

**City of Elk Grove**

# Southeast Policy Area Community Plan

**Adopted**



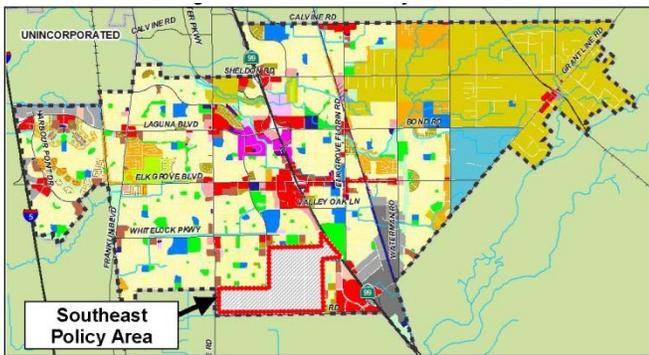
Planning Department  
July 9, 2014



# Southeast Policy Area Community Plan

In November 2003, the City Council adopted the General Plan for the City of Elk Grove. The General Plan is the City's overarching policy document indicating how the community will grow and develop over time. All new development and actions of the City (e.g., zoning) must be consistent with the General Plan.

The General Plan established a series of policy areas—areas of the City that are to be guided by specific land use policies covering topics such as land use type, development pattern, and requirements for development processing. Examples of the policy areas include, but are not limited to, the Rural Residential/Sheldon area, the Elk Grove Triangle, Old Town, East Elk Grove, East Franklin, and Laguna Ridge. A policy area was established for the Southeast Policy Area, so named because it was located in the southeast portion of the west side of the City.



The Southeast Policy Area (SEPA) is the last unplanned new development area in the City. As such, in July 2012, the City Council directed staff to initiate master planning (in the form of a strategic plan) for the Southeast Policy Area. The Council direction specified the preparation of a Community Plan along with high-level supportive infrastructure analysis (including traffic/transportation planning, drainage, water, and wastewater), community design guidelines and standards, and programmatic environmental review.

This document, the Community Plan, forms that overall policy basis for successive programs, regulations, and guidelines for development of the SEPA. All subsequent actions and development approvals must be consistent with this Community Plan, as well as with the overall General Plan and

subsequent regulations. To that end, the Community Plan is organized as follows:

- The **Plan Setting** describes the overall context for the SEPA.
- The **Guiding Principles** describe the overall vision for Meridian.
- The **Land Plan** describes the general layout of land uses within Meridian.
- The **Community Policies and Implementation** section identifies area-specific policies that apply to the Plan Area and the actions the City will take to implement the Community Plan and ensure orderly development consistent with the policies.

## PLAN SETTING

The Southeast Policy Area measures approximately 1,200 acres and is surrounded by several major existing and planned roadways. Kammerer Road is planned as a six-lane arterial in the General Plan and has further been identified as part of the route for the Capital Southeast Connector (Regional Connector), providing a link between Elk Grove, south Sacramento County, Rancho Cordova, Folsom, and El Dorado County. Light rail service is planned to extend from Cosumnes River College, along Big Horn Boulevard, through the SEPA and on to the mall.

It is also important to note that SEPA is bisected by the Shed C drainage channel. This drainage channel takes storm water from the Lent Ranch area and the detention basin on the Sterling Meadows property and carries it through the agricultural properties to the Stone Lakes National Wildlife Refuge. The Shed C drainage channel is manmade and primarily serves agricultural purposes. A preliminary analysis of the Shed C drainage channel was conducted as part of the City's Storm Drainage Master Plan. Additional analysis and improvement studies are necessary and contemplated in the Storm Drainage Master Plan.

## GUIDING PRINCIPLES

In March 2013, the City Council identified a series of Guiding Principles for the SEPA. The Guiding Principles identify the overall objectives of the Community Plan and guide the formulation of the

land use plan and the policies and standards contained within the Community Plan and accompanying documents.

**Vision Statement**

The primary objective for the SEPA is to plan for a range of job opportunities that are supported by a balanced mix of locally oriented retail uses and residential densities. The SEPA will be a regional destination for both employment activities and sports and entertainment. The SEPA will integrate with surrounding land uses through the incorporation of parks and open space, trails, and landscape buffers. A complete transportation network made up of roadways, sidewalks, trails, and transit (including future light rail) will allow for the safe and effective movement of people and goods within the Plan Area and connect them with other parts of the City and region. Development will be of quality design and materials that contribute to the sense of place and identity for the area.

**Employment-Oriented Development**

At its core, the SEPA is an *employment-oriented development*—that is to say, it is a community that supports and encourages the development of employment uses. It does this by:

- Creating opportunities for a range of employment prospects without predisposing any one use.
- Providing nearby places for employees to live at a variety of price points.
- Providing services for employees, including daily shopping and education.
- Providing recreational opportunities for employees within employment areas and the larger community.
- Providing a feasible range of choices for employees on how to get to work (e.g., car, bus, walking, biking).
- Engaging corporate attention and applying the power of public/private partnerships.
- Creating a total community, not individual, unrelated projects.

**Guiding Principles**

The following principles provide an overarching development framework for the SEPA.

**I. Urban Design/Public And Private Realm Design**

- Create a strong sense of identity, community, neighborhood, and development at a personal scale.
- Implement quality urban design elements throughout the Plan Area by incorporating locally and environmentally sensitive landscaping, site amenities (e.g., sidewalk furniture, pedestrian lighting, bike racks), and complementary architectural design.
- Locate land uses in a manner that are complementary to each other, thereby reducing the potential for interface conflicts.

**II. Land Use**

- Create a plan that provides a mix of land uses, including employment and residential opportunities supported by commercial and neighborhood-oriented uses and services such as parks, pedestrian and bike paths/trails, and recreational opportunities.
- Provide flexibility for the intensity and density of land uses to respond to changes in economic, market, and social factors while maintaining land use compatibility.
- Provide space for a destination that can be both a local and regional draw (e.g., large sports complex and supportive uses).
- **Employment Opportunities/Jobs Development**
  - Designate sufficient employment-oriented land uses to create job opportunities and improve the jobs to housing balance within the City.
  - Locate employment uses throughout the Plan Area to take advantage of transportation corridors and proximity to other land uses.
  - Locate a large block of employment uses that includes both office and industrial/flex space, to provide opportunities for

development of an office park/campus.

- Provide synergy opportunities between employment land uses and supporting retail/commercial and residential uses.

▪ **Mixed-Use**

- Encourage mixed-use development (e.g., mixed-use buildings with retail uses on the ground floor and office or residential on upper floors) within a community core that includes a future transit (e.g., light rail) station. Centrally locate the community core in the Plan Area and make it easily accessible by a range of uses and services.

▪ **Residential Uses**

- Provide a diverse range of housing densities and product types from low-density estate housing to higher-density multi-family residential opportunities.
- Multi-family residential uses should be located near transit facilities and, where feasible, near commercial and employment uses.

▪ **Public Services and Community-Oriented Uses**

- Locate educational facilities in the most effective locations for successful attendance, usefulness to the community, and utilization of future public transit facilities.
- Provide landscaped paseos and/or other off-street pedestrian and cycling amenities, increasing walkability and providing pedestrian connectivity throughout the Plan Area as well as into adjacent properties. Provide linkages in an east-west and north-south direction.
- Create a plan that makes active and passive park facilities available

at a level consistent with City and Cosumnes Community Services District (CCSD) policies.

- Identify the drainage infrastructure within the Plan Area as dual use facilities, incorporating both drainage functions and recreation opportunities as possible. Recreation opportunities could include active trail amenities along the channel, enhanced landscaping, golfing, and other features as feasible.

**III. Circulation**

- Organize land uses and provide linkages to allow for a significant percentage of Plan Area employees, students, and residents to be located within close proximity of, and easy access to, future transit facilities.
- Provide the sufficient intensity of employment and residential opportunities to attract an appropriate level of public transit services.
- Provide landscaped parkways and pedestrian and bicycle connections throughout the Plan Area to provide linkages between internal land uses and to surrounding areas.
- Provide a circulation system that adequately supports the anticipated level of traffic in the plan area.

**IV. Environmental Sensitivity**

- Design the Plan Area in a manner which comprehensively addresses drainage and flood control for both on-site and off-site properties.
- Create a self-mitigating plan that, to the extent feasible, incorporates environmental mitigation measures into project design.
- Promote the efficient use of energy and resources.

## V. Contextual Compatibility

- Develop a plan that recognizes the right of existing uses (both within the Plan Area and adjacent), including agricultural/rural residences, to continue and to minimize impacts upon these uses.
- Create a plan compatible with adjacent properties. Accommodate connectivity of roadways, pedestrian and bicycle access, and recreation facilities across Plan Area boundaries.
- Create a plan that complements existing and planned commercial corridors and centers within the City.

## LAND PLAN

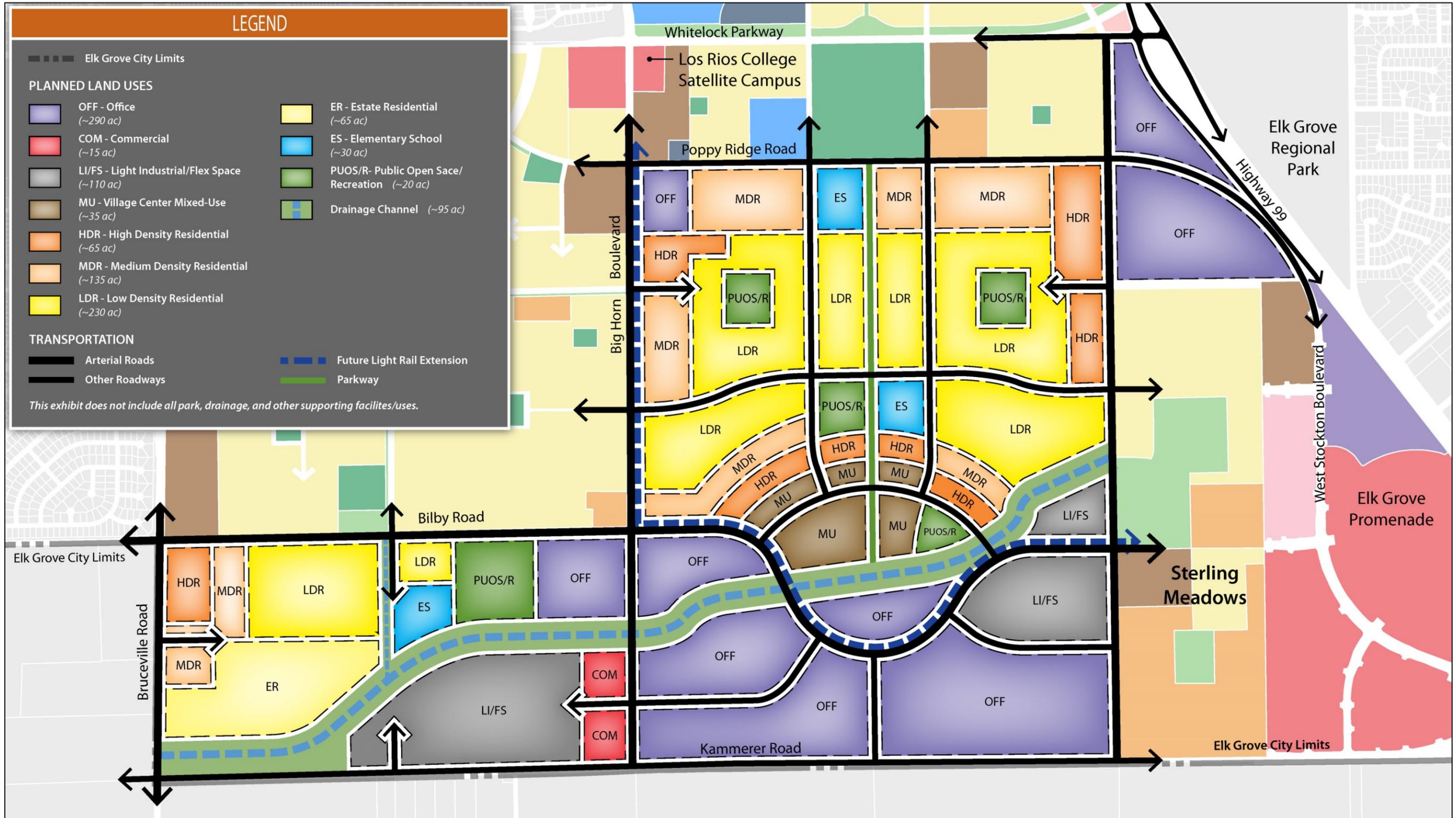
The General Plan's Land Use Policy Map is one of the most important functions of the General Plan, as the map and policies will determine the future land uses and character of the City. Similarly, the land plan for the SEPA is equally critical. The Land Plan for the SEPA (Figure SEPA-1) illustrates the planned uses for properties within the Plan Area.

As described in the Land Use Element of the General Plan, the General Plan defers to this Community Plan in establishing land uses for the Plan Area. The Land Plan map, as provided in Figure SEPA-1, is based upon the land use categories described in Policy LU-2, with the following additional categories created:

- An **Industrial/Flex** designation. This designation is a mix of both the Office and Light Industrial designation and is intended to provide opportunities for a range of small office and limited warehouses and manufacturing.
- A new **Village Center Mixed Use** designation, similar to the Commercial/Office/Multi-Family General Plan designation, which supports the integration (both vertically and horizontally) of commercial, office, and residential uses.
- A **Sports Complex** overlay designation, which provides an opportunity to develop a regional-serving destination use oriented

toward sports. The complex may include various components, including but not limited to practice fields, tournament fields, and stadium. Note that this use has not been located on the Land Plan; rather, the use is reserved for future use, should a location be identified and this Plan amended to include it.

FIGURE SEPA-1: Southeast Policy Area Community Plan Land Plan



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**COMMUNITY POLICIES AND IMPLEMENTATION**

The Southeast Policy Area Community Plan policies and programs implement the following Goals of the City of Elk Grove:

<b>Guiding Goal 1: A High Quality of Life for All Residents</b>
<b>Focused Goal 1-2:</b> Outdoor recreation opportunities for all residents
<b>Focused Goal 1-3:</b> A balanced and efficient transportation system
<b>Focused Goal 1-5:</b> Excellence in the design of new development
<b>Focused Goal 1-6:</b> Safe and affordable housing for all persons
<b>Focused Goal 1-7:</b> Active and passive park facilities and recreation programs that satisfy the leisure time and recreation needs of all residents
<b>Focused Goal 1-8:</b> Creation and maintenance of a strong, positive community image for Elk Grove
<b>Focused Goal 1-9:</b> A pattern of land use which enhances the community character of Elk Grove, provides employment and shopping opportunities to serve residents and the region, which provides for use of transit, and which protects Elk Grove's unique historical and natural features
<b>Guiding Goal 2: Diversified Economic Base</b>
<b>Focused Goal 2-1:</b> A business community which includes a diversity of industrial and office uses, locally and regionally oriented retail and services, and a diversity of residential types
<b>Focused Goal 2-2:</b> A balance between the numbers and types of workers residing in Elk Grove and opportunities for employment in the City
<b>Focused Goal 2-3:</b> A positive environment for business retention and expansion
<b>Focused Goal 2-4:</b> Creation of Elk Grove as a desirable place to establish a business, particularly major employment-generating uses

<b>Guiding Goal 3: Protection of the Natural Environment</b>
<b>Focused Goal 3-1:</b> Development which recognizes environmental constraints and is designed and operated to minimize impacts on the environment
<b>Focused Goal 3-3:</b> Natural resources managed and protected for the use and enjoyment of current and future generations
<b>Guiding Goal 4: Preservation and Enhancement of Elk Grove's Unique Historic and Natural Features</b>
<b>Goal 4-2:</b> Preservation of the large oak and other tree species which are an important part of the City's historic and aesthetic character

The following policies and action items implement these Goals. These policies and actions are in addition to, and supporting of, the Citywide policies and actions in the General Plan.

**CIRCULATION POLICIES**

**SEPA-1** Develop an efficient roadway network across the Plan Area. Major roadways shall continue the street network established by adjacent developments. Local roads should extend the established roadway pattern to the extent feasible.

**SEPA-2** Establish protocols for the timing and phasing of roadway improvements that reflect the level of development that is occurring.

**SEPA-2-Action 1** Backbone roads shall be installed concurrent with projected development demands for both on-site (within the Plan Area) and off-site (outside the Plan Area) to meet the City's standards.

**SEPA-2-Action 2** The City shall either establish a process for, or require applicants to provide, analysis to ensure adequate infrastructure is in place prior to the demands of the proposed development.

**SEPA-2-Action 3** No tentative maps or building permits for projects not requiring tentative maps shall be approved within the Plan Area until such time as off-site infrastructure needs and thresholds have been identified.

**SEPA-2-Action 4** All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connection from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of tentative maps.

**SEPA-2-Action 5** Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping, where applicable. Phased construction of sidewalks, temporary asphalt sidewalks, and other measures may be allowed at the discretion of the City. Roadside landscaping (and walls where required) shall be installed concurrent with adjacent development consistent with project phasing. The City may allow the design and construction of portions of arterial or thoroughfare roadways to be deferred where capacity associated with such portions is not immediately needed to meet Level of Service goals set forth in the General Plan and/or applicable environmental document(s). If the deferral involves improvements within or adjacent to a development and the improvements are not eligible under the Elk Grove Roadway Fee Program, the City will require the developer to make an in-lieu payment pursuant to Elk Grove Municipal Code Chapter 12.03 or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.

**SEPA-2-Action 6** The City shall establish roadside landscaping standards. All development shall comply with these requirements to the satisfaction of the City.

**SEPA-3** Provide for the future extension of major transit service (e.g., Light Rail) through the Plan Area via Big Horn Boulevard and Bilby Road.

**SEPA-3-Action 1** As provided in General Plan Policy CI-9-Action 2, the City shall require developers to dedicate (in fee title or through irrevocable offers of dedication) sufficient right-of-way along the planned alignment for track, electrical infrastructure, and station platforms.

**SEPA-3-Action 2** The City shall identify at least one intermodal station within the Plan Area that provides facilities for boarding/off-loading, park-and-ride, drop off zones, and transfers between public transportation modes (e.g., bus to light rail).

**SEPA-3-Action 3** As provided in General Plan Policy CI-9-Action 1, the City shall work with Regional Transit to develop final station location(s) and pursue funding to construct and operate the system.

*Please see the Parks, Trails, and Open Space Policies and the Public Facilities and Finance Policies sections of this Plan for additional policies related to circulation.*

**CONSERVATION AND AIR QUALITY POLICIES**

**SEPA-4** The realignment of the Shed C drainage channel shall provide area for both drainage of storm water from the Plan Area as well as the restoration (to the extent they currently exist) and creation of aquatic and upland habitat in conformance with requirements of the environmental agencies.

**ECONOMIC DEVELOPMENT POLICIES**

**SEPA-5** The land plan for the SEPA shall make a substantive impact on the jobs-housing ratio in the City by providing acreage for the establishment of one or more business parks.

**SEPA-6** Encourage and support the development of jobs-producing uses (e.g., office, industrial) within the Plan Area.

**HOUSING POLICIES**

**SEPA-7** Support a wide range of housing types in the Plan Area. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emissions vehicles, and others.

**SEPA-8** Encourage the following housing types so as to incorporate affordable housing opportunities throughout the community: residential units placed above retail uses; live-work housing units; secondary dwelling units; and a mix of duplex and fourplex units within single-family residential areas.

**SEPA-9** Encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale housing is intended to attract move-up home buyers who wish to move to or remain in the Elk Grove area. Homes with custom-style features would help create a more diverse and interesting neighborhood. Custom-style features could include high-quality exterior building materials, larger lot sizes, and varied setbacks. Large lots would include those that are 6,500 square feet or larger. Other features included in upscale housing are architectural variations, quality landscaping, extra vehicle storage, homeowners associations, and other attractive marketing features.

**LAND USE POLICIES**

**SEPA-10** Interpret the land plan, provided in Figure SEPA-1, with sufficient flexibility so as to allow the rearrangement of land uses and provide a more varied mix of densities and/or lot sizes without triggering amendments to the Land Plan. In making this determination, the City shall ensure:

A) Consistency with the vision, guiding principles, and other policies of this Community Plan.

B) Consistency with the overall density and intensity of development contemplated by the land plan.

C) Consistency with the general distribution of land uses as provided in the land plan.

**SEPA-11** Ensure that development in the Plan Area is of quality architectural character and contributes to a positive image of the City.

**SEPA-11-Action 1** The City shall develop architectural guidelines and standards for all types of planned development.

**SEPA-11-Action 2** The City shall require, as part of the Design Review process, all development to comply with the architectural guidelines and standards to the extent applicable.

**SEPA-11-Action 3** The City shall develop a streamlined Design Review process for employment uses in the Plan Area that allows projects of all sizes to be approved by the Zoning Administrator.

**SEPA-11-Action 4** The City shall develop standards for, and new development shall be required to implement, urban design features in the public realm (e.g., project monumentation/signage, lighting, benches) that visually unify the Plan Area and help establish a sense of place.

**SEPA-12** The Land Plan shall include sufficient lands for employment-generating uses that significantly contribute to the City's employment base.

**SEPA-12-Action 1** Amendments to the land plan affecting employment-generating land (e.g., office, light industrial/flex) shall:

- Not result in a reduction of acreage for employment-generating land. This does not apply to actions that increase employment acreage after initial adoption of this plan.
- Be located on a site or sites with equal or higher development potential (e.g., along arterials, collectors, and/or transit corridors; land configuration and size allows for efficient and practical development).
- Require a super-majority (4/5) vote of the City Council to approve.

**SEPA-13** Encourage employment areas to provide supporting retail service uses, either within a primary use building or within a stand-alone building.

**SEPA-13-Action 1** Office-supporting retail and service uses shall be encouraged through reduced development standards when compared to retail uses in commercial areas. Examples include, but are not limited to, reduced parking requirements and relaxed architectural requirements.

**SEPA-14** The center of the SEPA shall consist of a community Village Center that includes a mix of uses (commercial, office, residential) and civic spaces and serves as the focal point of the Plan Area.

**SEPA-15** Ensure that retail uses located in the Village Center are complementary with the regional retail uses in adjacent projects.

**SEPA-16** A sports complex may be developed in the Plan Area with a location to be identified at a future date. The complex may include the following features:

- Tournament-type sports fields (may be natural or synthetic turf, or a combination thereof).
- On-site parking.
- Support facilities, including but not limited to facility maintenance, concession, and player support facilities.
- A stadium.

**NOISE POLICIES**

**SEPA-17** Except as provided herein, all development within the SEPA shall comply with the City's noise standards and policies as outlined in the General Plan and Municipal Code.

**SEPA-18** The City recognizes that parks and schools are noise-generating uses, but from a land use perspective are most appropriate when located next to residential uses. As such, the City accepts the potential noise from these facilities and shall not consider Table NO-A of the General Plan (Noise Level Performance Standards for New Projects Affected by or Including Non-Transportation Noise Sources) as being applicable.

**PARKS, TRAILS, AND OPEN SPACE POLICIES**

**SEPA-19** Develop an off-street trail network that connects employment and residential areas with parks, school, mixed-use, and commercial-service areas.

**SEPA-19-Action 1** The City shall require backbone trail facilities to be constructed in tandem with backbone infrastructure (e.g., roadway) facilities.

**SEPA-19-Action 2** The City shall require, to the extent feasible, trails that cross major roadway (arterial or major collectors) to be grade separated. The City encourages the trail to be placed under roads and to be constructed as part of the roadway system.

**SEPA-20** Parks shall be provided within the SEPA at a minimum ratio of five acres per 1,000 population.

**SEPA-21** Ensure that parks are developed as an integral part of the community.

**SEPA-21-Action 1** Parks shall generally be located in the areas shown on the land use plan. Precise configuration of park sites will be determined at the time of Tentative Subdivision Map approval for each residential project.

**SEPA-21-Action 2** Parks and open space areas shall be linked by a pedestrian and bicycle circulation system.

**SEPA-21-Action 3** Wherever possible, parks shall, at a minimum, be bordered on two sides by streets in order to facilitate public **access** and surveillance, and on three sides when feasible. The remaining one or two sides may be bordered by other land uses such as schools, open spaces, or residential uses.

**SEPA-21-Action 4** Parks shall be designed, and **features** within them oriented, to minimize noise and visual impacts on adjoining development.

**SEPA-21-Action 5** Where parks are adjacent to drainage corridors or parkways, the park **shall** include pedestrian connections to these facilities.

**SEPA-21-Action 6** Parks adjacent to drainage corridors or parkways shall include **appropriate** fencing or plant buffering to separate active recreation areas within the park from the drainage corridor.

**SEPA-21-Action 7** All parklands, paseos, and other open space shall be dedicated to the City. All drainage and publically maintained roadside landscape corridors shall be dedicated to the City.

**SEPA-21-Action 8** Provide a process for the consideration of joint use park and drainage facilities on a case-by-case basis. Ultimate designs for these facilities, if approved, shall balance active park land needs with drainage facility design requirements.

**PUBLIC FACILITIES AND FINANCE POLICIES**

**Drainage**

**SEPA-22** Establish an area-wide drainage infrastructure system, consistent with the Citywide Storm Drainage Master Plan,

Adopted  
July 2014

which reflects natural ecological and hydrological systems.

**SEPA-22-Action 1** The City shall prepare a Drainage Master Plan for the Plan Area, based upon the City’s Storm Drainage Master Plan, which identifies drainage infrastructure that is consistent with this policy.

**SEPA-22-Action 2** The City shall require new development to implement the DMP.

**SEPA-23** Ensure that the drainage system will not be designed or approved with a capacity greater than that required to serve the projected population and land uses identified in this Community Plan.

**SEPA-24** Review and approve all phased drainage facilities prior to implementation. Phased facilities shall be reviewed to ensure consistency with the concepts in the DMP and successful implementation of the ultimate facilities identified in the DMP.

**SEPA-25** Ensure that adequate drainage facilities are in place and operational concurrent with each new increment of development.

**Infrastructure Financing**

**SEPA-26** Support financing opportunities for public infrastructure across the Plan Area.

**SEPA-26-Action 1** The City shall consider the preparation and adoption of an area-wide Capital Improvement Program and corresponding funding mechanism (e.g., reimbursement fee, community facilities district) for on-site and off-site backbone roadways.

**SEPA-26-Action 2** The City shall consider the preparation and adoption of an area-wide Capital Improvement Program and corresponding funding mechanism (e.g., reimbursement fee, community facilities district) for implementation of the Drainage Master Plan.

Elk Grove  
General Plan

**SEPA-27** Ensure the long-term financing of public infrastructure.

**SEPA-27-Action 1** Prior to approval of a Final Map, or issuance of building permits for projects that do not require a tentative map, the subject property shall be included in a finance district that provides ongoing maintenance funding for the following:

- Public parkways;
- Parks and open space;
- Landscape corridors;
- Trails;
- Landscaped medians;
- Environmental preserves;
- Sound walls and other barrier and property fencing;
- Entryway monuments; and
- A fair-share contribution to the community center

**Valuing Public and Quasi-Public Lands**

**SEPA-28** The land plan for the SEPA depicts four classes of public or quasi-public land uses: schools, parks and trails, drainage facilities, and major transit facilities. A weighted average based on the development of per-acre values for the various property types represented by the universe of developable properties within the SEPA Community Plan shall be utilized as the underlying land use assumption for the purposes of establishing a fair market value during land acquisition.

**Water and Sewer Infrastructure**

**SEPA-29** Support the efficient and timely development of water and sewer infrastructure into the plan area.

**SEPA-29-Action 1** Work with the Sacramento County Water Agency (SCWA) and Sacramento Area Sewer District (SASD) to develop a plan for extension of services into the plan area.

**SEPA-29-Action 2** Support efforts to design and deliver water and sewer services to all parts of the plan area in a

timely fashion, emphasizing employment lands as the priority.

**SAFETY POLICIES**

**SEPA-30** Ensure the safety of employees and residents in the SEPA.

**SEPA-30-Action 1** All land uses in the Plan Area should be designed to facilitate access by emergency equipment and personnel.

**SEPA-30-Action 2** Streets shall be designed to ensure that emergency response is not impaired.

**SEPA-30-Action 3** Buildings and other facilities shall be designed to incorporate the philosophy of "Crime Prevention through Environmental Design" (CPTED).

**SEPA-30-Action 4** Prior to approval of a Final Map, or building permits for projects that do not require a tentative map, the subject property shall be included in a finance district that funds a portion of the additional costs for police service.

**SEPA-30-Action 5** Prior to approval of a Final Map, or building permits for projects that do not require a tentative map, the subject property shall be included in a finance district that funds a portion of the additional costs for fire service.

**SUSTAINABILITY POLICIES**

**SEPA-31** Development in the Plan Area shall provide opportunities for implementation of sustainable design principles. Design opportunities include, but are not limited to, the following:

- Orienting homes and buildings in an east-west alignment for southern exposure to take advantage of passive or natural heating or cooling.
- Incorporating photovoltaic and other renewable energy systems into building and site design.
- Incorporating Low Impact Development features, such as bio-

swales and permeable materials for paved areas.

- Utilizing a roadway network with a clear, logical hierarchy that is organized on a modified grid. Connectivity to adjacent areas, including potential future development, is encouraged.