

THE PANHANDLE

planned unit development guidelines
November 17, 2017



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SECTION I PLAN OVERVIEW

1.1 Plan Area Context

The PANHANDLE is located entirely within the City's Sphere of Influence (SOI) and within the North Natomas Community planning area. The PANHANDLE is located adjacent to City lands on the west and east and adjacent to County lands on the north and south and is bounded by Elkhorn Boulevard on the north, Sorento Road and East Levee Road on the east, Del Paso Road on the south.

The PANHANDLE Planned Unit Development (PUD) Project acreage (the area subject of these Design Guidelines and referred to as "Plan Area" herein) encompasses approximately 466.4 acres.

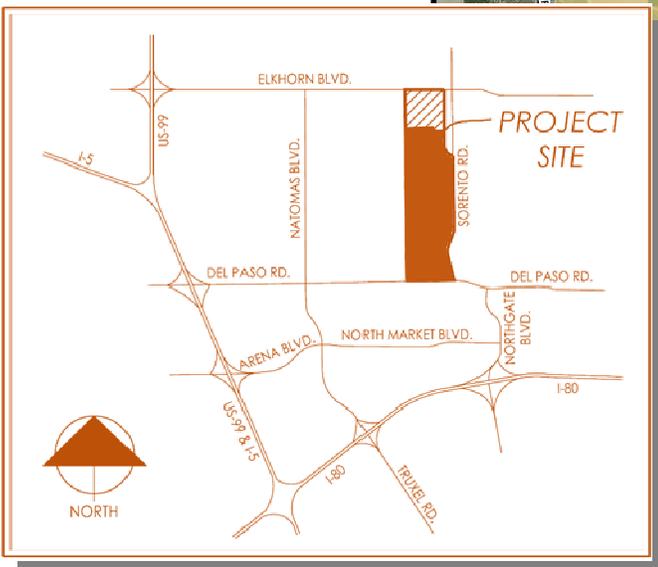
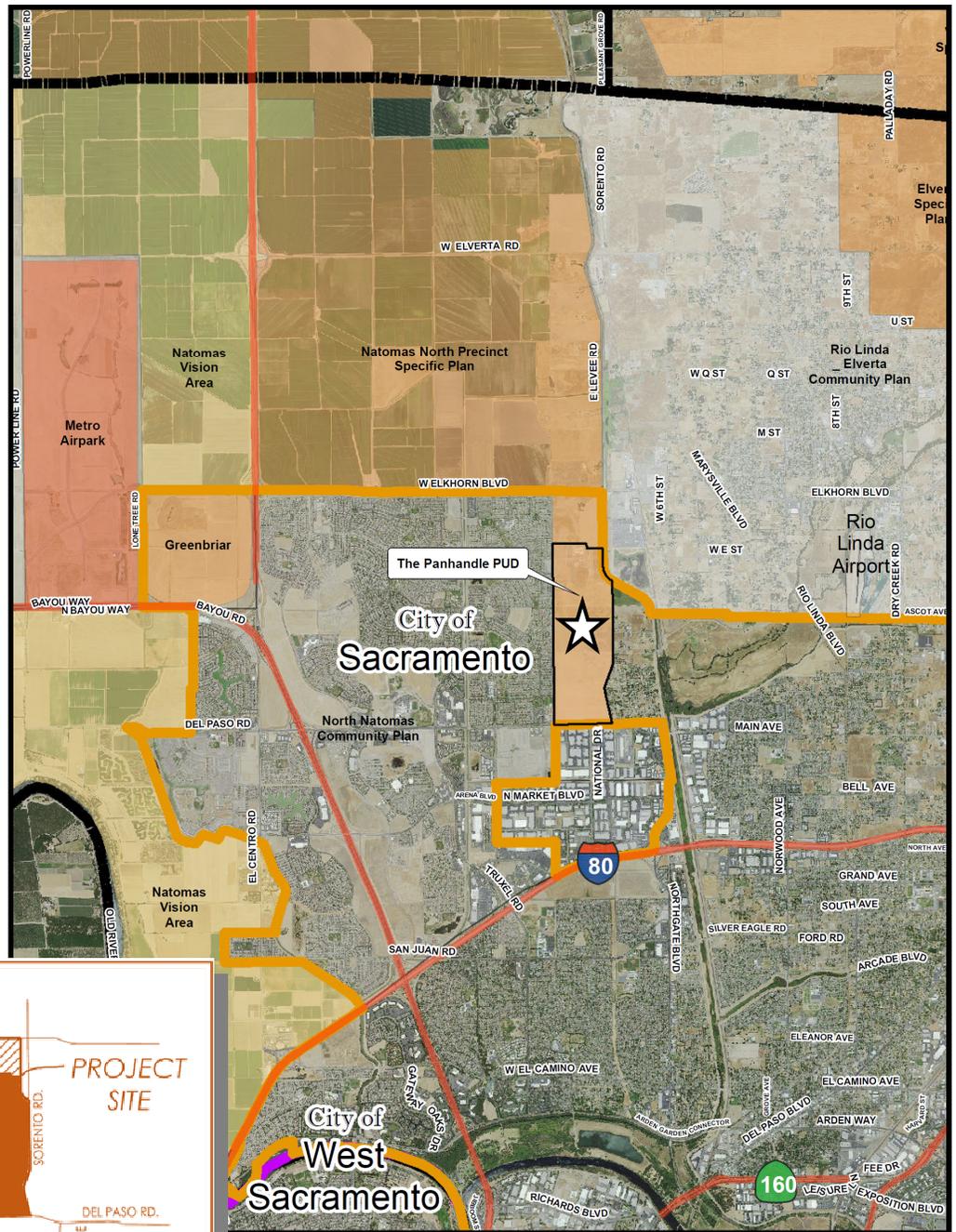


EXHIBIT I: PLAN AREA CONTEXT MAP

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The area to the west of the Plan Area is comprised of suburban residential development and the area east of the Plan Area is comprised of rural residential development and agricultural lands. General Plan land use designations west of the Plan Area are congruent with suburban development and include Suburban Neighborhood Low Density (SNLD) and Suburban Neighborhood Medium Density (SNMD). General Plan designations east of the Plan Area include SNLD and Rural Residential (RR).

High-voltage power lines traverse the eastern part of the property, in a north-south direction. Two sets of steel lattice towers supporting 230 kV lines (east tower) and 115kV lines (west tower) are owned by the Western Area Power Administration (WAPA) and are located within a 200-foot wide powerline easement. Radio towers are mounted on top of the steel towers that support the electric lines. Existing access is available from Del Paso Road and Sorento Road.

EXHIBIT 2: AERIAL SITE PHOTO



1.2 Goals and Objectives

The PANHANDLE PUD strives to achieve **three primary goals**. Each of these goals will be pursued using specific PUD design objectives which are listed below.

Additionally, site-specific design objectives relative to the interface of the PANHANDLE PUD to the existing built suburban neighborhoods of the North Natomas Community Plan and the Valley View Acres rural-residential neighborhood are contained herein.

PANHANDLE PUD GOAL 1:

Implement the Vision of the General Plan and North Natomas Community Plan (NNCP).

Objectives:

1. **Connect the existing NNCP areas to the east and west** of the Plan Area.
2. **Respect and complement the adjacent built environment** of the NNCP.
3. **Extend logical street connections** through the Plan Area.
4. **Provide pedestrian/bicyclist connections to existing trails** and bikeways in the NNCP area.
5. **Provide a variety of housing opportunities** that will complement the existing NNCP Community.
6. **Provide a trail system in the existing WAPA powerline corridor** that will unify the PUD and maximize the usage of otherwise unutilized lands.

PANHANDLE PUD GOAL 2:

Respect the Valley View Acres (VVA) neighborhood rural residential lifestyle.

Objectives:

1. **Provide large suburban homesites adjacent to Sorento Road** to transition from the existing suburban densities west of the Plan Area to the existing rural densities to the east of the Plan Area.
2. **Provide thoughtful road connections to Sorento Road** to minimize “cut-through” traffic in the VVA neighborhood and to minimize speeding on Sorento Road.
3. **Enhance the rural “country” feeling along Sorento Road** through the provision of a landscape corridor that includes a class 1 trail and landscape plantings that are enriched by using horse fencing, split-rail fencing, or similar, as a decorative accent.

PANHANDLE PUD GOAL 3:

Provide “move-up” housing opportunities with complimenting public spaces.

Objectives:

1. **Provide diversity and “move-up” housing opportunities** which incorporate high-quality design materials that will retain property values over time.
2. **Utilize a consistent set of design standards** and details to develop a sense of place for the Plan Area.
3. **Co-locate an elementary school and neighborhood park** to serve the needs of the residents and the larger community.
4. **Provide a large central community park along the powerline corridor** to maximize the development potential of the lands under the powerline corridor for both park and trail usage.
5. **Unify the PUD through the design and location of a convenient and functional trail system** that well-utilizes the lands in the powerline corridor.
6. **Provide a highly visible & accessible small-scale commercial center** to serve the needs of the residents.

The PANHANDLE PUD will achieve these three primary goals through implementing the following **PUD design policies**.

1. **Optimize the land use potential of an infill location** in the City by providing a mix of residential, commercial, park, open space, and school uses.
2. **Create a community with a park system** which incorporates park facilities with local and regional-connecting open space amenities that are accessible to residents and the public.
3. **Provide a safe and efficient circulation system** that interconnects uses, promotes pedestrian circulation, and minimizes impacts to the surrounding area.
4. Create a community that makes efficient use of land while offering **residential housing densities that transition** from suburban densities of the existing North Natomas Community to the west to the existing large-lot and rural densities to the east.

1.3 PUD Guidelines Organization

The purpose of these PUD Guidelines is to guide future development within the PANHANDLE PUD area. The PUD Guidelines are organized into three (3) Sections as follows.

SECTION 1: PLAN OVERVIEW

This 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 PANHANDLE Illustrative Land Use Plan which illustrates the form and land uses of the Plan.

SECTION 2: RESIDENTIAL LAND USE

This section discusses the single-family residential housing in the Plan including specific design regulations for the SNLD-E, SNLD-T and SNLD-C areas.

Implementing the PUD requires carefully-crafted development standards and design guidelines to allow for flexible residential development, unique street scenes and unified design among the varied and diverse housing types. These PUD Guidelines are not intended to be an all-inclusive prescriptive listing of the types of development that are permitted in the Plan Area, but rather are intended to guide the future high-quality development of the PANHANDLE residential, elementary school, parks and open space areas. These Guidelines recognize that other high-quality design/development options may be identified in the future and these options will be considered Administratively and evaluated as to whether they meet the spirit and intent of these PUD Guidelines.

The guidelines for the PANHANDLE PUD establish the development framework and design guidance for the land use, community design, architecture, open space, and other components of the PUD. The guidelines supplement and, where noted, replace existing City zoning and development standards. The guidelines will apply to all future development applications within the Plan Area and would be reviewed to determine consistency with the vision and regulations of this document and other regulatory documents.

1.4 PUD Guidelines Amendment Process

The procedures for development under, as well as amendments to, the PUD Guidelines are as set forth in the City of Sacramento Code.

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1.5 PUD Schematic Plan

The PANHANDLE Planned Unit Development (PUD) Schematic Plan is consistent with the City's General Plan and in accordance with the Sacramento City Code.

The PUD Schematic Plan is comprised of predominantly single-family residential development to be implemented through provision of various single-family lot sizes and product types to

PUD Land Use*
SNLD-E
SNLD-T
SNLD-C
Elementary School
High School / Middle School
Park - Quimby
Park - Ninos Parkway
Open Space - Ninos Parkway
Detention Basin - Open Space
Planned Development (Krumenacher Property)
Major Roads (Del Paso Rd & Elkhorn Blvd)
Collector and Residential Streets

accommodate various income levels and lifestyle options within the Plan Area. (General Plan designation Suburban Neighborhood Low Density SNLD; Zoning designation R-1 and R-1A). The PUD further defines the development intentions by establishing specific land use designations in the Plan Area that allow specific residential density ranges and lot sizes (SNLD-E "Estate Lots", SNLD-T "Traditional Lots", and SNLD-C "Compact Lots"). The school sites in the Plan Area are also General Plan designation SNLD and Zoning designation R-1A. The PUD also provides park sites, detention basin and open space (General Plan designation Parks & Recreation PR and Zone designation A-OS).

EXHIBIT 3: PUD LAND USE SUMMARY TABLE

LAND USE SUMMARY				
PUD Land Use*	General Plan	Zoning	Acres (G)	Acres (N)
SNLD-E	SNLD (3-8 du/ac)	R-1	88.0±	75.7±
SNLD-T	SNLD (3-8 du/ac)	R1-A	162.2±	147.7±
SNLD-C	SNLD (3-8 du/ac)	R1-A	66.4±	60.5±
Elementary School	SNLD (3-8 du/ac)	R1-A	11.7±	10.0±
High School / Middle School	SNLD (3-8 du/ac)	R1-A	65.5±	60.4±
Park - Quimby	PR	A-OS	18.0±	15.5±
Park - Ninos Parkway	PR	A-OS	8.9±	8.0±
Open Space - Ninos Parkway	PR	A-OS	27.1±	24.6±
Detention Basin - Open Space	PR	A-OS	13.6±	13.4±
Planned Development (Krumenacher Property)	PD	A	123.0±	119.0±
Major Roads (Del Paso Rd & Elkhorn Blvd)	varies	varies	5.0±	5.0±
Collector and Residential Streets	varies	varies	0.0±	49.6±
TOTALS			589.4±	589.4±

The PUD Schematic Plan and Design Guidelines are intended to guide future development and promote flexibility to quickly respond to changing market demand. The PUD Schematic Plan may be modified over time and is included herein for reference only; please see the PANHANDLE PUD Schematic Plan (Map) for detailed information.

EXHIBIT 4: PUD SCHEMATIC PLAN



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1.6 Illustrative Land Use & Bikeways Exhibit

The PANHANDLE Illustrative Land Use & Bikeways Exhibit is conceptual only solely provided to graphically illustrate the various land use components and amenities of the Plan Area. Actual locations and alignments of roadways, trail corridors, etc. will be determined with future Small Lot Tentative Map(s) and/or Improvement Plan(s). The pedestrian/bike trails provided in the powerline corridor, on the west side of Sorento Road and the north side of Del Paso Road will be 12' wide meandering trails.

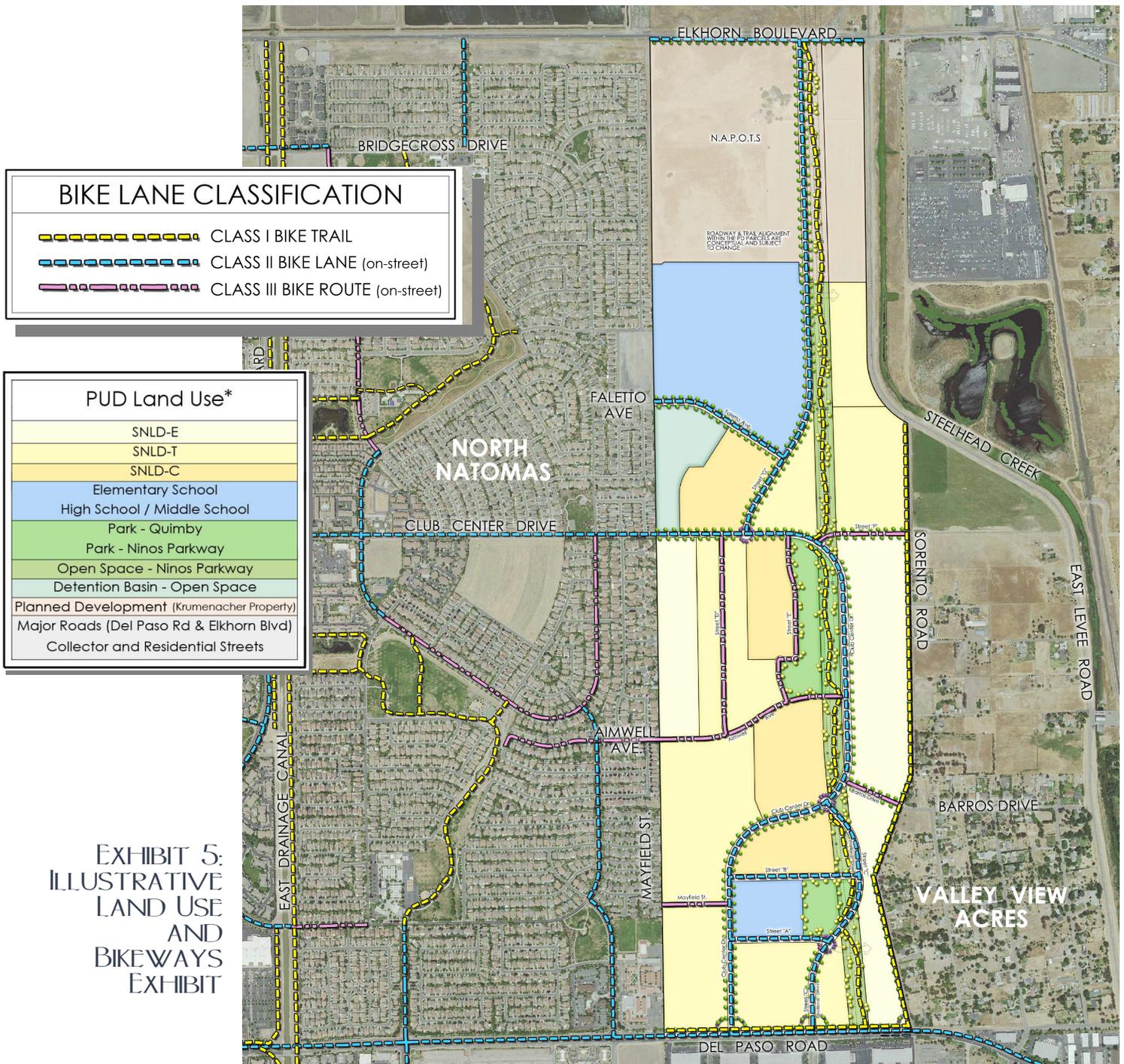


EXHIBIT 5:
ILLUSTRATIVE
LAND USE
AND
BIKEWAYS
EXHIBIT

SECTION 2 RESIDENTIAL LAND USE

2.1 Suburban Neighborhood Low Density (SNLD)

Residential areas in the PUD are all designated with the GENERAL PLAN designation Suburban Neighborhood Low Density (SNLD) which allows a development density of 3-8du/net acre, as established by the 2035 City of Sacramento General Plan. The PANHANDLE PUD further differentiates the residential land use by creating three (3) PUD sub-designations as shown below.

- “SNLD-E” Estate Lots
- “SNLD-T” Traditional Lots
- “SNLD-C” Compact Lots

EXHIBIT 6: ZONING, GENERAL PLAN AND PUD DESIGNATION COMPATIBILITY

Zoning-General Plan-PUD Compatibility Table		
Zoning Designation	General Plan Designation	Panhandle PUD Designation
R-1	SNLD	SNLD-E
R-1A	SNLD	SNLD-T
R-1A	SNLD	SNLD-C

2.2 Development Standards

Residential densities will vary throughout the PANHANDLE but will be categorized consistent with the City of Sacramento Code.

EXHIBIT 7: PANHANDLE PUD RESIDENTIAL DEVELOPMENT STANDARDS

Panhandle PUD Residential Development Standards				
KEY	CATEGORY	SNLD-E	SNLD-T	SNLD-C
A	lot size range	6,000-14,500sf.	4,500-7,500sf	3,000-6,000sf.
B	lot width range-interior	55'-90'	45'-75'	35'-60'
C	lot width range-corner	65'-100'	55'-85'	45'-70'
D	lot depth range	100'-160'	90'-125'	75'-105'
E	front setback (min.)	12.5'	12.5'	12.5'
F	front garage setback (min.)	20'	20'	18'
G	interior sideyard setback (min.)	5'	5'	5' or 0'/10' alley-load
H	street/alley sideyard setback (min.)	12.5'	12.5'	12.5'
J	rear setback (min.)	20'	15'	10' / 5' alley-load
K	lot building coverage (max.)	50%	50%	60%
L	building height (max.)	35'	35'	35'

NOTES:

- 1 Lot depth:width ratio shall not exceed 3:1, except on alley-loaded lots and as approved by the City of Sacramento.
- 2 Lot size range maximum sf. above is for typical interior lots; corner lots may exceed lot size maximum.
- 3 For SNLD-T and SNLD-E lots, garages shall be set back a minimum of 5' behind the front façade/porch of the building.
- 4 For SNLD-C alley-loaded lots, 5' minimum driveway apron shall be provided.
- 5 For SNLD-C alley-loaded lots utilizing the 0'/10' setbacks, maintain 10' between buildings on adjacent lots.
- 6 Development standards are measured from public street/alley right-of-way; development standards on lots adjacent to private alleys and/or easements are measured from back-of-curb or edge of easement.

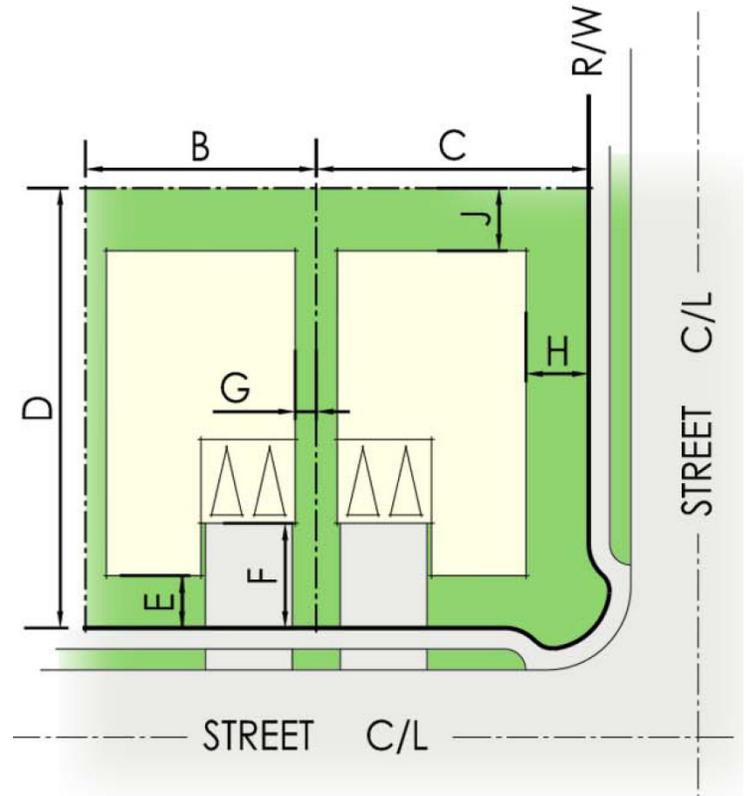
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2.2.1 Development Regulations

Residential development shall comply with the Suburban Neighborhood Low Density (SNLD) General Plan designation and the R-1-PUD and R-1A-PUD Zoning designations as approved on the PANHANDLE PUD Schematic Plan. Where there are discrepancies between these Guidelines and the Sacramento Planning and Development Code, these Guidelines shall prevail. Where these Guidelines are silent, the Sacramento City Code and relevant Design Guidelines shall prevail.

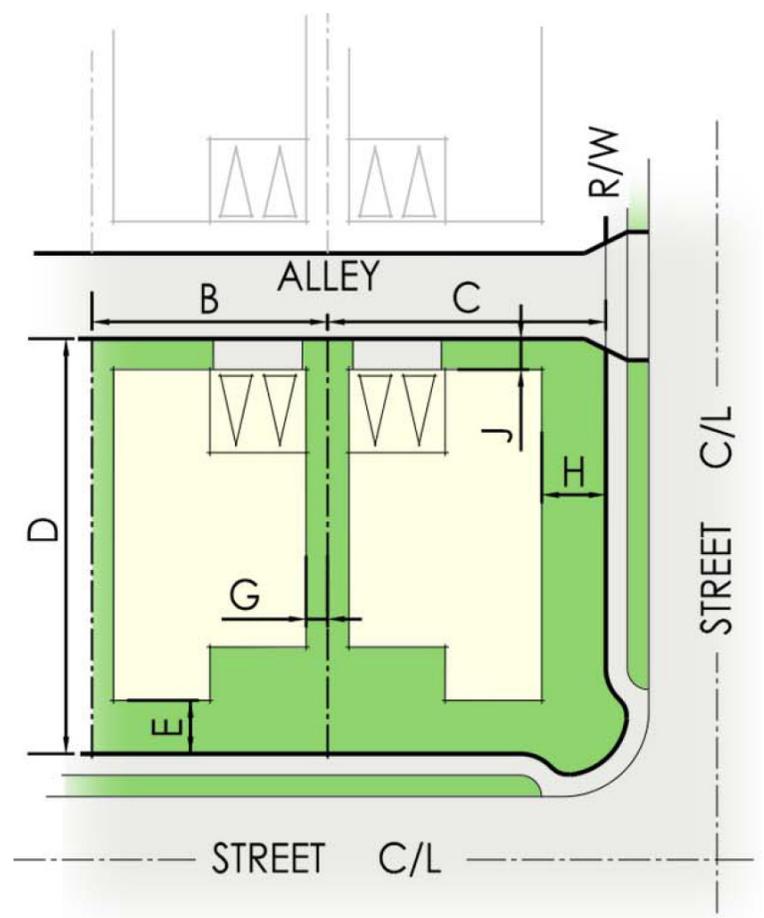
EXHIBIT 8:
TYPICAL DEVELOPMENT EXHIBIT -
FRONT-LOADED



2.2.2 Typical Development Exhibits

The Typical Development Exhibits illustrated herein outline the typical lot and setback requirements needed for the single-family product categories listed above. The exhibits illustrate and list detailed information to accommodate the product range envisioned for the PUD area including typical front-loaded residential homesites and alley-loaded (rear-loaded) residential homes. See Development Standards Table on the previous page for detailed information.

EXHIBIT 9:
TYPICAL DEVELOPMENT EXHIBIT -
ALLEY LOADED



2.2.3 Permitted Uses

Land uses in the PANHANDLE PUD shall comply with the City of Sacramento Planning and Development Code. Please see City of Sacramento Code for a full listing of Permitted Uses.

2.2.4 Signage

Signage in the PANHANDLE PUD shall comply with the City of Sacramento Code.

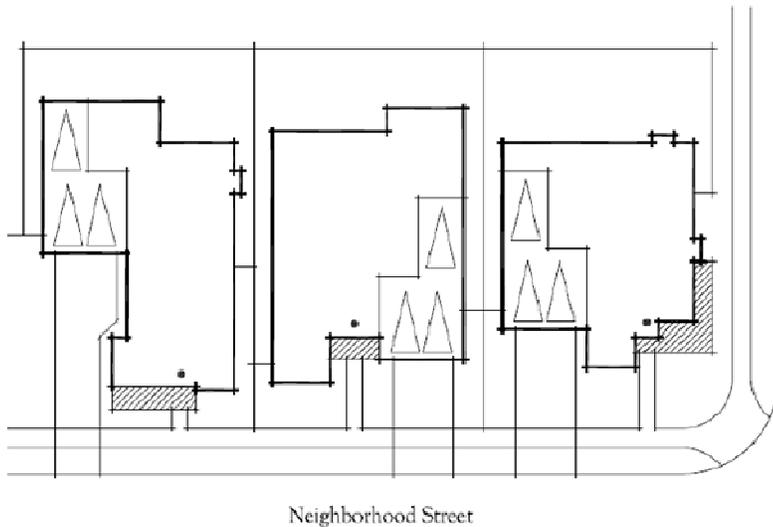
2.3 Design Guidelines

2.3.1 Residential Prototypes

A variety of residential prototypes are anticipated in the PANHANDLE Plan Area. The residential homesites are intended to be predominantly traditional front-loaded however alley-loaded homes are permitted. "T" Court and "I" Court homes are not permitted.

The prototypes contained herein are representative of residential concepts envisioned for PANHANDLE; these concepts are not intended to be the exclusive actual product types utilized within

the PUD and are not intended to portray precise locations and/or sizes of entry porches, garages, living areas, yard areas, etc. The residential concepts provided herein are intended as ideas and sources of inspiration for creative residential product design to be ultimately reviewed and approved by the City of Sacramento.

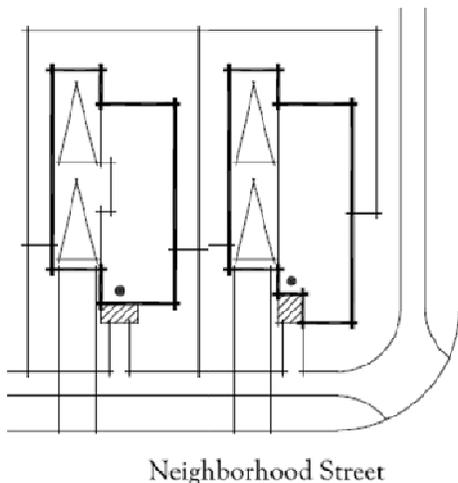


Neighborhood Street

EXHIBIT 10:
LARGE LOT HOMES

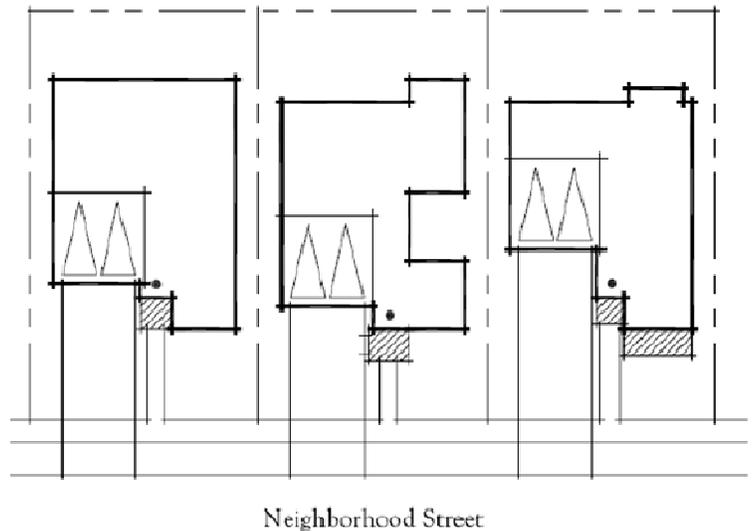


EXHIBIT 11:
TRADITIONAL HOMES



Neighborhood Street

Neighborhood Street

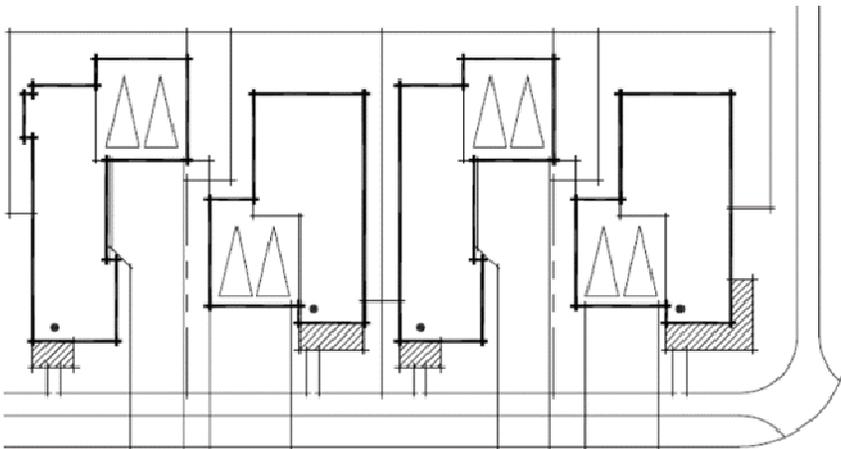


Neighborhood Street

EXHIBIT 12:
TANDEM GARAGE HOMES

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Neighborhood Street

EXHIBIT 13:
"Z" LOT HOMES

● FRONT ENTRY

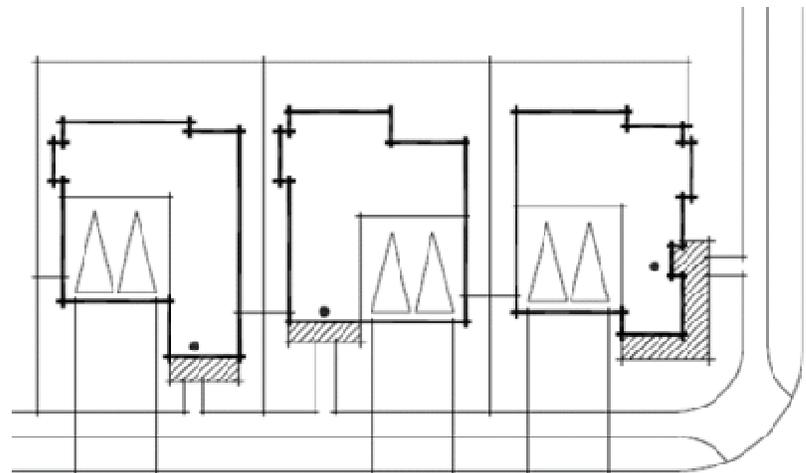
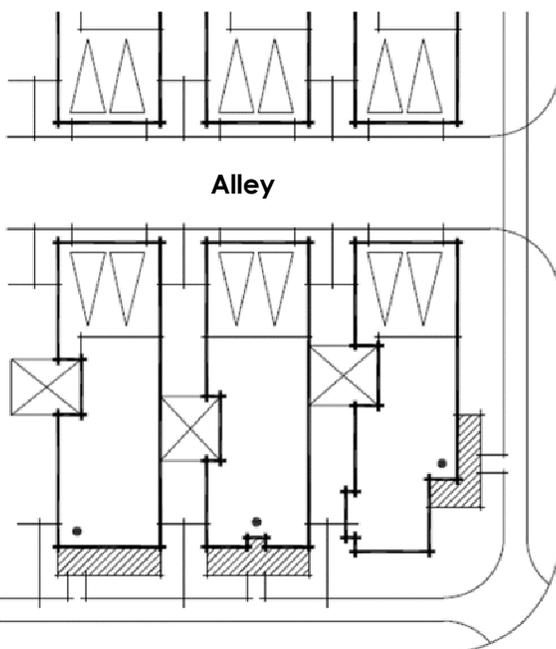


EXHIBIT 14:
COMPACT HOMES

Neighborhood Street

Neighborhood Street



Neighborhood Street

EXHIBIT 15:
ALLEY-LOADED HOMES

2.3.2 Architectural Styles

The City of Sacramento embodies a variety of architectural styles that are appropriate for application to the PANHANDLE community. The listing below contains a menu of architectural styles that may be utilized for the Plan Area. It should be noted that this listing is representative of concepts envisioned for PANHANDLE. This listing is not intended to be the exclusive product types, but are instead provided as guidelines and sources of inspiration.

- American Farmhouse
- Urban Farmhouse
- California Bungalow
- California Cottage
- European Cottage
- American Colonial
- Spanish Colonial
- Craftsmen
- Prairie
- Modern Prairie
- Mid-Century Modern
- English Revival
- English Tudor
- English Country
- French Country
- Italian
- Monterey
- Mediterranean

2.3.3 Architectural Guidelines

1. Building Siting and Orientation

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

2. Building Form and Massing

- Building form and massing should be consistent with the architectural of the building.
- Single-story elements may be incorporated into two-story buildings to create a more pleasant streetscene, especially on corner lots.
- Variation in building massing is encouraged to provide variety to streetscene.
- Porches, terraces, balconies and decks should be integrated into the architecture of the building and be consistent with the selected style.

3. Authentic Architecture

- Building massing, forms, materials, colors, details, and roof design should reflect the building's architectural style, and be as authentic as feasible to avoid "stage-front" architecture.
- Develop floor plans and massing solutions that will be authentic to the architectural style.

4. Elevation Style Requirements

- A minimum of three floor plans shall be provided for each builder product line. A minimum of three elevation styles shall be provided per floor plan.
- Thoughtful and balanced plotting of elevation styles and material/color palettes is required. No identical plans and elevations are permitted side-by-side, or directly across the street, except for reverse building footprints of identical plans, provided that each has a different elevation and material/color palette.

5. 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 should be in proportion to the overall building massing and consistent with the architectural style of the building
- Enhanced architectural treatments should be provided on building elevations that are visible from the streets, trails/pathways, parks and open space.
- Buildings on corner lots should be designed for two-sided corner exposure with enhanced architectural elements.
- The front building façade treatment should wrap partially around onto the side of the house to an appropriate break point. However, some elements (such as trim) should continue onto the sides of the buildings.

6. Building Materials and Colors

- Building materials and colors should match the overall neighborhood design theme palette, and be consistent with the building's architectural style.
- The material palettes should provide a harmonious variety in color and texture.
- Building materials should be high quality, durable and low maintenance.
- The use of natural materials such as brick, stone, tile, and wood-like siding/shingle may 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 should be used on exterior stucco, where appropriate for the architectural style.
- Primary building colors should be neutral and muted in hue. Brighter and more saturated colors should be used as accent colors only or as part of a balanced, carefully executed color scheme.

7. 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 should 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 tile, architectural grade asphalt composition shingles, or others as appropriate to the style.

8. Garage Placement and Design

- A variety of garage placement options are permitted, including, but not limited to, front loaded garages, side-on garages, split garages, tandem garages, and rear garages. The developer/builder will select the most appropriate garage placement for the style and type of building(s) being proposed.
- Overhangs, trellises, arbors and other architectural elements are permitted 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 encouraged.
- Garage door patterns are encouraged to vary from elevation type to elevation type.

9. 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 should 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.

10. Sustainable Building Design

- Use energy efficient lighting, cooling systems, and windows to promote natural ventilation.
- Promote the use of natural ventilation through building orientation, window placement, architectural shade elements and landscape design.
- Encourage the installation of Energy Star appliances and low-flow water fixtures.
- Properly install drywall, insulation, and sealing to maintain the optimal temperature inside the home.
- Use renewable and recyclable building materials wherever feasible.
- Implement an on-site construction waste recycling program to the extent feasible.

11. Usable Open Space

- Design and orientation of usable open space should take advantage of available sunlight and be sheltered from the wind, noise and traffic on adjacent streets wherever possible.

2.4 Westerly Interface – North Natomas Neighborhood

Development within the PANHANDLE PUD will respect and complement the existing North Natomas suburban residential lifestyle.

WESTERLY INTERFACE OBJECTIVE I:

The PANHANDLE PUD intends to diminish traffic ‘cut-through’ of the existing neighborhood.

Consistent with General Plan Policy, road connections along the Plan Area’s western boundary will connect to the PANHANDLE internal residential street systems as planned in the approved and/or built subdivisions along the Plan Area’s western boundary. Exceptions occur where these roadway connections are challenged such as extending Amazon Avenue, which connects to the backside of the East Natomas Education Complex and Cadman Court which is a cul-de-sac and the extension of which would pose a change in lifestyle to the existing residents. These two termini’ may remain open conduits to the public in the form of pedestrian/bike connections only; no through automobile traffic will be accommodated at these locations.

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WESTERLY INTERFACE OBJECTIVE 2:

The PANHANDLE PUD intends to minimize intrusion to the lifestyle of the existing NNCP suburban neighborhood.

Future PANHANDLE PUD subdivision development along the Plan Areas' western boundary edge (between Club Center Drive & Mayfield Drive) is encouraged to incorporate residential lot sizes that are like, compatible with, or larger than the typical lot size found in the adjacent neighborhood subdivision area.

Actual subdivision development including lot sizes, lot orientations, street patterns, and interface of new residential uses along the built residential portion of the North Natomas neighborhood, will be shown on the future Small Lot Tentative Subdivision Map(s) and will be reviewed by the City for consistency with the intent of these PUD Guidelines.



EXHIBIT 16: ADJACENT DEVELOPMENT CONTEXT

2.5 Easterly Interface – Valley View Acres Neighborhood

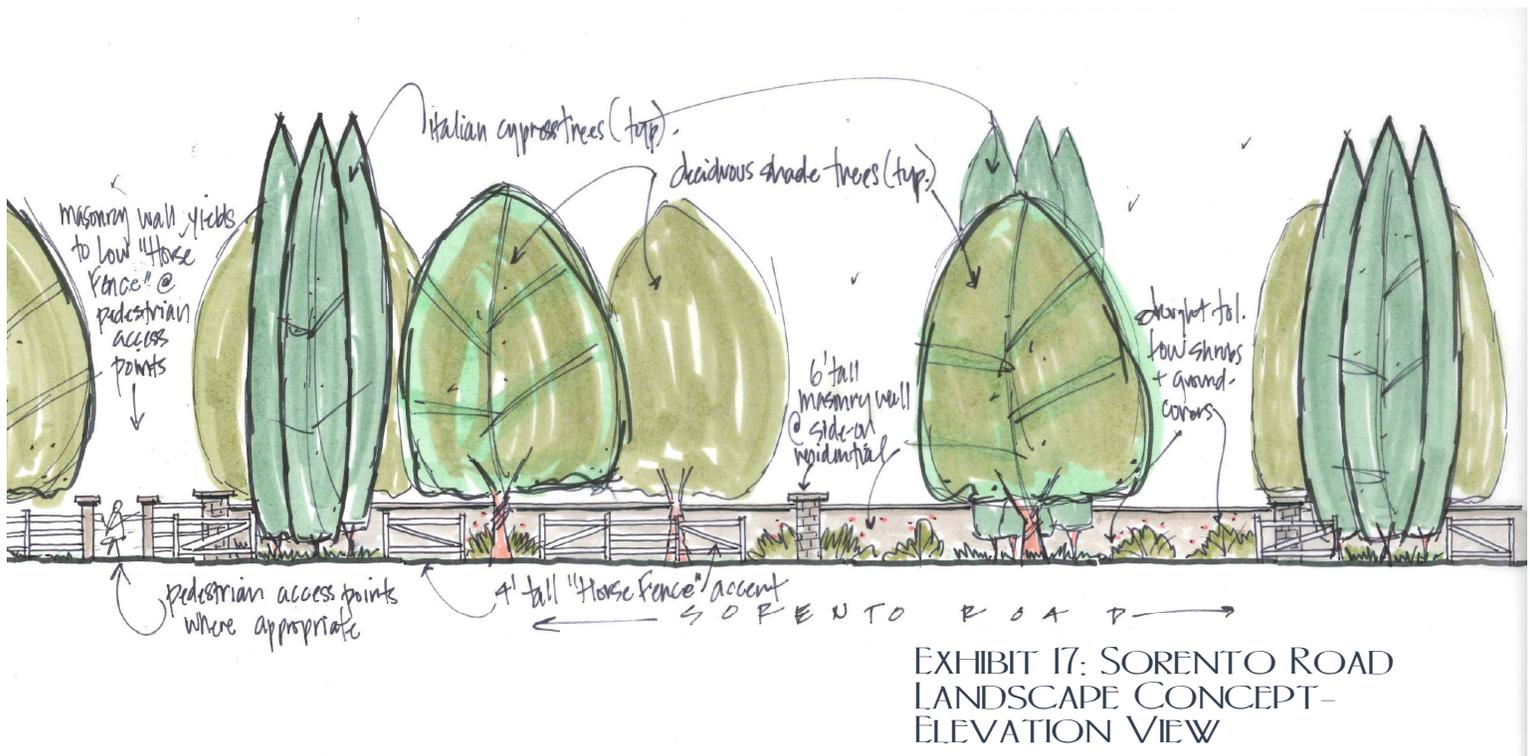
Development within the PANHANDLE PUD intends to respect and compliment the Valley View Acres (VVA) rural residential lifestyle.

EASTERLY INTERFACE OBJECTIVE I:

The PANHANDLE PUD intends to minimize intrusion to the lifestyle of the existing VVA neighborhood.

The Valley View Acres neighborhood is one of the few rural areas remaining in the City of Sacramento and it is the intent of these design guidelines to respect and enhance the “edge” between the Plan Area and the VVA area. Buildout of the Plan Area will enhance the rural “country” feeling along Sorento Road through the provision of a landscape corridor that includes a meandering class 1 trail and landscape plantings that are enriched by using horse fencing, split-rail fencing, or similar, as a decorative accent.

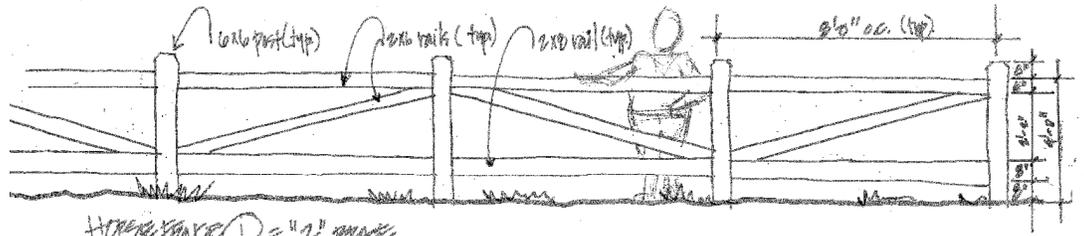
The hand drawn sketches shown in this section, including the design of the “horse fencing” and landscape, are purposely drawn loosely and envisioned to illustrate the intent of the “country” feel; actual detailed design to be determined with future Improvement Plans and/or Landscape Construction documents.



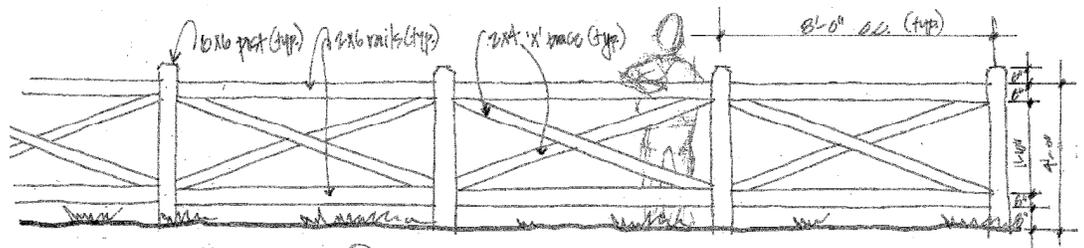
THE PANHANDLE PUD

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Future PANHANDLE PUD subdivision development along the Projects' eastern boundary edge (adjacent to Rural Residential (RR) designated lands on Sorento Road) is encouraged to incorporate lot sizes that offer housing variety and are complementary to the adjacent Valley View Acres neighborhood. Future development in this location is encouraged to provide large suburban homesites closest to Sorento Road that will interface well with the existing rural densities to the east of the Plan Area.



HORSE FENCE (1) = "2" SPACING



HORSE FENCE (2) = "4" SPACING

EXHIBIT 18:
SORENTO ROAD
LANDSCAPE
CONCEPT-
"HORSE FENCING"
EXAMPLES

The sections below are intended to show that the trail along Sorento Road will meander inside the 25' trail corridor. Decorative "horse fencing", where used, will be an accent element and will be placed between the trail and edge of the road. (This concept is also shown on the sketch on the following page.)

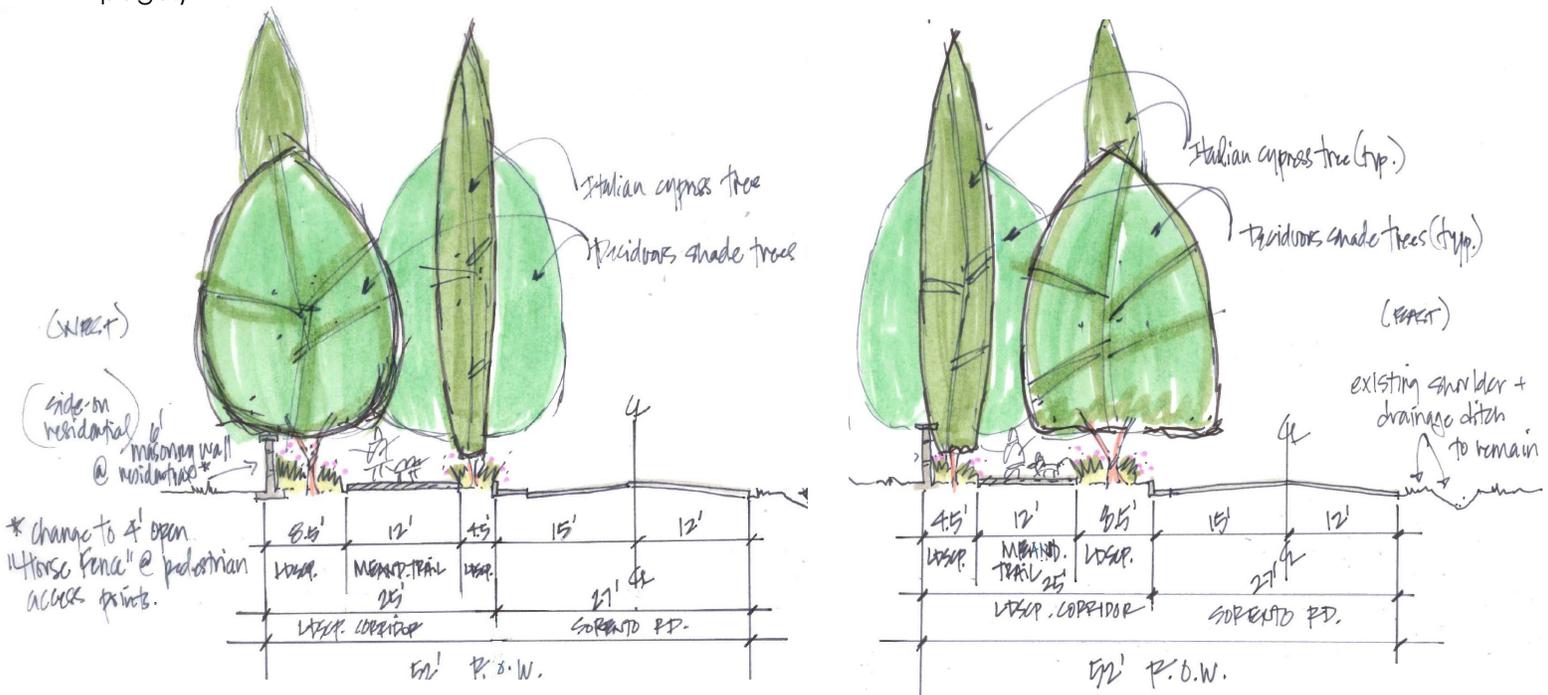


EXHIBIT 19: SORENTO ROAD LANDSCAPE CONCEPT- SECTION VIEW

THE PANHANDLE PUD

PLANNED UNIT DEVELOPMENT Guidelines

The sketch at right illustrates (in plan view) the landscape corridor along Sorento Road. This view shows the masonry wall where side-on residential abuts the trail corridor which will maintain privacy for the residential homesites and minimize the view from the Sorento Road homesites into the sideyard and backyards across Sorento Road. Where dead-end streets or cul-de-sacs provide access to the side-on residential homesites, the masonry wall will give way to low wall, open view fence and/or "horse fence" and will provide pedestrian access to the trail corridor. Wall and pilaster materials will be of high-quality durable materials that are graffiti resistant. Walls will be planted with dense climbing vines to blend with the landscape.

This sketch also illustrates the landscape corridor with a meandering trail and the possible location(s) of the decorative "horse fencing". The plant palette should consist of a mix of evergreen and deciduous trees and low shrubs; large shrubs should be avoided as they could impede visibility of the trail corridor.

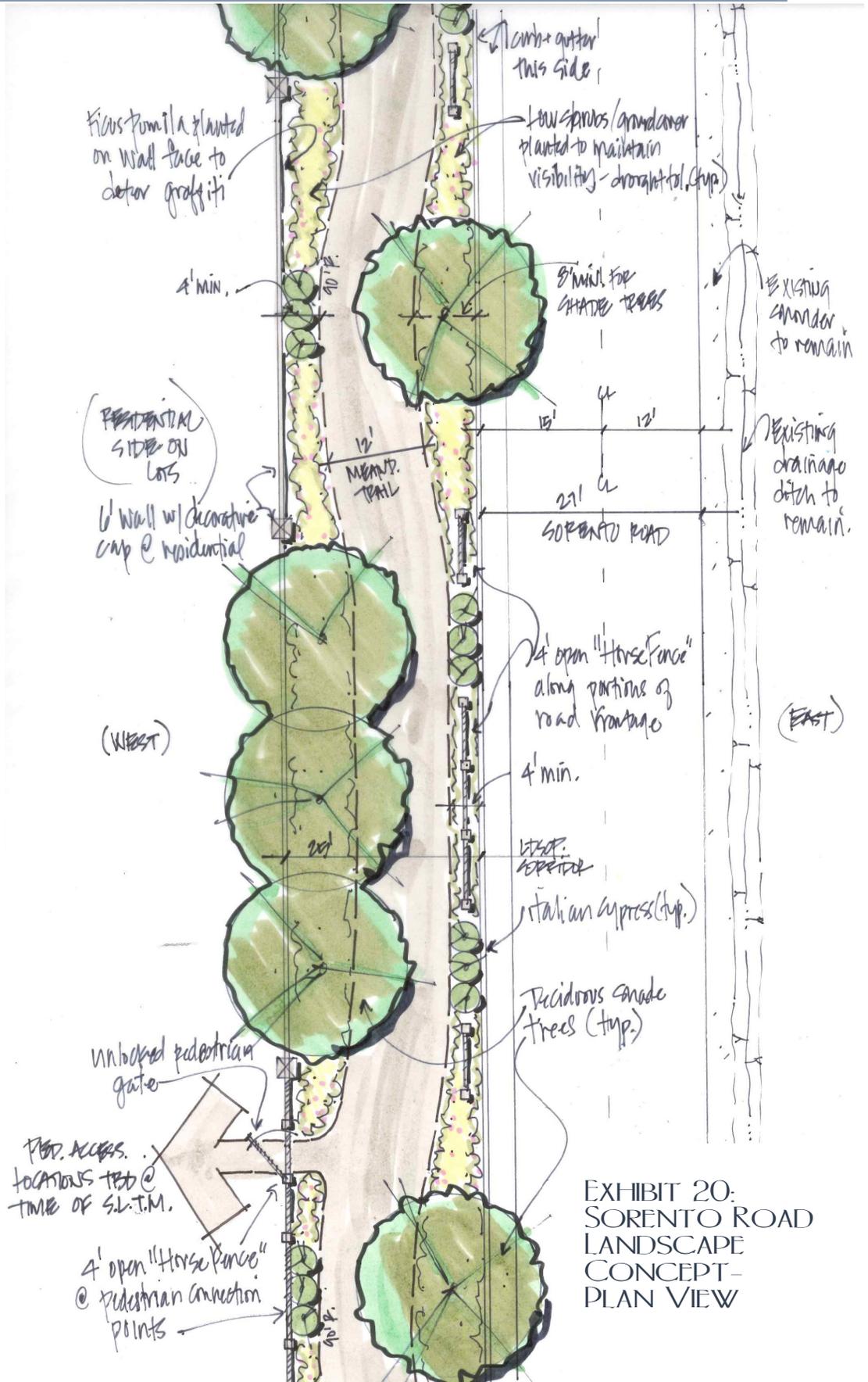


EXHIBIT 20:
SORENTO ROAD
LANDSCAPE
CONCEPT-
PLAN VIEW

THE PANHANDLE PUD

PLANNED UNIT DEVELOPMENT Guidelines

Sorento Road is an existing residential street and new Project homesites shall “side-on” to Sorento Road adjacent to existing rural residential homesites; front door and garage access will be internally from the PANHANDLE Project via an internal street system which may include short public and/or private streets or alleys (or from shared access easements). In some cases, it may be necessary for development within the Project to back-onto Sorento Road, for example, due to safety and noise concerns near the intersection of Sorento and Del Paso Roads; in these instances, back-on residential to Sorento Road shall be permitted.

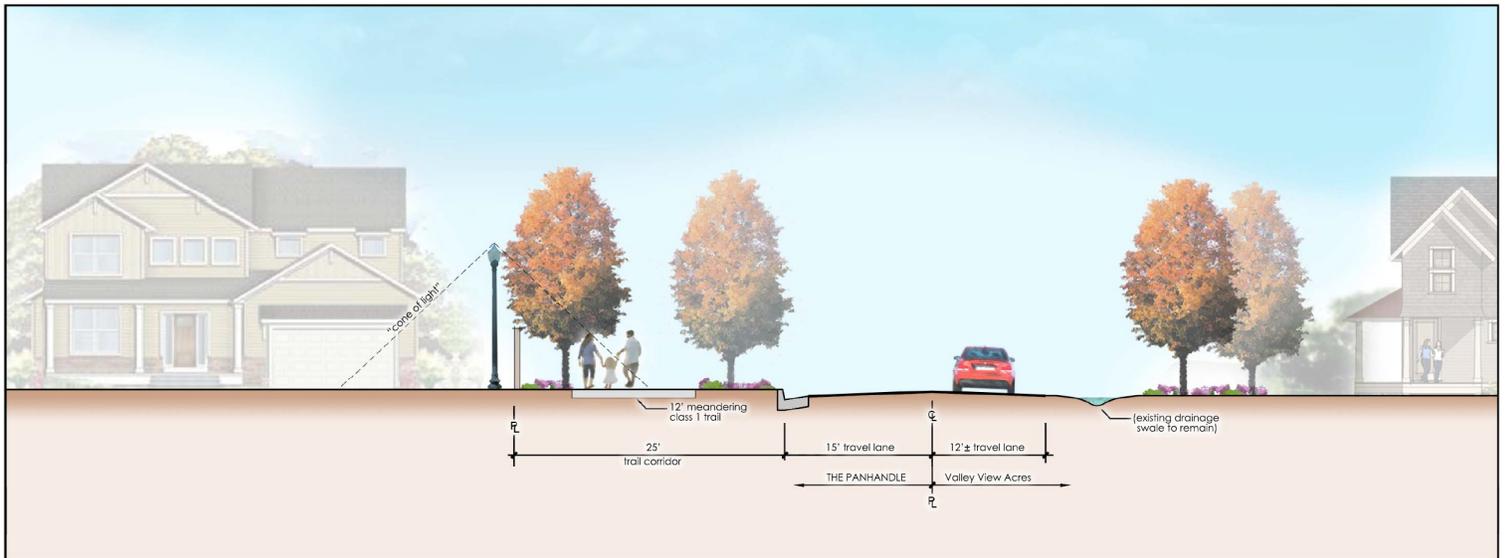


EXHIBIT 2I: SORENTO ROAD RESIDENTIAL INTERFACE

EASTERLY INTERFACE OBJECTIVE 2:

The PANHANDLE PUD intends to minimize road connections to Sorento Road to diminish traffic ‘cut-through’ of the VVA neighborhood and to minimize overall traffic on Sorento Road.

By design, there are no direct east-west street connections through the PANHANDLE from the existing North Natomas neighborhood to the Valley View Acres area.

There are two residential street connections to Sorento Road shown on the PANHANDLE PUD Schematic Plan, which illustrates the primary street circulation within the Plan Area. The northerly street connection links Club Center Drive to Sorento Road and the southerly street is an extension of Barros Drive to Club Center Drive. Residential street connectivity will provide existing residents (east of the Plan Area) direct routes to the planned schools and parks located within the PANHANDLE PUD, promoting natural surveillance and safety in the community, and will improve Public Safety response times.

Actual subdivision development, including lot sizes, lot orientations, street patterns, and interface of new residential uses along Sorento Road, will be shown on the future Small Lot Tentative Subdivision Map(s) and will be reviewed by the City for consistency with the intent of these PUD Guidelines.

THE PANHANDLE PUD

PLANNED UNIT DEVELOPMENT Guidelines

2.6 Electric Transmission Line Corridor

Sacramento Municipal Utility District (SMUD) is contemplating an additional future 69kV powerline through the PANHANDLE Plan Area that will serve both existing and planned development in the area. SMUDs referred alignment for the new powerline is partially within and adjacent to the east side of the existing Western Area Power Authority (WAPA) corridor. The timing for installation of the proposed 69kV powerline is being analyzed and installation may occur after the PANHANDLE Project is developed. The future SMUD 69kV powerline is not a part of the Panhandle project and will be the subject of its own environmental review process.

WAPA has specific design guidelines for what is allowed within the transmission corridor to promote public safety and provide ease of maintaining their facilities. Their design guidelines include, but are not limited to, landscape, structures, grading, lighting, and roadway crossings. SMUD and WAPA have reviewed and commented on the PUD Schematic Plan and the design of the PUD Schematic Plan contained herein incorporates these factors. SMUD and WAPA will provide review and comment again on the future Improvement Plans.

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

