					
<input type="checkbox"/> 1/2 Mile of a Commuter Train/Light Rail Transit System	1					
h. Reduced Parking Capacity:						
<input type="checkbox"/> Less than 1.5 Parking Spaces Per Unit	1					
<input type="checkbox"/> Less than 1.0 Parking Spaces Per Unit	1					
2. Mixed-Use Developments						
<input type="checkbox"/> a. At least 2% of Development Floorspace Supports Mixed Use (Non-Residential Tenants)	1					
<input type="checkbox"/> b. Half of Above Non-Residential Floorspace is Dedicated to Neighborhood Services	1					
3. Building Placement & Orientation						
<input type="checkbox"/> a. Protect Soil & Existing Plants & Trees	1					
4. Design for Walking & Bicycling						
<input type="checkbox"/> a. Sidewalks Are Physically Separated from Roadways & Are 5 Feet Wide	1					
<input type="checkbox"/> b. Traffic Calming Strategies Are Installed by the Developer	1					
<input type="checkbox"/> c. Provide Dedicated, Covered & Secure Bicycle Storage for 15% of Residents	1					
<input type="checkbox"/> d. Provide Secure Bicycle Storage for 5% of Non-Residential Tenant Employees & Visitors	1					
5. Social Gathering Places						
<input type="checkbox"/> a. Outdoor Gathering Places for Residents (Average of 50 sf Per Unit Or More)	1					
<input type="checkbox"/> b. Outdoor Gathering Places Provide Natural Elements <i>(For compact sites only)</i>	1					
6. Design for Safety and Natural Surveillance						
<input type="checkbox"/>						

ENTER PROJECT NAME		Community	Energy	IAQ/Health	Resources	Water
<input type="checkbox"/>	a. All Main Entrances to the Building and Site are Prominent and Visible from the Street	1				
<input type="checkbox"/>	b. Residence Entries Have Views to Callers (Windows or Double Peep Holes) & Can Be Seen By Neighbors	1				
7. Landscaping						
<input type="checkbox"/>	<i>Check here if the landscape area is <10% of the total site area. Projects with <10% landscape area can only check up to 3 boxes in this section.</i>					
<input type="checkbox"/>	a. No Plant Species will Require Shearing				1	
<input type="checkbox"/>	b. No plantings are Listed on the Invasive Plant Inventory by the California Invasive Plant Council				1	
<input type="checkbox"/>	c. Specify Drought-tolerant California Natives, Mediterranean or Other Appropriate Species					1
d. Create Drought Resistant Soils:						
<input type="checkbox"/>	i. Mulch All Planting Beds to a Depth of 2 Inches or Greater as Per Local Ordinance					1
<input type="checkbox"/>	ii. Amend with 1 Inch of Compost or as per Soil Analysis to Reach 3.5% Soil Organic Matter					1
e. Design & Install High-Efficiency Irrigation System						
<input type="checkbox"/>	i. Specify Smart (Weather-Based) Irrigation Controllers					1
<input type="checkbox"/>	ii. Specify Drip, Bubblers or Low-Flow Sprinklers for All Non Turf Landscape Areas					1
<input type="checkbox"/>	f. Group Plants by Water Needs (Hydrozones) in Planting Plans & Identify Hydrozones on Irrigation Plans					1
g. Minimize Turf in Landscape Installed by Builder						
<input type="checkbox"/>	i. Do Not Specify Turf on Slopes Exceeding 10% or in Areas Less Than 8 Feet Wide					1
<input type="checkbox"/>	ii. Less Than 33% of All Landscaped Area is Specified as Turf AND All Turf has Water Requirement <= To Tall Fescue					1
8. Building Performance Exceeds Title 24 by at least 15%- Required						
<i>Enter the Percent Above the 2005 Version of Title 24 for Residential and Non-Residential Portions of the Project.</i>						
0%	a. Residences: 2 Points for Every 1% Above 2005 T24		0			
0%	b. Non-Residential Spaces: 2 Points for Every 1% Above 2005 T24					
9. Cool Site						
<input type="checkbox"/>	a. At least 30% of the Site Includes Cool Site Techniques	1				
10. Adaptable Buildings						
a. Include Universal Design Principles in Units						
<input type="checkbox"/>	50% of Units	1				
<input type="checkbox"/>	80% of Units	1				
<input type="checkbox"/>	b. Live/Work Units Include A Dedicated Commercial Entrance	1				
11. Affordability						
a. A Percentage of Units are Dedicated to Households Making 80% or Less of AMI						
<input type="checkbox"/>	10% of All Units	1				
<input type="checkbox"/>	20%	1				
<input type="checkbox"/>	30%	1				
<input type="checkbox"/>	50% or More	1				
<input type="checkbox"/>	b. Development Includes Multiple Bedroom Units (At least 1 Unit with 3BR or More at or Less Than 80% AMI)	2				

B. SITEWORK		Possible Points				
1. Construction & Demolition Waste Management						
Divert a Portion of all Construction & Demolition Waste:						
<input type="checkbox"/>	a. Required: Divert 50%				R	
<input type="checkbox"/>	b. Divert 65%				2	
<input type="checkbox"/>	c. Divert 80% or more				2	
2. Construction Material Efficiencies						
<input type="checkbox"/>	a. Lumber is Delivered Pre-Cut from Supplier (80% or More of Total Board Feet)				1	
b. Components of the Project Are Pre-Assembled Off-Site & Delivered to the Project						
<input type="checkbox"/>	25% of Total Square Footage				2	
<input type="checkbox"/>	50% of Total Square Footage				2	
<input type="checkbox"/>	75% of Total Square Footage or More				2	
3. Construction Indoor Air Quality (IAQ) Management Plan						
<input type="checkbox"/>	a. An IAQ Management Plan is Written & Followed for the Project				2	

C. STRUCTURE		Possible Points				
1. Recycled Aggregate						
<input type="checkbox"/>	a. Minimum 25% Recycled Aggregate (Crushed Concrete) for Fill, Backfill & Other Uses				1	
2. Recycled Flyash in Concrete						
a. Flyash or Slag is Used to Displace a Portion of Portland Cement in Concrete						
<input type="checkbox"/>	20%				1	
<input type="checkbox"/>	30% or More				1	

ENTER PROJECT NAME	Community	Energy	IAQ/Health	Resources	Water
3. FSC-Certified Wood for Framing Lumber					
a. FSC-Certified Wood for a Percentage of All Dimensional Studs:					
<input type="checkbox"/> 40%				2	
<input type="checkbox"/> 70%				2	
b. FSC-Certified Panel Products for a Percentage of All Sheathing (OSB & Plywood):					
<input type="checkbox"/> 40%				1	
<input type="checkbox"/> 70%				1	
4. Engineered Lumber or Steel Studs, Joists, Headers & Beams					
a. 90% or More of All Floor & Ceiling Joists					
<input type="checkbox"/>				1	
b. 90% or More of All Studs					
<input type="checkbox"/>				2	
c. 90% or More of All Headers & Beams					
<input type="checkbox"/>				2	
5. Optimal Value Engineering Framing					
a. Studs at 24" Centers on Top Floor Exterior Walls &/or All Interior Walls					
<input type="checkbox"/>				1	
b. Door & Window Headers Sized for Load					
<input type="checkbox"/>				1	
c. Use Only Jack & Cripple Studs Required for Load					
<input type="checkbox"/>				1	
6. Steel Framing					
a. Mitigate Thermal Bridging by Installing Exterior Insulation (At Least 1-Inch of Rigid Foam)					
<input type="checkbox"/>		2			
7. Structural Insulated Panels (SIPs) Or Other Solid Wall Systems					
a. SIPs Or Other Solid Wall Systems are Used for 80% of All:					
<input type="checkbox"/> Floors		2		2	
<input type="checkbox"/> Walls		2		2	
<input type="checkbox"/> Roofs		2		2	
8. Raised Heel Roof Trusses					
a. 75% of All Roof Trusses Have Raised Heels					
<input type="checkbox"/>		1			
9. Insulation					
a. All Ceiling, Wall & Floor Insulation is 01350 Certified OR Contains No Added Formaldehyde					
<input type="checkbox"/>			1		
b. All Ceiling, Wall & Floor Insulation Has a Recycled Content of 50% or More					
<input type="checkbox"/>				1	
10. Durable Roofing Options					
a. Required: No Shingle Roofing OR All Shingle Roofing Has 3-Yr Subcontractor Guarantee & 20-Yr Manufacturer Warranty					
<input type="checkbox"/>				R	
b. All Sloped Roofing Materials Carry a 40-Year Manufacturer Warranty					
<input type="checkbox"/>				1	
11. Moisture Shedding & Mold Avoidance					
a. Building(s) Include a Definitive Drainage Plane Under Siding					
<input type="checkbox"/>				4	
b. ENERGY STAR Bathroom Fans are Supplied in All Bathrooms, Are Exhausted to the Outdoors & Are Equipped with Controls					
<input type="checkbox"/>				1	
c. A Minimum of 80% of Kitchen Range Hoods Are Vented to the Exterior					
<input type="checkbox"/>			1		
12. Green Roofs					
a. A Portion of the Low-Slope Roof Area is Covered By A Vegetated or "Green" Roof					
<input type="checkbox"/> 25%	2				2
<input type="checkbox"/> 50% or More	2				2

D. SYSTEMS	Possible Points				
1. Passive Solar Heating					
a. Orientation: At Least 40% of the Units Face Directly South					
<input type="checkbox"/>		2			
b. Shading On All South-Facing Windows Allow Sunlight to Penetrate in Winter, Not in Summer					
<input type="checkbox"/>		1			
c. Thermal Mass: At Least 50% of the Floor Area Directly Behind South-Facing Windows is Massive					
<input type="checkbox"/>		2			
2. Radiant Hydronic Space Heating					
a. Install Radiant Hydronic Space Heating for IAQ purposes (No Forced Air) in All Residences					
<input type="checkbox"/>			2		
3. Solar Water Heating					
a. Pre-Plumb for Solar Hot Water					
<input type="checkbox"/>		1			
b. Install Solar Hot Water System for Preheating DHW					
<input type="checkbox"/>		4			
4. Air Conditioning with Advanced Refrigerants					
a. Install Air Conditioning with Non-HCFC Refrigerants					
<input type="checkbox"/>	1				
5. Advanced Ventilation Practices					
Perform the Following Practices in Residences:					
a. Infiltration Testing by a C-HERS Rater for Envelope Sealing & Reduced Infiltration					
<input type="checkbox"/>		2			
b. Operable Windows or Skylights Are Placed To Induce Cross Ventilation (At Least One Room In 80% of Units)					
<input type="checkbox"/>		1	1		
c. Ceiling Fans in Every Bedroom & Living Room OR Whole House Fan is Used					
<input type="checkbox"/>		1			
6. Garage Ventilation					
a. Garage Ventilation Fans Are Controlled by Carbon Monoxide Sensors (Passive Ventilation Does Not Count)					
<input type="checkbox"/>			1		

ENTER PROJECT NAME	Community	Energy	IAQ/Health	Resources	Water
7. Low-Mercury Lamps					
<input type="checkbox"/> a. Low-Mercury Products Are Installed Wherever Linear Fluorescent Lamps Are Used				1	
<input type="checkbox"/> b. Low-Mercury Products Are Installed Wherever Compact Fluorescent Lamps Are Used				2	
8. Light Pollution Reduction					
<input type="checkbox"/> a. Exterior Luminaires Emit No Light Above Horizontal OR Are Dark Sky Certified	1				
<input type="checkbox"/> b. Control light Trespass Onto Neighboring Areas Through Appropriate Fixture Selection & Placement	1				
9. Onsite Electricity Generation					
<input type="checkbox"/> a. Pre-Wire for Photovoltaics & Plan for Space (Clear Areas on Roof & in Mechanical Room)				1	
<input type="checkbox"/> b. Install Photovoltaics to Offset a Percent of the Project's Total Estimated Electricity Demand					
<input type="checkbox"/> 10%	2	2			
<input type="checkbox"/> 20%	2	2			
<input type="checkbox"/> 30% or more	2	2			
<input type="checkbox"/> c. Educational Display is Provided in a Viewable Public Area	1				
10. Elevators					
<input type="checkbox"/> a. Gearless Elevators Are Installed		1			
11. ENERGY STAR® Appliances					
a. Install ENERGY STAR Refrigerators in All Locations					
<input type="checkbox"/> ENERGY STAR-Qualified		1			
<input type="checkbox"/> ACEEE-Listed Refrigerators		1			
b. Install ENERGY STAR Dishwashers in All Locations					
<input type="checkbox"/> All Dishwashers Are ENERGY STAR-qualified		1			
<input type="checkbox"/> Residential-grade Dishwashers Use No More than 6.5 Gallons Per Cycle		1			1
c. Install ENERGY STAR Clothes Washers In All Locations					
<input type="checkbox"/>		1			2
d. Install Ventless Natural Gas Clothes Dryers in Residences					
<input type="checkbox"/>			1		
12. Central Laundry					
<input type="checkbox"/> a. Central Laundry Facilities Are Provided for All Occupants				1	
13. Water-Efficient Fixtures					
a. All Showerheads Use 2.0 Gallons Per Minute (gpm) or Less					
<input type="checkbox"/>		1			1
b. High-Efficiency Toilets Use 1.28 gpf or Less or Are Dual Flush					
<input type="checkbox"/> In All Residences					3
<input type="checkbox"/> In All Non-Residential Areas					3
c. Install High Efficiency Urinals (0.5 gpf or less) or No-Water Urinals Wherever Urinals Are Specified:					
<input type="checkbox"/> Average flush rate is 0.5 gallons per flush or less					1
<input type="checkbox"/> Average flush rate is 0.1 gallons per flush or less					1
d. Flow Limiters Or Flow Control Valves Are Installed on All Faucets					
<input type="checkbox"/> Residences: Kitchen - 2.0 gpm or less		1			1
<input type="checkbox"/> Non-Residential Areas: Kitchen - 2.0 gpm or less		0			0
<input type="checkbox"/> Residences: Bathroom Faucets- 1.5 gpm or less		1			1
<input type="checkbox"/> Non-Residential Areas: Bathroom Faucets - 1.5 gpm or less		0			0
<input type="checkbox"/> e. Non-Residential Areas: Install Pre-Rinse Spray Valves in Commercial Kitchens - 1.6 gpm or less					1
14. Source Water Efficiency					
a. Use Recycled Water for Landscape Irrigation or to Flush Toilets/Urinals					
<input type="checkbox"/>					2
b. Use Captured Rainwater for Landscape Irrigation or to Flush 5% of Toilets &/or Urinals					
<input type="checkbox"/>					4
c. Water is Submetered for Each Residential Unit & Non-Residential Tenant					
<input type="checkbox"/>					4
E. FINISHES AND FURNISHINGS					
					Possible Points
1. Construction Indoor Air Quality Management					
<input type="checkbox"/> a. Perform a 2-Week Whole Building Flush-Out Prior to Occupancy			1		
2. Entryways					
<input type="checkbox"/> a. Provide Permanent Walk-Off Mats and Shoe Storage at All Home Entrances			1		
<input type="checkbox"/> b. Permanent Walk-Off Systems Are Provided at All Main Building Entrances & In Common Areas			1		
3. Recycling & Waste Collection					
<input type="checkbox"/> a. Residences: Provide Built-In Recycling Center In Each Unit				2	

ENTER PROJECT NAME	Community	Energy	IAQ/Health	Resources	Water
4. Use Low/No-VOC Paints & Coatings					
a. Low-VOC Interior Paints (<50 gpl VOCs (Flat) and <150 gpl VOCs (Non-Flat))					
<input type="checkbox"/> In All Residences			1		
<input type="checkbox"/> In All Non-Residential Areas:			0		
b. Zero-VOC: Interior Paints (<5 gpl VOCs (Flat))					
<input type="checkbox"/> In All Residences			1		
<input type="checkbox"/> In All Non-Residential Areas:			0		
c. Wood Coatings Meet the Green Seal Standards for Low-VOCs					
<input type="checkbox"/> In All Residences			2		
<input type="checkbox"/> In All Non-Residential Areas:			0		
d. Wood Stains Meet the Green Seal Standards for Low-VOCs					
<input type="checkbox"/> In All Residences			2		
<input type="checkbox"/> In All Non-Residential Areas:			0		
5. Use Recycled Content Exterior Paint					
<input type="checkbox"/> a. Use Recycled Content Paint on 50% of All Exteriors				1	
6. Low-VOC Construction Adhesives					
<input type="checkbox"/> a. Use Low-VOC Construction Adhesives (<70 gpl VOCs) for All Adhesives			1		
7. Environmentally Preferable Materials for Interior Finish					
Use Environmentally Preferable Materials for Interior Finish: A) FSC-Certified Wood, B) Reclaimed Lumber, C) Rapidly Renewable D) Recycled-Content or E) Finger-Jointed					
a. Residences: At Least 50% of Each Material:					
<input type="checkbox"/> i. Cabinets				1	
<input type="checkbox"/> ii. Interior Trim				1	
<input type="checkbox"/> iii. Shelving				1	
<input type="checkbox"/> iv. Doors				1	
<input type="checkbox"/> v. Countertops				1	
b. Non-Residential Areas: At Least 50% of Each Material:					
<input type="checkbox"/> i. Cabinets				0	
<input type="checkbox"/> ii. Interior Trim				0	
<input type="checkbox"/> iii. Shelving				0	
<input type="checkbox"/> iv. Doors				0	
<input type="checkbox"/> v. Countertops				0	
8. Reduce Formaldehyde in Interior Finish Materials					
Reduce Formaldehyde in Interior Finish Materials (Section 01350) for At Least 50% of Each Material Below:					
a. Residences:					
<input type="checkbox"/> i. Cabinets			1		
<input type="checkbox"/> ii. Interior Trim			1		
<input type="checkbox"/> iii. Shelving			1		
<input type="checkbox"/> iv. Subfloor			1		
b. Non-Residential Areas:					
<input type="checkbox"/> i. Cabinets			0		
<input type="checkbox"/> ii. Interior Trim			0		
<input type="checkbox"/> iii. Shelving			0		
<input type="checkbox"/> iv. Subfloor			0		
9. Environmentally Preferable Flooring					
Use Environmentally Preferable Flooring: A) FSC-Certified or Reclaimed Wood, B) Rapidly Renewable Flooring Materials, C) Recycled-Content Ceramic Tiles, D) Exposed Concrete as Finished Floor or E) Recycled-Content Carpet. Note: Flooring Adhesives Must Have <50 gpl VOCs.					
a. Residences:					
<input type="checkbox"/> i. Minimum 15% of Floor Area				1	
<input type="checkbox"/> ii. Minimum 30% of Floor Area				1	
<input type="checkbox"/> iii. Minimum 50% of Floor Area				1	
<input type="checkbox"/> iv. Minimum 75% of Floor Area				1	
b. Non-Residential Areas:					
<input type="checkbox"/> i. Minimum 15% of Floor Area				0	
<input type="checkbox"/> ii. Minimum 30% of Floor Area				0	
<input type="checkbox"/> iii. Minimum 50% of Floor Area				0	
<input type="checkbox"/> iv. Minimum 75% of Floor Area				0	
10. Low-Emitting Flooring					
<input type="checkbox"/> a. Residences: Flooring Meets Section 01350 or CRI Green Label Plus Requirements (50% Minimum)			1		
<input type="checkbox"/>					

ENTER PROJECT NAME		Community	Energy	IAQ/Health	Resources	Water
<input type="checkbox"/>	b. Non-Residential Areas: Flooring Meets Section 01350 or CRI Green Label Plus Requirements (50% Minimum)			0		
11. Durable Cabinets						
Install Durable Cabinets in All:						
<input type="checkbox"/>	a. Residences				1	
<input type="checkbox"/>	b. Non-Residential Areas				0	
12. Furniture & Outdoor Play Structures						
<input type="checkbox"/>	a. Play Structures & Surfaces Have an Overall Average Recycled Content Greater Than 20%				1	
<input type="checkbox"/>	b. Environmentally Preferable Exterior Site Furnishings				1	
<input type="checkbox"/>	c. At Least 25% of All newly Supplied Interior Furniture has Environmentally Preferable Attributes			1		
13. Vandalism Deterrence						
<input type="checkbox"/>	a. Project Includes Vandalism Resistant Finishes and Strategies	1				

F. OTHER		Possible Points				
1. Incorporate GreenPoint Checklist in Blueprints						
<input checked="" type="checkbox"/>	a. Required: Incorporate GreenPoint Checklist in Blueprints	Y				
2. Operations & Maintenance Manuals						
<input type="checkbox"/>	a. Provide O&M Manual to Building Maintenance Staff		1			
<input type="checkbox"/>	b. Provide O&M Manual to Occupants		1			1
3. Transit Options						
<input type="checkbox"/>	a. Residents Are Offered Free or Discounted Transit Passes	2				
4. Educational Signage						
<input type="checkbox"/>	a. Educational Signage Highlighting & Explaining the Project's Green Features is Included	1				
5. Vandalism Management Plan						
<input type="checkbox"/>	a. Project Includes a Vandalism Management Plan for Dealing with Disturbances Post-Occupancy	1				
6. Innovation: List innovative measures that meet the green building objectives of the Multifamily Guidelines. Enter up to a 4 Points in each category. Points will be evaluated by local jurisdiction or GreenPoint rater.						
0	Innovation in Community : Enter up to 4 Points at left. Enter description here					
0	Innovation in Energy : Enter up to 4 Points at left. Enter description here					
0	Innovation in IAQ/Health : Enter up to 4 Points at left. Enter description here					
0	Innovation in Resources : Enter up to 4 Points at left. Enter description here					
0	Innovation in Water : Enter up to 4 Points at left. Enter description here					

Summary						
Points Achieved from Specific Categories		0	0	0	0	0
Current Point Total		0				
Project has not yet met the recommended minimum requirements						
- Total Project Score of At Least 50 Points						
- Minimum points in specific categories: Community (6), Energy (30), IAQ/Health (5), Resources (6), Water (3)						
- Required measures B.1a, C.10a, and/or F.1a						

APPENDIX D

SSHCP Best Management Practices

DEVELOPMENT DESIGN BMPs:

- Developments shall face preserve areas. This will enhance the individual stewardship of the property owners to the adjacent protected areas.
- Preserve areas shall include a buffer area between developed land uses. This could be a more developed area of the preserve, a recreational trail, or other such facility.
- Development should adjoin other development without fragmenting vital habitat preserves. There should be developed corridors as there are preserved habitat corridors.
- Development should incorporate greenway paths/greenbelts throughout the area that interconnect with each other and designated preserved areas.
- Greenways/greenbelts should be used to educate people about the nearby habitat preserves. This may be accomplished with information kiosks, displays of habitat systems, or a habitat theme projected throughout the greenbelt, such as designing the paths to resemble water flows and planted with native trees found in the nearby habitats.
- Shield outdoor lighting adjacent to and focus lighting away from open space areas.

DRAINAGE BMPs:

- Measures such as natural detention basins and grass swales and other reduction and treatment controls described above, will be utilized to avoid the discharge of untreated surface runoff from paved or developed area into SSHCP covered species habitat.
- Drainage systems will be designed to prevent the release of toxins that might harm or degrade biological resources.

RIPARIAN BMPs:

- When the buffer receives flow directly from an impervious area, use design curb cuts, spacers or connecting points to spread runoff evenly over the riparian buffer area.
- Limit the number of buffer crossings (e.g. roads, bridges, and utilities).
- Stabilize the banks around riparian buffer crossings and monitor crossings after severe storm and flooding events to determine if excess sedimentation, scouring or debris collection is occurring.
- Minimize practices that cause water flow to bypass the riparian buffer.
- Storm drains carry contaminant-laden water from impervious surfaces directly into streams in urbanized areas. Implement BMP strategies into development projects to reduce flow velocity and remove some contaminants prior to entering storm drain systems. Then design storm drain systems such that outflow is directed in the form of sheet flow across a suitably wide riparian buffer.
- Perimeter protection to filter sediment for sheetwash shall be located downslope of all disturbed areas and properly installed prior to upslope grading.
- Cover all footpaths running through and perpendicular to the buffer with non-elevated wooden boardwalks to prevent the channelization of stormwater runoff across dirt footpaths.
- Enhance buffer function as necessary, with medium-fine textured soils, such as loams and silt loams.
- Avoid gaps in vegetation along the bank that can channelize runoff into the river and negate the effect of surrounding buffers.

- Landowners adjacent to or within a riparian buffer should be encouraged to replant trees and shrubs along the bank or property edge of the buffer.
- Footpaths cleared for river access should be winding, rather than straight, and as narrow as possible to minimize sedimentation.
- Minimize amount of existing vegetation that is disturbed for construction.
- Make the boundaries of buffers visible before, during, and after construction with posted signs that describe allowable uses.
- Print riparian buffer boundaries on all development and construction plans, Master Plans, and other official maps.

URBAN/WILDLIFE INTERFACE (UWI) BMPs:

- Fencing will be designed to prevent pets from disturbing SSHCP covered species and unauthorized public access.
- Buffers/buffer roads will be designed at the edge of development to limit domestic pets from disturbing SSHCP covered species.

LANDSCAPING AND INVASIVE PLANTS (LIP) BMPs:

- Prohibit the use of non-native, invasive plant species in landscaping palettes adjacent to natural open space or for new public projects within 200 feet of natural open space. This includes container stock and hydroseeded material.
- Control irrigation of landscaping material within 200 feet of natural open space areas to prevent runoff into the area.

RECREATION BMPs:

- Install signage and educational kiosks to inform those using the trail systems of the importance of staying on the trails and other critical stewardship measures (e.g. no littering, no wildflower picking, encounters with wildlife).
- Encourage passive recreation open space areas but manage and direct activities away from the sensitive resources.
- Develop design standards for new trail construction that address the avoidance of sensitive species, unique habitats, and wildlife corridors; while supporting erosion control and access to major destination features.
- Provide litter control measures, such as closed garbage cans and recycling bins, at access points throughout the area.
- Site picnic areas at the edges of natural areas (e.g., at trail heads or parking areas), rather than in the middle of them.
- Limit construction of new horse trails in riparian areas or other sensitive habitat. Provide alternative sources of water, where possible.
- Encourage equestrian use to specified trails that are wider than foot trails (recommended 6 - 8 feet wide) to prevent trail edge disturbance and on grades no greater than 25%. If trails become degraded due to heavy use, rotate and redesign the trail or limit use during certain seasons to minimize further degradation. Closing of trails should be publicized early and broadly.

- Avoid recreational trails in areas highly susceptible to erosion and out of wetlands and other sensitive areas. Construct trails wider than foot trails (recommended 4 - 6 feet wide) to prevent trail edge disturbance and on grades no greater than 25%.
- Locate new trails away from sensitive resources or restrict their use so that covered species are not adversely affected.
- Construct trails to any prominent features or viewpoints that are likely to attract hikers, thereby preventing extensive trampling and compaction.
- Install water breaks on steep trails to prevent accelerated runoff and erosion.

