





PROJECT DESCRIPTION SUMMARY

# GREENTREE DEVELOPMENT PROJECT

PREPARED FOR

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# Greentree Development Project Description Summary

## PROJECT BACKGROUND AND OVERVIEW

This project description summary identifies key elements of the proposed Greentree Development Project. It includes information about entitlement needs; the proposed site plan and land uses; circulation plan; parks and recreation plan; trail plan; development capacity and population generation; and roadway sections, complete streets, and other circulation features.

Extensive site plan refinements have been made over time based on input from City of Vacaville planning, engineering, utility, parks, and economic development staff; discussions with various neighborhood groups and their representatives; analysis of market demands and projected development needs; updated hydrology, utility, biological resource, engineering, related technical information developed by the applicant team; and input from the Vacaville City Council.

This project description summary is intended as an input to the project environmental impact report and technical studies to be conducted by consultants retained by the City of Vacaville, and for as reference by City staff to describe the project to stakeholders and decision makers.

The project site is planned for a variety of uses that are integrated into a cohesive urban plan. Proposed uses include residential development at a variety of densities, with a wide range of housing product types that are responsive to local market needs, including active-adult detached single-family and workforce-oriented housing; commercial retail including neighborhood serving uses; public parks; trails and open space; circulation improvements, and infrastructure facilities. The project site is roughly bisected by Sequoia into a northern portion and a southern portion. Higher density residential, commercial retail, and a family-oriented park are the primary uses planned north of Sequoia Drive. Detached, single-family senior residential development and a senior-oriented park are the primary proposed uses south of Sequoia Drive.

The commercial retail area, envisioned to potentially include a grocery store, drug store, and other neighborhood-serving retail and service uses, will improve access to such services for existing residents living on the south side of U.S. Highway 80 and will support the needs of new residents that will reside within the Greentree development. This will reduce vehicle trips to existing retail and service commercial uses located north of the highway and further

to the west. Significant acreage has been dedicated to retention basins that are part of an integrated stormwater management plan. The stormwater plan is designed to accommodate storm water flows, both from existing development west of the project site, and from within the project site.

For ease of reference, the terms “north of Sequoia Drive” and “south of Sequoia Drive” are used throughout this document for geographical orientation. More detailed site plan information for each of these areas is provided below.

## REQUIRED ENTITLEMENTS

The applicant has submitted an application that includes the proposed project entitlements summarized in [Table 1](#). Additional future entitlements for project construction will be required from individual developers who propose specific projects within the project site.

**Table 1 Required Project Entitlements**

North of Sequoia Drive	South of Sequoia Drive
General Plan Amendment (Text and Map) Green Tree Park Policy Plan Amendment Master Plan (Specific Plan) Public Works Design Standards Exceptions <sup>1</sup>	
Rezoning (Zoning Map and Potential Text)	Rezoning (Zoning Map and Potential Text)
Large Lot Subdivision (Tentative Map)	Subdivision (Tentative Map)

NOTE:

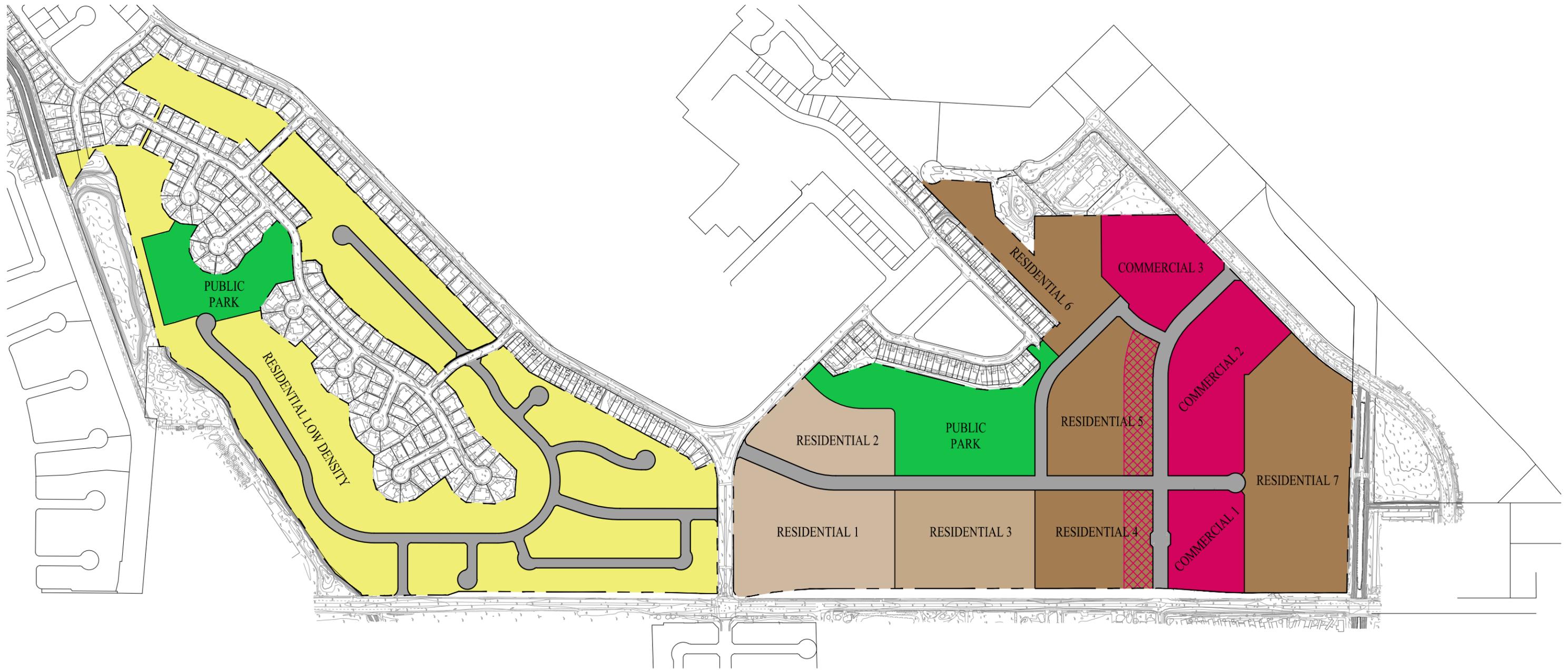
<sup>1</sup>The design standard exception pertains to the length of local streets, secondary access, and configuration of “complete streets”.

The applicant will coordinate with the City to verify these entitlement requirements and to further define associated entitlement application content needs, if any.

## General Plan Amendment

The current General Plan land use designations for the site are Commercial Highway and Private Recreation. These designations would be amended consistent with the proposed General Plan land use designations illustrated in [Figure 1, Proposed General Plan Land Use Map](#).

The variety of housing densities and product types planned north of Sequoia Drive is reflected in the range of General Plan residential land use designations proposed for this area. These designations permit densities that range from an average of about seven to twenty-four units per acre. The area shown as General Commercial would allow a range of commercial retail and commercial service uses. A Mixed-Use Overlay is also proposed to provide further development flexibility in the area along Village Way to address current and anticipated market needs. The Public Park designation would apply to the proposed park adjoining Yellowstone Drive.



**Legend**

Residential Low Density  
(3.1 - 5 units/acre)

Residential Medium Density  
(8.1 - 14 units/acre)

Residential Medium High Density  
(14.1 - 20 units/acre)

Residential High Density  
(20.1 - 24 units/acre)

Public Park

General Commercial

Mixed-Used Overlay

Source: CBG 2019, EMC Planning Group 2019, Google Earth 2019



Figure 1  
**Proposed General Plan Land Use Map**

Greentree Development Project

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The proposed land use designation for the majority of the area south of Sequoia Drive is Residential Low Density, consistent with the types of active adult, detached single-family homes planned in this area. Residential density would average about 2.6 units per acre. Two distinct product sizes are proposed that are similar to densities of existing, adjacent single-family residential neighborhoods that are also age restricted. A senior-oriented neighborhood park is also planned in this area as indicated by the Public Park land use designation. Other proposed uses include an integrated multi-use (bicycle and pedestrian) trail network, open space network, detention and water quality basins, and sites reserved for a sewer pump station and a water well. These supporting uses are permitted within the respective land use designations. The land uses shown in Figure 1 will constitute the fundamental components of the land use plan to be included in the forthcoming specific plan.

Along with changes to the General Plan land use plan, amendments to General Plan text and tables are also needed. A complete set of proposed General Plan amendments will be submitted to the City. In addition, certain “exceptions” to the published City Public Works Department Design Standards are required to preserve existing neighborhood character, minimize through traffic, and enhance pedestrian and bicycle connectivity.

## **Green Tree Park Policy Plan Amendment**

Amendments to the Green Tree Park Policy Plan will also be needed to remove the project site from the policy plan boundary and to revised related text, tables, and figures. A complete set of proposed modifications will be included in the application package.

## **Master Plan/Specific Plan**

Pursuant to the City’s Planned Development requirements, a specific plan will be prepared which meets California Government Code content requirements (sections 65450 et seq.) as well as content requirements contained in Chapter 14.09.112, Land Use Permits and Approvals, Specific Plans and Policy Plans, of the City of Vacaville Municipal Code. The document will contain the following main chapters as may be modified in coordination with City staff:

- Introduction, Background, and Purpose;
- Land Use, Development Standards, and Design Guidelines;
- Mobility (complete streets planning, street sections and vehicular access, non-motorized mode planning, transit planning, etc.);
- Parks and Trails;

- Infrastructure and Public Facilities (water, sewer, storm drainage, and public facilities plans, infrastructure phasing, and infrastructure maintenance); and
- Plan Implementation (environmental review, specific plan amendment procedures, subsequent project-specific entitlement approvals, development funding mechanisms, etc.).

It is likely that the specific plan will include development regulations that differ from those in the Vacaville Municipal Code. The specific plan would be adopted by ordinance as a rezoning action to reflect that the development regulations it contains apply within the specific plan boundary.

## **Rezoning**

A rezoning approval is being requested to change the existing Recreation Commercial District zoning classification to Planned Development for the entire project site. The specific plan will be the tool used to implement the Planned Development zoning, including development standards applicable to the Mixed-Use Overlay.

## **Subdivision Maps**

### **North of Sequoia Drive Large-Lot Subdivision**

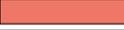
A subdivision map approval is being requested to divide the neighborhood north of Sequoia Drive into a series of large residential lots, commercial parcels, a public park parcel, and parcels planned for infrastructure (e.g., a sewer pump station site and detention basin sites). One or more future small-lot subdivisions may be required to further divide the large residential blocks.

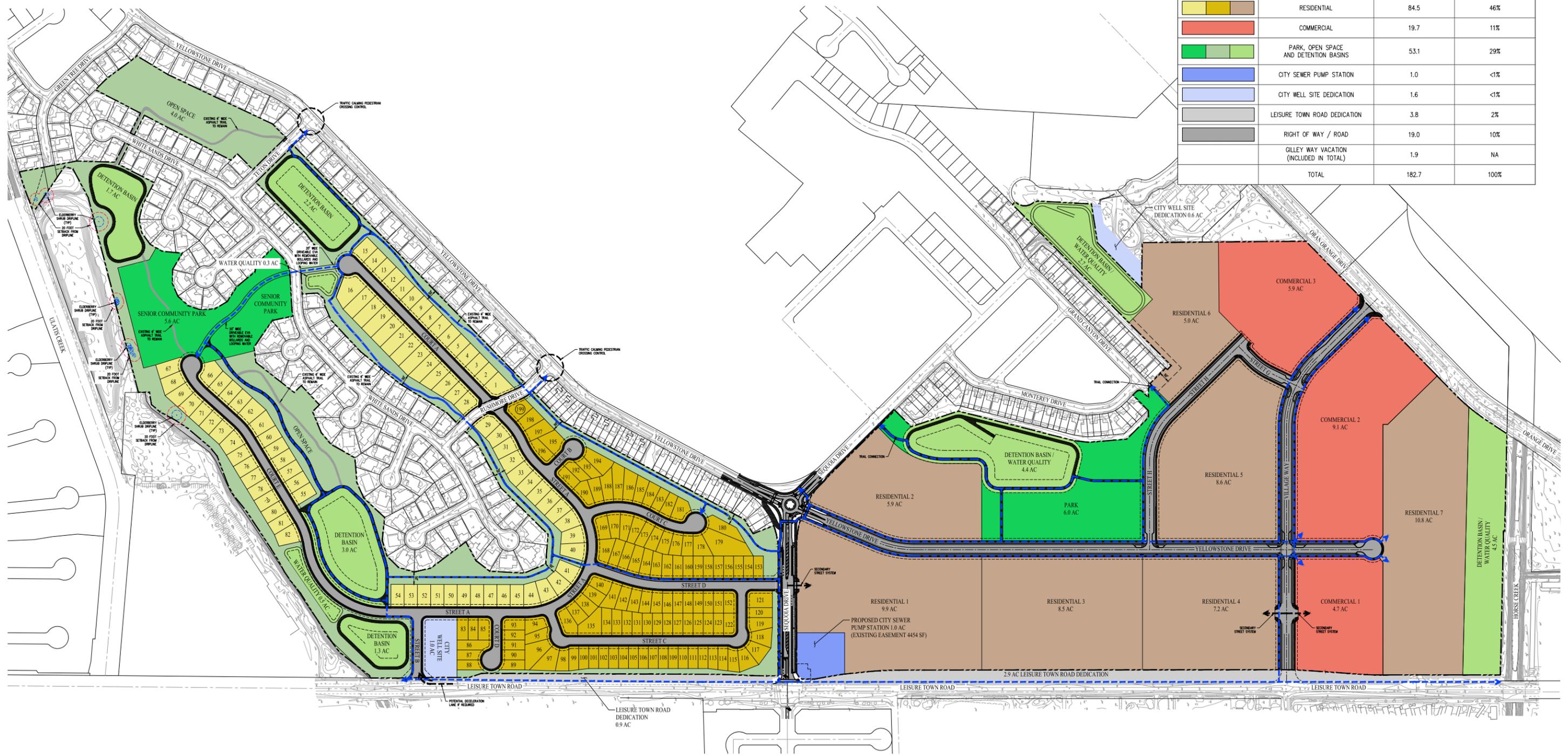
### **South of Sequoia Drive Subdivision**

A subdivision map approval is also being requested for the neighborhood south of Sequoia Drive. This neighborhood would be subdivided into 199 residential lots and parcels containing parks, trails, open space and infrastructure (e.g., a water well site).

## **OVERALL SITE PLAN SUMMARY**

The applicant team has collaborated with City staff from multiple departments through an iterative process to evolve an urban design approach that is reflected in [Figure 2, Overall Site Development Plan](#). Recommendations for use types, use relationships, circulation patterns and roadway designs, residential densities and product types, commercial end use types and parcel size needs, and recreation resources have all been considered through this process.

LAND USE SUMMARY - OVERALL			
	LAND USE	AREA (AC)	% OF TOTAL AREA
	RESIDENTIAL	84.5	46%
	COMMERCIAL	19.7	11%
	PARK, OPEN SPACE AND DETENTION BASINS	53.1	29%
	CITY SEWER PUMP STATION	1.0	<1%
	CITY WELL SITE DEDICATION	1.6	<1%
	LEISURE TOWN ROAD DEDICATION	3.8	2%
	RIGHT OF WAY / ROAD	19.0	10%
	GILLEY WAY VACATION (INCLUDED IN TOTAL)	1.9	NA
	TOTAL	182.7	100%



Source: CBG 2021, EMC Planning Group 2021, Google Earth 2019

Figure 2  
**Overall Site Development Plan**  
 Greentree Development Project



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The site plan has also been substantially influenced by recommendations from residents of existing adjacent neighborhoods, including those located adjacent to the south and north of Sequoia Drive portions of the project site. Fostering compatibility of new development with these neighborhoods has been a fundamental design consideration, and has included minimizing vehicular through-traffic, integrating expanded pedestrian connectivity and recreational opportunities, introducing traffic calming measures, and facilitating access to local-serving commercial uses. The proposed circulation design, residential land use/densities, park/open space/buffer, and multi-use trail network features of the proposed project have all been refined based on surrounding neighborhood interests.

Project design objectives are reflected in the site plan and will be reflected in the forthcoming general plan amendment, specific plan, rezoning, and major subdivision plans and information. Project objectives include the following:

- Respect existing adjacent neighborhoods by maximizing compatibility of new development with these neighborhoods, minimizing new vehicular through-traffic, integrating expanded pedestrian connectivity and recreational opportunities, introducing traffic calming measures, and facilitating access to local-serving commercial uses;
- Incorporate a viable, high quality commercial retail/service commercial center that will serve the needs of the new neighborhoods within the project site, as well as existing neighborhoods in the project vicinity;
- Provide opportunities for a variety of housing types at a range of price points to increase the City's housing stock and promote affordability to a range of income levels, with a focus on workforce, senior, and "missing middle" housing products;
- Allow a mix of commercial retail and residential uses within the area designated Mixed-Use Overlay to provide options for additional, diverse residential product types, tailor commercial retail/services to the needs of project residents and existing residents in the project vicinity, and activate the commercial center;
- Incorporate strong recreational elements including two neighborhood parks, an integrated multi-use trail system, and passive open space; and
- Design a circulation plan that incorporates complete street concepts and includes extensive pedestrian and bicycle facilities to provide connectivity throughout the project site; includes traffic calming measures to be selected from a range of proven measures such as bulb-outs both within the site and on adjacent neighborhood streets to slow traffic speeds for enhanced pedestrian and bicycle safety, and incorporates a small format roundabout at Yellowstone Drive/Sequoia Drive to optimize traffic flow while facilitating safe pedestrian and bicycle connections across Sequoia Drive.

Storm water detention and biofiltration facilities are a prominent component of the site plan given the need to manage existing runoff through the project site and storm water that will be generated by new development. Stormwater conveyance and detention/storage needs have been defined through detailed modeling.

More detailed site plan information for the north of Sequoia Drive and south of Sequoia Drive neighborhoods is summarized below.

## **Site Plan Summary for North of Sequoia Drive – Residential, Commercial and Mixed-Use Development**

Figure 3, [North of Sequoia Drive Development Plan](#), shows the plan for this 106-acre neighborhood in detail. Primary planning objectives include: 1) provide residential land uses at higher densities to enable development of a variety of housing types/products including workforce housing and move-up “missing middle” housing; 2) create local-serving commercial retail and service commercial development opportunities described previously; 3) create flexibility to allow ground floor retail with residential above by enabling mixed-use development in a limited portion of the area; 4) locate larger format commercial retail sites along Orange Drive; 5) provide a neighborhood park that serves the existing and new neighborhoods located south of the highway; 6) design circulation improvements that create and connect distinct development blocks, improve efficiency of the circulation network by providing connections to adjacent neighborhoods and facilities, incorporate pedestrian and bicycle facilities, and incorporate traffic calming features for pedestrian and bicycle safety; 7) provide sufficient land for storm water management facilities; and 8) ensure consistency with the Jepson Parkway Concept Plan.

Seven residential blocks and three commercial blocks are planned. Residential blocks include densities varying from a mid-range of 11 units per acre (Residential Medium) to a mid-range of 24 units per acre (Residential High). The density ranges are designed to enable flexibility for providing a range of residential product types. Assuming densities at or near mid-ranges are assigned to residential blocks 1 to 6 and the maximum Residential High density of 24 units per acre is assigned to residential block 7, residential development capacity is projected at up to 950 units. Residential development capacity may be shifted among the residential blocks, but must remain within the total capacity of 950 units. If cumulative residential development were to be proposed which exceeds this limit, a specific plan amendment, general plan amendment and additional CEQA documentation could be required.

Neighborhood-serving and pedestrian/bicycle accessible commercial uses are planned along Village Way as a focal point of the project. Commercial building development capacity of up to approximately 300,000 square feet is projected at an average about 0.36 FAR. Commercial building development capacity may be shifted between commercial blocks, but may not exceed a total of 300,000 square feet. If cumulative commercial development were to be proposed which exceeds this limit, a specific plan amendment, general plan amendment and

LAND USE SUMMARY - NORTH			
LAND USE	AREA (AC)	% OF TOTAL AREA	
RESIDENTIAL	55.9	52%	
COMMERCIAL	19.7	18%	
PARK	6.0	6%	
DETENTION BASIN / WATER QUALITY	11.6	11%	
CITY SEWER PUMP STATION	1.0	1%	
CITY WELL SITE DEDICATION	0.6	<1%	
LEISURE TOWN ROAD DEDICATION	2.9	3%	
RIGHT OF WAY / ROAD	9.6	9%	
GILLEY WAY VACATION (INCLUDED IN TOTAL)	1.9	NA	
TOTAL PROPOSED SITE	107.3	100%	



Source: CBG 2019, EMC Planning Group 2019, Google Earth 2019



Figure 3  
 North of Sequoia Drive Development Plan  
 Greentree Development Project

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additional CEQA documentation could be required. Complete streets are proposed along Yellowstone Drive and Village Way to facilitate and encourage the movement of pedestrians and bicyclists, while controlling the speed and volume of vehicular traffic.

One possible commercial use concept is to locate larger, more vehicle-oriented retailers such as a grocery store and pharmacy along the Orange Drive frontage, and more pedestrian and bicycle accessible neighborhood-serving uses along Village Way. A destination “plaza” is planned at the Yellowstone Drive/Village Way intersection that would be fronted by retail and service uses, including restaurants.

The Mixed-Use Overlay designation is proposed for the portions of residential blocks 4 and 5 that front on Village Way. The overlay would apply within an area that extends about 150 feet from the Village Way right-of-way. A mix of ground floor retail with residential above is envisioned. Residential density of up to about 24 units per acre would be permitted. Land within the overlay designation could develop either as residential, commercial retail, or a mix of commercial retail and residential. Regardless of the use type, the residential development and the commercial development capacity limits for north of Sequoia Drive must remain at or below 950 units and 300,000 square feet of building, respectively.

A grid-based backbone road network is planned. The new segment of Yellowstone Drive and the connecting segment of Village Way will be the unifying, “complete street” transportation corridors within the project site. They will provide vehicular, pedestrian, and bicycle linkages within the site including between residential, commercial and park uses. Traffic calming features will be incorporated with special treatments at the Yellowstone Drive/Village Way intersection to create a pedestrian/bicycle friendly connection to the commercial center. The roundabout at Yellowstone Drive/Sequoia Drive would enhance circulation efficiency and safety at this location, and provide a through connection for vehicles, pedestrian, and bicycles from adjacent neighborhoods to the neighborhood park and commercial area north of Sequoia Drive. Land dedication for facilitating future widening of Leisure Town Road is also planned.

Additional information about circulation planning is provided in the Roadway Sections, Complete Streets, and Other Circulation Features section below.

## **Site Plan Summary for South of Sequoia Drive - Senior Residential**

Figure 4, [South of Sequoia Drive Development Plan](#), shows the plan for this 75-acre area in greater detail. Primary planning objectives include: 1) provide a single-family, senior residential community; 2) ensure lot size/density compatibility with the existing adjacent residential neighborhoods; 3) provide a senior-oriented, neighborhood park and passive use open space as recreation amenities for new residents that are also accessible to adjacent

existing neighborhoods; 4) create an extensive multi-use trail network; 5) reserve sufficient land to address storm water management needs; 6) create a circulation network that minimizes through traffic and effects on existing adjacent neighborhoods; and 7) integrates pedestrian and bicycle facilities, provides enhanced emergency vehicle access, and achieves consistency with the Jepson Parkway Concept Plan.

A total of 199 lots are shown on Figure 4. Of these, approximately 82 are 6,000 square feet and 117 are 4,500 square feet. Larger lots are placed near existing adjacent residential neighborhoods. Lots located adjacent to existing residential lots homes will be set back a minimum of 50 feet, and homes on the new lots will be restricted to a single-story in height. These design features promote land use and density compatibility with existing adjacent neighborhoods.

The circulation network design provides vehicular access throughout the area, includes functional but limited through access to adjacent existing residential neighborhoods and to Jepson Parkway, and is rich in multi-use trail and pedestrian and bicycle mobility features. Street D is the backbone of the circulation network in this area. Its expanded pedestrian and bicycle facilities are linked to the remainder of the internal road network, Sequoia Drive, and to the multi-use trail network. The trail network is extensive. It links all residential areas to parks, passive use open space, crossings on Sequoia Drive that integrate this neighborhood with the north of Sequoia Drive neighborhood park and commercial area, and with adjacent existing residential areas. Emergency vehicle only connections are provided to ensure access for first responders. A right-in/right-out only access onto Jepson Parkway is also included, in significant part to reduce traffic volumes on Yellowstone Drive.

An approximately one-acre water well site on the north side of Street B at Leisure Town Road will be dedicated to the City. A biofiltration area on the south side of Street B will treat storm water before discharging into Old Ulatis Creek. The existing "Stinky Pond" detention basin will be removed and replaced with open space. Detention ponds are planned throughout the area as part of the overall storm water management plan. Detention ponds are linked to the trail system.

## **Park and Recreation Plan**

The proposed project includes robust park and recreation features that in aggregate, exceed the City's park land requirement. The project will benefit existing under-served adjacent neighborhoods and the broader community because it will help off-set the City's existing citywide park and recreation resources deficiency. Parks, trails, and open space are dispersed throughout the project site. Recreation resources would be available to all future and existing neighboring residents, and to local employees. Trails and complete streets provide connectivity to recreation resources from all planned residential and commercial uses.



SEE GREENTREE DEVELOPMENT PLAN - NORTH (SHEET 2)

LAND USE SUMMARY - SOUTH					
	LAND USE	LOTS	% OF TOTAL LOTS	AREA (AC)	% OF TOTAL AREA
	45' x 100'	117	59	15.4	20%
	60' x 100'	82	41	13.2	18%
	PARK	---	---	5.6	7%
	OPEN SPACE / TRAIL CORRIDOR	---	---	22.6	31%
	DETENTION BASIN / WATER QUALITY	---	---	7.3	10%
	LEISURE TOWN ROAD DEDICATION	---	---	0.9	1%
	RIGHT OF WAY / ROAD	---	---	9.4	12%
	CITY WELL SITE	---	---	1.0	1%
	<b>TOTAL</b>	<b>199</b>	<b>100%</b>	<b>75.4</b>	<b>100%</b>



Source: CBG 2021, EMC Planning Group 2021, Google Earth 2019

Figure 4  
 South of Sequoia Drive Development Plan  
 Greentree Development Project



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## **City Park Land Requirements**

The General Plan requires that new residential projects provide park land at a ratio of 4.5 acres per 1,000 residents. The acreage requirement consists of components for neighborhood park (1.8 acres), community park (1.7 acres) and regional park (1.0 acres). The proposed project would generate approximately 2,963 new residents as described in the Projected Development Capacity section below, of which approximately 398 would be seniors.

Consequently, the applicant is required to provide the equivalent of 13.3 acres of park land, including 5.3 acres of on-site neighborhood park, 5.0 acres of community park and 2.9 acres of regional park. The General Plan also includes a policy that parks classified as neighborhood parks should typically be a minimum of 6.0 acres. The two proposed neighborhood parks are designed to be responsive to project needs and the unique needs of the surrounding primarily senior neighborhood, which is currently underserved. These facilities would be consistent with the proposed new Vacaville Parks Master Plan.

The City has indicated that a park classified as a neighborhood park should be located within the north of Sequoia Drive area. Neighborhood park facilities are usually oriented towards the recreation needs of children and typically include one or more multi-purpose playfields, ball courts, a playground, and picnic facilities.

The community park and regional park acreages noted above are not required within the project. This requirement can be met by paying the City's Park and Recreation Fee, which in part, also supports maintaining existing community and regional park facilities.

## **Proposed Park and Recreation Plan**

In aggregate, the proposed project includes 11.6 acres of park land plus a 4.4-acre dual use detention pond, or roughly double the City's minimum 6.0-acre neighborhood park requirement. The planned neighborhood park north of Sequoia Drive and the south of Sequoia Drive senior park would be designed to serve the needs of the neighborhoods in which they are located. The parks can be accessed by all future residents of the project and by residents of surrounding neighborhoods through multiple modes of transportation. Proposed park land and associated amenities are described below.

### ***Neighborhood Park North of Sequoia Drive***

A 6.0-acre park which meets the City's neighborhood park classification standard is planned along the western side of Yellowstone Drive at the heart of the overall project site. The park will be centrally located to the highest-density residential uses, be directly accessible to existing neighborhoods on Monterey Drive and Grand Canyon Drive, a pedestrian/bicycle destination for existing and new neighborhoods located south of Sequoia Drive, and a respite for senior residents walking or riding to the commercial area on Village Way.

The park would be designed to include a range of active and passive recreation amenities. These could include playfields, ball courts and play areas. A small recreation center is also

being considered that would serve as gathering place for neighborhood residents, residents south of Sequoia Drive, and be available for functions and programs to support the broader community. The final park facilities improvement program will be determined through more detailed park planning process to be conducted as part of the specific plan process. The final park facility program will be influenced by the costs required to maintain the facilities.

The functional size of this neighborhood park will be greater than 6.0 acres. A 4.4-acre detention basin is located adjacent to the park. The detention basin is being designed to integrate with the park and be a functional component of it. At least one side of the basin would have a gradual slope that “opens up” to the park. This will help visually blend the facility with the park, but as importantly, allow ease of access to facilitate dual use of the basin for active recreation, such as a sports field, during a significant portion of the year.

On-site parking will be provided and the park will be accessible via pedestrian and bicycle paths on Yellowstone Avenue, Sequoia Drive, Street H, and trails that connect to residential areas north and south of Sequoia Drive and to the commercial area.

### *Senior-Oriented Park South of Sequoia Drive*

A 5.6-acre park is planned south of Sequoia Drive. It would be designed to meet the needs of the new senior neighborhood, but also the underserved needs of existing adjacent neighborhoods. The park is purposefully located adjacent to planned open space areas and planned detention facilities to expand its perceived size and function. The park will be designed primarily to meet the more passive recreation needs of active adults, which differ from recreation needs that the City’s neighborhood park classification standards are meant to address. Representative amenities could include bocce ball and/or pickle ball courts, a golf chipping area, and picnic and BBQ/picnic areas. The final improvement program will be determined through more detailed park planning process to be conducted as part of the specific plan process. The final park facility program will be influenced by the costs required to maintain the facilities.

This park will be well-connected to the existing residential neighborhoods and new active adult neighborhoods via a series of pedestrian and bicycle paths. While vehicular access is provided, the emphasis is on non-vehicular access consistent with a desire to minimize vehicle traffic through the area and to maximize pedestrian and bicyclist safety.

## **Trail and Open Space Plan**

Connectivity within and between new neighborhoods, to adjacent existing neighborhoods and connectivity of both to open space, planned parks and commercial areas is a priority urban design element of the proposed project. Pedestrian and bicycle facilities that are part of the complete streets planning have been previously summarized. The proposed multi-use trail system is an additional fundamental component of the overall connectivity plan.

Due to its physical configuration and a desire to respect quality of life values of existing neighborhoods, the active adult neighborhood south of Sequoia Drive contains substantial space open. Areas of larger contiguous open space are provided, as is a smaller open space area, and open space corridors that function to buffer existing homes from new planned residential development are included. The open space areas are considered to be “accessible” as described in the General Plan in that they will remain undeveloped as an aesthetic/passive use resource and will be available for public access. Trails are planned within many of the open space corridors and to/through larger open space areas and the senior-oriented park. The trails network is linked to pedestrian/bicycle facilities to be integrated into Street D, which in turns provides connectivity to Sequoia Drive and on to Yellowstone Drive and residential and commercial areas north of Sequoia Drive. Another connection is planned via a separate crossing at the Yellowstone Drive/Sequoia Drive roundabout.

Trails are also planned in the north of Sequoia Drive neighborhood. Trails through the neighborhood park/detention area would connect it to Sequoia Drive, Yellowstone Drive, Street H, and to residential and commercial areas to the north and west.

The trail system plan will be further articulated in the specific plan.

## **DEVELOPMENT CAPACITY AND POPULATION PROJECTION**

### **Development Capacity**

[Table 2, Greentree Development Land Use/Zoning and Development Capacity Summary](#), summarizes proposed uses, densities, acreages and development capacities for the proposed project. An estimated 1,149 dwelling units are proposed, with 950 units of higher density housing of diverse product types located north of Sequoia Drive and 199 units of detached, single-family senior housing located south of Sequoia Drive. Residential development north of Sequoia Drive is planned at densities of up to 24 dwelling units per acre. Proposed active-adult residential development south of Sequoia Drive is planned at an average of 2.6 dwelling units per acre.

Commercial building capacity is estimated at up to 300,000 square feet. A total of 11.6 acres are allocated to public parks (16.0 acres if the dual-use function of the detention basin and sports facilities planned adjacent to the north of Sequoia Drive neighborhood park is included) and 22.6 acres to open space/trail corridor use. Detention ponds/water quality features constitute 18.6 acres, with other ancillary uses and acreages as shown in Table 2.

**Table 2 Greentree Development Land Use/Zoning and Development Capacity Summary**

Site Plan Area	Proposed Land Use	Equivalent Zoning	Residential Density (du/acre)			Acres	Projected Development Capacity	
			Minimum	Mid-Range	Maximum		Residential (du) <sup>1</sup>	Commercial (sq. ft.)
<b>North of Sequoia Residential, Commercial and Recreation</b>								
Residential 1	Residential Medium	Residential Medium (RM)	8.1	11	14	9.9	114	0
Residential 2	Residential Medium	Residential Medium (RM)	8.1	11	14	5.9	58	0
Residential 3	Residential Medium High	Residential Medium High (RMDM)	14.1	17	20	8.5	144	0
Residential 4	Residential High	Residential High (RH)	20.1	22	24	7.2	158	0
Residential 5	Residential Medium High	Residential Medium High (RMDH)	14.1	17	20	8.6	146	0
Residential 6	Residential Medium High	Residential Medium High (RH)	14.1	17	20	5.0	85	0
Residential 7	Residential High	Residential High (RH)	20.1	22	24	10.8	245 <sup>2</sup>	0
Commercial 1	General Commercial	General Commercial (CG)	0.35 FAR <sup>3</sup>			4.7	0	71,656 <sup>4</sup>
Commercial 2	General Commercial	General Commercial (CG)	0.35 FAR <sup>3</sup>			9.1	0	137,738 <sup>4</sup>
Commercial 3	General Commercial	General Commercial (CG)	0.35 FAR <sup>3</sup>			5.9	0	89,951 <sup>4</sup>
Park	Public Park	Open Space (OS)	0			6.0 <sup>5</sup>	0	
Detention Basin	---	---	0			11.3	0	0
City Sewer Pump Station	---	---	0			1.0	0	0
City Water Well Site	---	---	0			0.6	0	0

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Site Plan Area	Proposed Land Use	Equivalent Zoning	Residential Density (du/acre)			Acres	Projected Development Capacity	
			Minimum	Mid-Range	Maximum		Residential (du) <sup>1</sup>	Commercial (sq. ft.)
Leisure Town Rd. Dedication	---	---	0			2.9	0	0
Road Right-of-Way	---	---	0			9.6	0	0
<b>Subtotal</b>						<b>107.0</b>	<b>950</b>	<b>299,345</b>
<b>South of Sequoia Senior Residential and Recreation</b>								
Residential	Residential Low	Residential Low (RL)	3.1	7.7	11	28.6	199	0
Park	Public Park	Open Space (OS)	0			5.6	0	0
Trail Corridor/ Open Space	---	---	0			22.6	0	0
Detention Basin	---	--	0			7.3	0	0
Water Well Site	---	---	0			1.0	0	0
Leisure Town Rd. Dedication	---	---	0			0.9	0	0
Road Right-of-Way	---	---	0			9.4	0	0
<b>Subtotal</b>						<b>75.4</b>	<b>199</b>	<b>0</b>
<b>TOTAL</b>						<b>182.4</b>	<b>1,149</b>	<b>299,345</b>

Notes:

<sup>1</sup>Unit numbers for each block are projected and not directly tied to the precise minimum, mid-range, or maximum densities for the equivalent zoning classification.

<sup>2</sup>Development capacity is based on the maximum density of 24 units per acre for the Residential High designation

<sup>3</sup>A FAR of .364 was used to calculate building square footage.

<sup>4</sup>For Commercial Areas 1, 2 and 3, building capacity is based on gross acreage.

<sup>5</sup>A 4.4-acre detention basin is planned adjacent to the Public Park. It will be dual use and include additional active recreation fields. This detention basin acreage is not included in the Public Park acreage, but the detention basin will expand the functional size of the public park as a recreation amenity.

## Projected Population

The City utilizes a factor of 2.7 persons per household (per dwelling unit) for calculating population generation from new residential development. A lower persons per household factor is appropriate for senior housing. The U.S. Census Bureau’s “America’s Families and Living Arrangements: 2018” data, Table AVG1. Average Number of People per Household, by Race and Hispanic Origin, Marital Status, Age, and Education of Householder (<https://www.census.gov/data/tables/2018/demo/families/cps-2018.html>) was consulted to derive an appropriate senior housing factor. This source lists average U.S. household sizes by age of householders for five-year age cohorts. A persons per household of 2.0 was derived as the average across the age cohorts 55-59 years, 60-64 years, 65-74 years and 75 years and over. [Table 3, Proposed Project Population Projection](#), summarizes the population projection.

**Table 3 Proposed Project Population Projection**

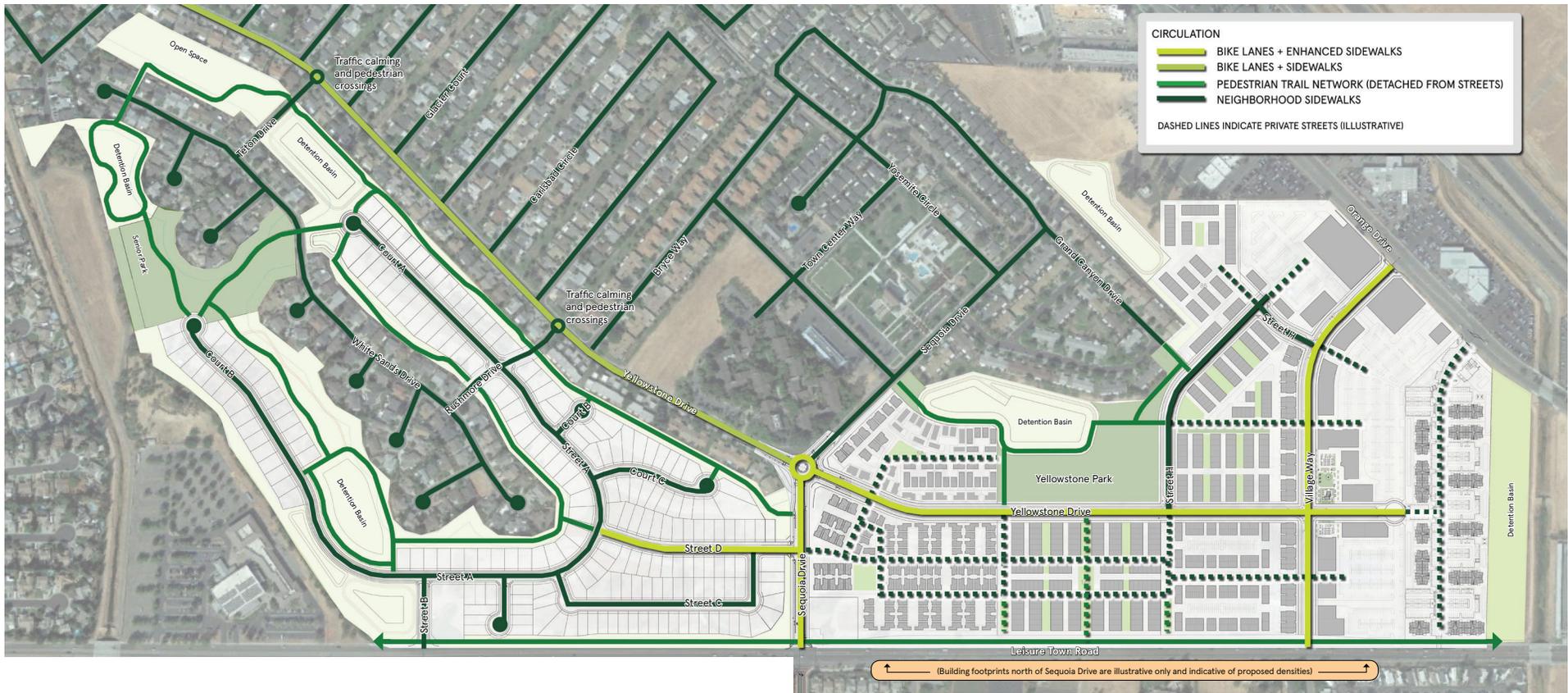
Development Area	Dwelling Units	Persons/Household	Population
North of Sequoia Drive	950	2.7	2,565
South of Sequoia Drive	199	2.0	398
<b>Total</b>	<b>1,149</b>	---	<b>2,963</b>

SOURCE: EMC Planning Group 2019, and U.S. Census Bureau, 2018.

## OVERALL CONNECTIVITY PLAN

The Connectivity Plan is proposed to improve pedestrian and bicycle connectivity: 1) within and between new neighborhoods; 2) to commercial, parks, and open space uses; and 3) to adjacent existing neighborhoods. Connectivity is a priority urban design element of the project. Pedestrian and bicycle facilities included in complete street design and along other roadways have been noted above and are further illustrated in the roadway cross-sections described in the following section. The proposed multi-use trail system is an additional fundamental component of the overall connectivity plan. [Figure 5, Circulation and Connectivity Plan](#), is a composite representation of how non-vehicular circulation features are planned to fully internally integrate the project and adjacent neighborhoods.

The rich connectivity network will foster enhanced relationships between residents in neighborhoods north and south of Sequoia Drive; create convenient non-vehicular access to parks, open space, and new commercial retail destinations; reduce vehicle trips and vehicle miles traveled, thereby reducing greenhouse gas emissions and criteria air pollutants; and enhance overall urban vibrancy and a stronger sense of community.



Not to scale

Source: ELS Architecture and Urban Design 2021



Figure 5  
Circulation and Connectivity Plan

Greentree Development Project

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## **ROADWAY SECTIONS, COMPLETE STREETS AND OTHER CIRCULATION FEATURES**

Several types of roadway sections are proposed. All roadways are consistent with City road standards, subject to approval of a design “exception” for two local cul-de-sac streets as previously noted to accommodate the “complete streets” discussed below. [Figure 6, Roadway Cross-Section Index](#), shows the roadway network with road sections color coded. [Figure 7, Roadway Cross-Sections](#), shows the corresponding roadway sections.

### **Complete Streets**

As shown in [Figure 7](#), Yellowstone Drive north of Sequoia Drive and Village Way will be designed as complete streets, inclusive of separated bike lanes and enhanced pedestrian walkways to provide enhanced and safe resident access to the neighborhood park and commercial retail areas. Landscaped strips along Yellowstone Drive will separate traffic from the widened pedestrian walkways and bicycle lanes will be separated from traffic.

Street D in the south of Sequoia Drive neighborhood will feature an expanded pedestrian walkway, protected from the roadway by a generous landscaped planter strip.

### **Roundabout**

The existing problematic triangle at the intersection of Yellowstone Drive and Sequoia Drive will be replaced with a small format, 80-foot diameter roundabout to reduce vehicle speeds and increase pedestrian access and safety. The roundabout design will eliminate the possibility of head-on collisions and connect the existing and new senior residential areas located south of Sequoia Drive to the north of Sequoia Drive neighborhood park and retail commercial area.

### **Traffic Calming and Pedestrian Crossing**

Sidewalk “bulb-outs” and other traffic calming measures are incorporated into on-site complete street designs to increase pedestrian safety at the higher-density residential and commercial locations, including at the Yellowstone Drive/Village Way intersection. The bulb-outs are also designed to discourage cut-through traffic by reducing speeds at intersections.

Off-site traffic calming solutions are being planned in partnership with the City to address vehicular speed and accommodate safe pedestrian access to the senior park. These solutions would be applied along Yellowstone Drive, particularly its intersections with Rushmore Drive and Teton Drive.

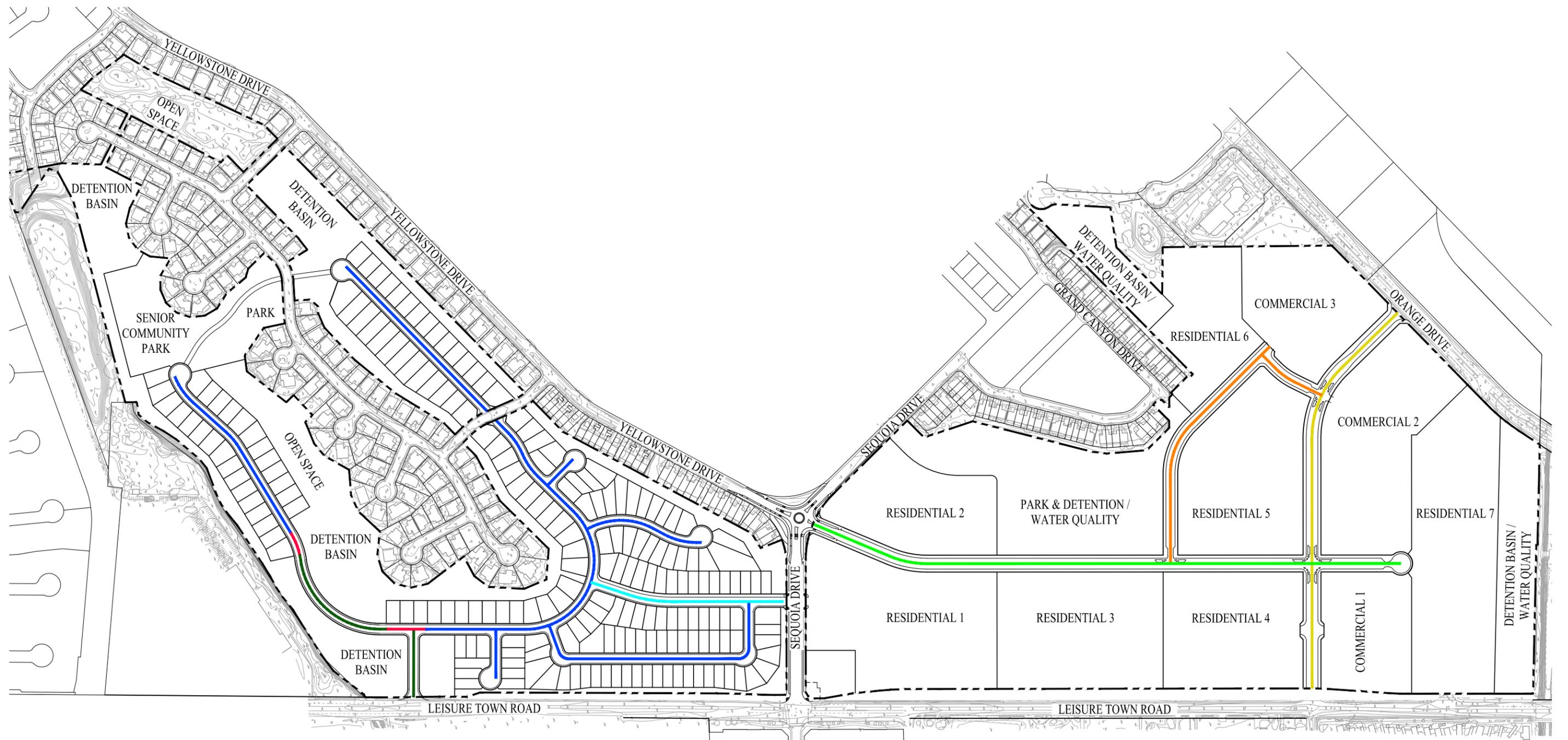
### **Emergency Vehicle Accessibility Connection**

A 20-foot paved pathway/emergency vehicle access roadway (“EVA”) with gates or other measures to preclude daily vehicular traffic is planned in the south of Sequoia Drive area. It

would extend through the planned senior-oriented neighborhood park south of White Sands Drive and through the open space north of White Sands Drive to enable required fire department access between Courts A and E, with identification as an approved route for first-responders and emergency crews. The route would be accessible to pedestrians and bicyclists and would provide enhanced non-vehicular public access to the senior-oriented park.

## **New Connection to Leisure Town Road**

A new roadway is planned that connects Leisure Town Road to Street A at the southeasternmost corner of the south of Sequoia Drive neighborhood. The access onto Leisure Town Road would be right-in, right-out only. The new connection is designed to decrease distribution of new project traffic trips onto Yellowstone Drive by enabling more direct access into and out of the south of Sequoia Drive neighborhood. The potential to include a deceleration lane for access safety from Leisure Town Road will be considered in the final design.



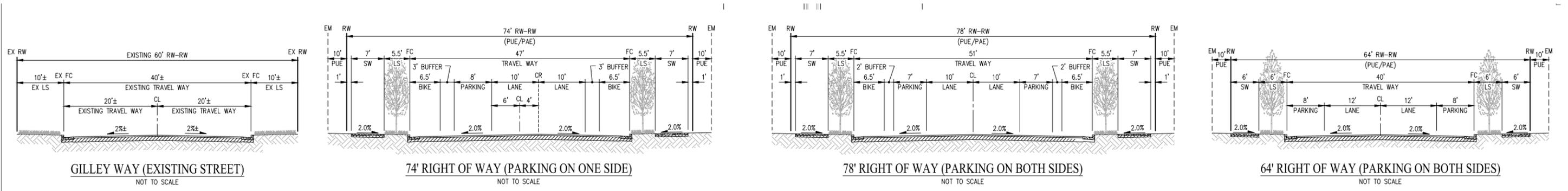
Source: CBG 2021, EMC Planning Group 2021, Google Earth 2019



Figure 6  
Roadway Cross-Section Index

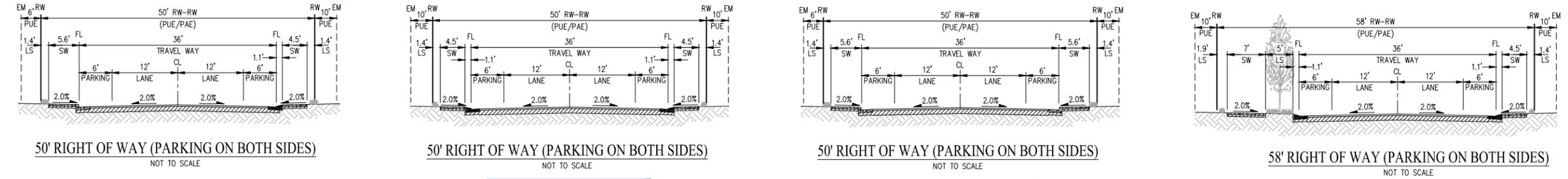
Greentree Development Project

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TRAVEL WAY IS CONSISTENT WITH CITY STANDARD STREET SECTION DETAIL 3-07.

**NORTH OF SEQUOIA - STREET SECTIONS**  
NOT TO SCALE

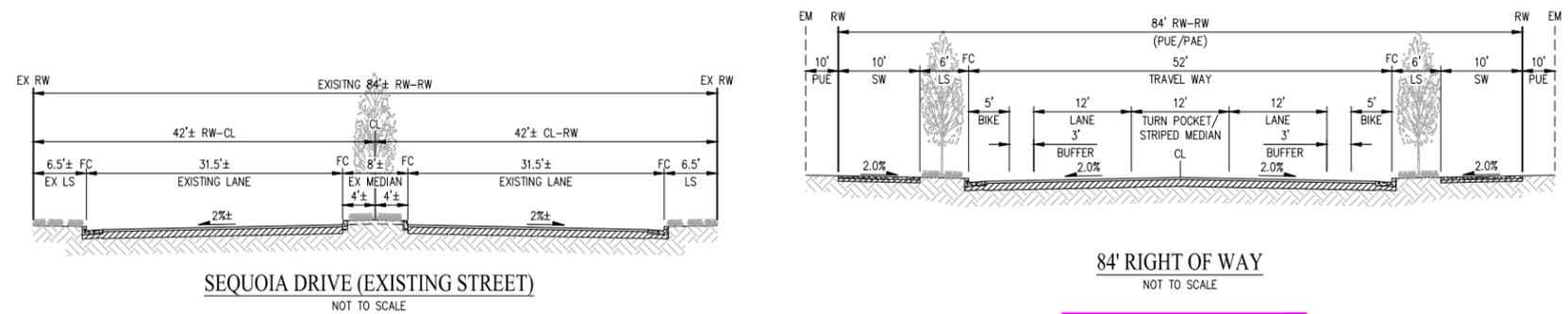


ENTIRE STREET SECTION IS CONSISTENT WITH CITY STANDARD STREET SECTION DETAIL 3-07 EXCEPT WITH STANDARD CURB ON ONE SIDE.

ENTIRE STREET SECTION IS CONSISTENT WITH CITY STANDARD STREET SECTION DETAIL 3-07.

ENTIRE STREET SECTION IS CONSISTENT WITH CITY STANDARD STREET SECTION DETAIL 3-07 EXCEPT WITH STANDARD CURB.

**SOUTH OF SEQUOIA - STREET SECTIONS**  
NOT TO SCALE



**SEQUOIA DRIVE - STREET SECTION**  
NOT TO SCALE

Source: CBG 2021, EMC Planning Group 2021, Google Earth 2019



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