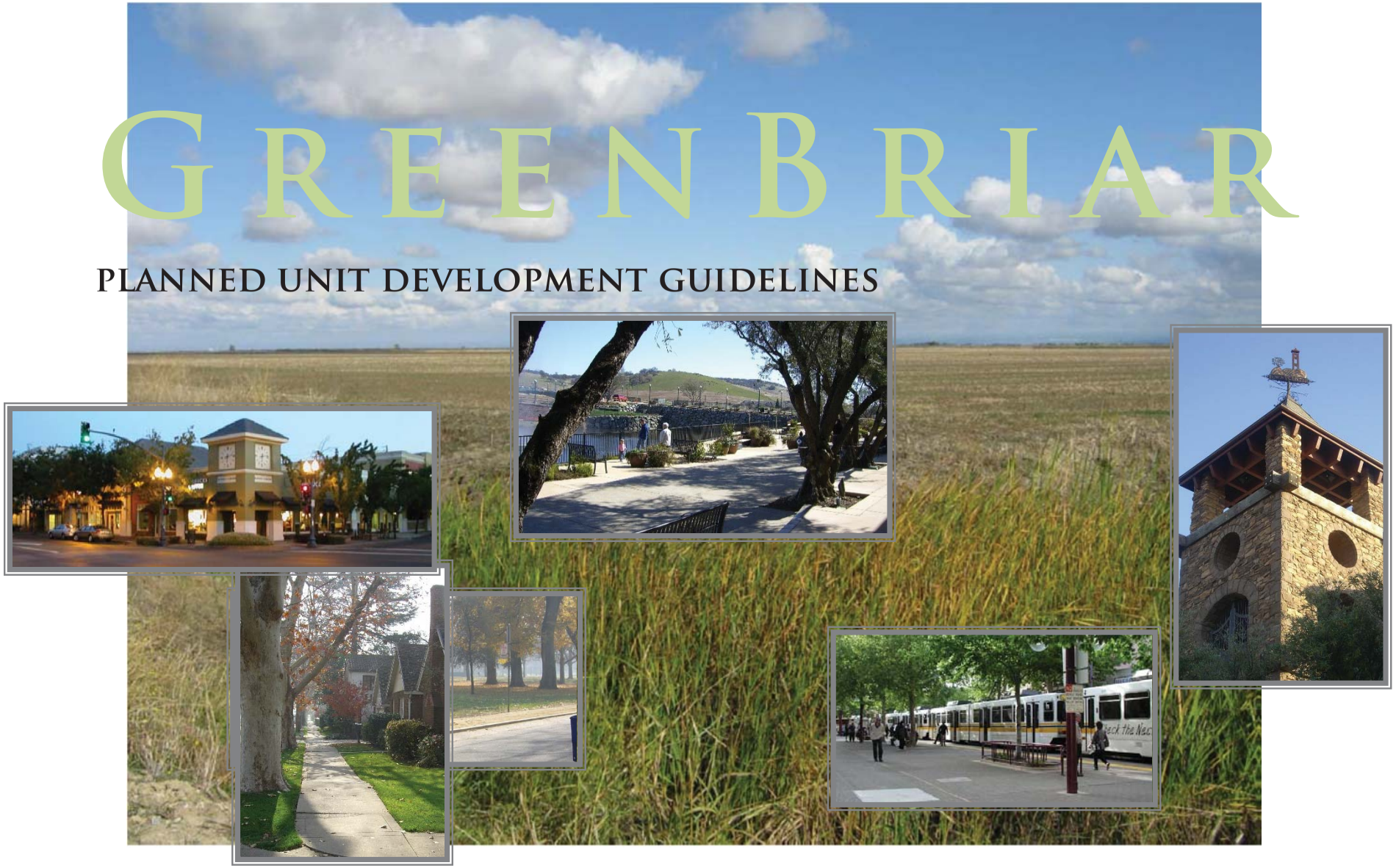
GreenBriar

Planned Unit Development Guidelines



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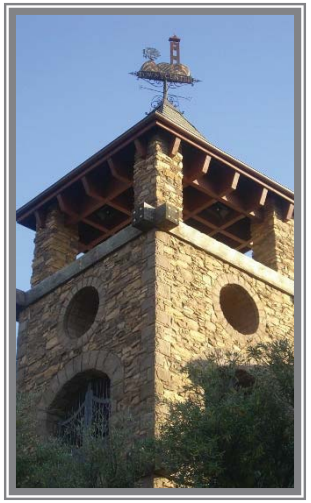

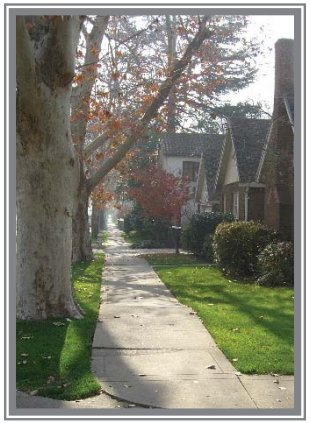

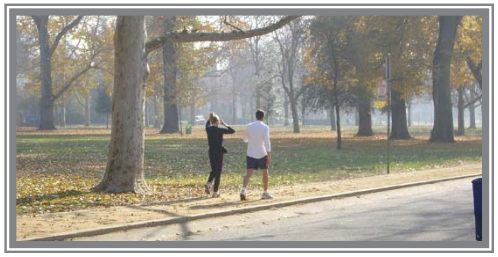

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SECTION 1

PLAN OVERVIEW

1.1 PROJECT CONTEXT, GOALS AND OBJECTIVES

The Greenbriar Planned Unit Development (PUD) is located at the northwest intersection of Interstate 5 and Highway 99/70 immediately west and north of the North Natomas Community Plan area in the City of Sacramento. The PUD is bordered by Elkhorn Boulevard to the north, the Metro Air Park employment center to the west, Interstate 5 to the south, and State Highway 99/70 to the east. The approximately 577-acre Greenbriar project is a master-planned community comprised of single- and multi-family residential neighborhoods, parks, open space, natural habitat buffers, an elementary school, light rail transit corridor/station and neighborhood-serving commercial areas. The Greenbriar PUD strives to achieve the following two primary goals. Each of these goals will be pursued using the following specific design objectives.

GOAL: GREENBRIAR SHOULD CAPITALIZE ON THE LOCATION AND SETTING OF THE SITE FOR THE BENEFIT OF FUTURE RESIDENTS:

- Develop a project that takes advantage of its location between existing development within the City and the Sacramento International Airport
- Develop a public transportation system that encourages light rail ridership by centrally locating the Transit Station adjacent to higher density residential neighborhoods and providing a high degree of walkability within the PUD.
- Utilize a consistent set of design standards and details throughout the Greenbriar PUD to develop a sense of place for each of the neighborhoods.

GOAL: THE OVERALL DESIGN SHOULD UNIFY THE NEIGHBORHOODS VISUALLY AND FUNCTIONALLY:

- Utilize a circulation system that connects people with neighborhoods, parks, lakes, light rail and other amenities within the community enhancing the unique character of each neighborhood.
- Create a well-connected circulation system that unifies the PUD by providing a variety of links from one neighborhood to another.

With the project site's proximity to the existing City of Sacramento job base, the adjacent Metro Air Park employment center, Sacramento International Airport, Interstate 5, and the periphery of development within the North Natomas Community Plan, Greenbriar will be a signature community along a prominent gateway to the City of Sacramento. The development guidelines and standards are crafted to allow for compact design, unique streetscape scenes, flexible retail development, and unified design elements among a variety of diverse housing types that will create a distinctive and model community in the greater Sacramento region.

EXHIBIT 1: LOCAL CONTEXT MAP

The purpose of these PUD Guidelines is to guide future development within the Greenbriar PUD area while allowing for flexibility within the context of the existing zoning standards as conditions change in the future.

The PUD Guidelines are organized into six (5) Sections as follows:

- **SECTION 1:**
  The PLAN OVERVIEW section of the PUD Guidelines provides the local context for the proposed project, and the PUD Principles and Objectives for the Plan Area. This section also includes the Greenbriar Illustrative Land Use Plan which illustrates the form and land uses of the Plan.

- **SECTION 2:**
  The TRANSIT ORIENTATED DEVELOPMENT (TOD) – section addresses the TOD structure of the Plan, the non-vehicular and mobility features, as well as the planned extension of Regional Transit through the Plan area.

- **SECTION 3:**
  The RESIDENTIAL LAND USES section discusses the single-and multi-family residential housing options including Market Rate Housing and Senior Housing.

- **SECTION 4:**
  The COMMERCIAL LAND USES section discusses the design and function of commercial uses, including the Regional and Community Commercial sites.

- **SECTION 5:**
  The PARKS, OPEN SPACE AND RECREATION section discusses the design, use, access and relationship of the parks, open space, lake, and the habitat and open space buffers.

1.2 GREENBRIAR LAND USE PLAN

The Land Use Plan provides a variety of housing opportunities serving a range of income levels and lifestyle options in close proximity to the Transit Station, shopping, services, employment, various park and recreation facilities and the elementary school.

A Regional Shopping Center is located along Elkhorn Boulevard adjacent to Highway 99. The Neighborhood Community Center is located adjacent to the lake near the project entry. A Community Commercial site is centrally located with the planned RT Transit Station in the heart of the neighborhood along Meister Way.

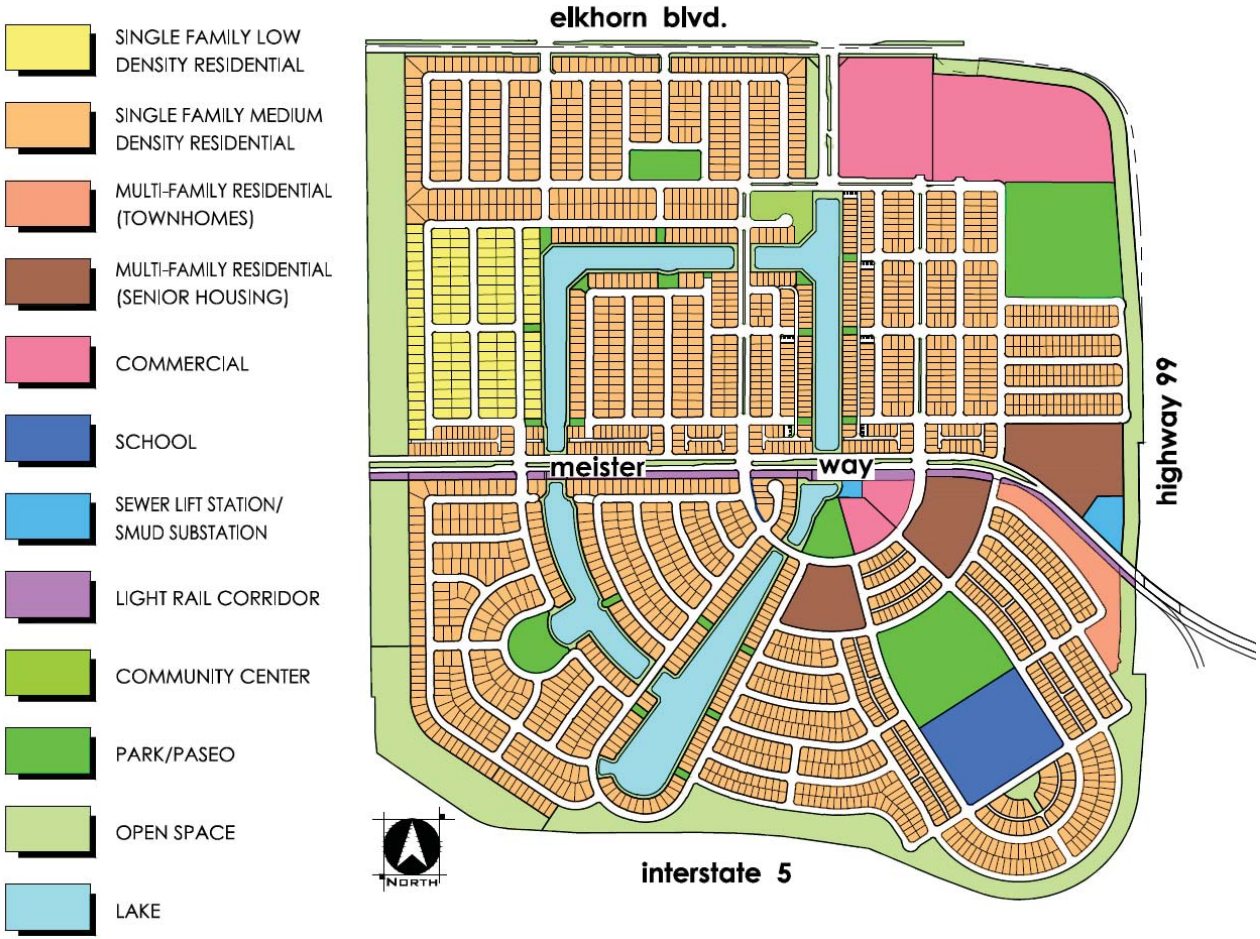
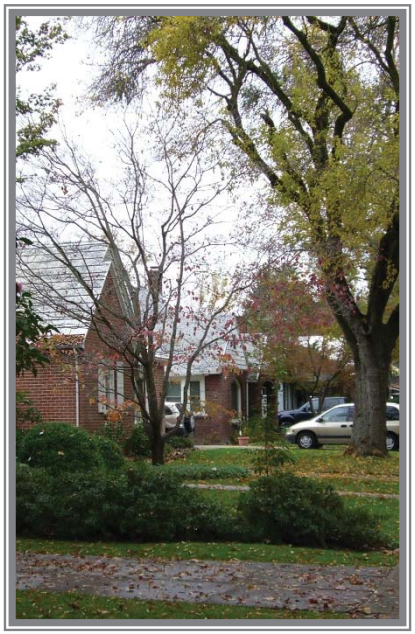


EXHIBIT 2: GREENBRIAR LAND USE PLAN

The plan also provides a range of recreational opportunities in the location of active and passive park and open spaces. A large community park, several neighborhood parks and numerous pocket parks, pedestrian paseos (varying in size) and an elementary school are all sited within the PUD. These amenities are linked by a system of residential streets and pedestrian trails. Additionally, the plan provides for a lake amenity with a pedestrian-friendly "Lakewalk Promenade" along the perimeter of the lake. The community is also buffered from adjacent freeways by an open space corridor enhanced with a Class 1 bike trail and landscaping.

The plan also includes a habitat buffer adjacent to the western project boundary with Metro Air Park. Due to the possible presence of rare or threatened species, physical access to the habitat buffer will be restricted and an on-going maintenance plan will be established.



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SECTION 2

TRANSIT-ORIENTATED DEVELOPMENT

2.1 PRINCIPLES AND OBJECTIVES

THE DESIGN OF THE GREENBRIAR TRANSIT-ORIENTED DEVELOPMENT (TOD) SHOULD EMBRACE THE FOLLOWING GENERAL DESIGN PRINCIPLES:

- Balanced mix of land uses.
- Pedestrian scale design and walkability.
- Connected community with a variety of movement modes.
- Reduced impact of the automobile through the use of transit, trails, and sidewalks.
- Architecture that reflects traditional California motifs enlivened with touches of traditional Sacramento-area neighborhood architecture.

2.2 TRANSIT-ORIENTED DEVELOPMENT

For organizational purposes these guidelines divide the TOD into two primary parts: the light rail station and the mixed-use community commercial development.

A community commercial site is planned adjacent to the future Greenbriar Light Rail Transit (LRT) Station. As LRT stations are prime generators of pedestrian traffic and activity, typical elements of a TOD are a plaza, community and patron-serving uses (for example, retail, community space, or office uses), parking and the station itself. In the case of the future Greenbriar TOD, all of these typical elements are present along with additional amenities including an adjacent Park, Lake and Lakewalk Trail.

2.2A LIGHT RAIL STATION LOCATION AND ADJACENT LAND USES

THE AREA AROUND THE LRT STATION, INCLUDING THE STREETSCAPE, SHOULD BE THOUGHT OF AS A SINGLE COMMUNITY SPACE. ELEMENTS OF THIS SPACE SHALL INCLUDE:

- Wide and accessible sidewalks and pedestrian paths in the immediate vicinity of LRT station at least ten (10) feet in width.
- Pedestrian crossings at stations that are clearly marked in a color and/or texture contrasting the street and constructed of high quality materials in keeping with the design of the station.
- Station area with lush landscaping accompanied by drought tolerant materials.
- Palms or other tall landmark trees planted at the station so that the LRT may be identified from a distance.
- Street trees that provide shade and visual interest in the vicinity of the station.

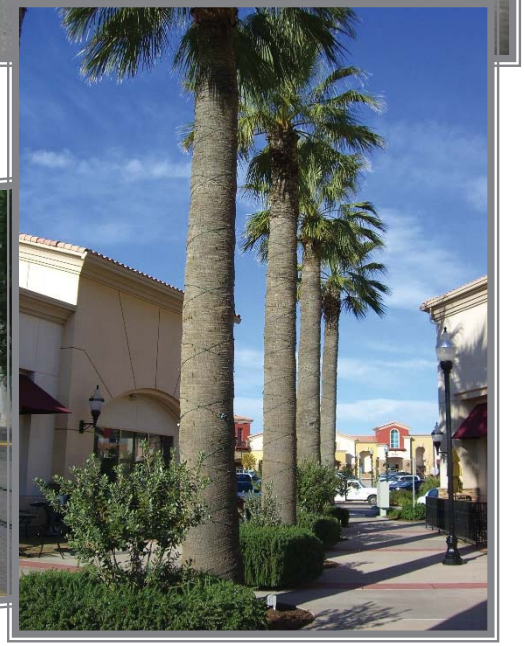
2.2B TOWN CENTER MIXED-USE DEVELOPMENT

Mixed-use community commercial development within the Town Center along Meister Way may be horizontal or vertical in design. The mixed-use component includes the plaza, mixed-use structures, mixed-use parking and pedestrian/bicycle circulation.

If vertical mixed-uses are developed, buildings on this site may have commercial uses on the ground floor. Upper floors may include residential uses, office space or a bed and breakfast establishment.

LRT stations are generally low in height and linear to accommodate the train, with wide platforms for loading and unloading passengers quickly. LRT stations are comprised of a grade-level platform, canopies, seating, fare vending equipment, landscaping and signage. It is anticipated that bus stops will be located in the immediate vicinity of the LRT station.

A park-and-ride site is also planned at the light rail station for use by commuters using light rail for short-term daily trips. Long-term parking will not be permitted at this site.



2.2.c TOD Design Character

The community commercial designation allows a mixture of retail, commercial and housing opportunities in a central area of the project. Typical housing opportunities, if used on this site, may include townhouses, flats or mixed-use buildings with ground-floor retail and second-/third-floor offices and/or housing.

1. Architectural Treatment

The TOD's architectural style shall be a contemporary interpretation of traditional Sacramento styles. This means paying homage to traditional forms while embracing new materials and technologies.

The TOD's ambience shall reflect the indoor-outdoor living style that is a hallmark of Northern California. Usable outdoor spaces should be included in the design of structures along with the extensive use of passive solar elements such as awnings, pergolas and trellises.

The following TOD design guidelines apply:

- All structures shall have four-sided architectural treatments.
- All structures shall have outdoor patios and/or seating areas located adjacent to at least one side of the building.
- Glass storefronts are encouraged along pedestrian ways.
- All building elevations with pedestrian adjacency shall be designed with pedestrian-scaled details and amenities such as display windows, awnings, trellises and arbors.
- Each structure shall be architecturally and stylistically connected to the overall pedestrian experience that includes one or more of the following: intermittent trellises, arbors, awnings and/or other overhead structures.
- Entries shall be made prominent through the use of architectural details and accents such as arches, planters, overhead balconies and special doors.
- Roof-mounted communications and mechanical equipment shall be screened or placed behind roof parapet walls so as not to be visible to motorists and pedestrians.
- Liberal use of a variety of building, accent and trim colors is encouraged.

2. PLAZAS

A pedestrian-oriented plaza shall be built as part of the TOD. This plaza shall be designed as an intensively-used gathering place. Spaces shall be designed for public gathering and to accommodate activities such as resting, eating, strolling and people watching.

Guidelines for the plaza include:

- Accessibility to the Lake and Lakewalk Promenade.
- Adjacency to LRT station.
- Adjacency to, on at least on one side, some of the community-serving uses such as retail, commercial or restaurant uses.
- Good visibility to/from surrounding streets.
- Good visibility from the train.
- Patron seating may encroach into the plaza.
- A range of ample seating opportunities.
- Visibility from the parking lot.
- Opportunities for pedestrians to shelter in inclement weather.
- Secure bicycle parking and storage.
- Providing area way-finding maps for use of LRT patrons and station-area visitors.
- Providing electrical outlets throughout the plaza to facilitate mobile vendors, outdoor performances and the mobile/wireless high-tech population.

3. Landscape Concept

As LRT stations are prime generators of people and activity, the area immediately adjacent to and including the station should be thought of as a single room or space. Landscaping helps define the edges of the room and, in the case of the Greenbriar TOD, serves as a place marker, leading patrons to the front door of the LRT station and adjacent retail/commercial uses. Specific guidelines include:

- Palms or other tall landmark trees planted at the station so it can be seen or marked from a distance (subject to approval of Urban Tree Services).
- Station area lushly landscaped with climate-appropriate plants and materials.
- Street trees for shade and visual interest, particularly in the vicinity of the station.

4. Community Icon

A community icon should be constructed as part of the plaza or lake-facing structures. This community icon is envisioned as a vertical element such as a tower, beacon or other art piece. The icon may be lighted at night.

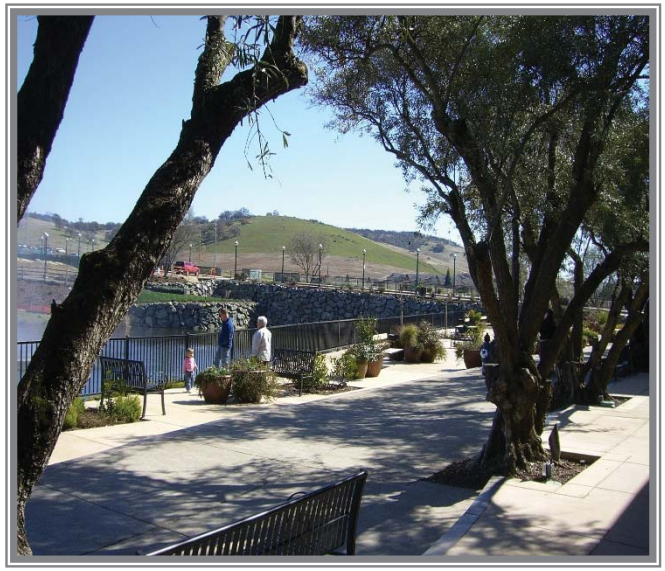
5. Canopies

Canopies are traditionally used to provide shelter for pedestrians from the elements. Shelters and/or canopies will be located on the LRT station platform itself as well as in the adjacent plaza.

Platform canopies traditionally occupy a small percent of the platform area. Both platform and plaza canopies shall reflect traditional California train depot motifs. Shelters and canopies shall be of sufficient size and quantity to provide LRT riders protection during inclement weather and heat.

6. Lake Frontage

Various portions of the TOD are adjacent to the lake. Design elements include:



- Parking will not be permitted adjacent to the lake except where allowed along public streets and in designated guest parking areas.
- All structures adjacent to the lake shall provide the option for patron entries on both the lake and parking sides of the structure.
- A landscaped "Lakewalk" pedestrian promenade will be provided along the lake edge. This pedestrian promenade shall connect the LRT, the plaza, lake-fronting buildings and neighborhoods to the south. Outdoor seating/dining areas facing the lake and pedestrian way are strongly encouraged.

7. Street Frontage

Structures in the TOD are not required to have service drives or loading zones except in the event of a multi-story, mixed-use structure. Service will be from parking areas during off-hours. The following guidelines apply:

- Service functions will be screened from general public view by building design and layout, screen walls and plantings at property lines.
- Design of storage and service areas shall be compatible with and, in the case of loading and service areas, integral to building architecture.
- Free standing waste storage and collection areas shall be designed with materials, finishes and colors from the adjacent building. Metal gates are required.
- Trash enclosures are not permitted within the street right-of-way or street-side landscape setback.

2.4 Vehicular Circulation

While this plan encourages biking, walking, and other human-powered transportation alternatives to the automobile, the design of the Greenbriar PUD circulation system utilizes a system of connected streets, pedestrian walkways, and Regional Transit facilities to serve the plan area. The internal street system is designed in a modified 'block' or 'grid' system form. Various pedestrian pathways are designed to provide non-vehicular transportation options throughout the project site.

2.4A Streets and Alleys

The circulation plan is intended to provide a functional and efficient system that balances the needs of automobiles with other forms of transportation including walking and bicycling. In addition to circulation requirements, the street system will be designed for aesthetics and will be an element of the overall project's identity.

Arterial and collector streets are the principal streets that serve thru traffic within the Plan. The arterial street within the PUD is Elkhorn Boulevard located along the northern boundary of the plan area. Meister Way serves the plan area as a collector roadway and bisects the Plan providing an east-west connection throughout the plan area.

The internal residential streets provide multiple connections into and through the Plan and connect residential neighborhoods with the retail centers, the elementary school, and various park and open space facilities thus allowing residents to travel within and throughout the PUD without traveling along the arterial and collector roadways.

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SECTION 3

Residential Land Uses

3.1 Principles and Objectives

The Greenbriar Plan should provide a balanced mix of land uses to support a varied population demographic:

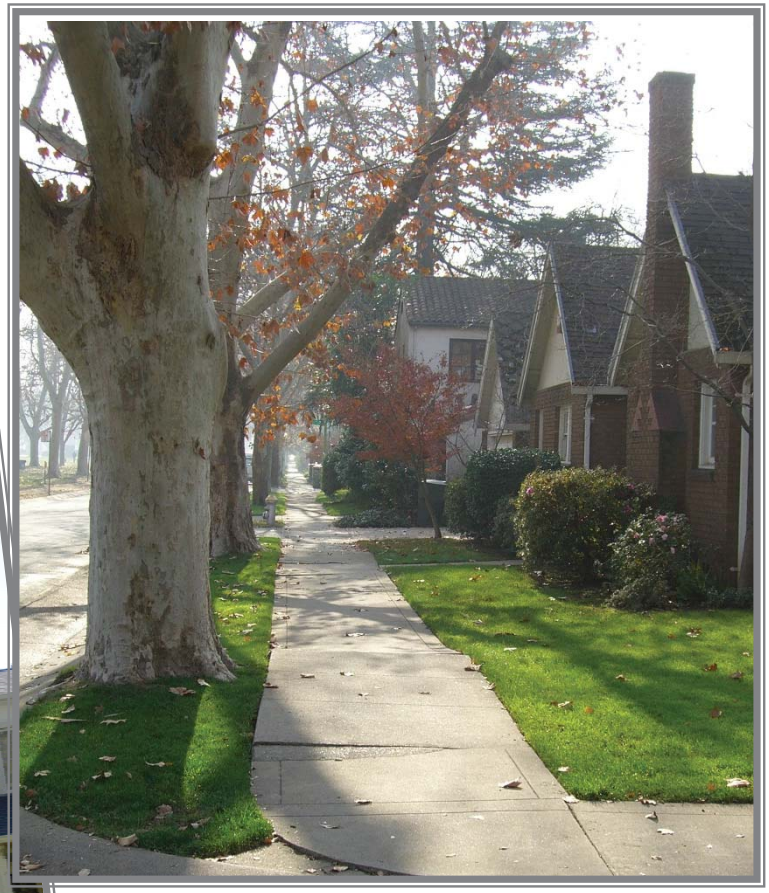
Greenbriar provides a balanced mix of land uses, including entry-level and move-up housing. The plan includes single family residential and senior multi-family housing types, regional and neighborhood serving commercial uses, parks and open space. This mix of land uses will address the housing needs of Greenbriar residents and the larger community. The community is oriented around a series of waterways and lakes that provide opportunities for walking, running and other recreational uses.

Greenbriar development should provide distinct neighborhoods which provide diversity and create a unified and balanced Plan:

Greenbriar's residential housing is organized into distinct neighborhoods. These neighborhoods will provide a diversity of housing types that may include senior apartments, town homes, alley-loaded and front-loaded small lot homes, and traditional home sites. These distinct neighborhoods will be well-connected to form a balanced and unified community that promotes walking, socializing, learning and playing all within the Greenbriar PUD.

The Greenbriar Plan should promote Architecture styles consistent with notable established Sacramento area residential neighborhoods:

Greenbriar will draw from classic Sacramento architecture for inspiration. Existing neighborhoods like Curtis Park, McKinley Park and Land Park include a range of architectural styles thematically joined by vibrant street scenes with pedestrian pathways, tree plantings and pedestrian scaled architecture. Greenbriar will include a mix of architectural styles in a manner similar to these neighborhoods



3.2 Single-Family and Multi-Family Housing Alternatives

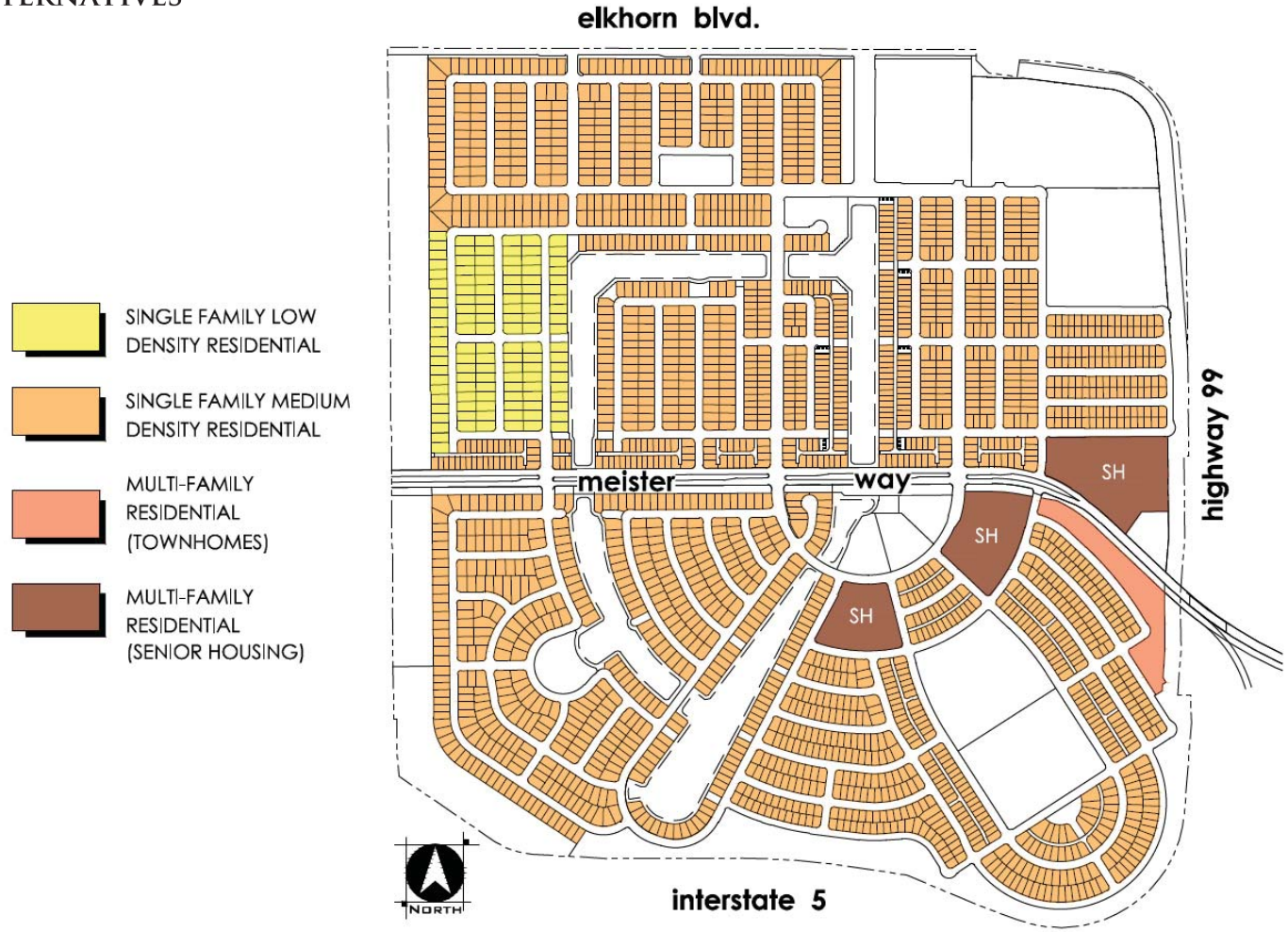


Exhibit 3: Residential Land Uses

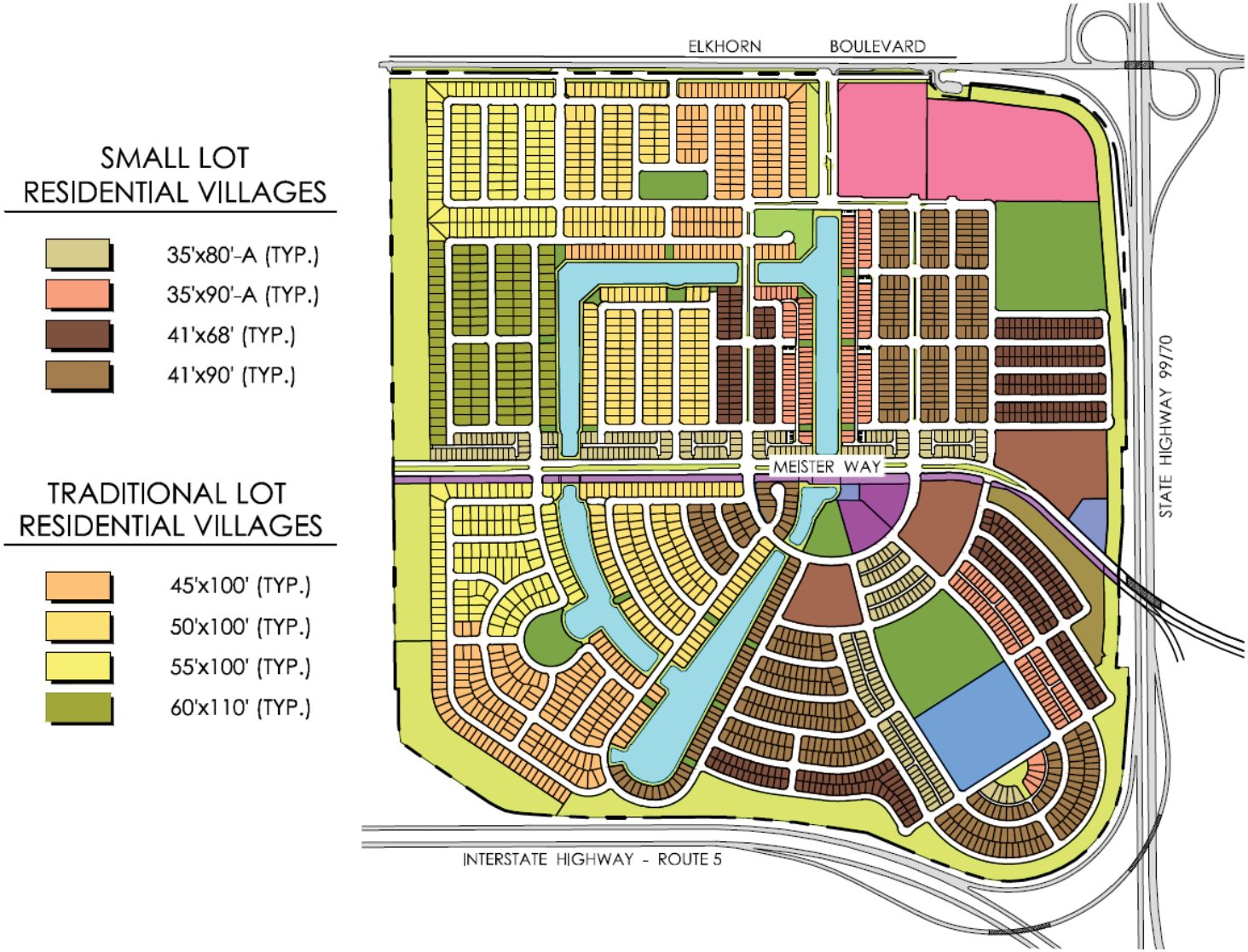


EXHIBIT 4: RESIDENTIAL LOT SIZES

3.2A Senior Housing

The Greenbriar PUD provides three sites for senior-only multi-family attached housing. The sites are designated as SH-1, SH-2 & SH-3 and are all located within a short walk to the LRT transit station and commercially planned lands. SH-2 and SH-3 are centrally-located within the Transit-Oriented Development south of Meister Way, SH-1 is located nearby northeast of the TOD and Meister Way adjacent to State Highway 99. The senior housing sites are carefully planned to encourage walking as an attractive alternative to driving when traversing to/from adjacent neighborhoods and for low-impact recreation. The senior housing sites will include a community garden as well as a recreation area for exercise and social interaction between the residents. The architecture will be designed to blend in with the adjacent single-family residential areas. Additionally, special attention will be paid to planning the pedestrian crossings, parking areas and drive aisles so as to minimize potential conflicts between pedestrians and vehicles.

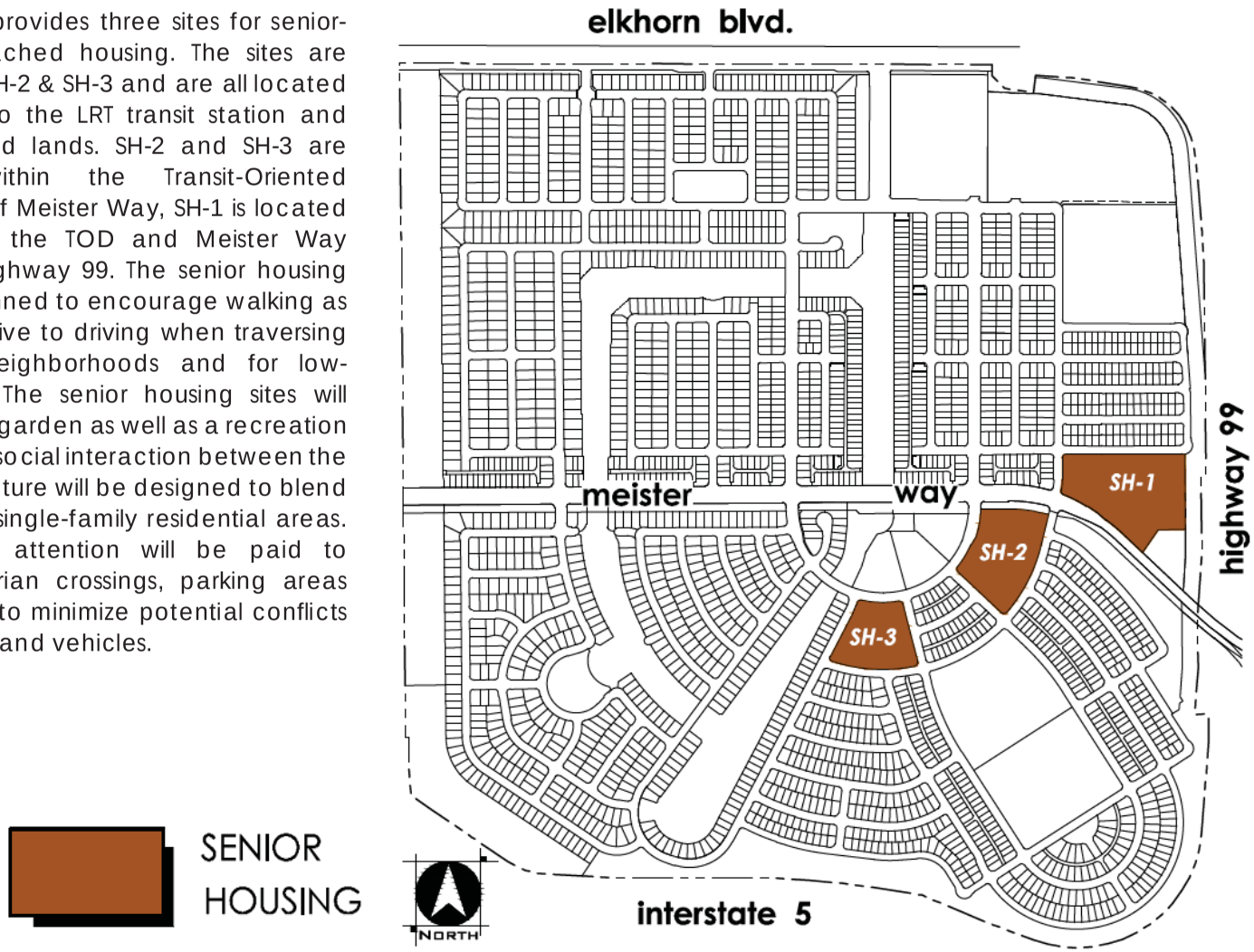


Exhibit 5: Senior Housing

3.3 Development Standards

3.3.a Development Regulation

Residential densities will vary throughout Greenbriar but will be consistent with the Sacramento City Code. Where there are discrepancies between these Guidelines and the Sacramento City Code and applicable Citywide Design Principles, these Guidelines shall prevail. Where these Guidelines are silent, the Sacramento City Code and applicable Citywide Design Principles shall prevail.

3.3.b Single-Family Development Standards

The Greenbriar Plan provides for varied single-family residential opportunities to attract a diverse population. A range of single-family residential home-ownership opportunities are located within the PUD to appeal to an economically and lifestyle-diverse community of residents.

The Single Family Development Standards Table shows how the Sacramento City Code and Greenbriar Specific standards will apply to the PUD.

The Typical Development Exhibits shown on the flowing pages list and illustrate the lot and setback requirements for each of the proposed lot sizes within the Greenbriar PUD. The exhibits illustrate and list particular detailed information to accommodate a particular product envisioned for the PUD area however, City Zoning and Development Standards are applicable except where a specific Greenbriar PUD standard is shown on Exhibit 6.

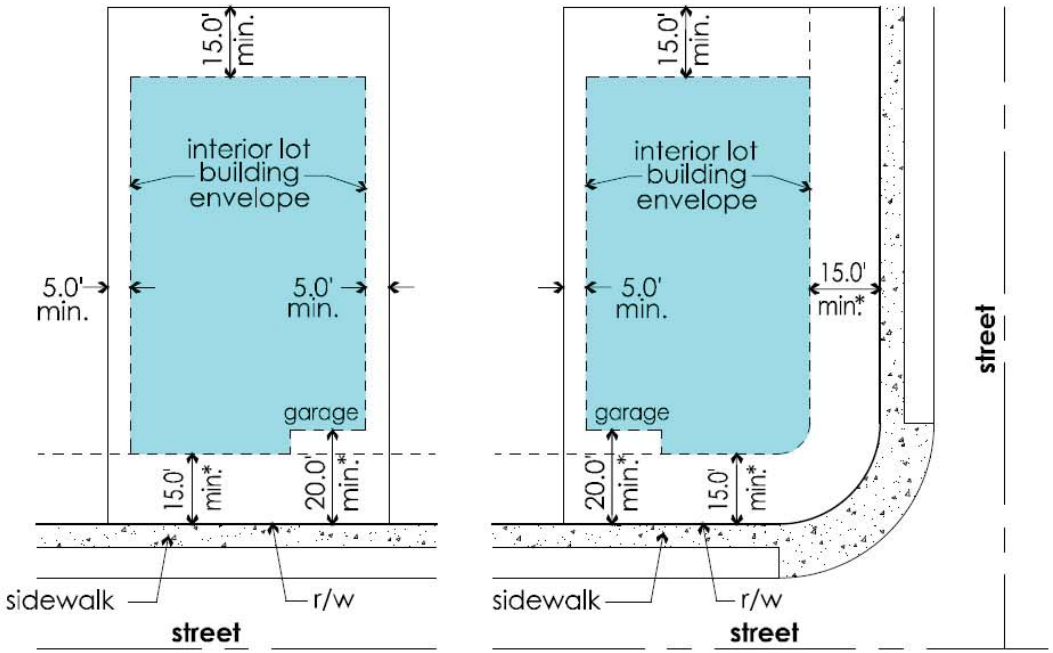
3.3.c Multi-Family Development Standards

There are 3 multi-family sites within Greenbriar, all will be reserved for Senior Housing. Sites SH-2 and SH-3 are centrally-located within the Transit-Oriented Development south of Meister Way, Site SH-1 is located nearby just northeast of the TOD and Meister Way. The Senior Housing sites are subject to the development standards of the Sacramento City Code & adopted Multi-Family Design Principals.

			R-1(PUD) Standard Per City Code	Greenbriar PUD Standard (Villages 2 & 3)
Lot Size Requirements:				
	Min. Interior Lot Size		5,200 Sq. Ft.	Per City Code
	Min. Corner Lot Size		6,200 Sq. Ft.	Per City Code
	Min. Interior Lot Width		52'	Per City Code
	Min. Corner Lot Width		62'	Per City Code
	Min./Max Lot Depth		100'/160'	Per City Code
	Max. Lot Coverage		Greater of 40% or 2,500 SF	55%
	Vehicle Access		Front	Front
Setback Standards				
	Min. Front Yard Setback			**15'**
		To Living Area	20'	**15'**
		To Garage	20'	Per City Code
	Min. Interior Side Yard		5'	Per City Code
	Min. Street Side Yard		12.5'	Per City Code
	Min. Rear Yard Setback			
		To Living Area	15'	**15'**
		To Garage	15'	Per City Code

			R-1A(PUD) Standard Per City Code	Greenbriar PUD Standard (Villages 1 & 4 thru 13)
Lot Size Requirements:				
	Min. Interior Lot Size		2,900 Sq. Ft.	**2,788 Sq. Ft.**
	Min. Corner Lot Size		2,900 Sq. Ft.	**2,788 Sq. Ft.**
	Min. Interior Lot Width		20'	Per City Code
	Min. Corner Lot Width		20'	Per City Code
	Min./Max Lot Depth		80'/160'	**68'**
	Max. Lot Coverage		50%	Per City Code
	Vehicle Access		Per City Code	Per City Code
Setback Standards				
	Min. Front Yard Setback			
		To Living Area	20'	**15'**
		To Garage	20'	**20' Req. / 18' allowed for 41'x68' & 41'x90' Lots only**
	Min. Interior Side Yard		0'	Per City Code
	Min. Street Side Yard		12.5'	**15'**
	Min. Rear Yard Setback			
		To Living Area	5'	10'
		To Garage	5'	10'

EXHIBIT 6: SINGLE FAMILY DEVELOPMENT STANDARDS



setback requirements

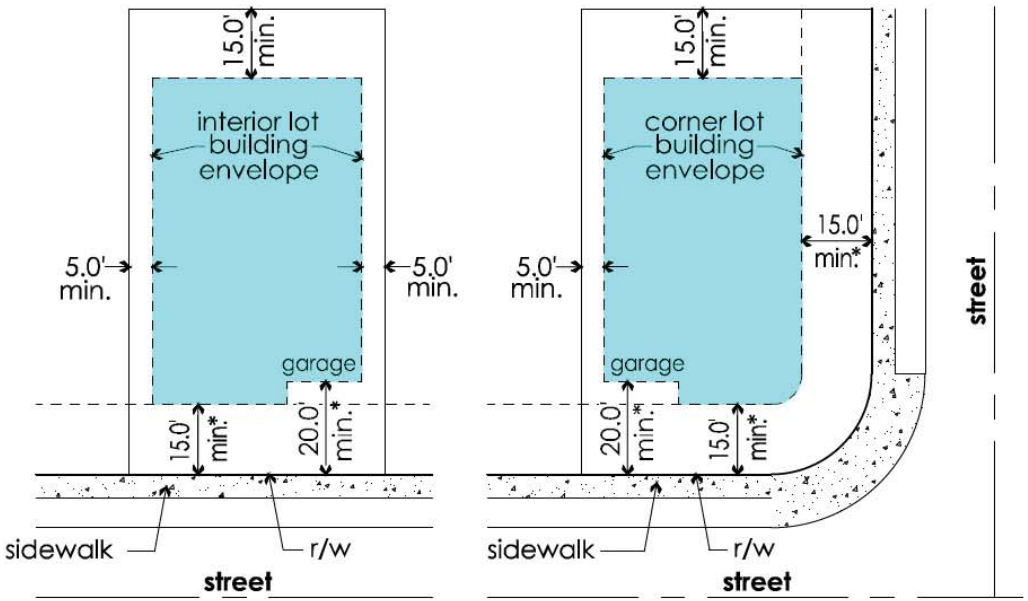
min. front - to living	15.0 ft.*
min. front - to garage	20.0 ft.*
min. interior side	5.0 ft.
min. corner side	15.0 ft.*
min. rear - to living	15.0 ft.
min. rear - to garage	n/a
max. lot coverage	55%

*measured from back of walk

garage access:

front

EXHIBIT 7: TYPICAL DEVELOPMENT – 60' X 110' LOT



setback requirements

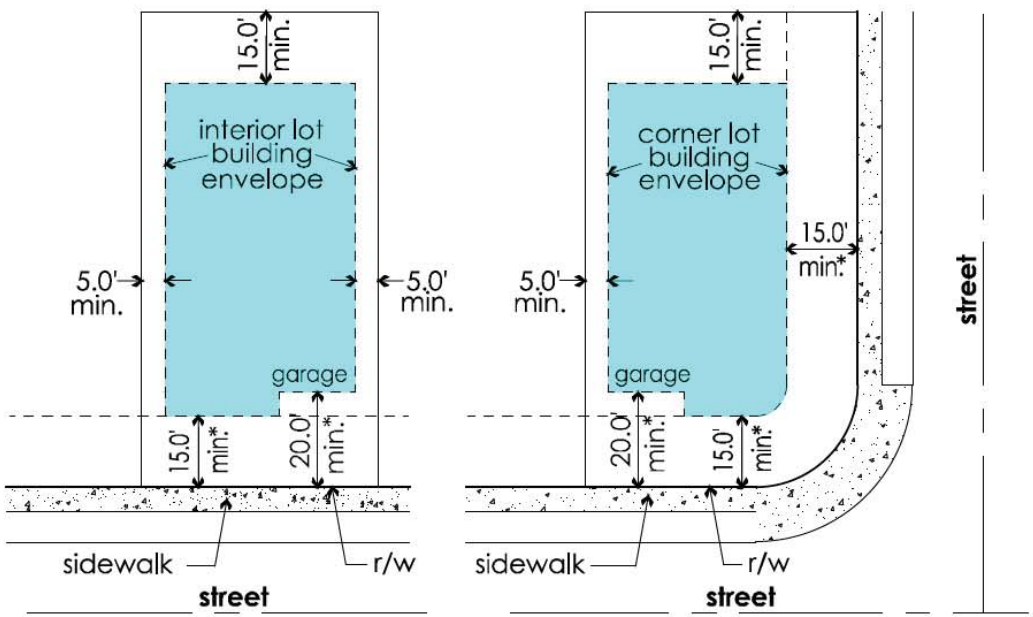
min. front - to living	15.0 ft.*
min. front - to garage	20.0 ft.*
min. interior side	5.0 ft.
min. corner side	15.0 ft.*
min. rear - to living	15.0 ft.
min. rear - to garage	n/a
max. lot coverage	55%

* measured from back of walk

garage access:

front

EXHIBIT 8: TYPICAL DEVELOPMENT – 55' X 100' LOT



setback requirements

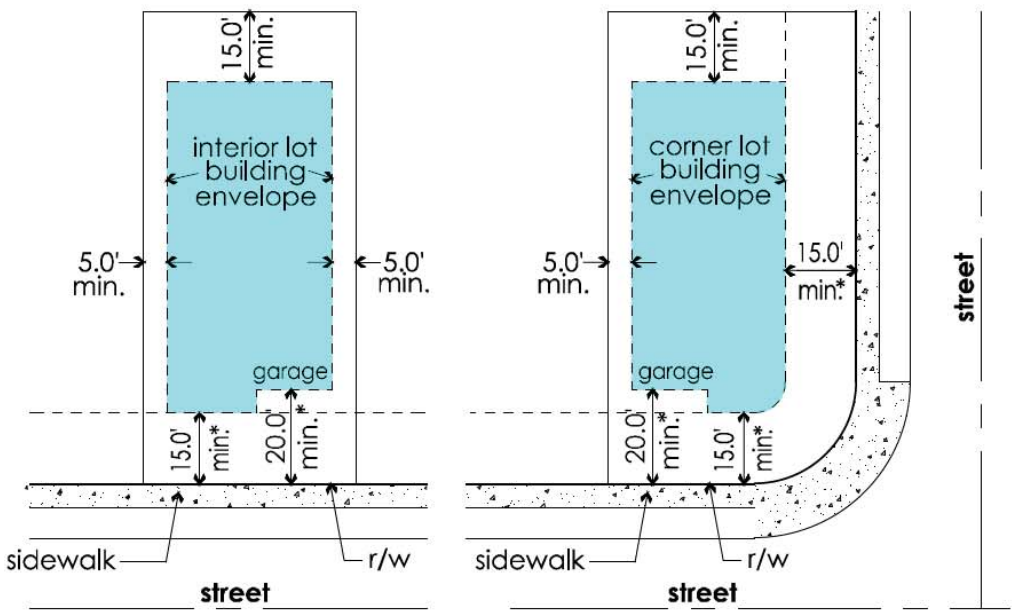
min. front - to living	15.0 ft.*
min. front - to garage	20.0 ft.*
min. interior side	5.0 ft.
min. corner side	15.0 ft.*
min. rear - to living	15.0 ft.
min. rear - to garage	n/a
max. lot coverage	50%

* measured from back of walk

garage access:

front

EXHIBIT 9: TYPICAL DEVELOPMENT – 50' X 100' LOT



setback requirements

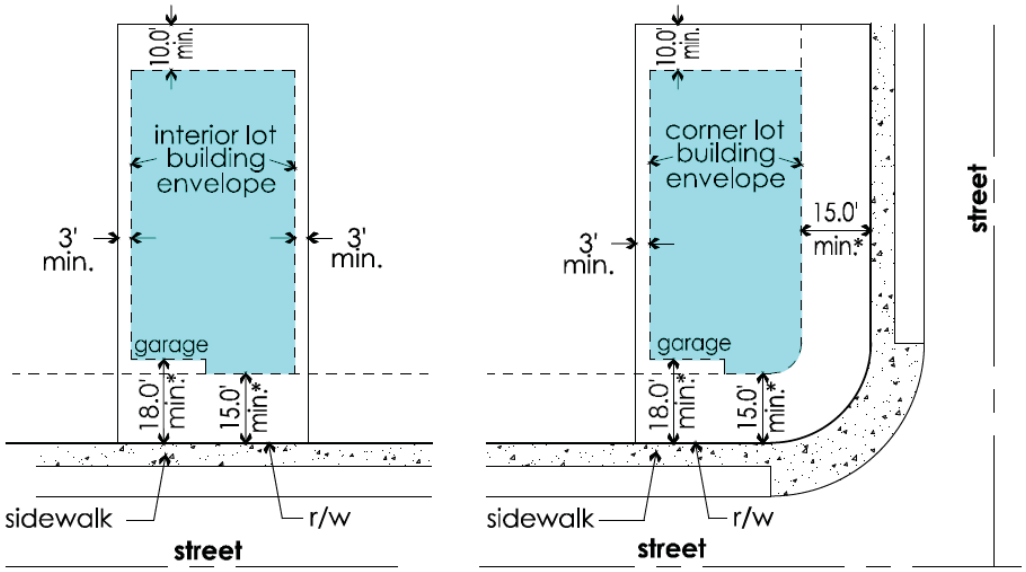
min. front - to living	15.0 ft.*
min. front - to garage	20.0 ft.*
min. interior side	5.0 ft.
min. corner side	15.0 ft.*
min. rear - to living	15.0 ft.
min. rear - to garage	n/a
max. lot coverage	50%

* measured from back of walk

garage access:

front

EXHIBIT 10: TYPICAL DEVELOPMENT – 45' X 100' LOT



setback requirements

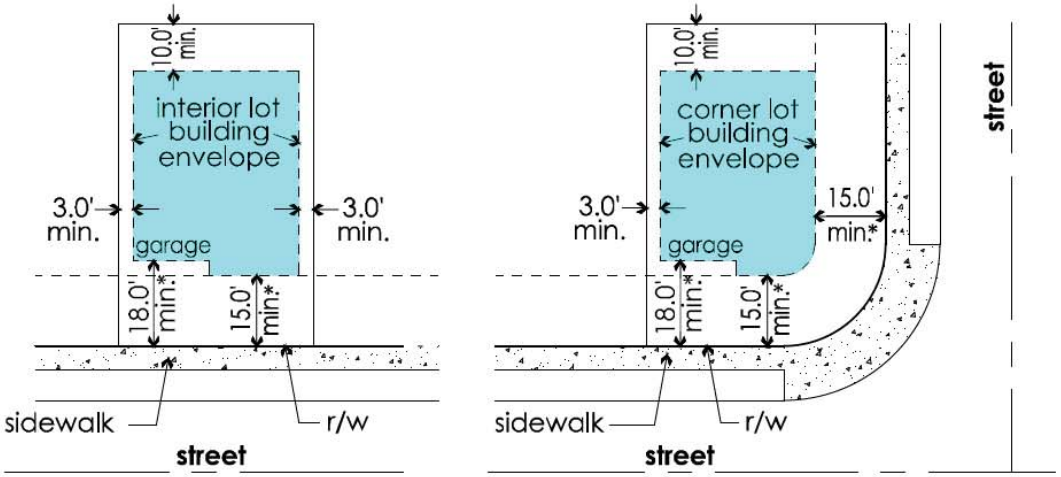
min. front - to living	15.0 ft. *
min. front - to garage	18.0 ft. *
min. interior side	3/3 ft.
min. corner side	15.0 ft. *
min. rear - to living	10.0 ft.
min. rear - to garage	n/a
max. lot coverage	50%

* measured from back of walk

garage access:

front

EXHIBIT 11: TYPICAL DEVELOPMENT – 41' X 90' LOT



setback requirements

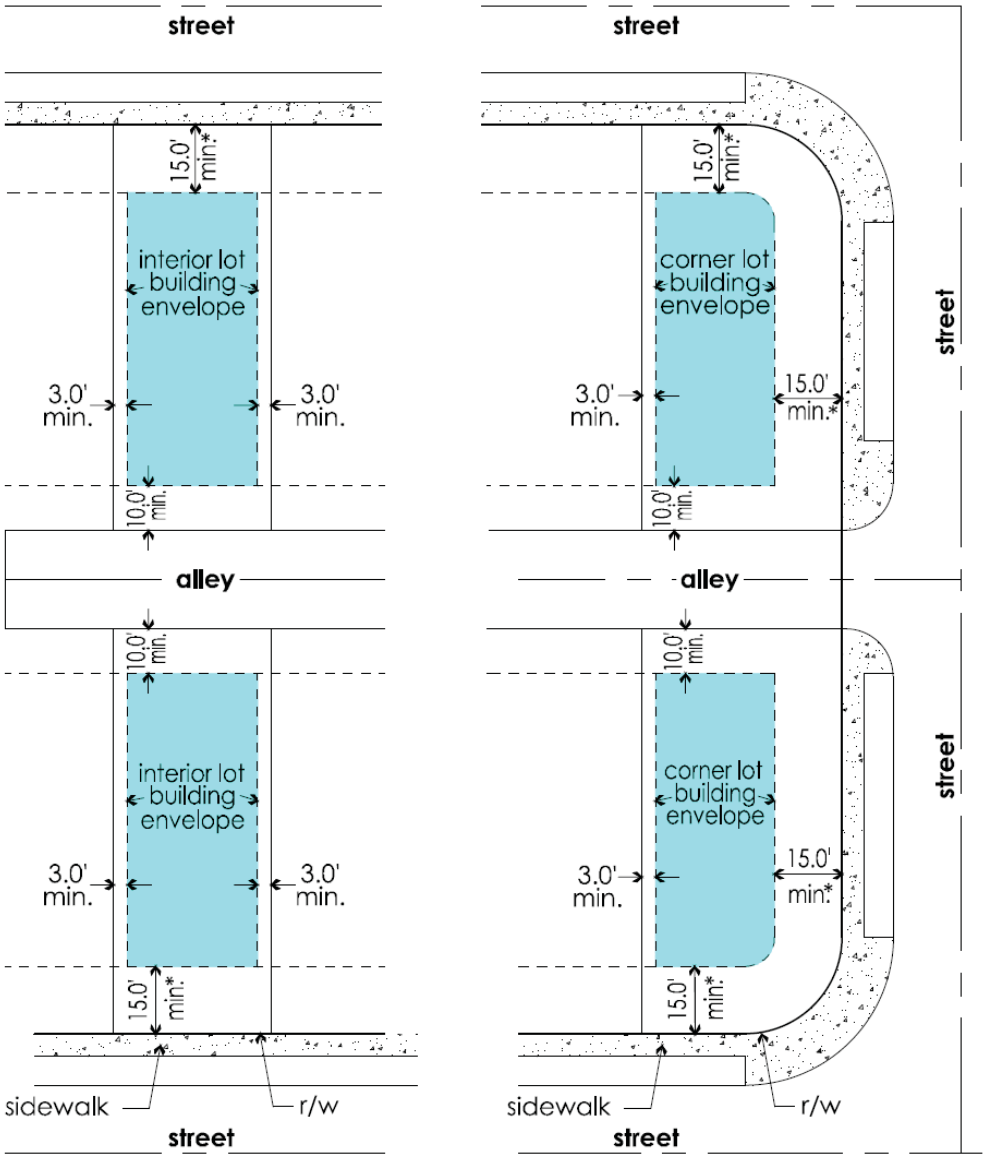
min. front - to living	15.0 ft.*
min. front - to garage	18 ft.*
min. interior side	3/3 ft.
min. corner side	15.0 ft.*
min. rear - to living	10 ft.
min. rear - to garage	n/a
max. lot coverage	50%

* measured from back of walk

garage access:

front

EXHIBIT 12: TYPICAL DEVELOPMENT – 41' X 68' LOT



setback requirements

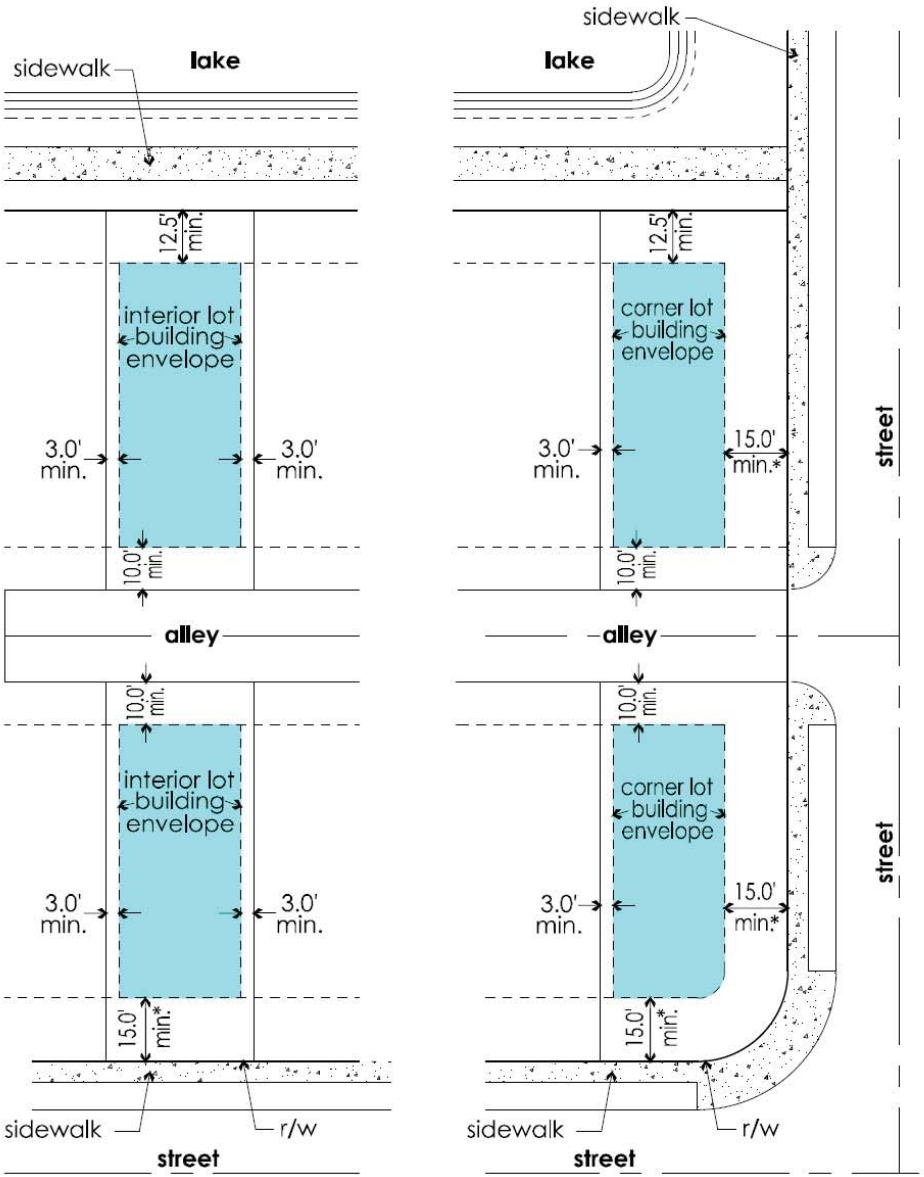
min. front - to living	15.0 ft.*
min. front - to garage	n/a
min. interior side	3/3 ft.
min. corner side	15.0 ft.*
min. rear - to living	10 ft.
min. rear - to garage	10 ft.
max. lot coverage	50%

* measured from back of walk

garage access:

rear

EXHIBIT 13: TYPICAL DEVELOPMENT – 35' X 90' LOT
ALLY LOT (STREET FRONTAGE)



setback requirements

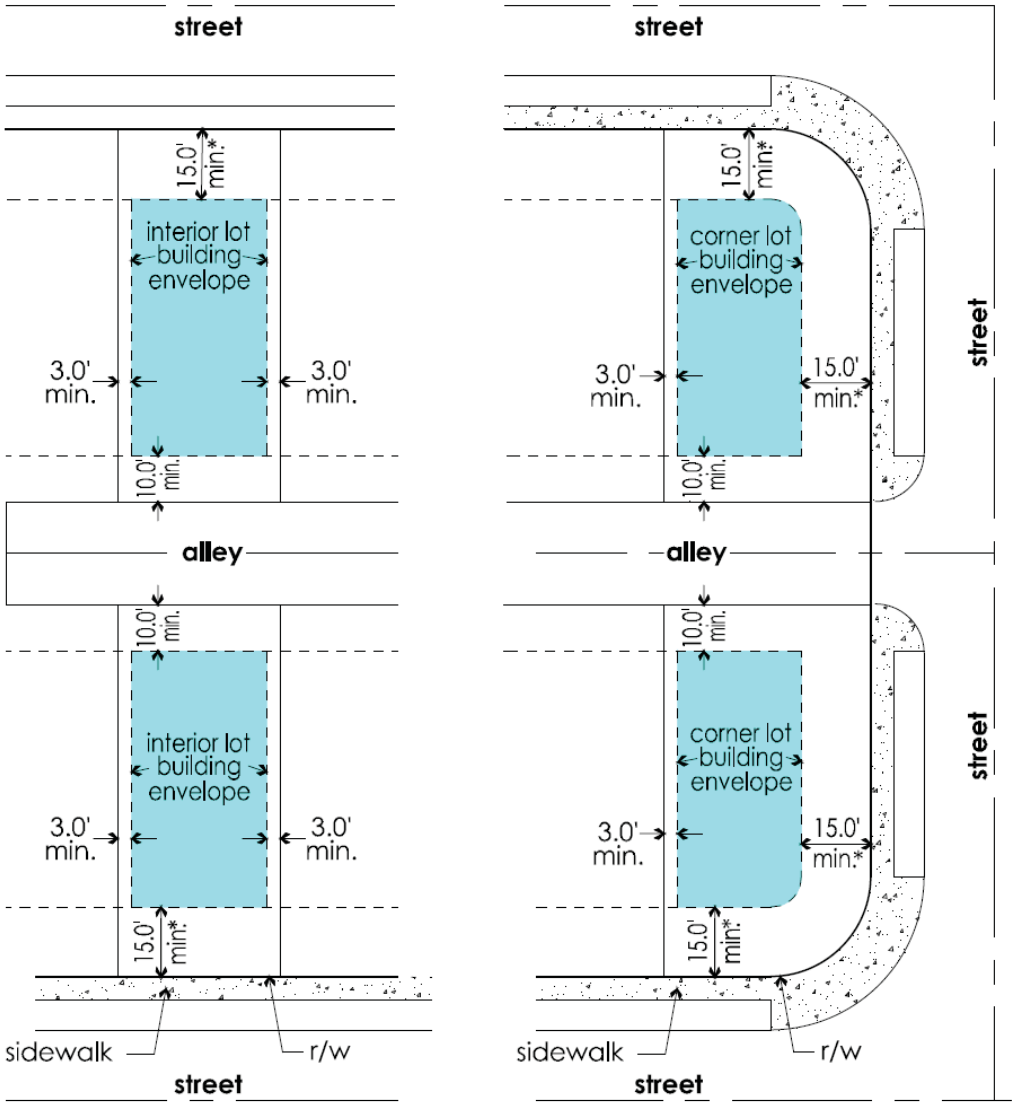
min. front - to public street	15.0 ft.*
min. front - to lakewalk	12.5 ft.
min. front - to garage	n/a
min. interior side	3/3 ft.
min. corner side	15.0 ft.*
min. rear - to living	10.0 ft.
min. rear - to garage	10.0 ft.
max. lot coverage	50%

* measured from back of walk

garage access:

rear

EXHIBIT 14: TYPICAL DEVELOPMENT – 35' X 90' LOT
ALLEY LOT (LAKE FRONTAGE)



setback requirements

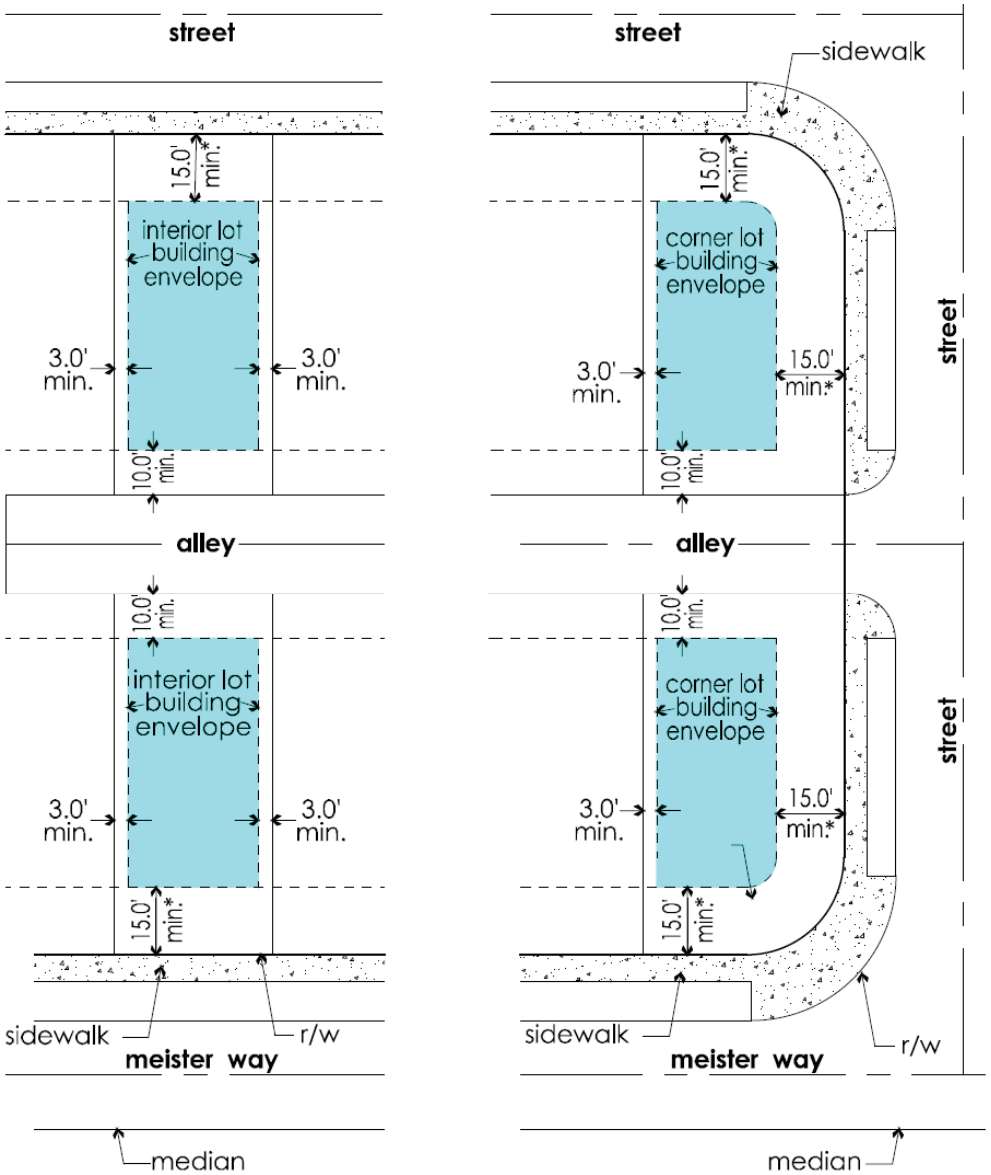
min. front - to living	15.0 ft.*
min. front - to garage	n/a
min. interior side	3/3 ft.
min. corner side	15.0 ft.*
min. rear - to living	10.0 ft.
min. rear - to garage	10.0 ft.
max. lot coverage	50%

* measured from back of walk

garage access:

rear

EXHIBIT 15: TYPICAL DEVELOPMENT – 35' X 80' LOT
ALLY LOT (STREET FRONTAGE)



setback requirements

min. front - to living	15.0 ft.*
min. front - to garage	n/a
min. interior side	3/3 ft.
min. corner side	15.0 ft.*
min. rear - to living	10.0 ft.
min. rear - to garage	10.0 ft.
max. lot coverage	50%

* measured from back of walk

garage access:

rear

EXHIBIT 16: TYPICAL DEVELOPMENT – 35' X 80' LOT
ALLEY LOT (MEISTER WAY FRONTAGE)

3.4 Design Guidelines

3.4.A Architectural Styles

Based on the existing character and building development history of the Sacramento area, a variety of architectural styles are appropriate for the Greenbriar community and will be considered at the time of architectural review.

3.4B Architectural Guidelines

1. Authentic Architecture

- Building massing, forms, materials, colors, details, and roof design shall reflect the building's architectural style.
- Develop floor plans and massing solutions that are consistent with the architectural style.

2. Elevation Style Requirements

- A minimum of three elevation styles shall be provided per floor plan.
- No identical plans and elevations are permitted side by side except for reverse building footprints of identical plans, provided that each has a different elevation and material/color palette.

3. Building Siting and Orientation

- Front entries, windows, porches and living areas shall be placed close to the street so that active, articulated architecture visually dominates the street scene.
- Variable building and garage setbacks are encouraged along the streets to create visual diversity and interest in street scenes.

Building Form and Massing

- Building form and massing shall be consistent with the architectural of the building.
- Single-story elements shall be incorporated into two-story buildings to create a more pleasant street scene, especially on corner lots.
- Encourage variation in building massing to provide variety to street scene.
- Porches, terraces, balconies and decks shall be integrated into the architecture of the building and when consistent with the selected style.

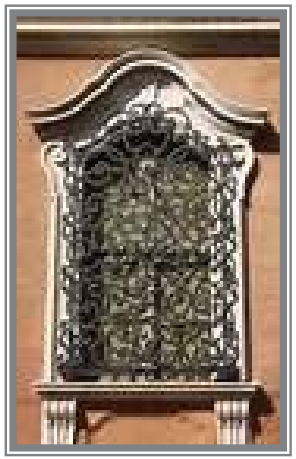
4. Building Façades, Features and Details

- Incorporate appropriate architectural design features and details, such as railing, trim, headers and sills, shutters, awnings, etc., that are consistent with the architectural style of the building.
- Doors and windows shall be in proportion to the overall building massing and consistent with the architectural style of the building.
- Enhanced architectural treatments shall be provided on building elevations that are visible from the streets, trails/pathways, parks and open space.

- Buildings on corner lots shall be designed for two-sided corner exposure with enhanced architectural elements.
- The front building façade treatment shall wrap partially around onto the side of the house to an appropriate break point. However, some elements (such as trim) shall continue on the sides of the buildings.

5. Building Materials and Colors

- Building materials and colors shall match the overall neighborhood design theme palette, and be consistent with the building's architectural style.
- The material palettes shall provide a harmonious variety in color and texture.
- Building materials shall be high quality, durable and low maintenance.



- The use of natural materials such as brick, stone, tile, and wood-like siding/shingle shall be utilized where appropriate. These materials may be used for architectural accent and/or they may be used as the primary architectural materials.
- Smooth finishes and/or other light finish texture shall be used on exterior stucco, where appropriate for the architectural style.

6. Roof Design

- Variety in roof forms is encouraged along streets, trails/pathways and open space areas to promote visual diversity.
- Roof pitch and elevation styles shall be consistent with the architectural style of the building.
- Use roof materials that are appropriate to the architectural style of the building. Appropriate materials include barrel/mission/"S" tile, flat/shake concrete file, architectural grade asphalt composition shingles, or others as approved by City Design Review / Planning.

7. Garage Placement and Design

- A variety of garage placement options are encouraged, including, but not limited to, front loaded garages, split garages, tandem garages, and rear garages.
- Overhangs, trellises, arbors and other architectural elements are encouraged to visually soften the front-facing garage doors. Decorative garage door treatments, styles, trims and colors that reflect the architectural style of the building elevation are required.
- Garage door patterns may vary from elevation type to elevation type.

8. Functional Elements

- Gutters and downspouts shall be integrated into the design of the building. If exposed, the colors of gutters and downspouts should match or complement the surface to which they are attached or the accent colors of the building.
- All exterior components of plumbing, heating and cooling systems, and ventilating systems located near or at ground level must be screened from public view by walls and fences, berms, landscaping, or a combination thereof.

- Exterior lighting fixtures shall be consistent the architectural style of the building. Lighting shall be designed for night-time mobility and safety, and not be used in excess of its purpose.

9. Usable Open Space

- For higher-density housing types not adjacent to public parks, common open spaces shall be conveniently and centrally located to promote a sense of community.
- Open space areas located within center courtyards shall also enhance privacy and security for adjacent residents.
- Design and orientation of usable open space shall take advantage of available sunlight and be sheltered from the wind, noise and traffic on adjacent streets wherever possible.
- Common usable open spaces and children's play areas located at multi-family sites shall be visible from adjacent residences and be connected to the internal pedestrian system in the development.
- Private usable open spaces shall be contiguous to, and have direct pedestrian access from, the multi-family units they serve. All usable open space areas shall have appropriate lighting and be regularly maintained.
- Large multi-family projects that are not within easy walking distance to a public park shall provide usable common open space area(s) including areas to sit and relax, tot-lots with children's play equipment and/or BBQ areas so that residents can socialize and interact with each other.
- Multi-family usable open space areas shall be located to maximize their usage and maximize passive surveillance of the areas by neighbors. However, care shall be given to also locate the open space areas to minimize nuisance to adjoining neighbors.

10. Parking and Drives

If not properly designed, parking facilities can dominate high-density single-family and multi-family sites and open spaces may be relegated to leftover areas, un-related to the structures or the people who live there. Residential developments shall be oriented to the street whenever possible, with entry features such as front porches that provide direct access to the street.

Parking areas shall be located to the rear of multi-family residential structures or within the interior of the development to reduce their visual impact on the streetscape. Dispersed parking courts located to the side of the units are encouraged when environmental considerations or site constraints preclude rear or internal parking locations. Parking areas shall not be located closer to the street than the street facade building line of principal residential structures.

- Guest parking shall be distributed throughout the development and clearly identified.
- Parking lots shall be generously landscaped, for example, with bio-swales and large canopy shade trees to provide shaded parking areas and walkways.
- Parking lots shall be designed and lighted to enhance pedestrian safety and should be conveniently located to the units that use them.
- Colored, textured paving treatment at entry drives is encouraged and landscaping and site design should be enhanced to frame and distinguish entry drives.

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SECTION 4

COMMERCIAL LAND USES

4.1 PRINCIPLES AND OBJECTIVES

SITE PLANNING IN GREENBRIAR'S COMMERCIAL AREAS SHOULD RESULT IN A VARIED STREET SCENE ALONG ITS MAIN CIRCULATION STREETS THAT WILL BE INTERESTING FOR BOTH PEDESTRIANS AND MOTORISTS:

Varied facade treatments for each individual tenant are encouraged, but all should be complementary in sum. Building massing should relate to the street and pedestrian walkways to invite visitors into shops. Special attention paid to pedestrian circulation, sheltered walkways, outdoor café seating and plaza areas that protect pedestrians from sun or inclement weather is encouraged.

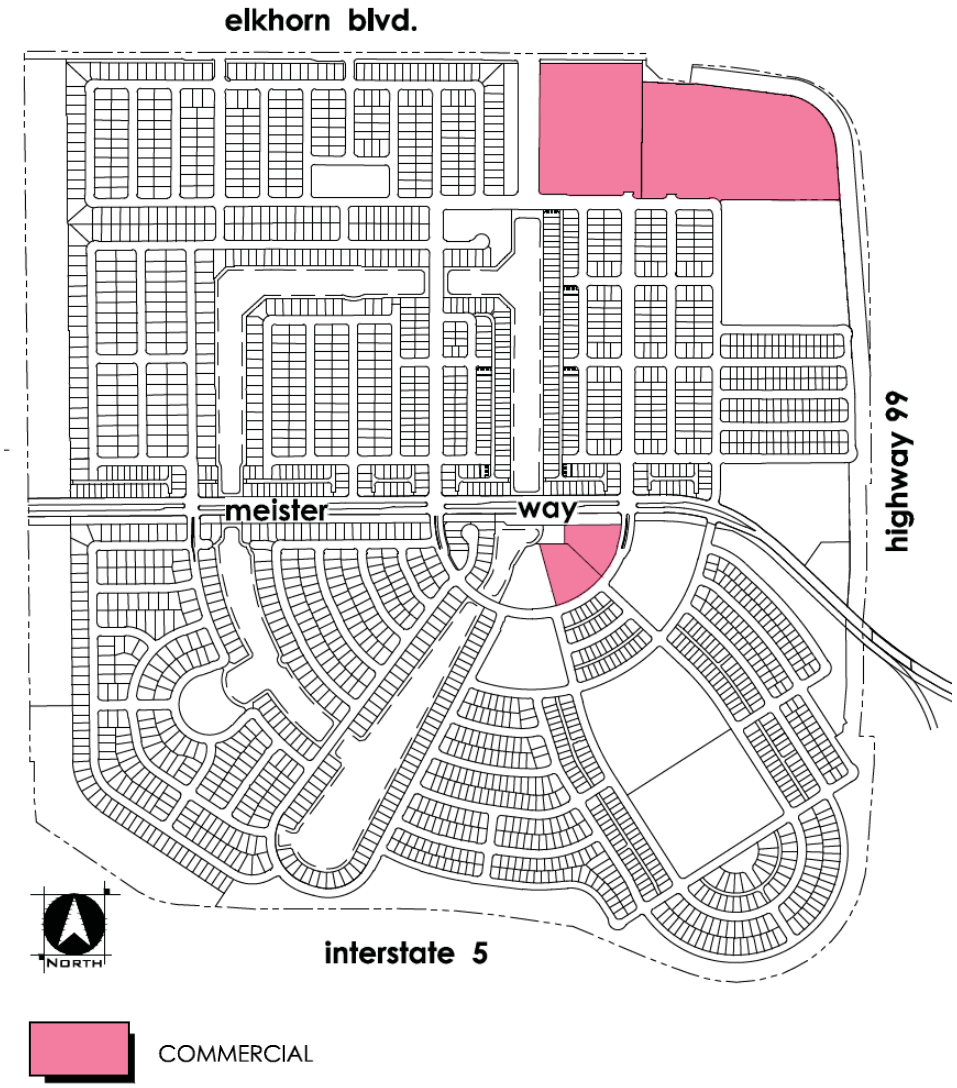

EXHIBIT 17: COMMERCIAL LAND USES

4.2 Development Standards

4.2.A Development Regulation

Commercial development within the Greenbriar PUD will be consistent with the Sacramento City Code and Neighborhood Commercial Corridor Guidelines. Where there are discrepancies between these guidelines and the Sacramento City Code/Neighborhood Commercial Corridor Guidelines, these guidelines shall prevail. Where these guidelines are silent, the Sacramento City Code/Neighborhood Commercial Corridor Guidelines shall prevail.

4.2.B Park-and-Ride Facilities

The Sacramento Regional Transit Authority (RT) is the operator of the light rail line that will serve the Greenbriar Station. Parking spaces will be provided in conjunction with the needs of LRT in close proximity of the light rail station. The parking area shall be lighted for nighttime use and landscaped according to City standards. A pedestrian walkway will traverse the parking lot, culminating at the plaza.

4.3 DESIGN GUIDELINES

Commercial areas within the Greenbriar PUD are subject to the adopted Neighborhood Commercial Corridor Design Principals and Sacramento City Code.

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SECTION 5

PARKS, OPEN SPACE & HABITAT BUFFER

5.1 GREENBRIAR PARKS AND OPEN SPACE

The Greenbriar Plan PUD provides a variety of recreational opportunities in the location of active/passive parks, open spaces and an HOA-owned Community Center open to all the residents of Greenbriar.

A large community park, additional neighborhood parks, pocket parks and pedestrian paseos are located within the PUD and are linked by system of residential streets and trails. Additionally, the PUD boasts an expansive lake with a pedestrian-friendly Lakewalk Promenade around the perimeter of the lake as well as a wide freeway buffer open space corridor (along the south and east project boundaries) enhanced with a Class 1 Bike Trail and landscaping.

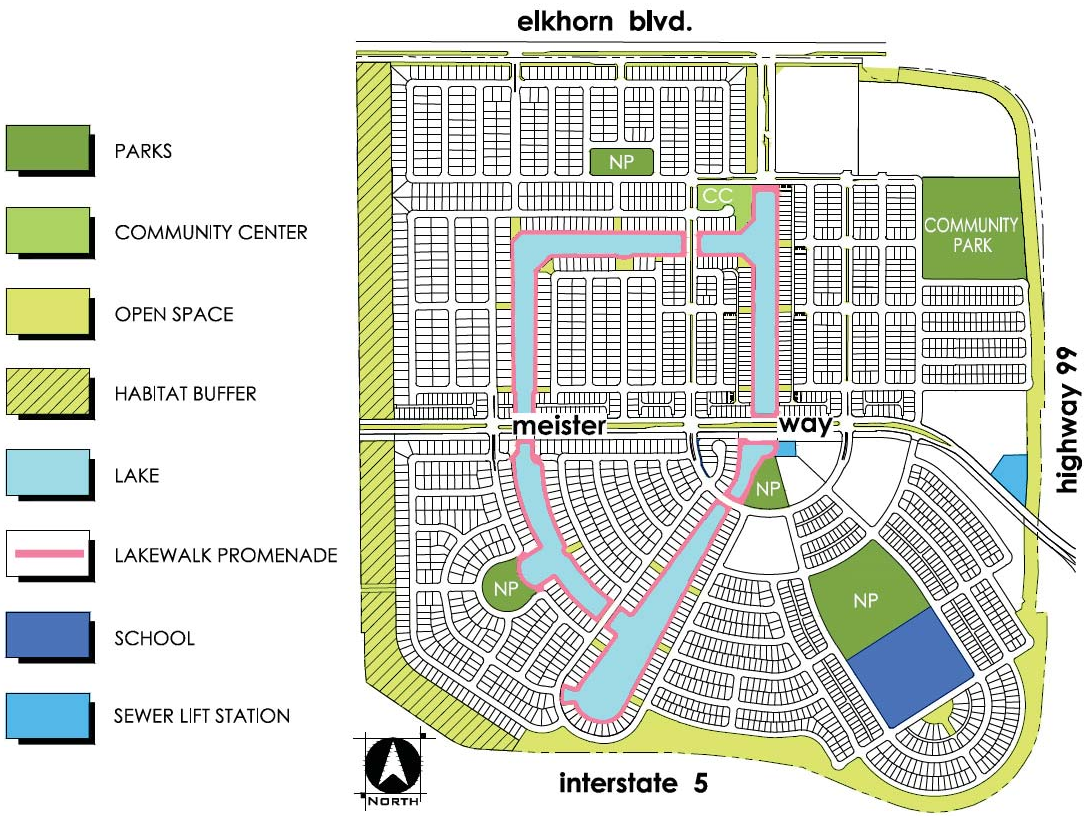

EXHIBIT 18: PARK & OPEN SPACE LAND USES

The Plan area also includes a wildlife corridor habitat buffer on the western project boundary that will be privately maintained in perpetuity for the preservation of special status species. Due to the possible presence of rare or threatened species, physical access to the habitat buffer will be restricted and an on-going maintenance plan will be established. Interpretive signage regarding the habitat buffer's special site characteristics, plant and animal inhabitants and on-going maintenance efforts may be posted to promote the education of the residents and the larger community.

The Illustrative Parks and Open Space Plan highlights the inclusion of Greenbriar Lake that will accommodate the sites overland drainage needs in a constructed linear lake feature. Greenbriar Lake winds through the Plan area and provides community-wide open space and a major regional pedestrian and bicycle circulation and recreation facility. The drainage component will be designed to efficiently carry flows through the site as well as be an aesthetically pleasing Lake Corridor. Alongside the lake is a Lakewalk promenade that will extend along the perimeter of the lake and will provide circulation and recreation amenities to residents.

The following pages illustrate the overall Parks and Open Space Plan and highlight the locations of the various plan area amenities. Additionally, the following pages describe and illustrate the location of various freeway and habitat buffers as well as their intended use(s) and access opportunities and constraints.

5.2 GREENBRIAR PARKS

The Greenbriar Plan proposes a variety of public park lands within the Plan area including various-sized neighborhood parks and a large community park.

The parks will be developed in accordance with Park Master Plans developed by the Department of Parks and Recreation, Parks Planning and Development Services (PPDS).

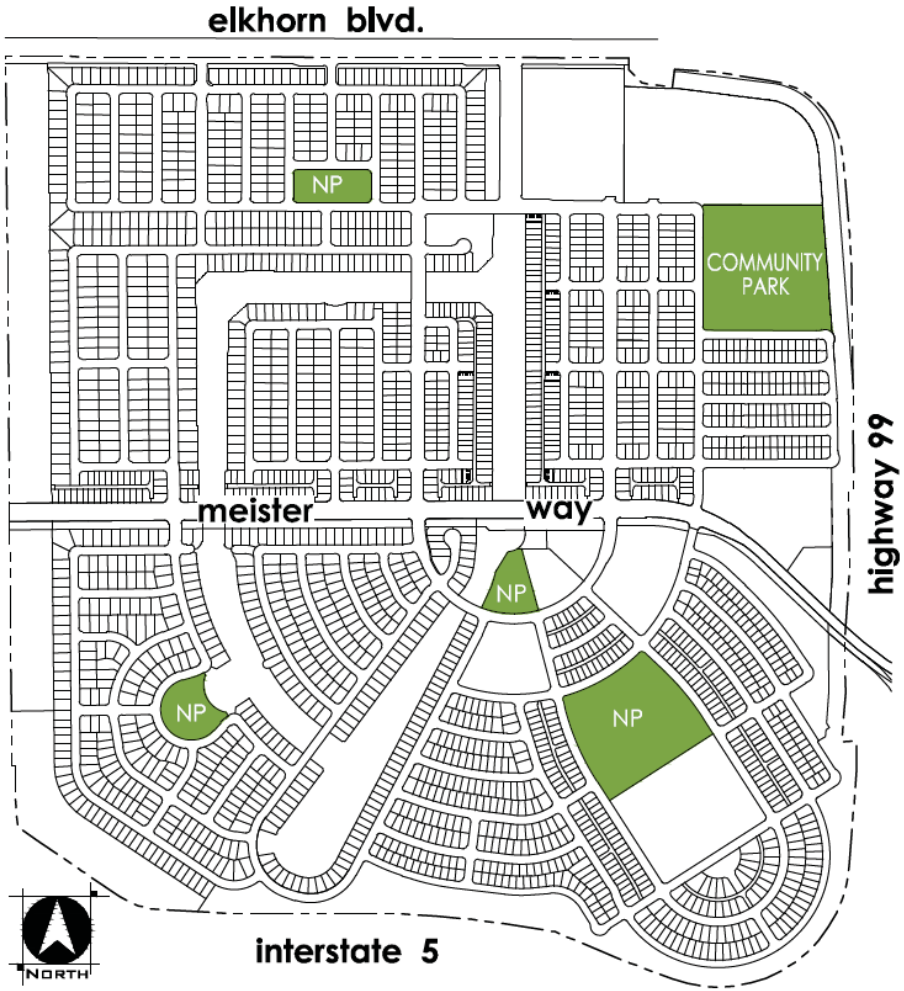

EXHIBIT 19: GREENBRIAR PARKS

5.3 GREENBRIAR LAKE

A signature feature of the Plan area is the inclusion of a large lake feature that winds through the site creating a sense of place and neighborhood orientation mechanism for the community. In addition to its aesthetic qualities, the lake will provide for stormwater detention and water quality functions for the Plan. The Greenbriar Lake feature encompasses approximately 40 net acres in land area and is located in the western and central portion of the plan area.

Nearly all of the single-family residential housing products offered in the Greenbriar Plan have direct access to the lake in terms of adjacency for locating model home sites. The lake is virtually surrounded by single-family residential housing in both back-on conventional situations as well as front-on and alley-loaded configurations. Additionally, various pedestrian paseo/open space lots are sited along the Lake's frontage to provide visual and physical access to Greenbriar Lake.

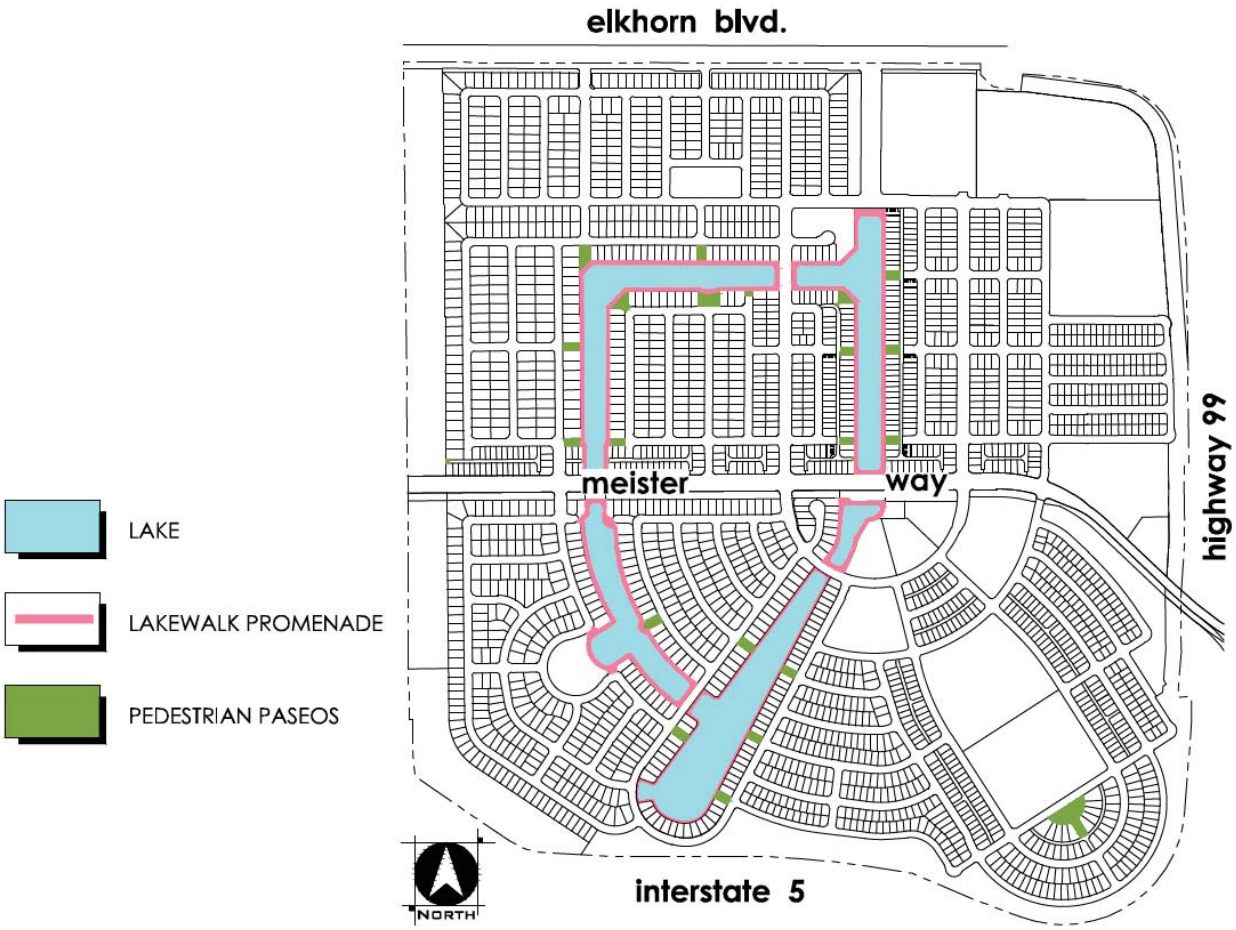

EXHIBIT 20: GREENBRIAR LAKE & PEDESTRIAN PASEOS

A key feature of the Plan is the inclusion of a Lakewalk or pedestrian promenade. This Lakewalk section is located adjacent to Greenbriar Lake and will provide residents with a safe and convenient non-vehicular route through and within the plan area. The Lakewalk promenade provides pedestrian circulation around the lake, landscaping and benches located where appropriate and back-yard access (frontyard access in some cases) for lots that are adjacent to the lake.

Plant materials along the lake frontage and lake access paseos will be carefully planned to maximize visibility and safety as well as to be 'waterfowl resistant' to minimize the opportunities for cover, nesting, perching, or feeding of waterfowl species.

Pedestrian access to the promenade will be from a series of pedestrian paseos and marina parks located at regular intervals within the adjacent residential neighborhoods. These pedestrian access lots are envisioned to be landscaped areas with paths, benches, shade structures and similar amenities. To facilitate east/west access across the northern portion of Greenbriar Lake, pedestrian bridges may be provided that would connect, orient and unify the community. The bridges or culverts would extend across the lake terminating at the pedestrian paseos or marina parks and will be a signature architectural feature of the PUD area. Additionally, street-grade crossings are provided where appropriate to facilitate movement through the Plan area.

5.4 Freeway Buffer Open Space

Consistent with development to the east within the North Natomas Community Plan, the Greenbriar Plan provides for a large open space/freeway buffer along the south and east sides of the plan area.

The open space/freeway buffer averages 100' in width and will be developed and landscaped where appropriate with trees, shrubs and groundcovers, and possibly with turf in some areas as well. A multi-use trail will be provided along the length of the open space freeway buffer that will provide off-street recreation from the south area of the plan, up to the Community Park and regional commercial site, and eventually beyond the plan area north of Elkhorn Boulevard. Future improvement plans will include a grade-separated crossing under the Meister Way freeway overcrossing for the expeditious, and uninterrupted, north-south movement of cyclists. Access controls will be placed at the entrance to all trail access points to prohibit automobile access, yet will allow maintenance and emergency vehicle access.

5.5 Habitat Buffer

The west side of the plan area contains a drainage swale referred to as the Lone Tree Canal that is home and habitat to California Giant Garter Snake. The plan area provides for a habitat buffer along the west side of the plan for the conservation of site's federally protected species and their associated upland habitat.

The developed portion of the Greenbriar Plan has been designed to minimize potential conflicts with, and obstacles for, the movement and preservation of the species. Street crossings over the canal have been minimized and the placement of a masonry wall/metal fencing barrier will be installed between the residential uses and the habitat buffer.

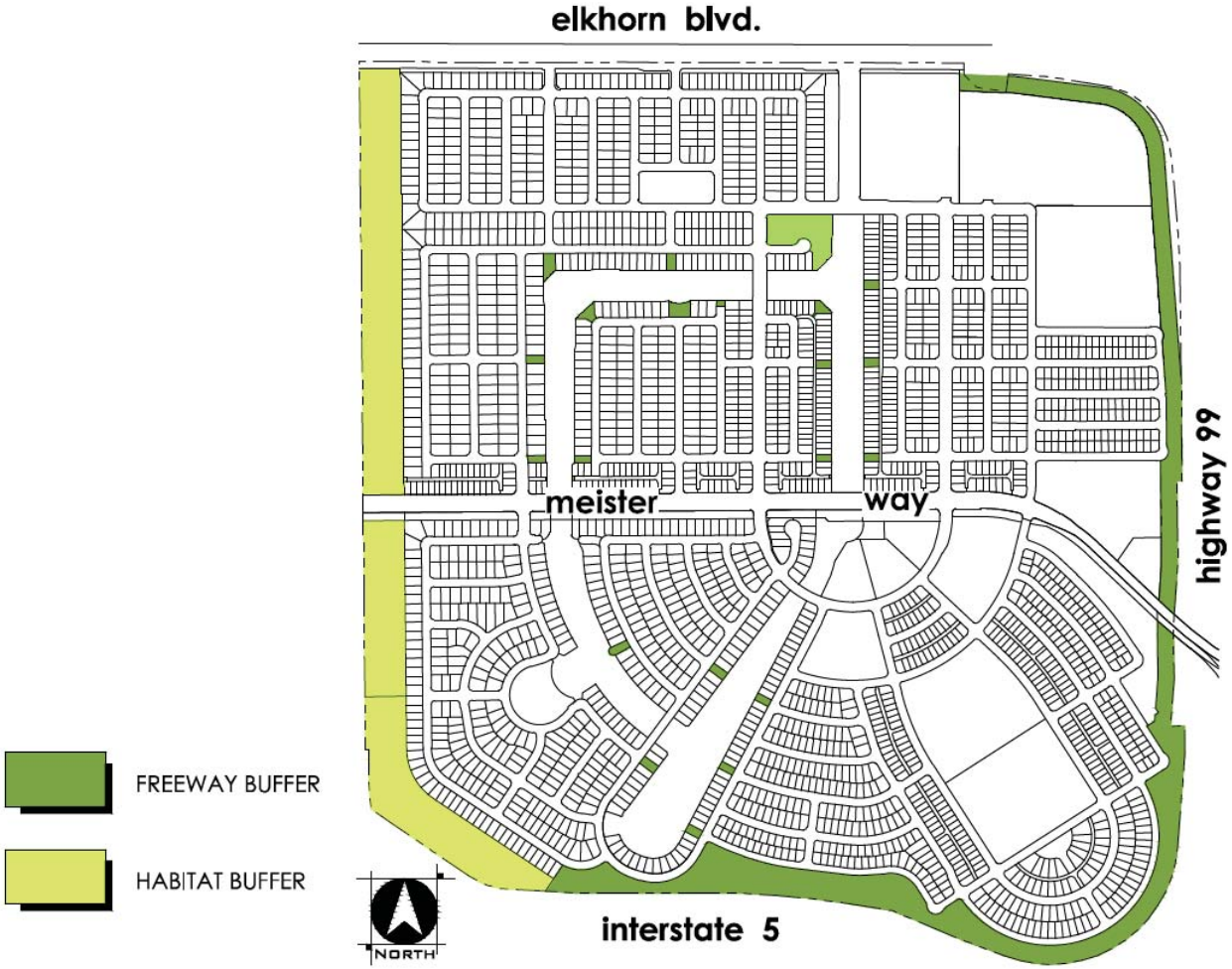

EXHIBIT 21: FREEWAY & HABITAT BUFFERS

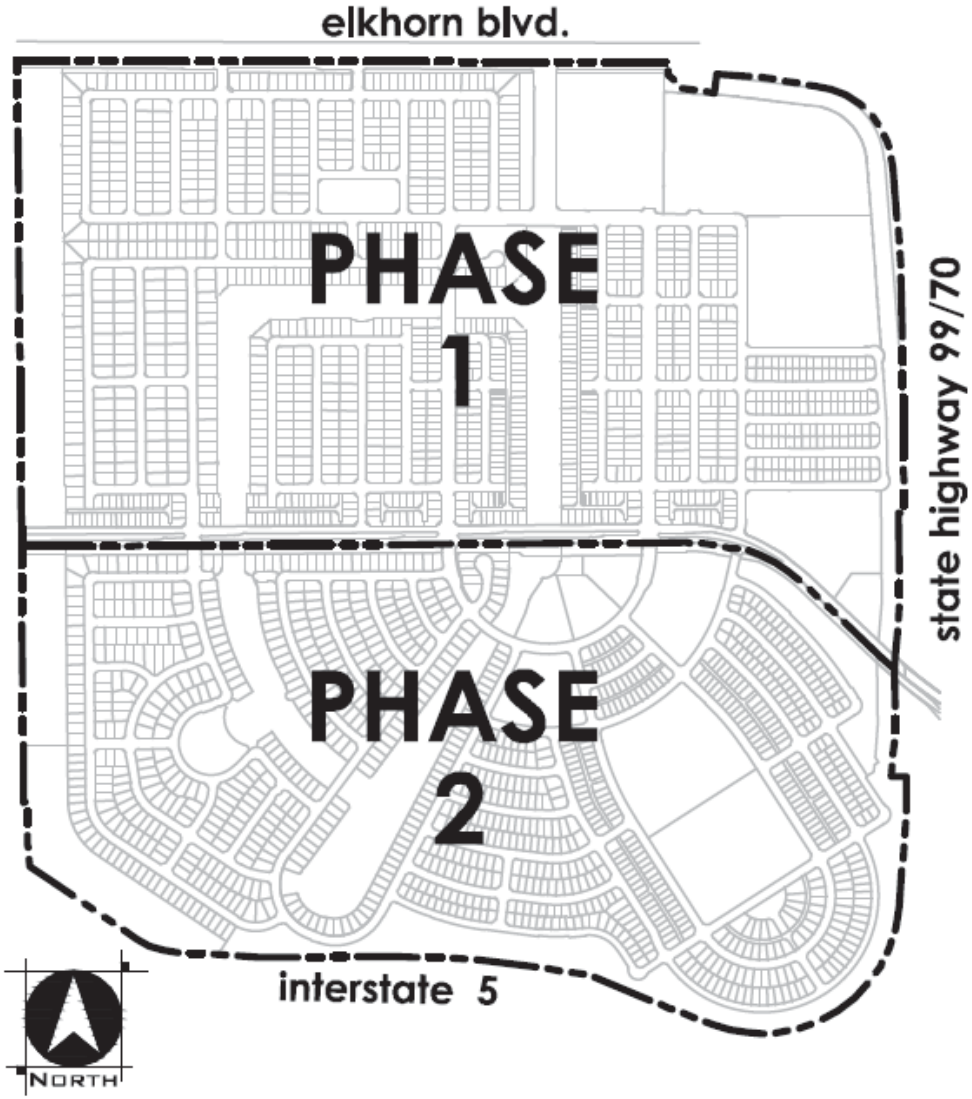

EXHIBIT 22: PHASING DIAGRAM

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