



County of Yolo

PLANNING, RESOURCES AND PUBLIC WORKS DEPARTMENT

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PLANNING COMMISSION STAFF REPORT

NOVEMBER 12, 2009

FILE # 2009-022: Conduct a workshop regarding progress on the Dunnigan Specific Plan. Take comments from the public and provide comments to staff regarding early work on the plan and preliminary land use diagram.

APPLICANT: Dunnigan Landowner Group
4101-F Dublin Boulevard, Suite 440
Dublin, CA 94568
Attention: Keith Fichtner
(925) 915-0252

LOCATION: Northwest of the interchange of I-5 and I-505, generally bordered by the Northern California Railroad and I-5 to the east; the Tehama-Colusa Canal and Road 88 to the west; Bird Creek to the south; and Road 2 to the north. (**Attachment A**)

GENERAL PLAN: Specific Plan (SP) and Specific Plan Overlay (SPO)

ZONING: Various (Note the new Zoning will be established by the Specific Plan)

SUPERVISORIAL DISTRICT:
Chamberlain (5)

SOILS: Varies throughout the Specific Plan area

FLOOD ZONE: A, B, and C

FIRE SEVERITY ZONE: None

REPORT PREPARED BY:

Heidi Tschudin, Project Manager

David Morrison, Assistant Director

Don Rust, Principal Planner

AGENDA ITEM 7.2

RECOMMENDED ACTIONS

Staff recommends that the Planning Commission take the following actions:

1. Hold a public workshop to receive public comments; and
2. Accept the preliminary Dunnigan Specific Plan land use plan, subject to direction provided by the Commission.

REASONS FOR RECOMMENDED ACTIONS

As noted in the project history below, the staff has been working with the applicant over the last few months on the preliminary Specific Plan application to ensure that the draft land use plan and community design are consistent with the new General Plan. The staff believes this has been substantially accomplished and the next appropriate step is to introduce the plan to the Planning Commission and public for consideration and feedback. This workshop is intended to be the first formal meeting in that process.

A formal application has not yet been submitted by the applicant. More importantly, much of the work that would go into a formal application, including technical studies regarding traffic, storm water detention, waste water treatment, municipal water, economic analysis, etc., is dependent upon the lay-out and design of the land use plan. The purpose of this workshop is to get input from the public and the Commission on the proportion and arrangement of land uses within the community at this early stage and accept the preliminary land use plan, before the formal application work begins. At this stage, there will not be specific information about infrastructure design, architectural renderings, and/or potential environmental impacts. All of these issues will be discussed in greater detail in the coming months as the process unfolds.

BACKGROUND

Location and Setting

The Dunnigan Specific Plan area consists of approximately 3,110 acres, located at the interchange of two major federal interstates, Interstate-5 and Interstate-505. The area includes the existing unincorporated town of Dunnigan and a larger new growth area adjoining it. The town has access to natural gas, rail (Northern California Railroad bounds the plan area on the east), electrical lines, and telecommunications. Although groundwater supplies are limited, there is potential surface water available in the nearby Tehama-Colusa Canal which bounds the plan area on the west. The site is also affected by natural drainage courses including Bird Creek which bounds the plan area to the south. Existing residential uses are estimated to include about 340 units on about 284 acres. Existing commercial and industrial development is estimated to total about 26 acres and currently provides about 133 jobs.

General Plan

After a six year process, the new 2030 Countywide General Plan is before the Board of Supervisors for final adoption on November 10, 2009. Overall, the new General Plan allows

relatively little to modest growth in the County over the next 20 years. Most of the growth is focused in the community of Dunnigan where a “new town” is envisioned.

The General Plan designates approximately 2,126 acres in the Dunnigan area for new growth. This area has been given a land use designation of Specific Plan (SP). The General Plan designates approximately 834 acres of existing and already planned growth in the Dunnigan community as Specific Plan Overlay (SPO). The freeway and other existing roads within the area total another approximately 150 acres. Together this total of approximately 3,110 acres will comprise the new Dunnigan Specific Plan (DSP).

While the DSP must show consistency with the entire General Plan, including land uses, policies, and text, there are several key policies that are applicable only to this plan area. They include the following:

- Policy CC-3.1 requires the development of the DSP.
- Policy CC-3.5 and Table LU-11 establishes a number of prescriptive requirements for the DSP.
- Policy CC-3.6 establishes illustrative development yields for the plan, with a maximum of 7,500 new units allowed in the new growth area.
- Action CC-A17 clarifies that the new DSP will supersede the existing Dunnigan Community Plan.
- Policy CI-3.2 sets LOS E as the general level of service for roadway operations within the DSP.
- Policy CI-3.18 establishes a maximum threshold of 44 vehicle miles of travel (VMT) generated per household per weekday within the DSP.

Of all the policies in the General plan, Policy CC-3.5 is the most extensive as related to the DSP. It is repeated below verbatim:

In addition to Table LU-11, achieve the following within the Dunnigan Specific Plan growth boundary:

- A. Ensure the creation of a centrally located downtown area through the community planning process.
- B. Locate housing away from Interstate 5 and connect new residential neighborhoods to the Hardwood Subdivision. Smaller lots and higher densities shall be located on the valley floor, while larger lots and lower densities shall be located in the poorer hill soils. Schools should be centrally located.
- C. Concentrate commercial and industrial uses between Interstate 5 and County Road 99W.
- D. Continue to concentrate new commercial trucking uses at the County Road 8 and Interstate 5 interchange.

- E. Plan future land uses to direct the majority of new trips onto the County Road 6/Interstate 5 interchange, instead of the County Road 8/Interstate 5 interchange. This works to buffer the interchange of Interstates 5 and 505, keeps dense and intense land uses close to the existing downtown and makes the most efficient use of transportation infrastructure funds, since the County Road 6 interchange will require improvements regardless of the mix of land uses planned for Dunnigan.
- F. Avoid biological impacts to sensitive species and habitats, to the greatest feasible extent and fully mitigated where they occur, particularly inside designated critical habitat for the California tiger salamander.
- G. Preserve the Tehama-Colusa Canal as Dunnigan's western boundary and as an important source of future water. Plan for development outside of the federal-designated critical habitat for the California tiger salamander, located to the northwest. Maintain Bird Creek as Dunnigan's southern boundary and as an important riparian habitat and open space area. Maintain the County Road 99W (railroad tracks) as the eastern boundary, with the exception of Old Town.
- H. Develop an internal road system that directs local trips to local roadways, rather than the freeways, to the greatest practical extent. Plan for multi-modal access between the communities separated by I-5. (DEIR MM LU-1b)
- I. Reserve locations for future rail stations to promote rail connectivity to other cities.
- J. Establish a total greenhouse gas emissions objective for all new development in Dunnigan, along with the specific, enforceable actions necessary to achieve the objective.
- K. Ensure convenient transit service between Dunnigan and other urban areas, provided through appropriate community-based funding.
- L. As part of the specific plan process, establish and implement construction criteria, infrastructure standards, landscaping requirements, etc. to limit water use under normal conditions to a specified daily maximum. Use that threshold for purposes of sizing the community water system. (DEIR MM UTIL-1a)
- M. The need for intersection, ramp interchange improvements, or mainline improvements on the State Highway System shall be identified within the EIR for the Dunnigan Specific Plan.
- N. Strive to develop new planned areas from existing neighborhoods outward in a contiguous manner.

Specific Plan History

On March 4, 2009, a letter was submitted to the Board of Supervisors by Russ Davis on behalf of Elliott Homes Inc., J. Timothy Lewis on behalf of TL Investments LP and STL Companies, LLC, and Rob Capps on behalf of Doherty Partners 750 LP. The letter requested that the Board of Supervisors direct staff to accept an application from the signatories for the Dunnigan Specific Plan. On May 19, 2009 the Board of Supervisors approved the request by the Dunnigan Landowners Group, per Minute Order No. 09-140, including a funding agreement (Agreement No. 09-76) and 18-month schedule. The formal application will be received after the adoption of the new 2030 Countywide General Plan.

Contracts were executed in June and July with a variety of consultants to assist the County with processing of the specific plan, including project management, traffic engineering and transportation planning, civil engineering, biological consulting, and economic and fiscal consulting. The contract with the EIR consultant was executed on August 4, 2009.

Staff and the applicant team worked on a variety of fundamental technical and land use issues during the period from June through September. During the month of October work on the project was temporarily halted due to economic issues that have since been resolved.

ANALYSIS

As noted above, staff and the applicant have been working on the preliminary land use concept for a period of about four months. Key issues addressed during this period included the following (in no order of importance):

- Precise area boundaries (rectifying GIS and parcel data)
- Balance of land uses (consistency with General Plan)
- Residential densities (consistency with General Plan)
- Community parks (5 acre per 1,000 population requirement)
- Civic uses (sheriff sub-station; fire station; community library)
- Schools (location; size; number; student yield; attendance boundaries)
- Habitat protection (California tiger salamander)
- Non-vehicular circulation (bicycles; pedestrians; school routes)
- Roadways (circulation pattern; road density; road cross-sections; electric vehicles; transit)
- Caltrans rest stop (adjoining and future land uses)
- Persons per household (2.62 pph assumed)

As currently configured, proposed land uses include 1,807 acres for a wide variety of residential uses, 393 acres for a wide variety of commercial uses, 316 acres of lakes and open space, 199 acres of industrial uses, 123 acres of parks, and 122 acres of public uses. Existing freeway, railroad, and county road right-of-way comprise the remaining 150 acres for a total of 3,110 acres. The plan area is proposed to be organized into six distinct sub-areas or community nodes comprised (in total) of the following (approximate):

- 9,000 residential units (including existing, future, and density bonus)
- 11,300 jobs (including existing, future, civic, schools; not including home occupations)
- 4.7 million square feet of commercial
- 3.5 million square feet of industrial
- 17 neighborhood parks
- Two lakes
- Six schools (4 elementary, 1 middle, one high)
- One library
- One fire station
- One sheriff sub-station

Challenges

Compatibility with and among existing land uses in the project area will need to be resolved through the specific plan process. Some properties have become blighted, and the lack of

infrastructure and public services has become a constraint to new development. The area is currently served by individual wells and septic systems, with several scattered private primary ponds providing wastewater treatment for local businesses. As a result, nitrate contamination in the groundwater is a problem. There is no storm water management system. Most runoff is collected in roadside ditches. Flood hazards from Bird Creek and other natural drainage courses, and their contributions to localized flooding, will be important considerations to the project. There are no schools within the existing town, nor is there a library. There is one half-acre public park. Fire protection is provided by a volunteer fire department. Sheriff's patrols are based in Woodland, approximately 20 miles to the south.

Consistency with the new General Plan will also be a challenge. As noted, the General Plan contains very aggressive and ground breaking policies regarding climate change and ensuring a jobs/housing balance, particularly as they relate to the Dunnigan Specific Plan. These are new concepts, with few guideposts or models for implementation. However, the Specific Plan's success depends on their success.

Preliminary Solutions

The purpose of the Dunnigan Specific Plan is to create a comprehensive guide for quality land development with a viable program for building and financing the infrastructure necessary to support existing and planned land uses. The Specific Plan will be required to satisfy all of the policies and requirements of the County's new General Plan. Among the requirements within the Dunnigan area are: jobs/housing balance, jobs/housing match, jobs/housing phasing, VMT thresholds, mode split targets, water and energy efficiency requirements, smart growth design features, park development thresholds, residential density minimums and maximums, floor area ratios for non-residential uses, and many other community design goals.

Pursuant to the General Plan, the Dunnigan Specific Plan represents the centerpiece of a new approach in Yolo County towards community development. As proposed, Dunnigan will be a cutting-edge prototype for California and the nation, including features such as:

- Development of an enforceable greenhouse gas emissions plan;
- Creation of a centrally located mixed-use downtown area;
- Preservation of habitat for a variety of local species and open space along the major watercourses;
- Utilization of poorer agricultural soils in the hills for residential uses, while preserving higher value farmland on the valley floor, to the greatest extent possible;
- Emphasis on surface water, re-use, and conservation, to minimize impacts to the aquifer;
- Phased residential construction and pricing with jobs creation and wages;
- Creation of a transportation system that focuses on accommodating pedestrians, bicyclists, transit, and alternative fuel vehicles;
- Provision of a range of new services for the community including municipal sewer and water, a Sheriff's substation, a professional fire department, library, parks, schools, storm water drainage, and flood control; and
- Establishment of local districts and funding mechanisms to directly pay for county services.

There are several themes that are central to the evolution of the preliminary land use plan, as presented in the workshop, including the following:

- The primary focus of the transportation network is the green spaces, not the roads. Streets would be limited to no more than two lanes (with the exception of portions of County Roads 6 and 99W). Instead, greater emphasis will be placed on expanding accessibility and use of the paths for pedestrians, bicyclists, and alternative fuel vehicles that will be provided within the greenways.
- Commercial uses and higher density residential development are concentrated along an oval-shaped corridor. This accomplishes two things: it creates greater numbers of potential customers within easy walking distance of retail and services; and it maximizes the availability of future public transit to both riders and destinations.
- Greenways divide the community into four “villages,” each with its own commercial center, park, and elementary school. These will likely coincide with major phasing lines for future development, and will help to create separate identities and themes for each neighborhood. Parks and schools are located along the green corridors, to provide opportunities for joint uses, and so that the public will be able to walk or bike to these facilities without having to travel along public streets.
- The primary industrial employment centers and regional retail development are located between Interstate 5 and County Road 99W, along the east side of the community. As a result, truck traffic and regional retail customers (people who may come into Dunnigan to shop from Colusa, Sutter, and other outlying areas) will primarily use County Road 99W and the County Road 8/I-5 interchange. This approach will use Road 99W as a parallel access to I-5, and will free up the Road 6 interchange for vehicular traffic.

To provide access from the community to the employment and major retail centers, all of the greenways intersect at the pedestrian/bicycle bridge that will span I-5. In addition, the interchanges at both County Roads 6 and 8, as well as the overpass at Road 4, will be improved to include pedestrian/bicycle access.

In addition, by concentrating and separating major retail uses from the main community, it is intended to make it easier for small, family-owned businesses to thrive within the “village” areas.

- Rural residential development will occur in clusters around cul-de-sacs in the hill areas to the west and Bird Creek to the south, with large common areas planted to agriculture and/or maintained as natural open space.
- There will be a central downtown area, located along an axis with the main park at the northern end and the high school at the south end. Government services, including a library, fire station, sheriff’s substation, etc. will be located in the downtown, as well several lakes that will also provide storm water and flood detention. The downtown is accessible by several greenways, and is near the area where all of the greenways meet at the new pedestrian/bicycle bridge over I-5.

NEXT STEPS

The General Plan requires a number of countywide planning documents to be in place to guide all specific plans and future new growth. These include:

- Specific Plan Framework to provide a consistent outline for all specific plans in the County.
- Transportation Impact Study Guidelines to ensure that all area-level and project-level traffic impact reports and technically adequate and consistent with the circulation requirements of the General Plan.
- Climate Action Plan to satisfy new state and federal requirements related to control and reduction of greenhouse gas emissions.

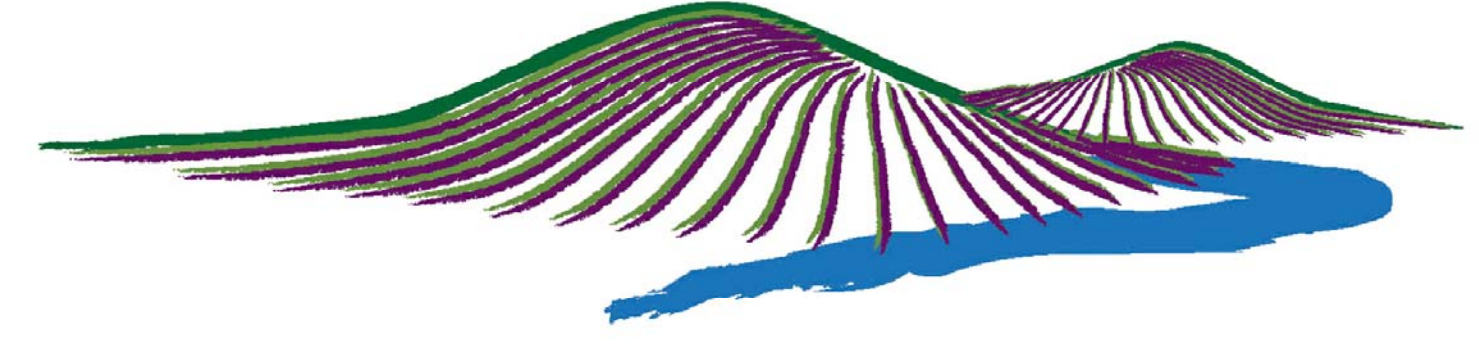
All three of these efforts are underway simultaneously with the DSP and must be in place prior to adoption of the DSP.

The content and format of Specific Plans are defined by State law (Government Code Section 65450 et seq.). Staff and the consultant team have developed a preliminary Specific Plan Framework to use in determining the adequacy of the formal application for the Dunnigan Specific Plan (see Attachment D). All of the items listed will have to be prepared before the specific plan can be considered. As such, in addition to refining what has been drafted to date, many tasks and considerable work remains. Proposals for infrastructure planning, infrastructure financing, fiscal impact assessment, water supply, community design and energy standards, development phasing, affordable housing, site constraints analysis, affordable housing, habitat and agriculture mitigation, and development agreement negotiation will all have to be developed as a part of the process. These and many other items will emerge as the actual specific plan document is written and the DSP environmental review commences. The Planning Commission and public can expect future workshops and hearings to consider these issues.

ATTACHMENTS

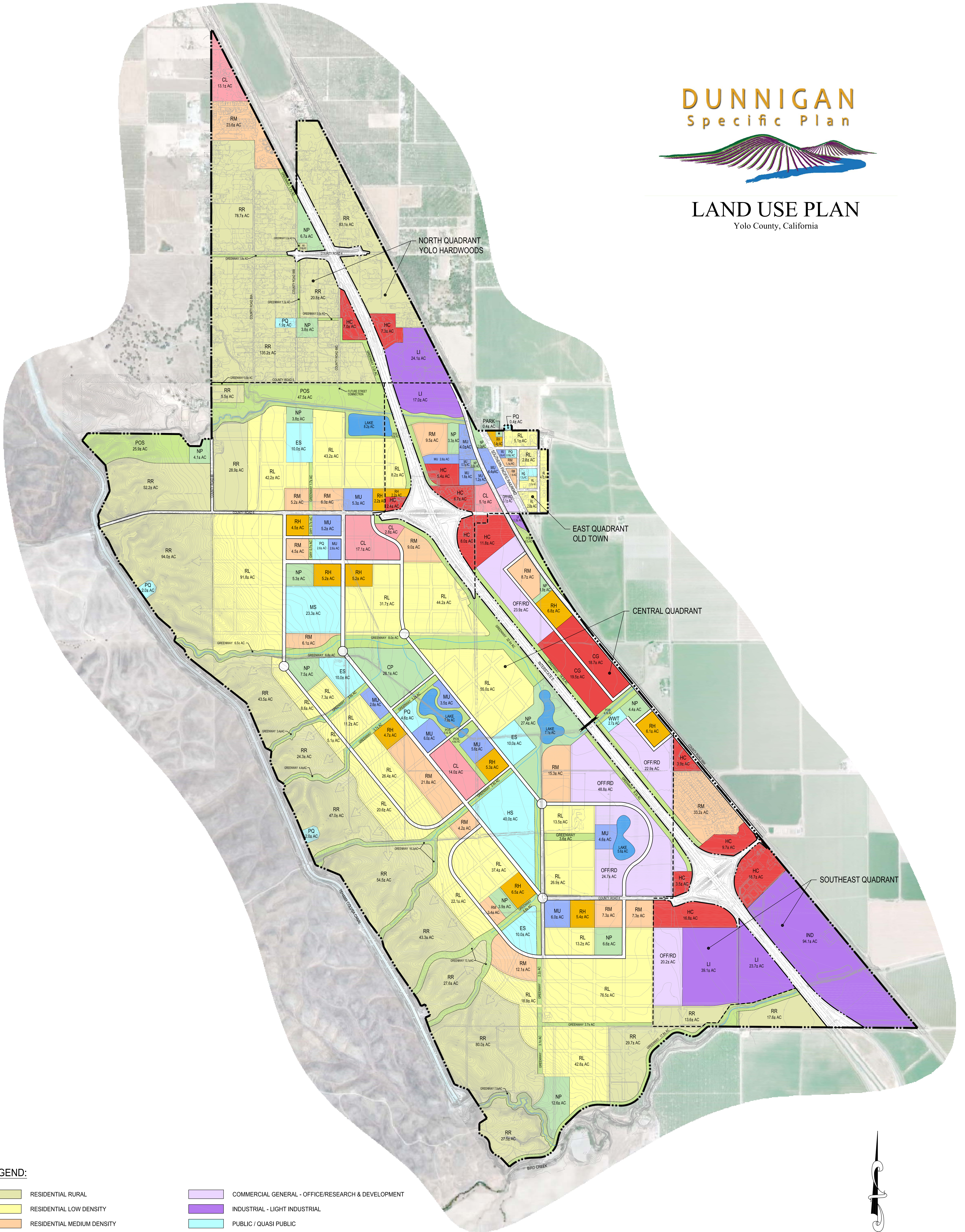
- Attachment A – Preliminary Land Use Plan
- Attachment B – Preliminary Land Use Acreage Table
- Attachment C – Preliminary Job Generation Summary
- Attachment D – Specific Plan Framework

DUNNIGAN Specific Plan



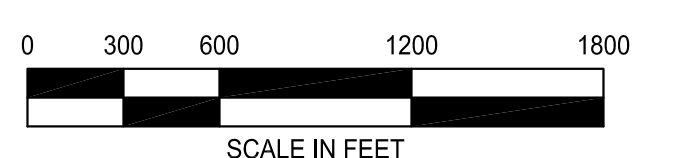
LAND USE PLAN

Yolo County, California



LEGEND:

	RESIDENTIAL RURAL		COMMERCIAL GENERAL - OFFICE/RESEARCH & DEVELOPMENT
	RESIDENTIAL LOW DENSITY		INDUSTRIAL - LIGHT INDUSTRIAL
	RESIDENTIAL MEDIUM DENSITY		PUBLIC / QUASI PUBLIC
	RESIDENTIAL HIGH DENSITY		COMMUNITY PARK
	COMMERCIAL LOCAL - MIXED USE		NEIGHBORHOOD PARK
	COMMERCIAL LOCAL - COMMUNITY COMMERCIAL		GREENWAY
	COMMERCIAL GENERAL - REGIONAL COMMERCIAL		LANDSCAPED BUFFER
	COMMERCIAL GENERAL - HIGHWAY COMMERCIAL		OPEN SPACE

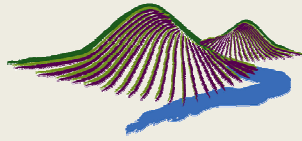


OCTOBER 01, 2009

Table 3.1 Land Use Summary

Residential Uses	Acres	Ave. Density	Dwelling Units
RR- Residential Rural	907.6	0.7-1.0	734
RL- Residential Low	663.7	6.0	3,982
RM- Residential Medium	179.7	12.5	2,247
RH- Residential High	55.5	24.0	1,332
Subtotal	1,806.5		8,295
Commercial Service Uses			
CL- Commercial Local	52.1	7.0	237
CG- Commercial General	38.2	0	0
HC- Highway Commercial	101.2	0	0
MU- Mixed Use	57.5	3.0	124
Subtotal	249.0		361
Business/ Industrial Uses			
OFF/RD-Office/Research Development	143.6	3.0	353
LI- Light Industrial	105.2	0	0
I- Industrial	94.1	0	0
Subtotal	342.9		353
Open Space/Public Uses			
PQ- Public/Quasi Public	12.1		
PF- Public Facility	6.7		
HS- High School	40.0		
MS-Middle School	23.3		
ES-Elementary School	40.0		
CP- Community Park	28.1		
NP-Neighborhood/Mini Parks	94.5		
POS- Public Open Space	315.9		
Subtotal	560.6		
TOTAL ACRES	2,959.0		
Major and minor ROW	151.0		
GRAND TOTAL	3,110.0		9,009.0 du

Dunnigan Specific Plan Area



Job Generation Summary October 1, 2009

Land Use Designation	Land Use	AC	Jobs/AC	Jobs ¹
Residential High Density	RH	55.5	3.0	167
Commercial Mixed Use	MU	57.5	23.0	1,323
Regional Retail- Commercial General	CG	38.2	23.0	879
Retail-Commercial Local	CL	52.1	23.0	1,198
Highway Commercial	HC	101.2	23.0	2,328
Office/Research & Development	OFF/RD	143.6	20.0	2,872
Industrial	IND	199.3	10.0	1,993
<i>subtotal:</i>		647.4		10,759
Public/ Quasi Public ²	PQ	18.5		59
Elementary School ³	ES			240
Middle School ³	MS			76
High School ³	HS			172
Community Park/ Neighborhood Park	POS/PR			
Greenways	GW			
Landscape Corridor/ Buffer	LC			
Lake	L			
Open Space	OS			
<i>subtotal:</i>				547
Total:				11,306

NOTES:

¹ Jobs needed 1.2 jobs x 9,023 DU = 10,827

² PQ Job Generation:

Sheriff: staffed sub station	10
Parks and WWT maintenance staff	25
Fire: 1 full station	10
County administrative satellite offices	10
Library: 1 librarian, 3 assistant	4
Total jobs estimate:	59

³ Educational Job Generation:

1.0 job/10.5 students

Elementary school capacity 600 x 4 schools = 240 jobs

Middle school capacity 800 x 1 school = 76 jobs

High school capacity 1,800 x 1 school = 172 jobs

Pursuant to Actions CC-A8 and CI-A15 of the 2030 Countywide General Plan, the County has developed the following framework to guide the preparation of all Specific Plans countywide.

Yolo County Specific Plan Framework

The purpose of a Specific Plan is to provide a vehicle for implementing the County's General Plan on an area-specific basis. A Specific Plan is both a policy and regulatory document. It must be consistent with the General Plan. The following framework is intended to guide the organization of all Yolo County specific plans with the goal of creating effective, efficient, and statutorily complete documents that share a common outline countywide. The content of a Specific Plan must meet the requirements of California Government Code Section 65451.

General Content

A. Title Page

1. Name of the plan
2. Name of local agency (Yolo County)
3. Date of adoption
4. Resolution number

B. Table of contents

C. List of tables

D. List of figures

I. Introduction and Summary

A. Introduction

B. Summary of Plan

C. Key Features (CC-3.5; Table LU-11; CC-3.6)

D. Background and History

E. Community Involvement Program

F. Legal Authority – references to State Government Code authorization, General Plan authorization (CC-A17), intent to establish both policy and regulatory, method of adoption (resolution and ordinances), etc.

G. Related Documents -- relationship of the specific plan to the general plan, zoning code, subdivision ordinance, development regulations, standard specifications, EIR, Development Agreement, infrastructure plans, financing plan, design standards, etc.

H. Consistency with General Plan – table that shows implementation of General Plan

I. Consistency Requirements – for development projects and public works projects within the plan area.

II. Project Vision and Setting

A. Plan Vision

1. Purpose
2. Principles

B. Plan Setting

1. Regional and Specific Location (appropriate maps)
2. Site Characteristics (opportunities and constraints)
3. Surrounding Land Uses
4. Boundary and Acreage
5. Off-site Components (if any)

III. Land Use and Community Character

- A. Land Use Vision – introduction and concept statement; community character (CC-3.2)
- B. Goals and Policies
- C. Land Use Descriptions and Designations
 1. Land Use Map
 2. Description of each land use designation
 3. Land Use Table -- land use summary by acreage, square feet, and dwelling units
- D. Development Regulations/Form Based requirements including zoning and consistency matrix
- E. Design Standards (CC-3.2; CC-A9; HO-A2)/LEED and LEED ND guidelines (CC-2.16)

IV. Circulation

- A. Circulation Vision -- Introduction and concept statement
- B. Goals and Policies (CI-3.2d; CI-3.18)
- C. Circulation Descriptions and Designations
 - a. Circulation Map
 - b. Description of circulation infrastructure (CI-A15)
 - c. Statistical Summary
- D. Infrastructure Development Regulations
 - a. Mode Balance (CI-3.20)
 - b. Highway Improvements
 - c. Road cross-sections
 - d. Trail design
 - e. Bicycles
 - f. NEVs
 - g. Sidewalk design
 - h. Traffic Calming
 - i. Transit Plan (CI-A6)
 1. Stops and Turnouts
 2. Capital and Operations Funding

E. Design Standards

V. Public Utilities

- A. Vision -- Introduction and concept statement
- B. Goals and Policies
- C. Utility Plans – facilities, routing, sizing and capacity, treatment, expansion, phasing, etc.

- a. Water Plan (CC-3.5L)
- b. Sewer Plan
- c. Drainage Plan
- d. Utilities Plan (electric, gas, wind, solar, bio-fuels/mass, communications)
- e. Flood Control Plan (200 year)
- E. Governance
 - a. Community Services District, Mello-Roos District, County Service Area, etc.
 - b. Assessment Districts
- D. Utilities Development Regulations
- E. Design Standards

VI. Public Services

- A. Vision -- Introduction and concept statement
- B. Goals and Policies
- C. Service Plans – parks (CC-2.13; cc-3.1), schools, libraries, law enforcement, fire protection, solid waste disposal, child care, government services, etc. (PF-12.10)
- D. Governance
 - a. Community Services District, Mello-Roos District, County Service Area, etc.
 - b. Assessment Districts
- E. Services Development Regulations
- F. Design Standards

VII. Jobs and Housing

- A. Vision – introduction and concept statement
- B. Goals and Policies
- C. Required Relationship (CC-3.3)
 - a. Phasing
 - b. Balance
 - c. Match
- D. Economic Development Plan
 - a. Targeted Industries
 - b. Local Serving vs. Regional
 - c. Incentives
- E. Affordable Housing Plan (HO-A2; HO-A49)
 - a. Density Bonus Opportunities
 - b. Income Eligibility
 - c. Inclusionary Requirement
 - d. Implementation
- F. Regulations
- G. Standards (HO-A1)

VIII. Environmental Resources and Open Space

- A. Environmental Vision -- introduction and concept statement
- B. Goals and Policies
- C. Environmental Resources Descriptions and Designations –
 - a. Resource Maps (CO-A32) – eg. flooding, habitat, soils, farmland, groundwater, hazardous sites, etc.
 - b. Descriptions of open space (resource parks [CO-1.10]) vegetation, wildlife, wetlands, special status species, cultural resources (CO-A56 and A57), soils information (quality and characteristics), air quality, noise, and water quality.
 - c. Statistical Summary
- D. Biotic Conservation Strategy
- E. Water Supply Assessment (CC-3.5L)
- F. Agricultural Land Mitigation Program
- G. Habitat Mitigation Program/HCP Coordination
- H. BMPs/Regulations
- I. Standards

IX. Sustainability

- A. Vision -- Introduction and concept statement
- B. Goals and Policies
- C. Sustainability Thresholds
 - a. Water Conservation (CC-3.5L)
 - b. Energy Efficiency
 - c. Green Building Standards
 - d. VMT Reduction Plan (CI-3.18)
 - e. Recycling
 - f. Food Miles
 - g. GHG Reduction Plan/Climate Action Plan
 - h. Etc.
- D. Regulations (CC-2.16)
- E. Standards (CC-A9; CC-4.2)

X. Implementation and Financing

- A. Vision -- Introduction and concept statement
- B. Goals and Policies
- C. Market Absorption
- D. Fiscal Impact
- E. Phasing and Sequencing (PF-12.10)
- F. Facilities Financing Plan (CI-A22; CI-A23)
- G. Development Fee Program
 - a. Plan level
 - b. Tract level
- H. Capitol Improvement Program

XI. Administration

- A. Administration
- B. Application Fees
- C. Application Processing
- D. Site Specific Requirements
 - a. Biology
 - b. Traffic
 - c. Noise
 - d. Cultural
 - e. Phase I ESA
 - f. Geotechnical
 - g. Infrastructure
- E. CEQA Clearance
- F. Revisions and Amendments
- G. Interpretations
- H. Enforcements

XII. Acknowledgments

Appendices

- a) Legal description/survey
- b) Adopting resolution and ordinances
- c) Notice of Determination (with DFG receipt)

Note: General Plan policy and action references are not all-inclusive.