

SECTION 3. LIVABLE AND HEALTHY COMMUNITY PROGRAM

3.1 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 sustainability strategies and best practices have been woven throughout the community design and have guided the development of the Specific Plan. The Livable and Healthy Community Program has been guided by the following principles:

- Optimized Value
- Tree Preservation
- Decreased 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.

3.2 SUSTAINABILITY

Liberty has aligned its neighborhood vision, principles, and goals with State, regional, and local regulatory visions and goals, creating the framework for a cohesive community at all levels through implementation of the following strategies:

- Smart Land Use
- Environmental Quality & Sustainability
- Access & Mobility

SACOG Blueprint Growth Principles:

- Transportation Choices
- Mixed-Use Development
- Compact Development
- Housing Choice & Diversity
- Use of Existing Assets
- Quality Design
- Natural Resources Conservation

As part of its commitment to achieving 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
- Yolo Transit District
- Sacramento Area Council of Governments (SACOG)
- PG&E’s Zero Net Energy (ZNE) Pilot Program
- WALK Sacramento
- BIRA Energy
- HOK Architecture/Engineering, San Francisco
- Schweitzer & Associates
- UC Davis California Lighting Technology Center
- UC Davis Energy Efficiency Center
- Davis Energy Group
- West Sacramento Area Flood Control Agency (WSAFCA)
- Washington Unified School District (WUSD)
- Sacramento Tree Foundation

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 to execute a land swap agreement creating a more or less a rectangularly shaped WUSD Bees Lakes property.
- WALK Sacramento has analyzed Liberty in accordance with its standards for Safe Routes to Schools. The plan for Liberty reflects current “best practices” in pathway design, whereby children can safely walk to 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 Standards 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.

3.2.1.1 CALIFORNIA’S RENEWABLES PORTFOLIO STANDARD

The Renewables Portfolio Standard (RPS) is a major component of California’s Renewable Energy Program. The RPS reflects goals set by the California Legislature for retail sellers of electricity and local publicly owned electric utilities (POUs), collectively referred to as load-serving entities (LSEs), to increase the amount of renewable energy they procure until 50 percent of their retail sales are from eligible renewable energy resources by December 31, 2030. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas.

Liberty will have the capability to generate a significant portion, if not all, of its energy from on-site renewable systems by incorporating 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.

3.2.1.2 CALIFORNIA'S ZERO NET ENERGY (ZNE) BUILDING GOALS

In 2016, the Department of General Services posited this definition of "zero net energy" (ZNE):

A ZNE Building is an energy-efficient building where, on a source energy basis, the actual annual consumed energy is less than or equal to the on-site renewable generated energy (measured over one year). An average non-net-zero home in the United States uses approximately 10,399-kilowatt hours annually.

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 PG&E ZNE Pilot Program (2010-2012) was focused on achieving maximum energy efficiency and load reduction by leveraging advanced design, construction, and building operations before the addition of on-site renewable energy generation, such as photovoltaic panels.

The CPUC's Energy Efficiency Portfolio Report presents a summary of the achievements of California's energy programs implemented from the start of 2013 through 2015. These programs helped California become more energy efficient by reducing electricity and natural gas consumption and also collectively resulted in significant reductions in California's greenhouse gas emissions. The Portfolio Report contains measurements made through more than 100 evaluation studies conducted across the set of more than 400 programs that constituted the 2013-2015 energy efficiency program portfolio. These studies confirmed energy savings and accurately measured progress toward meeting State energy efficiency and climate goals. Although the CPUC provides direction and oversight for energy efficiency programs, the programs are implemented and administered by program administrators, which in the 2013-2015 energy efficiency portfolio included the four major investor-owned utilities: Pacific Gas & Electric, Southern California Edison, Southern California Gas Company, and San Diego Gas & Electric – as well as two regional energy networks (BayREN and SoCalREN) and one community choice aggregator – Marin Clean Energy. Data revealed that for this portfolio the CPUC goals pertaining to a reduction in electricity usage and natural gas usage were achieved.

The California Energy Efficiency Strategic Plan requires all new homes be constructed in a way that makes them net-zero by 2020. The homes would be air-tight, well-insulated, and energy efficient to the degree that they would produce as much renewable energy as they consume over the course of a year, resulting in occupants having a net-zero energy bill and a carbon-free home.

The implementation of the Liberty Specific Plan will 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 homes (energy neutral). This will be achieved through increased efficiency insulated homes (windows/radiant barriers/higher efficiency insulation in walls and attic spaces), roof top solar that will be required to be 1.5 times the minimum of Title 24, electric vehicle (EV) charging, battery backup systems, and the capacity to wind generated power.

3.2.1.3 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS

The 2022 Title 24 California Code (Chapter 4) changes stipulate the following Residential Mandatory Measures:

- **EV Charging for New Construction** – Expanded various existing Code sections and provisions to reformat, modify, and adopt new sections addressing EV charging for multi-family buildings, hotels, and motels.
- **New Multi-Family Dwellings, Hotels, and Motels and New Residential Parking Facilities** New regulation clarify that calculations for EV spaces are to be rounded up to the nearest whole number, and EV spaces are to be counted as parking spaces only for purposes of meeting parking space requirements at the local level.
- **Multi-Family Development projects with Less than 20 Dwelling Units; and Hotels and Motels with Less than 20 Sleeping Units or Guest Rooms** – New regulation requiring that ten percent of the total number of parking spaces on building sites that support future Level 2 Electric Vehicle Service Equipment (EVSE), the installation of EV ready spaces for twenty-five percent (25 percent) of the total number of parking spaces equipped with low power Level 2 EV charging receptacles, and clarification that no more than one receptacle must be installed per dwelling unit.
- **Multi-Family Development projects with 20 or More Dwelling Units, and Hotels and Motels with 20 or More Sleeping Units or Guest Rooms** – New regulations requiring that ten percent (10 percent) of the total number of parking spaces on-site support future Level 2 EVSE, the installation of EV ready spaces for twenty-five percent (25 percent) of the total number of parking spaces equipped with low power Level 2 EV charging receptacles and five percent (5 percent) of the total number of parking spaces shall be equipped with Level 2 EVSE. The use of an Automatic Load Management System (ALMS) is allowed when low-power level 2 EV charging receptacles or Level 2 EVSE are installed beyond the minimum required.
- **Electric Vehicle Charging Stations (EVCS)** – Additional requirements for space location and dimensions, with reference to the California Building Code to address accessibility.
- **EV Space Requirements** – Amended requirements for single and multiple EV spaces and added a requirement for EV-ready space signage.
- **Electric Vehicle Charging for Additions and Alterations of Parking Facilities Serving Existing Multi-Family Buildings** – Expanded EV charging infrastructure for additions and alterations triggered when new parking facilities are added, or electrical systems or lighting of existing parking facilities are added or altered, and the work requires a building permit. The new regulation requires that 10 percent (10 percent) of the total number of parking spaces being added or altered be EV capable to support future Level 2 EVSE. The project shall also comply with Zoning Code Section 17.27.090 D.
- **Operation and Maintenance Manual** – Amended existing item 11 to add Department of Forestry and Fire Protection and added item 12 to require that the operation and maintenance manual contain information and/or drawings identifying location of grab bar reinforcements.

- **The 2022 Title 24 California Code (Chapter 4)** changes stipulate the following Residential Voluntary Measures:
 - California Energy Commission
 - Energy Efficiency
- **Scope** – Updated and provided a new web link to the CEC website.
- **Hourly Source Energy Design Rating (EDR1) and Table A4.203.1.1** – Updated EDR1 margins for climate zones.
- **Home Energy Rating System (HERS) – Verified Compact Hot Water Distribution System and A4.203.1.2.4 HERS – Verified Drain Water Heat Recovery** – Amended to add details for compliance.
- **High-Performance Vertical Fenestration, A4.203.1.2.6 Heat Pump Water Heater Demand Management, A4.203.1.2.7 Battery Storage System Controls and A4.203.1.2.8 Heat Pump Space and Water Heating** – Added as prerequisite options to standardize phrasing to remove unneeded references to HERS verification and to apply a broader range of equipment types and construction performance approaches to meet the overall requirements.
- **A4.203.1.3 Performance Standard (Repealed), A4.203.1.3.1 Tier 1 (Repeated), A4.203.1.3.2 Tier 2 (Repeated), and A4.203.1.3 Consultation with Local Electric Service Provider (Renumbered)** – Sections repealed and amended to remove reference to CalGreen tiers and to recommend consultation with a local electric service provider for jurisdictions considering reducing the Energy Design Rating (EDR) target when using solar PV systems larger than required by the California Energy Code.

The Building Energy Efficiency Standards are a primary lever for realizing California’s ZNE goals. Significant attention has been focused on the last two (2) 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 Specific Plan includes the following building measures in compliance with the California Green Building Standards Code (CalGreen) and the City of West Sacramento Green Building Ordinance to ensure Liberty is at the forefront of both efficiency and affordability.

3.2.1.4 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. CalGreen provides voluntary tiers and a checklist of measures that go beyond state minimal green building requirements. Liberty’s Sustainable Community Program incorporates a commitment to achieving the CalGreen requirements in effect at the time building permits are pulled

3.2.1.5 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 COMMUNITY-SCALE FRAMEWORK

3.3.1 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. At just five (5) miles from the State Capitol, from a regional perspective, the Liberty project site is an infill development.

3.3.2 REGIONAL CONNECTIVITY

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

Multi-Modal Transportation Options

- Village Parkway
- Clarksburg Branch Line Trail
- West Sacramento Transit Center
- YOLOBUS
- Via West Sac On-Demand Microtransit

Education Access

- Washington Unified School District, including River City High School
- 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 Trail

3.3.3 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 to provide the most significant passive energy savings. 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.

3.3.4 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. The analysis is broken down by private property (homes), homeowners' association (HOA) property, and public and quasi-public 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 as shade structures over the parking. Note that Liberty does not require installation of larger centralized renewable energy systems in this Specific Plan, but they may be incorporated 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 Commons, community park, and neighborhood parks. Additional renewable energy from wind is permissible through a staff level design review process and permits.

3.3.5 ENERGY NEUTRAL COMMUNITY

Overall, the goal of Liberty is to create a community that has the potential to be “energy neutral” (EN). Thus, the community has been designed to be able to offset all 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, thereby creating more south-facing roof slopes. To avoid solar panels on the front elevation of homes a majority of residential areas 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. This passive design will allow residents to reduce their energy consumption and generate their own energy with solar photovoltaics (PV) panels on their roofs. Lighting in homes and throughout Liberty will be energy efficient, such as LEDs. There is, however, no single strategy or technology to achieve energy neutrality; rather, an integrated design approach coupled with a suite of solutions and technologies has been 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, but 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 buildout calls for voluntary ZNE attainment. To facilitate voluntary attainment of ZNE homes, community design features have been enabled, 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.

3.3.6 MINIMIZED URBAN HEAT ISLAND EFFECT

Liberty's design incorporates a systematic set of strategies to reduce urban heat island effects. Urban heat islands are places with elevated outdoor urban air temperatures due to heat-absorbing infrastructure, such as buildings, roads, and dark asphalt paving. Strategies employed to mitigate heat-island effects include preservation of existing trees to the maximum extent 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.

3.3.7 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; they are not a part of this Specific Plan.

3.3.8 TREE PRESERVATION

There are 371 existing healthy and mature trees on the Liberty project site that will be preserved to the maximum extent 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 10-7, Tree Preservation Plan.

3.3.9 GREEN STORMWATER MANAGEMENT INFRASTRUCTURE

Green stormwater management systems are incorporated in Liberty's design. This includes moving the 14.9-acre Parlin Ranch temporary stormwater detention basin southward and expanding it to be used as both a flood control facility and NC-10 Stormwater Detention Basin. A gravity-fed underground storm drain system will be put in place to collect, convey, and discharge stormwater runoff to the NC-10 Stormwater Detention Basin.

3.3.10 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. Standards for each property to capture rain water will be incorporated into individual project design and standards will be set forth to provide clear and effective guidance for those who want to capture rain water as a conservation measure.

3.3.11 TRAFFIC MOBILITY FEATURES

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

3.4 NEIGHBORHOOD-SCALE FRAMEWORK

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

3.4.1 NEIGHBORHOOD SERVING DESTINATIONS

Liberty's mix of neighborhood-scale uses provide a number of local and neighborhood serving destinations that will contribute to reducing vehicle miles traveled (VMT) and vehicle trips (VT) in internal combustion vehicles. The destinations within Liberty include The Commons (private recreational amenities and public neighborhood commercial), the Community Park (Sports and Recreation Community Park), and six (6) Neighborhood Parks.

3.4.2 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 3-1, Integrated Alleys, and specific features of a typical integrated alley are shown on Exhibit 3-2, Integrated Alleys Detail.

3.4.3 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 3-3, Site Connectivity, Liberty is designed with "complete streets" that will accommodate multiple modes of transportation and provide access to the various neighborhoods, amenities, and trail systems, as well as reducing dependence on the automobile.

"Complete Streets"

- Village Parkway
- Stonegate Drive
- Heirloom Drive
- Liberty Loop Greenbelt
- Road along East/West Northern Edge Greenbelt
- Road along East West Greenbelt
- Davis Road along southern edge of Liberty
- Linden Road along Liberty frontage

Community Assets/Amenities

- The Commons (private recreational amenities and public neighborhood commercial)
- Community Park (Sports and Recreation Community Park)

- Neighborhood Parks
- Pocket Parks
- River City High School and Recreation Center
- Sacramento Yacht Club
- Sherwood Marina Harbor and RV Park

3.5 SOUTHPORT TOWN CENTER ENHANCED PEDESTRIAN/BIKE CROSSWALKS

Enhanced safety measures will be designed at the 11 trail crossing streets and other key intersections within Liberty. Each crossing is unique and should be addressed with its own solution. Some are four-way (4-way) all-stop intersections and others are mid-block pedestrian trail crossings with no intersection. Some streets have higher volumes of traffic than others. Consideration of the following enhanced safety features is suggested when street improvement plans are designed and reviewed by the City.

- Four-way (4-Way) Stop Signs
- Raised Speed Tables
- In-Pavement Warning Lights
- Curb Extensions
- Pedestrian Refuge Islands
- High Emphasis Crosswalk with Advance Yield or Stop Markings and Signs
- Rectangular Rapid Flashing Beacons (RRFB)
- Pedestrian Hybrid Beacons (PHB)

See Exhibit 6-11, Pedestrian Mobility, and Exhibit 6-12, Low-Stress Bikeways, for locations of these enhanced safety measures at key crossings.

EXAMPLE OF MID-BLOCK PEDESTRIAN REFUGE ISLAND





EXH 3-1 INTEGRATED ALLEYS

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.

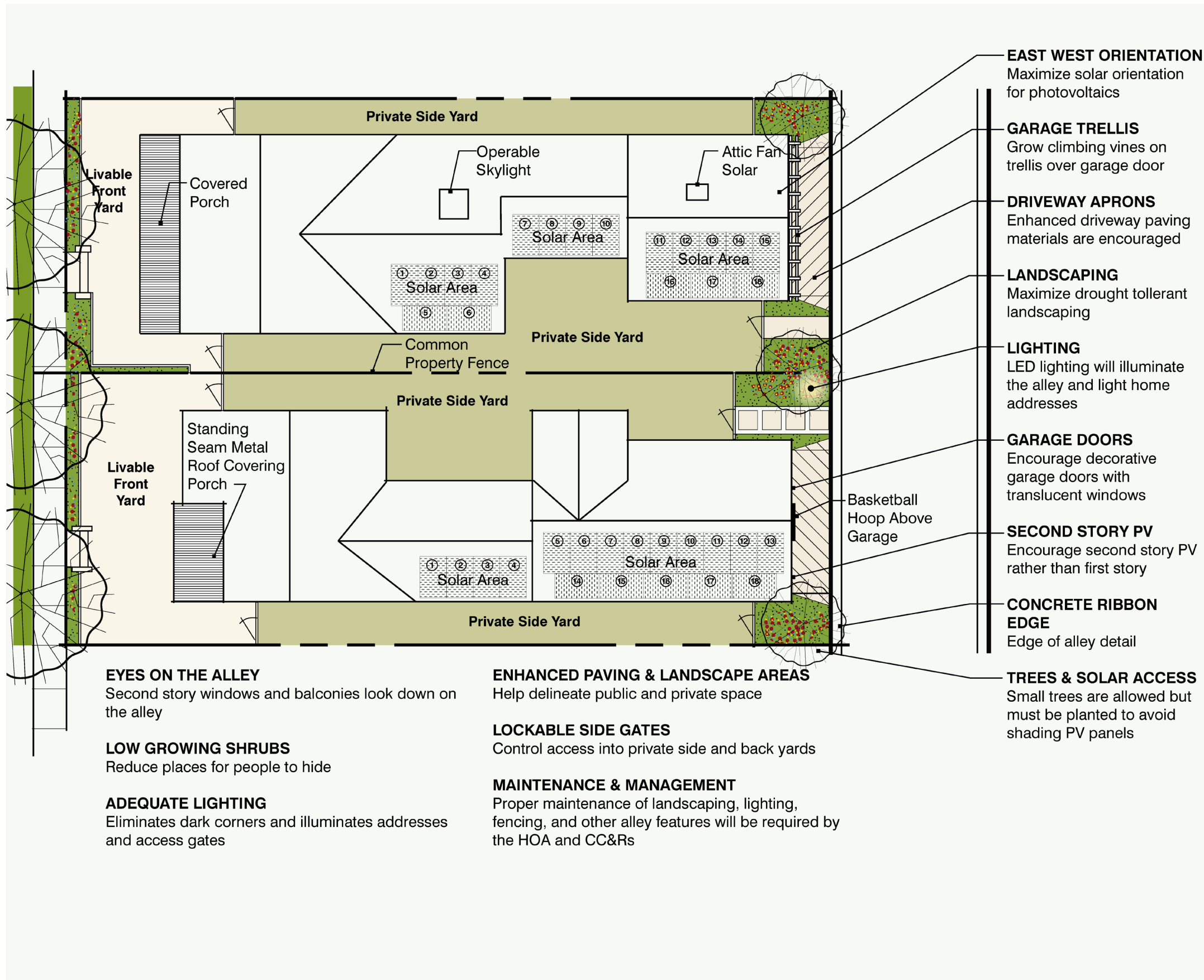
Integrated alleys are desired to maximize solar energy potential at the rear of the homes while capturing the cool summer delta breezes that help cool the area by as much as 15 degrees or more. By utilizing the alley for solar PV locations the street scene will remain aesthetically pleasing.

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

Integrated Alleys
North/south running alleys provide optimum photovoltaic orientation while capturing cool summer delta breezes to lower summer temperatures by as much as 15 degrees or more.

- NOTE:
- It is important to note that while these graphics provide detailed street aerial and section views, the Vesting Tentative Subdivision Map will take precedent on the overall design.

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EXH 3-2 INTEGRATED ALLEYS DETAIL

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.

EYES ON THE ALLEY

Second story windows and balconies look down on the alley

LOW GROWING SHRUBS

Reduce places for people to hide

ADEQUATE LIGHTING

Eliminates dark corners and illuminates addresses and access gates

ENHANCED PAVING & LANDSCAPE AREAS

Help delineate public and private space

LOCKABLE SIDE GATES

Control access into private side and back yards

MAINTENANCE & MANAGEMENT

Proper maintenance of landscaping, lighting, fencing, and other alley features will be required by the HOA and CC&Rs

EAST WEST ORIENTATION

Maximize solar orientation for photovoltaics

GARAGE TRELLIS

Grow climbing vines on trellis over garage door

DRIVEWAY APRONS

Enhanced driveway paving materials are encouraged

LANDSCAPING

Maximize drought tolerant landscaping

LIGHTING

LED lighting will illuminate the alley and light home addresses

GARAGE DOORS

Encourage decorative garage doors with translucent windows

SECOND STORY PV

Encourage second story PV rather than first story

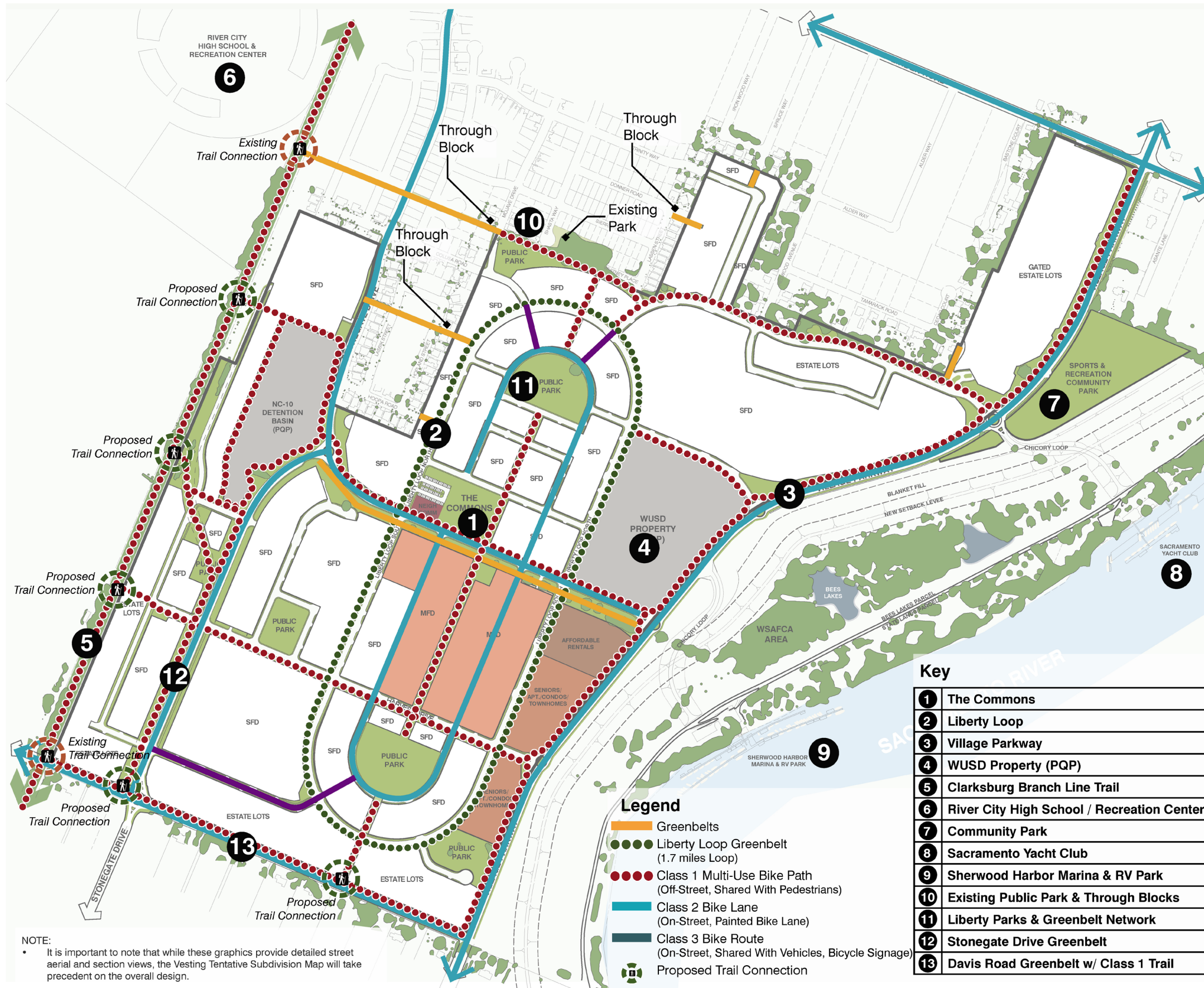
CONCRETE RIBBON EDGE

Edge of alley detail

TREES & SOLAR ACCESS

Small trees are allowed but must be planted to avoid shading PV panels

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EXH 3-3 SITE CONNECTIVITY

Summary

Close to Shopping and Employment Centers
Liberty is only 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 WUSD Property, neighboring Clarksburg Branch Line 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 WUSD Property and The Commons. Greenbelts are designed throughout the community to increase connectivity and encourage walking and biking. Enhanced Pedestrian/Bike crosswalks are addressed in Exhibit 6-11, Pedestrian Mobility, and Exhibit 6-12, Low-Stress Bikeways.

Roundabouts
Six 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 Trail. Residents can also easily and safely ride their bikes to downtown West Sacramento and Sacramento.

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