LIBERTY SPECIFIC PLAN
DRAFT No. 5

Prepared For:
CITY OF WEST SACRAMENTO

Applicant:
PAIK PROPERTIES

Prepared By:
PACIFIC-TEAL DEVELOPMENT, LLC
&
TEMPLETON PLANNING GROUP

November 29, 2016
LIBERTY SPECIFIC PLAN
DRAFT No. 5
Specific Plan Case No. XX

Prepared For:

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1.0 INTRODUCTION

The Liberty Specific Plan has been prepared in accordance with California Government Code Section 65450 et seq. and provides the City of West Sacramento with a complete, sustainable and well-defined community that promotes a walkable and bikeable lifestyle complemented by exceptional offerings of amenities and conveniences. New residential neighborhoods expressed in farmhouse interpretive and contemporary cottage architecture will be enhanced by abundant parks, greenbelts and trails, and The Commons: a centrally located gathering place and private recreation. The Specific Plan defines the range of housing products that will meet the needs of residents; from their first apartment, to their first home, through their family formation, then empty-nesters, and finally seniors. This Specific Plan also maintains the land’s natural beauty by preserving existing mature trees.

The small-town friendliness that defined turn of the century America will be joined with a forward-looking vision of a sustainable community to present a new paradigm in community planning.

1.1 CORE VALUES

After thoughtful consideration and reflection, the Paik family (property owner) and the Liberty design team established six core values which helped guide the Liberty community design. As a result, Liberty will be known as one of the most desirable places to live in the region. As shown on Exhibit 1-1, Six Core Values, these values are:

- Family
- Character
- Win/Win
- Aspiration
- Safety
- Timelessness

1.2 PROJECT LOCATION

The +/- 341 acre Liberty project site is located in the City of West Sacramento, Yolo County, as shown on Exhibit 1-2, Vicinity Map. The site is located in the Northeast Village of the Southport Framework Plan and is generally bound on the east by the Sacramento River and its levee which resides on property owned by the West Sacramento Area Flood Control Agency (WSAFCA), on the south by Davis Road, on the west by the regional Clarksburg Branch Line Pedestrian and Bike Trail, and on the north by Linden Road, the intervening Linden Acres community, and the Parlin Ranch residential development. As shown on Exhibit 1-3, Aerial Map, the Liberty project site consists of predominantly active and fallow agricultural land.

As a result of recent land acquisition by WSAFCA, current Assessor’s Parcel Numbers do not accurately define the property currently owned by the Paik family, in support of the Liberty Specific Plan. An accurate description of the property is as follows, until at which time new
Assessor’s Parcel Numbers are assigned (Exhibit 1-4, *Assessor’s Parcel Numbers Map*, shows the previous parcels):

A portion of Parcel B, 4 PM 65, all of parcel two as described in document No. 2012-0002616, all of that parcel described in document No. 2012-0002618, a portion of that parcel described in document No. 2013-0038031, and all of parcels two and three, and a portion of parcels one and four as described in document No. 2013-0032557 in the City of West Sacramento, Yolo County, California. Total acreage: 329.99 +/-

The Washington Unified School District remainder parcel, after land acquisition by WSAFCA, is 10.91 +/- acres.
Early in the visioning process, the Paik family and Liberty design team created six core values to help drive the Liberty community design.

These values are:
- Family
- Character
- Win/Win
- Aspiration
- Safety
- Timelessness

These six values have been the backbone of all design decisions; all design concepts were first filtered through these values.
Summary

Liberty is located in the Southport area of the City of West Sacramento. It is bounded on the west by the Clarksburg Branch Line Pedestrian & Bike Trail; to the south by Davis Road; on the east by the new setback levee, West Sacramento Area Flood Control Agency area and the Sacramento River; and to the north by Linden Road, intervening Linden Acres community, and the Parlin Ranch residential development.

Liberty is located approx. 3.5 miles from downtown Sacramento as the crow flies.
Exh 1-3
AERIAL MAP

Summary

Liberty is a +/- 341 acre diverse residential community within the Southport area of the City of West Sacramento.
As a result of recent land acquisition by WSAFCA, current Assessor’s Parcel Numbers do not accurately define the property currently owned by the Paik family, in support of the Liberty Specific Plan. An accurate description of the property is as follows, until at which time new Assessor’s Parcel Numbers are assigned:

A portion of Parcel B, 4 PM 65, all of parcel two as described in document No. 2012-0002616, all of that parcel described in document No. 2012-0002618, a portion of that parcel described in document No. 2013-0038031, and all of parcels two and three, and a portion of parcels one and four as described in document No. 2013-0032557 in the City of West Sacramento, Yolo County, California. Total acreage: +/- 329.99

The Washington Unified School District remainder parcel, after land acquisition by WSAFCA, is +/- 10.91 acres. This parcel is included within the Liberty Specific Plan.
Land uses surrounding the Liberty Specific Plan area to the north include a mixture of traditional single-family lot residential homes in Parlin Ranch, single-family large lot residential homes near Redwood Avenue and Spruce Street, and a larger-lot residential development off Linden Road. Uses to the east include the West Sacramento Area Flood Control Agency (WSAFCA) area and new levee, Sacramento River, Sacramento Yacht Club, and the Sherwood Harbor Marina and RV Park. Uses further to the east across the Sacramento River include residential neighborhoods within the City of Sacramento and Interstate 5 (I-5). Rural residential homes exist to the south along Davis Road and farther to the south a residential development known as River Park has been approved. To the west lies the Clarksburg Branch Pedestrian and Bike Trail (part of The Great California Delta Trail system), low-density rural residential similar to that found south of Davis Road, agricultural lands, the River City High School, and the City’s Recreation Center.

As previously shown on Exhibit 1-3, Aerial Map, the northeasterly portion of the West Sacramento Area Flood Control Agency (WSAFCA) is characterized by dense trees and riparian vegetation, two existing ponds collectively known as Bee Lakes, and other wetlands. This area is owned, operated, and maintained by the West Sacramento Area Flood Control Agency and is not part of the proposed Specific Plan development area. As shown on Exhibit 1-5, Liberty Specific Plan Project Areas, +/- 341 acres will be developed within the Specific Plan.

1.3 AUTHORITY AND SCOPE

1.3.1 Authority for Specific Plans

The California Government Code authorizes cities to adopt Specific Plans by ordinance which establishes the zoning for the Specific Plan area. Public hearings are required by both the Planning Commission and City Council after which the Specific Plan must be adopted by the City Council to be in effect. The adoption of the Liberty Specific Plan by the City of West Sacramento is permitted by the California Government Code, Title 7, Division 1, Chapter 3, Article 8 Sections 65450 through 65457.

All development within the Liberty Specific Plan area shall conform to this Specific Plan and its development standards and design guidelines. A General Plan amendment and Southport Framework Plan amendment will be processed concurrently with the Liberty Specific Plan in order to modify the existing General Plan and Southport Framework Plan’s Land Use plans. For issues not addressed by this Specific Plan, City of West Sacramento development regulations shall apply.

1.3.2 Requirements for Specific Plans

Specific Plans are permitted by California Government Code Section 65451 to provide a greater level of specificity than a General Plan for planning areas of special interest or value to a city or county. California law creates the opportunity to plan a site comprehensively, based upon specific information about site conditions and the surrounding physical, environmental, regulatory and
policy context. Specific Plans establish the nature, character, and location of land uses, activities and development, to guide the orderly growth of an area and to describe other planning aspects for that area.

California Government Code Section 65451 sets forth the requirements for Specific Plans as follows:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;

2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewer, 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;

3) Standards and criteria by which improvements will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;

4) A program of implementation measures including regulations, programs, public works projects, and the financing measures necessary to carry out paragraphs 1, 2, and 3 above; and

5) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Liberty Specific Plan is a regulatory plan for the subject property which require the following: a General Plan Amendment, Southport Framework Plan Amendment, Specific Plan (zoning), Vested Master Tentative Tract Map ("A" Map, large lot map) for the entire project, Vested Tentative Tract Map ("B" Map, small lot map) for each phase, Final Maps for each phase, project level Environmental Impact Report, Development Agreement, Architectural Pattern Book for each phase, development/architectural approvals for large Estate Lots by phase, and a Conditional Use Permit for the seniors/apartments/condos. All of which is subsequent to Liberty Specific Plan approval, and any other development approval must be consistent with the Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the City's General Plan and the Southport Framework Plan. The Specific Plan will take the place of the City’s zoning, development standards, and design guidelines.
The Liberty Specific Plan consists of two Liberty project areas (approx. 341 acres). Liberty Planning Area 1 is approximately 332 acres and Area 2 (The Sports & Recreation Community Park) separated by Village Parkway, is approximately 9 acres.

### Summary

<table>
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<th>OWNERSHIP</th>
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<td>Liberty Planning Area 1</td>
<td>+/- 332</td>
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<tr>
<td>Liberty Planning Area 2</td>
<td>+/- 9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>+/- 341</td>
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Note: All acres provided are approximate.
1.4 PROJECT BACKGROUND

There are several significant adopted regional and local plans and policies that are important to understand in context of the Liberty Specific Plan. These include the City of West Sacramento’s Southport Framework Plan which promotes the overall vision and guidance for development in Southport, the Southport Sacramento River Early Implementation Project which is designed to repair or replace portions of the Sacramento River levee system within Southport, the planning and construction of Village Parkway within Southport, the City of Sacramento and West Sacramento’s Downtown Riverfront Streetcar project, and the most recent large land development planning and entitlement projects within Southport.

Currently the City of West Sacramento is undergoing a General Plan update and EIR. Along with this effort they are preparing a program level EIR. The anticipated timeline for this to reach the City Council is in the fourth quarter of 2016. After the City’s General Plan update and EIR has been approved the Liberty Specific Plan and EIR will be considered for approval by the City.

Southport Framework Plan

Shortly after the City of West Sacramento incorporated in 1987, the City adopted its first General Plan in 1990, which identified general locations for arterial roadways, parks, pedestrian corridors, and major land uses within Southport. Under the General Plan, the primary land use designation for the Southport area (7,120 acres) was Planned Residential (PR). Development within the PR designation could only occur through adopted master plans (Specific Plans) encompassing a minimum of 200 acres for a property owner.

After adoption of the General Plan, the City received several applications requesting land development entitlements within Southport for which Environmental Impact Reports were prepared for each. The City soon realized that a comprehensive approach must be undertaken to ensure that the interrelationship of each project would one day support the desire of a cohesive, integrated, and well-planned Southport community. For these reasons, the City created an area plan (Southport Framework Plan) for the entire Southport area to promote an overall vision and to act as a guide for development.

One of the Framework Plan’s principles was to divide Southport into four distinct Villages (Northwest Village, Northeast Village, Southeast Village, and Southwest Village), each with its own character, lifestyle, and predominant architectural theme (the Liberty Specific Plan is located within the Northeast Village). Each Village was designed to contain its own community services, schools, parks, and residential neighborhoods. As designated, the northern Villages contain higher density residential, while the southern Villages contain lower residential densities. In addition, each Village has a concentration of schools, parks, child care facilities, and neighborhood shops to provide services to each Village’s residents while reducing overall traffic.
Once the Southport Framework Plan was complete and its supporting environmental impact report was certified by the City in 1994, these two documents gave the City further control over the development pattern within Southport. The Southport Framework Plan was adopted in 1995 and amended in 1998, and currently provides for approximately 14,050 residential units, 1.72 million square feet of commercial uses, 2.11 million square feet of office/business park uses, 7.66 million square feet of industrial uses, 544 acres of public/quasi-public uses, and 915 acres of parks and open space at buildout.

Sacramento River Levee

The Liberty Specific Plan is located along a portion of the almost 6 mile long Sacramento River levee system in Southport. This 6 mile stretch is considered the most vulnerable part of the City of West Sacramento’s levee system. The West Sacramento Area Flood Control Agency (WSAFCA) (Lead Agency for the Levee) prioritized the Southport portion of the existing levee system for improvement once two other vulnerable levee segments in the City had been completed.

WSAFCA started investigating the integrity of the Southport levee in 2007. The original effort focused on collecting data about the levee and conducting a structural engineering analysis. This helped to better understand the history of the levee’s poor performance/vulnerability and determine what segments of the 6 mile stretch needed improvements to meet current United States Army Corps of Engineer (USACE) design and operational criteria. Preliminary improvement alternatives were developed in 2009.

The design process began in 2010 with studies that evaluated, identified, and suggested engineering solutions for levee deficiencies, all of which were made available to the public. WSAFCA proposed the Southport Sacramento River Early Implementation Project (EIP) in 2011 and in March 2012 the WSAFCA Board of Directors identified the preferred design alternative based upon technical evaluations and public outreach. In August 2011, WSAFCA issued a Notice of Preparation/Notice of Intent (NOP/NOI) for the EIR/EIS for the proposed levee improvement project and, due to the expansion of the study area, a supplemental NOP/NOI was issued in 2013. The EIR/EIS was certified by the WSAFCA board on August 14, 2014. Construction is expected to commence in 2016 once all engineering approvals and permits are in place.

The Liberty Specific Plan design team worked closely and collaboratively with WSAFCA’s design consultants as well as the City of West Sacramento’s staff to proactively develop solutions to integrate the Specific Plan with the levee improvements. The resulting solutions and the necessary levee improvements had a significant role in shaping the land plan and land uses within the Liberty Specific Plan.

Village Parkway

Village Parkway, east of Jefferson Blvd., along with its counterpart Southport Parkway, west of Jefferson Blvd., are important arterial roadways which were designed to provide primary loop
access through the four Villages within the Southport Framework Plan.

A portion of Village Parkway was constructed north of Lake Washington Boulevard and terminated at Stonegate Drive. No other stretch of Village Parkway have been completed to serve the Northeast and Southeast Villages of the Southport Framework Plan. Also, during the preparation of the Liberty Specific Plan, a new bridge (Mike McGowan Bridge) over the deep water ship channel, along with an extension of Village Parkway connecting to South River Road has been constructed. The construction of Village Parkway along with the Mike McGowan Bridge will provide a vital link to Highway 50/Interstate 80 as well as to other City of West Sacramento neighborhoods. The Mike McGowan Bridge (completed December 2014) was designed to accommodate the future Downtown Riverfront Streetcar system, as well as vehicular, bicycle, and pedestrian traffic.

As a result of the future levee improvements along the Sacramento River in Southport, the construction of Village Parkway from Lake Washington Boulevard to Gregory Avenue (south of Liberty) is required in order to provide through public access due to the elimination of segments of South River Road. The alignment of Village Parkway and the adjacent levee improvements established the eastern edge and subsequent land use areas within the Liberty Specific Plan, except for the +/- 9 acre parcel (Liberty Project Area 2).

Downtown Riverfront Streetcar Project (City of Sacramento / City of West Sacramento)

As a result of significant levels of growth and travel demands on local transit services and roadways which are projected to occur in the urban core of Sacramento and West Sacramento, transportation facilities will require augmentation to provide transit service for shorter, local trips within the Cities’ core on both sides of the Sacramento River. To address these concerns, the Sacramento Area Council of Governments (SACOG) partnered with the City of Sacramento, the City of West Sacramento, Yolo County Transportation District, Sacramento Regional Transit District, and the California Department of Transportation to undertake advanced planning, engineering, and environmental documentation for the Downtown Riverfront Corridor Streetcar project envisioned to connect West Sacramento and Sacramento.

In 2006, the City of West Sacramento, in cooperation with the other sponsor agencies, prepared a feasibility study for the implementation of improved transit service. The feasibility study, which included a discussion of technology, alignment, financing opportunities, and operating plans, was summarized in the Phase 1 Summary Report, Downtown/Riverfront Streetcar Study. The City Council of West Sacramento adopted the findings of the Phase 1 report in May 2007.

Following the adoption of the Phase 1 report, the City of West Sacramento completed a project level EIR which evaluated a streetcar line that would connect West Sacramento with the City of Sacramento via Tower Bridge. Subsequent to the adoption of the Final EIR, SACOG conducted additional planning studies and outreach to stakeholders to identify funding options and further refine the alignment. These studies were finalized in 2012 with the completion of the Sacramento
Streetcar System Plan and the selection of a Locally Preferred Alternative (LPA) for a starter line.

The proposed starter line, an initial 3.3 mile streetcar alignment, which would operate in mixed flow traffic without any physical lane separation, would extend from the West Sacramento Civic Center to the Midtown entertainment and retail district in the City of Sacramento. Mixed-use neighborhoods in the Washington Neighborhood, the Bridge District, and the Railyards Specific Plan Area were planned around a future high-quality transit system intended to serve these new and emerging employment and residential districts. Several key destinations within these neighborhoods would be connected by the project including: Raley Field, the Sacramento Intermodal Transportation Facility in the Railyards Specific Plan, the National Basketball Association’s Sacramento Kings arena, K Street, the historic Memorial Auditorium, the Sacramento Community Center Theater, the California State Capitol building, and the Sacramento Convention Center. The alignment would follow portions of West Capitol Avenue and Tower Bridge Gateway in West Sacramento before crossing Tower Bridge and heading into Sacramento.

Future phases of the Downtown Riverfront Streetcar network could be extended to serve additional areas of both Sacramento and West Sacramento as need is warranted and funding becomes available. One of the potential routes for the Streetcar system would be Village Parkway. Therefore, careful consideration was given to land uses within the Liberty Specific Plan adjacent to Village Parkway.

Major Southport Planning and Entitlement Projects

The Liberty Specific Plan represents a new era of land development and placemaking for the City of West Sacramento and Southport. The two latest master planned communities in Southport were approved by the City of West Sacramento in 2008; Yarbrough, located in the Southwest Village, and River Park, located in the Southeast Village. The 710 acre Yarbrough project allows for a mixed use town center, 18 hole public golf course, 3,004 residential units, and a portion of a school site, while the 500 acre River Park project allows for 2,284 residential units, a 41 acre regional park, preserved oak woodland, and a new school site. While the Liberty Specific Plan was being prepared, neither of these two projects had broken ground. Further, it is likely that River Park will need to be re-planned due to the levee land acquisition and land ownership changes.

The Liberty Specific Plan proposes many contemporary planning, land use, lifestyle, sustainability, and placemaking attributes which are unique to the City of West Sacramento all while supporting and continuing to build upon the guiding principles of the Southport Framework Plan.

Paik History and Ownership

In 1978, Mr. Young Paik purchased a majority of the Specific Plan area, excluding the area owned by the Washington Unified School District. Since then, the project area has continued to be used sporadically for agricultural production. From 2010 to 2013, the Paik Family Trust acquired
adjacent properties known as Applegate, Parlin Ranch temporary NC-10 Stormwater Detention Basin, and portions of the Risso and Fenocchio properties. This acquisition allows for a more comprehensive, cohesive and holistic land plan, with all requisite facilities located onsite. The WSAFCA area was purchased from the Paik family in 2015; this area is not part of the Liberty Specific Plan.

1.5 PROJECT SUMMARY / DESCRIPTION

The Liberty Specific Plan provides for the establishment of a new neo-traditional community consisting of a variety of land uses including 1,503 low-, medium (Flex Block)-, and high-density (seniors/apartments/condos) residential units in an array of single-family attached, detached, and multi-family attached units on an area encompassing approximately +/- 341 acres, as shown on Exhibit 1-6, *Illustrative Site Plan*. Many of the residences are alley loaded, de-emphasizing driveways and garages from the front elevation of homes. The Liberty Specific Plan includes a pedestrian friendly, centrally located recreation area known as “The Commons,” containing a neighborhood commercial site, private recreational amenities, Liberty Orchard, and a proposed bus stop on Liberty Drive. Multiple bus stops are proposed throughout Liberty, as shown on Exhibit 6-15, *Municipal Bus System*. Also, a 17.0 acre K-8 elementary school will be located between The Commons and Village Parkway. The Specific Plan allows for the development of approximately 66.1 acres of parks and greenbelts, which includes 6 neighborhood parks, one community park, 4 pocket parks, and a network of approximately 5.5 miles of trails with regional connectivity to the Clarksburg Branch Line Pedestrian and Bike Trail which is part of The Great California Delta Trail system. The Specific Plan area also includes a redesign of the existing (temporary) NC-10 Stormwater Detention Basin, effectively stretching the basin to the south to improve water quality, put “eyes on” the Basin for safety, and optimize the discharge.

The Liberty Specific Plan proposes a public roadway mobility system, augmented with public alleyways providing access to residential product types. A total of five (5) roundabouts are proposed, shown on Exhibit 1-6, *Illustrative Site Plan*, to improve traffic flow and to ensure that posted traffic speed limits (35 miles per hour) are maintained on Village Parkway and primary project roadways (Liberty Drive). Village Parkway is proposed as a two lane divided roadway with median landscaping. Liberty will construct the remaining cross section and landscaping on the roadway as required by phased construction.

The Liberty Specific Plan also includes the installation of backbone infrastructure/utilities to serve the proposed project, including potable water, wastewater conveyance systems, storm drainage conveyance systems, electrical and natural gas lines, and telecommunication lines. This primarily involves installing infrastructure within the project site to serve the proposed development and establishing connections with existing facilities. This would occur along the proposed interior roadway system and existing roadways surrounding the site including Village Parkway, Stonegate Drive, and Linden Road.
Section 1

Introduction

Process

Phase 1: Request approvals for a General Plan Amendment, Southport Framework Plan Amendment, Specific Plan (zoning), Vested Master Tentative Tract Map (“A” Map, large lot map), Vested Tentative Tract Map (“B” Map, small lot map) for Phase 1, Phase 1 Final Maps, project level Environmental Impact Report, Development Agreement, Phase 1 Builder’s Booklet, and development/architectural approvals for Estate Lots. (Subsequent to Liberty Specific Plan approval)

Phase 2: Request approvals for a Vested Tentative Tract Map (“B” Map, small lot map) for Phase 2, Phase 2 Builder’s Booklet, and Phase 2 Final Maps.

Phase 3: Request approvals for a Vested Tentative Tract Map (“B” Map, small lot map) for Phase 3, Phase 3 Builder’s Booklet, Phase 3 Final Maps, Conditional Use Permit for the seniors/apartments/condos, and development/architectural approvals for Estate Lots.

Existing Entitlements and Proposed Discretionary Approvals

1A. Existing General Plan: The General Plan amendment will amend the existing City of West Sacramento General Plan land use designations to be consistent with the proposed project. As shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations, the project site has the following existing General Plan land use designations:

- HR (High Density Residential)
- MR (Medium Density Residential)
- LR (Low Density Residential)
- RR (Rural Residential)
- NC (Neighborhood Commercial)
- PQP (Public/Quasi-Public)
- RP (Recreation and Parks)

1B. Proposed General Plan land use designations are shown on Exhibit 5-2, Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan, depicting the following uses:

- HR (High Density Residential)
- MR (Medium Density Residential)
- LR (Low Density Residential)
- NC (Neighborhood Commercial)
- PQP (Public/Quasi-Public)
- RP (Recreation and Parks)
- WD (Water Detention Basin)
Section 1

Introduction

2A. Existing Southport Framework Plan (SFP): The project site has the following existing Southport Framework Plan land use designations, as shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations:

- HR (High Density Residential – 12.1 to 25.0 units per acre)
- MR (Medium Density Residential – 5.1 to 12.0 units per acre)
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- RR (Rural Residential – 0.5 to 1.0 units per acre)
- NC (Neighborhood Commercial)
- NP (Neighborhood Park)
- ES (Elementary School)
- MS (Middle School)

2B. The proposed Southport Framework Plan amended land use designations are shown on Exhibit 5-2, Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan, and include the following:

- HR (High Density Residential – 12.1 to 25.0 units per acre)
- MR (Medium Density Residential – 5.1 to 12.0 units per acre)
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- NC (Neighborhood Commercial)
- RP (Recreation & Park)
- ES (K-8 Elementary School)
- WD (Stormwater Detention Basin)

3A. Existing Zoning: The Specific Plan takes the place of traditional zoning with its own standards and design guidelines. As shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations, the project site has the following Zoning Code land use designations:

- R-3 (Multiple-Family Residential – 12.1 to 25.0 du/ac)
- R-2 (Residential One Family or Multi-Family – 5.1 to 12.0 du/ac)
- R1-B (Residential One Family – 1.1 to 5.0 du/ac)
- RRA (Rural Residential – 0.5 to 1.0 du/ac)
- C-1 (Neighborhood Commercial)
- RP (Recreation and Parks)
- PQP (Public/Quasi-Public)
3B. The proposed Liberty Specific Plan land use designations are shown on Exhibit 5-2, *Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan*, and include the following:

- EL (Estate Lots)
- LR (Low Density Residential)
- FX (Flex Block - Medium Density)
- HR (High Density Residential)
- NC (Neighborhood Commercial)
- ES (K-8 Elementary School)
- WD (Stormwater Detention Basin)
- RP (Recreation and Parks)
- TC (The Commons)

4A. Future City Study Updates: The existing City of West Sacramento Stormwater Management Program (SWMP) Planning Document dated March 2003 and the City of West Sacramento Parks Master Plan dated September 2003 are identified by the City as needing updating. When the City has the funds and a has selected a consultant to update these documents the Liberty Specific Plan developer and the other developers/builders will participate with their fair share of the costs of the studies to be updated.
Liberty is a 1,503 home community on approximately 341 acres with parks and ample greenbelts with trails, creating a pedestrian focused community.

**Summary**

- **Residential Products**
  - 1. 75' x 100' TRIPLEX - ALLEY 96
  - 2. 30' x 100' DUPLEX - ALLEY 113
  - 3. 35' x 62.5' SFD PASEO 169
  - 4. 35' x 100' SFD - ALLEY 188
  - 5. 75' x 85' SFD WIDE & SHALLOW 93
  - 6. 50' x 100' SFD ALLEY 148
  - 7. 60' x 100' SFD FRONT 179
  - 8. 60' x 100' SFD ALLEY 77
  - 9. 1/4 - 1/2 AC ESTATE LOTS 84
  - 10. 16.9 AC SENIOR/APT/CONDO 356

- **Non-Residential Uses**
  - NEIGHBORHOOD COMMERCIAL UP TO 10,000 SF 0.7 AC
  - NC-10 DETENTION BASIN & GREENBELT 13.1 AC
  - NEIGHBORHOOD PARKS 13.9 AC
  - THE COMMONS +/- 13,500 SF 2.8 AC
  - COMMUNITY PARK +/- 4,500 SF 9.2 AC
  - K-8 ELEMENTARY SCHOOL 17.0 AC
  - STREETS 88.3 AC
  - EXPANDED RIGHTS-OF-WAY FOR 12' TRAILS* 12.2 AC

**Note:** All acres provided are approximate. *These 12’ trails are located within expanded public Rights-of-Way (the 12.2 acres are within the 88.3 STREET acres).

Amendment to the City of West Sacramento Parks Master Plan: The Parks Master Plan will be amended to provide the improvements shown on Exhibit 5-14, Public Parks & Greenbelts Plan and Exhibit 5-15, Public Trails Plan.

Vesting Master Tentative Tract Map (“A” Map, or Large Lot Map): The “A” Map will subdivide the property into large legal developable parcels. These can be divided by the project phases, land use, product type, or any combination. The primary purpose for this map is for bank financing, selling of parcels to builders, and limiting encumbrances to the remaining property. Each project phase will have many legal parcels created. Conditions of Approval will define the required infrastructure necessary by phase.

Vesting Tentative Tract Map (“B” Map, or Small Lot Map): The “B” Map will subdivide the property into individual parcels for sale or dedication. Each phase will have its own B Map. No further public hearings or discriminatory legislative action is needed after the approval of a General Plan amendment, Southport Framework Plan amendment, the Liberty Specific Plan, project level Environmental Impact Report, and Architectural Pattern Book for each phase; providing said “B” Maps are deemed to be in substantial conformance to the “A” Map. Approval of a Development Agreement is independent of future City public hearings.

Final Maps: Final Maps for the Vested Tentative Tract Map (“A” Map, Large Lot Map) will outline all the required infrastructure by phase. It will also create legal parcels to allow for bank financing of infrastructure without encumbering the remaining phases/parcels. It will allow parcel sales to builders. Final maps for Vested Tentative Tract Map (“B” Map, Small Lot Map) will allow the sale of individual lots to homeowners, etc.

Development Agreement: To establish development rights for the Liberty Specific Plan.

Project Level Environmental Impact Report: To document environmental impacts and mitigation measures so that no further environmental reviews are necessary.

Conditional Use Permit for Seniors/Apartments/Condos: The perimeter site setbacks for the seniors/apartments/condos have been established within the Specific Plan. The Design Guidelines address the architectural and landscape/hardscape direction for this area. The seniors’ sites are allowed to be up to five (5) stories with an interior courtyard and hallways located indoors. The vision is for an age restricted project for independent living, assisted living and memory care facilities. Each “unit” can be comprised of one, two or three bedrooms. These units can be comprised of up to three non-related individuals. The apartments are anticipated to be two or three story garden walk up units. These will be large units and may be built to condominium standards.
The recreation facilities will be separate from the centrally located Commons. Condominiums will be similar to the apartments with the exception of potentially being members of The Commons as well. The use of a child care facility is allowed in the seniors/apartments/condos areas. The location of the seniors/apartments/condos is adjacent to public park (NP3 - Tree Park) which contains 29 existing oak trees. By allowing the use of a child care facility it would be an excellent way to potentially activate the park.

**Development/Architectural Approvals for Estate Lots:** No prototype floor plans have been developed in the Liberty Specific Plan or Architectural Pattern Book for the Estate Lots. The Design Guidelines will guide the architect and builder that will develop these lots. All design and improvement plans must first be vetted with the master developer’s architectural committee, and then submitted to the City for review and approval. All setbacks and height restrictions have been established in the Liberty Specific Plan. Submittals must include a minimum of four (4) elevations, floor plans, site layout, materials and colors, landscape plans, solar orientation, and solar roof plans.

No further discretionary/legislative public hearings are required except for the seniors/apartments/condos, child care facility, and the Phase 2 and Phase 3 Architectural Pattern Books.

**Project Components**

As shown on Exhibit 1-7, *Concept Plan: The Big Picture*, Exhibit 1-8, *Design Fundamentals*, and Exhibit 1-9, *Community Features*, project components that strengthen the community character throughout Liberty include the Flex Block core, neighborhood commercial retail and office space, several neighborhood parks, greenbelts and trails connecting all the neighborhoods to The Commons and the K-8 elementary school site, and an integrated bike and trail system connecting to the regional Clarksburg Branch Line Pedestrian and Bike Trail and the Sacramento River via the existing Sherwood Harbor Marina and RV Park and the Sacramento Yacht Club on the river. These key project components are discussed below:

**Residential**

The Liberty Specific Plan provides for 1,503 residential units in a wide range of residential products, including Estate Lots up to a half (0.5) acre, single-family detached homes with home sites ranging from 3,000 to 6,000 square feet, duplexes, triplexes, optional carriage or casita units, apartments, condominiums, and senior housing.

**Affordable Housing**

The residential component of the Liberty Specific Plan will comply with City’s and state’s affordable housing requirements. The City’s inclusionary housing requirements are currently being updated. This requirement can be met through several alternatives including construction of
onsite affordable for-sale and rental units, construction/funding of offsite affordable housing units, and/or payment of the City’s affordable housing fee.

Flex Block

Contained throughout the central portion of Liberty is a series of Flex Blocks. Each Flex Block is capable of interchangeable residential building type solutions, as described within the Specific Plan, that range from low-density detached to higher-density attached residential, none of which affect the core design of the site plan, including planning areas and the mobility system. While the current design proposes a total of 1,503 residential units, the Flex Block concept allows for increased or decreased residential density to meet market demand. This concept provides progressive flexibility as Liberty evolves to optimize planning and marketing requirements. The Flex Block system will allow the Liberty Plan the ability to adapt as market ideas are tested and residential criteria evolve over the life of the project. Any increase or decrease in the Flex Block area will be deducted or added to the Senior/Apartments/Condos’ density. In no case will the total unit count exceed 1,503 units in the Liberty Specific Plan.
Summary

Flex Block
The core of Liberty is made up of the Flex Block, which allows flexibility in housing type based on market demand. Several different housing types are pre-approved and interchangeable.

The Commons
A centrally located Commons will serve as a community gathering place and will host many community events. The Commons contains private amenities and limited neighborhood serving commercial.

1.7 Mile Liberty Loop
A 1.7 mile, tree-lined Class 1 multi-use 12' trail that follows the outside edge of Liberty Loop and provides safe pedestrian routes to the Liberty school and The Commons. Alley-loaded homes fronting the loop create garage free front opportunities for front porches, livable front yards, and architectural features.

Front Doors on Stonegate Drive
60' and 50' wide alley-loaded residential lots front Stonegate Drive and create a garage and wall-free pedestrian friendly street scene. Generous landscaping line both sides of Stonegate Drive with safe guest parking and on-street bike lanes.

Large Estate Lots
84 Estate Lots are designed along the south and northeast edges of Liberty to compliment the existing large residential neighboring lots. This will also help maintain the existing rural quality of Davis Rd, as all of the Davis Road Estate Lots take access from within Liberty.

Higher Density Located Along Village Parkway
Seniors/Apt./Condo units are provided along Village Parkway.

K-8 Elementary School
A 17.0 acre K-8 elementary school is designed along Village Parkway. Greenbelts with trails and sidewalks throughout the community safely link pedestrians and bikers to the school.
These seven design fundamentals are the foundation for the community of Liberty.

By viewing these simple graphic ideas, the plan can be easily understood.
Community Features

Summary

Trail Connections
Visual and physical connections are made to adjacent regional Clarksburg Branch Line Pedestrian and Bike Trail and local trails.

Pedestrian / Bike Focus
Pedestrian and Bike trails/lanes as well as wide sidewalks are designed throughout the community creating a network of pedestrian and bike friendly routes.

5 Roundabouts
Keep traffic flowing, reduce vehicle emissions from idle time, slow vehicle speeds and improve safety.

Residential Estate Lots
84 Estate Lots are designed along the south and northeast edges of Liberty to compliment the existing large residential neighboring lots. This will also help maintain the existing rural quality along Davis Rd.

Community Park
This Sports & Recreation Community Park is a 9.2 acre public park including baseball fields, picnic areas and a dog park.

Parks and Pocket Parks
Neighborhood and pocket parks are located throughout the community and provide ample recreation and open space.

Greenbelts
Greenbelts create safe and pleasant pedestrian and bike connections throughout the community.

The Commons
This 2.8 acre central gathering place includes private facilities for residents and a small neighborhood commercial/office area.

K-8 Elementary School
Kindergarten through 8th grade school.

Liberty Loop Parkway
An approximately 1.7 mile parkway with a Class 1 multi-purpose 12’ trail connecting key locations within the community.

Commercial
Maximum 10,000 sq ft neighborhood serving commercial/office.

Housing Variety
10 different housing types create variety in the street scene and choices for home buyers.
The Commons

Included within Liberty is a pedestrian-friendly, community gathering area known as “The Commons.” The Commons encompasses the Neighborhood Commercial site (separate legal parcel), Wellness Center, private recreational amenities for Liberty residents, and public amenities. The Wellness Center may include a lap pool, spas, exercise room, yoga room, and restrooms. Private recreational amenities such as a central pool, spa, recirculated water play area, outdoor kitchen, bbq, fire pit, bocce ball court, a multi-purpose room with outdoor space, and HOA office may be included. Public amenities at The Commons may also include an outdoor kitchen, bbq, a dog park, and the Liberty Orchard. See Table 5-1, *Statistical Land Use Summary*, for total land area of The Commons and total approximate building square footage.

Neighborhood Commercial

The Neighborhood Commercial site is located in the center of Liberty, within The Commons (separate legal parcel), to encourage walking and biking. A list of permitted uses is included within the Specific Plan, as well as alternative uses in the event the market demands for neighborhood commercial retail do not materialize. See Table 5-1, *Statistical Land Use Summary*, for total land area of the Neighborhood Commercial and total approximate building square footage.

K-8 Elementary School Site

The Washington Unified School District (WUSD) once owned a 20.0 acre parcel located in the Liberty Specific Plan area as previously shown on Exhibit 1-3, *Aerial Map*. This parcel was greatly impacted by the alignments of Village Parkway, the new levee blanket fill, and the new setback levee along the Sacramento River. Due to these constraints, the 20.0 acre parcel was reduced to an odd shaped remainder parcel along Village Parkway. In order to make use of this oddly shaped remainder parcel, the Specific Plan applicant entered into a Memorandum of Understanding (MOU) with the WUSD on August 8, 2013, and proposes a land swap and acreage to be purchased from Liberty to complete the rectangular-shaped 17.0 acre K-8 elementary school site as shown within this Specific Plan. This new proposed school site is subject to the approval of the WUSD’s governing board after it is determined at a later date that all legal requirements for school site acquisition and state funding can be met. The school will be based on the current K-8 elementary school program philosophy of the WUSD and is anticipated to include approximately 40 classrooms (900 students), a multi-purpose building that includes a cafeteria, a media center and library, a fitness center, an administration building, and age-appropriate playgrounds/playfields.

Neighborhood Parks and Greenbelts

*Neighborhood Parks* - A series of formal neighborhood parks of varied sizes are provided at strategic locations throughout Liberty. Except for the Sports and Recreation Community Park, all parks are surrounded by homes. Park and trail areas are shown in Exhibit 1-9, *Community Features*. 
Greenbelts and Trails – A highly integrated network of greenbelts and trails are designed throughout Liberty. Proposed trail connections provide for regional connectivity to the Clarksburg Branch Line Pedestrian and Bike Trail. Greenbelts are shown in Exhibit 1-9, Community Features.

Community Park (Sports and Recreation Community Park)

The Sports and Recreation Community Park will be a public community park and has been schematically designed with 3 lit baseball fields, concession building with restrooms, event pavilion building, dog park, off-street parking, and one City water tank site. Large existing trees have been preserved at the northern property line. No parking will occur on Village Parkway for the Sports and Recreation Community Park. It is envisioned that the Sports and Recreation Community Park will be funded, built, and activated during Phase 2 of Liberty. See Table 5-1, Statistical Land Use Summary, for total land area of the Sports and Recreation Community Park and total approximate building square footage.

Tree Preservation

There are 371 existing trees within the Liberty Specific Plan area. The majority of the existing, healthy, and mature trees will be preserved to the maximum extent physically and financially feasible. The larger tree grove areas have been thoroughly designed into park areas, greenbelts, and private individual lots to preserve existing trees to the maximum extent practicable.

Phasing Plan

Project development phasing, including the location of individual product/neighborhood model complexes are shown in Exhibit 8-1, Phasing and Model Locations. As shown, the Liberty Specific Plan is proposed to be developed in three (3) phases beginning in the north portion of the site in Phase 1, moving to the southwest for Phase 2, and to the southeastern portion of the site for Phase 3.

Design Guidelines and Development Standards

Development of the Liberty project is expected to occur in three phases within the next five to eight years, depending on regional economic conditions and demand for housing. For additional more specific information on project phasing, refer to Section 8.0 of this Specific Plan. Once Phase 1 sales begin the project buildout could occur in as little as five years.

The Liberty Specific Plan provides for residential and small, neighborhood-serving commercial/office development. The Specific Plan contains development controls (Design Guidelines) to provide the City of West Sacramento with assurances that the Liberty community will be built out as planned. These design guidelines encompass site planning and design,
Section 1

Introduction

landscaping, placemaking and wayfinding, architectural theme, lighting, and community character.

Architectural Pattern Book (not part of this Specific Plan)

An Architectural Pattern Book for Phase 1 of the Liberty Specific Plan is being prepared and will not be a part of this Specific Plan. The purpose of the Architectural Pattern Book is to further validate the marketing information, the lot sizes and site plan design, the solar roof orientation and design, the builder’s interest in the product type, the non-competitive product type floor plans, and the more detailed implementation of Design Guidelines including color and material palettes. These Architectural Pattern Books will be given to individual builders so they can understand and agree to follow the direction of quality and design set by the Master Developer. The Architectural Pattern Book is intended to be adopted by City resolution, and used by the architects, landscape architects, marketing companies, builders and Master Developer to ensure the quality and vision of Liberty is fulfilled. Each phase will have its own Architectural Pattern Book. The Estate Lots do not have product types developed because of the infinite possibilities that could be designed. Builders of these product types will have to be approved by the Master Developer architectural committee and then by the City of West Sacramento.

NC-10 Stormwater Detention Basin and Water Storage Tank

The existing NC-10, Parlin Ranch temporary Stormwater Detention Basin located within the Liberty Specific Plan will be reshaped and moved southward, and used as both a flood control and water quality detention facility. The existing storm drain pump station adjacent to this basin will be decommissioned and replaced with larger pumps capable of discharging 25 percent of the 2-year, 24-hour storm event. One new 2.1 million gallon water reservoir tank and a new booster pump station will be built at the northeast corner of the site, within the Sports and Recreation Community Park.

Mobility System / Multi-Modal Transportation

At build-out, Liberty will generate up to 16,800 vehicle trips daily. The Liberty roadway network combines the best features of a grid system with a limited number of curvilinear streets to accomplish a high level of local street connectivity while enhancing the neighborhood feel and aesthetic quality of the community. On-site mobility will include a series of roundabouts along Village Parkway and at a key project intersection, cross-street stops, and all-way stops at smaller intersections. The Liberty street system will support travel by low-speed (up to 35 mph) neighborhood electric vehicles within neighborhoods, between neighborhoods, and to nearby external destinations. The integrated bike and trail system connects all on-site neighborhoods to The Commons, the K-8 elementary school site, and to the regional Clarksburg Branch Line Pedestrian and Bike Trail. The Liberty mobility system has been designed to accommodate potential future streetcar, bus and ride-sharing services. Transit service will be coordinated with the Yolo County Transportation District (YCTD), and may include longer range services (such as
a regional express bus) as well as increased local service.

Energy Neutral Community

The Liberty Specific Plan will comply with all federal, state, regional, and local energy conservation regulations. Liberty will employ the latest technologies feasible in an effort to become an energy neutral community. Sustainable community-scale design elements include a north/south street pattern to take advantage of solar orientation efficiencies. The north/south orientation of the streets allows the delta breezes to move freely throughout the community. In addition, the consistent delta breezes from the south/southwest cool summer afternoon temperatures by as much as 15 degrees. Integrated alleys and Paseo driveways have landscaped areas which reduce the amount of heat-absorbing paving, and collectively total approximately 3.9 miles in length. Trees will be planted along streets to reduce the urban heat island effect by shading surfaces like pavement and buildings that would otherwise be much hotter in direct sunlight. Green building-scale features being considered in every Liberty home include pre-wiring for an electric vehicle and solar photovoltaic (PV) systems on each roof, drought-tolerant landscaping, underground irrigation systems, and energy efficient appliances.

1.6 PROJECT OBJECTIVES

The objectives established for the project in preparation of the Specific Plan are to:

1. Provide comprehensive planning for Liberty to allow for the development of a predominantly medium to higher-density residential configuration within the Northeast Village of the Southport Framework Plan, with a variety of housing types ranging in density and design.

2. Provide for a wide range of housing opportunities in close proximity to transit and existing and future employment centers in order to help fulfill the City’s need to meet its regional housing goals (enhancing jobs-housing balance).

3. Provide greater connectivity for existing residents to neighborhood commercial/office facilities and downtown Sacramento through the completion of Village Parkway and the Clarksburg Branch Line Pedestrian and Bike Trail.


5. Provide public recreation opportunities through the development of parks, and greenbelts and trails, which meets the General Plan’s Parkland Dedication requirement.

6. Encourage walking and bicycling by creating a comprehensive trail system.
7. Promote community through the creation of the pedestrian-friendly, centrally located Commons, which will include private recreational amenities, neighborhood commercial, Liberty Orchard, dog park, exercise room, yoga room, outdoor kitchen, event area, and a proposed bus stop on Liberty Drive.

8. Provide greater connectivity to the site and City by providing new vehicular and transit linkages through the completion of a two-lane divided roadway facility (Village Parkway) and a second two-lane roadway (Stonegate Drive).

9. Provide for increased public safety by coordinating closely with City Public Works, FEMA, and USACE to design the alignment of the new setback levee adjacent to the Sacramento River.

10. Strive to become an energy neutral community by incorporating appropriate levels of “green” programming methods and advanced technology into Liberty’s community, neighborhood, and building designs.

11. Foster water conservation by utilizing landscaping that emphasizes limited turf areas and encourages drought-tolerant plants, all while recalling the area’s agricultural past, and embraces water efficient techniques and appliances within the homes to further reduce water consumption.

12. Provide for increased public safety by implementing Crime Prevention Through Environmental Design (CPTED) methods at the community and building level.
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2.0 PLANNING GOALS, OBJECTIVES, AND POLICIES

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450 - 65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained in the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the General Plan. Due to the expansive nature of a General Plan, not all goals and policies will be relevant to every project.

2.1 RELATIONSHIP TO THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) BLUEPRINT

Valley Vision Regional Blueprint Project
SACOG is undertaking a major effort to link transportation and land development more closely as part of its Valley Vision Regional Blueprint Project. The Blueprint provides a vision for regional growth that promotes compact, mixed-use development with more transit and active transportation choices.

For the SACOG region, the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) was adopted April 2012. The SCS is meant to provide growth strategies that will achieve the regional greenhouse gas emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

<table>
<thead>
<tr>
<th>Blueprint Category</th>
<th>Consistency Analysis</th>
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<tbody>
<tr>
<td>Reduce vehicle travel.</td>
<td>The Liberty Specific Plan will provide a well planned community with a diversity of land uses, including The Commons, one community park, six neighborhood parks, neighborhood commercial, and a K-8 elementary school site are located within walking distance to each home. “Complete streets” have been designed throughout Liberty to encourage multi-modal transportation. Class I multi-purpose bike trails are provided along four major east/west trails, three major north/south trails, and Liberty Loop to provide connectivity between neighborhoods and regional access to the Clarksburg Branch Line Pedestrian and Bike Trail west of Liberty. The carbon footprint is reduced through an environmentally sensitive design of the vehicle mobility utilizing five roundabouts that increase traffic flow. The most comprehensive and recent studies show overall reduction of 35% in total crashes and 76% in injury causing crashes. Simulations indicate that a 40% reduction in vehicle idling emissions can be expected in comparison to average vehicular delays associated with typical stop signs or signal controls. In addition, Liberty is situated near YOLOBUS routes, stops and ride-sharing services, and each home will be pre-wired for...</td>
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</table>
### Section 2  Planning Goals, Objectives, and Policies

<table>
<thead>
<tr>
<th>Planning Goal</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Provide an adequate supply of housing.</strong></td>
<td>The Liberty Specific Plan provides 1,503 residential dwelling units with a diversity of home types, including seniors, apartments, condominiums, triplex, duplex, and single-family detached homes on varied lot sizes and configurations. Refer to Section 5.0, <em>Land Use Plan</em> for more details.</td>
</tr>
<tr>
<td><strong>Reduce impacts on valuable habitat.</strong></td>
<td>Approximately 98.9 acres along the easterly edge of Liberty, which was acquired by WSAFCA, is characterized by dense trees and riparian vegetation, two existing ponds collectively known as Bee Lakes, and other wetlands. Additionally, existing healthy and mature trees on the Liberty project site will be preserved by designing parks and greenbelts in key areas, as shown on Exhibit 5-16, <em>Tree Preservation Plan</em>. Existing drainage ditches located along Davis Road and Clarksburg Branch Line Pedestrian and Bike Trail, and existing tree rows will be preserved.</td>
</tr>
<tr>
<td><strong>Increase resource use efficiency.</strong></td>
<td>The existing 14.9 acre Parlin Ranch temporary Stormwater Detention Basin located within Liberty will be moved southward and expanded and used as both a flood control and NC-10 Stormwater Detention Basin facility, this will provide better water quality. A new City water storage tank (2.1 million gallons capacity) and a new water booster pump station will be constructed in the northeast portion of Liberty as part of the City of West Sacramento Water Master Plan. The site plan is designed in a north/south street pattern to take advantage of solar orientation efficiencies. In addition, the consistent cooling from the south/southwest delta breezes cool summer afternoon temperatures by as much as 15 degrees, and the north/south orientation of the streets allows the delta breezes to move freely throughout the community, as shown on Exhibit 3-5, <em>Solar &amp; Wind Site Plan Orientation</em>. All homes will be pre-wired for an electric vehicle and include solar electric photovoltaic (PV) systems on each roof. Also, five traffic roundabouts designed on Village Parkway and the intersection of Stonelake Drive and Liberty Drive will improve traffic flow throughout the community while reducing greenhouse gas (GHG) emissions and providing safer travel for pedestrians, bicyclists and motorists.</td>
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### 2.2 RELATIONSHIP TO THE GENERAL PLAN AND SOUTHPORT FRAMEWORK PLAN GOALS

The City of West Sacramento General Plan addresses nine elements: Land Use, Housing, Transportation and Mobility, Public Facilities and Services, Recreational and Cultural Resources, Natural Resources, Health and Safety, Urban Structure and Design, and Child Care. Each subject contains numerous goals intended to guide development within the City.

This section includes a discussion of the goals of each of the General Plan elements. Pursuant to California Government Code Section 65454, the Liberty Specific Plan must be consistent with existing General Plan goals. An analysis of applicable General Plan goals and their relationship to the Liberty Specific Plan are given below. A General Plan amendment and Southport Framework Plan amendment will be processed concurrently with the Liberty Specific Plan in order to modify the existing General Plan and Southport Framework Plan’s land use plans.

#### 2.2.1 General Plan

<table>
<thead>
<tr>
<th>General Plan Goal</th>
<th>Consistency Analysis</th>
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<tbody>
<tr>
<td><strong>Land Use</strong></td>
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</table>

**Goal A:**

To provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the City's infrastructure and the City's ability to assimilate new growth.

The Liberty Specific Plan will provide an orderly, well-planned, and balanced growth community with a diversity of land uses. Residential uses will include Estate Lots, single-family detached homes, duplex, triplex, seniors/apartments/condominiums on home sites ranging from approximately 3,000 square feet to half an acre. Neighborhood commercial uses include a maximum of 10,000 square feet for retail and office space. Recreational uses will be distributed throughout Liberty. The project includes a community park, six neighborhood parks, The Commons, and an extensive bike and trail system.

The Land Use Plan (Section 5) will create smaller, more intimate neighborhoods within the larger community, which will be unified and oriented around two central public neighborhood parks. The project provides adequate density to support the limited neighborhood commercial area. The use of the Flex Block within Liberty will allow the flexibility of building residential product types based on the ever changing housing market. The Plan includes a K-8 elementary school site. The Liberty Specific Plan includes plans for the project’s phased infrastructure that speculates a best case development schedule of five years once Phase 1 is open for home sales. The Liberty Specific Plan will be developed in three phases, allowing the City to assimilate the new growth.
**Section 2  Planning Goals, Objectives, and Policies**

<table>
<thead>
<tr>
<th></th>
<th>Infrastructures necessary for the project will be provided, as shown in Section 7.0, <em>Utility Plan</em>, and Section 6.0, <em>Mobility</em>, of this Specific Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal B:</strong> To designate adequate land in a range of residential densities to meet the housing needs of all income groups expected to reside in West Sacramento.</td>
<td>The Liberty Specific Plan provides 1,503 residential dwelling units with a diversity of home types, including Estate Lots, single-family detached homes on varied lot sizes and configurations, duplex, triplex, seniors/apartments/condominiums on home sites ranging from approximately 3,000 square feet to half an acre. Homes will be available to renters and a wide range of buyers alike. The diversity of options will ensure that residents in many stages of life, from young single professionals to retired persons, will find attractive options within Liberty. Refer to Section 5.0, <em>Land Use Plan</em>, for more information.</td>
</tr>
<tr>
<td><strong>Goal C:</strong> To designate adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.</td>
<td>The park system which includes a community park, six neighborhood parks, and an extensive greenbelt and trail system will support the residential uses both on- and off-site. The Liberty Specific Plan also includes a K-8 elementary school and neighborhood commercial retail and office space which will serve the residents of Liberty as well as adjacent neighborhoods. Refer to Section 5.0, <em>Land Use Plan</em>, for more information.</td>
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</table>

**Housing**

| **Goal A:** To designate adequate land for a balanced range of housing types and densities for all economic segments of the community while emphasizing high quality development and encouraging homeownership when financially feasible. | The Liberty Specific Plan contains highly diverse housing options, including Estate Lots, single-family detached homes on varied lot sizes and configurations, duplex, triplex, seniors/apartments/condominiums on home sites ranging from approximately 3,000 square feet to half an acre. In addition, the use of the Flex Block within the Liberty community will allow the flexibility of building residential product types based on the ever changing housing market. As such, the community will be sensitive to the needs of all segments of the population and economy, including young professionals, families with children, empty-nesters and seniors, thus encouraging homeownership when financially feasible. The *Land Use Plan*, Section 5.0 of this Specific Plan, describes the distribution of housing products. |
| **Goal B:** To encourage energy efficiency in both new and existing housing. | All homes in the Liberty Specific Plan will have the following standard features: a minimum of 30 percent better energy efficiency than the current Title 24 2008 Code (achieving 2010 CALGreen Code - TIER 2 Energy Efficiency); pre-wired for an electric vehicle and include solar electric photovoltaic (PV) systems on each roof; |
water efficiency features and measures both indoors and outdoors; climate-appropriate landscaping with weather-based water-saving irrigation controllers; and certified “Green Point Rated” which is based on the following five categories: energy efficiency, resource conservation, indoor air quality, water conservation, and community.

The Sustainable Community Development Program, Section 3.0 of this Specific Plan, describes the various energy efficiency methods utilized in Liberty.

**Goal C:**
To provide ample opportunities for those employed in West Sacramento to find affordable housing convenient to their places of employment so that automobile commuting is minimized.

The Liberty Specific Plan contains ample housing options, including seniors/apartments/condominiums, carriage units, casita units, and small residential home products which will be achievable for the first time home buyer. These residential products have convenient bike and pedestrian access to the regional Clarksburg Branch Line Pedestrian and Bike Trail and are situated near YOLOBUS routes, stops and ride-sharing services so that residents will be less reliant on their cars and more likely to walk, bike, or use public transportation to their places of employment.

The Mobility, Section 6.0 of this Specific Plan, describes the various transportation opportunities.

**Goal D:**
To ensure the provision of adequate services to support existing and future residential development.

The Liberty Specific Plan is located in close proximity to City services, including the West Sacramento Fire Station No. 45 located within approximately 1.4 miles at 2040 Lake Washington Boulevard; the West Sacramento Police Department located within approximately 4.1 miles at 550 Jefferson Boulevard; and the West Sacramento City Hall located within approximately 3.9 miles at 1110 West Capitol Avenue. The River City High School is located within approximately a half mile via the Clarksburg Branch Line Pedestrian and Bike Trail at 2801 Jefferson Boulevard, and a K-8 elementary school site is provided within the Liberty Specific Plan. Additionally, the nearest shopping center, Southport Town Center, is located approximately 1.1 miles at the northeast corner of Jefferson Boulevard and Linden Road.

**Goal E:**
To promote equal opportunity to secure safe, sanitary, and affordable housing for all members of the community regardless of race, sex, or other arbitrary factors.

The Liberty Specific Plan will meet the City of West Sacramento’s affordable housing requirement. The project has been designed to provide a safe living environment with the use of Crime Prevention Through Environmental Design (CPTED) concepts.
### Transportation and Mobility

<table>
<thead>
<tr>
<th><strong>Goal A:</strong></th>
<th><strong>To create and maintain a roadway network which will ensure the safe and efficient movement of people and goods throughout the City.</strong></th>
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<tbody>
<tr>
<td></td>
<td>The City of West Sacramento and the Liberty Specific Plan will construct and provide improvements to Village Parkway from Linden Road to Davis Road, providing a key north/south corridor west of the Sacramento River and along the east side of Liberty. Five roundabouts, four (4) located at key intersections along Village Parkway, will ensure the safe and efficient movement of people and goods throughout the City of West Sacramento.</td>
</tr>
<tr>
<td></td>
<td>The <em>Mobility</em>, Section 6.0 of this Specific Plan, describes the roadway network and roundabout design.</td>
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<tr>
<th><strong>Goal B:</strong></th>
<th><strong>To promote and maintain public and private transit systems that are responsive to the needs of all West Sacramento residents.</strong></th>
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<tbody>
<tr>
<td></td>
<td>The Liberty Specific Plan will provide YOLOBUS routes and stops, and electric charging stations for neighborhood electric vehicles to encourage ridership of public and private transit systems by West Sacramento residents.</td>
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<td></td>
<td>YOLOBUS Route 35 currently provides local hourly service between Southport and other areas of the City Monday through Sunday. Route 39 provides peak-hour commute service between Southport and downtown Sacramento Monday through Friday. As shown on Exhibit 6-15, <em>Municipal Bus System</em>, the nearest existing bus stops are located approximately 0.5 miles west at the River City High School and 0.6 miles north at Lake Washington Boulevard near Redwood Avenue.</td>
</tr>
<tr>
<td></td>
<td>The <em>Mobility</em>, Section 6.0 of this Specific Plan, describes the various modes of transportation provided in Liberty.</td>
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<tr>
<th><strong>Goal C:</strong></th>
<th><strong>To promote increased efficiency in automobile use.</strong></th>
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<tr>
<td></td>
<td>The Liberty roadway network includes the use of “complete streets,” which is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Design features are intended to provide safe travel by those walking, bicycling, driving, or riding public transportation. In addition, the Liberty roadway network is a grid system combined with the 1.7 mile Liberty Loop which supports a high level of local street connectivity. The alley system design provides direct access to residents’ garages. Five traffic roundabouts located along Village Parkway and at the intersection of Stonegate Drive and Liberty Drive promote increased efficiency in automobile use by reducing the time vehicles spend idling at traffic signals of stop signs.</td>
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<tr>
<td></td>
<td>Refer to Section 6.0, <em>Mobility</em>, for more information.</td>
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</table>
### Section 2  Planning Goals, Objectives, and Policies

<table>
<thead>
<tr>
<th><strong>Goal D:</strong> To consider air quality and noise impacts along with traffic flow efficiency when making decisions about improvements to existing roadways or construction of new roadways.</th>
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<tbody>
<tr>
<td>The Liberty Specific Plan is designed with roundabouts along Village Parkway which improve air quality and noise impacts by minimizing the time spent idling at intersections, so fewer pollutants are emitted into the atmosphere and fewer fuel resources are consumed, and less noise is produced from vehicles braking and accelerating to and from full stops. All homes will be prewired for electric vehicles and solar panels, greatly increasing the potential to improve air quality. The Mobility, Section 6.0 of this Specific Plan, describes the various environmental benefits of roundabouts.</td>
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<tr>
<th><strong>Goal E:</strong> To ensure the adequate provision of both on- and off-street parking.</th>
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<tbody>
<tr>
<td>The Liberty Specific Plan provides sufficient on- and off-street parking per the City’s parking code. Each land use and residential product type in the Liberty Specific Plan has its own designated number of parking lot spaces or garage parking spaces. The alley system is designed with public roads that are not interrupted by driveway aprons and garages, therefore further ensuring the adequate provision of both on- and off-street parking.</td>
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<tr>
<th><strong>Goal F:</strong> To promote pedestrian and bicycle travel as alternatives to automobile use.</th>
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<tr>
<td>The Mobility of Liberty promotes safe, convenient, and attractive pathways to travel. Pedestrian and bike activity is encouraged through the use of complete streets and an integrated bike and trail system that conveniently links the K-8 elementary school site, The Commons, a community park, and six neighborhood parks within residential areas. At key locations enhanced pedestrian/bike crosswalks are proposed which may include raised crosswalks and/or corner bump-outs that are used to slow drivers near oncoming pedestrian traffic. Class I multi-purpose bike paths are provided along four major east/west trails, three major north/south trails, and Liberty Loop to provide connectivity between neighborhoods and regional access to the Clarksburg Branch Line Pedestrian and Bike Trail west of Liberty. The Mobility, Section 6.0 of this Specific Plan, describes the integrated bike and trail system provided in Liberty.</td>
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### Public Facilities and Services

<table>
<thead>
<tr>
<th><strong>Goal A:</strong> To maintain an adequate level of service in the City's water system to meet the needs of existing and future development.</th>
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<tr>
<td>A Water Supply Assessment for the Liberty Specific Plan has been prepared. A new City water storage tank (2.1 million gallons capacity) and a new water booster pump station will be constructed at the northeast corner of the Liberty site as part of the City of West Sacramento Water Master Plan. Construction will occur as necessary depending on the City’s regional water supply and storage requirements.</td>
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</tbody>
</table>
### Section 2 Planning Goals, Objectives, and Policies

<table>
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<tr>
<th>Goal</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Goal B:</strong></td>
<td>To maintain an adequate level of service in the City's sewage collection and disposal system to meet the needs of existing and future development.</td>
</tr>
<tr>
<td><strong>Goal C:</strong></td>
<td>To maintain an adequate level of service in the City's storm drainage system to accommodate runoff from existing and future development and to prevent property damage due to flooding.</td>
</tr>
<tr>
<td><strong>Goal D:</strong></td>
<td>To provide for the collection and disposal of solid waste while minimizing the generation of waste.</td>
</tr>
<tr>
<td><strong>Goal E:</strong></td>
<td>To provide for the educational needs of West Sacramento residents.</td>
</tr>
<tr>
<td><strong>Goal F:</strong></td>
<td>To promote efficiency, convenience, and harmonious relationships in the siting of public facilities.</td>
</tr>
</tbody>
</table>

The Water Facilities Plan, included in Section 7.0 of this Specific Plan, describes the water supply and system provided in Liberty.

As part of the Southport Sewer Master Plan, sanitary sewer service for the Liberty site will be provided by the City of West Sacramento via an existing Agreement with the Sacramento Regional County Sanitation District (SRCSD) to convey its wastewater flows to SRCSD’s Lower North West Interceptor (LNWI) and discharge to the Sacramento Regional Wastewater Treatment Plant.

The Sanitary Sewer Facilities Plan, included in Section 7.0 of this Specific Plan, describes the sanitary sewer system provided in Liberty.

The existing 14.9 acre Parlin Ranch temporary Stormwater Detention Basin located on-site will be moved southward and expanded and used as both a flood control and NC-10 Stormwater Detention Basin facility. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge storm water runoff to the new permanent NC-10 Stormwater Detention Basin. Each storm drain pipe shall be sized to handle the required design flow per City of West Sacramento standards.

The Storm Drainage Facilities Plan, included in Section 7.0 of this Specific Plan, describes the storm drainage system provided in Liberty.

The City of West Sacramento provides residential curbside services for the weekly collection of garbage, mixed recycling, yard waste and used motor oil and filters. The residents of Liberty will be encouraged to recycle through the convenient use of separate carts designated for recyclables and yard waste.

The Liberty Specific Plan provides a WUSD K-8 elementary school site located along Village Parkway with excellent perimeter street access for local residents and safe drop-off and pick-up areas for bused and non-bused students.

Refer to Exhibit 5-12, School Site Schematic, for more details.

The Liberty Specific Plan provides a K-8 elementary school site located at the intersection of Village Parkway and Liberty Drive with access by bike and pedestrian trails and roads. The school site is located close to The Commons: limited neighborhood commercial/office space; and residential homes.

The community park (Sports & Recreation Community Park) is
## Section 2  
Planning Goals, Objectives, and Policies

<table>
<thead>
<tr>
<th>Recreational and Cultural Resources</th>
<th>Liberty Specific Plan 2-9 Templeton Planning Group</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal A:</strong> To establish and maintain a public park system and recreation facilities suited to the needs of West Sacramento residents and visitors.</td>
<td>located in the northeast corner of Liberty. The community park includes three baseball fields with LED night lighting, picnic pavilion, concession stand, restrooms, and a dog park, and a new water storage tank. The new City water storage tank (2.1 million gallon capacity) and a new water booster pump station will be constructed at the northeast corner of the Liberty site as part of the City of West Sacramento Water Master Plan.</td>
</tr>
</tbody>
</table>

**Goal B:** To promote the provision of private recreational facilities and opportunities. | A centrally located private clubhouse, pools, and recreational facilities are located in The Commons. The seniors/apartments/condos will also have their respective private recreation facilities. Various greenbelts/trails that traverse the project also promote recreation and supplement the Parks and Trails Plan. |

**Goal C:** To establish recreation programs suited to the broad needs and interests of all West Sacramento residents. | A Park Needs Assessment for the Liberty Specific Plan has been prepared, with a focus on market information and the needs and interests of home buyers in order to establish a suitable recreation program. |

**Goal E:** To provide a network of pedestrian and bicycle pathways connecting parks and green space areas with other destination points within and beyond the City of West Sacramento. | The Liberty Specific Plan provides a network of pedestrian and bicycle pathways connecting parks and greenbelts with other destination points within and beyond the City of West Sacramento via the Clarksburg Branch Line Pedestrian and Bike Trail. The Pedestrian Mobility, Exhibit 6-13; and Low-Stress Bikeways, Exhibit 6-14, describe the integrated bike and trail system provided in Liberty. |

Refer to Exhibit 10-29, Park Amenities Matrix. |  |

Refer to Exhibit 6-13; and Low-Stress Bikeways, Exhibit 6-14, describe the integrated bike and trail system provided in Liberty. |  |

Refer to Exhibit 5-14, Public Parks & Greenbelts Plan, and Exhibit 5-15, Public Trails Plan, for more detail. |  |
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<tr>
<th>Goal F:</th>
<th>To preserve and enhance West Sacramento's historical heritage.</th>
<th>In order to preserve and enhance West Sacramento’s historical heritage, great care has been taken to preserve the existing healthy and mature trees located within the Liberty project site by designing greenbelts and parks in key areas. A prime example is the proposed park in the southwest corner, which preserves 29 existing trees where the Risso home once existed. Liberty will recommend this historical setting be improved and named Risso Park. In addition, the farmhouse interpretive and contemporary cottage architectural styles will be used within the Liberty Specific Plan to celebrate the agricultural history and character of the City and region, as shown on Exhibit 11-2, <em>Historical Character</em>.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Resources</td>
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<tr>
<td>Goal A:</td>
<td>To protect water quality in the Sacramento River, Sacramento Deep Water Ship Channel, Lake Washington, and the area’s groundwater basin.</td>
<td>In order to protect water quality in the Sacramento River and local groundwater basin, the existing 14.9 acre Parlin Ranch temporary Stormwater Detention Basin will be expanded and used as both a flood control and NC-10 Stormwater Detention Basin facility. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge storm water runoff to the NC-10 Stormwater Detention Basin. Each storm drain pipe shall be sized to handle the required design flow per City of West Sacramento standards. The Storm Drainage Facilities Plan, included in Section 7.0 of this Specific Plan, describes the storm drainage system provided in Liberty.</td>
</tr>
<tr>
<td>Goal B:</td>
<td>To protect sensitive native vegetation and wildlife communities and habitat in West Sacramento.</td>
<td>Approximately 98.9 acres east of Liberty was acquired by WSAFCA and is characterized by dense trees and riparian vegetation, two existing ponds collectively known as Bee Lakes, and other wetlands. Additionally, existing healthy and mature trees within Liberty will be preserved by designing greenbelts and parks in key areas and on private residential lots, as shown on Exhibit 5-16, <em>Tree Preservation Plan</em>. Existing drainage ditches located along Davis Road and Clarksburg Branch Line Pedestrian and Bike Trail, and existing tree rows will be preserved to the maximum extent feasible.</td>
</tr>
<tr>
<td>Goal C:</td>
<td>To promote and, insofar as possible, improve air quality in West Sacramento and the Sacramento Region.</td>
<td>The Liberty Specific Plan promotes and improves air quality in West Sacramento and the Sacramento Region by providing local on-site amenities including limited neighborhood commercial, a private recreation center (The Commons), a community park, six neighborhood parks, and a K-8 elementary school site to reduce vehicular miles traveled. The design of roundabouts along Village Parkway and at the intersection of Liberty Drive and Stonegate</td>
</tr>
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</table>
Drive reduces air quality impacts by minimizing the time spent idling at intersections, resulting in fewer pollutants emitted into the atmosphere and fewer fuel resources are consumed. Liberty’s bike and trail system with access to the Clarksburg Branch Line Pedestrian and Bike Trail will encourage residents to be less reliant on their cars and more likely to walk or bike to their desired destinations, further reducing impacts to air quality.

Refer to Section 6.0, *Mobility*, for more details. All homes will be pre-wired for an electric vehicle and include solar electric photovoltaic (PV) systems on each roof, greatly increasing the potential to improve air quality.

<table>
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<tr>
<th>Health and Safety</th>
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<tbody>
<tr>
<td><strong>Goal A:</strong></td>
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<tr>
<td>To prevent loss of life, injury, and property damage due to geologic and seismic hazards.</td>
</tr>
<tr>
<td><strong>Goal B:</strong></td>
</tr>
<tr>
<td>To prevent loss of life, injury, and property damage due to flooding.</td>
</tr>
<tr>
<td><strong>Goal C:</strong></td>
</tr>
<tr>
<td>To ensure that City emergency response procedures are adequate in the event of natural or man-made disasters.</td>
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</table>
### Section 2 Planning Goals, Objectives, and Policies

<table>
<thead>
<tr>
<th><strong>Goal D:</strong> To protect City residents from the harmful effects of excessive noise.</th>
<th>Jefferson Boulevard. The Liberty Land Use Plan contains residential homes, limited neighborhood commercial, The Commons, a K-8 elementary school site, various parks and greenbelts/trails, all of which do not emit excessive noise that would be harmful to residents. In addition, the Liberty Mobility Section has been designed with slower vehicular speeds, includes traffic roundabouts, and encourages the use of alternative modes of transportation, including walking, biking, and driving neighborhood electric vehicles, all of which help to reduce noise. Refer to Section 6.0, Mobility, for more information.</th>
</tr>
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<tbody>
<tr>
<td><strong>Goal E:</strong> To prevent crime and promote the protection of people and property.</td>
<td>All roadways, integrated alleys, parks, greenbelts/trails, buildings and structures in the Liberty Specific Plan will be appropriately lit at night. In addition, alley loaded homes, homes fronting parks and the Clarksburg Branch Line Pedestrian and Bike Trail will provide “eyes on” the alleys, parks, and greenbelts/tails, to prevent crime and promote the protection of people and property. Section 12.0 of this Specific Plan describes the Crime Prevention Through Environmental Design (CPTED) guidelines provided in Liberty.</td>
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<tr>
<td><strong>Urban Structure and Design</strong></td>
<td>The farmhouse interpretive and contemporary cottage architectural styles will be used throughout the Liberty Specific Plan to provide a cohesive and aesthetically pleasing community. The Liberty roadway network is designed with a grid system combined with the 1.7 mile Liberty Loop, with north/south and east/west greenbelts and trails that connect parks and neighborhoods together. Additionally, the centrally located Commons is the primary focal point of Liberty and is designed to complement the surrounding land uses.</td>
</tr>
<tr>
<td><strong>Goal A:</strong> To promote the development of a cohesive and aesthetically-pleasing urban structure for West Sacramento.</td>
<td>The Liberty Specific Plan identifies two public access roads (Chicory Loop) from Village Parkway to the Sacramento Yacht Club and the Sherwood Harbor Marina and RV Park to enhance the relationship between the City and the Sacramento River. Chicory Loop will be provided with the new levee.</td>
</tr>
<tr>
<td><strong>Goal B:</strong> To enhance the relationship between the City and the Sacramento River.</td>
<td>The farmhouse interpretive and contemporary cottage architectural styles will be used in the Liberty Specific Plan to preserve and celebrate the agricultural history and community character of the City and region. The Pedestrian Mobility, Exhibit 6-13, promotes</td>
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</table>
### Section 2 Planning Goals, Objectives, and Policies

<table>
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<tr>
<th>and districts that emphasizes pedestrian convenience.</th>
<th>safe, convenient, and attractive pathways to travel. Pedestrian activity is encouraged through the use of city neighborhood streets and an integrated trails system that conveniently links the K-8 elementary school site, The Commons, neighborhood commercial, and parks with residential areas. At key locations pedestrian crosswalk enhancements are proposed which may include raised crosswalks and/or corner bump-outs that are used to slow drivers near oncoming pedestrian traffic, as shown on Exhibit 5-10, Liberty Loop Greenbelt.</th>
</tr>
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<tbody>
<tr>
<td><strong>Goal D:</strong> To maintain and enhance the quality of the City’s landscape and streetscape.</td>
<td>The Liberty Specific Plan is designed with aesthetically pleasing landscaped parkways along all roadways within the community. These roadways are contextually designed with homes fronting all streets and parks, except for Village Parkway and Davis Road. All landscaping shall adhere to Liberty’s Landscape Design Guidelines, Section 10.0.</td>
</tr>
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</table>

### Child Care

<table>
<thead>
<tr>
<th><strong>Goal A:</strong> To ensure that new development provides for child care facilities and services to meet associated child care demand.</th>
<th>The on-site K-8 elementary school site will provide before and after school programs, not including child care services. Child care facilities are a permitted use within the senior/apartment/condo sites and the community park (Sports &amp; Recreation Community Park).</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal B:</strong> To provide for high quality child care facilities and programs.</td>
<td>The Liberty Specific Plan has provided two (2) locations that can accommodate child care facilities: the community park and the senior/apartment/condos area.</td>
</tr>
</tbody>
</table>

#### 2.2.2 Southport Framework Plan

The Southport Framework Plan is a refinement of the City’s General Plan and establishes the foundation for a village-oriented mixed-use development. It is designed to guide the pattern of development in a cohesive manner as an alternative to uncoordinated suburban sprawl. The Liberty Specific Plan is located in the Northeast Village of the Southport Framework Plan. The Liberty Specific Plan is a pedestrian oriented village with a highly connected network of greenbelts/trails with connection to the Clarksburg Branch Line Pedestrian and Bike Trail. The Plan provides its own community services, including The Commons. Amenities in public parks may include the Great Lawn, sports courts, themed playground’s, and covered picnic areas. Other amenities in the Liberty Specific Plan include up to 10,000 square feet of neighborhood commercial, a K-8 elementary school, and a community park (Sports & Recreation Community Park). Additionally, the Specific Plan encourages multi-modal transportation through the use of “complete streets” and multi-use trails to encourage healthy lifestyle opportunities and reduce greenhouse gas emissions.
2.3 DIVERSITY OBJECTIVES

Liberty will provide a wide range of activities, amenities, services, and housing types to support the diverse needs and desires of a wide spectrum of future residents of the community, as shown on Exhibit 2-1, Community Diversity. Careful land use planning has placed amenities strategically throughout the community to facilitate access for residents of Liberty as well as visitors.

Residential opportunities for a variety of lifestyles and life stages will allow buyers and renters, young and established families, retired persons and seniors to live within the same community, contributing vibrancy and a sense of place. The unique mix of residential product types will likewise add vibrancy to the streetscape. The architectural character of Liberty will draw inspiration from the common vernacular of West Sacramento’s and California’s architectural tradition, generating visual interest and inspiration. Liberty has embraced the farmhouse interpretive and contemporary cottage architectural designs which are expressed in Section 11.0, Architectural Design Guidelines, of this Specific Plan.
Community Diversity

Summary

A diversity of housing, recreation, and landscaped areas create a pleasant variety within the community.

Liberty offers housing for all life stages, from a resident’s first apartment, to first home, move up home, executive home, multi-generational home, age in place home and senior living. By providing a diversity of housing types, Liberty will attract a vibrant and diverse population.

Exhibits

Exhibit 2-1

Community Diversity

The Life Cycle of Housing

Variety of Walking & Biking Options
- 1.7 Mile Liberty Loop
- Greenbelt
- Pedestrian Friendly Streets
- Class 1 Multi-Use Bike Paths
- Class 2 & 3 Bike Lanes

Variety of Green Space
Neighborhood and Pocket Parks throughout Liberty provide ample and diverse recreational opportunities.
Amenities include The Commons, with private recreational amenities and limited neighborhood commercial and office space, a variety of greenbelts and trails, six neighborhood parks, a community park (Sports & Recreation Community Park), and a K-8 elementary school site. Beyond these physical features, Liberty will provide the internet based framework for social interaction through organized community programs and activities, clubs, and interest groups.

2.4 SUSTAINABILITY OBJECTIVES

Liberty is planned as a sustainable community which will allow residents to enjoy a high quality of life while minimizing their impact on the environment. A summary of Liberty’s Sustainability is shown on Exhibit 2-2.

Green programming has been utilized to maximize efficiency by conserving water, minimizing construction impacts, minimizing energy use, and reducing construction and post-construction waste. Furthermore, the Community Plant Palette consists of drought-tolerant landscaping. The use of a water quality system will be constructed via a new stormwater detention basin which will eliminate on-site flooding. This new facility will maximize the efficiency and improve the existing stormwater system in the area. RD-900 will manage this flood control facility. The multi-modal community design is intended to promote walking and cycling, and thus reduce reliance on vehicles.

The extensive framework of parks, greenbelts/trails, and recreational resources found within easy access will promote health and wellness while reducing vehicle miles traveled. Liberty’s carbon footprint is reduced through an environmentally sensitive design including roundabouts to optimize traffic flow. Additionally, homes will be pre-wired for an electric vehicle and include solar electric photovoltaic (PV) systems on each roof.

The land plan benefits from the passive solar and wind orientation of north/south oriented streets and a grid system. This allows buildings within Liberty to maximize solar power production with photovoltaics on roofs to reduce energy usage and costs. The north/south street orientation also captures summer delta breezes which will effectively cool the neighborhood by as much as 15 degrees in the summer. Liberty also maximizes the amount of green space available by clustering buildings.

2.5 MOBILITY OBJECTIVES

The Liberty land plan is designed to encourage walking and bicycling, as shown on Exhibit 2-3, Walking & Biking Proximity. Based upon a traveling speed of three miles per hour, almost all residents can walk from their home to the heart of the community within 10 minutes. The distance of the farthest home to The Commons is a little over three-quarters of a mile. Over 78 percent of the homes within Liberty are located less than one-half mile, or a 10-minute walk from The Commons. All residential dwelling units within the community are located within one-quarter
mile, or a 5-minute walk to neighborhood recreational amenities, such as parks and the multi-purpose trail system, and within a 10-minute walk of connections to off-site pathways.

The Liberty Specific Plan is designed with “complete streets” to encourage safe, multi-modal transportation. The use of electric vehicles, plug-in electric vehicles, and neighborhood electric vehicles is highly encouraged and homes will be pre-wired for an electric vehicle and include solar electric photovoltaic (PV) systems on each roof.

With the proposed amenities so close at hand, and a pleasing streetscape and trail system that makes walking or bicycling an attractive option, Liberty will reduce the dependence on internal combustion engines.
Summary
The Liberty community is committed to sustainable practices. During the design phase, the Liberty team partnered with PG&E to prepare an Energy Neutral study, which identified strategies that will help Liberty achieve the goal of being an Energy Neutral community. Some of the topics that were explored and included in the Liberty community design are:

- **Passive heat/cooling:**
  - Use of deciduous shade trees
  - Capture delta breezes
  - Reflective roofs
  - Building efficiencies
- **Heat Island mitigation:**
  - Shade trees
  - Reflective roofs
- **Community lighting:**
  - LED lights
  - Smart technology
  - Layers of light based on need and safety
- **Energy efficiency:**
  - Tight building envelope
  - Energy Star appliances
  - Smart controls
  - User education
  - Water heaters
  - 5 Roundabouts
- **Energy generation:**
  - Use of solar arrays

Additionally, the Liberty design exceeds the current and projected Green Building Code.

**Water Conservation**
Drought tolerant landscaping will be used throughout. Liberty will provide an on-site stormwater detention basin (NC-10).

**Health & Wellness**
Trails and pedestrian friendly streets invite residents and visitors to explore the community without a vehicle.

**Liberty Orchard**
Will provide fresh local produce for residents and visitors.

**Community LED Lighting**
Smart lighting technology will provide safe and energy conserving public spaces throughout Liberty.

**Roundabouts**
More efficient than typical traffic signals by eliminating vehicle idle time and decreasing speeds.

**Passive Heating & Cooling**
Deciduous trees will be located to provide shade in summer and allow the sun to shine in the winter.

**Solar Orientation**
North / South street orientation allows home owners to maximize solar energy production.

**Passive Cooling**
North / South street orientation allows cool delta breezes to flow through the site, cooling the site by up to 15 degrees.
Summary

A Walkable / Bikeable Community
Based on a walking speed of 3 miles per hour approximately 27% of Liberty homes are within a 5 min. walk, 78% are within a 10 min. walk, and 99% are within a 15 min. walk of The Commons. All but 12 homes are within a 6 min. bike ride to The Commons. Trails, greenbelts and pedestrian friendly street scenes encourage residents to walk to local destinations. Class 1, 2, and 3 bikeways throughout the community also encourage biking rather than driving.

For pedestrian and bike path locations please see Exhibit 6-9, Pedestrian Mobility Plan and Exhibit 6-10, Low-Stress Bikeways.
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Section 3  Livable and Healthy Community Program

3.0  LIVABLE AND HEALTHY COMMUNITY PROGRAM

Liberty is committed to sustainable practices, and health and wellness throughout the community. The sustainability vision for Liberty is to create a livable and healthy community program that balances financial, human, and natural resources to optimize long-term ecological, social, and economic health.

A holistic, interconnected set of sustainable strategies and best practices have been woven throughout the community design and have guided the development process. The Livable and Healthy Community Program has been guided by the following principles:

- Optimized Value
- Tree Preservation
- Decrease Waste
- High-performance Design Technologies
- Health and Wellness
- Multi-Modal Transportation and Walkability
- Innovation

This section summarizes the overall Livable and Healthy Community Program. Implementation details of the Program are incorporated into the following subsections.

3.1  SUSTAINABILITY – THE LIBERTY COLLABORATIVE APPROACH FOR ALIGNING STAKEHOLDERS’ INTERESTS

The lasting legacy of Liberty is its proactive partnering with the West Sacramento community to bring strong ‘quality of life’ and ‘win/win’ benefits to the residents, neighbors, and surrounding community. Strategic alliances have helped to develop the community fabric and provide technical studies and guidance with the overall design and adaptability at the community-scale, neighborhood-scale, and building-scale; as shown on Exhibit 3-1, Sustainability: The Liberty Approach. Liberty has aligned its neighborhood vision, principles, and goals with the State, regional, and local regulatory visions and goals; creating a cohesive community at all levels; as shown on Exhibit 3-2, Envisioning Liberty: Aligning Stakeholder Interests.

As part of its commitment to partnering with the community to achieve a livable and healthy community, Liberty has sought help from leading experts to inform and guide Liberty’s Livable and Healthy Community Program. Expert guidance has been provided by (but not limited to) the following organizations:

- City of West Sacramento
- Sacramento Area Council of Governments (SACOG)
- WALK Sacramento
- Yolo County Transit District
- PG&E’s Zero Net Energy (ZNE) Pilot Program
- BIRA Energy
Key outcomes from these partnerships include the following:

- In support of finding more sustainable solutions for current and future residents of West Sacramento, Liberty was selected by Pacific Gas & Electric (PG&E) to participate in their Zero Net Energy Pilot Program, which resulted in realigning the Liberty community and street network to optimize solar and wind patterns; minimizing energy consumption.

- Working with Washington Unified School District in its pursuit of excellence in education, Liberty is planned to have a new state of the art K-8 elementary school.

- WALK Sacramento has analyzed Liberty in accordance with its guidelines for Safe Routes to Schools. The plan for Liberty reflects current “best practices” in pathway design, whereby children can safely walk to the new K-8 elementary school and the River City high school on pathways that are separated from cars.

- Liberty partnered with Yolo County Transit District to assure the addition of the new north/south arterial (Village Parkway) was accommodated within the Liberty plan.

- Liberty Lighting Guidelines for Zero Net Energy Communities was a product of the partnership with the UC Davis California Lighting Technology Center.

- Liberty participated in a beta-test of the Sacramento Tree Foundation’s ‘Tree Friendly Certification for New Neighborhoods’ program and scored the highest level of achievement.
## Sustainability: The Liberty Approach

### Summary

Liberty’s six core values are the backbone of all the Liberty design decisions and act as a filter for design principles. These values include:

- Family
- Character
- Win/Win
- Aspiration
- Safety
- Timelessness

Liberty design principles are founded on a layered approach to sustainability. Suitability maps were created early, before design ensued. Some of the key features mapped include: sensitive habitat areas and mature trees for preservation, preferred solar and wind orientation to maximize renewable energy sources, opportunities to becoming an energy neutral community. Armed with this information, the design team developed the Liberty vision to be responsive and complimentary to existing natural and built environments.

Layers of interconnected design features evolved from the sustainable vision and came together to create a livable, responsible community full of opportunities and diversity.

Design attention has been given to sustainable practices at the community, neighborhood, and building scales. The community design is also incredibly adaptable. It was designed with a Flex Block concept to allow modifications in order to meet market needs and allow for the use of evolving technologies throughout the building process.

### Six Core Values

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<th>Building Scale</th>
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<tr>
<td>Flex Blocks</td>
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<td>Single Family Detached (SFD)</td>
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<td>Single Family Attached (SFA)</td>
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<td>Multi Family Attached (MFA)</td>
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<tr>
<th>Neighborhood Scale</th>
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<tr>
<td>The Commons</td>
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<tr>
<td>Neighborhood Commercial</td>
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<tr>
<td>K-8 Elementary School</td>
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<td>Neighborhood &amp; Pocket Parks</td>
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<tr>
<th>Community Scale</th>
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<tr>
<td>Site Connectivity</td>
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<td>Regional Connectivity</td>
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<td>Complete Streets</td>
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<td>Roundabouts</td>
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<td>Low Stress Bikeways</td>
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<td>Pedestrian Mobility</td>
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<td>Walking &amp; Biking Proximity</td>
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<td>Liberty Loop</td>
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<td>Integrated Alleys</td>
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<td>Parks &amp; Greenbelts</td>
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<td>Landscape Concept</td>
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<td>Water Quality Detention Basin</td>
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<td>Community Park</td>
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<th>Existing Condition</th>
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<td>Tree Preservation</td>
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<td>Biology</td>
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<td>Hydrology</td>
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<td>Geology</td>
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<tr>
<td>Aerial</td>
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**Liberty Sustainable Development Vision**

To create a Sustainable Community Development at Liberty that balances financial, human, and natural resources to optimize long-term ecological, social, and economic health.

**Liberty Sustainable Development Principles**

- Integrated Systems Design
- Inter-generational Stewardship
- Optimized Value
- Design with Nature
- Eliminate Waste
- High-Performance Design Technologies
- Resource-Efficient Healthy Materials
- Multi-Modal Transportation and Walkability
- Innovation

**Mission**

Provide quality infrastructure and community facilities that add value to the lives of residents.

**Resident Implementation**

- Energy Neutral Homes
- Community Amenities
- K-8 Elementary School
- Neighborhood Interaction

**Liberty Sustainable Development Principles**

- Innovation
- Smart Land Use
- Compatibility Design
- Access & Mobility

**Liberty Mission**

To provide quality infrastructure and community facilities such as The Commons, which add value to the lives of residents.

**Goal 2018**

- Liberty will provide quality housing and recreation areas that will encourage people to live, work, and play within the City.
3.2 STATE, REGIONAL, AND LOCAL SUSTAINABILITY SUPPORT

Liberty is designed to help the City of West Sacramento and SACOG meet their sustainability vision, priorities and Strategic Plan goals. Liberty is also designed to support key State sustainability goals including greenhouse gas emission reduction goals, zero net energy building goals, water conservation, and others.

The regulatory environment is rapidly changing to meet these key state policy goals. We anticipate that over the course of the Liberty build-out that there will be substantial regulatory changes.

The design team has strived to create a community that not only complies with current regulatory requirements, but anticipates and plans for likely future regulatory changes that will impact the project over the course of the project build-out. When possible, Liberty intends to be an early adopter of evolving regulatory changes. This proactive approach helps make Liberty a more resilient and affordable community, and helps position the City to be leaders in navigating changing regulatory environment.

Key regulatory issues that Liberty is proactively addressing as part of its Livable and Healthy Community Program are summarized below.

3.2.1 Greenhouse Gas Reductions

California has established aggressive greenhouse gas emission reduction goals. Greenhouse gas emission reduction goals are embodied in Executive Order S-3-05, Assembly Bill 32, Senate Bill 375, Renewable Portfolio Standards, Zero Net Energy Building goals, Building Energy Efficiency Standards, Green Building Standards Code, and West Sacramento’s Green Building Ordinance.

Executive Order S-3-05

Executive Order S-3-05, signed June 1, 2005, sets the following statewide greenhouse gas reduction targets:

- Reduce statewide GHG emissions to 2000 levels by 2010
- Reduce statewide GHG emissions to 1990 levels by 2020
- Reduce statewide GHG emissions to 80 percent below 1990 levels by 2050

Assembly Bill 32

The Global Warming Solutions Act (Assembly Bill 32), passed in 2006, provides guidance and goals for California to reduce its greenhouse gas emissions. AB 32 directed the California Air Resources Board (CARB) to adopt discrete early action measures to meet executive Order S-3-05 2020 GHG emission reduction targets. CARB conducted an emissions inventory and established a 2020 emissions limit for the state. To implement the cap, CARB created a mandatory reporting
system to track and monitor greenhouse gas emissions for large stationary sources that generate more than 25,000 metric tons (MT) of CO2e per year, prepared a Scoping Plan describing how the 2020 deadline can be met, and developed appropriate regulations and programs to implement the plan by 2012.

CARB adopted the final Scoping Plan on December 11, 2008. Key elements of CARB’s greenhouse gas reduction measures that are applicable to the project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress). Identified zero net energy buildings as a key cross-cutting strategy.

- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020).

- Establishing a California cap-and-trade program that links with other Western Climate Initiative (WCI) partner programs to create a regional market system for large stationary sources (adopted 2011).

- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).


- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state’s long-term commitment to AB 32 implementation (in progress).

CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of approximately three (3) percent of the 2020 GHG emissions reduction goal. CARB’s scoping plan encourages local governments to take a number of potential actions to reduce local GHG emissions, which include shifts in land use patterns to emphasize compact, low-impact growth over development in greenfields, resulting in fewer vehicle miles traveled (VMT) (CARB 2008).

Since Scoping Plan adoption, the legislature has also passed laws implementing the reduction measures. For example, the cap-and-trade regulations became effective January 2, 2012, the compliance obligation for greenhouse gas emissions began on January 1, 2013, and SB X1-2
passed in 2011 increasing the amount of electricity generated from eligible renewable energy resources to at least 33 percent per year by December 31, 2020.

Liberty helps the state achieve its GHG emission reduction goals in a number of ways including energy efficiency, on-site renewable energy generation, community and building design that can easily accommodate future additional on-site renewable energy generation, zero net energy (or zero net energy-ready) buildings, water efficiency, facilitating alternative transportation, creating a walkable community, and helping meet regional housing needs. Refer to Section 2, Planning Goals, Objectives, and Policies, for additional details.

**Senate Bill 375**

In 2008, SB 375 was adopted to create the implementation mechanism necessary to achieve the Scoping Plan greenhouse gas emissions reductions targets. Implementation is intended to reduce greenhouse gas emissions from light-duty trucks and automobiles (excluding emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 requires CARB to establish greenhouse gas emissions reduction targets for each of the 18 regions in California managed by a Metropolitan Planning Organization (MPO). Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. Sacramento Area Council of Governments (SACOG) is the MPO in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba as well as the 22 cities. SACOG’s targets are a 16 percent per capita reduction from 2005 GHG emission levels by 2035.

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SACOG region, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035 was adopted in 2012. The SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation. The SCS is meant to provide growth strategies that will achieve the regional greenhouse gas emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

Liberty incorporates an extensive range of sustainability measures that help meet Sustainable Communities Strategies and address regional sustainability issues. This includes reducing vehicle travel, helping provide an adequate supply of housing, reduce impacts on valuable habitat, increase resource use efficiency. Refer to Section 2.1 for more details.
California’s Renewable Portfolio Standard

The Renewable Portfolio Standard (RPS) is a major component of California’s Renewable Energy Program (established by SB 1078, SB 107, and Executive Order S-14-08). RPS requires electric utilities (including PG&E) to increase the amount of renewable energy each year to 33 percent renewable power by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

Liberty is a community that will have the capability to generate a significant portion, if not all, of its energy from on-site renewable systems. Liberty incorporates renewable energy generation opportunities on both homes and opportunities for larger systems in community spaces. This may present innovative opportunities to partner with the City of West Sacramento and PG&E to find win-win solutions to help meet Liberty’s sustainability goals for clean energy and help meet the State’s RPS goals.

California’s Zero Net Energy (ZNE) Building Goals

The California Public Utilities Commission (CPUC)’s 2007 Integrated Energy Policy Report (IEPR) adopted aspirational goals that all new residential construction would be zero net energy (ZNE) by 2020 and that all new commercial construction would be zero net energy by 2030. These goals have been reaffirmed in CPUC’s 2008 California Long Term Energy Efficiency Strategic Plan, and the 2011 IEPR, and are supported by the California Energy Action Plan, the AB 32 Scoping Plan, the Governor’s Clean Energy Jobs Plan, and the Clean Energy Futures Vision. To support realization of these ZNE goals, the CPUC has created a ZNE Commercial Building Action Plan in 2010 and is working on a similar ZNE Residential 2020 Vision Framework. The Residential Vision Framework lays out six key goals and a timeline for achieving the ZNE Goals:
Liberty is working with zero net energy experts to help optimize house designs and other community design features such as urban heat island mitigation to create a community of zero net energy or zero net energy-capable homes (energy neutral).

**California Building Energy Efficiency Standards**

California’s Building Energy Efficiency Standards (Title 24, Part 6, of the California Code of Regulations [CCR]) set minimum energy performance requirements for new and renovated residential and commercial buildings. The Building Energy Efficiency Standards are updated on a 3 year nominal cycle. On May 31, 2012, the California Energy Commission (CEC) adopted the 2013 Building and Energy Efficiency Standards, which went into effect on January 1, 2014. Buildings constructed in accordance with these standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of upgraded windows, insulation, lighting, ventilation systems, and other features. The CEC is currently developing the 2016 Standards which will go into effect on January 1, 2017.

The Building Energy Efficiency Standards are a primary lever for realizing California’s ZNE goals. Significant attention has been focused on the last two code update cycles (2008 and 2013) and is being focused on the 2016 update to help buildings attain the efficiency levels needed to meet the State’s ZNE goals.

*The design team is anticipating the rapid evolution of the Building Energy Efficiency Standards towards ZNE. The majority of homes will likely be built under 2016 or later, Title 24 standards. The design team is continuing to work with ZNE experts to find the most cost-effective set of*
building measures to ensure Liberty is at the forefront of both efficiency and affordability as an early adopter.

California Green Building Standards Code (CALGreen)

The California Green Building Standards Code, or CALGreen (Title 24, Part 11, of the CCR) is the nation’s first state-mandated green building code. It established planning and design standards for sustainable site development, water conservation, material conservation, internal air contaminants, and related green building requirements. The mandatory provisions of CALGreen became effective January 1, 2011, with 2013 revisions. The next update cycle is for 2015. One unique feature of CALGreen is that it provides voluntary tiers and the checklist of measures that go beyond state minimal green building requirements. These tiers can be adopted by local jurisdictions or used by projects on a voluntary basis to establish higher green building performance thresholds.

Liberty’s Sustainable Community Program incorporates the current CALGreen requirements. We anticipate that many of Liberty’s innovative sustainability features, such as solar oriented development, will inform future revisions of CALGreen.

City of West Sacramento Green Building Ordinance

The City of West Sacramento has adopted the following mandatory and additional requirements within the same standard CALGreen Divisions for both residential and non-residential land uses as outlined below:

- Planning and Design
- Energy Efficiency
- Water Efficiency and Conservation
- Material Conservation and Resource Efficiency
- Environmental Quality

Liberty’s Sustainable Community Program requires full compliance with the City of West Sacramento Green Building Ordinance Requirements.

3.3 PREPARED FOR EVOLVING TECHNOLOGIES

Liberty is a forward looking, future oriented community. As shown on Exhibit 3-3, Evolving Technologies, today’s technology is changing at a rapid pace. There will be significant technological change during the course of Liberty’s construction and throughout the life of the community. With the assistance of multiple technical stakeholders (refer to Section 3.2), Liberty has been carefully designed to take maximum advantage of rapid technological changes anticipated to mature in the next few years during the course of Liberty build-out. This includes a detailed LED lighting and automated lighting control strategy, solar oriented development that
Section 3  Livable and Healthy Community Program

anticipates continued rapid declines in PV prices, accommodations for larger more centralized renewable energy generation in community and public spaces, electric vehicle infrastructure, and others.

3.4 SUSTAINABILITY AT ALL LEVELS

From its inception, the Liberty community has been thoughtfully designed with a comprehensive integrated systems approach to planning and design for its horizontal infrastructure and vertical buildings. Sustainable features are incorporated at the community-scale, neighborhood-scale, and individual building-scale. The fabric of the Liberty community was created through a “layering of systems,” as shown on Exhibit 3-1, Sustainability: The Liberty Approach, to weave a vibrant community, as the tapestry of the Liberty community.
In today’s world, technology is changing at an accelerated pace, and with that comes new building strategies. Liberty utilizes the valuable technologies of today but also allows for the use of the new technologies of tomorrow, whatever they might be.

As an example, light bulb efficiency has improved dramatically over the last few years. The LED bulbs are 85% more efficient than the incandescent bulbs of a few years ago.

But the future is what the Liberty design team is looking towards. And the future of light bulb technology lies in the idea of Reactive Lighting Technology. In the near future exterior lighting fixtures will be commercially available that will analyze at night the walker, bike rider, or automobile, then instantly and automatically adjust the brightness and beam pattern and direction of light to best accommodate the user. The result: a smarter, more powerful, and more efficient street and trail lighting systems.

Similarly, other technologies will continue to evolve and improve as Liberty is developed and the use of these new technologies will be important to the sustainability of Liberty.
3.5 **COMMUNITY-SCALE FRAMEWORK**

**Infill Development**

A large part of sustainable development is not just how we build, but where we build. SB 375 recognizes the critical impact that development location has on statewide GHG emissions. The Liberty project site is an in-fill development. Liberty to Downtown Sacramento is approximately 5 miles by car; or 3.5 miles away as the crow flies.

**Regional Connectivity**

The Liberty project has maximized the benefits of its location and connects to the regional connectivity network to enable residents easy access to employment centers, education, retail, and recreation; as shown on Exhibit 3-4, *Regional Connectivity*. Liberty’s rich connectivity is organized below:

- **Multi-Modal Transportation Options:**
  - Village Parkway
  - Clarksburg Branch Line
  - Streetcar Line
  - West Sacramento Transit Center
  - Clarksburg Branch Line Pedestrian and Bike Trail
  - YOLOBUS
  - Greyhound Bus
  - Light Rail
  - Amtrak
  - Sacramento International Airport

- **Education Access:**
  - River City High School
  - Washington Unified School District
  - Sacramento City College, West Sacramento Center
  - California State University, Sacramento
  - University of California, Davis

- **Retail Access:**
  - Southport Town Center
  - Westbridge Plaza

- **Recreation Access:**
  - Sacramento Yacht Club
  - Sherwood Marina Harbor and RV Park
  - West Sacramento Recreation Center
  - Clarksburg Branch Line Pedestrian and Bike Trail

- **New Levee System.** Improved flood protection system and management enhances surrounding neighborhood conditions.
Summary

Liberty is conveniently located 3.2 miles from downtown West Sacramento and 3.5 miles from downtown Sacramento.

Legend

1. Infill Site
2. New Levee System
3. Village Parkway
4. Mike McGowan Bridge
5. Clarksburg Branch Line Pedestrian & Bike Trail
6. River City High School & Recreation Center
7. Southport Town Center
8. Sherwood Harbor Marina & RV Park
9. Sacramento Yacht Club
10. Westbridge Plaza
11. U.S. Route 50 connection
12. To Sacramento Airport
Alignment with the Southport Framework Plan’s Village Oriented Mixed Use Development Pattern

As discussed in Section 2, the Southport Framework Plan establishes the foundation for a village-oriented mixed-use development. It is designed to guide the pattern of development in a cohesive manner as an alternative to uncoordinated suburban sprawl. The Liberty Specific plan is located in the Northeast Village of the Southport Framework Plan. The Liberty Specific Plan is pedestrian oriented with a highly connected network of greenbelts/trails with connection to the Clarksburg Branch Line Pedestrian and Bike Trail. The Plan provides its own community services, including The Commons with private recreational amenities and public neighborhood commercial. Amenities in public parks may include sports courts, themed playgrounds, and covered picnic areas. Other amenities in the Liberty Specific Plan include up to 10,000 square feet of neighborhood commercial at The Commons, a K-8 elementary school and a community park (Sports and Recreation Community Park). Additionally, the Specific Plan encourages multi-modal transportation through the use of “complete streets” and Class 1 multi-use 12 foot trails to reduce greenhouse gas emissions.

Solar and Wind Oriented Development

At the community level, the Liberty Specific Plan has been carefully designed in response to the local environmental influences on the site in order to provide the most significant passive energy savings. As shown on Exhibit 3-5, Solar & Wind Site Plan Orientation, the site plan is designed in a north/south street pattern encouraging roof forms to take advantage of solar orientation efficiencies. In addition, the consistent cooling delta breezes from the south/southwest can cool summer temperatures by as much as 15 degrees; the north/south orientation of the streets allows the delta breezes to move freely throughout the community.

Community-Scale Energy Master Planning

The Liberty design team has performed extensive community-scale energy master planning to help inform and guide design. This includes analyzing community scale energy consumption and on-site renewable energy generation capability to help design a community that can be energy neutral (See below for additional discussion). The analysis is broken down by private property (homes), home owners association (HOA), and public and quasi-public owned lands. The largest energy use category in Liberty is homes, followed by public and quasi-public uses, and then the HOA related consumption.

One of the key outcomes of this energy master planning process is that suitable public areas for larger centralized renewable energy generation systems have been woven into the community park (Sports and Recreation Community Park) as shade structures over the parking. Note that Liberty is not requiring installation of larger centralized renewable energy systems in this Specific Plan, but is allowing their incorporation into the community where appropriate. Locations identified as having the best potential and appropriate for larger on-site renewable energy systems include solar generation within the community park (Sports and Recreation Community Park), solar at the K-8
Section 3  Livable and Healthy Community Program

elementary school, and solar in public parks.

**Energy Neutral Community**

The design team and stakeholders have spent significant time determining the appropriate energy goals for the community. Overall, the goal is to create a community that has the potential to be “energy neutral” (EN). This means that the community has been designed with the goal of being able to offset all of the community’s energy use with clean on-site renewable energy.

Reduction in energy use was the first part of this design effort. Passive reduction is the least expensive, followed by active reduction and finally the generation of energy. The Liberty site plan has been designed to maximize solar efficiency and production by orienting the residential lots in an east/west direction creating more south facing roof slopes. To avoid solar panels on the front elevation of homes a majority of residential products have been designed with public alleys and public Paseo driveways where solar panels can be located away from street views. The streets are oriented in a north/south direction to allow for east/west lots and to take advantage of the cooling summer delta breezes. These breezes will effectively cool the site by as much as 15 degrees in the summer. By utilizing this passive design residents will reduce their energy consumption and have the potential to generate their own energy with solar photovoltaics (PV) panels on their roof; as shown on Exhibit 3-6, *Solar Ready Roofs*. Lighting in homes and throughout Liberty will be energy efficient, such as LEDs. However, it should be noted that there is no one single strategy or technology to achieve energy neutrality, it is rather a take on integrated design approach coupled with a suite of solutions and technologies applied at the appropriate scales and building use types.

The Liberty Specific Plan also does not require attainment of zero net energy (ZNE) buildings or homes for similar reasons. However, it does align with the ZNE Residential 2020 Vision Framework’s key goals and a timeline for achieving the ZNE Goals, which during Liberty’s build-out calls for voluntary ZNE attainment. To facilitate voluntary attainment of ZNE homes, significant time has been spent on community design to facilitate this, including solar oriented development strategies to maximize renewable energy generation potential and minimization of energy loads through passive cooling strategies, urban heat island mitigation, and related issues.
Solar & Wind Site Plan Orientation

Summary

Solar Orientation
The community design is oriented in a north/south street pattern to take advantage of solar and wind orientation.

Wind Orientation
Consistent south/southwest delta breezes cool summer temperatures by as much as 15 degrees. The north/south street orientation allows the breezes to move freely throughout the community maximizing their cooling effect.

Cool Delta Breezes
Can cool a home as much as 15 or more degrees in the summer.
**Summary**

The solar potential of Liberty homes will be maximized by taking advantage of solar orientation and roof pitch. Solar panel systems on Liberty homes will produce enough energy to achieve energy neutrality. Additionally, premium insulation, double pained windows, attic venting and other strategies will also add to each home’s energy efficiency.

Optimum solar orientation for West Sacramento streets and homes is 2.5 degrees east of true north and acceptable solar orientation lies within 270 - 110 degrees.

West Sacramento is 38.5 degrees north latitude and has an average of 265 sunny days per year.

Based on a fixed roof solar panel system, the optimum roof pitch for West Sacramento is 32.4 degrees or nearly a 7:12 roof pitch.

Assuming a typical 1,800 sq ft West Sacramento home uses an average of approx. 20 kWh* per day, fifteen 230 watt solar roof panels, which will generate an average of 20.7 kWh per day, will meet the demand.

Assuming a typical 1,800 sq ft West Sacramento home uses an average of 20 kWh a day, it will take fifteen 230 watt rooftop solar panels generating an average of 20.7 kWh per day, to meet the demand of an average home.

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* Source: sunpower.com
Minimized Urban Heat Island Effect

Liberty’s design incorporates a systematic set of strategies to reduce urban heat island effects. Urban heat islands are elevated outdoor urban air temperatures due to an increase of heat-absorbing infrastructure, such as buildings, roads, and dark asphalt paving. Strategies employed to mitigate heat-island effects include:

- **Shading by Street Trees.** Existing trees will be preserved to the maximum extent physically and financially feasible. In addition to these existing trees, new trees will be planted along streets to reduce the urban heat island effect by shading surfaces like pavement and buildings that would otherwise be much hotter in direct sunlight. Trees and vegetation lower surface and air temperatures by providing shade and evapotranspiration. Shaded surfaces may be 20 to 45 degrees cooler than the peak temperatures of material surfaces that are not shaded.

Advanced and Efficient Site Lighting

Through a partnership with University of California at Davis’ California Lighting Technology Center (CLTC), Liberty Lighting Initiative Design Guidelines (not part of this Specific Plan) have been developed to apply next generation lighting technology and design to support the State’s development of the zero net energy aspirations. Liberty’s unique lighting guidelines are focused on energy efficiency, enhanced quality of life through the integration of advanced lighting approaches and strategies for better color and improved vision, increased safety and security as well as supporting circadian wellness. Examples include installing all solid-state high efficacy lighting, and adaptive lighting controls for all exterior lighting, coupled with circadian and dark sky sensitive light sources and lighting fixtures. (Refer to Liberty’s Lighting Initiative Design Guidelines for further details, not a part of this Specific Plan).

Tree Preservation

Existing healthy and mature trees number 371 on the Liberty project site and will be preserved to the maximum extent physically and financially feasible within greenbelts and parks or other on-site areas. In addition to these existing trees, new trees will be planted along streets to reduce the urban heat island effect by shading surfaces like pavement and buildings that would otherwise be much hotter in direct sunlight. Refer to Exhibit 5-16, Tree Preservation Plan.
Green Stormwater Management Infrastructure

Green storm water management systems are incorporated in Liberty’s design. This includes:

- **Improved NC-10 Stormwater Detention Basin.** The 14.9 acre Parlin Ranch temporary Stormwater Detention Basin located within Liberty will be moved southward and expanded and used as both a flood control and NC-10 Stormwater Detention Basin facility. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge storm water runoff to the NC-10 Stormwater Detention Basin.

Water Conservation

Landscaping will be climate-appropriate with weather-based, water-saving irrigation controllers. Landscaping within Liberty will meet the City and state’s Water Efficient Landscape Ordinance.

Traffic Mobility Features

In addition to improving traffic mobility and safety, the Liberty roundabout intersections have a number of sustainable benefits. Reduced vehicle idling time at intersections results in significant reductions; approximately 40% less air pollution (including carbon monoxide and nitrogen oxides), greenhouse gas emissions and fuel consumption. Refer to Section 6 for additional details.

3.6 NEIGHBORHOOD-SCALE FRAMEWORK

Significant attention has been paid to maximizing sustainability at the neighborhood level. Key strategies include:

**Neighborhood Serving Destinations**

Liberty’s mix of neighborhood-scale uses provide a number of local and neighborhood serving destinations which allow residents and neighbors the ability to walk, bike, or use a neighborhood electric vehicle (NEV); reducing vehicle miles traveled (VMTs) and vehicle trips (VT) in internal combustion vehicles. These destinations include:

- The Commons (private recreational amenities and public neighborhood commercial)
- K-8 Elementary School
- Community Park (Sports and Recreation Community Park)
- 6 Neighborhood Parks
- Sacramento Yacht Club
- Sherwood Marina Harbor and RV Park
Section 3  Livable and Healthy Community Program

Integrated Alleys

Liberty’s design includes extensive use of integrated alleys. Approximately 70 percent of Liberty homes utilize integrated alleys, including Paseo driveways which are hidden from street view.

Integrated alleys are designed to maximize solar energy potential at the rear of the homes while capturing the cool summer delta breezes that help cool the area by as much as 15 degrees or more. Energy efficient LED architectural lighting will be used on sides of garage doors in alleys throughout the community to ensure visibility and increase safety. The locations of the integrated alleys are shown on Exhibit 3-7, Integrated Alleys, and specific features of a typical integrated alley are shown on Exhibit 3-8, Integrated Alleys Detail.

Site Connectivity

Liberty’s neighborhood-scale, shared use/community assets have been carefully planned to enhance site connectivity with “complete streets,” trail linkages, and community amenities. As shown on Exhibit 3-9, Site Connectivity, Liberty is designed with “complete streets” which provide multiple modes of transportation and accessibility to the various neighborhoods, amenities, and trail systems which reduce the dependence on the automobile.

- **“Complete Streets”**
  - Village Parkway
  - Stonegate Drive
  - Liberty Drive
  - Liberty Loop Greenbelt
  - Road along East/West Northern Edge Greenbelt
  - Road along East West Greenbelt

- **Community Assets/Amenities**
  - The Commons (private recreational amenities and public neighborhood commercial)
  - Community Park (Sports and Recreation Community Park)
  - Neighborhood Parks
  - Pocket Parks
  - K-8 Elementary School
  - River City High School and Recreation Center
  - Sacramento Yacht Club
  - Sherwood Marina Harbor and RV Park
  - Southport Town Center
Summary

Integrated alley and Paseo driveway homes represent approximately 70% of the for sale homes within Liberty. The total length of green alleys within Liberty is approx. 3.2 miles.

Integrated alleys are desired to maximize solar energy potential at the rear of the homes while capturing the cool summer delta breezes that help cool the area by as much as 15 degrees or more. By utilizing the alley for solar PV locations the street scene will remain aesthetically pleasing.

Energy efficient LED architectural lighting will be used on garages within integrated alleys throughout the community to ensure visibility and increase safety.
**Summary**

**Solar Orientation**
The north/south alley orientation maximizes photovoltaic exposure on the rear of the homes.

**Solar Access**
Solar access will be protected by prohibiting large canopy shade trees or structures that shade solar access near the alleys.

**Wind Orientation**
The alley orientation will capture the prevailing summer delta breezes helping cool the area by as much as 15 degrees or more.

**Garage Free Street Scene**
Homes are designed with the garages in the back and livable front yards and porches along the street frontage.

**Lighting**
Alleys will have efficient LED architectural lighting on the side of each garage door to ensure visibility. Address signs will also be illuminated.

**Landscaping, Walls & Fences**
Thoughtful landscaping, wall, and fence designs will give the alleys a clean look.
Summary

Close to Shopping and Employment Centers
Liberty is only 3.2 miles from downtown West Sacramento and 3.5 miles from downtown Sacramento. Jefferson Blvd and Village Parkway connect Liberty residents with commercial and employment centers.

Multi-Use Trails
A network of Class 1 multi-use 12' trails connect residents to parks, the K-8 elementary school, neighboring Clarksburg Branch Line Pedestrian and Bike Trail, which leads to River City High School/Recreation Center and the Southport Town Center.

Pedestrian
Safe street crossings are provided at key corners next to the K-8 elementary school and The Commons. Greenbelts are designed throughout the community to increase connectivity and encourage walking and biking.

Roundabouts
Five roundabouts provide smooth flow of vehicular traffic and reduce carbon emissions by eliminating idle time.

Complete Streets
Liberty streets are designed to accommodate pedestrians, cyclists, and neighborhood electric vehicles.

Liberty Loop
The 1.7 mile Liberty Loop is designed with the pedestrian in mind. Generous sidewalks and canopy street trees line the loop creating a comfortable and inviting space. Front doors and livable front yards face the loop and create a safe “eyes on the loop” condition that encourages walking and biking in the community.

Eyes on the Parks
Front yards and roadways face the parks and green spaces creating a safe “eyes on” conditions for safety.

Low-Stress Bikeways
Low-stress bikeways are planned throughout the community and connect cyclists to the neighboring Clarksburg Branch Line Pedestrian and Bike Trail. Residents can also easily and safely ride their bikes to downtown West Sacramento and Sacramento.
3.7 **GREEN BUILDING-SCALE FRAMEWORK**

The following sustainable building-scale measures are included in Liberty.

**Diverse Housing Options**

Liberty provides a diverse mix of quality housing choices to serve the needs of West Sacramento, help meet regional housing needs, and reduce regional transportation needs. Primary housing types include:

- Multi-Family Attached (MFA)
- Single-Family Attached (SFA)
- Single-Family Detached (SFD)

**Green Buildings**

The Liberty Green Building-Scale Sustainability Framework is consistent with CALGreen and West Sacramento’s adopted Green Building Ordinance and allows for advancements over time as best practices and code changes occur.

**Energy Efficiency and Solar Oriented Roofs**

Liberty incorporates energy efficiency, including passive energy strategies and renewable energy generation capability into its homes and buildings, creating significant opportunities for zero net energy homes. Solar energy generation potential on residential roofs is maximized through solar oriented street layouts and architectural studies to optimize solar generation potential. Each home will also include solar PV panels. Refer to Exhibit 3-6, *Solar Ready Roofs*.

**Liberty’s Lighting Guidelines**

Through a partnership with UCD’s CLTC, Liberty Lighting Initiative Design Guidelines (not part of this Specific Plan) have been developed which incorporate next generation lighting technology and design on both exteriors and interiors of buildings, including high-efficacy lighting, multi-layers of lighting, circadian sensitive design. Refer to the Liberty Lighting Initiative Design Guidelines (separate from this Specific Plan) for further details.

**Water Efficiency**

Homes will incorporate water efficiency features and measures both indoors and outdoors. Drought-tolerant landscaping with weather-based, water-saving irrigation controllers will be provided for homes.
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Alternative Transportation

All garages throughout Liberty will be pre-wired for electric vehicles/plug-in hybrid vehicles/neighborhood electric vehicles (NEVs).

Construction Waste Recycling

Of all the construction waste, 65 percent will be recycled (CALGreen TIER 1 Construction Waste Recycling).

Model Homes

Model homes will include standard green features as well as demonstrate more innovative feature options to help educate the consumer community of West Sacramento and future homebuyers.
Section 4 Existing Conditions

4.0 EXISTING CONDITIONS

The Liberty Specific Plan has been designed with sensitivity to existing constraints and opportunities. The design is highly responsive to our existing neighbors and large trees; with greenbelts/trails, large lots, setbacks, preserved trees, and single story homes where appropriate. The following discussion outlines the existing environmental and policy framework that has shaped the Liberty Specific Plan.

4.1 SUMMARY OF SITE FEATURES AND CONDITIONS

The +/- 341 acres which comprise the Liberty Specific Plan is located within the Northeast Village of the Southport Framework Plan in the City of West Sacramento. Since at least the 1940’s, the majority of the project site has historically been used for agriculture, including dry-farmed crops such as wheat and alfalfa, and cultivation of irrigated row crops including tomatoes. Due to the continual dry crop farming on the property, mature trees are primarily confined to the perimeters of the site and along the previous central agricultural ditch that once bisected the site from east to west. Aside from the central linear grove of mature trees on the site, the visual character of the Specific Plan area is one of gently sloping terrain. As a result of farming operations, which includes discing for weed abatement, a visual survey of the Liberty Specific Plan area would appear to be “flat” to the average viewer.

4.2 GEOLOGY, SOILS, AND TOPOGRAPHY

Geology

The project site is located in the central portion of the Sacramento Valley, within the Great Valley geomorphic province of California. The Great Valley geomorphic province is an elongated, northwest trending structural trough bounded by the Sierra Nevada Mountains to the east and the Coast Ranges to the west. The trough was formed by westward tilting of the Sierra Nevada block. Erosion of the Sierra Nevada and Coast Ranges has in-filled the trough with a thick sequence of sedimentary deposits.

The 1981 California Division of Mines and Geology, Geologic Map of Sacramento, California Quadrangle (Wagner, et al., 1981), shows the project site to be underlain by Quaternary Basin Deposits. This geologic unit consists of fine-grained silt and clay derived from the same sources as modern alluvium. The dark-gray to black deposits are the distal facies of Alluvium (unit Qa). Thickness varies from approximately 3 to 6 feet along the valley perimeter to as much as 180 feet at the center of the Sacramento Valley.

Soil Condition

Due to agricultural activity across a majority of the project site, surface soils within the upper one foot were disturbed and in a loose condition. In general, the majority of the upper soils across the...
project site consist of brown, silty sands and silty clays in the upper five feet. Below these soil layers, additional lenses of silty sands and deposits of highly expansive black silty clay to the maximum 15 foot depth were observed. The black clays were observed as shallow as two feet from the existing surface grades in some areas.¹

**Surface Rupture**

The project site is located in a region of relatively low seismicity. There are no known active faults or fault traces within the project area. The project site does not lie within or adjacent to an Alquist-Priolo Earthquake Fault Zone.²

**Topography**

Topography of the site is relatively flat with surface elevations ranging from approximately 10 to 15 feet above mean sea level (msl). Surface elevations along the existing South River Road Levee are approximately 30 feet above msl, based on a review of the USGS *Topographic Map of the Sacramento West Quadrangle, California (1980).*

### 4.3 HYDROLOGY, GROUNDWATER, FLOOD ZONE, AND LEVEE

**Hydrology**

The southwest corner of the project site slopes to the west toward a ditch along the Clarksburg Branch Line Pedestrian and Bike Trail, which parallels the western edge of the project and drains northward. A second ditch follows the southern boundary along Davis Road and merges with the first ditch by way of a small culvert near the southwest corner of the site.³

**Groundwater**

Groundwater is approximately 7 to 10 feet below ground surface.⁴ Regional groundwater flow in the area of the site is predicted to be east to east/southeast. However, regional groundwater flow direction will be seasonally influenced by stage fluctuation of the nearby Sacramento River, groundwater extraction and other hydro-geologic factors.⁵

**Flood Zone**

The majority of the project site is located within Flood Zone X, as shown on Flood Insurance Rate Map Community Panel No. 060728 0010 B dated January 19, 1995, and is defined as areas of

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³ Gibson & Skordal, LLC. *Jurisdictional Delineation and Special Status Species Evaluation.* November 2010.
Section 4  Existing Conditions

500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. An additional note appearing on the map states, “This area protected from the one percent annual chance (100 year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods.”

Levee - History and Performance

The existing Sacramento River levee generally forms the eastern project site boundary. In 1989, the Sacramento River west levee was upgraded with a smaller, secondary berm constructed along the landside of the levee. The secondary berm consists of a series of smaller, benched berms comprised of alternating layers of gravel, sand, and geotextile fabric which serves as a buttress fill that provides stability, serves as a drainage blanket for the primary levee, and allows seepage associated with the interior levee to drain through to an existing drainage ditch.

In 2006, the City of West Sacramento began a Levee Improvements Program study to identify areas for levee improvements within the City levee system. Preliminary findings from the study, released in July 2007, indicate the portion of the Sacramento River west levee extending from the Deep Water Ship Channel to the southerly City border may require improvements including landside slope flattening, possible construction of cut-off walls, seepage berms and setback levee, and miscellaneous erosion control.

The primary levee in the area is an earth-filled embankment constructed from local soils and does not contain an internal clay core or slurry wall system. Despite the Levee Improvement Program preliminary findings, Bureau officials indicated that although seepage is a common occurrence with the levee system in the project site, they know of no occurrences of "boils" or "piping" failures. Bureau officials also indicated that erosion along the primary levee has occurred in a few spots within the Davis Road area, but has been corrected during the Bureau's ongoing maintenance.  

4.4 EXISTS VEGETATION

The Liberty project site contains a total of 371 trees. The inventoried trees are comprised of a majority of Valley Oaks (Quercus lobata), also some of the following species: California Black Walnuts (Juglans californica), English Walnuts (Juglans regia), Pecans (Carya illinoensis), Eucalyptus (Eucalyptus sp.), Almond (Prunus dulcis), Black Willows (Salix gooddingii), Sandbar Willow (Salix exigua), Ash (Fraxinus sp.), Box Elder (Acer negundo), and Privet (Ligustrum sp.).  

The arborist reports prepared for project determined that the trees are in relatively good health. Their locations and photographs of several of these trees are shown on Exhibit 4-1, Existing Trees.

The majority of the project site is leveled land that has been historically ditched, drained, and irrigated for row crops but has also supported dry crops including winter wheat and oats. The land is disked on an annual basis for weed abatement. A number of irrigation ditches bisect the project site including perimeter ditches. Due to the continual dry crop farming on the property, the trees are primarily confined to the perimeters of the site and along internal agricultural ditches that have been filled, as shown on Exhibit 4-1, *Existing Trees*. The vast majority of the surveyed trees are located along the northern edges of the property.

**Bee Lakes Area (off-site area owned by WSAFCA)**

As shown on previous Exhibit 1-3 *Aerial Map*, the 98.9 acre West Sacramento Area Flood Control Agency (WSAFCA) area is dominated by valley foothill riparian habitat (California Department of Fish and Game, 1988) with two perennial ponds (Bee Lakes). Fremont Cottonwoods (*Populus fremontii*) comprise most of the overstory vegetation along with a few Valley Oaks (*Quercus lobata*), and California Sycamores (*Platanus racemosa*). The Cottonwoods range in height from roughly 70 feet to 90 feet with trunk diameters from 30 inches (single-trunk trees) to over 100 inches (multi-trunk trees). Valley Oaks, Willows, California Black Walnuts (*Juglans hindsii*), Black Willows (*Salix gooddingii*), Arroyo Willows (*Salix lasiolepis*), Box Elders (*Acer negundo*), and Figs (*Ficus carica*) comprise the sub-canopy layer (20 to 50 feet in height) and have trunk diameters that range from approximately 6 inches to 30 inches. A few notably large Pecans (*Carya illinoiinensis*) also occur along the southwestern edge of this section. While most of this area supports dense overstory and/or sub-canopy layers, a few areas lack one or both of these vegetation layers and only an understory vegetation layer is present.

**4.5 BIOLOGICAL RESOURCES**

Sparse vegetation in the disked areas include Tall Fescue (*Festuca arundinacea*), Bermuda Grass (*Cynodon dactylon*), and Wild Radish (*Raphanus sativus*). Sparse annual grassland habitat occurring along the irrigation ditches and access roads is characterized by Rip-Gut Brome (*Bromus diandrus*), Soft Chess (*Bromus hordeaceus*), Bermuda Grass, Mustard (*Brassica sp.*), Prickly Lettuce (*Lactuca serriola*), and Tall Fescue. The shallow irrigation ditches in the project site typically support wetland vegetation characterized Dallis Grass (*Paspalum dilatatum*), Tall Flatsedge (*Cyperus eragrostis*), Smartweed (*Polygonum sp.*) and Curly Dock (*Rumex crispus*). A portion of the central ditch also supports a mix of riparian scrub and emergent wetland habitat including Coyote Willow (*Salix hindsiana*), Arroyo Willow (*Salix lasiolepis*), Fremont Cottonwood (*Populus fremontii*), and Hardstem Bullrush (*Scirpus acutus*). Portions of the ditches also support potential habitat for special status plants including Rose Mallow and Sanford’s Arrowhead.

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A Sierra Nevada Arborists certified arborist conducted a tree survey of the Liberty project site. The species, size, and condition of all trees with a trunk diameter of six inches or greater were recorded.

A total of approximately 371 trees were inventoried on the property. In general, the trees are in relatively good heath.
Section 4 Existing Conditions

The project site supports suitable foraging and/or nesting habitat for a variety of species including Swainson’s Hawk (which is protected by the California Endangered Species Act), Sharp-Shinned Hawk, Cooper’s Hawk, White-Tailed Kite, Northern Harrier, Burrowing Owl, Hoary Bat, Tri-Colored Blackbird, Great Egret, Great Blue Heron, Ferruginous Hawk, Merlin, Purple Martin, Bank Swallow, and Yellow-Headed Blackbird. The irrigation ditches may also provide suitable habitat for the Federal and State threatened Giant Garter Snake during the irrigation season.

The off-site Bee Lakes area, owned by WSAFCA, is a densely vegetated area located east of the project site, immediately adjacent to the Sacramento River. The trees and understory vegetation also provide ideal nesting habitat for raptors and other migratory birds, including Swainson’s Hawk. Four elderberry shrubs were identified that provide suitable habitat for the Valley Elderberry Longhorn Beetle, as shown on Exhibit 4-2, Existing Biology. These four elderberry shrubs are located in the area that was acquired by WSAFCA for the levee and Village Parkway project.

4.6 CULTURAL RESOURCES

A records check was performed by the Northwest Information Center of the California Historical Resources Information System on February 8, 2005. Records indicated the presence of a mound with human burials and projectile points indicating activity in the Late Horizon Phase I, roughly A.D. 500 to 1500. This mound, known as CA-YOL-18, is located off-site, south of Linden Road and east of Alder Road near the northern portion of the Liberty project site. The mound has already been vandalized, as indicated by the notation “pitted” on the site record.

Site visits were conducted in November 2005 and February 2016 and did not find any direct evidence of prehistoric period occupation or land uses on the project site. In particular, careful inspection along the northern boundary of the project, in the area near CA-YOL-18, resulted in the recovery of a single prehistoric artifact, questionable at that. Despite the excavation of shallow trowel-dug holes, no other artifacts or faunal remains were uncovered. However, the possibility of the presence of the site could not be entirely discounted due to the extensive surface disturbance from agricultural activities.

There was no evidence of the existence of CA-YOL-18 within the boundaries of the tested areas on the south and east sides of the existing subdivision to the north. It can be assumed that the prehistoric period archeological site lies within the boundaries of that subdivision. In fact, the investigators interviewed a long-time resident of that subdivision and were shown the location of the Perini residence where CA-YOL-18 had been recorded. It is known that the site extended to the east of the Perini property. However, there are several very large residences being constructed in the area of that eastern extension and it is very likely that the site has now been destroyed.

A record search of the sacred lands file conducted in November 2005 and February 2016 by the NAHC indicated no presence of Native American cultural resources in the immediate project area.

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This section was updated pursuant to WSAFCA’s anticipated cultural resources study to be prepared for the previously discussed Southport Sacramento River Early Implementation Project, in Section 1.0 of this Specific Plan.
A Jurisdictional Delineation and Special Status Species Evaluation report prepared by Gibson & Skordal, LLC. identified four elderberry shrubs east of the Liberty boundary within the WSAFCA area.

The study also identified outside the Liberty boundary the large stands of trees within the WSAFCA and Bee Lakes area as suitable foraging and/or nesting habitat for a variety of raptors including Swainson’s Hawk, Sharp-Shinned Hawk, Cooper’s Hawk, White-Tailed Kite, Northern Harrier, and Burrowing Owl.
4.7 **LAND USE**

Surrounding land uses include a mixture of single-family homes near Redwood Avenue and Spruce Street, a larger-lot residential development off Linden Road to the north, the Sacramento Yacht Club and the Sherwood Harbor Marina and RV Park to the east, and low-density rural residential homes similar to those found south of Davis Road, agricultural lands and the River City High School and Recreation Center are located to the west.

4.8 **SACOG BLUEPRINT, GENERAL PLAN, SOUTHPORT FRAMEWORK PLAN, AND ZONING**

**SACOG Blueprint**

The existing SACOG Blueprint and its designations are shown on Exhibit 4-3, *Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations*. The Liberty project site has the following Blueprint land use designations:

- Single-Family Large Lot
- High-Density Mixed Residential
- Retail
- Public/Quasi-Public
- Open Space

Surrounding designations include:

To the north and south:

- Single-Family Large Lot
- Rural Residential

To the west:

- Rural Residential
- Public/Quasi-Public
- Parks

To the east:

- Retail
- Open Space
The existing land uses within Liberty are shown for the Sacramento Area Council of Governments (SACOG), General Plan, Southport Framework Plan, and Zoning.

**Summary**

The existing land uses within Liberty are shown for the Sacramento Area Council of Governments (SACOG), General Plan, Southport Framework Plan, and Zoning.
City of West Sacramento General Plan

The City of West Sacramento General Plan and its designations are shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations. The Liberty project site has the following General Plan land use designations:

- HR (High Density Residential)
- MR (Medium Density Residential)
- LR (Low Density Residential)
- RR (Rural Residential)
- NC (Neighborhood Commercial)
- PQP (Public/Quasi-Public)
- RP (Recreation and Parks)

Surrounding designations include:

To the north:
- LR (Low Density Residential)
- RR (Rural Residential)

To the south:
- RR (Rural Residential)

To the west:
- OS (Open Space)
- RR (Rural Residential)
- LR (Low Density Residential)

To the east:
- WRC (Water Related Commercial)
- OS (Open Space)

Southport Framework Plan

The Liberty project site is located in the Northeast Village of the Southport Framework Plan. The project site has the following Southport Framework Plan land use designations, as shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations:

- HR (High Density Residential – 12.1 to 25.0 units per acre)
- MR (Medium Density Residential – 5.1 to 12.0 units per acre)
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- RR (Rural Residential - 0.5 to 1.0 units per acre)
- NC (Neighborhood Commercial)
Section 4  Existing Conditions

- ES (Elementary School)
- MS (Middle School)
- NP (Neighborhood Park)

Surrounding designations include:

To the north:
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- RR (Rural Residential - 0.5 to 1.0 units per acre)

To the south:
- RR (Rural Residential - 0.5 to 1.0 units per acre)
- RE (Rural Estate – 1 unit per 2.5 acres)

To the west:
- RR (Rural Residential - 0.5 to 1.0 units per acre)
- HS (High School)
- SC (Sports Complex)
- RE (Rural Estate – 1 unit per 2.5 acres)

To the east:
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- WRC (Water Related Commercial)
- OS (Open Space)

City of West Sacramento Zoning Code

The existing City of West Sacramento Zoning Code land use designations are shown on Exhibit 4-3, Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations. The Liberty project site has the following Zoning Code land use designations:

- R-3 (Multiple-Family Residential – 12.1 to 25.0 du/ac)
- R-2 (Residential One Family or Multi-Family – 5.1 to 12.0 du/ac)
- R1-B (Residential One Family – 1.1 to 5.0 du/ac)
- RRA (Rural Residential – 0.5 to 1.0 du/ac)
- C-1 (Neighborhood Commercial)
- RP (Recreation and Parks)
- PQP (Public/Quasi-Public)
Surrounding designations include:

To the north:

- RRA (Rural Residential)
- R1-B (Residential One Family)

To the south:

- RRA (Rural Residential)
- RE (Rural Estates)

To the west:

- RRA (Rural Residential)
- R1-B (Residential One Family)

To the east:

- POS (Public Open Space)
- CW (Commercial/Water Related)

### 4.9 VEHICULAR, BIKE, AND PEDESTRIAN CIRCULATION

Regional access to the City of West Sacramento is provided by U.S. Route 50 (US-50), Interstate 80 (I-80), Interstate 5 (I-5), and State Route 99 (SR-99), as shown on previous Exhibit 1-2, *Vicinity Map*. US-50 is the primary east/west regional transportation facility in proximity to the site. The nearest point of access to Liberty is from Linden Road and Stonegate Drive to the north, Davis Road to the south, with connections to Jefferson Boulevard located to the west. A portion of Village Parkway is under construction along the east border of the Liberty project site.

South River Road, a two-lane undivided roadway, is the only paved road to the east of the project site adjacent to the Sacramento River. This road connects to Linden Road to the north and Davis Road to the south. No bike or pedestrian trails currently exist on the project site however; the unimproved right-of-way for the Class 1 Clarksburg Branch Line Pedestrian and Bike Trail is located adjacent to the property’s western boundary. The Yolo County Transportation District’s Southport Local line and Southport Commute line currently service areas to the north and west of the project site, with no bus service on-site.

### 4.10 UTILITIES

Public utilities that will provide service to the project site are identified below. Master plans for the extension of water and sewer to serve the project area are presented in Section 7.0, *Utility Plan*, of this Specific Plan. Plans for the extension of electric, natural gas, and telephone service will be coordinated with the appropriate service providers.
<table>
<thead>
<tr>
<th>Utility</th>
<th>Service Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sewer</td>
<td>City of West Sacramento</td>
</tr>
<tr>
<td>Water</td>
<td>City of West Sacramento</td>
</tr>
<tr>
<td>Storm Drainage</td>
<td>City of West Sacramento</td>
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<td>Natural Gas</td>
<td>Pacific Gas and Electric Company (PG&amp;E)</td>
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<tr>
<td>Telephone</td>
<td>AT&amp;T</td>
</tr>
<tr>
<td>Cable (CATV)</td>
<td>Wave Communications</td>
</tr>
</tbody>
</table>

### 4.11 RIGHTS-OF-WAY/EASEMENTS

The following easements traverse the project site:

- PG&E Pole Line Easements (2) - located along the central/eastern portion of the project site.

- 97.5’ wide Sewer Easement (120” diameter pipe) to Sacramento Regional County Sanitation District (SRCSD). Generally located south of the existing Parlin Ranch temporary NC-10 Stormwater Detention Basin adjacent to the Clarksburg Branch Line Pedestrian and Bike Trail.
5.0 LAND USE PLAN

The goal of Liberty is to create a walkable and bikeable community that fosters bonding through daily social interactions. Applying the principles of timeless community design combined with the contemporary lifestyle demands of today will help form the setting that results in Liberty, *purely community*.

The Land Use Plan for the Liberty specific plan is shown on Exhibit 5-1, *Land Use Plan*. The Plan proposes 1,503 residential dwelling units in four different residential categories: High Density Residential (HR), Flex Block (Medium Density Residential) (FX), Low Density Residential (LR), and Estate Lots (EL). The Plan also proposes up to 10,000 square feet of neighborhood commercial and office space; The Commons with private recreational amenities; a 17.0 acre K-8 elementary school site; community, neighborhood and pocket parks, greenbelts and trails. Table 5-1, *Statistical Land Use Summary* presents a detailed summary of the proposed land use plan.

**Proposed General Plan Amendment, Southport Framework Plan Amendment, and Liberty Specific Plan Land Use Designations**

**City of West Sacramento General Plan Amendment**

Exhibit 4-3, *Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations*, provided the existing land use designations for the Liberty Specific Plan area. To implement the proposed Specific Plan, an amendment to the City General Plan is required as shown on Exhibit 5-2, *Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan*. Proposed General Plan land uses will include the following:

- HR (High Density Residential)
- MR (Medium Density Residential)
- LR (Low Density Residential)
- NC (Neighborhood Commercial)
- PQP (Public/Quasi-Public)
- RP (Recreation and Parks)
- WD (Stormwater Detention Basin)

**Southport Framework Plan Amendment**

When the City adopted its General Plan in 1990, the primary land use designation in the Southport area was Planned Residential (PR), which only allowed development that had an approved master plan or specific plan. Accordingly, the City received several applications for specific plans, including Gainsborough, Southport Keys, Newport Lakes, the Port of Sacramento, Southport Gateway, and Southport Industrial Park. With the numerous projects being proposed, City staff determined that there were no regulations in place that would ensure a cohesive well-planned community with integrated neighborhoods for the Southport area. In response, the City approved the Southport Framework Plan in May 10, 1995 and amended on August 5, 1998 to provide those land use designations, utilities and infrastructure, and regulations which allowed the City to regulate development patterns and create a community which achieved a high quality...
### Table 5-1
#### Statistical Land Use Summary

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Lot Size</th>
<th>ACs**</th>
<th>Total DU</th>
<th>SF</th>
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<tr>
<td><strong>RESIDENTIAL</strong></td>
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<tr>
<td>Triplex - Alley Load*</td>
<td>75’ x 100’</td>
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<td>Single Family Detached - Alley Load*</td>
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<td>Single Family Detached - Front Load</td>
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<tr>
<td>Estate Lots</td>
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<td></td>
<td>1/2 acre</td>
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<td><strong>NON-RESIDENTIAL</strong></td>
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<td></td>
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<tr>
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<td>2.8</td>
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<td>Neighborhood Commercial</td>
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<td>0.7</td>
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<td>Up to 10,000 sf</td>
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<td>Community Park - Public</td>
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<td>Neighborhood Parks - Public</td>
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<td>Greenbelts - Public</td>
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<td>K-8 Elementary School</td>
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<td>NC-10 Stormwater Detention Basin</td>
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<td>Public Streets &amp; Alleys</td>
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<td><strong>Total</strong></td>
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<td><strong>GRAND TOTAL</strong></td>
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<td>341.0</td>
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</tbody>
</table>

Note: All acres provided are approximate.

* Flex Blocks: refer to Section 15, Definitions.
** Net/Net acres are used for Residential acres: refer to Section 15, Definitions.
of living within the Southport area. Exhibit 4-3, *Existing SACOG Blueprint, General Plan, Southport Framework Plan, & Zoning Designations*, shows the existing Southport Framework Plan land use designations for the project area. To implement the Liberty Specific Plan, the Southport Framework Plan will require amending. Exhibit 5-2, *Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan*, present those land use designations to the Southport Framework Plan that are proposed, which include the following:

- HR (High Density Residential – 12.1 to 25.0 units per acre)
- MR (Medium Density Residential – 5.1 to 12.0 units per acre)
- LR (Low Density Residential – 1.1 to 5.0 units per acre)
- NC (Neighborhood Commercial)
- ES (K-8 Elementary School)
- RP (Recreation and Parks)
- WD (Stormwater Detention Basin)

On June 21, 2006, the City adopted Resolution No. 06-63, which established review procedures for approving major (projects proposing more than 300 residential units) Southport development projects. The resolution established the following six criteria for determining whether a particular proposal could be supported by the City:

- Consistent with the goals and principles of the Southport Framework Plan and General Plan;
- Minimize or mitigate conflicts with existing uses, and other impacts on the environment, including wildlife habitats;
- Foster the character of Southport as a series of distinct villages each with its own identity;
- Have identified and agreed to participate in acceptable mechanisms for funding the necessary improvements and services such as roads, fire, police, and flood protection;
- Include phasing programs to assure the development of infrastructure prior to occupancy of residential construction; and
- Maintain rural-residential and green space buffers between villages. RR and RE zoning designations are not to be converted to urban-density residential designations.

The Liberty Specific Plan has been designed to comply with each of these criteria.
Summary

The Liberty project includes a variety of residential housing types, a K-8 elementary school, neighborhood parks, trails and greenbelts, and a small neighborhood commercial center located at The Commons.

Note: All acres provided are approximate.

* These 12’ trails are located within public expanded Rights-of-Way (the 12.2 acres are within the 93.5 STREET acres).

PRODUCT LOT SIZE HOME TYPE DU’s
1 75' x 100’ TRIPLEX - ALLEY 96
2 30' x 100’ DUPLEX - ALLEY 113
3 55' x 62.5’ SFD PASEO 169
4 35' x 100’ SFD - ALLEY 188
5 75' x 85’ SFD WIDE & SHALLOW 93
6 50' x 100’ SFD ALLEY 148
7 60' x 100’ SFD FRONT 179
8 60' x 100’ SFD ALLEY 71
9 11/4 - 1/2 AC ESTATE LOTS 84
10 10.9 AC SENIOR/APT/CONDO 356

DWELLING UNITS 1,503

NON-RESIDENTIAL USES AC’s
NEIGHBORHOOD COMMERCIAL (up to 10,000 sf) 0.7 AC
GREENBELTS 0.3 AC
NC-10 DETENTION BASIN & GREENBELT 13.1 AC
NEIGHBORHOOD PARKS 13.5 AC
THE COMMONS (+/- 13,500 sf) 2.8 AC
COMMUNITY PARK (+/- 4,500 sf) 9.2 AC
K-8 ELEMENTARY SCHOOL 17.0 AC
STREETS 80.3 AC
EXPANDED RIGHTS-OF-WAY FOR 12' TRAILS* 12.2 AC

Non-Residential Uses

LAND USE PLAN
Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan

Summary

The proposed General Plan amendment, proposed Liberty Southport Framework Plan amendment, and the proposed Liberty Specific Plan will allow for flexibility while retaining the intended structure and character of the community. The Specific Plan is a regulatory document adopted by ordinance that takes the place of traditional zoning.
Liberty Specific Plan

The proposed Liberty Specific Plan land use designations are shown on Exhibit 5-2, Proposed General Plan Amendment, Southport Framework Plan Amendment, & Specific Plan, and include the following:

- EL (Estate Lots)
- LR (Low Density Residential)
- FX (Flex Block – Medium Density)
- HR (High Density Residential)
- NC (Neighborhood Commercial)
- ES (K-8 Elementary School)
- WD (Stormwater Detention Basin)
- RP (Recreation & Park)
- TC (The Commons)

Exhibit 5-3, Liberty Specific Plan, displays the Specific Plan’s land use categories in a typical format of a city map.

5.1 COMMUNITY IDENTITY - VILLAGE CONCEPT

As we grow in our understanding of the negative environmental and social impacts created by automobile-dominated subdivision designs, we are prompted to explore other, more compact, people-oriented, and sustainable, design solutions. Good design is not determined by density, but rather, by community identity, the sense of place, and by economic, social, and environmental sustainability. These ideas are the building blocks of livable communities and are artfully woven throughout Liberty.

A high quality, cohesive design concept has been developed to create a strong community image for Liberty setting it apart from other communities. This will be accomplished through the coordinated application of extensive marketing, appropriate planning, architectural, wayfinding and placemaking, and landscape elements. In addition, a set of design guidelines is a part of the Liberty Specific Plan. These Guidelines include design criteria to guide development and maintain an overall sense of continuity and density integrity. Implementation of these design guidelines will:

- Establish a high aesthetic quality for Liberty;
- Ensure compatibility between Liberty and the existing residential neighborhoods to the north, south, and west of the project site;
- Direct the form and character of architecture;
- Enhance the community’s overall value;
Exhibit 5-3
Liberty Specific Plan

Summary

The purpose of this graphic is to show what Liberty would look like in a typical General Plan / Zoning document. This is not a governing graphic in the Specific Plan but only a tool to assist the decision makers. It is not quantified and has a land use ‘FX’ that represents the Flex Block land use described within this Specific Plan. The governing graphic is exhibit 5-1, Land Use Plan, that describes the residential product types, densities and amenities within the Liberty Specific Plan.
Section 5  

Land Use Plan

- Remain flexible to respond to evolving conditions including changes in lifestyles, buyer tastes, economic conditions, community desire, and the market place;

- Provide flexibility for innovative and creative design solutions that respond to market trends; and

- Enable an environmentally and socially responsible, healthy, and prosperous community that improves the quality of life.

Community Identity

The success of livable communities depends on two important factors. First is the establishment of the overall aesthetic character, the definition of physical spaces and their uses. Second is a little more abstract, but equally import. In order for people to feel part of a community, they must become active within it and be passionate about the lifestyle it offers. They must have positive experiences within the community that help them form attachments, not only to the place itself, but also to the human relationships they make there. It is these feelings of place, attachment, and friendship that create a strong sense of community. The physical design is critical because it is the stage that either encourages or discourages the social interactions necessary for developing feelings of belonging. Liberty has been thoughtfully designed to ensure the spaces within it will be beautiful, functional, and will encourage sociability.

The overall aesthetic character of Liberty is comprised of farmhouse interpretive and contemporary cottage architectural styles that reflect the vernacular of West Sacramento’s and Sacramento’s historic residential neighborhoods. A balance of housing diversity, preservation of green space and sensitive habitat areas, and the use of green building and maintenance practices create a well-rounded, sustainable community. The mix of residential land uses and housing options provides a diverse and sizable population to support community services, making the community more economically viable. Within Liberty, homes have been clustered around parks in order to preserve Liberty’s existing trees and community green space.

Walkability/Bikeability

Liberty is a walkable and bikeable community by design, focused on the pedestrian experience rather than the automobile. The automobile is sequestered in the integrated alley for a majority of the homes within Liberty. This frees up the front of the home for a strong architectural elevation from the public street and greenbelt. Residents of Liberty will live within close distance of community meeting places and destinations. These places provide a variety of opportunities for residents to gather and interact through everyday activities like walking the dog, jogging, enjoying a sandwich at the local deli, playing with the kids at the park, or taking an evening stroll or bike ride to a local restaurant for dinner. In addition to proximity to destinations and meeting places, Liberty is specifically designed to create pleasant walking and biking experiences. Streets with large parkways, stately street trees, extensive walking and biking trails, and active street scenes
without garage doors and driveway aprons filled with parked cars all add to the pedestrian experience and create a truly walkable and bikeable community. In Liberty, livable front yards play a key role in creating active street scenes. Livable front yards replace garage doors and large driveways (garage forward architecture) with active spaces like patios, porches, barbecues, trellises, and entertaining areas. The environmental and social benefits of walkable and bikeable communities are extensive. Walkable and bikeable communities support better air quality through reducing the number and length of vehicle trips, support healthier lifestyles by encouraging physical activity, and bring people out of their homes and cars into public spaces where they will likely be more social and begin to develop strong feelings of community identity. Liberty is not a scattered development pattern of urban sprawl, but rather a well-designed compact development where community identity, sense of place, and economic, social, and environmental sustainability are the driving design philosophies.

Density

The calculation of density for the various residential land use areas has been done on a gross and net/net area basis. Gross area encompasses the total land area within the project boundaries. Gross density is the gross area divided by the total number of dwelling units. Net/net area is the specific land area per land use; such as residential type, non-residential type, and streets. Net/net density is the residential net/net area divided by the total number of dwelling units. Refer to Section 15, Definitions.

The gross and net/net density calculations for the Liberty are summarized as follows:

- **Gross Density** is calculated over the entire land area of Liberty (+/-341 acres) divided by the total number of dwelling units (1,503 dwelling units). The gross area includes all residential areas, school areas, commercial/office areas, streets, drainage areas, parks, and greenbelts. This is the typical method to analyze density in a master planned community as well as the density measurement typically used in General Plan land use descriptions. The approximate gross residential density for Liberty is 4.4 dwelling units per gross acre based on 1,503 dwelling units (+/-341 acres divided by 1,503 units equals 4.4 dwelling units per acre).

- **Net/Net Residential Density** is calculated by only using the residential lot area, (approximately 166.0 acres) divided by the total number of dwelling units (1,503 dwelling units). This is the method SACOG calculates density for regional comparison and analysis between projects. The approximate net/net residential density for Liberty is 9.1 dwelling units per net/net acre based on 1,503 dwelling units (+/-166 acres divided by 1,503 units equals 9.1 dwelling units per acre).
5.2 **RESIDENTIAL LAND USES**

**Diversified Community Housing Mix**

The Liberty community has a home for everyone: first apartment, first home, move-up home, executive home, multi-generational home, empty-nester, and senior housing. Meeting this broad spectrum of housing needs allows residents the luxury of never having to move out of Liberty or West Sacramento.

**Attached and Detached Housing**

As shown on Exhibit 5-4, *Attached & Detached Housing*, the majority of Liberty contains detached residential products, with the attached residential products generally located in the interior of the project site.

**Site Plan**

Exhibit 5-5, *Site Plan*, depicts how the community may be lotted out, and separates the attached and detached housing types into individual product types. The Liberty site plan includes 10 product types to meet the various needs of the community, including:

- Single Family Detached - Estate Lots 1/2 Acre & 1/4 Acre
- Single-Family Detached Front Load 60’ X 100’
- Single-Family Detached Alley Load 60’ X 100’
- Single-Family Detached Alley Load 50’ X 100’
- Single-Family Detached - Wide & Shallow 75’ X 85’
- Single-Family Detached - Paseo 55’ X 62.5’
- Single-Family Detached Alley Load 35’ X 100’
- Duplex - Alley Load 30’ X 100’
- Triplex - Alley Load 75’ X 100’
- Senior/Apartment/Condominium
Liberty contains a variety of housing types to accommodate a diverse population. Seniors/apt/condos, triplex and duplex units will provide 564 attached homes. And single family detached homes ranging in lot size from 3,500 sq ft to 1/2 acre will provide 939 detached homes.

**Attached & Detached Housing Summary**

<table>
<thead>
<tr>
<th>LOT SIZE</th>
<th>HOME TYPE</th>
<th>DU’s</th>
<th>ATTACHED PRODUCTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>75’ x 100’</td>
<td>TRIPLEX - ALLEY</td>
<td>96</td>
<td>35%</td>
</tr>
<tr>
<td>30’ x 100’</td>
<td>DUPLEX - ALLEY</td>
<td>113</td>
<td>55%</td>
</tr>
<tr>
<td>10.9 AC</td>
<td>SENIOR/APT/CONDO</td>
<td>256</td>
<td>55%</td>
</tr>
<tr>
<td>35’ x 100’</td>
<td>SFD - ALLEY</td>
<td>188</td>
<td>62%</td>
</tr>
<tr>
<td>55’ x 62.5’</td>
<td>SFD PASED</td>
<td>169</td>
<td>55%</td>
</tr>
<tr>
<td>75’ x 85’</td>
<td>SFD WIDE &amp; SHALLOW</td>
<td>93</td>
<td>62%</td>
</tr>
<tr>
<td>50’ x 100’</td>
<td>SFD ALLEY</td>
<td>148</td>
<td>55%</td>
</tr>
<tr>
<td>60’ x 100’</td>
<td>SFD FRONT</td>
<td>179</td>
<td>55%</td>
</tr>
<tr>
<td>85’ x 100’</td>
<td>SFD ALLEY</td>
<td>77</td>
<td>55%</td>
</tr>
<tr>
<td>1/4 - 1/2 AC</td>
<td>ESTATE LOTS</td>
<td>84</td>
<td>55%</td>
</tr>
</tbody>
</table>

**Detached Units**

- DWELLING UNITS 1,933

Note: All acres provided are approximate.
Summary

The site plan illustrates how the community may be lotted out. The use of alley loaded lots emulates some of the greatest neighborhoods of Sacramento and the Central Valley.

<table>
<thead>
<tr>
<th>PRODUCT</th>
<th>LOT SIZE</th>
<th>HOME TYPE</th>
<th>DU's</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>75' x 100'</td>
<td>TRIPLEX - ALLEY</td>
<td>96</td>
</tr>
<tr>
<td>2</td>
<td>30' x 100'</td>
<td>DUPLEX - ALLEY</td>
<td>113</td>
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<tr>
<td>3</td>
<td>50' x 62.5'</td>
<td>SF D PASEO</td>
<td>169</td>
</tr>
<tr>
<td>4</td>
<td>35' x 100'</td>
<td>SFD - ALLEY</td>
<td>188</td>
</tr>
<tr>
<td>5</td>
<td>75' x 85'</td>
<td>SFD WIDE &amp; SHALLOW</td>
<td>93</td>
</tr>
<tr>
<td>6</td>
<td>50' x 100'</td>
<td>SFD ALLEY</td>
<td>148</td>
</tr>
<tr>
<td>7</td>
<td>80' x 100'</td>
<td>SFD FRONT</td>
<td>179</td>
</tr>
<tr>
<td>8</td>
<td>80' x 100'</td>
<td>SFD ALLEY</td>
<td>77</td>
</tr>
<tr>
<td>9</td>
<td>1/4 - 1/2 AC</td>
<td>ESTATE LOTS</td>
<td>84</td>
</tr>
<tr>
<td>10</td>
<td>10.9 AC</td>
<td>SENIOR/APT/CONDO</td>
<td>356</td>
</tr>
</tbody>
</table>

| DWELLING UNITS | 1,503 |

Note: All acres provided are approximate.
* These 12' trails are located within public expanded Rights-of-Way (the 12.2 acres are within the 93.5 STREET acres).

Non-Residential Uses

<table>
<thead>
<tr>
<th>NON-RESIDENTIAL USES</th>
<th>AC's</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEIGHBORHOOD COMMERCIAL (4a to 10,000 sf)</td>
<td>0.7 AC</td>
</tr>
<tr>
<td>GREENBELTS</td>
<td>30.3 AC</td>
</tr>
<tr>
<td>NC-10 DETENTION BASIN &amp; GREENBELT</td>
<td>12.1 AC</td>
</tr>
<tr>
<td>NEIGHBORHOOD PARKS</td>
<td>13.5 AC</td>
</tr>
<tr>
<td>THE COMMONS (17 - 13,000 sf)</td>
<td>2.8 AC</td>
</tr>
<tr>
<td>COMMUNITY PARK (17 - 4500 sf)</td>
<td>9.2 AC</td>
</tr>
<tr>
<td>K-8 ELEMENTARY SCHOOL</td>
<td>17.0 AC</td>
</tr>
<tr>
<td>STREETS</td>
<td>88.3 AC</td>
</tr>
<tr>
<td>EXPANDED RIGHTS-OF-WAY FOR 12' TRAILS*</td>
<td>12.2 AC</td>
</tr>
</tbody>
</table>

Note: All acres provided are approximate.
* These 12' trails are located within public expanded Rights-of-Way (the 12.2 acres are within the 93.5 STREET acres).
Flex Block Plan

Contained throughout the central portion of Liberty is a series of Flex Blocks, as shown on Exhibit 5-6, *Flex Block Plan: Land Plan Adaptability*. Each flex block is capable of interchangeable residential building types that range from low-density detached to higher-density attached residential, none of which affect the core design of the site plan. This concept provides progressive flexibility as Liberty evolves to optimize planning and respond to market trends. The Flex Block system will allow the Liberty Specific Plan the ability to adapt to the market and residential criteria evolve over the life of the project.

Gated Neighborhood

In the northeast corner of the property are 37 gated Estate Lots. Four of which are 1/2 acre designated lots, the remaining 33 Estate Lots are designated 1/4 acre lots. The 1/2 acre lots are designed to back Bastone Court residential lots and closely match their lot width to seamlessly integrate urban fabrics. These gated Estate Lots and private streets will be constructed during Phase 1 of Liberty. These 37 Estate Lots account for 2% of the 1,503 dwelling units throughout Liberty.

Community Fabric

The community fabric of Liberty is made up of homes built on a variety of residential lots; with smaller residential lots located in the center of the community, to larger residential lots located along the edges of the community adjacent to the existing residential developments. As shown on Exhibit 5-7, *Community Fabric: A Fine Mix of Housing Types*, the fine mix of residential housing products provides variety and visual interest to the social environment and street scene. There are ten possible housing products planned in the Liberty community, and each product type is dispersed into two, three, or four areas throughout Liberty. Garages in the central core are located at the rear of each home in integrated alleys. Carriage or casita units can be used as a granny flat, home office, or rental unit on designated product types.
The Flex Block areas can accommodate and are pre-approved for any of the four Flex Block home types. Approximately 569 homes are anticipated to be built within the Flex Block areas.

Flex Block Summary

<table>
<thead>
<tr>
<th>PRODUCT</th>
<th>LOT SIZE</th>
<th>HOME TYPE</th>
<th>DU / Flex Block</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>36' x 100'</td>
<td>TRIPLEX - ALLEY</td>
<td>24</td>
</tr>
<tr>
<td>2</td>
<td>36' x 100'</td>
<td>DUPLEX - ALLEY</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>50' x 62.5</td>
<td>SFD PASEO</td>
<td>16</td>
</tr>
<tr>
<td>4</td>
<td>36' x 100'</td>
<td>SFD - ALLEY</td>
<td>16</td>
</tr>
<tr>
<td>5</td>
<td>50' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>60' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>60' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>60' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>35' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>35' x 100'</td>
<td>SFD ALLEY</td>
<td></td>
</tr>
</tbody>
</table>

Flex Blocks are 300’ x 220’ and will accommodate any of the Flex Block home types.

Alley loaded blocks are 220’ wide and can be converted to Flex Block home types if needed.
Community Fabric: A Fine Mix of Housing Types

Summary

The community design embraces a fine mix of residential housing types and weaves them together into a rich visual and social environment. The housing mix concept disperses each product type into multiple areas. There are 10 possible housing product types planned.

Note: All acres provided are approximate.

<table>
<thead>
<tr>
<th>PRODUCT</th>
<th>LOT SIZE</th>
<th>HOME TYPE</th>
<th>DU's</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>75' x 100'</td>
<td>TRIPLEX - ALLEY</td>
<td>96</td>
</tr>
<tr>
<td>2</td>
<td>30' x 100'</td>
<td>DUPLEX - ALLEY</td>
<td>113</td>
</tr>
<tr>
<td>3</td>
<td>55' x 62.5'</td>
<td>SFD PASEO</td>
<td>169</td>
</tr>
<tr>
<td>4</td>
<td>35' x 100'</td>
<td>SFD - ALLEY</td>
<td>188</td>
</tr>
<tr>
<td>5</td>
<td>75' x 85'</td>
<td>SFD WIDE &amp; SHALLOW</td>
<td>93</td>
</tr>
<tr>
<td>6</td>
<td>50' x 100'</td>
<td>SFD ALLEY</td>
<td>148</td>
</tr>
<tr>
<td>7</td>
<td>60' x 100'</td>
<td>SFD FRONT</td>
<td>175</td>
</tr>
<tr>
<td>8</td>
<td>60' x 100'</td>
<td>SFD ALLEY</td>
<td>77</td>
</tr>
<tr>
<td>9</td>
<td>1/4 - 1/2 AC</td>
<td>ESTATE LOTS</td>
<td>84</td>
</tr>
<tr>
<td>10</td>
<td>10.9 AC</td>
<td>SEMIPRIV/CONDO</td>
<td>398</td>
</tr>
</tbody>
</table>

DWELLING UNITS 1,503
Section 5  Land Use Plan

Estate Lot Plan

The Estate Lots are very low density single-family detached residential on designated 1/2 acre to 1/4 acre lots. The Estate Lots located along Davis Road complement the existing rural residential homes to the south. All vehicular access to these homes will be from within Liberty through shared driveways, as shown on Exhibit 5-8, Estate Lot Plan. A second group of Estate Lots are located on the northern boundary south of Tamarack Road and a third group of Estate Lots are gated in the northeastern corner of the Liberty project.

Livable Front Yards

As shown on Exhibit 5-9, Livable Front Yards, these generous livable front yards with space for courtyards, outdoor kitchens, patios and/or wrap around porches are encouraged to provide an interactive pedestrian street or greenbelt, visual interest, and “eyes on the street/park/greenbelt” for safety.

Liberty Loop

The main unifying neighborhood design element in Liberty’s site plan is Liberty Loop. The Loop serves as the primary connective means to provide residents a clear and easy way to navigate the community. Liberty Loop is a Class 1 bike path that is 12 feet wide with a greenbelt buffer from Liberty Loop vehicular lanes. A variety of transportation modes are accommodated on the Loop including bicycles, pedestrians, and NEVs. The Loop is a unifying and organized wayfinding system within the central core of Liberty. Both active and passive activities make up the design and provide another opportunity for residents to have social interactions and bond within the community. The homes facing the Loop will have garage access from integrated alleys with front doors facing the Loop. The few homes that have direct vehicle access from Liberty Loop will be designed with garages toward the rear or middle of the residential lots. Examples of safe crossings on key corners, livable front yards, and the multi-purpose trail are shown on Exhibit 5-10, Liberty Loop Greenbelt.

5.3 NEIGHBORHOOD COMMERCIAL

Up to 10,000 square feet of neighborhood commercial retail and office space will be centrally located at The Commons to meet the daily needs of residents. Refer to Exhibit 5-11, Neighborhood Commercial Retail, for allowed uses.

5.4 K-8 ELEMENTARY SCHOOL

Located to optimize both internal and external uses is the Washington Unified School District’s (WUSD) K-8 elementary school site. The primary use will be a daily school for kindergarten through eighth-grade students and will contain additional flexible components that must be negotiated with the WUSD such as joint-use of outdoor play areas with the City of West Sacramento.
The thirteen 200’ wide Liberty 1/2 ac Estate Lots along Davis Road compliment the thirteen existing low density residential lots on the south side of Davis Road. To preserve Davis Road’s rural quality no vehicular access for Estate Lots will be taken from Davis Road.

The Davis Road right of way includes the Davis Road drainage ditch and a 12’ multi-purpose trail. A 6’ tall solid fence is designed along the Estate Lot property line and an agrarian themed three rail (view) fence will separate the 12’ trail and the drainage ditch. Large canopy oak trees planted in residential back yards will enhance the street scene and add to the rural agrarian feel.

8 additional Estate Lots are planned on Liberty’s northern boundary to preserve the existing trees and compliment the neighboring large lots to the north.

37 gated Estate Lots are planned in the northeast corner of Liberty, at the intersection of Linden Road and Village Parkway. These Estate Lots will range from 1/4 acre to 1/2 acre.
Livable Front Yards

Summary

Liberty is designed with livable front yards which may include porches, built-in BBQ’s, dining areas, porch swings, patio furniture, outdoor fireplaces, fire bowls, enhanced paving, lighting, etc.

Designing the front yards as active spaces encourage residents to spend more time in the front yard where they are more likely to meet and get to know their neighbors. Additionally, activity in the front yard creates natural surveillance of parks, greenbelts, and streets.
Summary

The 1.7 mile Liberty Loop parkway ties the community together. Generous parkways allow for large canopy street trees. A 12-foot wide multi-purpose Class 1 bike path encourages running, walking, and bicycling around the loop. Enhanced intersection crossings provide safety at key intersections, including those leading to the K-8 elementary school.

Livable front yards activate Liberty Loop, encouraging community interaction and create natural surveillance.
**Summary**

Liberty includes up to 10,000 sq ft of neighborhood commercial which will help meet the everyday needs of residents.

**Allowed Uses Include but not limited to:**
- 2nd Story Offices (not to exceed 3,000 sq ft)
- Food Trucks
- Drug Store
- Bike Shop
- Cafe / Diner
- Coffee Shop
- Bakery
- Sandwich Shop
- Restaurant
- Wine & Cheese Shop
- Corner Market
- Pet Grooming
- Dry Cleaners
- Nail & Hair Salon
- Green roof - restaurant kitchen garden
- Roof Deck (not included in sq ft or parking)
- Outdoor Dining Areas
- Tutoring
- Dance Studio
- Martial Arts Studio
- Liberty Welcome Center
- Liberty HOA Offices

**Allowed Temporary Uses:**
- Builder or Developer Offices
- Construction Offices
- Sales Offices
- City Inspection Offices

**Prohibited Uses:**
- Medical Marijuana Dispensary
- Tattoo Parlor
- Adult Entertainment Oriented Businesses

---

**Key Map**

1. Retail
2. Retail Plaza
3. Retail Parking (60 joint-use parking spaces)
4. Private Clubhouse Entry
5. Entry Courtyards
6. Trash / Recycling Enclosure
7. Bicycle Parking

**Legend**

- Neighborhood Commercial Boundary Line
As shown on Exhibit 5-12, School Site Schematic, perimeter roads with adjacent Class 1 multi-use 12 foot trails are located along all four sides of the school to provide easy visual and physical access for drop-off/pick-up and walking/biking.

5.5 THE COMMONS

Designed at the center of Liberty is The Commons, as shown in Exhibits 10-7, The Commons Concept Plan, and Exhibit 10-8, The Commons Character. The Commons contains private recreational (HOA owned and maintained) amenities such as a pool, outdoor kitchen, fire pit, bocce ball, and an event room with outdoor space. The private ‘wellness center’ contains the lap pool, spas, exercise room, and yoga room. The Commons also includes the neighborhood serving commercial and the Liberty Orchard. The Liberty Orchard will provide healthy, locally grown produce for residents and visitors alike.

The Commons is surrounded by homes that face The Commons, repeating an American classical design and provide “eyes on” for safety.

5.6 COMMUNITY PARK (SPORTS AND RECREATION COMMUNITY PARK)

A 9.2 acre public community park (Sports and Recreation Community Park) is proposed in the northeast corner of the Specific Plan, as shown in Exhibit 5-13, Sports & Recreation Community Park Schematic. The Sports and Recreation Community Park is anticipated to contain three baseball fields with LED night lighting, picnic pavilion, concession stand, restrooms, and a dog park. The Sports & Recreation Community Park is categorized as a community park.

5.7 PARKS AND GREENBELTS / TRAILS

A series of parks and greenbelts/trails shown on Exhibits 5-14, Public Parks & Greenbelts Plan and Exhibit 5-15, Public Trails Plan, are designed at strategic locations throughout Liberty. These spaces are surrounded by homes facing each green space with porches and lawns complementing the larger open area. Garages are located in the integrated alleys and Paseo driveways to avoid interrupting sidewalks and trails. In concert with CPTED principles, children become visible from the front yards and are easily monitored from the homes and streets surrounding the parks. Preservation of existing trees within these parks was a major factor in some of the park locations. As shown on Exhibit 5-16, Tree Preservation Plan, approximately 371 existing healthy and mature trees will be preserved to the maximum extent physically and financially feasible.
Liberty will include a state of the art public K-8 elementary school for Washington Unified School District.

All Liberty residents are within walking distance of the school; greenbelts and trails make walking and biking to school safe and desirable.

The K-8 elementary school is encircled with perimeter roads and trails. Additionally, front doors and livable front yards look out onto the school from the west and north, creating eyes on the school.
Summary

Liberty’s community park is 9.2 acres, which will provide needed lighted ball fields, play areas, group picnic spots, and an enclosed dog park. The park will be lit and buildings on-site will be closed and locked during off hours. Motorists and pedestrians traveling on Village Parkway will provide “eyes on the park”.

Summary of Park Elements

- LED lighted park and field(s)
- 3 Baseball fields
- Restrooms & concession stand with an iconic tower element, not to exceed 65 feet in height
- Shaded tot-lot
- 165 Solar covered off-street parking spaces
- 5 handicap parking spaces & 11 drop off spaces
- Large group picnic pavilion with kitchen/BBQ(s), restrooms, stage & outdoor fireplace
- Existing mature trees
- Enclosed dog park

Key Map
Public Parks & Greenbelts Plan

Summary

Liberty has 66.1 acres of PUBLIC parks, greenbelt and trail areas, and will provide needed park amenities that will help meet the recreation needs of those living within Liberty and those within the surrounding community.

<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
<th>Acres</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP1</td>
<td>Sports &amp; Recreation Community Park</td>
<td>9.2</td>
<td>22.7</td>
</tr>
<tr>
<td>NP1</td>
<td>Northern Half Park</td>
<td>1.6</td>
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</tr>
<tr>
<td>NP2</td>
<td>North Half Circle Park</td>
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<td>NP3</td>
<td>Tree Park</td>
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<td>NP4</td>
<td>South Half Circle Park</td>
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<td>NP5</td>
<td>Rectangle Park</td>
<td>1.6</td>
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<td>NP6</td>
<td>Trail Park</td>
<td>1.3</td>
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<tr>
<td>G1</td>
<td>Liberty Loop Greenbelt</td>
<td>3.1</td>
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<tr>
<td>G2</td>
<td>North South Spine Greenbelt</td>
<td>2.7</td>
<td></td>
</tr>
<tr>
<td>G3</td>
<td>East West Northern Edge Greenbelt</td>
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<td>G4</td>
<td>Village Parkway West Greenbelt</td>
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<td>Liberty Drive South Greenbelt</td>
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<td>G6</td>
<td>East West Greenbelt</td>
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<td>G7</td>
<td>Davis Road Greenbelt</td>
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<td>Stonegate East Greenbelt</td>
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<td>Stonegate West Greenbelt</td>
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<td>G11</td>
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<tr>
<td>Q2</td>
<td>Water</td>
<td>9.1</td>
<td></td>
</tr>
</tbody>
</table>

Total 66.1 Acres

Note: All acres provided are approximate.
**Summary**

Liberty has 5.5 miles of PUBLIC Class 1 multi-purpose trails. There are four major east/west trails (shown in blue), three major north/south connection trails (shown in purple), Liberty Loop is shown in red, and remnant connection trails are shown in yellow.

<table>
<thead>
<tr>
<th>NAME</th>
<th>DESCRIPTION</th>
<th>LINEAR FEET</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Liberty Loop</td>
<td>4,370</td>
<td></td>
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<tr>
<td>T2</td>
<td>Northern Edge</td>
<td>3,070</td>
<td></td>
</tr>
<tr>
<td>T3</td>
<td>Liberty Drive North</td>
<td>2,000</td>
<td></td>
</tr>
<tr>
<td>T4</td>
<td>East West</td>
<td>2,800</td>
<td></td>
</tr>
<tr>
<td>T5</td>
<td>Davis Road North</td>
<td>2,440</td>
<td></td>
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<tr>
<td>T6</td>
<td>Village Parkway West</td>
<td>6,700</td>
<td></td>
</tr>
<tr>
<td>T7</td>
<td>North South Spine</td>
<td>3,460</td>
<td></td>
</tr>
<tr>
<td>T8</td>
<td>Stonegate Drive West</td>
<td>1,800</td>
<td></td>
</tr>
<tr>
<td>T</td>
<td>Connections</td>
<td>2,670</td>
<td></td>
</tr>
</tbody>
</table>

It is required that 0.5 miles of trails are provided per 1,000 population. From this, 1.9 miles of trails are required based on a projected population of 3,842 residents.

Note: All linear distances provided are approximate.
Great care was taken to preserve the existing 371 healthy mature trees by designing greenbelts, parks and larger lots around them. To the maximum extent physically and financially feasible existing trees will be preserved in place. Thousands of new trees will be planted within the community. Refer to Section 10, Landscape Design Guidelines.
6.0 MOBILITY

The Liberty roadway system has been developed based upon the principle of “complete streets.” Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Design features are intended to provide safe travel by those walking, bicycling, driving neighborhood electric vehicles (NEVs), driving automobiles, or utilizing public transportation. The Liberty transportation system anticipates a variety of users, each with their differing needs. Some of the variables that influence the best type of transportation for a given user are:

- Purpose of their trip (work, shopping, school, recreation, etc.)
- Location of their destination (within the Liberty community, outside the Liberty community but in the immediate area, City of West Sacramento and City of Sacramento destinations, and regional attractions)
- Physical condition and interest in exercise as a side-benefit of travel
- Family context (part of a multi-purpose trip or stand-alone trip)

Liberty has been designed to minimize automobile trips and encourage personal trips (walking, biking, transit) realizing that each trip will be unique with respect to the above characteristics. The transportation system for Liberty is designed to address all of these trip types and user profiles. Providing a variety of viable options allows for individuals to make market-based choices that are best for them and their circumstances.

6.1 VEHICULAR MOBILITY DESIGN AND HIERARCHY

The Liberty mobility design conforms to the City of West Sacramento General Plan and Southport transportation network, and recognizes the connection needs of adjacent neighborhoods. It provides efficient linkages to existing off-site destinations such as the Southport Town Center, River City High School, Westbridge Plaza, the Stone Lock District, and Seaway International Trade Center, as well as the future River Park development, as shown on Exhibit 6-1, Vicinity Circulation Map. The Liberty roadway network combines the best properties of a grid system with curvilinear features to accomplish a high level of local street connectivity while enhancing the neighborhood feel and aesthetic quality of the community.
Liberty connects to the existing neighborhoods via Village Parkway, Linden Road, and Stonegate Drive.

Liberty is designed with “Complete Streets” to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to school. They allow buses to run on time and make it safer for people to walk to and from bus stations.
Road Classifications

Village Parkway:
Village Parkway will provide a key north/south corridor along the east side of Liberty with the Sacramento River further to the east. Village Parkway is a planned two-lane divided roadway which will serve as the primary entry to Liberty and supply parallel street capacity to Jefferson Boulevard. Liberty Mobility proposes a 106 foot right-of-way which reduces to 91 feet north of the proposed K-8 elementary school, as shown on Exhibit 6-2, Street Sections: Village Parkway. The Village Parkway center divider is an approximately 16 foot wide planted median. There is one 12 foot wide travel lane on each side of the road and an 8 foot wide shoulder which serves as a bike lane. There is also a Class 1 multi-purpose 12 foot trail along the west side of Village Parkway.

Collector Roads:
Liberty Drive is classified as a Collector Road from Stonegate Drive to Village Parkway. As shown on Exhibit 6-3, Street Sections: Collector Roads, each travel lane is 11 feet wide, and 7 feet are provided for parking or bike lanes on both sides of the road (except for section B4). The north side of Liberty Drive has a 6 foot wide landscaped parkway, followed by a Class 1 multi-purpose 12 foot trail and a 2 foot wide landscape or decomposed granite running surface. The south side of Liberty Drive has a 6 foot wide landscaped parkway then a 5 foot wide sidewalk.

Stonegate Drive:
Stonegate Drive is a two-lane road that bisects Liberty in the western area. The cross-section for Stonegate Drive is shown on Exhibit 6-4, Street Sections: Collector Roads – Stonegate Drive. Each travel lane is 11 feet wide, and each shoulder includes a 5 foot wide bike lane, a 4 foot wide striped buffer, and 7 feet for parallel parking. The east side of Stonegate Drive has a 6 foot wide landscaped parkway, a 5 foot wide sidewalk. On the west side is a Class 1 multi-purpose 12 foot trail. On the west side of Stonegate Drive, adjacent to the NC-10 Stormwater Detention Basin, the Class 1 trail will be located closer to the water’s edge.

Local Roads:
The cross-section for a typical Local Road is shown on Exhibit 6-5, Street Sections: Local Roads. Each travel lane is 10 feet wide and 7 feet are provided for parallel parking on both sides of the road. Each side of the road has a 6 foot wide landscaped parkway and a 5 foot wide sidewalk. For roads that only have parking on one side travel lanes are 12 feet wide with one side having an eight foot parallel parking lane. A 6 foot landscape area is adjacent to the parallel parking followed by a 5 foot sidewalk. On the opposite side of the street, adjacent to traveling lanes, is a landscape parkway. One sided local road sections are shown on Exhibit 6-6, Street Sections: Local Roads – Parking One Side.

Enhanced Local Road - Liberty Loop:
Liberty Loop is a two-lane Enhanced Local Road as shown on Exhibit 6-7, Street Sections: Local Roads - Liberty Loop. Each travel lane is 10 feet wide and 7 feet are provided for parallel parking on both sides of the road. The inside of the loop has a 9 foot wide landscaped parkway and 5 foot
wide sidewalk. On the outside of the Loop is a 9 foot wide landscaped parkway then a Class 1 multi-purpose 12 foot trail and a 2 foot shoulder.

Alleys:
Alleys throughout Liberty are 20 feet wide with a 5 foot shoulder for the garage apron and/or landscaping. One 28 foot alley is provided near the north edge of Liberty near the existing public park as a fire lane, as shown on Exhibit 6-8, Street Sections: Alleys.

Davis Road:
Davis Road is a two-lane rural road. This rural road will be maintained to keep its existing rural aesthetic. A Class 1 multi-purpose 12 foot trail is planned on the north side of Davis Road adjacent to Liberty, as shown on Exhibit 6-9, Street Sections: Davis Road & Linden Road. Davis Road will be brought up to rural road standards with a 50 foot right-of-way. Linden Road will contain two travel lanes with landscaping on each side followed by a 5 foot sidewalk. Adjacent to Liberty will be ample green space for an aesthetically pleasing landscape, as shown on Exhibit 6-9, Street Sections: Davis Road & Linden Road.
Village Parkway is a two lane divided arterial roadway with a center median and four roundabouts that will keep traffic flowing and reduce carbon emissions by eliminating idle time.
Collector Roads include generous striped on-street bike lanes or parallel parking, parkways will accommodate canopy street trees and a Class 1 multi-purpose 12' trail runs on one side of the road.
Summary

Stonegate Dr (Collector Road) includes on-street Class 2 bike lanes and parallel parking. Parkways will accommodate canopy street trees and a Class 1 multi-purpose 12' trail on the west side of the Stonegate Dr.
Local roads within Liberty are designed with parking on both sides, 6’ wide parkways to allow for canopy street trees and 5’ wide sidewalks for comfortable side by side walking.

D2 is the only Local Road with section arrows because D1 and D3 are asymmetrical.
Street Sections: Local Roads (Parking One Side)

Summary

Local roads with parking on one side are located near Clarksburg Branch Line Pedestrian and Bike Trail, on the west side of Liberty. These roads have parking on one side to allow for more "eyes on" Clarksburg to re-enforce CPTED principles.
Exh 6-7

Street Sections: Enhanced Local Road (Liberty Loop)

Summary

Liberty Loop has parking on both sides but has larger parkways to accommodate heritage canopy trees and a Class 1 multi-purpose 12’ trail (Liberty Loop greenbelt) on the outer edge connecting residents to parks, the K-8 elementary school and The Commons.
Street Sections: Alleys

Summary

All alleys within Liberty are public. To the north of Liberty Loop is a fire lane alley which is 28 feet wide to accommodate for a fire truck.

Legend

- Public Alley
- Fire Lane Public Alley
EXH 6-9

STREET SECTIONS:
DAVIS ROAD & LINDEN ROAD

Summary

Davis Road will remain a two lane rural road with its existing paving and shoulder. The existing drainage ditch paralleling Davis Road on the north side will also remain unchanged. A new Class 1 multi-purpose 12' trail and an 8' equestrian trail has been designed along the north side of the ditch. Each side of both trails are landscaped.

No vehicular access to Liberty will be taken off Davis except for at Stonegate Drive.

A single pedestrian trail connection will be made along the central north south greenbelt to allow pedestrian access from residents south of Davis Road to Liberty’s public parks and the K-8 elementary school.
Traffic Control

The Liberty Mobility is designed to facilitate efficient vehicle movement to and from the project boundaries while calming vehicle speeds within Liberty. On-site traffic will be facilitated by roundabouts along Village Parkway and at the intersection of Stonegate Drive and Liberty Drive, and by cross-street stops and all-way stops at smaller intersections. Exhibit 6-10, Vehicular Mobility, illustrates the intersection traffic controls anticipated on the backbone roadway network. Warrants for intersection controls will be addressed as detailed planning and engineering occurs for individual areas within the community.

Four roundabout intersections are located along Village Parkway, and one is located at the intersection of Stonegate Drive and Liberty Drive, as shown on Exhibit 6-10, Vehicular Mobility. Key to the proper implementation of roundabouts is understanding that roundabouts rely upon two basic and important principles:

1. Speed reduction through the roundabout is achieved through geometric design, which ensures optimal operational benefits and safety enhancement; and

2. The yield-at-entry rule, which requires traffic entering the intersection to yield to traffic that is traveling in the circulatory roadway when conflicts occur between them.

The Federal Highway Administration (FHWA) Office of Safety works closely with state and local governments to heighten awareness of the strategic importance of making intersections safer. FHWA now promotes the use of roundabouts as a way to improve traffic distribution, reduce vehicle conflicts, and reduce crashes:

To reduce crashes and improve intersection safety, FHWA recommends the use of roundabouts, where appropriate. Roundabouts are designed to meet the needs of all road users-drivers, pedestrians, pedestrians with disabilities, and bicyclists. Proper site selection and pedestrian channelization are essential to making roundabouts accessible to all users. (FHWA Safety – Key Components of Geometric Design, January 8, 2007)

A roundabout eliminates some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. Because roundabout traffic enters or exits only through right turns, the occurrence of severe crashes is substantially reduced. Small angle collisions that may occur as a result of a right-hand turn are typically less severe than other types of collisions. It is estimated that roundabouts result in a 35% reduction in total crashed and a reduction of 76% in injury related crashes. (FHWA Safety – Key Components of Geometric Design, January 8, 2007).
A strong grid street pattern within Liberty maximizes connectivity and encourages dispersal of traffic patterns. Liberty Loop ties the community together, while Village Parkway and Stonegate Drive make critical connections to major cross streets. Four way intersections and enhanced pedestrian safe crossings are proposed at key intersections. Five roundabouts are proposed within the community. Roundabouts are specially engineered to be safe for vehicles, bicyclists, and pedestrians while keeping traffic flowing and eliminating emissions caused by vehicle idle time.

Attributes of a roundabout include:
- Traffic calming
- 35% reduction of intersection crashes
- 76% reduction of injury crashes
- 40% reduction of idling emissions
- Energy consumption reduction
- Time saving
- Reduction of fatal accidents
- Lower maintenance costs

Legend
- Roundabout (5)
- Collector / Enhanced Local Roads
- Project Local Roads
- Project Boundary

Exh 6-10
VEHICULAR MOBILITY

Summary

Vehicular Mobility

VEHICULAR MOBILITY

rev 11-29-2016
NTS
The California Department of Transportation (CalTrans) also supports the use of roundabouts as an alternative design to address safety issues at intersections:

*Use of roundabouts on the State Highway system may be considered for the primary purpose of enhancing safety and operational characteristics at intersections.* (California Department of Transportation Design Information Bulletin (DIB) 80-01)

Accident data collected by local jurisdictions and state agencies throughout the United States between 1995 and 2005 indicate a 60% reduction of all crashes with well designed roundabouts in comparison to traffic signals. More importantly, the number of severe injury related crashes decrease by at least 76 percent. The severity of pedestrian crashes (as indicated by the proportion of injuries classified as either serious or fatal) also was lower for roundabouts than for intersections with other forms of traffic control. It is important to recognize that roundabouts do not eliminate accidents. With proper channelization and entry deflection, the low speed conditions at roundabouts reduce the severity of accidents for all users, including pedestrians and bicyclists.

For each of the roundabouts within Liberty, an inscribed diameter of approximately 130 feet is anticipated to be used. All of the proposed roundabouts will be designed to accommodate the WB-67 interstate truck. Exhibit 6-10, *Vehicular Mobility*, illustrates the application of current roundabout design parameters at all five (5) proposed locations.

Intersection sight distance is the distance required for a driver without the right of way to perceive and react to the presence of conflicting vehicles. The FHWA requires that roundabout intersection sight distance be measured using an assumed height of driver’s eye of 3.54 feet. For roundabouts, the measurement of sight distance is the distance along the curvature of the roadway, which is the distance along the conflicting vehicle’s path. Specific sight distance clearance areas (sight triangle) will be evaluated for each roundabout in conjunction with the engineering of site roadways.

FHWA required design features for the roundabouts will be implemented to balance pedestrian and bicycle convenience, pedestrian and bicycle safety, and roundabout operations. Such features include the following:

- Minimum pedestrian / bicycle refuge of 10 feet within crosswalk;
- Pedestrian crossing located 25 feet away from yield line; and
- Bike lanes end 100 feet upstream of the yield line.

**Roundabouts – Environmental Factors**

The recommended Liberty roundabout intersections will reduce the amount of pollutants released into the atmosphere from idling vehicles when compared to other conventional traffic controls at the same intersection locations. At signalized intersection locations, many drivers must wait up to 20 seconds or longer for the light to turn green, even during off-peak hours when normal volumes
of crossroad or opposing traffic are present on other approaches. Exhibit 6-11 depicts the Turning Radius; and Exhibit 6-12 shows the Conceptual Waste Management Service Plan.

Since the entry control at modern roundabouts utilizes the “yield at left” principal, drivers spend less time idling their vehicles prior to entering the intersection.

Vehicle exhausts emit undesirable gases into the atmosphere such as carbon monoxide and nitrogen oxides. These emissions in large quantities contribute to unclean air and smog, both of which can be harmful to the public and the environment. Less time idling at an intersection means fewer pollutants are emitted into the atmosphere and fewer fuel resources are consumed. A study conducted by the Vermont Department of Public Service titled Modern Roundabouts, Global Warming, and Emissions Reductions: Status of Research, and Opportunities for North America, concludes:

Two decades of intersection control modeling and software development and research, establish that substantial fuel savings at busy intersections can be gained by employing roundabouts rather than traffic signals. Reduced fuel consumption, pollution emissions and GHGs (green house gases) are demonstrated through analysis of empirical data and modeling reported from existing US roundabouts and those under development.

Technical studies by others include an analysis conducted by Kansas State University (Environmental Impacts of Kansas Roundabouts, September 2003) at three different locations that were converted from four-way stop control intersections to modern roundabouts. The report found a 38 to 45 percent decrease in carbon monoxide emissions, a 55 to 61 percent decrease in carbon dioxide emissions, a 44 to 51 percent decrease in nitrogen oxides, and a 62 to 68 percent decrease in hydrocarbons. Other compiled studies found that when conventional intersections (signalized and unsignalized) are converted to modern roundabouts, there is an average reduction of 30 percent in carbon monoxide and nitrogen oxides, and a 30 percent reduction in fuel consumption.

Signal systems are expensive to maintain and can result in an expensive energy bill, as the signals are required to operate continuously. A wide range of costly technology is also required to achieve a coordinated traffic signal system. These systems grow more complex as intersections serve increasing volumes of motorized and non-motorized traffic.

The combination of geometric and self-regulated yield control at roundabouts represents a simple, low-cost alternative to traffic signal operations. Roundabouts also typically experience significantly less delay than signalized intersections serving comparable traffic volumes.
**Exh 6-11**

**Turning Radius**

**Legend**
- SU Access Only
- WB-67 & SU Access

- Minimum Design Turning Radius: 22'
- Centerline Turning Radius: 20'
- Minimum Inside Radius: 18'
- Minimum Design Turning Radius: 45'
- Centerline Turning Radius: 41'
- Minimum Inside Radius: 28.3'

- Tractor Width: 8.5'
- Trailer Width: 8.5'
- Tractor Track: 8.5'
- Trailer Track: 9.0'

**Tee Turnaround**

- Local Road to Local Road
- Alley to Local Road
- Local Road to Collector Road & Alley to Collector Road

**Roundabout Design Criteria**
Conceptual Waste Management Service Plan

Legend

3 Bin System: Trash, Green Waste & Recycling
- 10' x 3' Staging Area

2 Bin System (Triplex only): Trash & Recycling
- 7' x 3' Staging Area

Notes:
1. Apt./Condos/Seniors will be serviced by commercial receptacles
2. Driveways shown are for planning purposes only
6.2 PEDESTRIAN MOBILITY

The extensive system of walkways and pedestrian paths within Liberty, as shown on Exhibit 6-13, Pedestrian Mobility, promote pedestrian safety and access to help ensure that the community will be a safe, convenient, and an attractive place to walk and bike. The project avoids wide, imposing arterial roadways that would discourage pedestrians from crossing the right-of-way. Rather, it promotes pedestrian activity through the use of narrower neighborhood streets and an integrated bike and trails system that conveniently links the K-8 elementary school site, The Commons, and parks with residential areas, and off-site amenities. At key locations in the project core area, pedestrian/bike crosswalk enhancements are proposed which may include raised crosswalks (speed tables) and/or corner bump-outs to slow drivers near oncoming pedestrian traffic.

Raised crosswalks (speed tables) contribute to pedestrian safety by catching the attention of drivers and slowing automobiles, and they provide a more comfortable walking environment. According to the Federal Highway Administration (FHWA), raised crosswalks increase pedestrian visibility and eliminate the need for curb ramps, which improves access for people with mobility impairments and increases the sidewalk area available to pedestrians waiting to cross the street. The potential location of pedestrian/bike crosswalk enhancements on Liberty Drive near The Commons are shown on Exhibit 6-13, Pedestrian Mobility. Additional considerations for pedestrian safety are the inclusion of roundabouts, and the abundance of pedestrian pathways.

While walking is the least expensive transportation mode, building and maintaining a high quality pedestrian infrastructure requires comprehensive planning. Liberty is committed to walking as a form of transportation and recreation that is safe, accessible, healthy, and affordable for all residents, employees, and visitors. Everyone is a pedestrian at some point during the day. We all walk with or without mobility aids (including wheelchairs, walkers, crutches, canes, scooters, and service animals), whether to a school, transit stop, to a parked car, to work, or for exercise. The Liberty community design has placed a high value on walking and biking for promoting environmental sustainability and a healthy lifestyle.

The inclusion of sidewalks and other pedestrian facilities in the transportation system is necessary to help minimize GHG emissions per capita, and to increase the quality of life. Some walking will occur regardless of the pedestrian environment. However, the full potential for walking trips will not be met unless good sidewalks and walkways are in place, there are direct connections to places people need to go, and people feel safe using them.
Exhibit 6-13

Pedestrian Mobility

Summary

Liberty is designed with a grid street pattern and pedestrian oriented streets to allow for maximum connectivity within the community and encourage walking and biking. Greenbelts and trails add to the grid giving pedestrians a variety of route options. Connections are also made to the neighboring Clarksburg Branch Line Pedestrian and Bike Trail, which leads to River City High School and the Southport Town Center.

Legend

- Enhanced Pedestrian / Bike Crosswalk
  - Road Striping
  - Lit Crosswalk
  - Yield Signs
  - Speed Table
- Class 1 Multi-Use Bike Path
  (Off-Street, Shared With Pedestrians)
- Pedestrian Connections
- Proposed Connections
- Proposed Trail Connections

Section A
6.3 BIKE MOBILITY

The Liberty Mobility identifies bike and pedestrian mobility opportunities as shown on Exhibit 6-14, *Low-Stress Bikeways*. Class 1 bike paths are provided along Village Parkway, Liberty Loop, the East/West Northern Edge Greenbelt connecting Liberty Loop to Village Parkway, Liberty Drive, the East/West Greenbelt, Davis Road to provide connectivity between neighborhoods and access to the Clarksburg Branch Line Pedestrian and Bike Trail west of the project site, and along Stonegate Drive. Class 2 on-street bike lanes are provided on both sides of Village Parkway, Liberty Drive, and Stonegate Drive. Class 3 shared use routes are also provided through the project core area. Bicyclists vary significantly in their skill level, comfort with cars and traffic, reasons for bicycling, and common destinations. All of these factors can affect the facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions help to describe and assess the different needs of Liberty’s cyclists; however, most bicyclists have attributes of multiple types of bicyclists.

**Casual Bicyclist.** Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders. Casual bicyclists benefit from wayfinding signage, off-road trails, bicycle lanes, and shoulders along shared use routes.

**Commuter Bicyclist: Employee or Student.** Bicycle commuters who ride between their home and school, college, or work, make their entire commute by bicycle or by using their bicycle to link with other modes. Job commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and bicycle amenities at their place of employment. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles in patterns similar to job commuters.

**Experienced Bicyclist.** Includes those who prefer the most direct route between origin and destination, and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns. Experienced bicyclists benefit from shoulders along shared use routes, and efficient street connectivity.

**Recreational Bicyclists: Casual Bicyclist or Road Bicyclist.** Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Recreational destinations and off road trails are important for casual cyclists, whereas road cyclists may not be seeking a recreational destination along the route, as a ride itself is the recreation.
Liberty's bikeways are designed to be low-stress bikeways, which focus on:

- Minimize traffic stress
- Direct routes
- Accommodate children
- Safe routes and crossings
- Elimination of barriers
Bicycle Amenities

Bicycle amenities are physical items provided in Liberty to serve the bicycling community through the enhancement of safety, aesthetics, and enjoyment. Bicycle amenities include landscaping, lighting, rest amenities, and end-of-trip facilities. The following definitions are used to describe the types of amenities within Liberty:

**Bicycle Parking Facilities.** Bicycle parking facilities are stationary storage racks designed to secure the frame and both wheels of the bicycle, where the cyclist supplies only a lock. Additionally, enclosed bicycle lockers, staffed bicycle "barns" or bicycle parking lots, unstaffed bicycle "barns" or lots that are accessible only to an exclusive set of users, or any other facilities with a locking mechanism that is not provided by the bicycle user may also be considered for bicycle parking facilities.

Bicycling parking facilities are recommended at the K-8 elementary school, The Commons, and at the Sports and Recreation Community Park.

**Rest Amenities.** Includes drinking fountains, benches, picnic tables, etc. that directly serve users of the on-street or off-street bikeway system. Rest amenities are important for less experienced bicyclists, families bicycling with children, walkers, joggers, and seniors using the trail.

Rest amenities are recommended throughout Liberty where appropriate. Rest areas will utilize neighborhood parks, pocket parks, and greenbelts to accommodate users.

**Low-Stress Bikeways**

The Liberty bicycle network is designed to be consistent with the 2013 West Sacramento Bicycle, Pedestrian, and Trails Master Plan prepared by Fehr & Peers. Fehr & Peers analyzed existing and proposed bikeways using the methodology presented in Low-Stress Bicycling and Network Connectivity (Furth, Mekuria, and Nixon, 2012). The Low-Stress Bicycling and Network Connectivity methodology determines the Level of Traffic Stress (LTS) for roadway segments, intersection approaches, and roadway crossings; for planning purposes, only the roadway segment methodology was used. For roadway segments, LTS is primarily affected by the number of vehicle lanes, presence of a bike lane, vehicle speed limit, presence of a parking lane, and presence of a raised median.

The following Table 6-1, *Level of Traffic Stress Definitions*, lists the four classifications of LTS which was also used in the West Sacramento Bicycle, Pedestrian, and Trails Master Plan.
### Table 6-1

**Level of Traffic Stress (LTS) Definitions**

<table>
<thead>
<tr>
<th>LTS</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LTS 1</td>
<td>Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for all cyclists, including children trained to safely cross intersections.</td>
</tr>
<tr>
<td>LTS 2</td>
<td>Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children.</td>
</tr>
<tr>
<td>LTS 3</td>
<td>More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities.</td>
</tr>
<tr>
<td>LTS 4</td>
<td>A level of stress beyond LTS 3.</td>
</tr>
</tbody>
</table>

*Source: Low-Stress Bicycling and Network Connectivity, Furth, Mekuria, and Nixon, 2012*

For the purposes of this Specific Plan, bikeways are considered low-stress if they have a LTS of 1 or 2, consistent with the West Sacramento Bicycle, Pedestrian, and Trails Master Plan. With the exception of the bikeway located on Village Parkway, all other bikeways located within the Liberty Specific Plan have LTS 2 or less.

### 6.4 NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ACCOMMODATIONS

One of the key benefits of Liberty’s interconnected local street network is the accommodation of neighborhood electric vehicles (NEVs). NEVs are low-speed motor vehicles that provide an alternative to the automobile for shorter distance trips, while maintaining the ability to transport passengers and/or goods. The Liberty street system will support travel by low-speed (up to 35 mph) electric vehicles within neighborhoods, between neighborhoods, and to nearby external destinations.

Section 385.5 of the California Vehicle Code (CVC) defines a low speed vehicle (LSV) as a motor vehicle, other than a motor truck, having four wheels on the ground that is capable of propelling itself at a lowest maximum speed of 20 miles per hour and a highest maximum speed of 25 miles per hour, on a paved level surface.

CVC Section 2160 (a) notes that neighborhood electric vehicles cannot be operated on any roadway with a speed limit in excess of 35 miles per hour (unless allowed by separate legislative action). Village Parkway will be posted at 35 miles per hour to allow NEVs. On streets with speed limits greater than 35 miles per hour neighborhood electric vehicles (NEVs) must be operated in their own striped lane separate from general traffic.

The neighborhood electric vehicle may become a valued local transportation component of Liberty. It will offer residents the ability to circulate the community without having to start an internal combustion engine. The neighborhood electric vehicle will be an enjoyable mode to reach nearby commercial and activity centers in the Liberty area, and to visit neighbors.
The benefits of neighborhood electric vehicles include the following:

- Relatively inexpensive vehicle to own and operate;
- Particularly well suited for trip lengths of 10 miles or less;
- Neighborhood electric vehicles do not contribute to air pollution as they do not emit exhaust fumes;
- Neighborhood electric vehicles achieve an "energy equivalent" of 150 mpg (based upon the 2002 California Energy Commission report).

Within Liberty, NEV users will be able to travel easily between residential neighborhoods, parks, the K-8 elementary school, The Commons, and the Sports and Recreation Community Park. The NEV can travel at a top speed of 25 mph. When a NEV travels at its top speed, it will not slow other traffic in shared-lane conditions (25 mph streets). There are several models of NEVs today that travel 25 mph and should offer a reasonable variety to Liberty residents.

**Neighborhood Electric Vehicle Parking/Charging**

The modern neighborhood electric vehicle can travel 30 miles between charges. They plug into any 110V outlet, in a garage, or at an outlet at a neighborhood commercial center. Any neighborhood electric vehicle parking site that would have neighborhood electric vehicles parked for several hours would likely benefit from available charging infrastructure.

There are also opportunities to utilize solar photovoltaic-integrated parking shade structures or home systems to charge neighborhood electric vehicles (each home will come pre-wired for an electric vehicle). Structures could be located at destinations where neighborhood electric vehicles park during the day (opportunity charging), increasing the vehicle's range while not impacting daytime peak loads on the grid. Liberty’s climate offers opportunities to employ solar photovoltaic facilities to charge neighborhood electric vehicles. Solar facilities can be located in many areas such as:

- On building roofs;
- Integrated into a building's fabric (Building-Integrated Photovoltaics, (BIPV)), e.g. in building roofing, walls and glass;
- On building-related site features, such as walkways, pergolas, pool shades, and other "out buildings"; and
- At-grade parking lots.

6.5 **TRANSPORT ACCOMMODATIONS**

Liberty Mobility has been designed to accommodate potential future bus, streetcar, and ride-sharing services. Transit service will be coordinated with the Yolo County Transportation District (YCTD), and may include longer range services (such as a regional express bus) as well as increased local service.
The Yolo County Transportation District provides a variety of transportation needs using fixed route transit services. Existing YOLOBUS routes and bus stops near Liberty are shown on Exhibit 6-15, Municipal Bus System. YOLOBUS provides local, intercity, express/commute and rural service throughout Yolo County. Outside of Yolo County, YOLOBUS provides service to downtown Sacramento, the Sacramento International Airport, and Vacaville. YOLOBUS offers a variety of express/commuter routes between West Sacramento and Sacramento. Because of the large service area, YOLOBUS does not operate out of one central “transit center,” but rather has several smaller transfer locations where some routes have timed connections. Many connections are made along West Capitol Avenue in West Sacramento, at the Memorial Union in Davis and at several locations throughout Downtown Sacramento. Connections to other transit agencies can also be made in Davis (to Unitrans, Fairfield-Suisun Transit, and Amtrak), in downtown Sacramento (to Sacramento Regional Transit District (RT) and several other providers) and in Vacaville (to Vacaville City Coach and Fairfield-Suisun Transit).

YOLOBUS Route 35 provides local hourly service between Southport and other areas of the City, Monday through Sunday. Route 39 provides peak-hour commute service between the Southport area of West Sacramento and downtown Sacramento Monday through Friday.

To make transit more accessible, especially to new riders who may choose the bus over a personal vehicle, Liberty provides design features and community infrastructure that make finding, waiting, and boarding a bus to be a safe, accessible, convenient, and relatively pleasant experience. Potential future service routes and bus stop locations have been identified, as shown on previous Exhibit 6-15, Municipal Bus System, to ensure that pedestrian linkages are as efficient as possible. Actual service configurations will eventually be determined by YCTD as development occurs.

Transit amenities within Liberty will include:

- Bus stops integrated into street designs;
- Accessible and convenient pathways to potential bus stops;
- Shorter routes from residential developments to bus stops; and
- Good multi-modal connectivity, i.e. bike-to-bus conveniences, at The Commons.

The final decision of precise bus stop locations will incorporate localized factors such as:

- Route spacing;
- Proximity to trip generators;
- Consideration of needs of persons with disabilities;
- Nearestness of crosswalks and access paths from adjacent development;
- Protected crossings at intersections or crosswalks;
- Pedestrian activity;
- Street illumination;
- Parking control;
• Adequate curb space;
• Traffic volume and turning movements of other vehicles including bicycles;
• Traffic safety;
• Passenger transfer convenience; and
• Ease for buses re-entering traffic stream.

The Liberty mobility system has been designed to support a “Community without Traffic Signals” by using roundabouts at key intersections. Where appropriate, transit stops will be integrated into roundabout designs at the far side or exit legs where bus services are anticipated.
Summary

Proposed extensions of existing bus routes will conveniently connect residents to jobs, attractions and shopping in downtown West Sacramento and downtown Sacramento.

Yolo Transit District will determine precise future scheduled bus stop locations that will serve Liberty.
Section 7 Utility Plan

7.0 UTILITY PLAN

This section describes the proposed sanitary sewer, domestic water, and storm drainage infrastructure improvements that will be constructed as part of the Liberty project. The proposed utilities will be designed and constructed based on the City of West Sacramento Standard Specifications and at the same time, shall be consistent with the City’s existing and soon to be updated sewer, water, and drainage master plans.

7.1 SANITARY SEWER FACILITIES PLAN

As part of the Southport Sewer Master Plan, sanitary sewer service for the Liberty site will be provided by the City of West Sacramento via an existing agreement with the Sacramento Regional County Sanitation District (SRCSD) to convey its wastewater flows to SRCSD’s Lower North West Interceptor (LNWI) and discharge to the Sacramento Regional Wastewater Treatment Plant.

The LNWI is a 120 inch diameter RCP pipeline that currently runs in the north-south direction along the west side of Liberty. A sewer maintenance access road currently exists north of Davis Road at the southwest corner of the project site. Located at the end of this maintenance access road is an existing 24 inch diameter sewer lateral and manhole that was provided specifically to serve the future Liberty development. This 24 inch sewer lateral is the primary tie-in location for the site.

Based on the current Southport Sewer Master Plan, almost all of Liberty, with the exception of the northeast corner, will discharge wastewater flows to the existing 24 inch lateral via a network of on-site gravity sewer pipes, as shown on Exhibit 7-1, Sewer Master Plan. The area in the northeast corner of the property, roughly 18 percent of the overall site, will discharge its flows north to Lake Washington Boulevard.

The Liberty site is expected to generate an equivalent peak design flow of 1.71 million gallons per day (MGD) at full build-out conditions. Roughly 1.4 MGD will be directed to the 24 inch sewer lateral and 0.31 MGD will be directed to the Lake Washington Boulevard sewer system, which is referred to as “Sewer Shed Area 11” in the Southport Sewer Master Plan. Both discharge locations will be gravity fed from the Liberty site. As a result, an on-site sewer lift station will not be required to serve the project. Most of Liberty Phase 1 will be gravity fed to the existing Parlin Ranch sanitary sewer lift station and be transmitted through an existing short force main until Phase 2 where it will gravity flow to the Lower Northwest Interceptor stub-out north of Davis Road.

Due to site constraints and relatively flat terrain, it was noted in the Southport Sewer Master Plan that expected flows from many of the pipe segments, especially upstream segments, will be very low such that the minimum self-cleaning velocity of 2.0 feet per second will not be achieved. This condition exists throughout many areas of West Sacramento due to flat terrain. Flushing may be required in these pipes in order to flush out built up deposits. This can be accomplished using a water source such as a hydrant or water storage truck and running the water through the system at
a high volume to flush out the debris and settled solids. This system maintenance should be done once or twice a year especially during low flow periods.
Summary

As part of the Southport Sewer Master Plan, sanitary sewer service for Liberty will be provided by the City of West Sacramento.

Currently, a 120” diameter RCP pipeline (Lower Northwest Interceptor) runs in the north-south direction along the west side of Liberty. There’s an existing sewer maintenance access road and an existing 24” diameter sewer lateral and manhole north of Davis Road at the southwest corner of the site. This 24” sewer lateral is the primary tie-in location of the site.

Based on the Southport Sewer Master Plan, almost all of Liberty (with the exception of the northeast corner) will discharge wastewater flows to the existing 24” lateral via a network of on-site gravity sewer pipes. The area in the northeast corner of the property (roughly 18% of the overall site) will discharge its flows north to Lake Washington Boulevard.
7.2 WATER FACILITIES PLAN

The City of West Sacramento operates its own surface water treatment plant, George Kristoff Water Treatment Plant, by obtaining raw water from the Sacramento River, treating the water to drinking water standards, and distributing it to customers via an underground water distribution system.

The overall City of West Sacramento water system is subdivided into two areas: (1) North Area and (2) Southport Area. The Liberty site, designated as part of the “Paik Communities” in the master plan, is part of the Southport Area.

Based on the design criteria set forth in the current Water Master Plan, the full build-out of Liberty will generate the following estimated domestic water demands (based on 1,503 units):

- Average Daily Demand (ADD) = 0.92 MGD
- Maximum Daily Demand (MDD) = 1.84 MGD
- Peak Hourly Demand (PHD) = 2.48 MGD

These water demands for Liberty are comparable with the figures shown in the Water Master Plan, which covered a much larger area (619 acres vs. 400 acres) under “Paik Communities.” The City's water consultant utilized the H2O Net Software to model the City's water system. The City provided the base map of the City's pipe network as well as the previous distribution system hydraulic model. Modeling results showed that the Southport area needed an additional 4.2 million gallons of storage in 2004 in order to meet the standard operational, emergency, and fire storage requirements.

For Liberty, the primary on-site water infrastructure requirements include the following water transmission mains: (1) P11, a 16 inch water transmission main along Village Parkway, (2) P12, a 12 inch transmission main along Liberty Drive, and (3) P15, a 16 inch water transmission main along Davis Road. The proposed water distribution system network is shown on the following Exhibit 7-2, Water Master Plan. A new 16 inch water transmission main from Stonegate Drive to Jefferson Boulevard will not be needed to serve Liberty.

Regarding water storage requirements, a new 2.1 million gallon reservoir tank and a new pump station will be required by Liberty at the northeast corner of the site. The new storage tank will be located within the Sports & Recreation Community Park, in the far northeast corner.
Summary

The City of West Sacramento water system is subdivided into two areas: (1) North Area; and (2) Southport Area. The Liberty site is part of the Southport Area.

For Liberty, the primary on-site water infrastructure requirements include the following water transmission mains: a 16" water transmission main along Village Parkway, a 12" transmission main along Liberty Drive, and a 16" water transmission main along Davis Road.

Additionally, two new water tanks and a new Pump Station will be built at the NE corner of the site. The total (on-site) storage at the Liberty site will be 4.2 million gallons of water at ultimate build out conditions of Southport.
7.3 **STORM DRAINAGE FACILITIES PLAN**

The NC-10, NC-11, and MC-10 drainage basins are both part of the overall Southport drainage area. These basins are bounded by Linden Road to the north, the Sacramento River and South River Road to the east, Davis Road to the south, and the Clarksburg Branch Pedestrian and Bike Trail to the west.

Based on the current Southport Master Drainage Plan, the NC-10, NC-11, and MC-10 drainage basins cover primarily the Liberty, Parlin Ranch, and Linden South subdivisions. To mitigate for any increases in runoff, the project will expand and reconfigure the existing 14.9 acre Parlin Ranch temporary Stormwater Detention Basin and use it as both a flood control and water quality detention facility to serve the entire NC-10 drainage watershed area. This basin will be referred to as the NC-10 Stormwater Detention Basin as part of the development of the Liberty site. Flows from the NC-10 Stormwater Detention Basin facility will then be pumped to the existing RD-900 Morton East Drain at a rate not to exceed City of West Sacramento standards. The NC-11 drainage area will discharge directly to the Railroad Ditch per the Drainage Master Plan along the west side of Liberty. All stormwater from Liberty will be pre-treated before entering either the NC-10 Stormwater Detention Basin or the railroad ditch to ensure water quality. Pre-treatment will be performed by one of four Low Impact Development (LID) designs that are currently being tested on the project site. A portion of Liberty, the northeast corner, will drain to the MC-10 basin.

The total NC-10 contributing shed area is roughly 420 acres. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge storm water runoff to the NC-10 Stormwater Detention Basin. The proposed on-site storm drain pipe network is shown on Exhibit 7-3, *Storm Drainage Master Plan & NC-10 Stormwater Detention Basin*. Each storm drain pipe shall be sized to handle the required design flow per City of West Sacramento standards and at the same time, adhere to the City’s guidelines for allowable 100-year hydraulic grade line (HGL) elevations.

Using the proposed Liberty site plan and land uses, the NC-10 Stormwater Detention Basin will be sized to store the expected flood control and water quality volumes with adequate freeboard. The existing storm drain pump station adjacent to the existing basin will ultimately be replaced with a larger pump capable of discharging 25 percent of the 2-year, 24-hour storm event, a criteria specified in the Southport Drainage Master Plan. The final design of the pump station will ensure that the maximum discharge rate, as specified in the Drainage Master Plan, will not be exceeded.

7.4 **DRY UTILITIES PLAN**

This section describes the concept for providing dry utility services including electric, natural gas, telephone, high speed internet, and cable television to all of the legal parcels within the Liberty Specific Plan. All dry utility improvements, including off-site improvements, will be constructed to the respective utility company’s standard plans and specifications. Dry utility improvements, installed to serve the project area, will generally be located within underground joint-utility trenches located in existing or newly created public rights-of-ways (ROW’s) or public utility
easements.
Summary
Liberty lies within the NC-10, NC-11, and MC-10 Southport Master Drainage Shed Areas. To mitigate for any increases in runoff, the existing Parlin Ranch basin will be expanded, moved south and reconfigured to be used as both a flood control and water quality detention facility for the drainage watershed area.

Flows from the detention facility will then be pumped to the existing RD-900 Morton East Drain at a rate not to exceed City of West Sacramento standards. The NC-11 drainage area will discharge directly to the Railroad Ditch per Drainage Master Plan along the west side of Liberty.

A gravity fed underground storm drain system will ultimately be put in place to collect, convey, and discharge storm water runoff. Each storm drain pipe shall be sized to handle the required design flow per City of West Sacramento standards and at the same time, adhere to the City’s guidelines for allowable 100-yr HGL elevations of the region.

Legend
- Master Drainage Shed Areas
7.4.1 Electric Utilities

The electric service provider for the project area is Pacific Gas and Electric Company (PG&E). Certain overhead electric facilities currently exist within the project area that will need to be abandoned, relocated or moved underground as necessary to facilitate development of the project. Existing electric facilities, located on the perimeter of the Liberty Specific Plan area, will be extended within underground joint utility trenches along future roadway ROW’s and/or utility easements. Electric stub-outs from the joint trench main lines will provide service to all legal parcels created within the Specific Plan area. All new electric facilities will be placed underground except for pad mounted equipment and/or high voltage electric lines which must remain above ground.

7.4.2 Natural Gas Utilities

The natural gas service provider for the project area is PG&E. Existing natural gas facilities, located on the perimeter of the project area, will be extended within underground joint utility trenches along future roadway ROW’s and/or utility easements. Gas stub-outs from the joint trench main lines will provide service to all legal parcels created within the project area. All new gas facilities will be placed underground except for portions of any pressure regulation stations that are necessary to serve the project and must remain above ground.

7.4.3 Telephone and High Speed Internet Utilities

The telephone and high speed internet services provider for the project area is AT&T. Existing telephone facilities, located on the perimeter of the project area, will be extended within underground joint utility trenches along future roadway ROW’s and/or utility easements. Telephone stub-outs from the joint trench main lines will provide service to all legal parcels created within the project area. All new telephone facilities will be placed underground except for pad mounted equipment that must remain above ground.

7.4.4 Cable Television (CATV) Utilities

The CATV service provider for the project area is Wave Communications. Existing CATV facilities, located on the perimeter of the Liberty Specific Plan area, will be extended within underground joint utility trenches along future roadway ROW’s and/or utility easements. CATV stub-outs from the joint trench main lines will provide service to all legal parcels created within the project area. All new CATV facilities will be placed underground except for pad mounted equipment that must remain above ground.
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Section 8 Development Financing and Phasing

8.0 DEVELOPMENT FINANCING AND PHASING

Financing and phasing for development of the Liberty Specific Plan have been planned to minimize adverse impacts to City finances, infrastructure, and services. The project developer will aid in the coordination of phasing of infrastructure and services with interested parties, such as the City and the Washington Unified School District (WUSD), to ensure that the appropriate level of public services are provided for the residents of Liberty.

8.1 PUBLIC FACILITIES FINANCING PLAN

This Public Facilities Financing Plan (PFFP) identifies the financing sources to be used by the City of West Sacramento and other local agencies to fund the construction of backbone public facilities and the provision of public services to the Liberty Specific Plan.

The financing described below is limited to those public financing mechanisms that could be levied exclusively upon property owners within the Liberty Specific Plan, to alleviate the City’s concern that the City’s General Fund, as well as its existing taxpayers, would bear the costs of improvements associated with new development within the Liberty Specific Plan. Public facilities may be financed through (a) specific financing mechanisms by the project developer and/or future project builders, (b) through federal and state funding sources (e.g., for school facilities), or (c) through City-wide or local development impact fee programs that are established by the City.

The following analysis is not intended to exclude other public facilities financing options that the developer may implement, but instead is intended to serve as an overall discussion of the options for the City and developer.

8.1.1 Public Facilities Program Financing Strategy

The PFFP intends to ensure that the goals, objectives, and policies of the City are properly implemented and that the following general objectives are addressed:

- All public facilities required within the Liberty Specific Plan are adequately financed and provided in a timely manner;

- Any public financing utilized is equitable, financially feasible, efficiently utilized, and consistent with City guidelines and accepted public policy; and

- Public financing mechanisms avoid creating a financial and administrative burden to the City.
A. Development Impact Fees

Development impact fees are one authorized method of financing the public facilities necessary to mitigate the impacts of new development, as the levying of such fees provides funding to finance new or expanded public infrastructure and facilities required for an increased service population. A fee is “a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project...” (California Government Code, Section 66000). A fee may be levied for each type of capital improvement required for new development, with the payment of the fee occurring prior to the beginning of construction of a dwelling unit or non-residential building (or prior to the expansion of existing buildings of these types).

The total City development impact fees and timing of payment have yet to be determined.

Development impact fee programs can be an effective source of financing, but the collection of fees as development occurs may not necessarily provide a sufficient level of funding to build public improvements in a timely manner. Therefore, although the City currently levies fees on a City-wide basis (and could adopt additional fees on a Specific Plan-wide basis) to lessen the need for bond financing or to supplement or reimburse private sources of financing, it is uncertain whether a sufficient amount of fee revenues could be collected to cover the entire upfront costs of necessary Public Facilities prior to need. Additionally, it may not be possible to sell revenue bonds backed by these future impact fees, as there would be no assurance to bondholders as to the timing of repayment though fee collection. Therefore, additional financing provided through other public debt financing mechanisms must be considered for the Project.

B. Public Debt Financing Programs

A number of public debt financing mechanisms are available to fund public infrastructure improvements in California, and are listed below. The advantage of most of these programs is that they provide tax-exempt financing at lower interest rates than are available through the use of construction loans and other forms of conventional financing.

- General Obligation Bonds
- Lease Revenue Bonds
- Certificates of Participation
- Public Enterprise Revenue Bonds
- Community Facilities Districts
- Special Assessment Districts
- Infrastructure Financing Districts

Based on the City’s concerns regarding the imposition of additional burdens on the City’s General Fund and existing taxpayers, this analysis is limited to those financing mechanisms that would be solely the responsibility of the property owners located within the Liberty Specific Plan. This criterion eliminated a number of financing options, including General Obligation Bonds, Lease Revenue Bonds or Certificates of Participation, all of which would require backing
by the City’s General Fund and/or higher ad valorem property tax rates from existing property
owners in order to be sold in the conventional municipal bond market. Public Enterprise
Revenue Bonds can potentially provide future financing for sewer and water improvements, but
the City has no current plans to issue these types of bonds for facilities within the Project.
However, it should be noted that public facilities program financing could include fair share
contributions by benefitting properties outside of the Liberty Specific Plan using the described
financing mechanisms.

The three remaining types of financing mechanisms analyzed all involve land-secured financing
districts that would rely solely on special taxes collected from new development in the Liberty
Specific Plan and would not be secured as an obligation on the City’s General Fund. Listed
below are each of these three mechanisms, as well as the advantages and disadvantages of
utilizing each of them to finance the Specific Plan’s public facilities.

1. **MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982**

   a. **Introduction**

   The Mello-Roos Community Facilities Act (the Act) [Section 53311 et. seq. of the Government Code] was enacted by the California State Legislature in 1982 to provide an alternate means of financing public infrastructure and services subsequent to the passage of Proposition 13 in 1978. The Act complies with Proposition 13, which permits cities, counties, and special districts to create defined areas within their jurisdiction and, by a two-thirds vote within the defined area, impose special taxes to pay for the public improvements and services needed to serve that area. The Act defines the area subject to a special tax as a Community Facilities District (CFD).

   A CFD may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years. A CFD may also finance the costs of planning, design, engineering, and consultants involved in the construction of improvements or formation of the CFD. The facilities financed by the CFD do not have to be physically located within the CFD.

   Formation of a CFD authorizes a public agency to levy a special tax on all taxable property within the CFD in the manner prescribed in the formation documents. Property owned or irrevocably offered to a public agency is generally exempted from the special tax. CFD special taxes are collected at the same time and in the same manner as property taxes, unless otherwise specified by the agency. These special taxes may be used to pay debt service on bonds sold to provide funding for the construction or acquisition of public capital facilities. Additionally, these special taxes may also be used to pay directly for facilities and/or public services.
CFD bonds can be short or long-term obligations. Typically, long-term bonds have either a twenty-five or thirty-year maturity. Short-term notes or bonds can be issued to provide interim funding; these obligations are then retired when another source of revenue becomes available.

b. Application to the Specific Plan

Applying legal standards for the maximum amount of special taxes levied and the maximum allowable indebtedness incurred, the projected land uses and improved property values within the Liberty Specific Plan can support the use of long-term CFD bonds to fund most of the estimated Public Facilities costs allocable to this new development. Long-term bonds would be issued in the early stages of development in order to finance the acquisition and construction of the Public Facilities required in the immediate future. Furthermore, a taxing methodology would be devised identifying the apportionment of special tax required by residential and commercial development at various stages throughout build out of the Liberty Specific Plan. Therefore, principal and interest on these bonds would be paid initially by the developers within the Liberty Specific Plan, and eventually as homes and other development are constructed and sold, individual property owners within the Specific Plan would retire the remainder of the debt through payment of special taxes.

c. Advantages

There are many advantages to CFD financing. CFD bonds permit the advance funding of infrastructure on an “as needed” basis, unlike most pay-as-you-go mechanisms such as development impact fee programs. CFD bonds are non-recourse to the issuer, so the City’s General Fund and taxing authority are not at risk. CFD bonds are tax-exempt, resulting in interest rates that are lower than conventional financing. CFDs have particularly broad powers and can finance a wide range of public facilities including libraries, parks, green space, public administration buildings, police and fire stations, and schools as well as roads, sewer, water, and storm drain improvements. CFDs can also finance certain services such as police and fire protection, recreation programs, library services, park and green space maintenance, storm drain maintenance, school facilities maintenance, etc. CFDs also permit flexible special tax apportionment methodologies. The special tax can be structured to adapt to changes in land use that inevitably occur with large developments. CFDs can also fund fees.
d. Disadvantages

Since CFD bonds are secured by tax liens on the affected property, the willingness of property owners to bear special taxes in addition to regular ad valorem property taxes may be affected by reductions in land values, and the interest rates on these bonds are generally 50 - 75 basis points higher than bonds secured by the City’s General Fund. Furthermore, a CFD can only be established with the support of two-thirds of the qualified electors within the CFD. If fewer than twelve registered voters reside within the proposed district boundaries, the formation of a CFD requires an election of property owners. If more than twelve registered voters reside within the proposed district boundaries, an election of registered voters will be required. As the parcels being included within the CFD are anticipated to be undeveloped at the time of formation, it is expected that the property owners will support the CFD formation and the levy of special taxes.

Since the formation of a CFD creates a lien to secure the obligation to pay the annual special tax rather than an allocation of the bonded indebtedness, prepayments can be cumbersome. Although the Mello-Roos Act does not provide an explicit formula for calculating a prepayment amount, a prepayment formula can be approved as part of the district formation.

2. 1913/1915 ACT ASSESSMENT BONDS

a. Introduction

In 1979, the California Court of Appeals, in *County of Fresno vs. Malmstrom*, ruled that special benefit assessments levied pursuant to the Improvement Act of 1911 and Municipal Improvements Act of 1913 are not "special taxes" as defined by Proposition 13.. The result of this decision was a proliferation of Special Assessment Districts (ADs) throughout the State during the 1980s, using the Municipal Improvements Act of 1913 to initiate proceedings for the formation of an AD, and the Improvement Bond Act of 1915 to issue bonds. These Acts provide mechanisms for issuers to construct or acquire public improvements, to apportion the costs through liens against the properties in a designated area which directly benefit from the improvements, and to finance the liens through the issuance of tax-exempt bonds.

Each parcel of property within an AD is assessed a portion of the costs of the public improvements and/or services to be financed by the AD, based on the proportion of special and direct benefit from these public improvements and/or services received by that parcel. Assessment liens are levied at the time of formation of the AD and installment payments are collected along with property taxes on a semi-annual basis. Bonds issued pursuant to the 1915 Act
are land secured obligations and, in the event of non-payment of assessments, the property can be sold at a foreclosure sale to generate revenues to payoff outstanding bonds.

Pursuant to Proposition 218, which was approved by the State’s voters in 1996, formation of an AD is subject to a majority ballot protest. Landowners have the opportunity to return their ballot either in protest or in favor of the formation of an AD. If a majority protest is received, the agency must abandon formation proceedings for a minimum of one year.

**Statewide Community Infrastructure Program (SCIP)**

SCIP is a development impact fee-financing program, which utilizes 1913/15 Act bonds. Developers are required to pay impact fees to obtain a building permit. Through the SCIP, impact fees for roads, water, sewer, storm drainage, parks, etc. can be funded by tax-exempt bonds. Developers can be reimbursed for fees that they paid at building permit issuance, or fees can be funded directly through bond proceeds prior to the issuance of a building permit. These two SCIP programs are called the “Reimbursement Program” and the “Pre Funding Program,” respectively. They can be mixed and matched, or undertaken individually by a City or County.

b. **Application in the Specific Plan**

Public works improvements are eligible for AD financing to the extent that parcels within the district receive a special, measurable, local, and direct benefit from such improvements. Traditionally, improvements to be financed using an AD include streets and roads, water, sewer and flood control facilities, utility lines, and landscaping. Improvements that provide regional general benefit, such as schools, parks and other facilities, would be ineligible for this type of financing unless a determination could be made by the City that they would provide special and direct benefit only to the new development within the Specific Plan that will comprise the AD. Furthermore, Proposition 218 requires that assessments be placed on public properties based on their level of benefit, so that the Public Facilities themselves would have to be assessed.

c. **Advantages**

AD bonds permit the funding of infrastructure as needed, unlike most pay-as-you-go programs. Similar to a CFD, AD bonds are non-recourse to the issuer, so the City’s General Fund and taxing authority are not at risk. AD bonds are tax-exempt, resulting in interest rates that are below those charged by conventional financing. Liens on parcels can be paid prior to issuance of
bonds, and prepayment following the issuance of bonds is simpler in an AD when compared to a CFD. As mentioned previously, formation of an AD requires a majority of the ballots returned to be in support of their assessments, rather than the two-thirds requirement under a CFD.

d. Disadvantages

As Proposition 218 requires that all improvements and services funded by an AD provide special, measurable, local, and direct benefit to the parcels within the AD, this financing mechanism could not be used to fund all of the Public Facilities unless the City was willing to make such a finding for these facilities. As the Public Facilities will clearly provide benefits to larger areas than the project itself, and were in fact selected by the City for public financing for this very reason, the City is unlikely to make such a finding. Even if such a finding could be made, the fact that public properties would have to be assessed would be disadvantageous compared with a CFD, which does not have either of these requirements.

3. INFRASTRUCTURE FINANCING DISTRICTS

a. Introduction

In September 1990, Governor Wilson approved Senate Bill 308, which provides for the formation of Infrastructure Financing Districts (IFDs) to finance regional infrastructure needs. SB 308 extends the use of tax increment (TI) financing to undeveloped areas within the boundaries of an IFD. IFD financing is similar to tax increment financing formerly available within redevelopment project areas, in that it uses ad valorem property tax revenues to pay for public improvements without imposing special taxes or assessments on the land. An IFD may finance the purchase, construction, expansion, or improvement of any real or tangible property with an estimated useful life of fifteen years or longer. Authorized facilities must be of community-wide significance and provide significant benefits to an area larger than the area of the proposed IFD. Examples of permissible projects include the following:

- Highways, interchanges, arterial streets, and transit facilities
- Sewage treatment and water reclamation plants
- Water collection and treatment facilities
- Flood control levees and dams, retention basins, and drainage channels
- Childcare facilities and libraries
- Parks and open space
- Facilities for the transfer and disposal of solid waste
When forming an IFD, a "base year" is identified; the *ad valorem* tax revenues paid on the assessed property value in the base year continue to be passed through to the agencies that receive *ad valorem* tax revenues. However, the revenues that result from an increase in assessed value above the base year assessed value are called tax TI revenues, and a portion of these revenues are retained by the IFD. An IFD can then issue bonds secured by the TI revenue it receives, or will receive, because of the continuing increase in assessed value. Please note that in order for the TI to be available to support debt, public agencies such as the City, County and local special districts would need to give up a share of their property tax revenues for this purpose.

b. Application to the Specific Plan

Due to current revenue limitations, it is not anticipated that the City or other public agencies will be willing to contribute a portion of their property tax revenues to help pay for the public facilities. However, if the City were willing to give up a portion of its share, this would be an excellent mechanism to finance the public facilities without requiring that a CFD special tax or AD assessment be added to a property owner’s tax bill.

c. Advantages

IFDs provide a source of funding without requiring special taxes, assessments, or user fees. To minimize subsidy issues, TI revenues can be pledged to finance specific facilities benefitting the area from which they were generated. IFD bonds would not be considered City debt. TI revenues from taxing agencies that do not wish to give up any of their revenues can be excluded from the IFD. Likewise, an agency can specify the percentage of their TI revenues to be used.

d. Disadvantages

An IFD reduces general fund revenues for participating agencies, and therefore may not be politically or economically viable. Furthermore, IFDs in which residential development will occur must set aside twenty percent of such units for low and moderate-income housing.

In addition to public financing techniques described above, it may be necessary for private sector financing to fund the construction of a portion of the public facilities required under the Specific Plan. It is the responsibility of the developer to complete each proposed improvement, irrespective of the availability of public financing.
8.1.2 Financing Measures Necessary for Funding City Public Services

The financing strategies that will be used to cover the on-going maintenance and administration of all the infrastructure systems, other than public utilities and general City services, have yet to be determined. The annual services costs are dependent on more detailed information that is not available at this stage of the project and will be determined at a later date. The City and the project proponent will discuss the specific funding mechanisms required to cover these costs at a later time. However, it is anticipated that an Assessment District, Community Facilities District, or some combination of both, will maintain the public facilities within the Specific Plan area. Financing mechanisms that are available, not previously discussed are described below:

1. Special Assessment Districts

   a. Introduction

      The Improvement Act of 1911 and Municipal Improvements Act of 1913 provide mechanisms for Issuers to construct or acquire public improvements, to apportion the costs through liens against the properties in a designated area which directly benefit from the improvements, and to finance the liens through the issuance of tax-exempt bonds.

      The Benefit Assessment Act of 1982 provides more flexibility in providing public services, as road, drainage, flood control and street lighting maintenance services can be funded under this Act, whether or not the improvements themselves are funded through the AD. Similarly, Section 50078 of the State Government Code permits the formation of an AD to fund the operations and maintenance of fire protection facilities, as well as the purchase of fire suppression equipment.

   b. Revenue Sources

      Each parcel of property within an AD is assessed a portion of the costs of the public improvements and services to be financed by the AD, based on the proportion of direct and special benefit received by that parcel. Assessment liens are levied at the time of formation of the AD and installment payments are collected along with property taxes on a semi-annual basis.

   c. Advantages of Assessment District Financing

      • An AD can only levy special assessments on property owners within the AD itself, and cannot levy these assessments on property owners outside of the AD. The election that occurs prior to formation only applies to property owners within the AD, because they are the only ones who will be paying these assessments.
- Under the Benefit Assessment Act of 1982, an AD can finance flood control and street lighting maintenance, as well as road maintenance.

d. **Disadvantages of Assessment District Financing**

- Allocations of assessments must be strictly based on benefit, which may not be practical from a political or marketing perspective. Furthermore, the burden of proof is on the public agency to defend its benefit apportionment methodology should there be a legal challenge.

- Annual lien payments are generally based on the assessment lien imposed on a parcel, whether or not the parcel is developed; this can result in high vacant land taxes.

- An assessment lien placed on a particular parcel cannot be easily changed, even if the land use on that parcel has been modified. This can lead to assessment liens which are over burdensome to the land uses ultimately developed on the property.

- Publicly-owned properties must be assessed and charged annually based on level of benefit, just as private properties are assessed.

2. **Community Services District**

a. **Introduction**

A Community Services District (CSD) is designed to provide for an independent public entity within an incorporated or unincorporated area that can levy taxes, user charges and assessments within a given area to provide services to that area. A CSD can finance a broad range of services, which, taken together, allow a CSD to operate as a "junior city."

b. **Revenue Sources**

A CSD can prescribe and collect charges for the services and facilities it provides, including user fees, special taxes and special assessments. A CSD may be eligible for special district augmentation funds from the County general fund. User fees are typically charged for services when direct benefit is easily determined, such as water usage. Because it is impossible to define direct benefit for general services, such as police and fire protection, user fees are generally not levied for these types of services.
User fees may be billed on a monthly invoice sent directly to the users, or included on the property tax bill. If user charges are unpaid, the CSD can discontinue service to the user and file a certificate with the County recorder's office. This filing will create a lien on the parcel for the amount due, including interest and penalties. The lien has the effect, force and priority of a judgment lien and continues in force for ten years.

Assessments may also be levied by a CSD if a finding of direct benefit can be made that is consistent with assessment law and Proposition 218. A CSD can also form a Special Assessment District pursuant to applicable assessment district law. However, due to the approval of Proposition 218 by the State’s voters in November 1996, majority approval through a mail ballot of property owners who are impacted by proposed assessments is now required for all assessment programs. Assessments are reflected on the property tax bill and therefore are counted as part of the overall effective tax rate.

A CSD is authorized to levy special taxes, if approved by a two-thirds majority in an election of registered voters or property owners, as required by Proposition 46 and the State's Mello-Roos CFD statutes. A CSD may form a Mello-Roos Community Facilities District (CFD) and levy special taxes on all properties within the CFD. Special taxes are levied on the property tax bill and are considered part of the total effective tax rate on a parcel.

Eligibility for augmentation funds from the County general fund is a function of County policy, the amount of general fund revenues generated from the CSD, and the level of services to be provided to the residents of the CSD by the County. Augmentation funds would only be available if there were surplus revenues generated to the County from the property in the CSD after all services have been provided to those residents.

c. **Advantages of a Community Services District**

- A CSD provides a mechanism of transition and independent function to an area that may ultimately become an incorporated city;

- A CSD allows local residents to control a variety of types of public services without requiring regular approvals from the County Board of Supervisors or City Council;

- A CSD relieves the County or City of the responsibility of providing public services to an area that may want a level of service higher than found elsewhere in the County or City;
• A CSD may reduce the legal liability and political pressure on the County or City that may stem from the levy of taxes and assessments above standard property tax levels;

• A CSD can be set up to pay for any number of authorized services and may wait years to levy a charge or assessment for any authorized service;

• A CSD can issue revenue bonds secured by charges and assessments, and can establish Assessment Districts and Mello-Roos CFDs like other public agencies.

d. Disadvantages of a Community Services District

1. A CSD must hire a "General Manager" and other staff to administer its program, which may lead to additional costs as compared to the County or City administering such programs with their existing staff. [not if administered by the City]

2. Charges and assessments levied by a CSD may reduce the funding capacity available through other financing mechanisms to the extent such charges are included on the property tax bill.

3. Formation of a CSD requires a majority vote of the proposed CSD's registered voters. A CSD cannot be formed if no registered voters reside within the proposed CSD.

8.2 PHASING PLAN SUMMARY

The phasing concept for the Liberty Specific Plan has been developed to ensure sufficient infrastructure and public services to support the community as development progresses. This phasing plan does not necessarily represent a guaranteed sequence of development within the Liberty Specific Plan, but rather a depiction of the most likely phasing scenario based on known infrastructure and market conditions. The project developer will work with the City, the Washington Unified School District and other interested parties to the maximum extent feasible to ensure that essential services be provided to Liberty in a timely manner.

The project is expected to be built out in three general phases, as shown on Exhibit 8-1, Phasing and Model Locations. Build out of each phase will progress from Phase 1 generally located on the northern portion of the site, counterclockwise through the completion of Phase 3, located at the southeastern corner of the site.
### Table 8-1
Specific Plan Phasing Plan

<table>
<thead>
<tr>
<th>Lot Size</th>
<th>Product</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>75’ x 100’</td>
<td>Triplex-Alley</td>
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<td>---</td>
<td>96</td>
<td>96</td>
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<td>55’ x 62.5’</td>
<td>SF - Paseo</td>
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<td>169</td>
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<tr>
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<td>SF - Alley</td>
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<td>---</td>
<td>92</td>
<td>188</td>
</tr>
<tr>
<td>75’ x 85’</td>
<td>SF – Wide &amp; Shallow</td>
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<td>---</td>
<td>---</td>
<td>94</td>
</tr>
<tr>
<td>50’ x 100’</td>
<td>SF – Alley Load</td>
<td>67</td>
<td>81</td>
<td>---</td>
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<tr>
<td>60’ x 100’</td>
<td>SF – Front Load</td>
<td>96</td>
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<td>179</td>
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<tr>
<td>60’ x 100’</td>
<td>SF – Alley Load</td>
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<td>77</td>
<td>---</td>
<td>77</td>
</tr>
<tr>
<td>1/4 ac – 1/2 ac</td>
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<td>84</td>
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<tr>
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<td>356</td>
<td>355</td>
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<td><strong>459</strong></td>
<td><strong>583</strong></td>
<td><strong>1,503</strong></td>
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### Non Residential

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<tr>
<th></th>
<th>Up to 10,000 SF</th>
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<th>---</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Commercial</td>
<td>Up to 10,000 SF</td>
<td>---</td>
<td>---</td>
<td>Up to 10,000 SF</td>
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<tr>
<td>K-8 Elementary School</td>
<td>17.0 AC</td>
<td>---</td>
<td>---</td>
<td>17.0 AC</td>
</tr>
<tr>
<td>Community Park</td>
<td>---</td>
<td>9.2 AC</td>
<td>---</td>
<td>9.2 AC</td>
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<tr>
<td>Neighborhood Parks</td>
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<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Greenbelts</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Streets</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
Liberty will include three development phases that will respond to market demands. Home construction will be built in multiple sub-phases.

**Phasing and Model Locations**

**Summary**

- Phase 1:
  - Total Units: 461
  - Models:
    - 35' x 100' SFD ALLEY LOAD: 96
    - 55' x 62.5' SFD PASEO: 54
    - 75' x 85' SFD WIDE & SHALLOW: 50
    - 60' x 100' SFD FRONT LOAD: 97
    - 1/4 ac - 1/2 ac ESTATE LOTS (GATED): 37
    - 1/4 ac - 1/2 ac ESTATE LOTS: 8
    - K-8 ELEMENTARY SCHOOL: 17.0 AC
    - Parks & Greenbelts: 15.4 AC
    - NC-10 Stormwater Detention Basin: 13.1 AC
    - The Commons: 2.8 AC
- Phase 2:
  - Total Units: 459
  - Models:
    - 30' x 100' DUPLEX ALLEY LOAD: 113
    - 55' x 62.5' SFD PASEO: 105
    - 50' X 100' SFD ALLEY LOAD: 81
    - 60' X 100' SFD FRONT LOAD: 83
    - 60' X 100' SFD ALLEY LOAD: 77
    - Parks & Greenbelts: 24.8 AC
    - Community Park: 9.2 AC
- Phase 3:
  - Total Units: 581
  - Models:
    - 75' X 100' TRIPLEX ALLEY LOAD: 96
    - 50' X 100' SFD ALLEY LOAD: 92
    - 1/4 ac - 1/2 ac ESTATE LOTS: 37
    - Seniors/Apartments/Condos: 356
    - Parks & Greenbelts: 12.8 AC
- **Total:**
  - GRAND TOTAL 1,503

**Note:** All acres provided are approximate.
8.3 INFRASTRUCTURE PHASING

This section of the Specific Plan proposes an anticipated schedule for the phasing of construction of the on-site and off-site infrastructure for the development of Liberty. The schedule is organized on a phase by phase basis. For each phase, the infrastructure elements to be constructed in that phase are listed. If the phasing plan for the Liberty Specific Plan requires future modification based upon real estate market forces or other factors, this general program of infrastructure improvements may require modification as well.

Phasing Plan, General Overview

Phase 1
The developer of Liberty shall construct the following improvements concurrent with the development of Phase 1:

Off-site:
- Sewer
- Water
- Village Parkway from Linden Road to Liberty Drive

On-site:
- Welcome Center, Builder’s Offices, Design Center, Realtor’s Office
- The Commons
- Expansion and reconfiguration of the existing Parlin Ranch temporary Stormwater Detention Basin
- Construction of the new Storm Drain Pump Station
- Liberty Drive and Stonegate Drive (north of Liberty Drive)
- Internal streets and landscape improvements
- Parks
- Greenbelts and trails

Phase 2
The developer of Liberty shall construct the following improvements concurrent with the development of Phase 2:

On-site:
- Internal streets and landscape improvements
- Parks
- Balance of Stonegate Drive to Davis Road
Phase 3
The developer of Liberty shall construct the following improvements concurrent with the development of Phase 3:

On-site:
- Internal streets and landscape improvements
- Parks
- Village Parkway from Liberty Drive to Davis Road

Grading
Grading will cover Phase 1 initially to accommodate the development area of Phase 1. Depending on earthwork volume results from Phase 1 grading operations, some grading adjustments (if needed) may be done to the remaining (undeveloped) portion of Liberty such that earthwork quantities can balance each other within the remaining phases of work.

The City of West Sacramento will be constructing the interim Village Parkway (two lane rural road) on the east side of Liberty from Linden Road to Davis Road. The phased construction of Village Parkway will be determined based on traffic impact results and recommendations set forth by the traffic consultant. Per these results and recommendations, improvements to Village Parkway will be made including the installation of a new median island, pavement on the west side, landscaping and frontage improvements.

Sewer System Phasing
Sanitary sewer system phasing will be conducted in accordance with the Phasing Plan as shown on previous Exhibit 8-1, Phasing and Model Locations, and the Sanitary Sewer Facilities Plan described in Section 7.1 of this Specific Plan. The proposed sanitary sewer system improvements will be constructed as follows:

Phase 1
- The sanitary sewer lines required to service Phase 1 development will be constructed. This includes sewer service lines, main lines along the interior streets, as well as sewer manholes. Since the proposed sewer tie-in is located along Stonegate Drive (near the south end), the 12 inch sewer main serving the northern half of Liberty will need to be extended (via 15 inch main) in order to connect to the existing SRCSD 24 inch sewer line stub out. This will be done as part of Phase 1. In addition, the Parlin Ranch sewer lift station will be modified as necessary, including installation of a force main installed.
Section 8  Development Financing and Phasing

Phase 2

• Phase 2 will require construction of sewer lines west of Stonegate Drive and east of Stonegate Drive in order to service the Phase 2 boundary area. In addition, the sewer main south of the SRCSD tie-in location will be constructed. The line serving the proposed subdivision west of Stonegate Drive will cross over the 120 inch SRCSD sewer interceptor and tie to the 15 inch sewer main previously constructed in Phase 1.

Phase 3

• With the primary sewer backbone infrastructure in place prior to Phase 3, this phase will essentially consist of constructing the necessary internal street sewer lines, individual service lines, and required sewer manholes.

Water System Phasing

Water system phasing will be conducted in accordance with the Phasing Plan as shown on previous Exhibit 8-1, Phasing and Model Locations, and the Water Facilities Plan described in Section 7.2 of this Specific Plan. The proposed water infrastructure improvements will be constructed as follows:

Phase 1

• The existing 16 inch water transmission main on Linden Road (at the northwest corner of the Liberty site where it fronts Linden Road) will be extended to the east and run south along Village Parkway to the Village Parkway and Liberty Drive intersection.

• A 12 inch water main will be constructed from the Village Parkway and Liberty Drive intersection and run westerly along Liberty Drive until it aligns and ties into the existing 12 inch water main on Stonegate Drive.

• All internal water distribution lines (primarily 8 inch in size) including the fire hydrants and water service lines to serve Phase 1 development will also be constructed.

• A 2.1 million gallon water tank and appurtenances.

Phase 2

• A 12 inch water main in Stonegate Drive will be extended to the south until it reaches the Davis Road intersection.

• The 16 inch water transmission main along Davis Road will be constructed from Stonegate Drive to Village Parkway.

• The 16 inch water transmission main will also be extended from the Village Parkway / Liberty Drive intersection to the Village Parkway / Davis Road intersection in order to complete the looped system.
Section 8  Development Financing and Phasing

- All internal water distribution lines (primarily 8 inch in size) including the fire hydrants and water service lines to serve Phase 2 development will also be constructed.

**Phase 3**
- With the primary water infrastructure (looped system) in place by the time Phase 3 comes in, this phase will essentially only extend the internal water distribution lines (primarily 8 inch in size) to serve the Phase 3 development areas. Both domestic water services and fire hydrants within the Phase 3 boundary will be constructed as well.

Other potential water infrastructure requirements such as a new 16 inch water transmission main from Davis Road to Jefferson Boulevard will also need to be verified by the City for timing and needs.

**Storm Drainage System Phasing**

Storm drainage system phasing will be conducted in accordance with the Phasing Plan as shown on previous Exhibit 8-1, *Phasing and Model Locations*, and the Storm Drainage Facilities Plan described in Section 7.3 of this Specific Plan. The primary storm drain infrastructure (54 inch to 72 inch diameter pipes) will be located along Liberty Drive. This series of mains along Liberty Drive will collect storm water from the north shed and south shed areas of the site where it will be conveyed and discharged to the expanded and reconfigured NC-10 Stormwater Detention Basin. The proposed storm drainage improvements will be constructed as follows:

**Phase 1**
- The NC-10 Stormwater Detention Basin will be expanded and reconfigured to the south in order to provide additional storage volume capacity for flood control protection as well as water quality treatment to the overall site. New pumping facilities as well as the discharge pipe to the Morton East Drain will also be constructed in Phase 1. A discharge rate of 11 cfs will be maintained.

- The storm drain mains along Liberty Drive will be constructed. For Phase 1, these pipes will initially serve the development of the northern shed area (i.e., Phase 1) and will convey Phase 1 (post-project) flows to the NC-10 Stormwater Detention Basin.

- Other storm drain pipes, manholes, etc. within the Phase 1 boundary will be constructed concurrently with Phase 1 development to ensure that all storm water from the developed areas will be collected and conveyed to the NC-10 Stormwater Detention Basin.

- Water quality features will be installed to treat first-flush flow in advance of conveyance to the NC-10 Stormwater Detention Basin as required.
Section 8  Development Financing and Phasing

Phase 2

- To accommodate further development on-site (Phase 2 and beyond), a new storm drain pump station will be configured to have a maximum discharge rate of 22 cfs based on the Southport Drainage Master Plan.

- Other storm drain pipes, manholes, etc. within the Phase 2 boundary will be constructed concurrently with Phase 2 development to ensure that all storm water from the developed areas will be collected and conveyed to the NC-10 Stormwater Detention Basin.

- Water quality features will be installed to treat first-flush flow in advance of conveyance to the NC-10 Stormwater Detention Basin as required.

Phase 3

- Since the primary storm drainage infrastructure is already in place prior to Phase 3, only the storm drain lines along the internal streets within the Phase 3 boundary will be constructed during Phase 3 development.

- Water quality features will be installed to treat first-flush flow in advance of conveyance to the NC-10 Stormwater Detention Basin as required.

Dry Utility Phasing Plan

The construction and extension of dry utilities, including gas, electric, telephone, high speed internet, and cable TV, will be completed in phases. These utilities will be installed in underground trenches known as “Joint Utility Trenches.” The Joint Trenches will be constructed within designated public utility easements (PUE’s) typically located along road right of ways. The main-line trenches will include utility stub outs to serve each individual lot or legal parcel. The proposed dry utility improvements will be constructed as follows:

Phase 1

- Any off-site dry utility improvements necessary to serve the Phase 1 development area.

- Abandonment or relocation of any existing utilities located within the Phase 1 development area that in conflict with the Phase 1 improvements.

- Extension of dry utilities from existing development areas located along the north boundary of the Liberty project.

- Installation of dry utilities throughout the Phase 1 development area including main-line stub-outs to future phase areas and service stubs to individual parcels.

Phase 2

- Any off-site dry utility improvements necessary to serve the Phase 2 development area.
Abandonment or relocation of any existing utilities located within the Phase 2 development area that in conflict with the Phase 2 improvements.

Installation of dry utilities throughout the Phase 2 development area including main-line stub outs to future Phase 3 areas and service stubs to individual parcels.

Phase 3

• Any off-site dry utility improvements necessary to serve the Phase 3 development areas.

• Abandonment or relocation of any existing utilities located within the Phase 3 development area that in conflict with the Phase 3 improvements.

• Installation of dry utilities throughout the Phase 3 development area including main-line stub outs to future developments located south of the Liberty project and service stubs to individual parcels.

Landscape Phasing

Landscaping will proceed in step with the development phasing plan depicted on previous Exhibit 8-1, Phasing and Model Locations. In areas where grading precedes development, temporary landscaping shall be applied to reduce erosion potential. All permanent project landscaping shall be consistent with the Landscape Design Guidelines set forth in Section 10, Landscape Design Guidelines, of this Specific Plan.
Section 9  Development Standards

9.0 DEVELOPMENT STANDARDS

The Liberty Specific Plan Development Standards are designed to promote a unique master planned development through innovative designs and specific attention to details. The purpose and intent of these Development Standards is to provide development criteria to guide the developer and builders and the City of West Sacramento.

These Standards will serve as the primary mechanism for implementation of the residential, neighborhood commercial/office, The Commons, and recreational land uses. The Standards contained herein provide baseline standards to anticipate future needs and to achieve compatibility between all elements of the design.

9.1 GENERAL PROVISIONS

A. Development Standards contained in this Liberty Specific Plan will supersede or replace those contained in the relevant zoning ordinances, West Sacramento Municipal Code, and City regulations as they might not otherwise apply to lands outside the Specific Plan area. Any standards or requirements not otherwise covered herein shall be subject to the regulations and requirements of the City Municipal Code.

B. Exhibit 5-1 shows the Liberty Land Use Plan, which identifies individual planning areas and assigns each planning area to a land use designation.

C. The total number of dwelling units in the entire Specific Plan area shall not exceed the total number permitted for all planning areas as shown in Table 5-1, Statistical Land Use Summary.

D. The following land use designations, as shown on Exhibit 5-3, Liberty Specific Plan, are established:

   EL    Estate Lots
   LR    Low Density Residential
   FX    Flex Block (Medium Density)
   HR    High Density Residential
   TC    The Commons
   NC    Neighborhood Commercial
   ES    K-8 Elementary School
   WD    Stormwater Detention Basin
   RP    Recreation and Parks

E. No building permit shall be issued for any home site or parcel of land unless said home site has frontage on a dedicated public street, public alley, City-approved private street, or public/private space with a front door greenbelt entry and said private street or space is improved with access determined adequate by the City Engineer.
Section 9 Development Standards

F. Construction of individual sites will not be permitted until permanent water system improvements are completed to each area to provide adequate fire flow, and all-weather surface vehicular access determined to be adequate for fire suppression equipment is available as approved by the City Fire Department and the City Engineer.

G. For any development standard not addressed by this Specific Plan, the City of West Sacramento Municipal Code shall apply. The Development Standards for the Liberty Specific Plan are shown on Exhibit 9-1, Development Standards Matrix and Exhibit 9-2, Development Standards Matrix Cont.

H. Setbacks from street rights-of-way shall be as noted herein, as shown on Exhibit 9-1, Development Standards Matrix and Exhibit 9-2, Development Standards Matrix Cont., unless additional separation is required, for example, to mitigate traffic noise per the Liberty EIR or project level analyses.

I. Lot layout and design should eliminate as many flag lots as possible. Any unavoidable flag lots must have a minimum of 15 feet street frontage as measured at the Right-of-Way.

J. Outdoor RV and Boat loading and unloading is permitted and will be regulated by the CC&R’s.

K. Home Owner Associations (HOAs): The HOA, HOA architectural committee, and HOA landscape committee will be the approving body for Accessory Structures; listed on Exhibit 9-2, Development Standards Matrix Cont. The City of West Sacramento should not be burdened with the minor discretionary approvals of Accessory Structures that can be approved on a neighborhood level. The City’s permitted approval is required for structural and electrical concerns. Applications regarding structural and electrical matters shall be forwarded by the HOAs to the City, and will require approval of both the HOA and the City.
## Development Standards Matrix

### Summary

Development standards will ensure Liberty maintains its intended character and building quality.

### Notes

- Setbacks are measured from the Property Line to the face-of-foundation.
- Estate Lot Min. Lot Area shall be the governing designation. Min. Lot Sizes are target dimensions.
- Senior/Apartment/Condo standards are all subject to a Conditional Use Permit (CUP)
- Architectural projections may project 2 feet into an alley (rear) setback and 3 feet into a front setback.
- All garage doors to be roll up
- For fencing and overall heights and setbacks, see product sheets and Section 10, Landscape Design Guidelines
- Optional Carriage / Casita units are permitted on 50% of units per block on allowed product types

**Exception:** Gated Estate Lots backing Bastone Court neighbors. Refer to Exhibit 9-4, Estate Lots - Bastone Court Neighbors

**Product 10**

Front: Liberty Loop
Side: North / South Boundaries
Rear: Village Parkway

---

### Product 10

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<tr>
<th>Product Type</th>
<th>1</th>
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<th>3</th>
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<th>7</th>
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### Setbacks

- **Porch:**
  - 5' | 5' | 5' | 5' | 5' | 10' | 10' | 10' | 10' | 5' |
- **Building:**
  - 10' | 10' | 10' | 10' | 10' | 15' | 15' | 15' | 10' | 5' |
- **Garage:**
  - 10' | 10' | 10' | 10' | 15' | 15' | 15' | 15' | 22' | 5' |

### Side Setbacks

- **Porch:**
  - 5' | 5' (one side) | 5' | 5' | 5' | 5' | 5' | 5' | 5' |
- **Building:**
  - 5' | 5' (one side) | 5' | 5' | 5' | 5' | 5' | 5' |
- **Garage:**
  - 5' | 5' (one side) | 5' | 5' | 5' | 5' |

### Corner Lot Side Setbacks

- **Porch:**
  - 5' | 5' (one side) | 5' | 5' | 5' | 5' | 5' | 5' |
- **Building:**
  - 5' | 5' (one side) | 5' | 5' | 10' | 5' | 10' | 5' |

### Rear Setbacks

- **Building:**
  - 5' | 5' | 5' | 5' | 5' | 5' | 5' |
- **Garage:**
  - 5' | 5' | 5' | 10' | 5' | 5' | 25' |

### Garage Parking Spaces

- 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | City Stds. |

### On-Street Guest Parking Spaces

- 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | City Stds. |

### Off-Street Guest Parking Spaces

- 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | City Stds. |

### Optional Carriage or Casita Unit Allowed

- no | no | no | yes | yes | yes | yes | yes | yes | no | |

### Setbacks

Same as the associated Product main structure setbacks.

- Covered Parking Required: n/a
- Carriage Max. Height: n/a
- Casita Max. Height: n/a

**Refer to Section 15, Definitions, for Carriage & Casita clarification.**
Summary

Development standards will ensure Liberty maintains its intended character and building quality. The HOA, HOA architectural committee, and the HOA landscape committee will be the approving body for Accessory Structures. The City will maintain to be the approving body for building permits, electrical permits, etc.

**Accessory Structures** (Products 1, 2, 3, 4, 5, 6, 7, 8, & 9) | Products 7, 8, & 9 only
---|---
**Structure** | **Low Fence / Wall** | **High Fence / Wall** | **Pool / Spa** | **Pool / Spa Equipment** | **Arbor / Trellis** | **Shed / Outdoor Storage** | **Play Equipment** | **Play Equipment** | **Tree Houses**
---|---|---|---|---|---|---|---|---|---
Front Setbacks | 1' | 4' from front of bldg. | 15' | See Notes | See Porch Setbacks | Behind 6' Fence/Wall | Behind 6' Fence/Wall | Behind 6' Fence/Wall | Behind 6' Fence/Wall
Side Setbacks | 0' | 0' | 0' | See Notes | 5' | 0' | 0' | 5' | 5'
Corner Lot Side Setbacks | 1' | 0' | 0' | See Notes | 5' | 0' | 0' | 5' | 5'
Rear Setbacks | 0' | 0' | 0' | See Notes | 5' | 0' | 0' | 5' | 5'
Max. Height | 3' | 6' | n/a | See Notes | 10' | 6' | 6' | 10' | 15'

**NEIGHBORHOOD COMMERCIAL STANDARDS**
(setbacks boundary shown on Exhibit 10-7, The Commons & Exhibit 5-11, Neighborhood Commercial Retail)

<table>
<thead>
<tr>
<th>Building</th>
<th>The Commons</th>
<th>Neighborhood Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Use</strong></td>
<td><strong>Private Recreation</strong></td>
<td><strong>Commercial / Retail / Office</strong></td>
</tr>
<tr>
<td>Front (Liberty Drive) Setbacks (min.)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Side (Liberty Loop/Clubhouse) Setbacks (min.)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Rear (Local Road) Setbacks (min.)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Stories</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Max. Height</td>
<td>38'</td>
<td>35'</td>
</tr>
<tr>
<td>Parking Spaces</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Parking Setback (min.)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Fence / Wall Setbacks (min.)</td>
<td>0'</td>
<td>0'</td>
</tr>
<tr>
<td>Floor Area Ratio (FAR)</td>
<td>n/a</td>
<td>.40</td>
</tr>
</tbody>
</table>

**Notes**
- Setbacks are from property lines.
- 6' Fence / Wall does not include height of retaining wall condition in addition to the 6'-0", 6' measured from the finished elevation of the higher lot.
- Pool / Spa Equipment must minimize noise to neighbors by solid screening or underground vault
- **Exception:** Gated Estate Lots backing Bastone Court neighbors. Refer to Exhibit 9-4, Estate Lots - Bastone Court Neighbors
9.2 SINGLE-FAMILY DETACHED (SFD) RESIDENTIAL DEVELOPMENT STANDARDS

9.2.1 Estate Lots (1/2 Acre and 1/4 Acre)

A. Permitted Uses:

- Single-family detached, residential estate home; as shown on Exhibit 9-3, Estate Lots and Exhibit 9-4, Estate Lots – Bastone Court Neighbors.
- Carriage unit or Casita unit.
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by the Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

9.2.2 Single-Family Front Load 60’ X 100’ Lots

A. Permitted Uses:

- Single-family detached, front load 60’x100’ residential home; as shown on Exhibit 9-5, Single-Family Front Load 60’ X 100’.
- Carriage unit or Casita unit on up to half the lots per block.
- Outbuildings for storage (less than 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
Estate Lots

Summary

Architectural Styles Permitted:
- Farmhouse Interpretive or Contemporary Cottage

Design Criteria Requirements

<table>
<thead>
<tr>
<th>Requirement</th>
<th>1/4 ac</th>
<th>1/2 ac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Area</td>
<td>1/4 ac</td>
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<td>Lot Depth (approx.)</td>
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<td>129'</td>
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<tr>
<td>Flex Block</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>Max. Building Stories</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Max. Building Height</td>
<td>35'</td>
<td>35'</td>
</tr>
<tr>
<td>Front Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porch</td>
<td>10'</td>
<td>5'</td>
</tr>
<tr>
<td>Building</td>
<td>10'</td>
<td>5'</td>
</tr>
<tr>
<td>Garage (foundation of)</td>
<td>22'</td>
<td>5'</td>
</tr>
<tr>
<td>Side Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porch</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Building</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Garage (foundation of)</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Corner Lot Side Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porch</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Building</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Rear Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porch/Building</td>
<td>25'</td>
<td>25'</td>
</tr>
<tr>
<td>Garage (foundation of)</td>
<td>25'</td>
<td>25'</td>
</tr>
<tr>
<td>Garage Parking Spaces</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>On-Street Guest Parking Spaces</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>AC condensers or heat pumps must be screened from public view.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solar panels should be located away from the front street view to the maximum extent possible.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Lots 1 through 4, adjacent to existing Bastone Court residents, will match the existing lot lines. Lot 5 is a transition lot to lots to the south.

7' Estate Lot Wood Fence

* Lot 5 depth curves with the local road, making the lot not a perfect square.

<table>
<thead>
<tr>
<th>LOT #</th>
<th>LOT WIDTH (feet)</th>
<th>LOT DEPTH (feet)</th>
<th>LOT AREA (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>285</td>
<td>140</td>
<td>+/- 0.92</td>
</tr>
<tr>
<td>2</td>
<td>250</td>
<td>140</td>
<td>+/- 0.80</td>
</tr>
<tr>
<td>3</td>
<td>200</td>
<td>140</td>
<td>+/- 0.64</td>
</tr>
<tr>
<td>4</td>
<td>200</td>
<td>140</td>
<td>+/- 0.64</td>
</tr>
<tr>
<td>5</td>
<td>135</td>
<td>140*</td>
<td>+/- 0.51</td>
</tr>
</tbody>
</table>

* Lot 5 depth curves with the local road, making the lot not a perfect square.

Design Criteria Requirements for Estate Lots 1 through 5

- Min. Lot Area: 1/2 ac
- Max. Building Stories: 1
- Max. Building Height: 22'
- Front Setbacks:
  - Porch: 5'
  - Building: 20'
  - Garage (foundation of): 20'
- Side Setbacks:
  - Porch: 5'
  - Building: 20'
  - Garage (foundation of): 20'
- Corner Lot Side Setbacks:
  - Porch: 25'
  - Building: 25'
- Rear Setbacks (Lots 1, 2, 4, 5):
  - Porch/Building: 30'
  - Garage (foundation of): 30'
- Rear Setbacks (Lot 3):
  - Porch/Building: 22'
  - Garage (foundation of): 22'
- Garage Parking Spaces: 3
- On-Street Guest Parking Spaces: 1
- Rear Estate Lot Wood Fence: 7'
- Optional Carriage Unit Allowed: no
- Optional Casita Unit Allowed: yes
- AC condensers or heat pumps must be screened from public view.
- Solar panels should be located away from the front street view to the maximum extent possible.

Estate Lots: Bastone Court Neighbors
**Exh 9-5**

**Single-Family Front Load 60’x100’**

**Summary**

**Architectural Styles Permitted:**
- Farmhouse Interpretive or Contemporary
- Cottage

**Design Criteria Requirements**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Area</td>
<td>6,000 sf</td>
</tr>
<tr>
<td>Min. Lot Width</td>
<td>60’*</td>
</tr>
<tr>
<td>Min. Lot Depth</td>
<td>100’</td>
</tr>
<tr>
<td>Flex Block</td>
<td>no</td>
</tr>
<tr>
<td>Max. Building Stories</td>
<td>2</td>
</tr>
<tr>
<td>Max. Building Height</td>
<td>35’</td>
</tr>
<tr>
<td>Front Setbacks Porch</td>
<td>10’</td>
</tr>
<tr>
<td></td>
<td>Building</td>
</tr>
<tr>
<td></td>
<td>Garage (foundation of)</td>
</tr>
<tr>
<td>Side Setbacks Porch</td>
<td>5’</td>
</tr>
<tr>
<td></td>
<td>Building</td>
</tr>
<tr>
<td></td>
<td>Garage (foundation of)</td>
</tr>
<tr>
<td>Corner Lot Side Setbacks Porch</td>
<td>5’</td>
</tr>
<tr>
<td></td>
<td>Building</td>
</tr>
<tr>
<td>Rear Setbacks Building</td>
<td>5’</td>
</tr>
<tr>
<td></td>
<td>Garage (foundation of)</td>
</tr>
<tr>
<td>Garage Parking Spaces</td>
<td>2</td>
</tr>
<tr>
<td>On-Street Guest Parking Spaces</td>
<td>1</td>
</tr>
<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
<td>yes</td>
</tr>
<tr>
<td>AC condensers or heat pumps must be screened from public view.</td>
<td></td>
</tr>
<tr>
<td>Solar panels should be located away from the front street view to the maximum extent possible.</td>
<td></td>
</tr>
</tbody>
</table>

* Corner Lot Width = 70’

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
9.2.3  Single-Family Alley Load 60’ X 100’ Lots

A. Permitted Uses:

- Single-family detached, alley load 60’x100’ residential home; as shown on Exhibit 9-6, Single-Family Alley Load 60’ X 100’.
- Carriage unit or Casita unit on up to half the lots per block.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

9.2.4  Single-Family Alley Load 50’ X 100’ Lots

A. Permitted Uses:

- Single-family detached, alley load 50’x100’ residential home; as shown on Exhibit 9-7, Single-Family Alley Load 50’ X 100’.
- Carriage unit or Casita unit on up to half the lots per block.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
**Exh 9-6**

**Single-family Alley Load 60’x100’**

**Summary**

**Architectural Styles Permitted:**
Farmhouse Interpretive or Contemporary Cottage

**Design Criteria Requirements**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Area</td>
<td>6,000 sf</td>
</tr>
<tr>
<td>Min. Lot Width</td>
<td>60’*</td>
</tr>
<tr>
<td>Min. Lot Depth</td>
<td>100’</td>
</tr>
<tr>
<td>Flex Block</td>
<td>no</td>
</tr>
<tr>
<td>Max. Building Stories</td>
<td>2</td>
</tr>
<tr>
<td>Max. Building Height</td>
<td>35’</td>
</tr>
<tr>
<td>Front Setbacks</td>
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</tr>
<tr>
<td>Porch</td>
<td>10’</td>
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<tr>
<td>Building</td>
<td>15’</td>
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<tr>
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<td>Porch</td>
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<td>Porch</td>
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<tr>
<td>Building</td>
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<tr>
<td>Rear Setbacks</td>
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<td>Porch/Building</td>
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<tr>
<td>On-Street Guest Parking Spaces</td>
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</tr>
<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
<td>yes</td>
</tr>
</tbody>
</table>

AC condensers or heat pumps must be screened from public view.
Solar panels should be located away from the front street view to the maximum extent possible.

* Corner Lot Width = 70’

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
**Exh 9-7**

**Single-Family Alley Load 50’x100’**

**Summary**

**Architectural Styles Permitted:**
Farmhouse Interpretive or Contemporary Cottage

---

**Design Criteria Requirements**

<table>
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<tr>
<th>Requirement</th>
<th>Requirement Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Area</td>
<td>5,000 sf</td>
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<tr>
<td>Min. Lot Width</td>
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<tr>
<td>Min. Lot Depth</td>
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<tr>
<td>Flex Block</td>
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<tr>
<td>Max. Building Stories</td>
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<td>Max. Building Height</td>
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<td>Porch</td>
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<td>Building</td>
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<tr>
<td>Garage (foundation of)</td>
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<tr>
<td>Corner Lot Side Setbacks</td>
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<tr>
<td>Building</td>
<td>5’</td>
</tr>
<tr>
<td>Rear Setbacks</td>
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</tr>
<tr>
<td>Porch/Building</td>
<td>5’</td>
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<tr>
<td>Garage (foundation of)</td>
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<tr>
<td>On-Street Guest Parking Spaces</td>
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</tr>
<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
<td>yes</td>
</tr>
</tbody>
</table>

AC condensers or heat pumps must be screened from public view.

Solar panels should be located away from the front street view to the maximum extent possible.

* Corner Lot Width = 60’

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
9.2.5 Single-Family Wide & Shallow 75’ X 85’ Lots

A. Permitted Uses:

- Single-family detached, wide & shallow 75’x85’ residential home; as shown on Exhibit 9-8, Single-Family Wide & Shallow 75’ X 85’.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

9.2.6 Single-Family Paseo 55’ X 62.5’ Lots

A. Permitted Uses:

- Single-family detached, Paseo 55’x62.5’ residential home; as shown on Exhibit 9-9, Single-Family Paseo 55’ X 62.5’.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
Exh 9-8
SINGLE-FAMILY WIDE & SHALLOW 75’x85’

Summary

Architectural Styles Permitted:
Farmhouse Interpretive or Contemporary Cottage

Design Criteria Requirements

Min. Lot Area | 5,250 sf
Min. Lot Width | 75’ *
Min. Lot Depth | 85’
Flex Block | no
Max. Building Stories | 2
Max. Building Height | 35’
Front Setbacks
Porch | 5’
Building | 10’
Garage (foundation of) | 18’
Side Setbacks
Porch | 5’
Building | 5’
Garage (foundation of) | 5’
Corner Lot Side Setbacks
Porch | 5’
Building | 10’
Rear Setbacks
Porch/Building | 5’
Garage Parking Spaces | 2
On-Street Guest Parking Spaces | 1
Optional Carriage or Casita Unit Allowed** | yes

AC condensers or heat pumps must be screened from public view.
Solar panels should be located away from the front street view to the maximum extent possible.

* Corner Lot Width = 85’

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
Exh 9-9
Single-Family Paseo 55’x62.5’ Flex Block

Summary

Architectural Styles Permitted:
Farmhouse Interpretive or Contemporary Cottage

Design Criteria Requirements

- Min. Lot Area: 3,437.5 sf
- Min. Lot Width: 55’
- Min. Lot Depth: 62.5’
- Flex Block: yes
- Max. Building Stories: 2
- Max. Building Height: 35’
- Front Setbacks:
  - Porch: 5’
  - Building: 10’
- Side Setbacks:
  - Porch: 5’
  - Building: 5’
  - Garage (foundation of): 5’
- Corner Lot Side Setbacks:
  - Porch: 5’
  - Building: 5’
- Rear Setbacks:
  - Porch/Building: 5’
  - Garage (foundation of): 5’
- Garage Parking Spaces: 2
- On-Street Guest Parking Spaces: 1
- Optional Carriage or Casita Unit Allowed: no
- AC condensers or heat pumps must be screened from public view.
- Solar panels should be located away from the front street view to the maximum extent possible.

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
9.2.7 Single-Family Alley Load 35’ X 100’ Lots

A. Permitted Uses:

- Single-family detached, 35’x100’ residential home; as shown on Exhibit 9-10, Single-Family Alley Load 35’ X 100’.
- Carriage unit or Casita unit on up to half the lots per block.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

9.3 SINGLE-FAMILY ATTACHED (SFA) RESIDENTIAL DEVELOPMENT STANDARDS

9.3.1 Duplexes

A. Permitted Uses:

- Single-family attached, Duplex residential home; as shown on Exhibit 9-11, Duplex Lots.
- Outbuildings for storage (maximum 6 feet high).
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
Architectural Styles Permitted:
Farmhouse Interpretive or Contemporary Cottage

**Design Criteria Requirements**

<table>
<thead>
<tr>
<th>Requirement</th>
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<td>Max. Building Height</td>
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<tr>
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<tr>
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<tr>
<td>Building</td>
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<td>Garage Parking Spaces</td>
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<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
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</tr>
<tr>
<td>AC condensers or heat pumps must be screened from public view.</td>
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</tr>
<tr>
<td>Solar panels should be located away from the front street view to the maximum extent possible.</td>
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* Corner Lot Width = 45'

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
Exh 9-11
Duplex Lots
Flex Block

Summary

Architectural Styles Permitted:
- Farmhouse Interpretive or Contemporary Cottage

Design Criteria Requirements

- Min. Lot Area: 3,000 sf
- Min. Lot Width: 30'
- Min. Lot Depth: 100'
- Flex Block: yes
- Max. Building Stories: 2
- Max. Building Height: 35'

- Front Setbacks:
  - Porch: 5'
  - Building: 10'

- Side Setbacks (one side):
  - Porch: 5'
  - Building: 5'
  - Garage (foundation of): 5'

- Corner Lot Side Setbacks:
  - Porch: 5'
  - Building: 5'

- Rear Setbacks:
  - Porch/Building: 5'
  - Garage (foundation of): 5'
  - garage parking spaces: 2
  - On-Street Guest Parking Spaces: 1

- Optional Carriage or Casita Unit Allowed: no

AC condensers or heat pumps must be screened from public view.

Solar panels should be located away from the front street view to the maximum extent possible.

Refer to Section 10, Landscape Design Guidelines, for landscape requirements.
9.3.2 Triplexes

A. Permitted Uses:

- Single-family attached, Triplex residential home; as shown on Exhibit 9-12, *Triplex Lots*.
- Temporary construction trailers are allowed as a subdivision construction project office during time of construction when a valid building permit is in force.
- Model home complex including sales office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
- Fourplexes and fiveplexes are permitted.

9.4 CARRIAGE AND CASITA UNIT STANDARDS

A. Permitted with the following product types:

- Single-family detached, Estate Lot residential home; as shown on Exhibit 9-3, *Estate Lots* and Exhibit 9-4, *Estate Lots – Bastone Court Neighbors*.
- Single-family detached, 60’x100’ residential home; as shown on Exhibit 9-5, *Single-Family Front Load 60’X100’.*
- Single-family detached, 60’x100’ residential home; as shown on Exhibit 9-6, *Single-Family Alley Load 60’X100’.*
- Single-family detached, 50’x100’ residential home; as shown on Exhibit 9-7, *Single-Family Alley Load 50’X100’.*
- Single-family detached, 75’x85’ residential home; as shown on Exhibit 9-8, *Single-Family Wide & Shallow 75’X85’.*
- Single-family detached, 35’x100’ residential home; as shown on Exhibit 9-10, *Single-Family Alley Load 35’X100’.*

This Specific Plan allows either a carriage unit or casita unit on all for sale products except a triplex (carriage units are integral to a triplex design), duplex, paseo, and wide and shallow units. These carriage and casita units may have full kitchens and can be rented. One additional garage or carport parking space is required if a full kitchen is provided. The maximum number of carriage or casita units allowed per product is half (50%) of the total product type per block. Colors and materials will be compatible with the main structure.

These units cannot be sold, subdivided, nor converted to a co-op, and must remain as a part of the single lot as originally subdivided.
**Summary**

**Architectural Styles Permitted:**
- Farmhouse Interpretive or Contemporary
- Cottage

**Exh 9-12**

**Triplex Lots - Flex Block**

**Design Criteria Requirements**

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<td>Max. Building Stories</td>
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<td>Rear Setbacks</td>
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<td>Porch/Building</td>
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<td>Garage (foundation of)</td>
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<td>Garage Parking Spaces</td>
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<td>On-Street Guest Parking Spaces</td>
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</tr>
<tr>
<td>Optional Carriage or Casita Unit Allowed</td>
<td>no</td>
</tr>
</tbody>
</table>

**Note:**
- AC condensers or heat pumps must be screened from public view.
- Solar panels should be located away from the front street view to the maximum extent possible.

Refer to Section 10, **Landscape Design Guidelines**, for landscape requirements.
9.5 **MULTI-FAMILY ATTACHED (MFA) SENIORS/APARTMENTS/CONDOMINIUMS RESIDENTIAL DEVELOPMENT STANDARDS**

A. Permitted Uses:

- Multi-family attached, Seniors/Apartments/Condominiums.
- Temporary construction trailers are allowed as a multi-family construction project office during time of construction when a valid building permit is in force.
- Leasing or rental offices subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.
- Child care facility, with a Conditional Use Permit (CUP).
- Conditional Use Permit is required for the Seniors/Apartments/ Condominiums products.
  - These three residential prototypes cover a large variation in the types of uses, square footage, parking requirements, number of stories, recreational needs, building separation, traffic generation, and other amenities. For these reasons a CUP is required to establish development standards at the time of the City’s discretionary approval.

9.6 **FLEX BLOCK DEVELOPMENT STANDARDS**

A. Permitted Uses:

- Single-family detached, Paseo 55’x62.5’ residential home; as shown on Exhibit 9-9, *Single-Family Paseo 55’ X 62.5’*.
- Single-family detached, 35’x100’ residential home; as shown on Exhibit 9-10, *Single-Family Alley Load 35’ X 100’*.
- Single-family attached, Duplex residential home; as shown on Exhibit 9-11, *Duplex Lots*.
- Single-family attached, Triplex residential home; as shown on Exhibit 9-12, *Triplex Lots*.
- Temporary construction trailers are allowed as a multi-family construction project office during time of construction when a valid building permit is in force.
- Leasing office subject to 17.41.016 of the West Sacramento Municipal Code.
- Similar uses permitted by Commission determination: The Commission may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and
welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

9.7 RECREATION AND PARK (RP) DEVELOPMENT STANDARDS

A. Permitted Uses:

- Community Park (Sports & Recreation Community Park)
- Neighborhood Parks
- Pocket Parks
- Tot Lot
- Temporary construction trailers are allowed as a multi-family construction project office during time of construction when a valid building permit is in force.
- Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

B. Possible Amenities (not limited to):

- Bike Racks
- Picnic Tables
- Barbecue
- Basketball Court
- Tennis Court
- Playground
- Water Feature
- Pedestrian and Dog Drinking Fountains
- Water Storage Tanks (Sports and Recreation Community Park only)
- Child care facility (Sports and Recreation Community Park only)
- Lit Baseball Fields
- Snack Shack
- Pavilion
9.8 **THE COMMONS (TC) DEVELOPMENT STANDARDS**

A. Permitted Uses (not limited to):

- Private Recreational Amenities
  - Pool
  - Lap Pool
  - Spas
  - Water Play Area
  - Exercise Room
  - Yoga Room
  - Outdoor Kitchen
  - Fire Pit
  - Bocce Ball
  - Event Room
  - Clubhouse
  - Café
  - Commercial Kitchen
- Events (Weddings, Bands, Dances, etc.) with alcohol service till 10:30pm
- On-Site Parking
- Management/HOA Offices
- Meeting Rooms
- Liberty Orchard

B. Temporary Uses:

- Builder and Developer Offices / Construction Offices
- Realtor Offices

9.8.1 **NEIGHBORHOOD COMMERCIAL (NC) DEVELOPMENT STANDARDS**

A. Permitted Uses (not limited to):

- Neighborhood commercial and office uses; max. 10,000 SF
- Restaurants
  - Sandwich Shop
  - Pizza Parlor
  - Bakery
  - Café
  - Wine and Cheese Shop
- Neighborhood Market
- Nail Salon
- Hair Salon
- Drug Store
- Dentist
- Chiropractor
- Cleaners
- Pet Grooming/Supplies
- Bike Shop
- Office
  - Realtor
  - Insurance, etc.
• Outdoor Eating Areas
• Postal Facility

• Expansion of HOA Facilities
  ▪ Meeting Rooms
  ▪ Wine Bar
  ▪ Technology Center, etc.

• Temporary construction/home builders and realtor offices are allowed during and after construction. This office is permitted during time of construction when a valid building permit is in force.
• Leasing office subject to 17.41.016 of the West Sacramento Municipal Code.
• Similar uses permitted by Planning Director determination: The Director may, by resolution of record, permit any other uses which it may determine to be similar to those listed above, and not more detrimental to the public health, safety, and welfare, or to other uses permitted in this district. For procedure, see Chapter 17.23 of the West Sacramento Municipal Code.

B. Temporary Uses (not limited to):

• Builder/Developer Offices
• Construction Office
• Sales Office
• Design Studio
• City Inspection Office

C. Alternative Uses (not limited to):

All alternative uses within the Neighborhood Commercial location are subject to a City of West Sacramento Conditional Use Permit (CUP).

• Condos
• Police Substation
• City Offices
• Medical Office
• Added Recreational Space

D. Possible Amenities (not limited to):

• Electric Car and NEV Parking and Charging
• Solar Roofs
• Roof Garden/Green Roof
• Solar Shade Structures (Pedestrian and Parking)
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10.0 LANDSCAPE DESIGN GUIDELINES

The Liberty Specific Plan Landscape Design Guidelines are intended to provide a consistent high-quality design direction for improvements throughout the community. Through implementation of these Guidelines, value will be built and a consistent level of quality will be established throughout the community by creating livable neighborhoods, inviting parks and efficient greenbelts and trails where emphasis has been placed upon the landscaped environment. While implementation of these Guidelines will take place over many years and phases, they establish a holistic framework to be followed. These Guidelines are not intended to limit creativity or address all unique situations, but rather ensure that the fundamental goals and vision for Liberty are achieved. The purpose of the Design Guidelines is as follows:

- To provide the City of West Sacramento with the necessary assurance that, when completed, Liberty will be built in accordance with the quality and character proposed herein;

- To provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to maintain the desired design integrity, character, and aesthetics;

- To provide guidance to homeowner’s wishing to make improvements or modifications on private property;

- To provide guidance to City staff, the Planning Commission, and the City Council in the review of future development submissions; and

- To allow flexibility for innovative and creative design solutions while respecting the overall goal, vision, and character of Liberty.

10.1 COMMUNITY DESIGN GUIDELINES

10.1.1 The Landscape Environment

Liberty has been designed as a pedestrian-scale, walkable and bikeable community where each neighborhood has access to community and neighborhood parks, greenbelts/trails, The Commons, and K-8 elementary school. The pedestrian-scale community design along with convenient access to greenbelts/trails is intended to accommodate a lifestyle that is less reliant on the automobile and more on walking and biking. Through these Guidelines, the landscape environment including placemaking, wayfinding, and site amenities shall embrace and reflect the overarching farmhouse interpretive and contemporary cottage architectural design theme and character established for Liberty.

Throughout Liberty, the community design theme of farmhouse interpretive and contemporary cottage will be reinforced through a formally composed landscape design for both private and public spaces. This formal planting composition, reminiscent of agriculture planting patterns,
will support and reinforce the farmhouse interpretive and contemporary cottage character and theme. A consistent family of community design elements such as street lights, benches, tables, plant material, and building materials shall be found throughout Liberty to establish a strong and unifying character. Plant species, along with hardscape materials and textures, shall be carefully selected to achieve this goal. The physical layout and arrangement of these elements shall reinforce and complement the pedestrian scale of the community, as is shown on Exhibit 10-1, Landscape Concept.

**Streetscapes** – Streets play an important part in a community which are exhibited through landscaping (canopy shade trees, shrubs and ground-plane plant material with seasonal variety), sidewalks (varying widths and materials), and parkways allowing separation all which are designed to create a comfortable, safe, appealing, and unified environment.

**Greenbelts/Trails** – Greenbelts/trails link the community through a network of well-organized systems each designed intently with the pedestrian in mind. Hardscape materials and the accompanying landscape shall create safe and visually pleasing environments. These systems are intended to be prime mobility routes for the residents of Liberty.

**Parks** – Amenities and the landscaping within The Commons, community park (Sports and Recreation Community Park), neighborhood parks, neighborhood commercial, and greenbelts shall be designed to promote recreation, gathering, and leisure activities. Much like all other spaces within Liberty, parks shall also be designed to support the overarching farmhouse interpretive and contemporary cottage character of the community.

**Community Monumentation** – Monumentation shall respect the design theme and character of Liberty while utilizing quality materials in their construction. Monuments shall not be bold expressions, instead simple in composition and scaled appropriately for their intended use of wayfinding and placemaking.

**Walls and Fences** – Walls and fences shall provide security, spatial definition, screening, and noise attenuation. Walls and fences shall be located where appropriate; Liberty shall not be a community of extensive soundwalls or tall fences. Low walls and fences can be used successfully to create interest and define public vs. private spaces. Designs can include view walls/fences, post-and-cable, split rail, off-sets, tubular steel, etc. When walls and fences are to be used, they shall utilize quality materials and appropriate colors that support Liberty’s overall design and character. Materials such as chain link fence and vinyl are prohibited.

**10.1.2 Crime Prevention Through Environmental Design (CPTED)**

Safety is one of Liberty’s six core values. It is recognized that when people feel safe in their neighborhoods they are more likely to interact with one another and take ownership of their community. For this reason, Liberty has been designed to allow for “eyes on” spaces with the
goal of providing an increased sense of security, ownership, and pride (refer to Exhibit 12-1 Crime Prevention Through Environmental Design).
Summary

Liberty parks, greenbelts, and pedestrian oriented streets create an extensive network of walking and biking paths throughout the community and make safe connections to the K-8 elementary school and to the Clarksburg Branch Line Pedestrian & Bike Trail, which leads to River City High School and Recreation Center.

The Commons will be the primary community gathering and event space. Which may also include a central postal facility. The northern half circle park will contain a Great Lawn, where community events and festivals can take place. Additionally, six amenitized neighborhood parks are located throughout the community to add variety and interest to the landscape and a community park will contain baseball fields, pavilion and dog park (Sports & Recreation Community Park).

Greenbelts have been designed to preserve existing mature trees and create a variety of walking and biking routes within the community. The Liberty Loop greenbelt, Liberty Drive greenbelt, Stonegate Drive greenbelt, and the central north south greenbelt create the framework for Liberty pedestrian and bike connections. Liberty streets are also designed to encourage walking and biking and will add to the pedestrian and bike network by providing generous sidewalks, street trees, and visible front doors and livable front yards for safety.

- Approx. 6.3 miles of trails
- Approx. 66.1 acres of parks & greenbelts
- 371 mature trees
- 6 Neighborhood parks
- 1 Community Park
- 4 Pocket Parks

**Ex 10-1**

**LANDSCAPE CONCEPT**

**Landscape Concept**

- 4 Pocket Parks
- 1 Community Park
- 6 Neighborhood parks
- 371 mature trees
- 118 acres of parks & greenbelts
- 6.3 miles of trails
- Hub for the community
- Designated around the north and south Liberty greenbelt spines
- Designed for accessibility from Village Parkway
- A public park is designed around a stand of existing mature trees to be preserved and is accessible from Village Parkway
- Variety and convenience
- Preserved the trees along property line within Estate Lots
- Curved walls and added greenbelt along Village Parkway marketing window
- Mature trees preserved within estate lots
- Curved walls and added greenbelt along Village Parkway marketing window
- Mature trees preserved within estate lots
- Mature trees preserved along Liberty Drive and Liberty parks and greenbelts and pedestrian paths to create a web of connectivity
- Mature trees preserved along Liberty Drive and Liberty parks and greenbelts and pedestrian paths to create a web of connectivity

**Private recreation areas for the seniors/apt./condos**

- The southern half circle park anchors the central greenbelt spine and gives a strong visual focus to this area
- The northern half circle park is the critical link connecting parks and the Liberty school to greenbelts and trails to create a web of connectivity
- The west side of Village Parkway is lined by greenbelts, parks and the K-8 school to help create visual space and give Liberty a green edge
- Mature trees along Liberty Drive are preserved and protected by a generous greenbelt edge
- The north/south greenbelt spine creates a barbell of park space and makes critical links to The Commons

- Bee Lakes sensitive habitat preserved (WSAFC purchase area)
- The existing neighborhood park expanded and connected to the north south Liberty greenbelt spine.
- Northern half circle park and/or the greenbelt spine and provided a Great Lawn at community center festivals.
- Single loaded streets next to preserved tree stands allows homes to front onto the greenbelt.
- Mature trees preserved within estate lots.
- Stonegate Drive for easy visual and physical access from the pedestrian and bike network by providing generous sidewalks, street trees, and visible front doors and livable front yards for safety.
- Highly amenitized parks are designed throughout to provide variety and convenience.
- The Commons is located at the heart of the community and will include a private clubhouse & pools.
- Mature trees preserved along Liberty Drive and Liberty parks and greenbelts and pedestrian paths to create a web of connectivity.
While the land plan and Specific Plan for Liberty have provided a strong foundation for achieving the goal of CPTED (designing communities to deter criminal activity), close attention to design and detail are required during the improvement plan process. During the improvement plan process, attention shall be focused on:

- Creating “Defensible Spaces” which allow people to see and be seen continuously.
- Increasing the sense of security. Doing so will encourage people to take control of the community and its subareas and assume a role of ownership.
- Providing “Natural Surveillance” by taking steps to increase the perception that people can be seen. Spaces shall be designed to maximize visibility and enable close social interaction amongst residents.
- Providing “Natural Access Control” by clearly delineating public spaces and private spaces. Clear definition of space will alert an observer that an individual is somewhere they should not be.
- Providing “Natural Territorial Reinforcement” by designing environments where people will use spaces and in turn have a greater sense of ownership. Providing areas where residents feel comfortable, occupy, and “own” a space will deter a negative criminal element from occupying it.
- Ensuring a comprehensive maintenance program and enforcement entity to preserve the high-quality character of Liberty. It is recognized that maintenance creates positive community energy and is an expression of pride and ownership.

### 10.1.3 Water Conservation

Liberty is committed to water conservation through the design and management of the landscaped environment. A significant step to conserving water rests primarily in the landscape of each residence, and secondarily in parks, also along roadway and greenbelt landscaping within the community. Therefore, these Guidelines set forth practices and steps that when followed will reduce the use of water within the landscape.

Beginning in January 2010, the State of California required applicable landscapes to comply with its Water Efficient Landscape Ordinance (WELO). WELO recognized that water is a limited and precious resource and should not be wasted or unreasonably used. The purpose of WELO is to promote water conservation, the efficient use of water, and to prevent waste by establishing a structure for planning, designing, installing, maintaining, and managing water efficient landscapes. WELO acknowledged that landscapes are essential to the quality of life in California providing areas for active and passive recreation and enhancing the environment by cleaning the air we breath and the water we drink. Therefore, it is imperative that the landscaped environment...
be designed, installed, maintained, and managed in such a way that water is conserved and efficiently used. This can be achieved by reducing water use to the lowest practical amount.

In support of the State of California’s WELO, the City of West Sacramento City Council adopted a Water Efficient Landscaping Ordinance tailored to its uniqueness. Liberty will implement and advance both Ordinances, during the design and improvement plan process, in the following ways:

- Planting and irrigation improvement plans shall be prepared by a licensed Landscape Architect. Irrigation plans, when not prepared by a Landscape Architect, shall be prepared by a certified irrigation designer.

- Plant material used within Liberty shall be climate appropriate and drought tolerant.

- The majority of all plant material used within Liberty shall be found within the “moderate”, “low”, and “very low” categories as defined within the latest edition of “Water Use Classifications of Landscape Species” (WUCOLS). “High” water use plant material, such as turf, shall be used sparingly within Liberty, predominately in active recreational settings such as parks. Generally, turf shall be used within spaces for active and passive benefit and not for aesthetics.

- Irrigation efficiency shall be increased by matching water supply to plant needs; only the amount of water needed to maintain a healthy and thriving plant shall be applied.

- Irrigation systems shall be designed and tailored to the attributes of selected plant material, existing soil type, permeability, and exposure.

- Automatic irrigation controllers shall employ water management features such as soil moisture probes, rain shut-off sensors, and evapotranspiration based scheduling.

- Irrigation systems shall be fully automatic, underground, and predominately low-volume, point-source delivery systems where appropriate per City and state Water Efficient Landscaping Ordinances. The use of overhead, low-volume, spray irrigation equipment shall be used only where necessary and appropriate.

**10.1.4 Community Plant Palette**

The City of West Sacramento’s climate is influenced by California’s Central Valley floor and the cooling marine air delivered by the Delta breezes. Recognizing this uniqueness, plant material must be selected carefully based upon their adaptability to the local climate, soil conditions, and topographical conditions. Wherever possible, the use of native and drought-tolerant trees, shrubs, and groundcovers shall be used. The selection of deciduous trees play an important part of the community plant palette in that they have the ability to minimize summer heat island effects as
well as provide heat gain in the winter. Furthermore, when selecting canopy shade trees for use within Liberty, they shall be dense enough to block out some or all sunlight during the hottest part of the day during the summer months, spread enough to shade such spaces as outdoor livable front yards, or when grouped together shade entire streets and parking lots. While shade is important, tree canopies must not block PV panels or future PV panel areas on the roofs or carports throughout Liberty.

A limited community plant material palette shall be developed and employed to ensure greater unity, cohesion, simple composition, and consistency supporting Liberty’s identity and character. This unique landscape identity will differentiate Liberty from surrounding subdivisions, “soften” its spaces, and positively affect the quality of the outdoor environment.

The following community tree palette, shown in Table 10-1, Community Tree Palette, has been created for its design appropriateness, climate conditions, and maintenance attributes while supporting a water efficient landscape. During the improvement plan process, for both private and public land uses, landscape architects shall select from the following community tree palette. The Community Street Tree Master Plan is shown in Exhibit 10-2. When trees are proposed outside of the following palette, the trees shall have design compatibility and be drought resistant.

Minimum tree size shall be 15 gallon; 24” box is strongly encouraged.
### Table 10-1
Community Tree Palette

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<th>Location</th>
<th>Botanical Name</th>
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<td>Acer species</td>
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<td>Zelkova serrata</td>
<td>Sawleaf Zelkova</td>
</tr>
<tr>
<td>All Land Use and Streets</td>
<td>Acer species</td>
<td>Maple</td>
</tr>
<tr>
<td>(for locations not shown</td>
<td>Cercis species</td>
<td>Redbud</td>
</tr>
<tr>
<td>within the Street Tree</td>
<td>Lagerstroemia species</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td>Master Plan)</td>
<td>Laurus nobilis</td>
<td>Sweet Bay</td>
</tr>
<tr>
<td></td>
<td>Nyssa sylvatica</td>
<td>Tupelo</td>
</tr>
<tr>
<td></td>
<td>Carpinus betulus “Fastigiata”</td>
<td>European Hornbeam</td>
</tr>
<tr>
<td>Alleys</td>
<td>Arbutus species</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Carpinus betulus</td>
<td>European Hornbeam</td>
</tr>
<tr>
<td></td>
<td>Cercis canadensis</td>
<td>Eastern Redbud</td>
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<tr>
<td></td>
<td>Cinnamomum camphora</td>
<td>Camphor Tree</td>
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<tr>
<td></td>
<td>Cupressus sempervirens</td>
<td>Italian Cypress</td>
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<tr>
<td></td>
<td>Eriobotrya deflexa</td>
<td>Bronze Loquat</td>
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<tr>
<td></td>
<td>Geihera parviflora</td>
<td>Australian Willow</td>
</tr>
<tr>
<td></td>
<td>Ginkgo biloba</td>
<td>Maidenhair Tree</td>
</tr>
<tr>
<td></td>
<td>Laurus nobilis</td>
<td>Sweet Bay</td>
</tr>
<tr>
<td></td>
<td>Lagerstroemia species</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td></td>
<td>Malus species</td>
<td>Flowering Crabapple</td>
</tr>
<tr>
<td></td>
<td>Nyssa sylvatica</td>
<td>Tupelo</td>
</tr>
<tr>
<td></td>
<td>Olea europaea “Swan Hill”</td>
<td>Fruitless Olive Tree</td>
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<tr>
<td></td>
<td>Prunus species</td>
<td>Flowering Cherry</td>
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<td></td>
<td>Rhus lancea</td>
<td>African Sumac</td>
</tr>
<tr>
<td></td>
<td>Schinus molle</td>
<td>California Pepper Tree</td>
</tr>
</tbody>
</table>

* The use of Oak trees are strongly encouraged within Liberty however, they must be carefully selected based upon the available space and site conditions to ensure their long-term health. Use of noxious or invasive plants within the City ROW is prohibited. All plantings located in the City ROW are subject to City approval.
Shrubs and groundcovers shall be selected during the improvement plan process to not only thrive within the specific climate zone of West Sacramento, but also the microclimate found at Liberty. In addition, shrubs and groundcovers shall be selected to support the overarching farmhouse interpretive and contemporary cottage theme and character established for Liberty; primarily woody plant material, although ornamental grasses can be successfully woven into an overall planting scheme. The use of invasive and/or noxious plant species is not permitted within City Rights-of-Way. The use of plant material such as blackberry vines/bushes may be used within privately maintained areas. The selection of shrubs and groundcover should go beyond simply aesthetics and water conservation; they should be selected to attract butterflies, bees, and hummingbirds, produce food for birds, produce fragrance, and embrace seasonal change. Whenever shrubs and groundcovers are used, they shall be used with design intent to define space (public vs. private) as well as create defensible spaces where appropriate. Shrubs and groundcovers should be used in large massings to evoke the character reminiscent of agrarian practices.

Shrubs and groundcovers shall be selected to conserve water. The majority of plant material selected within Liberty shall fall into the categories of “very low”, “low”, or “moderate” water use as defined within Water Use Classifications of Landscape Species (WUCOLS).
Summary
Liberty streets will be planted with large canopy street trees. In addition to providing shade, they will create a pleasant, pedestrian friendly street environment.

LEGEND

- Village Parkway
  1. Parkway
  2. Median
- Liberty Loop & Liberty Drive
- Davis Road
- Stonegate Drive
- Interior spine Rd
- Interior Loop
- Neighborhood Streets
- Entries

For all other streets, see Table 10-1 for a list of community street trees to select from. Each street shall have a unifying street tree.

- Ulmus parvifolia “Frontier” (Frontier Elm)
- Quercus suber (Cork Oak)
- Pistacia chinensis “Keith Davey” (Chinese Pistache)
- Quercus lobata (Valley Oak)
- Acer rubrum “Red Pointe” (Red Maple)
- Zelkova serrata “Halka” (Sawleaf Zelkova)
- Tilia cordata (Little-Leaf Linden)

Table 10-1

<table>
<thead>
<tr>
<th>Community Streets</th>
<th>Street Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liberty Loop &amp; Liberty Drive</td>
<td>Pistacia chinensis “Keith Davey” (Chinese Pistache)</td>
</tr>
<tr>
<td>Davis Road</td>
<td>Quercus lobata (Valley Oak)</td>
</tr>
<tr>
<td>Stonegate Drive</td>
<td>Acer rubrum “Red Pointe” (Red Maple)</td>
</tr>
<tr>
<td>Interior spine Rd</td>
<td>Zelkova serrata “Halka” (Sawleaf Zelkova)</td>
</tr>
<tr>
<td>Interior Loop</td>
<td>Tilia cordata (Little-Leaf Linden)</td>
</tr>
<tr>
<td>Neighborhood Streets</td>
<td>For all other streets, see Table 10-1 for a list of community street trees to select from. Each street shall have a unifying street tree</td>
</tr>
</tbody>
</table>
10.1.5 Landscape Planting Guidelines

The streetscape along with sidewalks, greenbelts/trails, lighting, driveways, front and sideyard planting, walls, fences, and gates shall be considered a part of a comprehensive design approach which will lead to a well integrated, harmonious, high-quality, and timeless character intended within Liberty. The formal composition of landscape materials and specifically plant material shall be used to create and define spaces and should not be used simply as decoration. Low hedges are encouraged to screen utilities and meters as well as alternatives to privacy fences. Different utilities require different clearances for use, maintenance, and repair, and therefore screening hedges shall comply with each utility’s specifications. Whenever possible, landscape materials should highlight the entry into a residence, soften edges, and provide scale. The use of specimen/accent plant material (size and/or unique form, texture, color, etc.) should be found at areas of visual importance.

a. Landscaping at Single-Family Dwellings

i. Front Yard Landscaping/The Livable Front Yards

The front yard of a single family home within Liberty is intended to be a usable and activated space (a livable front yard) allowing homeowners the opportunity to gather and socialize. Liberty front yards are more than landscaping for decoration. These livable spaces will encourage community interaction and help activate the street scene. These livable front yards shall be an extension of the home and considered as an outdoor “room” for people to enjoy. For this to occur, the livable front yards should be designed to include such items as welcoming patios, outdoor furniture, porch swings, attractive BBQs, water features, and fireplaces as well as enhancements such as decorative paving and low perimeter garden fences/walls and gates to define public vs. private spaces. Refer to Exhibit 10-3, Design Elements of a Livable Front Yard; Exhibit 10-4, Livable Front Yard: 35’X 100’ Alley Load SFR; and Exhibit 10-5, Livable Front Yard: 60’X 100’ Front Load SFR, which present examples of design elements and amenities that could be located in the front yard for the various products.

For single-family dwellings, the following criteria shall be met:

- At least one primary street tree shall be planted within the front yard (parkway) of each residential lot. Each street shall have a common primary street tree genus and species. Estate lots with a street frontage shall have a minimum of two primary street trees per street frontage.

- At least one small-scale accent tree, in addition to the required primary (parkway) street tree, shall be planted within the front yard of each home site when the street frontage is greater than forty-five feet.
Section 10  Landscape Design Guidelines

- Trees are to be chosen from the community tree palette (Table 10-1) and their ability to reinforce the neighborhood character and architectural theme. Ultimate mature size shall be considered to ensure the neighborhood scale is maintained.

Primarily deciduous trees should be utilized to maximize summer shade and winter solar gain.

- To maintain a proper growing environment, all shrub and groundcover areas shall receive a 3” deep layer of bark mulch. Colored rock/gravel or large expanses of bark mulch are prohibited.

- A well-organized composition of 5-gallon and 1-gallon shrubs shall be used to landscape the front yard of each dwelling. Plants shall be selected and planted to provide a transition and layering effect as well as seasonal color and flower accents. All homebuilder provided front and corner lot side yards shall be landscaped with shrubs and groundcover to ensure a minimum of 80% coverage within three years of planting.

- The use of turf (lawn) shall be limited. The livable front yard exhibits demonstrate acceptable locations of turf; turf should provide an extension of usable space. Turf shall be used conservatively within the front and corner lot side yard conditions. When used, turf areas are to be sodded with a low water use, dwarf blend.

- Enhanced paving of private sidewalks, driveways, and patios (within the livable front yards) are encouraged to reinforce the architectural character of each individual home. Paving materials such as interlocking pavers, small pebble exposed aggregate concrete, brick, stained and/or imprinted concrete are recommended.

- All plant material shall be selected for their ability to reinforce the neighborhood character, architectural theme, and scale of the space. A common street tree for each street and diverse accent trees shall be selected based upon adequate available space.

- Irrigation - All landscape shall be irrigated by an automatic water efficient/water conserving system.

- Rear yard landscapes shall have greater flexibility and allowances for individual expression. However, rear yard landscaping/improvements shall respect views as seen from adjacent public streets or any public vantage points. Trees shall be used to create space, provide shade, and minimize views into private spaces. Items such as trellises and sheds shall be setback from the property line and screened from view.
Active front yards will invite residents to spend more time in the front, which will help encourage community interaction and activate the street scene.

Livable front yards are places of daily enjoyment and entertainment for residents. They are furnished with design features like outdoor dining furniture, lounge furniture, chairs, porch swings, chaises, water features, fire bowls, and fire places. Other design elements may include enhanced paving, low walls, built in BBQ’s, sun umbrellas, rocking chairs, etc.
Livable front yards are planned for all Liberty homes. They will be usable spaces that animate residential streets and encourage interaction between residents by bringing activity to the front of the home rather than in the back yard.

Livable front yards in Liberty are designed with limited lawn area and may include front porches and patios, creative hardscape areas, dining and lounge furniture, fire bowls and outdoor fireplaces, built-in BBQ’s, trellis’ with climbing vines, and potted plants. A low fence and optional gate will delineate public and private space.
Livable front yards are planned for all Liberty homes.

In addition to generous front porches, livable front yards of front loaded lots may also have recessed garages, garage pergolas with vines, limited use of lawn, creative hardscape areas, dining and lounge furniture, fire bowls and outdoor fireplaces, built in BBQ’s, shade umbrellas, trellis’ with climbing vines, potted plants, and water features. A low wall or fence will delineate public and private space.

Activities like basketball hoops are encouraged in driveways.
ii. Side Yard/Corner Home Site Landscaping

Residential landscape designs shall take advantage of the additional street frontage associated with side yards. The goal of the landscape within these spaces is to soften the visual impact of a home’s sideyard elevation. To accomplish this, multiple, same species street trees shall be found at side yard/corner home site lots. Trees shall be carefully selected based on available space, neighborhood character, and upon the setback of the home site. Shrubs shall provide a buffer, transition, and defensible space between the home and the public sidewalk. The following criteria must be met:

- Vines shall be trained onto all masonry walls. Vines must be 5-gallon and at maximum spacing of 15 feet on center. Vines are recommended on solid, full height fences.

- A minimum of two rows of shrubs are to be planted. Background shrubs are to be evergreen and a minimum of 5-gallon in size. Foreground shrubs are to be a minimum of 1-gallon in size. Based upon available space, groundcovers shall be provided. Shrubs and groundcovers are to be spaced appropriate to achieve a minimum of 80 percent coverage upon their ultimate spread.

- When vines are used, background shrubs may be eliminated. Foreground shrubs must be a minimum of 5-gallon in size if this option is chosen.

- Planting – Trees, shrubs, and groundcovers shall be selected for their ability to reinforce the neighborhood character, architectural theme, and scale of the space.

- Street trees must be selected from the community tree palette and for their scale appropriateness upon residential lot size and location.

- Corner lots shall have two primary street trees (one tree per street frontage), not to interfere with shading of solar PV panel locations.

- Corner lots are required to have a minimum of one accent tree on the front door side of the corner lot.

- Irrigation – All landscape shall be irrigated by an automatic water efficient/water conserving system.
b. Estate Lot Landscaping

The landscape architecture within Estate Lots presents a unique opportunity to reinforce the character of Liberty. Enhanced Estate Lot landscaping shall be designed in concert with the architectural character of each home and the uses within the residential lot (ex. pool, pool house, patios, secondary dwelling unit, putting green, small fruit and/or nut orchard, small vineyard). Just as with other single-family residential lots, the use of turf shall be used sparingly. When used, turf will support active uses, and not used simply for decoration. It is strongly encouraged that where space permits, oak trees be incorporated into the landscape in support of a rural farmhouse interpretative and contemporary cottage character. Within Estate Lots located adjacent to David Road, a minimum of two, 24” box Valley Oak trees shall be planted along the southern property line adjacent to Davis Road. It will be the responsibility of the homeowner to care for the trees and ensure their long term health.

c. Landscaping for Multi-Family Residential Land Uses

- Recreation areas within multi-family residential areas will contain amenities that add value to the lives of the residents. Such amenities could include pools, walking paths, seating areas, gardens, shade structures, and picnic/BBQing facilities. Refer to Exhibit 10-6, Senior/Apartment/Condo Rec Area Character.

- The landscaping within multi-family residential land uses shall reinforce the farmhouse interpretative and contemporary cottage character established for Liberty. The landscape shall be formally organized in composition to be reminiscent of agricultural planting patterns.

- Trees should be planted in massing where space allows to mimic orchards or windrows common to agricultural patterns. Minimum tree size is to be 15-gallon; 24” box and larger are strongly encouraged and where building(s) require softening. There shall be a mix of both evergreen and deciduous trees for seasonal variation and interest.

- Shrubs and groundcovers shall be selected for their ability to provide a framework and layering of evergreen and deciduous species with additional accent species to provide interest at key focal point areas. Sparse planting is prohibited.

- Private sidewalks should be enhanced with materials or special finishing/score patterns to reinforce the pedestrian scale and character.

- Parking Lots – refer to item d iii.
• Irrigation – All landscape shall be irrigated by a water efficient/water conserving system.

d. Non-Residential Land Uses

i. Washington Unified School District School Site

The Liberty Specific Plan includes one K-8 elementary school site with outdoor recreation space. The school is a unifying and important civic element within Liberty and therefore, the school should be designed to express the overall importance of education. The design unity between the school facilities and community via the overarching farmhouse interpretative and contemporary cottage character is critical. The school should be developed in a campus-like setting that builds upon and incorporates many of the design characteristics described within the Liberty Specific Plan. The overall selection and use of materials and colors for the school shall be in keeping with the farmhouse interpretative and contemporary cottage character of Liberty. When siting the school administration building, it should be sited to face and engage the adjacent street(s) where an emphasis is placed on a sense of arrival. Within the school site, careful attention should be placed upon the landscape environment, specifically providing oak trees; parking lot and street trees shall be consistent with surrounding streetscapes.

ii. The Commons (private recreational amenities and neighborhood commercial)

The formal and high-quality landscape design of The Commons shall reinforce the overarching farmhouse interpretative and contemporary cottage character of Liberty. Refer to Exhibit 10-7, The Commons Concept Plan and Exhibit 10-8, The Commons Character. The site plan shall provide shaded pedestrian walkways and outdoor areas for people to gather, recreate, and leisure. A dominant tree shall be selected with groupings of accent trees at building entries, patios, courtyard, and other places where people are anticipated to gather. Planting should highlight building entries, soften building edges, and provide scale. Evergreen and deciduous trees should be used to enhance the architectural character and provide shade in the summer and sun in the winter.

Attention to detail is essential from the selection of elements and materials to their organization within a space. A family of high-quality site furnishings that complement the farmhouse interpretive and contemporary cottage character shall be provided within each site. Those site furnishings are anticipated to include parking lot and pedestrian light poles and bollards, planter pots, tables with
Section 10 Landscape Design Guidelines

umbrellas, chairs, benches, waste and recycling receptacles, art, bike racks, trellises, pergolas, etc.
Summary

Liberty senior/apartment/condo recreation areas will be amenitized with high quality features that add value to the lives of residents, including pools, walking paths, seating areas, lawns, shade structures, dog walking areas and picnic/BBQ facilities.

Key Map
The Commons lies at the heart of the community and will bring neighbors together to socialize, shop, play and relax.

Private amenities may include event and game rooms, HOA offices, a kitchen, and event room with outdoor space. Outdoor amenities will include pool, lap pool and hot tubs, cabanas, outdoor kitchen/BBQ area, fire pit, bocce ball court, restrooms, dog park, and the Liberty Orchard. There will also be on-site parking and a neighborhood commercial area.

**Exh 10-7**

**THE COMMONS CONCEPT PLAN**

**Summary**

The Commons lies at the heart of the community and will bring neighbors together to socialize, shop, play and relax.

Private amenities may include event and game rooms, HOA offices, a kitchen, and event room with outdoor space. Outdoor amenities will include pool, lap pool and hot tubs, cabanas, outdoor kitchen/BBQ area, fire pit, bocce ball court, restrooms, dog park, and the Liberty Orchard. There will also be on-site parking and a neighborhood commercial area.

**Key Map**

- **Key**
  - 1. Entry Courtyards
  - 2. Multi-Purpose Room
  - 3. Special Events Lawn
  - 4. Pool
  - 5. Lap Pool
  - 6. Recirculated Water Play Area
  - 7. Spas
  - 8. Outdoor Showers
  - 9. Gym
  - 10. Yoga Room
  - 11. Outdoor Kitchen & BBQs
  - 12. Dog Park
  - 13. Yoga Studio
  - 14. Bocce Ball Court
  - 15. Liberty Orchard
  - 16. Neighborhood Commercial / Retail
  - 17. Retail Buildings
  - 18. Waste Enclosure
  - 19. Enhanced Paving
  - 20. Bike Racks
  - 21. North South Greenbelt
  - 22. Bike Racks
  - 23. Trash / Recycling Enclosure
  - 24. Permeable Paving
  - 25. Potentially Relocated Heritage Trees
  - 26. Enhance Paving
  - 27. Bike Racks
  - 29. Permeable Paving
  - 30. Potentially Relocated Heritage Trees

**The Commons boundary**
Summary

The Commons lies at the heart of the community and will bring neighbors together to socialize, play and relax.

A potential iconic tower within the building will be a community landmark.

The private clubhouse may have game rooms, HOA offices, a commercial kitchen, and potential postal center. Outdoor amenities will include separate adult and kids pools and hot tubs, cabanas, outdoor dining/BBQ area, fire pit, event hall and lawn, restrooms, and bocce ball court.

The Commons Character
Section 10 Landscape Design Guidelines

iii. Parking Area Design Criteria

Where parking lots occur within Liberty, the following criteria are to be met:

- Provide clear pedestrian mobility pathways leading from the parking lot to building entrances. Pathways shall have enhanced paving to denote them as important systems. Accent trees shall be placed along each pathway to reinforce the system as well as to provide shade in the summer months.

- Provide water conserving irrigation systems to manage water usage and ensure the efficient use of water. Deep watering practices for trees are to be incorporated to encourage deep root growth and protect adjacent hardscapes.

- Landscape finger islands shall be provided at a ratio of 1 for every 10 parking stalls and shall be located evenly and consistently throughout the parking lot.

- Minimum planting space for any tree is 6 feet by 6 feet, clear of low profile landscaping.

- Tree species are to be selected from the community tree palette (Table 10-1) and for their ability to thrive in parking lot conditions. Providing shade is of vital importance. Large canopy shade trees shall be used within the parking lots, while smaller trees may be used near building or parking lot entrances.

- Shrubs and groundcovers should be selected for their ability to provide a framework as well as accent species to provide seasonal interest. Shrubs and groundcovers shall be formally organized in composition to be reminiscent of agricultural planting patterns.

- To minimize the view of parked cars, as seen from public streets and trails/sidewalks, all parking lots shall be surrounded by a low evergreen screen hedge. While this hedge is intended to minimize views of parked vehicles, it is important that the hedge not exceed 36” in height to ensure that natural surveillance can occur. Shrubs shall be planted at 5-gallon in size (min.) and shall be spaced to provide a continuous hedge within three years from planting.

- Where utilities, trash enclosures, etc. occur walls, decorative fences, trellises, vines, and shrub massings are to be used to screen them from any public sight line. Different utilities require different clearances for use, maintenance, and repair, screening hedges shall comply with each utility’s specifications.
iv. Preservation of Existing Trees

Existing trees within Liberty are considered an amenity and community asset and therefore great care and consideration shall be given to preserve and protect them. The Liberty land plan was designed to preserve existing trees to the maximum extent financially and physically feasible; great care shall be taken to maintain and preserve their health. Therefore, generally no improvement (other than a layer of bark mulch) shall occur beneath the canopy of an existing tree (within its critical root zone) that may jeopardize the trees’ health. This includes and is not limited to grading, planting and irrigation, hardscape, walls, pools, driveways, hanging items from a tree, etc. However, it is recognized that there may be unique and isolated exceptions. Therefore, prior to any improvement within the critical root zone of an existing tree, a certified arborist and licensed landscape architect shall be consulted to first ascertain the tree’s health and structure, and second critically evaluate if the proposed improvement will negatively affect the tree’s health or structural integrity. Based upon the results of the analysis, limited improvements may occur if approved by the HOA and if deemed the improvements have no negative affect on the tree.

10.2 STREETSCAPE DESIGN GUIDELINES

The landscape or streetscape environment within Liberty shall be designed to support the hierarchy that is established by each roadway type/classification/use. The streetscape environment shall be designed based upon the roadway’s character, travel speed, and right-of-way widths. The sidewalk and trail material types along with the selection of street trees, to provide shade and scale, and the understory landscape plant palette will help to create unique, attractive, and pedestrian scale appropriate environments. Streets shall be formally landscaped to strengthen the community’s overarching farmhouse interpretive and contemporary cottage identity and character. Planting of trees, which will one day become majestic tree canopies lining the streets and greenbelts, will create beautiful and intimate neighborhoods that support walking, bicycling, and interacting with neighbors. By design, arterial and collector roadways will have a greater density of trees and understory plantings; neighborhood streets (with wider residential lots) will have both a primary (parkway) street tree and a secondary accent tree; smaller residential lots (with narrow widths) may only permit a primary (parkway) street tree. Formally landscaped roundabouts will add distinct focal points as visual markers. Exhibit 10-9, Streetscape A - Village Parkway (A1); Exhibit 10-10, Streetscape B - Collector Roads (B1); Exhibit 10-11, Streetscape C - Stonetate Drive (C2); Exhibit 10-12, Streetscape D - Local Roads (D1); Exhibit 10-13, Streetscape E - Local Roads – Parking One Side (E2); Exhibit 10-14, Streetscape F - Liberty Loop (F1); Exhibit 10-15, Streetscape G - Alleys (G1 & G2); Exhibit 10-16, Streetscape H - Davis Road; and Exhibit 10-17, Streetscape I - Linden Road, present the streetscape for the various roads. In addition, refer to previous Exhibit 10-2, Community Street Tree Master Plan for the location and types of trees to be used within Liberty.
Section 10  Landscape Design Guidelines

Alleys within Liberty have been thoughtfully designed to be clean, efficient, safe, and activated spaces where activities such as basketball, hop-scotch or four-square may be played. Refer to Exhibit 10-18, *Design Elements of Integrated Alleys*; Exhibit 10-19, *Integrated Alleys: Safe and Green 35’X100’ SFR*, and Exhibit 10-20, *Integrated Alleys: Safe and Green 60’X100’ SFR*. Garages that face onto the alleys shall be tastefully detailed to include enhanced materials, finishes, and colors such as garage door pergolas with trailing vines. Within the integrated alley and along each homes’ property line, enhanced fences or walls with lockable gates shall be provided. Landscaping within the integrated alleys shall play an integral role by providing aesthetics, scale, as well as defensible space. Low growing shrubs and groundcovers will soften the appearance of the integrated alleys, and screen utilities while not allowing people to hide. Small to medium scale trees shall be used for aesthetics and scale, however trees shall not be planted where they will interfere with roof top PV panels.
**STREETSCAPE A**

**VILLAGE PARKWAY (A1)**

- **12' MEDIAN**
- **12' TRAVEL LANE**
- **8' BIKE LANE**
- **7' MEANDERING MULTI PURPOSE TRAIL**
- **28' ROW**
- **27' ROW**
- **16' MEDIAN**
- **10' WALK**
- **7' WALK**

**ADJACENT RESIDENTIAL OR K-8TH SCHOOL**

**ADJACENT SPORTS & RECREATION COMPLEX**

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**A1** Village Parkway / 2-Lane Divided Arterial, 106' Right-Of-Way
EXH 10-10
STREETSCAPE B
COLLECTOR ROADS (B1)

B1 Collector, Bike Lanes and Adjacent Trail

PUBLIC GREENBELT
WITH MATURE TREE LINE

PUBLIC GREENBELT OR
LIBERTY SCHOOL/ PARK /
RETAIL / REC. CENTER
(BUILDING SETBACK VARIES)

5' SIDEWALK
6' 7' BIKE LANE
12' TRAVEL LANE
67' ROW
11' TRAVEL LANE
7' BIKE LANE
12' MULTI-PURPOSE TRAIL
20'
C2 Collector, Bike Lanes, On-Street Parking and Adjacent Trail (Stonegate Dr.)

60' WIDE PUBLIC GREENBELT & RESIDENTIAL FRONT ENTRIES (BUILDING SETBACK VARIES)

12' MULTI-PURPOSE TRAIL
8' LANDSCAPE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
5' BIKE LANE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
6' LANDSCAPE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
11' TRAVEL LANE
11' TRAVEL LANE
12' MULTI-PURPOSE TRAIL
8' LANDSCAPE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
5' BIKE LANE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
6' LANDSCAPE
7' PARKING
5' BIKE LANE
4' STRIPED BUFFER
11' TRAVEL LANE
11' TRAVEL LANE
SACRAMENTO REGIONAL COUNTRY SANITATION DISTRICT (SRCSD) EASEMENT

C2

Collector, Bike Lanes, On-Street Parking and Adjacent Trail (Stonegate Dr.)

Exh 10-11
STREETSCAPE C
STONEGATE DRIVE
(C2)
Exhibit 10-13

STREETSCAPE E
LOCAL ROADS - PARKING ONE SIDE (E2)

E2  Local Road - Parking One Side

10' HOA GREENBELT & RESIDENTIAL BACK YARDS

8' PARKING

12' TRAVEL LANE

6' LANDSCAPE

12' TRAVEL LANE

10' HOA GREENBELT

5' SIDEWALK

6'6' WALK

32' ROW

49' ROW

11' FRONT ENTRIES

KEY MAP

STREETSCAPE E  rev 11-29-2016  NTS
EXH 10-14
STREETSCAPE F
LIBERTY LOOP (F1)

RESIDENTIAL FRONT ENTRIES
(BUILDING SETBACK VARIES)

5' SIDEWALK
9' LANDSCAPE
7' PARKING
9' LANDSCAPE
7' PARKING
5' SIDEWALK

9' 7'
PARKING
10'
TRAVEL LANE
10'
TRAVEL LANE
9'
PARKING
12' MULTI-PURPOSE TRAIL

14'
34'
71' ROW
21'

F1 Enhanced Local Road (Liberty Loop)

STREETSCAPE F
rev 11-29-2016
NTS

KEY MAP
EXH 10-15
STREETSCAPE G
ALLEYS (G1 & G2)

G1 Integrated Alley - No Parking Typical
G2 Alley - Fire Lane - No Parking
H  Davis Road / 2-Lane Rural Road, 50’ Right-Of-Way
Exh 10-17
STREETSCAPE I
LINDEN ROAD

I Linden Road

STREETSCAPE I
Integrated public alleys are thoughtfully designed to be clean, efficient, safe and green spaces. Garages are set back 5’ from the alley. Common landscape elements found in the alley include garage door pergolas with vines, small water wise trees, and low plantings. Architecture on the alley will be consistent with the farmhouse interpretive and contemporary cottage architecture themes. Architectural LED lighting will illuminate the alley and street addresses. Lockable side yard gates delineate private space. Alleys may be activated by uses like basketball hoops above garages, hopscotch, and four square.

**Summary**

Integrated public alleys are thoughtfully designed to be clean, efficient, safe and green spaces. Garages are set back 5’ from the alley. Common landscape elements found in the alley include garage door pergolas with vines, small water wise trees, and low plantings. Architecture on the alley will be consistent with the farmhouse interpretive and contemporary cottage architecture themes. Architectural LED lighting will illuminate the alley and street addresses. Lockable side yard gates delineate private space. Alleys may be activated by uses like basketball hoops above garages, hopscotch, and four square.
Summary
Liberty integrated public alleys are carefully designed to be safe, pleasant and productive areas within the community. Some key features include:

Solar Optimization
The north/south alley orientation maximizes photovoltaic exposure on the rear of the homes. Solar potential is protected by prohibiting large canopy trees or structures that shade solar access near the alleys.

Wind Orientation
The alley orientation will capture the prevailing summer delta breezes helping to cool the area by as much as 15 degrees.

Lighting
Alleys will have efficient LED lighting to ensure visibility and eliminate dark areas. Address signs will also be illuminated.

Landscaping, Walls & Fences
Thoughtful water wise landscaping and enhanced wall & fence designs give the alleys a clean look and help define private and public space.

Eyes on the Alleys
Alleys may be activated with activities such as basketball, 4-square, and hop scotch. Garage door windows, second story windows, and balconies look down on the alleys.
**EYES ON THE ALLEY**
Second story windows and balconies look down on the alley.

**LOW GROWING SHRUBS**
Reduce places for people to hide.

**SMART LIGHTING**
Light brightness increases in intensity with activity eliminating dark corners and enhances visibility.

**ENHANCED PAVING & LANDSCAPE AREAS**
Help delineate public and private space.

**ENHANCED FENCES AND LOCKABLE SIDE GATES**
Control access into private side and back yards.

**MAINTENANCE & MANAGEMENT**
Proper maintenance of landscaping, lighting, fencing, trash cans, and other alley features will be enforced by the CC&R’s.

**Solar Access**
Small trees may be used in alley landscaping but must be planted to avoid shading PV panels.

**Gated Side Yards**
Side yards must be enclosed with fences or walls and lockable gates.

**Parking**
No parking in alleys.

---

**EAST/WEST ORIENTATION**
Maximize solar orientation for photovoltaics.

**LIGHTING**
LED lighting will illuminate the alley and light home addresses.

**LANDSCAPING**
Water Wise landscaping and Smart Irrigation required.

**DRIVEWAY APRONS**
Enhanced driveway paving materials are encouraged.

**GARAGE DOORS**
Encourage decorative garage doors with translucent windows.

**GARAGE TRELLIS**
Grow climbing vines on trellis over garage door.

**SECOND STORY PV**
Encourage second story PV rather than first story roof elements.

**CONCRETE RIBBON EDGE**
Edge of alley detail.

---

**Summary**
Liberty integrated public alleys are carefully designed to be safe, pleasant and productive areas within the community. Some key features include:

**Solar Optimization**
The north/south alley orientation maximizes photovoltaic exposure on the rear of the homes. Solar potential is protected by prohibiting large canopy trees or structures that shade solar access near the alleys.

**Wind Orientation**
The alley orientation will capture the prevailing summer delta breezes helping to cool the area by as much as 15 degrees.

**Lighting**
Alleys will have efficient LED lighting to ensure visibility and eliminate dark areas. Address signs will also be illuminated.

**Landscaping, Walls & Fences**
Thoughtful water wise landscaping and enhanced wall & fence designs give the alleys a clean look and help define private and public space.

**Eyes on the Alleys**
Alleys may be activated with activities such as basketball, 4-square, and hop scotch. Garage door windows, second story windows, and balconies look down on the alleys.
10.3 COMMUNITY EDGE TREATMENTS

There are distinct community edge treatments within Liberty, each designed to respond to the unique site conditions between Liberty and the adjacent land uses. When improvement plans are prepared for these areas, not only shall CPTED principles be followed respecting public vs. private space, but also ensuring visibility and defensible space through the selection of plant material, width and alignment of greenbelts/trails, as well as the height and materials of fences or walls to maintain “eyes on” spaces.

North Edge - The north edge of Liberty is defined by an enhanced landscape buffer that will include a trail system sensitively designed beneath the existing trees. The north edge treatment provides three unique opportunities; the preservation of mature trees, a “soft” and aesthetic landscape buffer to the existing homes to the north, and an east/west bike and pedestrian mobility system, as shown on Exhibit 10-21, Community Edge Treatment #1; Exhibit 10-22, Community Edge Treatment #2; and Exhibit 10-23, Community Edge Treatment #3. The treatment of this area shall ensure that the existing trees are not compromised. The integration of a trail system within a greenbelt will encourage the residents of Liberty to traverse and explore their community outside of their automobiles. While benches as “rest stops” should be located along the trail system, no noise producing active recreational uses shall be found. The selection and location of shrubs and groundcovers shall not create unsafe spaces; CPTED principles shall be woven into the design of these spaces. A Class 1 multi-purpose 12 foot trail, with a conjunctive use for maintenance by RD-900, along with tables and benches, viewing outlooks, and educational signage should be provided along the perimeter of the NC-10 Stormwater Detention Basin.

East Edge - The east edge is defined by Village Parkway separating development from the WSAFCA area, Sacramento River and its levee system. Trees within the Village Parkway right-of-way shall be placed to provide a uniform and consistent tree canopy. Along the west side of Village Parkway there will be sound walls (along the gated Estate Lots, 60’x100’ front loaded products to the south, and the Estate Lots adjacent to Davis Road) which have been designed to cohesively blend with the landscape. The understory landscape design treatment within Village Parkway (median and east side) will act as a transitional space where the formality of Liberty’s landscape design is softened to be more naturalistic in appearance, blending into the levee system’s naturalized landscape environment. This will be accomplished by the arrangement of informal groupings of more native or native-appearing shrubs and groundcovers.

South Edge - The south edge is a unique opportunity to respect the existing rural residential and agricultural land uses once common within the City of West Sacramento. Along the southern edge and within the Estate Lots adjacent to Davis Road, the landscape environment will be rural in character, where a prefabricated concrete split rail or low wood fence and a taller enhanced wood fence (on the property line of Estate Lots) along with informal groves of Valley Oak trees will be provided, and as shown on Exhibit 10-24, Community Edge Treatment #4: Davis Road. Within each Estate Lot adjacent to Davis Road, a minimum of two, 24” box Valley Oak trees
shall be planted along the southern property line. It will be the homeowner’s responsible (with HOA oversight) to care for the Valley Oak trees to ensure that the trees remain in a healthy and thriving condition.

Along Davis Road, a Class 1 multi-purpose trail along with plant material for both interest as well as to establish defensible space, will be provided. These plantings are subject to City approval as they are within the ROW of Davis Road. Where feasible, accent trees shall be provided along the trail yet shall not create canopy conflict with the Valley Oak trees which are to be planted within each adjacent Estate Lot.

**West Edge** - The west edge is defined by the Clarksburg Branch Line Pedestrian and Bike Trail, which is a segment of The Great California Delta Trail system. Refer to Exhibit 10-25, *Clarksburg Branch Line Pedestrian & Bike Trail*. The trail is a key and instrumental pedestrian and bike mobility system allowing residents of Liberty to travel north and south to destinations such as the River City High School and Recreation Center, as well as the Southport Town Center, both to the north. Landscape treatments along the trail will be designed to City standards however, items such as post-and-cable fences where required, benches, trail and educational markers, and large canopy shade trees should be incorporated.
Community Edge Treatment #1

Summary

Liberty lots backing up to existing Hopland Street neighbors are larger than the existing lots.

A Class 1 multi-purpose 12' trail surrounds the NC-10 Stormwater Detention Basin and connects residents to the Clarksburg Branch Line Pedestrian & Bike Trail via a new pedestrian crossing.

Front doors and livable front yards face Clarksburg Branch Line Pedestrian & Bike Trail and the detention basin creating “eyes on” safety. Path lighting provides clear visibility and safety.

Key Map
Summary

Greenbelts and lot sizes equal to or larger than the existing neighboring lots are designed along the perimeter edges to maintain the existing character of the adjacent neighborhoods.

Mature trees are preserved within green spaces. A new neighborhood park is designed east of Mojave Drive to expand the existing park north of Liberty and at Whitney Place.

Front doors and livable front yards face the park and greenbelt to create "eyes on" for safety.

Key Map
Summary
Liberty Estate Lots along community edges preserve mature trees in place and help maintain the character of the existing neighborhoods. Lot lines are matched to preserve the existing large lot character of Liberty edges. The Sports & Recreation Community Park provides non-residential green space adjacent to existing neighbors.
Summary

Davis Road and the existing drainage ditch will remain unaltered. A 12’ multi-purpose Class 1 trail is designed to meander along the north side of the ditch. A low, split rail fence will run along the ditch side of the multi-purpose trail and an Estate Lot wood fence will be built on the property line to allow. Gates are allowed along these rear fences.

The greenbelt is lit with low plantings to allow clear motorist and pedestrian visibility.
Exh 10-25
Clarksburg Branch Line Pedestrian & Bike Trail

Summary

The Clarksburg Branch Line Pedestrian and Bike Trail is a regional multi-purpose trail that runs adjacent to the west side of Liberty and connects residents to the high school, recreation center and shopping just north of Liberty.

Improvements to the trail length along Liberty will be consistent with the current Clarksburg Branch Line Pedestrian and Bike Trail City improvement efforts.
10.4 TRAIL DESIGN GUIDELINES

An extensive trail system within Liberty promotes an alternative, comfortable, attractive, and “low stress” mode of transportation for residents. Where shown and as designed, trails shall connect neighborhoods within Liberty and join the Clarksburg Branch Line Pedestrian and Bike Trail system. Along the trails within Liberty, benches shall be located at “rest stops” where riders/walkers and users alike can rest and socialize. A key attribute of the trails is that they offer students a safe and aesthetic route to and from school with minimal road crossings. The trails will also allow residents convenient connections to Liberty’s Commons, as well as parks found throughout Liberty. Refer to previous Exhibit 6-13, Pedestrian Mobility for more detailed information. All trails and the associated landscape environment shall be designed to CPTED principles as discussed earlier in this Section. At no time shall a trail be designed or maintained in a manner that does not support CPTED.

Sidewalks and Bike Trails – Concrete sidewalks and Class I bicycle paths will be included in the street system within the public right-of-way, as shown on previous Exhibit 6-14, Low-Stress Bikeways. Sidewalks shall be a minimum of 5 feet wide and bike pathways should be range from 5 to 12 feet wide depending on the road classification. (Refer to Section 6 – Mobility)

Liberty Loop, and Greenbelts – A 1.7-mile, tree-lined Class 1 greenbelt/trail will follow the outside edge of Liberty Loop (north and south) and will unify the community while providing safe pedestrian routes to the K-8 elementary school. This loop will also serve as an opportunity for residents to exercise and recreate. The Class 1 multi-purpose trail provided along Liberty Loop will connect to Liberty Drive, and provide access to the Clarksburg Branch Line Pedestrian and Bike Trail, Stonegate Drive, and Davis Road. A Class 1 multi-purpose trail will also be provided along Village Parkway, providing access north and south along the eastern portion of the community.

The Stonegate Drive Greenbelt (refer to Exhibit 10-26, Stonegate Drive Greenbelt Schematic) which runs parallel to Stonegate Drive, will provide a north/south pedestrian mobility network where residential livable front yards will abut, providing “eyes on” the greenbelt/trail. The Lower Northwest Interceptor (LNWI) sewer line is located below Stonegate Drive Greenbelt and half of Stonegate Drive. The LNWI is a permanent easement which only allows bike trails, surface parking, driveways, and landscaping; trees over 5 feet in height will need to be approved by SRCSD. The LNWI will affect Neighborhood Park 6 (Trail Park), Greenbelt 10 (Stonegate West Greenbelt), and a southern portion of Greenbelt 11 (Easement Greenbelt); as shown on Exhibit 5-14, Public Parks & Greenbelts Plan. Meandering multi-purpose trails with shaded sitting areas will provide users additional areas for passive recreation and leisure opportunities. Refer to Exhibit 10-27, Greenbelt Character for conceptual ideas.

10.5 PARKS, RECREATION, AND LEISURE

This section describes the parks, recreation, and leisure opportunities provided within Liberty.
The various opportunities have been designed to be within close walking distance to the residents and easily reached by a child on a bicycle. The amenities within the parks and greenbelts/trails shall provide a diversity of experiences, promote a healthy lifestyle, educate, and demonstrate environmentally appropriate landscaping all of which will enhance Liberty’s overall value. The proximity of the various amenities to the residential areas is intended to increase the usability of each park and trail and create unity, identity, and ownership. While amenities have been contemplated for each park within Liberty, these are intended to serve as transitional elements between the anticipated needs of the community and the actual needs once people begin to live within Liberty. Refer to Exhibit 10-28, Design Elements of Liberty Parks; Exhibit 5-14, Public Parks & Greenbelts Plan; Exhibit 5-15, Public Trails Plan; and Exhibit 10-29, Park Amenities Matrix.

10.5.1 Community Park (Sports and Recreation Community Park)

The Sports and Recreation Community Park, located east of Village Parkway, is intended to provide a variety of community recreation and gathering opportunities. Situated strategically between Village Parkway and the new setback levee along the Sacramento River, this park will become a destination for organized teams to play baseball day and night (with lit fields), gather for community events, and even exercise and socialize the family dog at a safe and secure dog park. Just as with other land uses within Liberty, the community park shall be designed to support and compliment Liberty’s farmhouse interpretative and contemporary cottage design character.

Envisioned amenities to be included within the community park, as depicted on Exhibit 5-13, Sports & Recreation Community Park Schematic, include:

- Three lit baseball fields.
- A centrally located concession stand (designed to include an iconic tower element) accessed by a vehicular/pedestrian path. The concession stand building will include restrooms and ample space for storage.
- Active play areas for children.
- Open lawn areas for informal active or passive recreation.
- A large group picnic pavilion including a kitchen, restrooms, and a stage.
- Enclosed dog park.
- Protection and preservation of existing majestic trees.
- Off-street parking and a central drop-off zone.
10.5.2 Neighborhood Parks

Neighborhood parks have been strategically placed throughout Liberty to provide convenient locations to recreate, gather, and relax. As designed, parks are surrounded by neighborhood streets and homes fronting onto the park to support the CPTED principle of “eyes on” the park. While on-street parking for the parks will be provided, the majority of park users will arrive by walking or biking from their homes as a result of Liberty’s “complete streets” and “low stress” mobility network.

Each neighborhood park has been preliminarily programmed to demonstrate the variety of amenities anticipated to ensure a diversity of experiences based upon the needs of the community. Neighborhood parks should be opportunities to embrace the diversity of the community and allow people to enjoy each for their unique attributes. The Great Lawn, located within the northern public park, will be a unique community gathering location where a large open lawn space with an amphitheater and raised stage will be provided to accommodate holiday events and festivals. Refer to Exhibit 10-30, The Great Lawn. For community continuity, all parks shall be designed to reinforce the farmhouse interpretative and contemporary cottage character established for Liberty. Large, mostly deciduous, canopy shade trees or groves of oak trees should be planted to provide majestic statements and most importantly shade in summer. The use of small to medium scale trees should be used to accentuate points of interest or key entries into the park. Refer to Exhibit 10-31, Neighborhood Park Schematic; Exhibit 10-32, Park Character; and Exhibit 10-33, Park Character Cont.
Stonegate Drive greenbelt is 60’ wide and travels along the west side of Stonegate Drive within Liberty and veers northwesterly to connect to Clarksburg Branch Line Pedestrian and Bike Trial. A meandering trail, plantings and bench seating will provide activation of the area. Residential front doors and livable front yards face the greenbelt and provide an “eyes on the trail” condition. A residential low wall or wooden fence defines the property line separating public and private space. The Lower Northwest Interceptor (LNWI) sewer line is located below Stonegate Drive Greenbelt and half of Stonegate Drive. The LNWI is a permanent easement which only allows bike trails, surface parking, driveways, and landscaping; trees over 5 feet in height will need to be approved by SRCSD.
A network of greenbelts containing trails connect residents to destinations within the community as well as connecting to neighboring Clarksburg Branch Line Pedestrian & Bike Trail. A network of sidewalks and 12’ wide multi-purpose Class 1 bike trails within the greenbelts will encourage walking, running and biking. Shade trees, plantings and lighting along the paths will make traveling on them comfortable and safe.
Summary
Liberty parks are highly amenitized with water wise plants, bench seats, picnic areas, lit walking paths, shade structures, large canopy trees, orchard plantings, playgrounds, open fields, sport courts, and entry monumentation.

Parks within Liberty will respect the design theme inspired by the overarching Farmhouse Interpretive and Contemporary Cottage design character, the Sacramento River, and the historic agricultural practices of the area. Park elements are sophisticated but playful and include large and small scale garden sculptures, pergolas and path accent structures, river rock walls and accent paving. Activities like bocce ball, horse shoes and chess shall be designed into the park landscape. Playground areas within Liberty are imaginative and unique.
### Summary

A hierarchy of park amenities and program elements are to be distributed throughout the community creating variety and interest. Final park designs may include more amenities than required. Parks should also include:

1. Quiet zones for reading, painting, yoga, meditation, etc.
2. Leisure Bird Watching areas. Over 200 Species of birds live within the area.
3. Fitness trail

### Park Amenities Matrix

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<tr>
<th>PARK GREENBELT</th>
<th>NAME</th>
<th>OWNER</th>
<th>SIZE (AC)</th>
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<tr>
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#### COMPARISON

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**NOTES:**

- **PUBLIC:** Accessible to the public.
- **PRIVATE:** Accessible only to the private owner.
- **COMPARISON:** Shows the relative sizes and amenities of each park.

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* rev 11-29-2016
  NTS
  Liberty

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**EXH 10-29 PARK AMENITIES MATRIX**
The northern half circle neighborhood park will have a great lawn, a large open lawn that can be used for holiday and festival events as well as frisbee golf, picnicking, and weekly farmer’s markets. A grassy amphitheater with a raised stage can be used for concerts and movies in the park.

Summary

The northern half circle neighborhood park will have a great lawn, a large open lawn that can be used for holiday and festival events as well as frisbee golf, picnicking, and weekly farmer’s markets. A grassy amphitheater with a raised stage can be used for concerts and movies in the park.

Key Map
Liberty neighborhood parks share a design theme inspired by the overarching farmhouse interpretive and contemporary cottage design character, the Sacramento River, and the historic agricultural practices of the area. Parks are highly amenitized and will be carefully designed to maximize space efficiently while creating sophisticated but playful, and relaxing spaces for residents to enjoy.

In the park schematic shown, formal tree plantings help define and give importance to interior spaces and the park’s edges.
Liberty parks are inspired by the overarching farmhouse interpretive and contemporary cottage design character, the Sacramento River, and the historic agricultural practices of the area. Park elements are sophisticated but playful and may include: large and small scale garden sculptures, pergolas and path accent structures, river rock walls, open lawn areas, picnic and seating areas, play structures and accent paving.
Summary

Parks throughout Liberty will have themed playgrounds with unique and imaginative climbing and play structures. Other amenities may include covered group picnic areas with BBQ, bocce courts, half basketball courts, horseshoes, etc. Key parks may also include interactive water features.

Walking paths and a variety of seating areas encourage leisurely recreation.
10.5.3 The Commons

The Commons, with private recreational amenities and neighborhood serving commercial, shall be designed to enhance the community and the pedestrian experience. The Commons shall exhibit a consistent character defined by its architecture, diversity of amenities, high-quality materials, mature landscape, and signage to promote this as the “heart” of the community. The environment within The Commons shall include a formal landscape treatment to establish a strong visual identity. Refer to Exhibit 10-7, The Commons Concept Plan; and Exhibit 10-8, The Commons Character; for visioning and inspiration. Key elements within The Commons include private amenities such as an outdoor pool, adult pool, spas, event room (inside and out), shade structures, active play areas for children, outdoor kitchen, bocce ball, an exercise room, yoga room, and bathrooms. The Commons will also include a maximum of 10,000 square feet of neighborhood commercial and a dog park and picnic area open to the public.

10.6 WAYFINDING AND PLACEMAKING DESIGN GUIDELINES

At key locations, community monuments will act as landmarks identifying Liberty as a special place; refer to Exhibit 10-34, Wayfinding & Placemaking Plan. The appropriate, consistent, and comprehensive design and use of monuments and signs will help to establish a cohesive community character. The overall community monument and signage design objective is to create distinct points of arrival and transitions at key locations as well as to establish importance and emphasis.

Examples of what the wayfinding and placemaking monuments and signage could look like are shown on Exhibit 10-35, Wayfinding & Placemaking Character; Exhibit 10-36, Wayfinding & Placemaking Monument Examples; and Exhibit 10-37, Wayfinding & Placemaking Sign Examples.

Community identity and in-turn wayfinding and placemaking shall be reinforced through the careful selection of street names which support the overarching farmhouse interpretive and contemporary cottage character established for Liberty. Through collaboration and information provided by the Yolo County Farm Bureau, the following list of potential street names has been developed for use within Liberty. While the list of potential street names is not all inclusive, it has been created to build upon the rich agricultural history of Yolo County. The list identifies not only general agricultural terminology, but also local produce and their varieties.

The list in concert with the City of West Sacramento’s Street Naming and Renaming Policy shall be used when selecting street names within Liberty. While street names in addition to those identified below will be used, all street names shall be selected to uphold the integrity of Liberty’s character. Below is the list of potential street names:
A Liberty placemaking and wayfinding program has been designed to reinforce Liberty’s sense of quality; continuity, and character. All wayfinding and placemaking community markers and signage should be used in an understated manner, emphasizing an image of timelessness and quality established for Liberty. Refer to Exhibit 10-36, Wayfinding & Placemaking Monument Examples; and Exhibit 10-37, Wayfinding & Placemaking Sign Examples.

### 10.7 LIBERTY LIGHTING

Lighting throughout Liberty shall be attractive and low-level to ensure safety for the residents and reinforce the pedestrian scale of the community. All lighting should use warm colored temperature LED light sources with a high color-rendering index (CRI). Lighting should emphasize community amenities such as monuments, provide continuity along street corridors, and ensure the safety of residents who will travel along the various greenbelts/trails within the community. The use of banners, attached to street lights, highlighting community events is encouraged in and around The Commons and on Liberty Loop and Liberty Drive, as shown on Exhibit 10-37, Wayfinding & Placemaking Sign Examples. A consistent “family” of decorative LED lighting luminaries, poles, and bollards shall be established to provide a hierarchy based upon land use. Pole heights should be selected based upon their location/land use; these heights will be determined by the Liberty design team in conjunction with the City of West Sacramento. Poles should not exceed the maximum height desired for a particular area while respecting the pedestrian scale of the community. Greenbelts/trails should be lit using durable bollards where feasible and appropriate. Lighting along greenbelts/trails should be understated and not call undue attention.
Exh 10-34
Wayfinding & Placemaking Plan

Summary
Village Pkwy entries to the community will be identified with primary monumentation. Secondary monumentation will occur along the southern edge and Stonegate Drive.

The senior/apt./condo communities, as well as the gated Estate Lots at the northeast edge of Liberty, will also be identified with secondary monuments.

Wayfinding and placemaking signs will be used for the school, parks, and greenbelts/trails throughout the Liberty.
Wayfinding and placemaking within Liberty will reinforce the community’s overarching farmhouse interpretive and contemporary cottage architectural styles while providing signage elements within the landscape. Signage, placemaking/wayfinding, and community monuments will consist of the following elements to reinforce the community’s distinct character.

1. Board form concrete will be used for such elements as sign bases and low walls, recalling historic construction techniques. Integral color may be used.

2. Stone veneer (used on low walls or as a component of community monuments) will be irregularly shaped, and use over-grouted joints.

3. Accent materials, including heavy timber, weathered metals, and iron hardware will provide contrast with dominant materials. Treated wood or wood-like products shall be used.

4. Corten or weathering steel elements may be used for signs, lettering, posts or fencing.

5-8. Agrarian fencing will be used throughout the Liberty community in entry monuments, parks, trails, and greenbelts. Agrarian fencing shall be wood, metal or concrete.

9. Concrete slump block will be used in the soundwall fence panels. Light skim coat and paint will be applied to slump block surfaces, similar to image shown.
Summary

Wayfinding and placemaking monumentation will reflect Liberty’s overarching farmhouse interpretive and contemporary cottage architectural styles and provide wayfinding and placemaking elements within the landscape.
Summary

The sign program shown here illustrates the types and potential hierarchy of signs anticipated within Liberty. Sign locations can be found on Exhibit 10-34, Wayfinding & Placemaking Plan. Comprehensive wayfinding, placemaking and lighting programs will be developed by the Liberty design team at a later date.
**Community Furniture**

Community furniture is a critical element in creating a cohesive and attractive environment and therefore, such as with lighting, a consistent “family” of furniture shall be established for Liberty. The style of furniture must respect the farmhouse interpretative and contemporary cottage design theme. Examples of community furniture to be utilized within public and private spaces include: benches, tables, bus shelters, waste and recycling receptacles, bike racks, drinking fountains, fencing, etc. Community furniture should assist in establishing the distinct character of Liberty. Community furniture shall be constructed of high quality and durable materials. All community furniture within publicly owned areas shall be approved by the City.

**10.8 WALL AND FENCE DESIGN GUIDELINES**

Walls and fences within Liberty are intended to provide physical and visual barriers, noise attenuation, and in key areas accentuate neighborhood features. Sound walls shall be used only where required; excessive use of soundwalls leads to monotony and can destroy the aesthetics of a community. Careful planning has allowed Liberty to be nearly a sound wall free community, as shown on Exhibit 10-38, *Wall & Fence Plan*. A variety of complimentary wall and fence designs will be used successfully and discretely to soften the streetscape, create livable areas, and help separate private spaces from public spaces; as shown on Exhibit 10-39, *Wall & Fence Examples*. The design character of all walls and fences and the selection of materials and colors shall be consistent with the overarching farmhouse interpretive and contemporary cottage design theme established for Liberty.

a. General Guidelines

i. High quality design, materials, and colors shall be the standard. All wood fences, except for naturally aging split rail fences, shall be painted or stained.

ii. Where walls and pilasters are used, the materials shall be consistent with the farmhouse interpretive and contemporary cottage community character. Enhanced pilasters should be spaced to interrupt long wall runs, placed at the terminus of walls, and at elevation changes. Accent caps shall be used to gain shadow patterns at the top of the wall and on top of pilasters. Vines shall be trained onto all walls for aesthetics as well as to prevent graffiti.

iii. The maximum height for rear and interior sideyard lot line walls, fences, and gates shall be six (6) feet unless required to be taller for noise attenuation. Rear fences for Estate Lots backing Bastone Court neighbors in the northeast area of Liberty are allowed to have 7 foot tall rear fences, as designated on Exhibit 9-4, *Estate Lots: Bastone Court Neighbors*. 
iv. Materials specifically not acceptable for walls and fences include but are not limited to the following: aluminum or sheet metal, chicken, chain link, plastic webbing, plastic picket fences or plastic arbors, reed or straw-like materials, plastic or fiberglass sheets or panels, rope or other fibrous strand elements, lattice panels, or grape-stake.

v. Walls, fences, and gates visible from a public vantage point must be enhanced yet shall be simple in design. Plantings in front of walls and fences is required to soften the appearance. Bold arches, elaborate filigree, and other highly distinctive elements that establish an independent theme that conflicts with the overall community theme of farmhouse interpretive and contemporary cottage are not permitted.

vi. Fences adjacent to City owned or City maintained property shall utilize Master-Halco steel posts or approved equivalent.

b. Community Walls

Community walls are the perimeter masonry walls separating residential areas from Village Parkway and potentially along adjacent residential neighborhoods. Community walls are intended to provide privacy, security, and protection from roadway noise while helping to establish a common image and sense of continuity. To reinforce the common image, there shall be one design for the community walls located along Village Parkway; as shown on Exhibit 10-39, Wall & Fence Examples; Exhibit 10-40, Wall & Fence Character; and Exhibit 10-41, Wall & Fence Character Cont. For residential lots located adjacent to existing residential developments, an enhanced wood fence should be used. Walls should be kept to a minimum and blend into the overall landscape and not become a dominant visual element. The use of vines trained onto the walls will help accomplish this.

c. Community View Fences

Community view fences are perimeter fences that provide definition of space while allowing view opportunities/"eyes on" spaces. View fencing that is appropriate for the community’s farmhouse interpretive and contemporary cottage architecture is shown on Exhibit 10-39, Wall & Fence Examples. Any opaque and/or landscaping higher than three (3) feet is prohibited along all view fences throughout Liberty.

d. Residential Interior Rear and Side Yard Fences

The residential interior rear and side yard fences separate individual residences from each other along the side and rear property lines where community view fence or community walls are not required or appropriate. These types of fences are wood and shall be painted
or stained for aesthetics and to help provide weather resistance. All locations of residential 6 foot walls and fences shall be provided by builders.

e. Low (Livable Front Yard) Wall & Fence Locations

Low (3 foot maximum) walls and fences will delineate the ‘livable front yards’ referenced throughout the Specific Plan. Builders will provide options of low wall and fence designs and location/layout options for the livable front yard. Once the livable front yard low wall or fence has been built there will be no changes to the location of these low walls/fences. This is due to the landscape maintenance HOA contracts and HOA irrigation systems. Once low wall/fence locations have been established the HOA will maintain landscaping outside of the livable front yard and the homeowner will maintain the landscaping within the low wall/fence (the livable front yard). The 3 foot wall/fence will act as a boundary for irrigation systems.

f. Trail Fences

Trail fencing separates and defines trails from adjacent land uses where people are not intended to access. The design of the fences shall be a prefabricated split rail or three rail fence, made from concrete or wood. Trail fencing shall also be used to define the rural edge of Davis Road. This trail fence will also provide separation and define space between the public trail and the adjacent roadway.
Wall & Fence Plan

Legend

- Red: Sound Wall
- Red: Sound Wall to match existing Stonegate Dr wall
- Blue: View Fence (as required at senior/apt./condos)
- Blue: Enhanced View Fence
- Orange: Enhanced Wood Fence
- Orange: Enhanced Wood Fence (gates are permitted)
- Green: Typical Residential Wood Fence
- Purple: Estate Lot Wood Fence
- Purple: Estate Lot Wood Fence / Typical Residential Wood Fence (gates are permitted)
Wall & Fence Examples

Enhanced Wood Fence

Typical Residential Wood Fence

Enhanced View Fence

Sound Wall

Estate Lot Wood Fence

View Fence
Wall & Fence Character

Exh 10-40

Summary

Low wood fences or masonry walls and pilasters delineate livable front yards and mark corners and trails. Decorative wood fencing will be used in back and side yards.

• All fences and walls must be consistent with the architecture
• Landscape covered fences and walls or hedges are permitted
• All fences and walls must be softened with exterior facing landscaping (rail fence exempt)
• Any opaque and/or landscaping higher than 3 feet is prohibited along rail fencing
• All 6 foot fences and walls should not directly abut a sidewalk or street paving
• Permitted Materials: wood, stone, brick, stucco and concrete finish
• Prohibited Materials: vinyl, and chain link
• Allowed Colors: neutral, earth tones, stained wood, or white
• Pedestrian gates are permitted and must swing inward, away from public space
  • Low front yard access gates must be 3’ high
  • Side and rear yard access gates must be 6’ high
• Vehicular access gates are permitted for Estate and front loaded lots with garages located in the rear of the lot
Summary

Low wood fences or masonry walls and pilasters delineate livable front yards and mark corners and trails. Decorative wood fencing will be used in back and side yards.

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- Pedestrian gates are permitted and must swing inward, away from public space
- Vehicular access gates are permitted for Estate and front loaded lots with garages located in the rear of the lot

Pedestrian & Vehicular Gates

- Side Gates Height: 6’0”
- Vehicular Gates Allowed on Estate & Front Loaded Lots
- Wood, Brick, Stucco and Concrete finishes allowed. No vinyl, chain link, or unfinished block allowed

Park & Accent Walls

- Split Rail Fence with Pilasters, View Fencing/Walls
- Wood, Brick, Stucco and Concrete finishes allowed. No vinyl, chain link, or unfinished block allowed

Rural Road Fence

- Combination Solid and View Wall Height: 6’0” max
- Pilasters every 50’, Regualr View Areas and Vines
- Wood, Brick, Stucco and Concrete finishes allowed. No vinyl, chain link, or unfinished block allowed

Exh 10-41
WALL & FENCE CHARACTER CONT.

Dry Laid Stone Wall

Wood Fencing with Brick Pilasters

Wood View Fence

Split Rail Trail Fencing

- Split Rail Fence Height: 3’0” max

Side/Rear Yard Gate

Wood Vehicular Gate

Metal & Wood Vehicular Gate

Concrete Wall & Split Rail Fence with Concrete Pilaster

Wood Split Rail Fence
10.9 LANDSCAPE SUSTAINABILITY

The Liberty Specific Plan incorporates a number of features that facilitate sustainable development, such as north/south and east/west oriented streets in a grid pattern to permit passive solar design and capture cool delta breezes in the evenings. The Design Guidelines build upon these elements and incorporate sustainable development strategies including the following:

- All landscaping will be climate-appropriate;
- Turf, requiring a significant amount of irrigation, fertilization, and maintenance will be used sparingly and where it provides a function beyond simply aesthetics;
- Automatic, weather-based, and water-saving irrigation controllers will be used;
- The 14.9 acre Parlin Ranch temporary stormwater detention basin located on-site will be expanded and used as both a water quality and NC-10 Stormwater Detention Basin facility. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge storm water runoff to and from the NC-10 Stormwater Detention Basin;
- Energy efficient exterior LED lighting, skylights and lighting controls may be installed to the extent feasible;
- Greenbelts/trails have been designed on-site to encourage non-automobile mobility;
- There are 371 existing healthy and mature trees on the Liberty project site will be preserved to the maximum extent physically and financially feasible;
- Mostly deciduous, shade-producing trees will be planted to create an urban forest; and

10.10 LANDSCAPE MAINTENANCE

The attention to detail and high-quality image established for Liberty during the planning process, as described within this Specific Plan, shall be carried through into the maintenance of the landscape environment. Within all areas of Liberty, the management and maintenance of the landscape is paramount to preserving the community’s integrity, character, and timeless appeal. At no time shall the landscape be left in a state that diminishes the aesthetic quality of the community; this is applicable to all public, common, and private spaces. General maintenance practices shall consist of no less than the following:

- All planting areas, including lawns, shall be clean, weed free, and attractive.
• For weed control and to maximize water retention in the soil, all planting areas shall be top dressed with bark mulch. Mulch shall not be dyed with a color that is detracting from the landscape. The use of rock/gravel is prohibited.

• All planting areas shall be fertilized to maintain plant material in a healthy and thriving condition.

• All trees shall be pruned and trimmed to maintain their natural form. Trees shall never be topped, sheered, pollarded, etc. in a manner that alters the natural form of that tree’s genus and species or negatively affects the structural integrity of the tree. Trees shall not be removed without the prior approval of the Liberty HOA.

• All shrub and groundcover plant material shall be pruned only to enhance their natural form. Shrubs shall not be sheered into shapes except for hedge walls.

• Lawns shall be kept in a healthy and thriving state free of weeds. Lawns shall be mowed as required to maintain aesthetics.

• Dead and/or severely stressed plant material shall be removed and replaced promptly.

• Irrigation systems must be kept in a condition that maximizes their efficiency. Systems must ensure water conversation. The use of overhead spray shall be used only where required; equipment shall be selected for their low-volume application rates.

• Walls, fences, and gates shall be kept in good order and shall maintain an attractive appearance. When damaged or due to wear or weather walls, fences, and gates shall be promptly repainted, repaired, or replaced to their original design condition.
11.0 ARCHITECTURAL DESIGN GUIDELINES

The purpose of the Architectural Design Guidelines is to establish the development criteria for the single family attached and detached residential homes, multi-family and senior housing, community building(s), and K-8 elementary school to assure a unified environment. The intent is not to require rigid adherence to a specific design on each and every structure or to limit the range of materials or colors used throughout. These guidelines should be used to achieve continuity and establish a larger visual context.

The selection of an architectural style is meant to fulfill two specific goals. The first goal is to establish a sense of place within the City of West Sacramento while at the same time, celebrate the history and character of the City and region. This is accomplished by utilizing two architectural styles within the Liberty community; landscape, signage, and lighting will be complementary. Each element of the community will thus have an identifiable relationship with the designed environment. The second goal is to respond to the orientation and the Mediterranean climate of the area. Attractive, durable high quality materials with sensible attention to maintenance should be used. The architectural styles that will be used in the Liberty Specific Plan are farmhouse interpretive and contemporary cottage; materials and colors shall reinforce these styles.

11.1 ARCHITECTURAL VISION

Liberty’s community design vision celebrates California’s North Central Valley with its rich small town history, the joy of discovery, and fulfilling the American Dream. Six core values help drive the Liberty community design and help define it as the most desirable place to live in the area. These values are: family, character, win/win, aspiration, safety, and timelessness.

From the streets to the trails and parks and even to the home you live in, Liberty is proposed to be a community enjoyed by all generations, where residents wave to each other from their front porches and neighborhood kids play outside and traditions are made.

Liberty is committed to quality, architecture, and community design. Great care has been taken to foster an environment allowing people to live life outside of the automobile; encouraging people to become active and passionate about where they live - and maintain a pedestrian neighborhood. The abundance and interconnection of trails allow residents to be minutes away from nearby amenities and the wonderful lifestyle of West Sacramento.

Keep it simple and true. Those words have led to a community design pattern based upon how people enjoy living; to the size and location of parks, all the way down to the widths of tree lined sidewalks. The architecture of Liberty will complement and enhance the vision established within this Specific Plan.

The style for Liberty began with an architectural vision, as shown on Exhibit 11-1, Architectural Vision, rooted in the historical character of the region, as shown on Exhibit 11-2, Historical
Character. To properly incorporate these two styles of architecture within Liberty it is important to look at the history of them, shown in Exhibit 11-3, *Historical Perspective - Farmhouse Interpretive*; and Exhibit 11-4, *Historical Perspective - Contemporary Cottage*. From this a look at current modern designs of these architectural styles are observed, as shown on Exhibit 11-5, *Present Day Solutions - Farmhouse Interpretive*; and Exhibit 11-6, *Present Day Solutions - Contemporary Cottage*. This is followed by streamlined designs for production, as shown on Exhibit 11-7, *Merchant Built Housing - Farmhouse Interpretive*; and Exhibit 11-8, *Merchant Built Housing - Contemporary Cottage*. Architectural examples for the The Commons buildings follow, as shown in Exhibit 11-9, *The Commons*. 
The vision for Liberty embraces the historical ideals that American cottage and farmhouse architecture have come to represent: an honest, wholesome and satisfying architectural style grounded in a sense of the land and its traditions. Liberty’s architectural history of the region and re-interprets its historic charm into a more updated version to meet the needs of modern California living.

Today’s modern farmhouse and cottage are re-inventions of the traditional. Windows are larger, undivided and more abundant. Materials are classic with updated fresh forms and interpretations. Roof forms are more pitched with simple roof breaks and dormers. Metal roofing accents and elevation changes break up the home and building facades to create interest.

Liberty is committed to architectural excellence by using authentic looking and sustainable materials, simple forms and a lively color palette. Designed to be environmentally responsible and last for generations, the homes at Liberty will be built to meet or exceed California Title 24 Energy and Green Building Standards. Further, specific strategies will be employed to reduce building energy consumption, including:

- Windows and Glazing
- Insulation and Moisture Protection
- Natural and Artificial Lighting
- Smart Controls
- Sustainable Materials
- Integrated Site Design
In the early days, Central Valley’s rich soil supported a thriving agricultural community dotted with proud farmers and their hand built houses. These homes were sturdy and well crafted. They were simply designed to meet the basic needs of residents and were both practical and aesthetically pleasing.

American farmhouse and cottage style architecture evolved as the architectural histories of European homesteaders who built small cottages, merged with the skills of regional craftsmen and the building traditions of the time. This created a uniquely American architectural style, craft and character that migrated across the U.S.

Traditional American farmhouse architecture is perhaps most recognizable by its clapboard walls, gabled roof, dormer windows and welcoming covered porches. European cottage homes incorporate steep roofs, stone accents, and were typically asymmetrical. As a rule, farmhouses and cottages respectfully relate to the surrounding environment by utilizing local materials, are tastefully simple in shape and color, and have a mix of forms and textures that suggest the home has evolved over time.

The American farmhouse and cottage have become a classic symbol of home, an unforgettable icon in the American landscape and a reminder of the country’s rich history. These two character styles will be the foundation for Liberty and the modern intentions will give the community its distinct yet complemental place in the existing landscape.
Historical Perspective

Farmhouse Interpretive

The architectural vision for Liberty is based on the historical celebration of central California. Liberty’s vision is inspired by a region brought up with roots in agriculture and hard work, along with the joy of discovery during the early mining period. Liberty’s architecture will root from farmhouse and cottage styles of its history, yet move forward to create new buildings on this solid foundation. Liberty architecture will be fresh and updated providing new solutions that seamlessly fit into the context of West Sacramento.
Contemporary Cottage

Cottage style architecture played an important role in the history of the Sacramento area. As the region grew, neighborhoods were formed near the downtown area that used the village cottage style to create a less rural and more neighborhood streets. These areas were formed using small tree-lined streets and had nearby parks and gathering areas for residents to socialize. These wonderful neighborhoods and homes serve as an inspiration for Liberty.
The farmhouse and cottage styles are still relevant today but have been updated and interpreted in a more contemporary nature where simple forms are used but assembled in updated creative ways that respond to both location and function.

Both styles contain the historical kit of parts that makes the essence of Liberty and will serve as inspiration and not imitation. Liberty’s homes and community buildings will be unique and have their own personality.
A more modern version of cottage architecture is evolving throughout the U.S. with a clean, simple massing and articulation of exteriors. Color is an important element and Liberty will expand and refine this concept into an appropriate/contextual solution for West Sacramento.
Both architecture styles incorporated at Liberty have been well established in merchant built housing. Production home builders have had great success in adapting farmhouse and cottage into more affordable construction practices. Both styles can relate to various size buildings and have had strong marketing acceptance at all pricing levels. Given that Liberty will be a community made up of a variety of merchant built housing projects, the character of the overall community will be cohesive and, whether small or larger, maintain a certain level of quality built homes.
Merchant Built Housing

Contemporary Cottage

The front elevations of most of these homes are devoid of driveways and garages because they are in the back off of the integrated alleys. Where direct vehicular access from the street does occur the garages are setback to avoid garage forward architecture designs.
The Commons

**Summary**

The Commons will serve as the focal hub and main gathering area for the community. It will maintain its community scale by being a “collection” of structures that reflect the various amenities and functions contained within. Services will be both recreational and retail responding to the various needs of the community. All buildings (except for the neighborhood commercial buildings) will be owned and operated by the HOA; maintaining a high level of quality and attention to detail that helps reinforce the overall community goals of Liberty.

Examples shown on this page help illustrate how community buildings built in a farmhouse or cottage style can be complimentary to adjacent residential neighborhoods.
11.2 CONCEPTUAL PRODUCT TYPES

The Liberty Specific Plan provides a variety of residential product types to suit the needs of each and every resident within the Liberty community. The variety of street scenes will provide visual interest for residents, motorists and pedestrians to enjoy, while avoiding the typical “cookie-cutter” street scene of a typical garage-forward subdivision. The three main residential product categories discussed below include: Single-Family Detached (SFD) Residential, Single-Family Attached (SFA) Residential, and Multi-Family Attached (MFA) Residential. Conceptual floor plans will be found in each of the phased Architectural Pattern Book (not part of this Specific Plan). The Specific Plan encourages the use of rooftop decks (while still providing dedicated solar PV areas on the roof) although no rooftop decks have been designed.

11.2.1 Single-Family Detached (SFD) Residential

Estate Lots (1/2 Acre & 1/4 Acre)

The Estate Lots (1/2 acre & 1/4 acre) are intended for single-family detached, for-sale homes on either a 1/2 acre or 1/4 acre lot. The 1/2 acre home sites are located along Davis Road and in the northeast gated area. No lots along Davis Road will have vehicular access from Davis Road. Access for these lots will be from within Liberty off of integrated public alleys. These 1/2 acre home sites adjacent to Davis Road are sufficiently deep to permit a private driveway leading to the garage and/or front door, as previously shown on Exhibit 9-3, Estate Lots. The 1/4 acre home sites are found in three locations: north of the 1/2 acre Davis Road home sites, south of existing Tamarack Road, and within the gated northeast area. The 1/4 acre lots north of Davis Road will share integrated public alley vehicular access with their 1/2 acre lot neighbors. Driveways on corner building sites adjacent to integrated alleys can take garage access from the alley and side elevation. Slightly modified standards are for five Estate Lots can be found on Exhibit 9-4, Estate Lots – Bastone Court Neighbors.

All Estate Lots that face a public street require enhanced architectural treatments. Generous livable front yards with space for courtyards, outdoor kitchens, patios and/or wrap around porches are encouraged on corner building sites. In front of these homes, landscaped parkways provide a green space between the curb, gutter, and sidewalk. This softens the amount of hard surfaces next to the roadway and encourages a canopied tree street scene.

Estate Lots are permitted to have either a carriage unit or casita unit, as previously discussed in Section 9.4.

Single-Family Front Load Residential, 60’X100’ Lot

The Single-Family Detached, Front Load 60’x100’ residential design is intended for detached, for-sale homes on a 6,000 square foot lot. Although these homes have garages facing the street, the
placement of the garage shall be recessed in order to de-emphasize the garage doors and driveways. These home sites are sufficiently deep to permit garages to be placed to the rear or mid-lot with a narrow single lane driveway leading to the rear, as previously shown on Exhibit 9-5, *Single Family Front Load 60’x100’.* Driveways on corner building sites can take access from the side elevation. For corner lots, the two elevations facing the public street require enhanced architectural treatments.

Generous livable front yards with space for trellises, courtyards, outdoor kitchens, patios and/or wrap around porches are encouraged on corner building sites. In front of the homes, landscaped parkways provide a green space between the curb, gutter, and sidewalk. This softens the amount of hard surfaces next to the roadway and encourages a canopied tree street scene. On-street parking bays allow street corners to have additional landscaping pop-outs and create traffic calming effects at intersections and driveways.

Half of all the Single-Family Detached, Front Load 60’x100’ lots per block are permitted to have either a carriage unit or casita unit, as previously discussed in *Section 9.4.*

**Single-Family Alley Load Residential, 60’X100’ Lot**

The Single-Family Detached, Alley Load 60’x100’ residential design is intended for detached, for-sale homes on a 6,000 square foot lot. Rear loaded garages off of integrated public alleys allow the front of the home to face either a greenbelt or local street. This orientation places outdoor living areas to the front of the home creating an interactive pedestrian street or greenbelt. Deep front porches and front patios provide livable front yards.

Expanded parkways with a few steps up to the front door of homes are encouraged. Front porch stairs, walkways, ramps, and low walls and fences are all permitted. The edge of the front yard is reserved for low fences and walls, low gates, and special landscape features. The area along the public face of the building shall provide enhanced architectural treatments. In front of these homes, landscaped parkways provide a green space between the curb, gutter, and sidewalk. This softens the amount of hard surfaces next to the roadway and encourages a canopied tree street scene, as previously shown on Exhibit 9-6, *Single Family Alley Load 60’x100’.*

Landscaped and lit integrated public alleys serve as garage access and an area for play. An added element of security in the integrated alleys is achieved by “eyes on the alley” surveillance from second story rooms above garages, night lighting, and lit address numbers. A small setback to the garage is designed to permit backup space and landscaping. Waste bin areas are hidden in the fenced side yard or garage. Lighting on the homes and address numbers are also provided and help add security in the integrated alleys. The rear yard near the garage should be developed as a functional rear yard.

Half of all the Single-Family Alley Load 60’x100’ lots per block are permitted to have either a carriage unit or casita unit, as previously discussed in *Section 9.4.*
**Single-Family Alley Load Residential, 50’X100’ Lot**

The Single-Family Detached, Alley Load 50’x100’ residential design is intended for detached, for-sale homes on a 5,000 square foot lot. Rear loaded garages can be found within the community with front elevations and front doors that over look greenbelts or local streets. This orientation places outdoor living areas to the front of the building site creating an active pedestrian street orientation or greenbelt orientation. Deep front porches and front patios provide livable front yards, while building pads set slightly above street grade creates a few steps to the front door which helps define private and public space in a historical context.

At the front of the homes, expanded parkways with a few steps up to the front door of homes are encouraged. Front porch stairs, walkways, ramps, low walls and fences, and low decorative/accent gates are all permitted. The edge of the front yard is reserved for the design of low fences and walls, low gates, and special landscape features. The area along the public face of the building should require enhanced architectural treatments, and is extended around the side for corner building sites. In front of these homes, landscaped parkways provide an green space between the curb, gutter, and sidewalk. This softens the amount of hard surfaces next to the roadway and encourages a canopied tree street scene.

Landscaped and lit neighborhood public integrated alleys serve as garage access and an area for play. An added element of security in the alleys is achieved by “eyes on the alley” surveillance from second story rooms above garages, and exterior garage lighting. Typically, a small setback garage apron is designed to permit backup space and landscaping. Trash can areas are hidden in the fenced side yard or garage. Lighting on the homes and address numbers are also provided and help add security in the neighborhood integrated alley. The rear yard is the area near the garage and should be developed as a functional rear yard, as previously shown on Exhibit 9-7, Single Family Alley Load 50 ’x100’.

Half of all the Single-Family Alley Load 50’x100’ lots per block are permitted to have either a carriage unit or casita unit, as previously discussed in Section 9.4.

**Single-Family Residential, Wide and Shallow 75’X85’ Lot**

The Single-Family Detached, Wide and Shallow 75’x85’ residential design is intended for detached, for-sale homes on a 6,375 square foot lot. Although these homes have the garages facing the street, these home sites are sufficiently wide to permit two separate garages on each side of the home, as previously shown on Exhibit 9-8, Single-Family Wide & Shallow 75’x85’. Driveways on corner building sites can take access from the side elevation. The elevation(s) along the public face of the home hall have enhanced architectural treatments. On-street parking bays allow street corners to have additional landscaping pop-outs and create traffic calming effects at intersections and driveways.
Half of all the Single-Family 75’x85’ lots per block are permitted to have either a carriage unit or casita unit, as previously discussed in Section 9.4.

**Single-Family Residential, Paseo 55’X62.5’ Lot**

The Single-Family Detached, 55’x62.5’ Paseo residential design is intended for detached, for-sale homes on a 3,437 square foot home site. Paseo homes utilize private auto courts (accessible to the public), shared greenbelt spaces, and pedestrian access. The unique design this product offers include homes facing a public street or greenbelt with a garage-free front door elevation. All homes arranged in a cluster share a private drive which is a narrow auto court for use by residents only, and provides direct garage access to four homes, as previously shown on Exhibit 9-9, Single-Family Paseo 55’x62.5’. Auto courts can also be used as hard play areas for kids with basketball hoops above garage doors and hopscotch. The elevation(s) along the public face of the home hall have enhanced architectural treatments.

**Single-Family Alley Load Residential, 35’X100’ Lot**

The Single-Family Detached, 35’x100’ residential design is intended for detached, for-sale homes on a 3,500 square foot lot. Rear loaded garages keep the front doors and front yards facing Liberty Loop or over-looking greenbelts or local streets. This orientation places outdoor living areas to the front of the home creating an active pedestrian street or greenbelt interaction. Deep front porches and front patios will provide livable front yards. The elevation(s) along the public face of the home hall have enhanced architectural treatments.

Landscaped and lit integrated public alleys serve as garage access and an area for play. An added element of security in the integrated alleys is achieved by “eyes on the alley” surveillance from second story rooms above garages, and exterior garage lighting. Typically, a small garage setback is provided to permit backup space and landscaping, as previously shown on Exhibit 9-10, Single Family Alley Load 35’x100’. Waste bin areas are hidden in the fenced side yard or garage. Lighting on the homes and address numbers and help add security in the integrated alley. The rear yard near the garage should be developed as a functional rear yard.

Half of all the Single-Family 35’x100’ lots per block are permitted to have either a carriage unit or casita unit, as previously discussed in Section 9.4.

**11.2.2 Single-Family Attached (SFA) Residential**

**Single-Family Attached Residential, 30’X100’ Duplex Lot**

The Single-Family Attached, 30’x100’ Duplex residential design is intended for attached, for-sale homes on a 3,000 square foot home site for duplex housing. The duplex units are provided in the center of Liberty Loop, south of Liberty Drive. Generally, their front doors face local streets or pedestrian greenbelts. This helps create an active and varied pedestrian street scene and entry
condition. When homes face a greenbelt, a generous landscaped pedestrian walkway provides front door access to the homes and creates a linkage to larger green space corridors or parks.

As previously shown on Exhibit 9-11, Duplex Lots, landscaped and lit integrated public alleys serve as direct garage access and areas for play. Play activities in these alleys may include basketball, hopscotch, and micro soccer. Typically, a small garage setback is provided to permit backup space and landscaping. Waste bin areas are hidden in the fenced side yard or garage. An added element of security in the integrated alleys is achieved by “eyes on the alley” surveillance from second story rooms.

Single-Family Attached Residential, 30’X100’ Duplex Lot products are not permitted to have a carriage unit or casita unit, as previously discussed in Section 9.4.

**Single-Family Attached Residential, 75’X100’ Triplex Lot**

The Single-Family Attached, 75’x100’ Triplex residential design is intended for attached, for-sale homes on a 7,500 square foot home site for triplex housing. The triplex units are provided in the center of the Liberty Loop, south of Liberty Drive. Generally, the front doors face local streets or pedestrian greenbelts. This helps create an active and varied pedestrian street scene. When homes face a greenbelt, a generous landscaped pedestrian walkway provides access to the homes and creates a linkage to larger greenbelt corridors or parks.

As previously shown on Exhibit 9-12, Triplex Lots, landscaped and lit integrated public alleys serve as direct garage access and areas for play. Play activities in these alleys may include basketball, hopscotch, and micro soccer. Typically, a small garage setback is provided to permit backup space and landscaping. Waste bin areas are hidden in the fenced side yard or garage.

Single-Family Attached Residential, 75’x100’ Triplex products are not permitted to have a carriage unit or casita unit, as previously discussed in Section 9.4.

11.2.3 **Multi-Family Attached (MFA) Residential**

**Seniors/Apartments/Condominiums**

The Seniors/Apartments/Condominiums design is intended for multi-family attached housing units in two separate areas located southeast of the Liberty Drive and Village Parkway intersection. The multi-family attached residential housing units may be up to five stories in height with an emphasis on architecture to reduce the scale and perceived building height, as shown on Exhibit 11-10, Senior/Apartment/Condo Housing. The age-restricted senior housing is a five-story courtyard building envisioned to have views of the Sacramento River from the upper floor. Approximately 200 apartments/condos are anticipated to be two-story walk up buildings. Parking is located in garages and street level. Private recreation facilities must be designed to match the overarching farmhouse interpretive and contemporary cottage character of Liberty.
11.2.4  Flex Block

Generally located along Liberty Loop, the flex block provides the flexibility of building residential product types based on the dynamic housing market. Therefore, it is imperative that the design and placement of each home within a street, neighborhood, and the community within this land use area be built with consistent farmhouse interpretive and contemporary cottage architectural styles, materials, and features that both complement and provide variety to the area.

11.2.5  K-8 Elementary School

The WUSD K-8 elementary school should be designed to create a civic and engaging amenity. The school should be developed in a campus-like setting and be constructed of materials that are complementary to Liberty’s farmhouse interpretive and contemporary cottage architectural styles, as shown on Exhibit 11-11, K-8 Elementary School.

11.2.6  Neighborhood Commercial

The neighborhood commercial site is located in the center of Liberty, within The Commons, and adjacent to residential homes. As such, this neighborhood commercial and office area shall be designed with similar architectural features which reinforce and strengthen the overarching farmhouse interpretive and contemporary cottage architectural styles established for Liberty. Sample photographs of the architectural character are shown on Exhibit 11-12, Neighborhood Commercial Character.
Senior/Apt/Condo Housing

Summary

The senior housing buildings at Liberty may be up to five stories; the apartment/condo buildings will be two-stories. They should be designed to a high level of quality, equal to the homes, with attention to detail. Building materials and design features should be consistent with the Liberty community character; however, more modern interpretations are allowed. Porches and terraces are encouraged and single story architecture elements should be included to create a pedestrian scale.
K-8 Elementary School

Summary

The K-8 elementary school buildings will be designed with cutting edge technology and sustainable design. Building materials and design features should be consistent with the Liberty community character; however, more modern interpretations are allowed. Architecture that complements and inspires will help the K-8 elementary school become a valuable asset to Liberty and surrounding West Sacramento.
Exh 11-12
Neighborhood Commercial Character

Summary

Up to 10,000 sq ft of neighborhood commercial was inspired by local corner restaurants and establishments in the area. Buildings will be sidewalk adjacent with corner architecture and sidewalk dining for restaurants. It may also include a general store to meet the basic needs of residents.
11.3 STREET VARIETY

The Liberty community will have a variety of street scenes with several different residential products blended in a harmonious mix that is aesthetically pleasing to the eye. The highly visible edges of the community as seen from the automobile or heavily traveled pedestrian ways should be designed accordingly. Large front porches and parkway entries create a pedestrian-friendly street scene, as shown on Exhibit 11-13, Massing Composition; and Exhibit 11-14, Livable Porches. Variety and the unexpected are encouraged in the design of neighborhood patterns with architectural features, as shown on Exhibit 11-15, Roof Forms; Exhibit 11-16, Garage Treatments; Exhibit 11-17, Window & Doors, Exhibit 11-18, Roof Treatments; and Exhibit 11-19, Materials & Possibilities.

Homes facing The Commons will have ample street parking because their garage parking is in the back within the integrated alley. This design allows more parking at the front of the home because there are no driveways. Homes with livable front yard elements have a street scene without garages and with front doors that face a street or greenbelt. To add more interest and variety to the neighborhood, homes with corner porches and low walls can share the street scene with neighboring homes that have highly visible one-story elements of a two-story building. Similarly, homes with wrap-around porches are uniquely appropriate on corners where the expanded side yards can be advantageous, and can share the street scene with homes that have full-width porches. The use of two-story elements are typically reserved for interior portions of the home within roof lines with dormer windows and away from street and corner edges. Rather than build slab sided homes, spaces are carried out on the sides to permit creation of private courts and patios that provide additional intimate living space and improve the availability of natural light.
MASSING COMPOSITION

Main Body Massing

A. Center Hall House:
Two-story rectangular volume with side or front gabled or hipped roof. Full facade one or two-story front porch with shed or hipped roof. Two-story integral front porches are also permitted.

B. Side Hall House:
Two-story rectangular volume with front-gabled or hipped roof. Full facade or wraparound one or two-story front porch with shed or hipped roof. Two-story integral front porches are also permitted.

C. Cottage:
One or one-and-one half story rectangular volume with side-gabled or hipped roof. Gable roof pitch should be 7:12 for solar optimization. Full facade front porch with shed or hipped roof. Rear wings with shallower roof pitch may be added.

D. Single Cottage:
One or one-and-one half story rectangular volume with side or front-gabled or hipped roof. Full facade or wraparound one-story front porch with shed or hipped roof. Integral front porches are also permitted.

E. Side Yard House:
Two-story rectangular volume with front-gabled or hipped roof. Full length two story side porch with shed or hipped roof. Two-story integrated side porches are also permitted.

F. T-Shaped House:
One-and-one half or two-story volume with "T" extending toward the street. Roofs are front and side-gabled or hipped and rear volume is typically taller than the front volume. Wraparound one-story front porch with shed or hipped roof.

Facade Composition:
Facade composition is characterized by balanced placement of windows and doors that compliment the porch bays and roof pitch. Gabled roof pitch should be 7:12 for solar optimization.

Combinations:
Interesting forms and larger living areas may be created by adding side and/or rear wings to the main body of the house. Gabled or shed dormers may be added. The architectural character of any additional parts should match the character of the main body of the home.

Attached Housing:
Duplex and triplex buildings can be formed by using a single main body mass or by two main body masses connected in a "U" shaped pattern.
Livable front porches are one of the key features of the farmhouse architectural style. They provide a setting for residents to interact with neighbors. These interactions help foster a strong sense of community and activate the livable front yards of Liberty residents.

At Liberty, generous porches should span front and/or side facades of Liberty homes. Wraparound porches are encouraged. Porches can be one or two stories with shed or hipped roofs or integral with the main roof of the house. Columns should be square and equal in width to the beam.
Summary

In addition to the simple traditional gable, the modern farmhouse and cottage can have a variety of different roof forms and pitches, as traditional cottages utilize medium to steep pitches.

Roof forms within Liberty can be side and/or front gabled, shed, hipped, or combination. Flat roof accents may also be used. Gable roof pitch can vary but should be 7:12 for solar optimization, single story elements and/or porches can be 3/12. Diversity in roof forms is encouraged to avoid monotony.
Garage Treatments

Summary
Liberty’s design goal is to minimize the visual presence of garages from the street. Alley loaded lots tuck garages behind houses, leaving the front free for full facade porches and other design features.

On front loaded lots, the garage elevation should be detailed in a manner consistent with the main body of the home and may be articulated with a window, bay, trellis, overhang, or other architectural feature. Use of ‘Porte-cochères’ designed as extensions of the front porch are allowed. Garages may be attached or separate from the house and linked with a lower wing.

Garages facing the street are encouraged to be recessed behind the front facade zone. On two car garages, varying the door recess depths helps break up the garage face. The third door of a three car garage must be recessed further than the other two.

Garage door colors should be chosen to blend into the house or recede visually. Garage doors should be detailed as traditional garage doors or can be a contemporary character.

Garages may also be designed as carriage houses with living space above the garage with balconies or porches. Carriage units should be designed with a distinct roof that is separate from the main body of the house.
Windows

Windows are typically vertical in proportion and are undivided. Though usually historically double hung, windows may also be tilt, turn, awning, casement, or fixed. Windows are arranged in single, paired or multiple pained groups and are stacked symmetrically to create abstract geometric patterns. Corner windows are encouraged. Trim is flat or has a simple band, with a simple header. When windows are open they should make an effort to capture the delta breezes.

Doors

Doors are centered in their bays and have flat panels or planks. Glazing, sidelights and transoms are encouraged. Front doors may be single, double or dutch. Barn doors sliders are allowed where appropriate.
Dormers, Chimneys & Bay Windows

Dormers, chimneys and bay windows may be added to the main body of any house. Dormer windows may be hipped, shed or gabled and should be designed in symmetrical patterns. The use of chimneys, though traditional, should not block or impede on solar PV energy production. Bay windows should be used in a limited fashion and have good proportion and scale as to not dominate the house facade.
**Materials & Possibilities**

**Exh 11-19**

**Liberty Key Architectural Elements**

**Forms:** Simple geometric shapes and volumes that are predominantly two story with single story elements attached. Nonresidential exception.

**Roofs:** Uncomplicated gable forms with shed and dormer accents. Gable roof pitch can vary but should be 7:12 for solar optimization, single story elements and/or porches can be 3/12. Asphalt shingles, flat concrete tile, and metal seam materials with preference to ‘cool roof’ qualities to reduce solar gain. Eaves to be tight to 24” overhang, no rake tiles allowed.

**Walls:** Siding to be horizontal lap or vertical board and batten. Stucco allowed with brick or stone accents. Materials must be consistent on house forms and terminate on inside corners.

**Windows:** Wood-clad or vinyl allowed in a vertical proportion with trim all around and on all windows within public view. Single-hung or casement operation preferred.

**Doors/Garage Doors:** All doors to have trim all around and main entry doors to be recessed minimum 6” and covered by roof. Garage doors can be wood or vinyl and should be recessed and be articulated as to not be plain or unappealing.

**Architectural Elements:** All homes or series of homes shall contain varied elements that reinforce the style selected.
11.4 SUSTAINABILITY

11.4.1 Green Building

The Liberty Specific Plan incorporates a number of features that facilitate the design and construction of green buildings, such as north/south and east/west oriented streets in a grid pattern to utilize passive solar design and allow cool delta breezes to flow through the neighborhood. The Design Guidelines build upon these elements and incorporate green building/sustainable development strategies including the following:

- Energy efficiency beyond the level required by the California Energy Efficiency Standards (Title 24);
- Use of Energy-Star rated residential appliances, where applicable;
- Water efficiency for interior water use;
- Construction waste recycling reflecting AB 939 requirements;
- Improved indoor environmental quality through such measures as tight ducts, efficient air filters, and low emitting materials; and
- Use of efficient space conditioning (heating and cooling) systems in all buildings to the extent feasible. Strategies to be considered include high efficiency heating, ventilation and air conditioning (HVAC) equipment; fans to assist natural ventilation; and appropriate control systems.
- All buildings will be designed to accommodate renewable energy sources, such as pre-wiring for an electric vehicle and solar PV systems, as shown on Exhibit 11-20, Solar PV Goals.

The following interior and exterior energy efficient strategies may also be utilized:

- Passive heating and cooling design strategies may be utilized to the extent feasible in building design and site planning, including strategies to minimize the “heat island” effect. Potential strategies include building orientation; natural ventilation; high insulation values, energy efficient fenestration (windows); and light-colored exterior surfaces.
- Energy efficient interior and exterior lighting, daylighting, and lighting controls may be installed to the extent feasible.
- Solar systems may be installed to supplement the heating of all swimming pools and spas.
Solar PV Goals

Summary

To achieve the sustainability goals of Liberty and meet with future energy codes, every building and home at Liberty is encouraged to have roof mounted solar photovoltaic (PV) panels. All residential homes will come with a solar PV system. However, to maintain a strong aesthetic character, the panels should not be located visibly on the fronts of homes or buildings to the maximum extent possible. Panel layouts should be determined in advance of construction and located on backs or at the rear of homes, based on individual lots. The use of alleys and rear loaded garages will play an important role in eliminating panel view from front yards and sidewalks.

All homes at Liberty must be constructed with the proper preparation for solar panels. Whether included in initial construction or panel retrofit at a later date, it is essential that all new homes are built using the Liberty Solar Preparation Guide.
11.4.2 Solar Preparation Guide

The following guide was prepared to optimize solar production throughout the Liberty community.

Building/Array Site Assessment
- Design a proposed array location and square footage on the architectural diagram.
- Identify orientation of proposed array location.
- Identify inclination of proposed array location.
- Conduct a shading study documenting impacts on proposed array location.
- Assess if proposed array location supports a solar resource potential of more than 75% of the optimal solar resource potential for the same location.

Structural and Safety Considerations
- Provide code-compliant documentation of the maximum allowable dead load and live load rating of the existing roof; recommended allowable dead load rating can support an additional 6 lbs./sf for future solar system.
- Install permanent roof anchor fall safety system if necessary.

Renewable Energy Ready Home Infrastructure
- Install and label a 4’x4’ plywood panel area for mounting an inverter and balance of system components.
- Install a 1” metal conduit for the DC wire run from the designated array location to the designated inverter location (cap and label both ends).
- Install a 1” metal conduit from designated inverter location to electrical service panel (cap and label both ends).
- Install and label a 70 amp dual-pole circuit breaker in the electrical service panel for use by the PV system (label and service panel).

Homeowner Education
- Provide the homeowner with a copy of this check list and all the support documents listed here:
  - Architectural drawings detailing proposed array location and square footage.
  - Electrical drawings and riser diagram of Renewable Energy Ready Homes PV system components that detail the dedicated location for the mounting of the balance components.
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Section 12  Community Safety Design Guidelines

12.0 COMMUNITY SAFETY DESIGN GUIDELINES

The purpose of the Community Safety Design Guidelines is to establish design criteria to assure a safe and comfortable environment for all of its residents and visitors.

12.1 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES

Crime Prevention Through Environmental Design (CPTED) is the multi-disciplinary approach to deterring criminal behavior through environmental design.¹

CPTED is based on four basic interrelated principles:

1. Natural Surveillance

   Natural surveillance is a CPTED principle directed at keeping legitimate users and potential intruders under passive observation. It utilizes design features to increase the visibility of a property or building by human activity. This provides the opportunity to challenge inappropriate behavior or report it to the police or the property owner when observed. When natural surveillance is used to its greatest advantage, it maximizes the potential to deter crime by making the offender's behavior more easily noticeable to a passing individual, casual observer, or police patrol car. Natural surveillance provides a good visual connection between residential and/or commercial units and public environments such as streets, common areas, parks, sidewalks, parking areas, and alleys.

2. Natural Access Control

   Natural access control is a CPTED principle used to decrease the opportunity for criminal activity by creating physical elements and cues in the design to keep unauthorized persons out of a particular place if they do not have a legitimate reason for being there. Natural Access Control can be accomplished by the placement of entrances, exits, fencing, landscaping, and lighting to provide a physical guidance to people coming and going from one space to another. Natural access control provides clear boundaries between public, semi-public, and private areas. These boundaries are needed at entrances to residential buildings, shops, parking lots and garages to define the areas appropriate for legitimate users and inappropriate for unauthorized persons. Boundaries can be established by signs, walls, fences, landscaping, and pavement treatments.

3. Territorial Reinforcement

   People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others; clear boundaries between public and private areas achieved by using physical elements to "personalize" a space. Such elements as fences, pavement treatment, art, signs, gardens, proper maintenance, and landscaping are ways to express ownership. The concept of territorial reinforcement suggests that physical design can create or extend a sphere

¹ International CPTED Association, cpted.net, 2015.
of private or semi private space. Potential offenders perceive that territorial influence. For example: Low walls, landscaping, and paving patterns clearly defining the space around a private unit's entry belongs to (and is the responsibility of) the residents of the unit. "Defensible Space" is another way of describing this strategy, which involves creating recognizable public, semi-private, and private zones. These zones can be defined as:

- **Public zones** are generally open to anyone and best-suited to natural surveillance approaches to create a safe environment.

- **Semi-private zones** create a buffer between public and private zones and may serve as common use spaces, such as common interior courtyards. Although accessible to the public, separation is provided by using design features, such as landscaping, that establish definite transitional boundaries between public and semi-private zones and private zones.

- **Private zones** are areas of restricted entry. Access is controlled and limited to specific individuals or groups. A private residence is a clear example of a private zone.

4. **Maintenance and Management**

Lastly, care and maintenance allows for the continued use of a space for its intended purpose. Deterioration and blight indicate less concern and control by the intended users of a site and indicate a greater tolerance of disorder. The more dilapidated an area, the more likely it is to attract unwanted activities. Proper maintenance protects the public health, safety and welfare in all existing structures and premises either residential or nonresidential, by establishing minimum requirements and acceptable standards. Maintenance and management need to be considered at the design stage, as the selection of materials and finishes will impact the types of maintenance treatment that can be sustained over time.

These principles work together to create safe environments. Each principle in turn generates a list or group of specific design criteria that are incorporated into the Liberty design, as shown on Exhibit 12-1, *Crime Prevention Through Environmental Design*.

**12.2 CPTED GUIDELINES**

**12.2.1 Single Family Attached and Detached Residential Development**

The following CPTED design standards are required, where appropriate, of any proposed Single Family Attached and Detached residential development.
Crime Prevention Through Environmental Design (CPTED)

Summary

Crime Prevention Through Environmental Design (CPTED) is the design, maintenance, and use of the built environment in order to enhance the quality of life and to reduce both the incidence and fear of crime. CPTED is based on four basic interrelated principles, which are:

- Natural surveillance "eyes on..."
- Natural access control
- Territorial reinforcement
- Maintenance and management

The Liberty design purposefully incorporates these principles. For example, Liberty’s street grid creates livable front yards and pedestrian friendly streets, which in turn creates natural surveillance of streets, parks, greenbelts, and the K-8 elementary school. Public and private spaces are clearly delineated and access is controlled through the use of signs, landscape elements, elevation changes, walls and fences, and lockable gates. The Liberty Home Owners Association will help ensure proper maintenance of public and private spaces.
Section 12 Community Safety Design Guidelines

Natural Surveillance:

- All dwelling structures shall be visible from the street.

- The NC-10 Stormwater Detention Basin shall be visible from Stonegate Drive and Liberty Drive. View fencing shall be utilized for enhanced natural surveillance into the basin area.

- All parks and greenbelts/trails shall maintain a high level of natural surveillance, including the Clarksburg Branch Line Pedestrian and Bike Trail.

- Alley loaded homes should have balconies, second-floor decks, and large windows facing the integrated alley to provide “eyes on the alley” surveillance. Alley loaded homes also have street addresses, LED lighting, fencing, and gates.

Territorial Reinforcement:

- Cul-de-sacs should be designed with fronting homes. This street design promotes “eyes on” the street.

Maintenance and Management:

- "Double-walls” shall not be permitted. Double-walls encourage the collection of debris, are a public health and safety concern, and invite criminal activity. This would be negotiated with perimeter homeowners that may have existing fencing and walls that may or may not need replacing.

12.2.2 Multi-Family Attached Residential Development

The following CPTED design standards are required, where appropriate, of any proposed Multi-Family Attached residential development.

Natural Surveillance:

- Design buildings so that entry doors and exterior doors are visible from the street or by neighbors. Whenever possible, buildings shall be configured around courtyards, gathering areas, and green spaces.

- Install full-sized windows on all four facades of buildings to allow optimum surveillance. Locate windows so that surveillance of green spaces, footpaths, and drive aisles are possible from frequently used rooms (habitable rooms) (i.e., living room, family room or kitchen only), without permitting close views from those areas.
• Visitor parking should be clearly identified and distributed throughout the development and visible from nearby residences for good natural surveillance.

• Site buildings so that the windows and doors of one unit are visible from another (although not directly opposite).

• Each dwelling unit's entry door shall be visible and unobstructed from the street, greenbelt, or park. Hidden or secluded entry doors are prohibited.

• Make parking areas visible from commonly used windows (i.e., living room, family room, kitchen, dining room) and doors.

• All units shall be equipped with individual laundry areas. If common laundry facilities are present on-site, they shall be placed in highly visible, common areas, have large windows without coverings on as many sides as possible, be well illuminated both inside and outside, use coinless laundry systems, and be locked each night to avoid vandalism. If tenant access is gained to the room via a key or card access system, a window shall be located on the entrance door to allow a view of the interior before entering. A clear line of sight (diagonal) from one interior corner to another is required.

• Position recreation areas to be visible from many of the dwelling unit's windows (i.e., living room, family room, dining room, and kitchen) and doors and in central areas.

• Mailboxes shall be located in highly visible, heavily used areas, such as adjacent to the management office or community facilities to minimize the possibility of vandalism and theft. Mailbox kiosks shall not create any dead spaces or hinder natural surveillance. Mailbox facilities (including mail rooms, pedestrian pathways leading to, and areas behind kiosks) shall be well-lit with LED lighting, from dusk to dawn.

• A building's stairwell shall be centrally located to the units served and should be open and visible from as many units or common spaces as possible. When necessary, enclosed stairways shall contain numerous windows or be designed with glass walls, so users (and potential trespassers) can be seen on the stairway from outside, and maintain good surveillance.

• Place elevators close to main entrances with the entire elevator interior in view when the elevator doors are open. The interior back wall shall be mirrored, and each elevator shall be equipped with a panic button. The elevator shall not have a "Permanent Stop" button installed. Glass backed elevators are strongly recommended for the safety and security of the users.

• Although podium garages are not anticipated on Liberty, in developments with subterranean parking garages, a glass-backed elevator shall be a requirement.
• Place playgrounds/tot lots in central, interior areas where they are clearly visible from units frequently used windows (i.e., living room, family room, kitchen windows). Playgrounds/tot lots that require perimeter fencing shall utilize view fencing and border vegetation should be designed and maintained so as not to block visibility into the area.

• Property should not contain areas which are not clearly visible from natural surveillance points that are frequently occupied (i.e., dead spaces between buildings or dead end areas in parking lots).

• The distance between units facing each other across a common landscaped green space should be sufficient for outdoor use and gatherings, but should not compromise the privacy of individual dwelling units.

Natural Access Control:

• Perimeter fencing shall be located where appropriate and utilize quality materials which support the community character.

• When locking gates are required, use devices which automatically lock upon closing on common building entrances.

• Locate business office at or near the main entrance.

• For pedestrian gated access points along the perimeter fence-line, incorporate a celebrated entry point. A celebrated entry point is obvious and inviting. It would include items such as an oversized entry gate, decorative paving, increased lighting, increased landscape and other decorative features making it stand out from the basic fence-line.

• Where practical, activity generators can also include workshops, and both indoor and outdoor recreation facilities, such as ball courts. These should be carefully positioned so that natural surveillance is provided from nearby units and completely separated from the tot lots.

Territorial Reinforcement:

• Each dwelling unit entry shall incorporate a semi-private, delineated patio, and/or sufficient space for the resident to add personal items for his/her defensible space.

• Community address numbers and complex numbers should be visible. Building numbers should be of sufficient height and posted so they are readily visible from all approaching walkways and from street parking areas. Each unit shall have a number posted so it is readily visible from the walkway. Each breezeway should be posted with unit numbers or
letters. All posted numbers shall be of a color that contrasts with the background and are visible during both the day and nighttime hours.

- A locator map or directory should be posted at the site entrances. The directory should be located on the site so as to be easily and quickly identified and free from visual obstruction. The map should clearly indicate the dwelling numbering system, location of visitor parking, major community facilities, and the management office. The directory should be internally illuminated, and should be illuminated from dusk until dawn. The directory should have vandal-resistant glazing to minimize criminal damage and the structure should be weather resistant.

- Where dwelling units must share a common entry path, no more than six units should share a single entry point. An example would be a three-story building where a pedestrian path leads to an entry point for two units on each floor.

- The use of individual lockable garages instead of carports is preferred for tenant parking. Whenever practical, garages should be attached to the unit and have a connecting door into the unit. If carports are built, the interior of the carport should be visible from regularly used windows (such as a living room, family room, or kitchen) or other observation points (semi-private patio, balcony or amenity area).

- Boundaries between private and communal outdoor space should be clearly defined with physical barriers such as low-level fencing and/or landscape.

- Social meeting areas should be placed near building lobbies or along well-traveled pathways. Avoid placing these rooms in out-of-the-way areas, or basement areas, where they will be ignored and poorly used.

- Dwellings, walkways, and common areas should be arranged so that it is possible for neighbors to meet one another through the daily use of the development (the placement of the mailbox kiosk for example).

- There should be opportunities for positive casual use of outdoors on the site. For example, provide well-designed, outdoor sitting areas or walking paths with exercise stations throughout the complex that are inviting to residents and encourage socializing.

- Activity generators should be provided on site to encourage social events, and community festivities. These activities should not be deterred by the design, such as vehicle access roadways and parking that obstructs or detracts from an uninterrupted network of safe landscaped spaces for children and adults.

- Provide opportunities for residents to add their own personal touches to their immediate environment; an example is articulated facades on the door entranceways so that they can
add flower pots, and other items to beautify their space. Avoid flat fronted, row house
designs, or motel type designs which offer no semi-private areas.

Maintenance and Management:

- All buildings, recreational areas, and landscaping shall be maintained frequently.

12.2.3 Non-Residential Development

The following CPTED design standards are required, where appropriate, at all non-residential
developments.

Natural Surveillance:

- Every area of the development shall be visible either from the street or from a window
within a structure (i.e., The Commons, parks and greenbelts, K-8 elementary school site,
etc.)

- Adhere to one foot candle for all common and/or activity areas, parking lots, walkways,
entrances, exits, perimeter fence-lines, and outdoor storage areas, for safety and security.
All exterior lighting shall be illuminated from dusk until dawn. All luminaries utilized shall
have vandal resistant light fixtures. LED lighting shall be utilized for all pedestrian
pathways for enhanced security and excellent color rendition.

- Trash enclosures shall be placed so the location does not create a dead space behind or next
to the structure. Acceptable examples of proper placement of a trash enclosure are directly
on a property line or attached to another structure. Enclosures must comply with City
Code.

- The placement of utility equipment and trash enclosures shall not obstruct natural
surveillance of common space areas.

- Landscape shall not obstruct natural surveillance of entrances, exits, pedestrian paths,
parking lots, windows, or common space areas. Trees should be trimmed at least 8 feet
above the ground. Shrubs should be trimmed so as to not block any views, light, or provide
hiding places.

Maintenance and Management:

- Protection against graffiti can be obtained by planting vines and thorny shrubs or ground
covers next to the sides of buildings, walls, and other design elements that could be
vandalized. All plantings within a City ROW are subject to City approval.
• Graffiti-resistant paint or anti-graffiti coatings should be used on the sides of the building, walls, and any other design elements that could be vandalized. Murals on buildings, walls, and other design elements promote neighborhood pride and identity. They also help to deter graffiti.

• Protective films can be installed on the outside of windows to prevent window damage from graffiti, knife gouging or scratching.
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Section 13  
Administration and Implementation

13.0  ADMINISTRATION AND IMPLEMENTATION

Following the adoption of the Liberty Specific Plan, the Specific Plan area will be developed in phases over a multi-year time frame. The Specific Plan serves as the implementation tool for the City of West Sacramento General Plan, as amended, and establishes the zoning for the Specific Plan area. Following adoption of the Specific Plan, final development and design of individual projects and improvements within the Specific Plan area will proceed following the approval by the City of West Sacramento of those development permits and entitlements described in the following sections. These subsequent development and design applications will be reviewed and administratively approved by the Community Development Director. In addition, any ambiguity concerning the content or application of the Liberty Specific Plan shall be resolved by the Community Development Director, in a manner consistent with the goals, policies, purpose, and intent established in this Specific Plan. If necessary, the Community Development Director may refer the item to Planning Commission for further review.

13.1  DEFINITIONS

Words, phrases, and terms not specifically defined within this Specific Plan shall have the same definition and meaning as provided in the City of West Sacramento Municipal Code or, if not defined in the Municipal Code, refer to Section 15, Appendix - Definitions.

13.2  RELATIONSHIP BETWEEN THE SPECIFIC PLAN AND CITY MUNICIPAL ZONING CODE

A. Development standards and requirements contained in this Specific Plan shall supersede those contained in the City of West Sacramento Municipal Code Title 17 (Zoning Code). Where the Liberty Specific Plan is silent, the Zoning Code shall prevail.

B. The Liberty Specific Plan includes Design Guidelines, which shall be the sole design criteria by which development projects within the Specific Plan area are reviewed and approved.

C. Unless otherwise specifically approved as part of the Specific Plan, all off-site improvements under the control of the City shall be subject to City of West Sacramento regulations and requirements in effect at the time the improvement plans are submitted. Improvements not under the control of the City (e.g., improvements to State highways under the control of Caltrans) shall be subject to the regulations and requirements of the responsible agency.

D. Whenever the provisions contained herein conflict with those contained in the Zoning Code, the provisions of the Liberty Specific Plan, including the adopted Development Standards and Design Guidelines, shall govern.
13.3 IMPLEMENTATION OF CEQA

All applications for a development entitlement that are submitted after approval of the Specific Plan shall be reviewed for conformity with the Specific Plan and for compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. An environmental impact report (EIR) will be certified concurrent with the approval of the Specific Plan and shall serve as the base environmental document for subsequent entitlement approvals within the Specific Plan area. The City’s Community Development Department will determine the appropriate level of environmental review.

The rules governing the extent of any future environmental review are set forth in California Government Code Section 65457 and Section 15182 and 15183 of the State CEQA Guidelines. Under these sections of the State CEQA Guidelines, if a public agency has prepared an EIR on a specific plan, no additional environmental document is necessarily required for approval of a residential project that is undertaken in conformity with the specific plan. Moreover, no additional environmental review is required for projects that are consistent with the zoning for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects that are peculiar to the project or its site. Given the project level of analysis contained in the Specific Plan EIR, nonresidential projects consistent with the approved Specific Plan and EIR may also avoid further formal CEQA review.

Development within the Specific Plan area shall comply with all applicable mitigation measures, existing regulations, conditions of approval, and incorporate design features as described in the Mitigation Monitoring Program included in the Liberty Specific Plan EIR.

13.4 DEVELOPMENT REVIEW AND APPROVAL PROCESS

Development within the Liberty Specific Plan may be subject to approval of subsequent entitlements by the City. Examples of such entitlements include vesting tentative subdivision maps, Specific Plan amendments, conditional use permits, tree permits, design/site review applications, and building and grading permits. Individual project applications will be reviewed for consistency with the Specific Plan and other regulatory guidelines. Application and processing requirements shall be in accordance with the Municipal Code and other regulations, unless otherwise modified by this Specific Plan or Development Agreement. All subsequent development projects shall be consistent with this Specific Plan and all applicable City policies, requirements, and standards. All subsequent public improvements and other activities shall be consistent with this Specific Plan, Development Agreement(s), and all applicable City policies, requirements, and standards. If the applicant or City decides that an amendment to the Specific Plan is warranted, an amendment to the Specific Plan may be requested.
Section 13  Administration and Implementation

For specific amendment procedures refer to the “Amendments and Modifications” section of this chapter.

Site-specific development designs within the Liberty Specific Plan area are subject to the following approval processes:

A. Subdivision Maps

Subdivision map approvals shall include a Large Lot “A Map,” Vested Tentative Tract Map and Small Lot “B Map” Vested Tentative Tract Map for the entire Specific Plan, in accordance with the procedures of the Subdivision Map Act and the City’s Subdivision Code (Title 16 of the West Sacramento Municipal Code). Residential development that is consistent with the development and design standards contained in this Specific Plan will not require further site plan approval.

Any subdivision map prepared for the purposes of conveyancing or financing a parcel or parcels of land which does not create a legal building site or does not authorize any other development may be approved by the Community Development Director, and any final map prepared for such purposes shall clearly bear the notation that it is for financing or conveyancing purposes only and that no development is authorized by the recordation of such Subdivision Map. A single subdivision map may be prepared and approved for the entire Specific Plan area or multiple subdivision maps may be prepared and approved for each individual phase of Specific Plan implementation.

B. Sub-Phases

The Master Developer will create sub-phases within each of the three major phases depicted on exhibit 8-1, Phasing and Model Locations; and shall comply with all conditions of approval for that smaller sub-phase. Sub-phases will allow a manageable timeline of construction and absorption. The City will have assurances that the necessary sub-phases will have the appropriate infrastructure in place to support the sub-phase within the three major phases. The vested Large Lot “A Map” Master Tentative Tract Map shall include the ‘conditions of approval’ attached to each phase of the map to ensure that all necessary infrastructure is in place per major phase. Each sub-phase will require City review and approval. This will allow some flexibility to the developer/builder to respond to the market place.

C. Design Review

In accordance with Chapter 17.69.010 of the Zoning Ordinance (Title 17), Design Review approval is required to review new buildings for consistency with those design and architectural guidelines and standards contained in the Specific Plan. Design of new buildings and improvements, including site plans, floor plans, roof plans, exterior
elevations, color and finish materials, landscape, and lighting will be first reviewed and accepted by the Master Developer. Upon acceptance by the Master Developer, these plans will be packaged and submitted to the City as a formal Design Review submittal. The City Design Review Administrator or Community Development Director is responsible for administratively approving any design review application. In accordance with Chapter 17.69.050, the design review administrator shall approve the application, or provide written comments explaining why the project is not consistent with the Liberty Specific Plan. Design review by the design review administrator is a ministerial act and not subject to a public hearing process.

D. Use Permits

In accordance with Chapter 17.65.010 of the Zoning Ordinance (Title 17), Use Permit approval may be required to allow certain land uses to be properly integrated into the Specific Plan area based on final design. The Community Development Director shall review and may administratively approve any Use Permit within the Specific Plan Area.

E. Density Transfers

Each residential land use classification in the Specific Plan has been assigned a density and allocated units, based upon factors such as site location, conditions and anticipated market demand for a variety of housing products. As individual residential projects are designed, a more detailed assessment of these factors may result in the need to adjust (reduce or increase) the number of units assigned to a particular land use classification under the Specific Plan.

It is the intent of the Specific Plan to permit flexibility in adjusting the number of residential units assigned to any residential land use parcel in response to market demand, subdivision design or other factors. To further this intent, units assigned to specific land use classifications or large-lot parcels may be transferred within the Specific Plan area, provided that all of the following criteria are met:

- The transferring and receiving land uses are within the Liberty Specific Plan Area and the total number of approved units for the Specific Plan is not increased (unless such an increase is separately approved by the City).
- The transferring and receiving land uses are Residential, and the densities for each land use are within the range established by the Specific Plan.
- The adjustments would not have a significant adverse effect on planned infrastructure, roadways, schools, or other public facilities.
Unit transfers and density adjustments that fulfill the above criteria, and are consistent with the intent of the Specific Plan and EIR, will not require an amendment to the Specific Plan.

To request a unit transfer or density adjustment, the owner or owners of both the transferring and receiving parcels shall submit to the City all information needed to determine compliance with the above criteria. This submittal shall include information identifying the parcels and designating the number of units being transferred; a Minor Amendment application with filing fee; and any other necessary documentation requested by the Community Development Director. The applicant shall also provide a revised Specific Plan table reflecting the adjusted unit counts and densities, as well as any necessary supporting exhibits. Changes in project densities that affect an approved Vesting Tentative Subdivision Map may require a revised Vesting Tentative Subdivision Map to be reviewed and approved by the City.

F. Final Park Plans

The Specific Plan presents conceptual park programming for public and private parks, which were prepared based on Quimby Act requirements and anticipated park needs of the City. Final park facilities and other related improvements associated with the proposed parks will be presented in final park plans. If the conceptual park programming in the Specific Plan is amended or modified, said amendments shall be reviewed and administratively approved by the Community Development Director. Amendment to the Specific Plan or further CEQA evaluations will not be required.

G. Final Landscape Plans

Final landscape plans shall be prepared in accordance with the exhibits that are presented in the Specific Plan. Final landscape plans shall be reviewed and administratively approved by the Community Development Director. If the conceptual landscape exhibits in the Specific Plan are amended or modified, said amended conceptual landscape exhibits shall be reviewed and administratively approved by the Community Development Director. Amendment to the Specific Plan or further CEQA evaluations will not be required.

H. Roadway, Water, Sewer, and Drainage Improvement Plans

Improvement plans for roadway, water, sewer, and drainage improvements shall be prepared in accordance with those master plans presented in the Specific Plan. Said improvements shall be reviewed and administratively approved by the City Engineer. Master Plans in the Specific Plan may be amended over time to ensure the availability of adequate infrastructure and services to the project site, subject to approval of the City Engineer. Modifications to project infrastructure undertaken pursuant to Master Plan amendments as approved by the City Engineer shall not require amendment to the Specific Plan or further CEQA evaluations.
Section 13  
Administration and Implementation

I. Lot Line Adjustments

Adjustments to lot lines that have been established by Subdivision Maps may be administratively approved pursuant to the provisions of the West Sacramento Municipal Code.

J. Exclusive Right-of-Use / Reciprocal Use Easements

Exclusive right-of-use/reciprocal use easements are permitted within Liberty. As an example: the Paseo 55′x62.5′ makes use of this where the 5 foot side yard of one unit is used by the neighbor. The builder’s in Liberty may choose to make additional use of this design feature because it makes this 5 foot side yard usable into a 10 foot width.

Drainage should avoid these exclusive right-of-use/reciprocal use easements if the area has been given to the neighboring lots. The Liberty Specific Plan and Architectural Pattern Book encourages these side yard easements.

K. Temporary Signs

Permits for temporary signs may be granted by the Community Development Director subject to the provisions of the West Sacramento Municipal Code.

13.5 SPECIFIC PLAN AMENDMENTS AND MODIFICATIONS

It is recognized that dynamic market conditions and other unforeseen circumstances may prompt changes to the Specific Plan. These situations could warrant changes to Specific Plan elements (including land use development types assigned to specific parcels), changes to capacity requirements, changes to the intensity or density of land uses on specific parcels (including public facilities), density transfers, or changes in policies. For the purposes of implementation, these changes to the Specific Plan shall be categorized as either a Major Amendment or an Administrative Modification. Both types of proposed changes shall be submitted to the City in application form and shall include a justification statement explaining why the proposed change is warranted.

The Community Development Director may request additional exhibits or other supporting materials necessary to fully evaluate the proposed changes, which shall be submitted with the application. Any changes which substantially affect an approved Vesting Tentative Map shall require a revised Vesting Tentative Map to be reviewed and approved by the Planning Commission. Any changes not requiring a revised Vesting Tentative Map will be subject to a review and finding of Substantial Conformance by the City Engineer when the Final Map is submitted.
Major Amendments

A Major Amendment is any change proposed to the Specific Plan that could significantly increase environmental impacts or other changes determined to be significant by the Community Development Director. A Major Amendment is the appropriate procedure where changes to the Specific Plan are proposed that meet one or more of the following criteria:

- A new category of land use not specifically discussed in the Specific Plan is introduced.
- Significant changes to the distribution of land uses beyond those allowed under the Specific Plan.
- Any density adjustments.
- Any proposed changes affecting land use that may substantially affect the Specific Plan.
- Proposed changes to the Design Guidelines and/or Development Standards, if adopted, which would substantially change the physical character of the Plan Area as envisioned by the Specific Plan and as determined by the Community Development Director.

Major Amendments require approval by the Planning Commission and City Council.

Administrative Modifications

Administrative Modifications do not have a significant impact on the character of the Plan Area and are consistent with the spirit and intent of the Specific Plan’s visions, goals, and policies acted upon by. The Administrative Modification procedure shall be utilized for requests that conform to one or more of the following criteria or circumstances:

- The Community Development Director determines that the proposed adjustments to the Development Standards or Design Guidelines are offset by the merits of the proposed design and do not significantly change the anticipated physical characteristics, goals or intent of the Specific Plan.
- Granting of the Administrative Modification will result in design improvements, or site restrictions preclude literal compliance with the Development Standards or Design Guidelines without hardship.
- Granting of the Administrative Modification, with any conditions imposed, will not
be materially detrimental to the public welfare or injurious to property or improvements within the vicinity.

- Proposed changes to the alignment of collector, arterial and local streets, if adopted, would not substantially alter the land use or circulation concepts set forth in the Specific Plan.

- Proposed changes to land use diagram shapes or to street alignments which maintain the general land use pattern and/or provide an improved circulation system consistent with the intent and direction of the visions, goals, and policies of the Specific Plan.

- The proposed change is not expected to significantly increase environmental impacts beyond the levels identified in the Final EIR.

- The Community Development Director determines that a new land use not specifically addressed in the Specific Plan is similar in nature to a land use specifically allowed in the Plan Area.

An Administrative Modification may be reviewed and acted upon by the Community Development Director and/or the City Engineer, as appropriate. In granting an Administrative Modification, the Community Development Director may impose conditions to safeguard public health and safety, and to ensure that authorized development is consistent with the objectives and intent of the Specific Plan. No Planning Commission or City Council review is required, unless the Administrative Modification is appealed.

13.6 MASTER DEVELOPER’S ARCHITECTURAL AND LANDSCAPING APPROVAL PROCESS

Two separate approvals (preliminary and final) are needed by a builder/site developer from the Master Developer when processing building improvement plans through the City of West Sacramento. Once the Master Developer has sold all the property and the Home Owners Association is monitoring the residents’ submissions through the Covenants, Conditions and Restrictions (CC&Rs) and Design Guidelines, HOA approval is required in order to submit remodels and modifications to the architecture or landscape architecture.

13.7 CITY APPROVAL OF COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&Rs)

The Master Developer or merchant builders will prepare CC&Rs for a particular project. The City will review each CC&R and provide comments as deemed appropriate by the Master Developer or merchant builder.
13.8  **HOMEOWNER IMPROVEMENTS**

All homeowner improvements shall be completed in a manner consistent with the development and design standards contained in this Specific Plan. If HOA or City approval is required the homeowner shall obtain the appropriate permits and approvals before moving forward.
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14.0 SUBDIVISION STANDARDS

The provisions of this section shall be the standards within subdivisions for Liberty. Refer to Section 1.5, Project Summary/Description, for subdivision process of Liberty. Standards which are not addressed in Section 13 and 14 shall be governed by Title 16 (Subdivision Ordinance) of the West Sacramento Municipal Code.

A. Public alleys shall be constructed in accordance with City of West Sacramento standards.

B. Local cul-de-sac streets shall be constructed in accordance with City of West Sacramento standards as specified below, except when alternative standards are approved by the City's Community Development Director:

1. A maximum cul-de-sac length of 600 feet in length in residential and neighborhood commercial subdivisions without an emergency vehicle access near the end of the cul-de-sac.

2. A cul-de-sac shall be terminated by a turnaround not less than 50.5 feet in ROW radius.

C. All lots fronting on a cul-de-sac, a knuckle or a curved street shall have the appropriate designated product width (ex: 60’ for a 60’x100’ lot) 20 feet back from the curb line. Flag lots must have a 15 foot right-of-way frontage.

14.1 MODIFICATIONS

Modification to these standards may be approved pursuant to Chapter 17.63 of the West Sacramento Municipal Code. Modification requests shall be made in writing and shall contain a statement of justification for the modification based upon submitted background data and information. The Planning Commission and City Council shall make findings consistent with Section 17.63 of the West Sacramento Municipal Code.
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Section 15  Definitions

15.0  APPENDIX

15.1  DEFINITIONS

Affordable Housing – Residential units that are affordable (for rent or for sale) for lower and moderate-income households. The City of West Sacramento requires developers of all new residential projects in the City to designate at least 15 percent of their residential units as affordable, or pay a per unit fee to the city.

Alley – The place, means or way by motor vehicles and waste management trucks shall have safe, adequate and usable ingress and egress to a private garage on property or recreational use as required by this title.

Architecture Review Committee (ARC) – Implements the design guidelines and the covenants, conditions and restrictions (CC&Rs), in order to maintain design and aesthetic standards within the community and to preserve property values.

Bee Lakes – The original name for Bee’s Lakes, after a bee keeper that resided in the area.

Build It Green – A member-supported nonprofit established in 2005 to increase awareness and adoption of green building practices.

California Environmental Quality Act (CEQA) – Passed in 1970 to institute a statewide policy of environmental protection.

California Green Building Standards Code (CALGreen) – Part 11 of Title 24; also referred to as the California Building Standards Code. Included are both Mandatory and Voluntary Measures in the categories of: Planning and Design, Energy Efficiency, Water Efficiency and Conservation, Material Conservation and Resource Efficiency, and Environmental Quality.

Carriage Unit – A residential dwelling unit with living space, generally above a garage. It may have a ground floor footprint and interior staircase with a landing and include a kitchen, bedroom, bathroom, etc.

Casita Unit – A residential dwelling unit with living space, generally on the ground floor. It may have a ground floor footprint and include a kitchen, bedroom, bathroom, etc.

Clarksburg Branch Pedestrian and Bike Trail – Existing north/south trail along the west border of Liberty.

Class 1 Bike Path – Off-street path with two lanes dedicated to bicycle transportation. Also termed shared-use or multi-use paths/trails.
Class 2 Bike Lane – On-street lane designated by a painted bike lane on the street.

Class 3 Bike Route – On-street route designated by signage.

Commons, The – Comprised of private recreational amenities such as a central pool, spa, recirculated water play area, outdoor kitchen, bbq, fire pit, bocce ball court, a multi-purpose room with outdoor space, and the Liberty Orchard. Public areas at The Commons may also include an outdoor kitchen, bbq, a dog park, and the Liberty Orchard.

Complete Streets – Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Condominium – Shall mean one residential unit within a building of units where each homeowner owns their individual unit space, and all the dwellings share ownership of areas of common use.

Covenants, Conditions and Restrictions (CC&Rs) – The limitations or requirements placed on each lot of a subdivision or condominium project which is intended to protect the individual property as well as the general public regarding appearance, construction, placement and maintenance of buildings and common areas.

Crime Prevention Through Environmental Design (CPTED) – A multi-disciplinary approach to deterring criminal behavior through environmental design; with strategies focused on influencing offender decisions that precede criminal acts.

Davis Road Ditch – Existing ditch along north side of Davis Road.

Davis Road Trail – A 12 foot wide Class 1 multi-purpose east/west bike path on the north side of Davis Road Ditch; connecting Clarksburg Branch Pedestrian and Bike Trail to Village Parkway.

Director – Shall mean the Director of Community Development of the City of West Sacramento.

Easement – Shall mean a space on a lot or parcel of land, and so indicated on a subdivision map or in a deed restriction, reserved for or used for public utilities or public uses.

Easement Greenbelt – Located along Clarksburg Branch Pedestrian and Bike Trail just south of the NC-10 Stormwater Detention Basin; greenbelt also includes a Pocket Park.

East West Greenbelt – Located along the south side of neighborhood road connecting Village Parkway to Clarksburg Branch Pedestrian and Bike Trail; also includes a Class 2 or Class 3 Bike Path.
Section 15 Definitions

**East West Northern Edge Greenbelt** – Northern boundary greenbelt connecting Village Parkway to existing and neighborhood park.

**Energy Neutral** – The community has been designed with the goal of being able to offset all of the community’s energy use with clean onsite renewable energy.

**Enhanced Local Road** – A two lane road with parking on both sides with a larger parkway and Class 1 bike path on one side.

**Evapotranspiration** – The process of transferring moisture from the earth to the atmosphere by evaporation from land and water surfaces and by the transpiration of vegetation.

**Exclusive Use Area** – Shall mean the area on a residential lot created by the developer/builder by delineating the area(s) that owners or adjoining property owner would be allowed to use for themselves, i.e., side yard easements, gardens, garages, etc., that are outside the owner’s property line(s).

**Flex Block** – A residential block that is 300’x220’ and will accommodate any of the Flex Block home types.

**Four-Sided Architecture** – Architecture that is designed and decorated on all four sides of the structure so that when viewed from any vantage point, the design is never interrupted.

**General Plan** – Shall mean the General Plan of the City of West Sacramento. (West Sacramento Municipal Code, § 17.70.010)

**Grade** – Shall mean the average of the finished ground level at the center of all walls of a building. In case walls are parallel to and within five feet of a sidewalk, the ground level shall be measured at the sidewalk.

**Green Building** – The practice of increasing the efficiency of buildings and their use of energy, water and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance and removal.

**Green Point Rated** – Build It Green’s point system based on five categories: energy efficiency, resource conservation, indoor air quality, water conservation, and community.

**Green Program** – A comprehensive integrated framework of community-, neighborhood- and building-scale design principles with the goal of being energy neutral.

**Greenbelt** – A multi-purpose trail or path used by pedestrians and bicyclists with landscaped surroundings.
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**Gross Acre** – Shall mean the entire land area within the Specific Plan boundary.

**Heat Island Effect** – Occurs when warmer temperatures are experienced in urban landscapes compared to adjacent rural areas as a result of solar energy retention on constructed surfaces. Principal surfaces that contribute to the heat island effect include streets, sidewalks, parking lots and buildings.

**Home Owner Association (HOA)** – Nonprofit organization representing the interests of homeowners in a community. HOAs typically operate under recorded legal agreements attached to ownership of land.

**Home Site** – A piece of land designated for residential use that has specific boundaries. Home site sizes range from 3,000 to 26,500 square feet.

**Hydraulic Grade Line** – The locus of elevations to which water would rise if open to atmospheric pressure.

**Integrated Alley** – Shall mean alleys which have small landscaped areas that reduce the amount of heat-absorbing paving necessary. The north/south oriented alleys provide optimum photovoltaic orientation while capturing cool summer evening delta breezes to lower summer temperatures.

**Investor Owned Utility (IOU)** – A utility owned by private investors, as opposed to one owned by a public trust or agency; a commercial, for-profit utility as opposed to a co-op or municipal utility.

**K-8 Elementary School** – Kindergarten through eighth grade school functioning within the West Sacramento Unified School District.

**Land Use** – Shall mean an existing or proposed use of property.

**Lead Agency** – The agency responsible for carrying out the California Environmental Quality Act; the City of West Sacramento.

**Level of Traffic Stress (LTS) 1** – Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for all cyclists, including children training to safely cross intersections.

**Level of Traffic Stress (LTS) 2** – Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children.

**Level of Traffic Stress (LTS) 3** – More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people
Section 15 Definitions

currently riding bikes in American cities.

**Level of Traffic Stress (LTS) 4** – A level of stress beyond LTS 3.

**Liberty Drive South Greenbelt** – Located along south side of Liberty Drive connecting Village Parkway to Stonegate Drive; includes a Class 2/3 Bike Path.

**Liberty Loop Greenbelt** – A multi-purpose trail located on the outer edge of Liberty Loop; includes a Class 1 Bike Path.

**Liberty Orchard** – Located at the east side of The Commons, Liberty Orchard will contain locally grown produce for residents and visitors.

**Lot Depth** – Shall mean the distance measured by a line drawn between the front and rear lot lines in the mean direction of the side lot lines.

**Lot Width** – Shall mean the distance between the side lot lines within a lot as measured by the length of a line perpendicular to the lot depth line at a point thereon one-third of the length thereof from the front lot line and extending from one side lot line to the other side lot line.

**Low Speed Vehicle (LSV)** – Four wheeled vehicle with a top speed of 20-25 miles per hour which can operate on roadways with speed limits of no more than 35 miles per hour; established in 1998 by the National Highway Traffic Safety Administration safety standards for “low speed vehicles.”

**Low-Stress Bikeway** – Bicycle route that does not exceed Level of Traffic Stress 1 or Level of Traffic Stress 2.

**Lower Northwest Interceptor (LNWI)** – Sanitary sewer interceptor system flowing south to the Sacramento Regional Wastewater Treatment Plant.

**Multi-Family Attached** – Shall mean attached residential for sale or rental units.

**Multi-Purpose Trail** – Pedestrian and bicycle friendly pathway.

**NC-10 Stormwater Detention Basin** – One of the principal drainage facilities in southern West Sacramento designed to both detain storm flows and provide water quality treatment.

**Neighborhood Electric Vehicle (NEV)** – Type of Low Speed Vehicle that is battery powered, has four wheels and a top speed of 20-25 miles per hour which can operate on roadways with posted speed limits of 35 miles per hour.
**Neighborhood Park** – Park that serves the immediate neighborhood surrounding it.

**Net/Net Acre** – Shall mean the residential lot area within the Specific Plan. This excludes The Commons, neighborhood parks, greenbelts, public facilities (K-8 elementary school, Sports and Recreation Complex, and the NC-10 Stormwater Detention Basin), and all roads. Net/net acres are categorized by product type.

**North South Greenbelt** – Multi-purpose trail connecting the northern and southern borders.

**Open Space** – A large, unobstructed, relatively flat, natural terrain surface (preferably a drought-resistant grass) intended for recreation and leisure.

**PG&E Zero Net Energy (ZNE) Pilot Program** – Launched in 2010 and focused on achieving maximal energy efficiency and load reduction by leveraging advanced design, construction and building operations before the addition of on-site renewable energy generation.

**Pocket Park** – Small parks that provide greenery, a place to sit outdoors and may include children’s tot lots, an interactive element, and shade structure.

**Property Line** – Shall mean the boundary line describing limits of a parcel of land.

**Public Alley** – An alley that is accessible by the public and maintained by the City of West Sacramento.

**Residential Density** – Shall mean the average number of residential dwelling units per net acre of land.

**Right-of-Way (ROW)** – The legal right of a pedestrian and/or vehicle to proceed with precedence over others in a particular situation or place.

**Senior Housing** – Can mean a senior apartment, senior condo, assisted living, independent living, or memory care facility for people at least 55 years old who need minimal or no help. Options for meals, housekeeping, social activities and transportation may be offered.

**Setback** – Shall mean the required distance that a building or accessory structure must be located from a lot line. (West Sacramento Municipal Code § 17.70.010)

**Single Family Attached Housing** – Shall mean for-sale single family attached residential units.

**Single Family Detached Housing** – Shall mean for-sale single family detached residential units.
**Solar Reflective Index** – A measure of the solar reflectance and emissivity of materials that can be used as an indicator of how hot they are likely to become when solar radiation is incident on their surface. The lower the SRI, the hotter a material is likely to become in the sunshine.

**Southport Framework Plan** – Is a refinement of the City’s General Plan and establish the foundation for a village-oriented mixed-use development.

**Southport Sewer Master Plan** – Developed to reflect recent Southport developments and the connection to the Lower Northwest Interceptor (LNWI) which will convey West Sacramento’s wastewater to the Sacramento Regional Wastewater Treatment Plant.

**Specific Plan** – Shall mean a report consisting of text and exhibits regulating development within a specified area of the City prepared and adopted pursuant to the provisions of the California Government Code, the General Plan and Chapter 17.63 of the West Sacramento Municipal Code.

**Speed Table** – A traffic calming device that raises the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and are flat-topped, with a height equal to that of the curb height.

**Sports & Recreation Complex** – A public community park with amenities such as sporting fields for competition and recreational uses, concession building with restrooms, event pavilion building, dog park, and two City water tank sites.

**Stonegate Drive East Greenbelt** – Located on the east side of Stonegate Drive and includes a Class 2 and 3 Bike Path connected to Clarksburg Branch Pedestrian and Bike Trail.

**Stonegate Drive West Greenbelt** – Located on the west side of Stonegate Drive on top of the Sacramento Regional County Sanitation District easement and includes a public Pocket Park (P6); and Class 1 Bike Path.

**Sustainability** – The balance of decreasing harmful impacts to the environment while increasing people’s quality of life to the extent economically feasible.

**Units** – The anticipated number of units in Liberty based on the foreseeable future market conditions.

**Three-Sided Architecture** – Architecture that is designed and detailed on three sides of the structure, such as the front, side and rear elevation on a corner lot.

**Title 24** – Part of California Energy Commission’s Building Energy Efficiency Program, aimed at efficiency standards.
Transportation Management Systems (TMS) – Optimizes logistics through computer planning.

Trail – A multi-purpose paved or unpaved path designed for pedestrians and bicyclists. All trails within Liberty are within landscaped greenbelts.

Two-Sided Architecture – Architecture that is designed and detailed on two sides of the structure, such as the front and side elevation on a corner lot.

Village Parkway West Greenbelt – Greenbelt behind single family residences on northwest side of Village Parkway north connection.

Washington Unified School District (WUSD) – Public school district that currently operates six kindergarten-8th grade elementary schools, one transitional kindergarten-5th grade school, a comprehensive high school, an alternative high school, and independent study program and an adult education program.

Wellness Center – Located within the private recreation amenities at The Commons. The Wellness Center may include a lap pool, spas, exercise room, yoga room, and restrooms.

West Sacramento Area Flood Control Agency (WSAFCA) – Plans and builds flood risk reduction facilities.

West Sacramento Green Building Ordinance – The City of West Sacramento’s building ordinance pertaining to efficiency standards.

Wind Tower – A tall structure that captures wind from above and channels it down to ground level for cooling effects.

Yolo County Transportation District (YCTD) – Administers YOLOBUS, which operates local and intercity bus service 365 days a year in Yolo County and neighboring areas.

Zero Net Energy (ZNE) – A zero net energy building is one that produces as much clean, renewable, grid-tied energy as it consumes when measured over a calendar year.

Zero Net Energy Ready (ZNE Ready) – Buildings that meet the same high efficiency use as ZNE buildings, but lack on-site renewables. (DOE)

Zoning – Land separated by its uses.