

# POLICIES FOR JACKSON & GRANT LINE EAST VISIONING AREAS

DRAFT SEPTEMBER 2008



PRODUCED BY

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

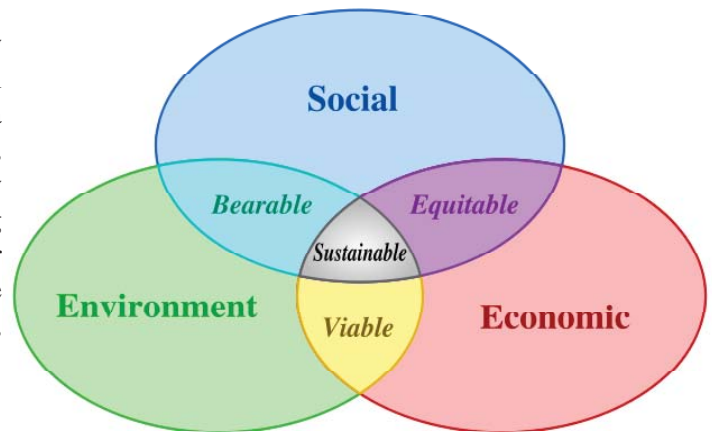
The importance of preserving environmental quality is two-fold. First, it promotes environmental health and sustainability by protecting flora, fauna and the overall welfare of the ecosystem. Second, it promotes human health and sustainability by protecting resources that support us by ensuring that they do not become depleted (such as water resources or farmland) or damaged/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 to 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. to be planned in these areas is built to the highest possible standards.



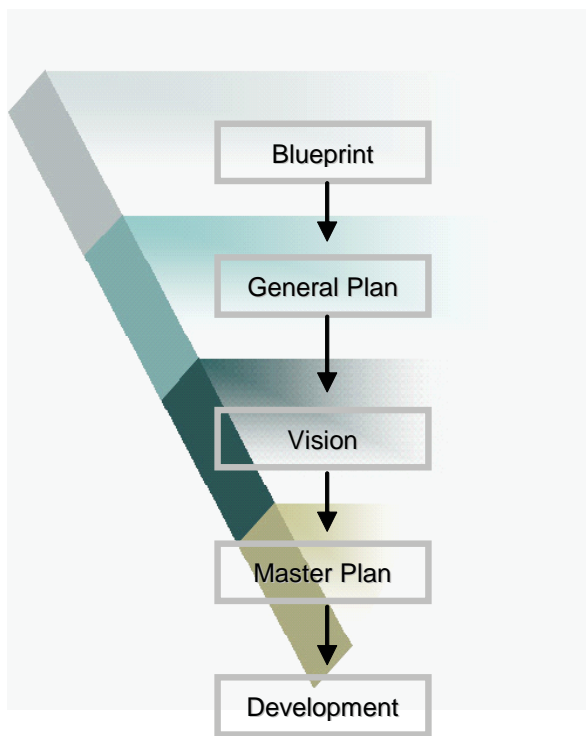
Three E's to Achieve Sustainability

## 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-initiated and led Specific Plan 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. Said 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	<b>Sustainable Transport</b>	<i>Reduce reliance on private vehicles and achieve major reductions of CO<sub>2</sub> 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	<b>Local and Sustainable Materials</b>	<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	<b>Local and Sustainable Food</b>	<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	<b>Sustainable Water</b>	<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	<b>Natural Habitats and Wildlife</b>	<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	<b>Culture and Heritage</b>	<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	<b>Equity and Fair Trade</b>	<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	<b>Health and Happiness</b>	<i>Increase health and quality of life of community members &amp; 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 <sub>2</sub> ) in the atmosphere	<b>Zero Carbon</b>	<i>Achieve net CO<sub>2</sub> 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	<b>Zero Waste</b>	<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

The Visioning document 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. During the General Plan Update process, the Board of Supervisors asked the Planning Department to study land within these two areas as potential areas where new growth may occur during the planning period of the General Plan (through 2030) and beyond.

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 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.

If the two visioning areas were to be developed, full build-out of all 30,000 acres would take many decades. While development of these areas would 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. Because 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 at how these areas may be developed to achieve both the County’s and the community’s vision, including reducing tension in the land use pattern 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) and much less so on how long it would take to develop the land.



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. Along Jackson Highway between Watt Avenue to 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 likely urban-rural transition envisioned 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 critical habitat 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 Photos

## 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 critical habitat and is targeted for preservation.



Grant Line East Visioning Area Photo

## 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 key stakeholder interviews, as 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 feeling of 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 provide input on general policy direction for potential development and what types of development the community would most like 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 weren't detailed or prescriptive. These conceptual land use plans were presented to the community during the second round of community workshops, held in April 2008. At the 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 conceptual land use plans, and generated some policy ideas for the Visioning policy document.



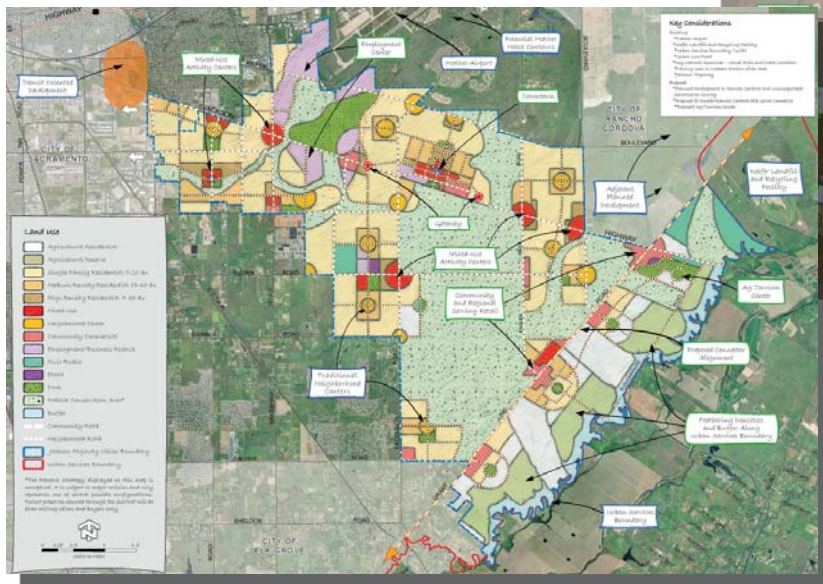
Community Interactive Workshops

# SECTION III: PLANNING PRINCIPLES

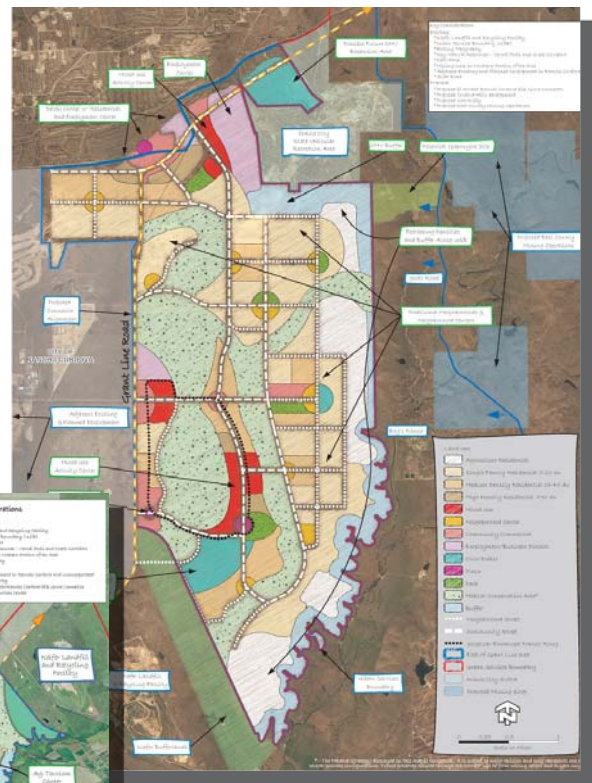
## RELATION TO DRAFT 2008 GENERAL PLAN UPDATE

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.

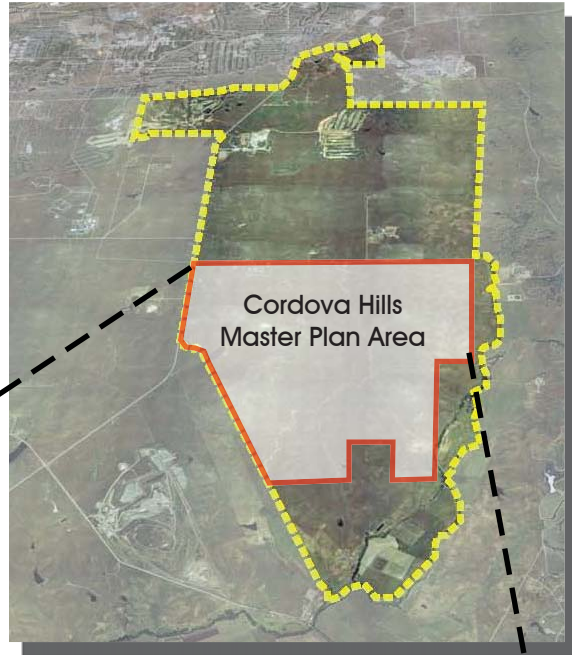
The Draft General Plan Update contains a number of policies, objectives and implementation measures pertaining to the Jackson Highway area. These policies center on the County's land use, economic development and conservation goals for the area. These are included in the planning principles and themes 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.

Such communities offer residents the option to walk or bike to destinations rather than drive, which can reduce traffic congestion, improve individual health, and create a sense of attachment and investment in one’s community. This requires housing choices for all social classes. 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 social classes. When people live close to where they work, traffic congestion and commute times decrease. An added benefit to localized job opportunities is 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. The concept of sustainable businesses includes both creating jobs that

provide wages necessary to supply the means to afford living in that community, as well as “green collar” jobs, such as employment related to renewable energy, green building, recycling, etc.

#### EXISTING AND UPDATED 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 that 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 market-driven development that has 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.
- VP-2.** Extend transit facilities and infrastructure concurrently with the development of identified “strategic nodes” within the planning area. These strategic nodes include the general areas around where the Jackson Highway intersects with 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/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. As such, identifying an appropriate mix of uses will be integral to all Master Plan efforts, as identifying large tracts of single-use development is no longer 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.

**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 real choices, auto-centric communities that necessitate driving to meet basic daily needs and an overall inefficient use of land. However, greenfield development 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 a 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 UPDATED 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-5.** Master Plans are required to plan 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-6.** 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-7.** 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-8.** 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) shall be 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-9.** Master Plans will ensure that civic amenities, such as schools and parks, are developed in a timely fashion that occurs parallel with residential development.

**VP-10.** Preserve the Kiefer Buffer Lands and Mather airport by prohibiting incompatible land uses adjacent to them. To this end, aviation 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-11.** Utilize buffer zones around Mather Airport, Kiefer Landfill, 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.

### 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 addresses the “three E’s” of sustainability – economy, ecology and equity – at the Master Plan level 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 to respond to increasing consumer preference for green products and to stay in front of increasing regulations.

#### EXISTING AND UPDATED 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.

**VISIONING POLICIES/PROGRAMS**

**VP-12.** All Master Plans shall implement the County’s Climate Action Plan and related efforts, which will likely require offsetting 100 percent of measurable carbon-equivalent emissions within Sacramento County. Emissions shall be measured using models approved for use by the Sacramento Metropolitan Air Quality Management District.

**VP-13.** Master Plans shall provide appropriate development standards to facilitate on-site energy generation via renewable resources and other sustainable practices.

**VP-14.** 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 shall be based on the criteria established by Leadership in Energy Efficiency and Design (LEED) for Neighborhood Design (LEED-ND). This assessment will occur at the Master Plan, General Plan Amendment, or Rezone level of review. See Attachment A for LEED-ND criteria.

**VP-15.** All new single family construction, as well as all multifamily developments of 20 units or more, must achieve at least 50 GreenPoints 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.

**VP-16.** All newly constructed commercial and office/industrial buildings must exceed Title 24 energy requirements by at least 15 percent.

**VP-17.** All newly constructed civic buildings are required, at a minimum, to be built to the LEED Silver level or better.

**VP-18.** 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.

**VP-19.** Recycling services shall be expanded and curbside recycling service shall 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.

**Objective:** **New development must generate at least 50 percent of its energy needs on-site or within the community via renewable or alternative energy sources.**

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.

**EXISTING AND UPDATED GENERAL PLAN POLICIES**

**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.

**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-20.** A minimum of 50 percent of a Master Plan's energy needs shall be generated on site with renewable or alternative energy sources, such as wind or solar generated electricity, geothermal, fuel cells, landfill gas, solid waster-conversion-to-energy, or other similar technologies that may arise.
- VP-21.** 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’ efforts 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 UPDATED 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-22.** Master Plans will implement the stormwater management Best Management Practices (BMP) in Appedix (LEED Neighborhood Design Check List) and all BMPs contained within the SSHCP.
- VP-23.** Approvals for any future Master Plan for new development should not become valid or vested until adoption of the SSHCP. If a project proponent seeks individual permitting through the local, state and federal environmental agencies having jurisdiction over the project, said approvals would not vest or become valid until all local, state and federal environmental permitting has been completed.
- VP-24.** 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 with urban environments protects habitat and agriculture lands while allowing for interaction of urban dwellers with the 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 UPDATED 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-25.** New development adjacent open spaces and habitat preserves shall provide direct pedestrian and bicycle connections to trails in these areas where appropriate.
- VP-26.** Whenever possible, elevate trails along and within natural preserves in a boardwalk fashion to create the least impact to the natural environment.

- VP-27.** 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-28.** 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-29.** When prescribed by the General Plan and/or SSHCP, grade separations to allow wildlife to cross under an intersecting roadway will be required.
- VP-30.** 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 buffers and design features to ensure compatibility.
- VP-31.** 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.

**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 to do so. 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 also 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 UPDATED 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.

**VISIONING POLICIES/PROGRAMS**

- VP-32.** The County shall require right-to-farm notification as a condition of permit approval for residential uses within 1,000 feet of agricultural areas.
- VP-33.** 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, Sloughhouse, Sheldon and overall East County areas.
- VP-34.** 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.

## E. CIRCULATION

**Objective:** Establish a multi-modal circulation system in new communities and neighborhoods within the Jackson and Grant Line East visioning 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. Developing nodes 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. Such nodes will help to facilitate ease of movement within and between nodes in the visioning areas and to areas beyond, while also reducing overall vehicle miles traveled by providing users desirable alternatives. Equally as important is securing the necessary right-of-way, initial funding and ongoing financing for operations and maintenance to ensure that each mode is provided as planned and remains viable well into the future.

### EXISTING AND UPDATED 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 transportation system, planned and developed consistent with the land uses to be served.
- 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-94.** Support development of a bus rapid transit system (BRT) and light rail expansion by encouraging appropriate land uses and densities along planned routes.

### VISIONING POLICIES/PROGRAMS

- VP-35.** Master Plans must provide direct and efficient connections between internal transportation infrastructure (including roads, pedestrian and bicycle facilities, trails and transit routes) to existing, planned or proposed transportation infrastructure adjacent to the Master Plan's boundaries.
- VP-36.** Master Plans shall set aside all necessary right-of-way and/or easements to accommodate various transportation modes including pedestrian and bicycle facilities and aircraft, as well as additional right of way deemed necessary by the County and/or



Regional Transit for the future provision of BRT in exclusive lanes, light rail extensions, streetcar routes, or other enhanced transit service.

- VP-37.** Master Plans must provide for 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-38.** All downtown and community nodes along existing and/or planned transit routes shall 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-39.** Achieve densities that will maximize ridership on the transit system. In general, bus transit is supported by Floor Area Ratios (FAR's) of at least .5 to 1.0. Light Rail is supported by FARs of 2.0 to 2.5 and higher.
- VP-40.** Transit options such as neighborhood shuttles, streetcars, etc. should exist for travel between nodes within the visioning areas. Major nodes shall be connected to each other and to the region by BRT or light rail.
- VP-41.** Ensure compatible land uses and appropriate circulation networks and 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-42.** Master Plans shall be 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-43.** For Master Plans that demonstrate excellent pedestrian and bicycle trails and

infrastructure, Regional Transit will work with the land owners/developers to pursue grant funding for up to a 90% federal funding match to help offset the costs of said infrastructure.

- VP-44.** Parking requirements may be reduced along corridors that are targeted to receive enhanced transit services such as BRT and light rail.
- VP-45.** Develop car and bicycle sharing programs within major mixed-use nodes.
- VP-46.** Facilitate roadway designs and a hierarchy of dedicated bicycle lanes that promote “bike to transit” between new residential neighborhoods and transit points.
- VP-47.** All major roadways should be planned and constructed with traffic signal priority technology
- VP-48.** Master Plans should consider supplemental and/or integrated transportation infrastructure for Neighborhood Electric Vehicles (NEVs), golf carts, or other small electric or alternative fuel vehicles.
- VP-49.** 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

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

Roadways and transportation corridors naturally serve a variety of different types 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 is important, as complete streets accommodate all forms of transportation within a single corridor, while providing a pleasant environment for pedestrians and cyclists that often doesn't often occur without advance planning and adequate right-of-way dedication.

**EXISTING AND UPDATED GENERAL PLAN POLICIES**

- 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-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-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.

**VISIONING POLICIES/PROGRAMS**

**VP-50.** All streets and roadways shall be complete streets.

**VP-51.** Roadways located in any major development node shall 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-52.** Link pedestrian infrastructure (such as sidewalks and trails) within developments and neighborhoods to surrounding community and downtown centers with pedestrian and bicycle paths leading to transit facilities and other amenities.

**VP-53.** A high-density grid network of streets shall be implemented in community centers and downtown areas to better facilitate walkable communities. Streets located in areas where pedestrian traffic is encouraged (major development nodes, transit oriented development, mixed-use, single-family residential, and local streets) shall have blocks no longer than 400 feet in length.

**VP-54.** Outside of community centers and downtown areas, maintain a connectivity index of 1.4. 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-55.** In certain instances, roadways designed for high speeds may be planned to go around (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.
- VP-56.** Sidewalks in districts intended to support active pedestrian use shall be developed at sufficient widths to accommodate the following: pedestrians (including the disabled), a buffer separating pedestrians from the street, and other amenities and allow for outdoor uses, such as dining and relaxing.
- VP-57.** Town centers, shopping districts, and residential neighborhoods shall include curbside parking.
- VP-58.** Utilize to the fullest extent possible topography, berms, landscape treatments and other creative solutions such as clear plexiglass walls to increase noise attenuation and avoid the use of masonry soundwalls. Where soundwalls are deemed necessary, breaks should be designed to allow for pedestrian and bicycle travel connectivity.
- VP-59.** Two lane neighborhood-serving streets shall utilize traffic calming measures including traffic circles, skinny street designs of 20 to 28 feet, chicanes, pedestrian bulbouts and islands. Begin meetings early in the Master Plan process with emergency responders to gain their approval for narrow streets..
- VP-60.** Enhance key intersections with special paving designs and stamped concrete, landscaping, public art sculpture and display, and street furniture.

## PHASING, INFRASTRUCTURE, & SERVICES

### F. WATER QUALITY AND SUPPLY

**Objective:** Ensure an adequate, reliable, long-term water supply to support full buildout of the Visioning Areas, through comprehensive infrastructure planning and sustainable practices.

Water supply is often a limiting factor when new growth is considered in any area. 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 measures that incorporate water conservation and quality features into design are very important in these areas. The Visioning Areas must have an established source of water supply for the planned buildout of the areas before buildout is reached to ensure that development doesn't outpace or continue despite diminished water supply capacity or quality.

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.

#### EXISTING AND UPDATED 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

#### VISIONING POLICIES/PROGRAMS

**VP-61.** All development shall provide the infrastructure necessary to maximize the use of non-potable water.

**VP-62.** For urban uses and densities, all water service shall be provided from a public water system. No private wells are permitted or allowed to serve urban development.

**VP-63.** All developments shall comply with the Best Management practices established by the California Urban Water Conservation Council, to the maximum extant feasible.

## G. 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, which reduces 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 characteristics 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 UPDATED 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-64.** 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-65.** 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-66.** Encourage designs which minimize impervious and directly connected impervious surfaces, which are known to contribute to water quality degradation in downstream receiving waters.

- VP-67.** 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-68.** Incorporate stormwater treatment measures, including vegetated swales, into streetscape design (i.e. “green streets”) and parking lots to treat and reduce stormwater runoff.
- VP-69.** 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-70.** Use an open grid pavement system (paving that is less than 50 percent pervious) whenever possible. Encourage or incentivize developments that utilize pervious pavement for low traffic private roads and/or parking lots.

## H. 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 occurs, increasing the level of runoff in these creeks, and with it, the flooding risk. To protect the future communities built in the Jackson Visioning Area, it is important to consider these risks and incorporate appropriate standards into community design.

### EXISTING AND UPDATED 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 20foot 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;
- Determine the location and extent of marsh, vernal pool and riparian habitat; and

- Develop measure 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-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.

**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-71.** Urban development should not occur in areas without at least 200-year flood protection.

## I. 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, gatherings or art display. 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 UPDATED 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-72.** Create parks and open spaces that serve multiples purposes (i.e. recreation, art display, research and education, etc.) and are co-located with other compatible uses (such as schools).
- VP-73.** 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-74.** Use spaces between and around businesses to create functional public places for outdoor seating, eating and gathering.
- VP-75.** 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-76.** Ensure that all parks and public spaces have a sufficient supply of benches, seating, trash cans and drinking fountains.
- VP-77.** 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.



## J. 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 cite necessary infrastructure and services.

Municipal, human and safety services are the backbone of all healthy communities. Such services will 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 needing five acres of land and 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 UPDATED 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.** New elementary schools in the urban area should be planned whenever possible so that almost all residencies 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-80.** Master Plans shall identify all necessary facilities related to emergency response, including locations for new fire stations and sheriff stationhouses.
- VP-81.** Explore creation of an overlay designation for municipal, human and safety service needs during Master Planning efforts to secure locations for necessary services. The overlay designation will encompass a sunset clause of 7 years while still maintaining an underlying land use designation.
- VP-82.** 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, and support people aging in place as well as.

**VISIONING POLICIES/PROGRAMS**

- VP-78.** 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.**
- VP-79.** Master Plans shall identify all major utility corridors that area 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.

## K. 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 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 been experiencing 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 becomes 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.

Planning for development of Jackson Highway and Grant Line East will need to recognize the concurrent planning and development that is occurring in adjacent areas of Sacramento County, the City of Sacramento, 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 UPDATED 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-83.** 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-84.** 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-85.** Designate and reserve location 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 the most convenient access.
- VP-86.** Designate and reserve locations for neighborhood and community-serving commercial uses where they will provide access to nearby 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-87.** 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-88.** Require that developments in the Jackson Highway and Grant Line East areas incorporate high quality community design features, including landscaping, parks, open space, schools, libraries and other community facilities, to reinforce the image of the area as a community choice that will promote an overall high quality of life. To the maximum extent possible, require these uses be developed concurrent with residential development.
- VP-89.** 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-90.** Identify opportunities for industrial development to make use of recycled material feedstock readily available from regional sources.
- VP-91.** Promote collocation 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-92.** 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.

## L. PUBLIC SAFETY

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

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 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, by encouraging effective activity support and appropriate use of designated space.

**VP-93.** 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.

## SECTION IV : DESIGN GUIDELINES

### PURPOSE OF DESIGN GUIDELINES

The purpose of the Design Guidelines document for the Jackson Highway and Grant Line East areas 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 area. 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 provide 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 has been established for planning purposes that defines and creates communities within the larger study area. These communities are further divided into smaller neighborhoods that will create sub communities identifiable by the residents 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.

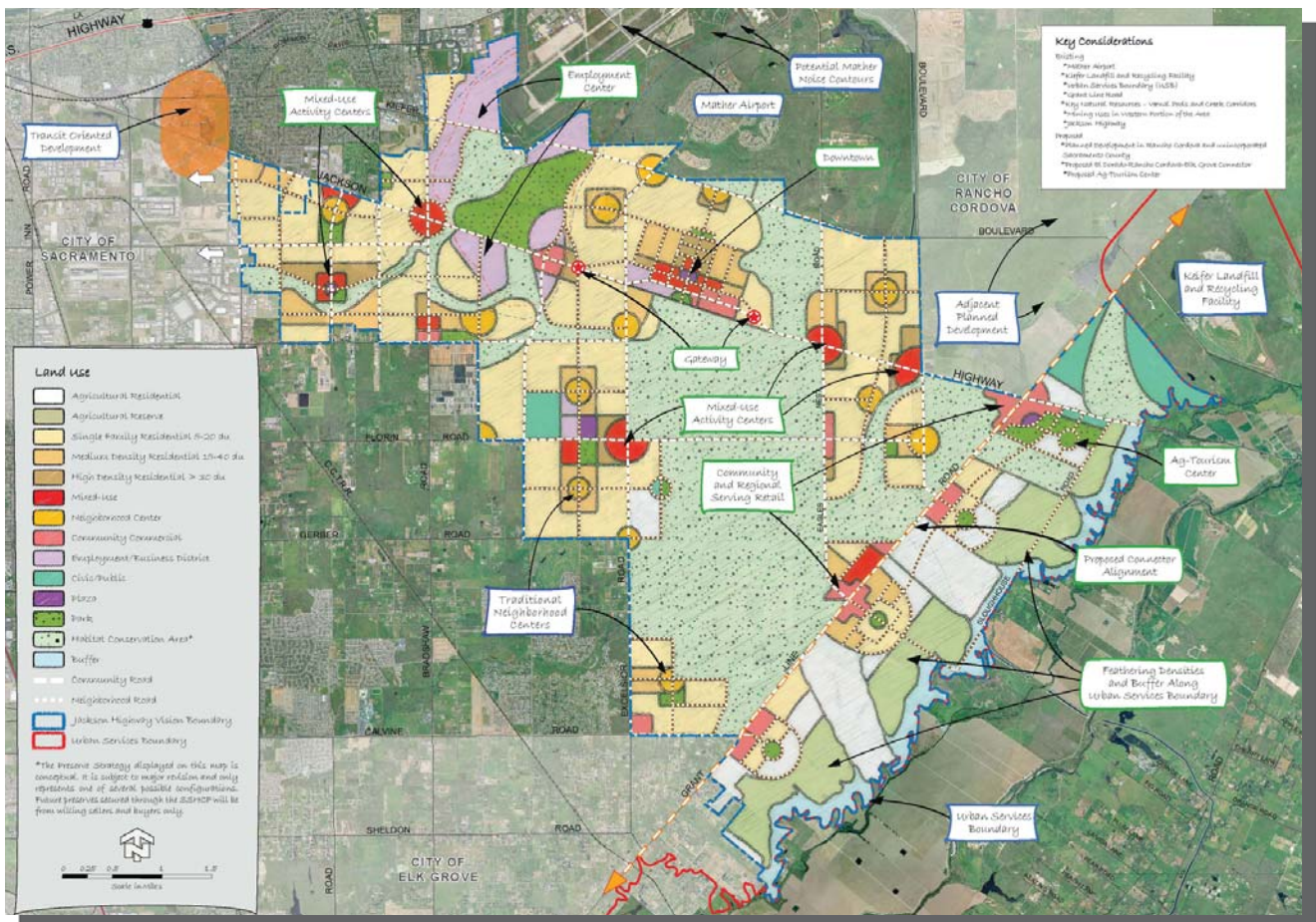


# GEOGRAPHIC OVERVIEW OF VISIONING AREAS

## JACKSON HIGHWAY AREA

The Jackson Highway Visioning area covers an expanse of 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.

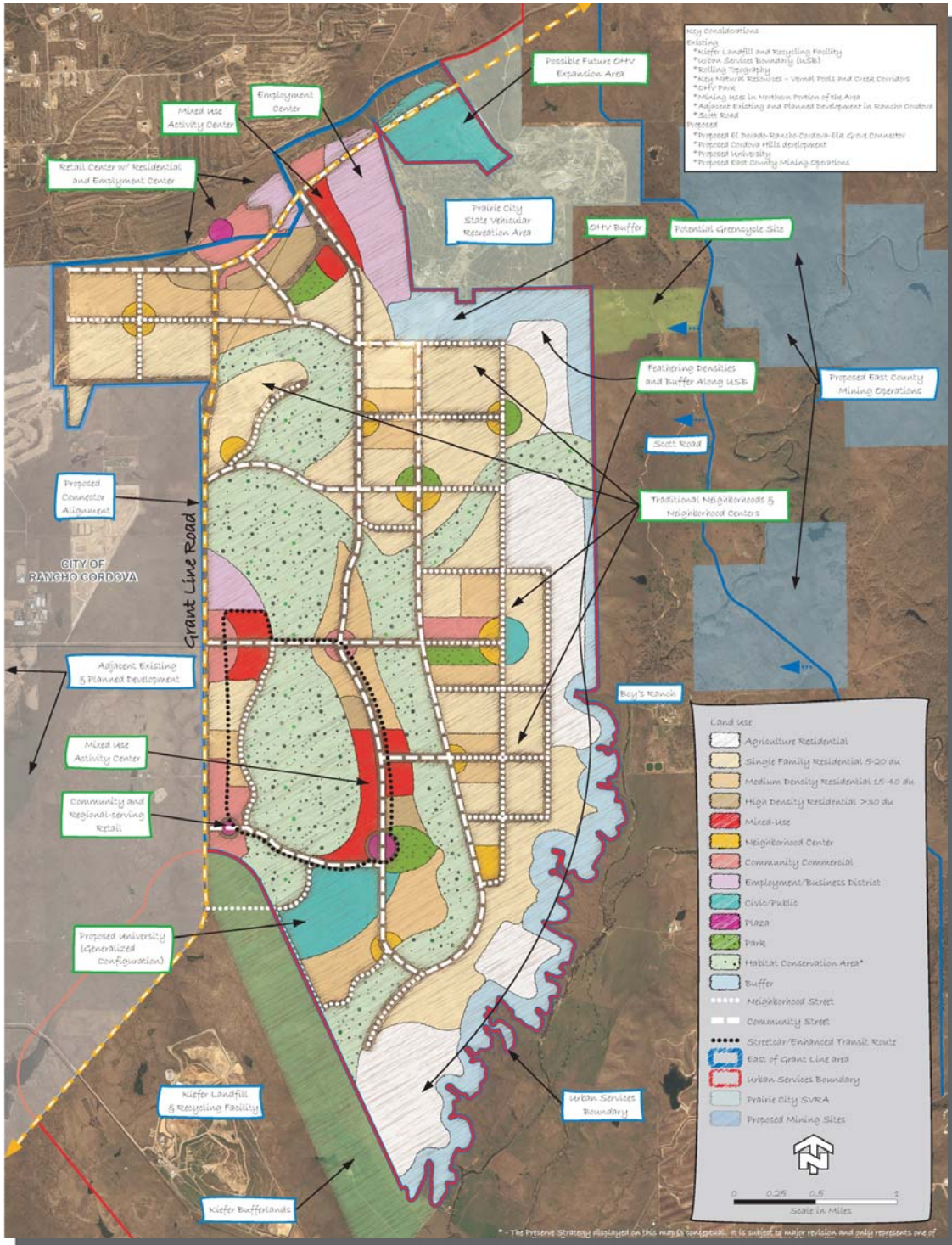


Conceptual Jackson Highway Vision

### GRANT LINE EAST AREA

The Grant Line East Visioning Project Area covers a contiguous land area of 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.



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 planning 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-117 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-117 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

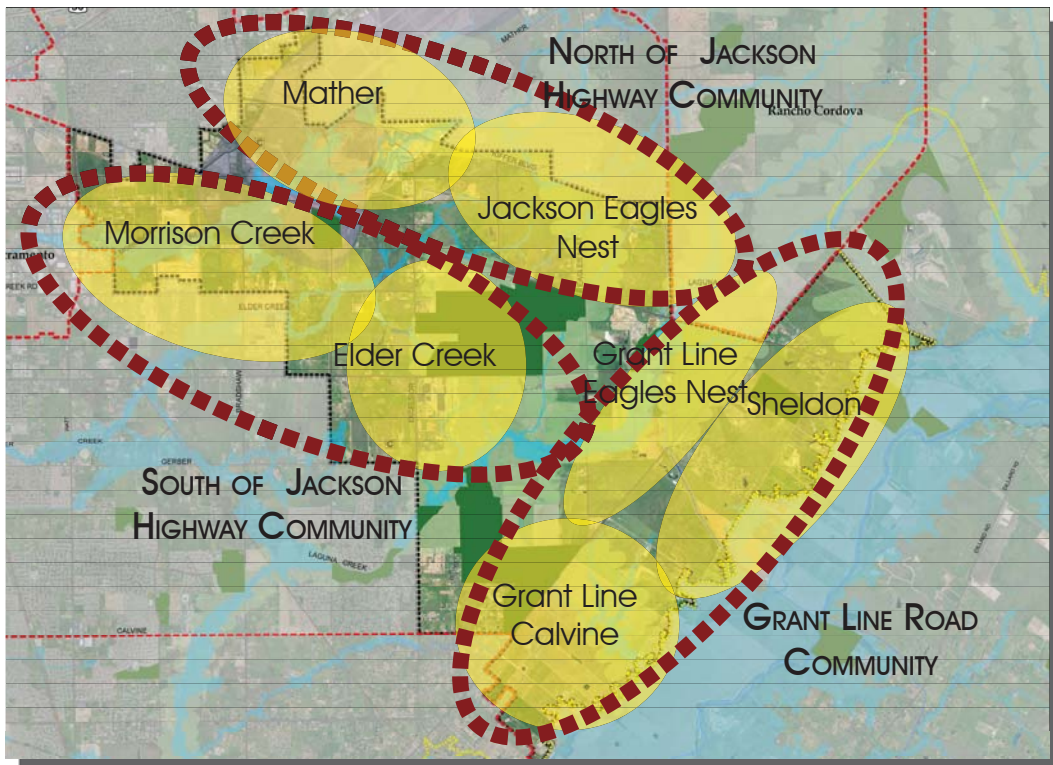
- Covers the area along the east and west sides of Grant Line Road between Sheldon Road to the south and the Kiefer Landfill buffer to the north. The east and west edges of this area are in the form of the urban services boundary and the habitat conservation area.

### 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

## 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 – EAGLES NEST

### Existing Characteristics

- Approximately half of area is within the Vernal Pool Prairie Preserve Project boundary
- Is surrounded by a number of environmental resources

## ELDER CREEK

### Existing Characteristics

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

## 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 developments of Florin Vineyard Gap Specific Plan on the south

## GRANT LINE – CALVINE

### Existing Characteristics

- Adjacent to the City of Elk Grove
- Vernal Pool Prairie Preserve Project to the north

## SHELDON

### Existing Characteristics

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

## 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 extents.

### NEIGHBORHOODS WITHIN THE GRANT LINE EAST COMMUNITY

#### GRANT LINE - NORTH

Existing Characteristics

- Mining, Mining Processing

#### GRANT LINE - DOUGLAS

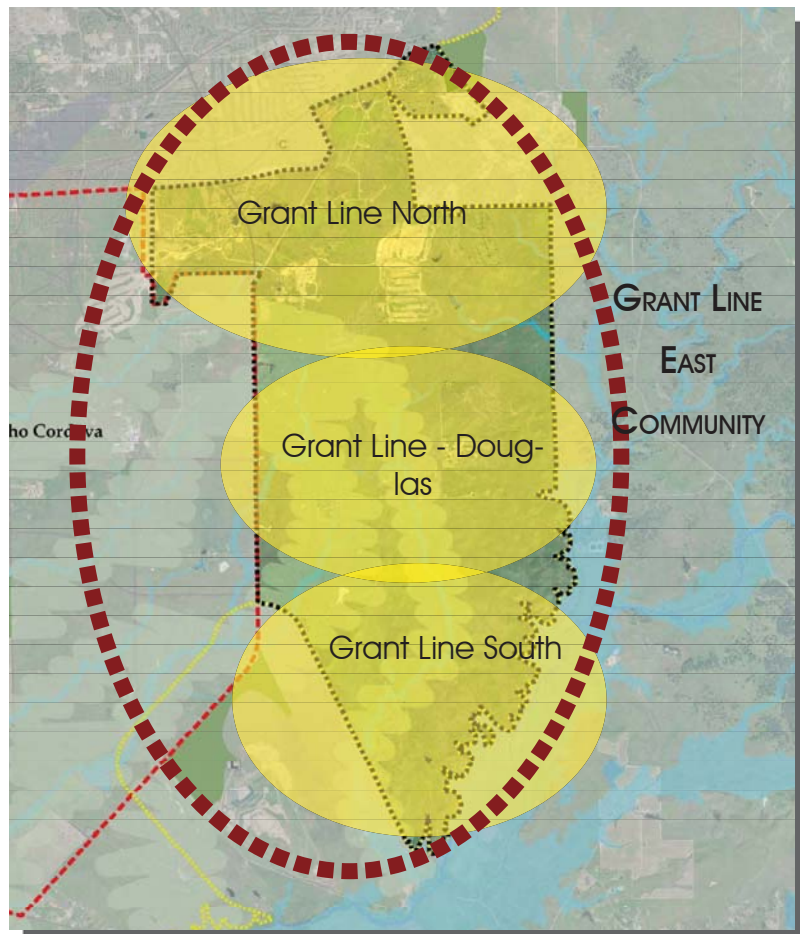
Existing Characteristics

- Grasslands/Open Space/Ranching

#### GRANT LINE - SOUTH

Existing Characteristics

- Grasslands/Open Space/Ranching/Riparian area



Communities & Neighborhoods of the Grant Line East Visioning Area

## 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 comply with 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. For example, the new “downtown” identified along Jackson Highway, between Bradshaw and Excelsior Roads and the “downtown” in the Grant Line East area adjacent to the proposed university or near White Rock Road each serve as the larger node for the entire Jackson Highway Visioning area central activity points for each of these areas. 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 the dense urban core of the Jackson Highway and Grant Line East Visioning Areas and will represent their cultural, economic and social values.

A geographically central location adds to the viability of the downtown as residents identify the downtown area as a central converging point. While the geographical center is important, it is paramount that the center be located along major routes of travel for 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 cultural and social activities for the region. One way to reflect this higher status is by creating a dense urban core with a mix of employment, commercial, residential and civic and cultural uses located within blocks of each other. 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-96.** 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 mix of interdependent and diverse uses, including residential, retail, cultural, hospitality, office and civic uses. Two to three stories height along main street corridors is the minimum height required for creating a lively social and pedestrian environment.
- VP-97.** Create an architectural and landscape palette for the built structures in the center, setting a theme and identifiable character for the area, creating a style through features like towers, canopies, monuments, fenestrations, paving, facades, etc.
- VP-98.** Create a dense grid of streets and pathways to maximize accessibility and visibility. Buildings with inviting frontages and not soundwalls or dead facades, should front the streets.
- VP-99.** Create a central square with retail, residential and other uses oriented towards the square.
- VP-100.** Streets should be thought of as three-dimensional spaces with buildings serving as walls. Incorporate features to create an “outdoor room” along the street to create a sense of place and improve the comfort and overall experience of all users, particularly pedestrians and bicyclists.
- VP-101.** Buildings should be designed with inviting frontages with windows covering at least 50% of the ground floor facade, and should face the streets.
- VP-102.** Residential units placed on upper floors of retail fronts are critical in ensuring the success of the downtown, by reinforcing 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 of its own, thus forming the immediate, everyday surrounding for its residents. Although similar to the Downtown in its basic function as a node, the community center is smaller in scale and more limited in the variety of uses, and size of the area it serves. The emergence of community boundaries is a result of physical characters, proximity and the need to orient and create an identifiable community around oneself. Community Centers are shown on the accompanying conceptual land use plans for the Visioning Areas, 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 with commercial establishments. The higher densities and mix of commercial and residential uses enables community centers to serve as vibrant focal points for residents of the surrounding neighborhoods to come together for social gatherings and enhanced transit service to destinations outside of their community.

## VISIONING POLICIES FOR COMMUNITY CENTERS

- VP-103.** Locate community centers such that they are no more than 1 mile from adjacent community centers.
- VP-104.** Create communities and neighborhoods based on the widely-accepted principles of Traditional Neighborhood Design (TND).
- VP-105.** Locate the project on a previously developed site where the area within a 1 mile radius from the perimeter of the site has either an average street grid density of at least 30 centerline miles per square mile, or an average built density of at least 30 dwelling units per acre for any residential components
- VP-106.** Build communities around a special civic and/or public use, such as a major employment center, a park or plaza of county-wide significance, a university, or another anchor point that can serve as a central focus and identity of the community.



Community Center with a Mix of Uses

- VP-107.** 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-108.** 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-ward orientation and transparency of the built form. Locate store fronts in center to face streets or plazas and engage pedestrians, bicyclists and vehicular traffic.
- VP-109.** Create view corridors along streets to enable orientation to the center.

## NEIGHBORHOOD CENTERS

Where community centers mark the community focus, smaller commercial centers and landmarks mark key locations throughout smaller 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 of where they live. Neighborhood centers are important as they reduce the incidences of residents needing to travel longer distances to reach the uses they use on a daily basis, such as neighborhood markets and medical offices.

### VISIONING POLICIES FOR NEIGHBORHOOD CENTERS

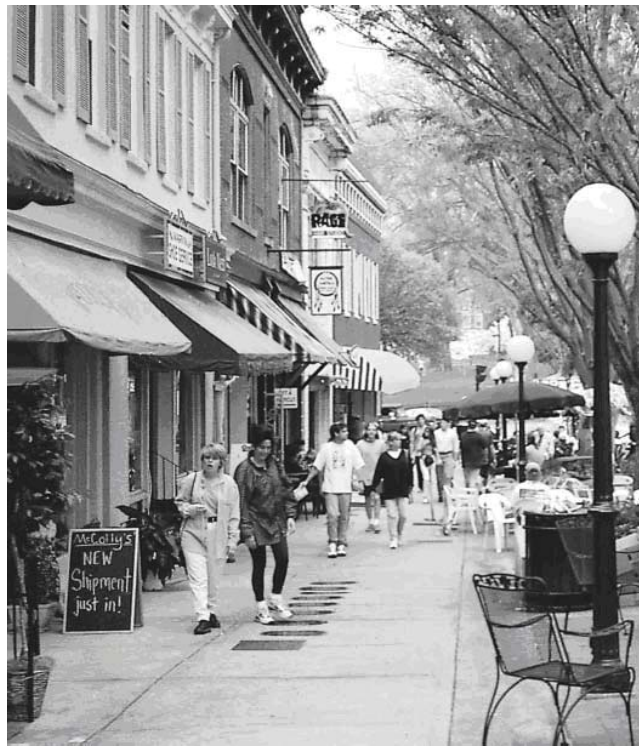
- VP-110.** Locate neighborhood centers such that they are no more than ½ mile from adjacent neighborhood centers.
- VP-111.** Ensure daily needs of nearby residents can be met within the neighborhood center by planning them to accommodate stores, offices, schools, gathering places and recreation opportunities.



Neighborhood Center at Walking Distance for Residents



- VP-112.** Promote public health through physical activity by facilitating walking to school. Promote walkability where pedestrians can reach the uses via 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-113.** Establish landmarks to create gathering spaces and 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 or civic uses.
- VP-114.** 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 Jackson Highway area and provide essential framework for creating viable, vibrant and complete communities. The guidelines listed in these sections are recommended and vital to a community, irrespective of any specific geographic or social conditions of an area.

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 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 in which residential construction is approached. New residential developments should be designed to better accommodate residents without automobiles, or who prefer not to rely upon their automobile. This includes features that make neighborhoods safe for pedestrians, increasing the options available to pedestrian traffic and locating residential areas closer to pedestrian paths and to uses that would serve as destinations, such as parks, schools, shopping, transit and employment. By including urban gardens, trails and paseos into communities, residents will be encouraged to explore and interact with nature. Alternative site designs and

innovative community building approaches will be 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 get their basic daily needs met locally, without having to travel long distances for daily activities.

## VISIONING POLICIES/PROGRAMS

- VP-115.** Residences shall be oriented toward walking and biking paths or paseos, as appropriate and available.
- VP-116.** To encourage efficient use of land and reduce water use in landscaping, residential structures will be constructed to a build-to line, contrasting with the traditional minimum setback standards
- VP-117.** Alley-loaded streets are encouraged for residential development.
- VP-118.** 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” will be required to illustrate how streets and pedestrian and bicycle facilities connect within the neighborhood and to the surrounding community.
- VP-119.** All residents in the Visioning Areas (excluding residents of agricultural and ag-res properties) will be able to walk (with a 1/2 mile walk) 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-120.** Transit stops will be located within ¼ mile of at least 80% of all residences (excluding agricultural and ag-res properties).

**VP-121.** All residents should have access, within ½ mile, to locally-grown fresh fruits and vegetables. To this end, Master Plans shall provide opportunities for urban gardens and accompanying farm stands, community gardens, and lands available for lease to farmers and gardening enterprises.

**VP-122.** Streets and Pathways: Within a neighborhood, roads and pathways form the internal circulation and are key elements in establishing the vibrance of a community. In addition these circulation routes connect neighborhoods to each other and, based on the extent of circulation networks, can connect or separate neighborhoods and communities from each other.

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

An important part of the Jackson Highway visioning area is to provide housing options to people of all income levels, ages, and preferences. The goal is to ensure that future employees will not be required to commute to the area from a neighboring community and 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 having segregated neighborhoods.

## VISIONING POLICIES

**VP-123.** Master Plans should address the needs for and provide 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.) to accommodate 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-124.** Master Plans are required to include articulation, a number of different designs, etc. (each neighborhoods shall have, at a minimum, a mix of low and medium density residential densities and offer at least 6 different product types.)

**VP-125.** Incorporating residential accessory dwellings, such as carriage houses above garages or stand alone structures, into the design of subdivisions is strongly encouraged.

**VP-126.** In order to satisfy the needs of the unincorporated community and State requirements under the Regional Housing Needs Plan/Allocation, a minimum of 30 percent of new residential dwellings shall be multiple family dwellings.

**VP-127.** Each Master Plan area will provide housing choices for individual families of all income levels. These housing options will be tightly integrated so as 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 facilitate transit and ensure that it is a viable option for residents living near the node cores. This will require more control over location and development of residential development than has occurred in the past, but the result will be communities and neighborhoods that synergize well with surrounding uses, overall creating a much more vibrant and attractive place for residents and visitors of the Visioning Areas. 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-128.** 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-129.** Transit-oriented development (TOD) is encouraged where BRT or light rail stops are planned. Strong pedestrian connections from residential development to the transit stop or center are required.

**VP-130.** In environmentally sensitive areas and areas abutting land intended to remain rural in nature, provide appropriately lower densities

and preserve open spaces by clustering units close to roads and existing developments.

**VP-131.** Density and intensity of development should gradually decrease as it approaches the USB, with larger-lot single-family or agricultural residential development being the most appropriate uses where the urban edge nears rural areas outside the USB.

**VP-132.** Master Plans should provide a non-developed buffer (i.e. open space, agriculture or habitat preserve) between developed areas and the USB to solidify the USB’s long term role as the County’s urban growth boundary.

**VP-133.** Development along the USB buffer should be low densities or ranchettes ranging from 0.07 to 0.2 units/acre

## COMMERCIAL GUIDELINES

**Objective:** Every 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 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, about the distance people are willing to walk to their destinations instead of driving.

### VISIONING POLICIES/PROGRAMS

**VP-134.** Community nodes 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
- Larger grocery stores

- Hardware stores
- Drugstores
- Office supply
- Outdoor equipment retail
- Commercial spaces (more than 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 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-135.** 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-136.** 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-137.** Create and enforce a maximum number of parking spaces per subdistrict.
- VP-138.** In higher density node areas, reserve a high proportion of road frontage areas for retail businesses. Buildings should be oriented towards streets and pathways and be arranged around common spaces to create semi-enclosed public areas. Building facades at street level should accommodate retail businesses while upper levels can house offices and residential uses.
- VP-139.** Large retail buildings (over 50,000 gross square feet) are required to build two or three-story buildings within downtown, community and neighborhood centers.
- VP-140.** 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 or behind the building. Large parking lots located between the street and building will be strongly discouraged.

## OFFICE AND INDUSTRIAL GUIDELINES

**Objective:** Industrial uses will be located where their economic viability is supported and the impacts on nearby commercial and residential uses are minimized.

Some existing industrial uses are currently found along the Jackson Highway area and in the northern portion of the Grant Line East area. As these uses relocate and new industrial-type businesses relocate, 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 within the Kiefer Buffer Lands.

### VISIONING POLICIES/PROGRAMS

**VP-141.** Heavy industrial uses will be located near railroad lines and/or major thoroughfares, buffered from residential and commercial areas.

**VP-142.** Unightly and noise generating elements will be located away from adjacent residential and commercial areas.

**VP-143.** Existing light industrial uses, such as aggregate sales and nurseries on Jackson Highway, are desirable uses and should be relocated to an appropriate and viable area served by a major thoroughfare.

**Objective:** The County will support industrial development in the Visioning Areas that will contribute to the County's economic vitality and desire to encourage eco-industrial and other sustainable businesses to 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 work to 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-144.** 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-145.** The County will provide incentives for industrial developments that are considered eco-friendly (i.e. eco-industrial parks), such as:

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

**VP-146.** The County, through Sacramento County Business Environmental Resource Center (BERC) will assist industrial businesses in the visioning area to be more sustainable in their business practices.

**VP-147.** Industrial buildings will be 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 its workers.

Industrial and office parks have not been traditionally designed in a manner that makes them attractive places to work or visit. High quality design should be incorporated into new office and industrial parks to provide desirable places for employees to work and that create an environment to draw more customers.

## VISIONING POLICIES/PROGRAMS

**VP-148.** Industrial office parks will be planned as a whole, with the following will be planned for and built at a minimum:

- A unified streetscape treatment.
- 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.
- Outside gathering places and basic services for employees.

**VP-149.** Commercial uses that will provide services to workers (restaurants, hair salons, day care, private schools, etc.) will be encouraged to locate within business parks.

**VP-150.** In certain circumstances, housing will be provided 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-151.** High-employment industrial uses will be adjacent to existing and planned transit stops.

**VP-152.** High-employment uses shall be located near residential and commercial areas.



## MIXED USE AND TRANSIT ORIENTED DEVELOPMENT GUIDELINES

**Objective:** Mixed use development consisting of combinations of 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 Vision process. These types of projects reduce energy consumption by allowing residents to access many amenities such as shopping and employment nearby. Mixed-use developments

house multiple uses in a small area, thus creating a central, conveniently located place for people to meet and conduct their daily needs such as grocery shopping. The thoroughfares identified in the 2030 Transportation Diagram are the major transit corridors of the future. To take full advantage of these planned transportation routes, new high density, commercial and employment centers should be located near major streets (arterials and thoroughfares) to maximize the ability of area residents to access these destinations by car, transit, or by walking or biking. Positioning mixed use and more intensive uses along major thoroughfares increases the chances 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-153.** Locate high density residential, employment, commercial and industrial office park uses near major roadways and/or enhanced transit options as identified on the General Plan Transportation Plan.
- VP-154.** 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-155.** Mixed-use development shall require residential or commercial retail as a component of the uses. Building and landscape design should be extroverted, transparent and such that it scales down open spaces to a human scale – essentially creating outdoor rooms.
- VP-156.** Mixed-use Transit Oriented Development located within one quarter of a major multi-nodal transit station shall be built as the central focal point of its surrounding neighborhood or community.

**VP-157.** 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 in a community are the cornerstone and symbolize the vibrance and health of the community. As such these uses should exhibit sound design and inspire commitment to creating well rounded communities.

## VISIONING POLICIES/PROGRAMS

**VP-158.** Locate public and civic uses at prominent locations and nodes throughout the community and create clusters of residential, commercial and office uses around these nodes which may include civic open spaces and public buildings

**VP-159.** Create architectural statements by designing buildings in a style that will inspire better buildings and spaces. Use public and civic buildings as an educational opportunity for residents and visitors, through informational signage, architectural styles that propagate the history and culture of the community.

**VP-160.** Align streets such that they provide vistas to prominent buildings and spaces and aid in orientation and way finding. Use public & civic buildings or spaces as landmarks for the community to identify with.



Defining Architectural Style & Design  
Creates a Statement for Public Spaces

**VP-161.** Combine open spaces, civic buildings, and plazas with other commercial uses creating centers of activity where people can congregate and perform daily activities at a central location.

**VP-162.** Create a university village comprised of the proposed university and adjacent compatible uses (i.e. a university downtown) to create a sense of place, to develop the university as a focal point of the community, and so that students and faculty can walk or bike to basic goods and services.

**VP-163.** Provide multiple direct and efficient connections between the university and surrounding development for automobiles, pedestrians, bikes and transit to maximize connectivity and avoid isolation of the university.

**VP-164.** 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-165.** 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 preclude 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 cohesive qualities of the community. As such, these spaces are to be given priority in design and planned as integral parts of a community and neighborhood.

## VISIONING POLICIES/PROGRAMS

**VP-166.** Capitalize on open spaces and habitat areas as civic amenities to encourage a sense of Community. Place parks & open spaces strategically between residential clusters and close to commercial nodes to generate activity in these areas.

**VP-167.** Create single-loaded streets along parks to provide views and create a safe environment by making it visible to surroundings. Active open spaces can be combined with passive open spaces with visible separations to consolidate and avoid fragmentation where parks may be small in area. Connections between parks and open spaces, and residential/commercial areas should have distinct pedestrian connections and bikeways. Transitions between built environment and open spaces should be prominent and open in design so as to avoid unsafe areas



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 areas throughout their expanse that are rich with habitat. These areas should be protected and conserved, at the same time be used as a public amenity directing the built environment away from them.



Natural Preserve Areas Typical to Eastern Sacramento County

## VISIONING POLICIES/PROGRAMS

**VP-168.** Development will be restricted from any designated habitat conservation areas. Residential or commercial development along such areas should be low in density and be designed so as to prevent any environmental impact. Neighborhoods along habitat areas should be designed to front these open spaces and create a prominent public amenity and an educational opportunity

**VP-169.** While it is important to visually connect all land uses to create an integrated community, design of neighborhoods must be such that they are oriented towards these spaces, however they should be physically separated to protect a precious environmental resources.

APPENDIX





## LEED for Neighborhood Development Pilot Project Checklist

Project Name:

No

### Smart Location & Linkage

30 Points Possible

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

No






















### Neighborhood Pattern & Design

39 Points Possible

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

No 31 Points Possible

**Green Construction & Technology**

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

No 6 Points

**Innovation & Design Process**

	Credit 1.1	<b>Innovation in Design: Provide Specific Title</b>	1
	Credit 1.2	<b>Innovation in Design: Provide Specific Title</b>	1
	Credit 1.3	<b>Innovation in Design: Provide Specific Title</b>	1
	Credit 1.4	<b>Innovation in Design: Provide Specific Title</b>	1
	Credit 1.5	<b>Innovation in Design: Provide Specific Title</b>	1
	Credit 2	<b>LEED® Accredited Professional</b>	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

# Single-Family GreenPoint Checklist 2007 EDITION

POINTS PER CATEGORY		Community	Energy	IAQ/Health	Resources	Water
<b>A. SITE</b>						
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.	Minimum 50% Waste Diversion by Weight (Recycling or Reuse) - Required				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	
<b>Site = Total 12</b>						
<b>B. FOUNDATION</b>						
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	
<b>Foundation = Total 8</b>						
<b>C. LANDSCAPING</b>						
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				
<b>Landscape = Total 31</b>						

POINTS PER CATEGORY	Community	Energy	IAQ/Health	Resources	Water
<b>D. STRUCTURAL FRAME &amp; BUILDING ENVELOPE</b>					
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			
<b>Structural Frame and Building Envelope = Total 36</b>					
<b>E. EXTERIOR FINISH</b>					
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	
<b>Exterior Finish = Total 7</b>					
<b>F. INSULATION</b>					
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			
<b>Insulation = Total 5</b>					
<b>G. PLUMBING</b>					
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
<b>Plumbing = Total 17</b>					
<b>H. HEATING, VENTILATION &amp; AIR CONDITIONING</b>					
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		
<b>Heating, Ventilation and Air Conditioning = Total 37</b>					
<b>I. RENEWABLE ENERGY</b>					
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 <sup>2</sup> 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			
<b>Renewable Energy = Total 34</b>					
<b>J. BUILDING PERFORMANCE</b>					
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	
<b>Building Performance = Total 39</b>					
<b>K. FINISHES</b>					
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		
<b>Finishes = Total 22</b>					

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 &lt;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		
<b>Flooring = Total 7</b>					

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	
<b>Appliances and Lighting = Total 12</b>					

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				
<b>Other = Total 43</b>					

	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
<b>MINIMUM POINTS REQUIRED IN SPECIFIC CATEGORIES</b>		<b>30</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>50</b>

# Multifamily GreenPoint Checklist

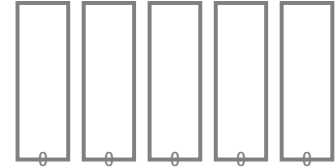


The GreenPoint Rated checklist tracks green features incorporated into the home. The recommended minimum requirements for a green home are: Earn a total of 50 points or more; obtain the following minimum points per category: Community (6), Energy (30), Indoor Air Quality/Health (5), Resources (6), and 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](http://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	
<b>A. PLANNING &amp; DESIGN</b>	Possible Points					
<b>1. Infill Sites</b>						
<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		
<b>0</b> <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					
<b>2. Mixed-Use Developments</b>						
<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					
<b>3. Building Placement &amp; Orientation</b>						
<input type="checkbox"/> a. Protect Soil & Existing Plants & Trees	1					
<b>4. Design for Walking &amp; Bicycling</b>						
<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					
<b>5. Social Gathering Places</b>						
<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					
<b>6. Design for Safety and Natural Surveillance</b>						
<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				
<b>7. Landscaping</b>						
<input type="checkbox"/>	<i>Check here if the landscape area is &lt;10% of the total site area. Projects with &lt;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
<b>8. Building Performance Exceeds Title 24 by at least 15%- Required</b>						
<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					
<b>9. Cool Site</b>						
<input type="checkbox"/>	a. At least 30% of the Site Includes Cool Site Techniques	1				
<b>10. Adaptable Buildings</b>						
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				
<b>11. Affordability</b>						
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				
<b>1. Construction &amp; Demolition Waste Management</b>						
Divert a Portion of all Construction & Demolition Waste:						
<input type="checkbox"/>	a. <b>Required:</b> Divert 50%				R	
<input type="checkbox"/>	b. Divert 65%				2	
<input type="checkbox"/>	c. Divert 80% or more				2	
<b>2. Construction Material Efficiencies</b>						
<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	
<b>3. Construction Indoor Air Quality (IAQ) Management Plan</b>						
<input type="checkbox"/>	a. An IAQ Management Plan is Written & Followed for the Project				2	

C. STRUCTURE		Possible Points				
<b>1. Recycled Aggregate</b>						
<input type="checkbox"/>	a. Minimum 25% Recycled Aggregate (Crushed Concrete) for Fill, Backfill & Other Uses				1	
<b>2. Recycled Flyash in Concrete</b>						
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
<b>3. FSC-Certified Wood for Framing Lumber</b>					
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	
<b>4. Engineered Lumber or Steel Studs, Joists, Headers &amp; Beams</b>					
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	
<b>5. Optimal Value Engineering Framing</b>					
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	
<b>6. Steel Framing</b>					
a. Mitigate Thermal Bridging by Installing Exterior Insulation (At Least 1-Inch of Rigid Foam)					
<input type="checkbox"/>		2			
<b>7. Structural Insulated Panels (SIPs) Or Other Solid Wall Systems</b>					
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	
<b>8. Raised Heel Roof Trusses</b>					
a. 75% of All Roof Trusses Have Raised Heels					
<input type="checkbox"/>		1			
<b>9. Insulation</b>					
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	
<b>10. Durable Roofing Options</b>					
a. <i>Required:</i> 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	
<b>11. Moisture Shedding &amp; Mold Avoidance</b>					
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		
<b>12. Green Roofs</b>					
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				
<b>1. Passive Solar Heating</b>					
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			
<b>2. Radiant Hydronic Space Heating</b>					
a. Install Radiant Hydronic Space Heating for IAQ purposes (No Forced Air) in All Residences					
<input type="checkbox"/>			2		
<b>3. Solar Water Heating</b>					
a. Pre-Plumb for Solar Hot Water					
<input type="checkbox"/>		1			
b. Install Solar Hot Water System for Preheating DHW					
<input type="checkbox"/>		4			
<b>4. Air Conditioning with Advanced Refrigerants</b>					
a. Install Air Conditioning with Non-HCFC Refrigerants					
<input type="checkbox"/>	1				
<b>5. Advanced Ventilation Practices</b>					
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			
<b>6. Garage Ventilation</b>					
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
<b>7. Low-Mercury Lamps</b>					
<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	
<b>8. Light Pollution Reduction</b>					
<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				
<b>9. Onsite Electricity Generation</b>					
<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				
<b>10. Elevators</b>					
<input type="checkbox"/> a. Gearless Elevators Are Installed		1			
<b>11. ENERGY STAR® Appliances</b>					
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		
<b>12. Central Laundry</b>					
<input type="checkbox"/> a. Central Laundry Facilities Are Provided for All Occupants				1	
<b>13. Water-Efficient Fixtures</b>					
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
<b>14. Source Water Efficiency</b>					
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
<b>E. FINISHES AND FURNISHINGS</b>					
					Possible Points
<b>1. Construction Indoor Air Quality Management</b>					
a. Perform a 2-Week Whole Building Flush-Out Prior to Occupancy					
<input type="checkbox"/>			1		
<b>2. Entryways</b>					
a. Provide Permanent Walk-Off Mats and Shoe Storage at All Home Entrances					
<input type="checkbox"/>			1		
b. Permanent Walk-Off Systems Are Provided at All Main Building Entrances & In Common Areas					
<input type="checkbox"/>			1		
<b>3. Recycling &amp; Waste Collection</b>					
a. Residences: Provide Built-In Recycling Center In Each Unit					
<input type="checkbox"/>				2	

ENTER PROJECT NAME	Community	Energy	IAQ/Health	Resources	Water
<b>4. Use Low/No-VOC Paints &amp; Coatings</b>					
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		
<b>5. Use Recycled Content Exterior Paint</b>					
<input type="checkbox"/> a. Use Recycled Content Paint on 50% of All Exteriors				1	
<b>6. Low-VOC Construction Adhesives</b>					
<input type="checkbox"/> a. Use Low-VOC Construction Adhesives (<70 gpl VOCs) for All Adhesives			1		
<b>7. Environmentally Preferable Materials for Interior Finish</b>					
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	
<b>8. Reduce Formaldehyde in Interior Finish Materials</b>					
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		
<b>9. Environmentally Preferable Flooring</b>					
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	
<b>10. Low-Emitting Flooring</b>					
<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		
<b>11. Durable Cabinets</b>						
Install Durable Cabinets in All:						
<input type="checkbox"/>	a. Residences				1	
<input type="checkbox"/>	b. Non-Residential Areas				0	
<b>12. Furniture &amp; Outdoor Play Structures</b>						
<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		
<b>13. Vandalism Deterrence</b>						
<input type="checkbox"/>	a. Project Includes Vandalism Resistant Finishes and Strategies	1				

F. OTHER		Possible Points				
<b>1. Incorporate GreenPoint Checklist in Blueprints</b>						
<input checked="" type="checkbox"/>	a. <i>Required:</i> Incorporate GreenPoint Checklist in Blueprints	Y				
<b>2. Operations &amp; Maintenance Manuals</b>						
<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
<b>3. Transit Options</b>						
<input type="checkbox"/>	a. Residents Are Offered Free or Discounted Transit Passes	2				
<b>4. Educational Signage</b>						
<input type="checkbox"/>	a. Educational Signage Highlighting & Explaining the Project's Green Features is Included	1				
<b>5. Vandalism Management Plan</b>						
<input type="checkbox"/>	a. Project Includes a Vandalism Management Plan for Dealing with Disturbances Post-Occupancy	1				
<b>6. Innovation:</b> 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 <b>Community</b> : Enter up to 4 Points at left. Enter description here					
0	Innovation in <b>Energy</b> : Enter up to 4 Points at left. Enter description here					
0	Innovation in <b>IAQ/Health</b> : Enter up to 4 Points at left. Enter description here					
0	Innovation in <b>Resources</b> : Enter up to 4 Points at left. Enter description here					
0	Innovation in <b>Water</b> : 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						