

CRITERIA USED BY THE COUNTY FOR SITE SELECTION

The proximity of each potential site to existing or potentially available community support factors was reviewed, with the following support factors specifically taken into consideration. It should be noted that these criteria were taken into consideration in a general sense, as no site is ideal from all perspectives. Some sites with only a few ideal characteristics available have been included, due to limited site availability options in some communities.

- **Jobs (includes all categories - manufacturing, office, retail/wholesale, etc.):** Sites located within 1 mile were considered ideal. More distant job sources were favorably considered if they are/would be conveniently accessible from the site via rail or bus transit services.
- **Retail Commercial (current or proposed):** Sites located within 1 mile were considered ideal. Particularly desirable are sites located along or close, generally within two blocks, to major retail commercial streets. Sites located farther than 1 mile from existing or potential retail commercial development are not as favorable.
- **Schools:** Elementary schools should be located no more than 1 mile from the site; middle and high schools should be located no more than 2-3 miles from the site.
- **Bicycle Trails:** Bicycle trails should be located within 1 mile of the site. Class 1: bikeway completely separated from roadway and Class 2: separate, striped bike lane in roadway are preferred; Class 3: bike use shared with road traffic may be acceptable where there is a strong grid street pattern connecting the site with other parts of the community.
- **Pedestrian-Oriented Circulation Network/Trails:** The site is located within or adjacent to a major part of the community containing a pronounced grid-like street network; or the site is adjacent to or near a community core area with, ideally, several options available for the provision of paseos and other convenient pedestrian-oriented connections to neighborhood facilities and services
- **Parks and Active Recreational Facilities:** Location of a park or other recreational facilities along a site edge is preferred as a major site locational and project design feature; location of park and recreational facilities within 1 mile is preferable over longer distances.
- **Community Centers:** ideally public, but private is also acceptable – for example, associated with a nonprofit organization, and broadly open to community events; these should be located within 1 mile of the site.
- **Child Care Centers:** Child care centers should be located no more than 1 mile from the site.
- **Hospitals, Medical Centers, and Clinics:** Sites located within 1 mile of one of these facilities is highly desirable; location within 2-3 miles is positive.
- **Churches and other places of worship:** Inasmuch as places of worship are essentially community gathering venues, a supportive characteristic for potential sites is the location of such facilities within 1 mile.

- **Freeway Interchanges:** Site locations within 1 mile of an existing or currently planned freeway interchange or Community Environmental and Transportation Acceptability Process, or CETAP, transportation corridor, or adjacent to a General Plan-designated Expressway, a non-freeway state highway, or, as appropriate, another “high level” primary community roadway, with direct subregional and regional connections, are preferable.
- **Bus Transit:** Locations within a 15-minute walking distance of an existing bus stop, or within a 15-minute walking distance of an existing bus route, where future bus stops conveniently accessible to a site are possible, are preferable.
- **Commuter Rail Transit Stations:** A location within a 15-minute walking distance of an existing or proposed Metrolink or other commuter rail service station is preferred. Locations within 1.5 miles are also preferred if frequent headway “transit oasis”-type commuter shuttle services could be provided, connecting the sites, and potentially other community services, with transit stations. Although less favorable, locations within 3 or 4 miles from such stations may be acceptable, if existing or altered bus transit or shuttle services could be provided in a manner relatively convenient for commuter service.