

Goldenland Property

Planned Unit Development (PUD) Guidelines

City of Sacramento, California

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Chapter 1- Purpose and Intent

1.1 Relationship to General Plan and Community Plan

The overall guidance for planning and development of the North Natomas area is contained in the *Planning Principles and Composite Plan*, adopted November 5, 1992, the *North Natomas Community Plan*, adopted May 3, 1994, and the *North Natomas Development Guidelines*, adopted November 22, 1994.

Preparation of Planned Unit Development (PUD) Guidelines is mandated by the *North Natomas Community Plan*. The PUD Guidelines are intended to serve as a companion document and bridge between the documents described above the master parcel tentative map.

1.2 Purpose

The purpose of the Goldenland Planned Unit Development (PUD) Guidelines is to specify a common design theme for all lands within the Goldenland Project area in a manner consistent with the overall direction provided by the *North Natomas Community Plan* and *North Natomas Community Plan Development Guidelines*.

This document should be used in conjunction with the other planning documents noted above to develop the final entitlements required by the City of Sacramento. All parcels within the Goldenland Project area required to adhere to these guidelines and to other adopted applicable planning ordinances and policies. Where conflicts arise between these PUD Guidelines and other planning documents and/or City ordinances, this document should prevail.

These PUD Guidelines adhere to the content requirements for the PUD Guidelines set forth in the *North Natomas Community Plan Development Guidelines*. All required information relative to the proposed Project design, development standards, and design has been organized in to three sections, as follow:

- **Chapter 2 Project Information-** This section provides narrative and graphic descriptions of all proposed land uses, circulation system and supporting information within the Project area.
- **Chapter 3 Community Design Guidelines-** This section provides policies applicable to all proposed improvements within the public street right-of-way within and abutting the Project area. All streetscape within the Project area will adhere to common development standards and a consistent design theme. Also, to the extent possible, the landscape design for Goldenland is intended to be coordinated with other nearby PUD areas.

- **Chapter 4 Project Design Guidelines-** This section provides policies applicable to all proposed improvements not within the public street right-of-way, that is, all private land. All elements of site design and architectural design on all lands within the Goldenland PUD are subject to the guidelines.

1.3 Entitlement Process

As set forth in the North Natomas Development Guidelines, following are the required steps in the entitlement process for all lands in the North Natomas Community Plan:

- Development Agreement, PUD designation, re-zoning, and tentative master parcel map.
- PUD Guidelines.
- Tentative Subdivision Map.
- Special Permit.

Plans and application materials for individual parcels, or combinations of parcels, must be submitted to the City of Sacramento Planning and Development Department, which is responsible for routing the application materials to other pertinent agencies and/or organizations for review.

This document embodies the PUD Schematic Plan required for the Garden Apartment project and the Service Station/Convenience Store/Car Wash project. Other projects propose within the Goldenland PUD will be required to prepare and submit PUD Schematic Plans that are consistent with these Guidelines and other applicable City codes and standards. Future divisions to PUD Schematic Plans will be required to comply with the Goldenland PUD Guidelines.

Applicants should review the North Natomas processing protocols prepared by the City of Sacramento Planning and Development Department, as that document defines the process and information required to secure each type of project entitlement.

The City of Sacramento Planning and Development recommends a pre application meeting with the staff of North Area Planning, Public Works, and Utilities. This meeting is intended to help determine which entitlements are required, what information will be needed in the application, and what issues may occur during entitlement permit processing.

Chapter 2- Project Information

2.1 Project Location

As depicted in Figure 1, the Goldenland PUD Project site is bordered on the north by Del Paso Road, on the east by Gateway Park Boulevard, on the south by the C-1 Canal, and on the west by the Natomas East Drainage Canal.

Part of Neighborhood 5, the Project sites is centrally located within the North Natomas Community Plan area, and is in close proximity to the Town Center District, the eventual visual and geographic focus of the Community Plan.

Figures 1 and 2 describe the regional and local context of the Project site.

2.2 Land Use Plan

2.2.1 Concept Overview

The Project site contains 68.31 gross acres. The North Natomas Community Plan land use designations for the Project site consist of EC-30 (Employment Center-30 employees per acre) and MD (Medium Density Residential).

The PUD Land Uses Designations (Figure 3) illustrates the parcels and land use designations within the PUD area. Land use designations included in this PUD are as follows:

- EC-30 (Employment Center-30 employees per net acre)
- EC-50 (Employment Center-50 employees per net acre)

The Goldenland PUD will provide for a range of employment opportunities. In addition, the PUD proposes Support Retail uses and High Density Residential development in accordance with Community Plan provisions of the Employment Center land use designation.

Appendix AP.4 PUD Schematic Plan illustrates the land use plan for portions of the PUD area.

Narrative and graphic descriptions of each proposed land use type, including detailed descriptions of specific project proposals submitted concurrent with this document, follow.

See Appendices AP.1 – AP.4.

2.2.2 Employment Center (EC)

The Employment Center (EC) land use designation is a mixed-use business center designation that incorporates primary employment generating uses such as offices, light industrial, high-tech uses, medical and educational facilities, and child care centers with secondary uses such as support retail, and residential uses. The secondary uses are intended to serve the employees and employers at the center.¹

The suffix on the EC designation indicates the average number of employees per net acre allowed in the development.

The Goldenland PUD includes a 17.37 acre (gross) parcel in the EC-50 land use category and 17.51 and 33.43-acre (gross) parcels in the EC-30 land use category.

The North Natomas Community Plan provides the option of transferring the allowable retail, residential, and industrial land uses between parcels, and establishes limits on certain support land uses within the EC classification, as follows.

- Support Retail. The maximum allowable support retail uses may not exceed 10 percent of the total parcel land area, which constitutes 6.83 acres of the Goldenland PUD.
- Light Industrial. A maximum of 50 percent of EC-30 and a maximum of 20 percent of EC-50 land area may be devoted to light industrial uses, which constitutes 20.19 gross acres of the PUD area.²
- Residential. The maximum allowable land area that may be devoted to medium and high density residential uses is 25 percent of total acreage, which constitutes 17/07 gross acres of the PUD area.

Community Plan Guiding Policies

Following are guiding policies pertinent to Employment Centers, as contained in the North Natomas Community Plan:

- Designate Employment Centers along the light rail corridor, along both sides of Interstate 5, and elsewhere in the community in order to provide flexible, mixed-use employment centers that serve the needs of major employers and employees.

¹ Modified to change light industrial from secondary use to primary use on 05/22/08 by CPC (P02-142)

² Modified to increase allowable light industrial land use on 05/22/08 by CPC (P02-142)

- Create mixed-use Employment Centers by allowing major employers, and permitting support uses such as retail, residential, and light industrial uses in the EC designation.
- Locate the highest intensity EC uses along the light rail corridor to encourage interdependence between the transit service and land uses.
- Encourage further intensification of EC uses within 1/8 miles of the light rail stations once funding for the construction of the light rail extension is assured.
- Decrease the need for off-site auto trips during the day by requiring support retail within each EC/PUD.
- Maintain or improve the 1986 jobs/housing ration of 66-percent in the City portion of the North Natomas Community Plan area.
- Improve the jobs/housing link by permitting residential uses in close proximity to the major employers.

Permitted Use

Allowable primary uses include all uses listed in the City of Sacramento Zoning Code which are consistent with the OB, C-2, and C-4 zones. Included in the listing of permitted uses are the following representative types:

- Office
- High-tech Manufacturing Research & Development (no office limit)
- Medical Facilities
- Educational/Vocational/Training Facilities (public or private)
- Banks/Savings and Loans
- Distribution and Warehousing (ancillary to another primary use)
- Post Office
- Child Care Center

Building Height and Setbacks

Per Sacramento Zoning Code, except that front yard setbacks are 25 feet minimum and 40 feet maximum.

Required Parking

Per Sacramento Zoning Code.

Design Guidelines

Refer to Chapter 4 of these PUD Guidelines.

Proposed Project³

Presently, one project has been constructed (Terracina Gold Apartments), and three projects are proposed to be constructed within the Goldenland PUD, as described below. Additional information concerning proposed projects may be provided in this document.

- Terracina Gold Apartments (P99-142): A 280 unit multi-family project is planned within the 17.51-acre (gross) parcel designated EC-30. The multi-family project comprises 25 percent of the EC-zoned property within the PUD. This project is existing (Project was approved on June 8, 2000).
- Gateway Self-Storage (P02-072): A self storage facility with on-site residence located at the rear of Goldenland Court, designated EC-30. (Project was approved on April 10, 2003).
- Goldenland Business & Industrial Parks (P02-142): Two proposed multi-use office-industrial business parks on 13.9+ acres (gross) designated EC-30. The project is proposed to be constructed in two phases. Phase I includes 10 buildings and Phase II includes 7 buildings. The project is bounded by Gateway Park Blvd., Goldenland Court, and Terracina Drive. (Project was approved on May 22, 2003).
- Gold's Gym Plaza (P03-017): A 42,000 SF fitness club, three retail buildings totaling 21,000 SF on 5.8+ acres located in the EC-50 zone. Proposed project is located at the southwest corner of Del Paso and Gateway Park Boulevard.

³ This section modified to update the number of projects constructed and proposed on 05/22/08 by CPC (P02-142)

2.2.3 Support Retail

As previously noted, the Community Plan allows a maximum of 10 percent of the land designated Employment Center (EC) to be devoted to Support Retail uses which provide the goods and services needed on a day-to-day basis by employers and employees. Retail may be incorporated within an office building without adding to the 10 percent total until acreage.

For the 68.31-acre (gross) PUD area, up to 6.83 gross acres may be devoted to Support Retail uses.

Permitted Uses

Allowable primary uses include all uses listed in the City of Sacramento Zoning Code which are consistent with the SC, C-1, and C-4 zones. Included in the listing of permitted uses are the following representative types:

- Health Club
- Auto Services (i.e., gas sales, parts, service, and repair)
- Restaurant/Café
- Hotel/Motel/Inn
- Retail stores for consumer goods and services (i.e., books, video, food, florist, dry cleaners, barber, etc.)

Support Retail uses are conditionally permitted subject to review during the Special Permit process.

Building Height and Setbacks

Per Sacramento Zoning Code.

Required Parking

Per Sacramento Zoning Code.

Design Guidelines

Refer to Chapter 4 of these PUD Guidelines.

2.2.4 Light Industrial⁴

As previously noted, the North Natomas Community Plan allows a maximum of 50 percent of land designated EC-30 and a maximum of 20 percent of land designated EC-50 to be devoted to light industrial uses. This would allow up to 20.19 gross acres of the 68.31-acre (gross) PUD area to be devoted to be Light Industrial uses.⁵

Permitted Uses

Allowable Light Industrial uses include all uses listed in the City of Sacramento Zoning Code which are consistent with the M-1 zone. Included are the following representative uses:

- Distribution and Warehouse
- Light Manufacturing
- High-tech Manufacturing Research and Development with a maximum of 20 percent office
- Assembly
- Self-storage

Light Industrial uses are conditionally permitted subject to review during the Special Permit process.

Building Height and Setbacks

Per Sacramento Zoning Code, except that front yard setbacks are 25 feet minimum and 40 feet maximum.

Required Parking

Per Sacramento Zoning Code.

⁴ Proposed Project section removed on 05/22/08 by CPC (P02-142)

⁵ Modified to increase allowable light industrial land use on 05/22/08 by CPC (P02-142)

Design Guidelines

Refer to Chapter 4 of these PUD Guidelines.

2.2.5 Medium Density (MD) and High Density (HD) Residential

The EC land use designation allows up to 25 percent of the total PUD area to be devoted to Medium and High Density Residential land uses. For the 68.31-acre (gross) Goldenland PUD, a total of 17.07 gross acres may be developed with the residential land uses.

Residential classifications include a target average number of unites per net acre (Excluding public streets) within a specified density range. The density on a portion of a project site may be anywhere with the range if the whole Planned Unit Development (PUD) is equal to the target average established for the residential land use classification.

The target average density of Medium Density (MD) Residential development is 12 units per net acre and the allowable density range is 7 to 21 units per net acre. Single-family petite lot detached, single-family attached, townhouse, garden apartments and condominium units are included in this designation.

High Density (HD) Residential development may occur within a density range of 11 to 29 dwelling units per net acre, with a target density of 22 dwelling units per net acre. Attached, townhouse, garden apartment, and condominium dwelling units are included in this designation.

Community Plan Guiding Policies

Following are guiding policies from the North Community Plan pertinent to Medium and High Density Residential land use:

- Each dwelling should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or pedestrian/bike path, or residential collector, rather than on an arterial street.
- At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf course, lakes, and other space opportunities.

- The formation of neighborhood associations should be encouraged to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources.
- Maintain a minimum jobs/housing ratio of 58 percent for the Community plan area and 66 percent for the city portion of the Community plan area.

Permitted Uses

Allowable Medium Density Residential uses include all uses listed in the City of Sacramento Zoning Code within are consistent with the R-1A, R-2, R-2A, R-2B, R-3, R-3A, and R-4 zones. Allowable High Density Residential uses include all uses listed in the City of Sacramento Zoning Code which are consistent with the R-2B and R-3 zoning districts.

Building Height and Setbacks

Per Sacramento Zoning Code.

Required Parking

Per Sacramento Zoning Code

Design Guidelines

Refer to Chapter 4 of these PUD Guidelines.

Proposed Project

A 280-dwelling unit Garden Apartment project, known as Terracina Gold, is proposed on the 17/51-acre (gross) parcel designated EC-30. The multi-family project is bordered on the north by the EC-50 parcel, on the west by the Natomas Drainage Canal, on the east by Gateway Park Boulevard, and on the south by a proposed local street, identified in this plan as a Cross Connector Street. A second local street, identified, as a Private Street, will transect the site. Driveways will connect the local streets with the Garden Apartment project.

The Garden apartment project is divided into three discrete neighborhoods, each with a distinctive architectural theme. The project will consist of eight and sixteen-plex buildings surrounded by generous landscaping. Floor plans call for one, two and three-bedroom units with detached carports. Recreational amenities include two recreation

buildings, swimming pool, sports court, play areas and tot lot. One of the recreation buildings includes a computer room that could be used for after-school activities.

Total Dwelling Units	280
Gross Acreage	17.5
No Acreage	14.8
Residential Density	18.9 units/acre (net)

This high density, multi-family residential project will utilize virtually all of the multi-family residential land use allowed in the EC land use designation.

2.3 Circulation Plan

This section describes existing and proposed streets, including facilities for vehicle and pedestrian movement, within and adjoining the Project area. The circulation system is included in Appendix AP.3.

2.3.1 Community Plan Guiding Policies

The North Natomas Community Plan includes a “backbone” circulation system and establishes a hierarchy of streets for convenient, safe and efficient vehicular, bicycle and pedestrian travel throughout the Plan area. Following are guiding policies from the Community Plan.

- Link all land uses with all modes of transportation.
- Connect, don't isolate, neighborhoods and activity centers with a well-designed circulation system.
- Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system.
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission, vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler.
- Provide multiple routes and connection to adjacent developments.

2.3.2 Existing and Proposed Streets

Roadways abutting the Project site constitute an important opportunity for creating a unified development pattern that is aesthetically pleasing, functional, and encourages

pedestrian activity, transit usage, and safety. The public road right-of-way is defined as the total public space that includes medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, street furniture, walls, and project entry driveways.

The Project area abuts and will be served by two existing roadways: Del Paso Road and Gateway Park Boulevard (identified as East Loop in the Community Plan). New local streets will be constructed to serve the proposed Project and augment the local street system in accordance with the Circulation Plan contained in the North Natomas Community Plan. Two local streets-one public and one private-are shown in Appendix AP.3.

One of the new roads-identified as Cross Connector Street, would provide an east/west connection over the Natomas East Drainage Canal, connecting with Road "B" in the Alleghany property to Truxel Road. The utilities in Road "B" are currently under construction; however, it is uncertain when roadway improvements, including curb, gutter, sidewalk, and paving, will be constructed. Also unknown is the timing of construction of the bridge over the Natomas East Drainage Canal.

The second road-identified as Private Street-will transact the Garden Apartment Project, connecting Gateway Park Boulevard with Cross Connector Street. Additional interior local streets will be identified in the southern portion of the Project area when development is proposed.

The Goldenland PUD has been designed to adhere to the following circulation-related principles of the North Natomas Community Plan.

- Landscaping along major streets should be park-like in character to serve as linear parkways for pedestrians and bicycles.
- Streetscapes should frame vistas of landmark buildings and other public areas.
- Front-on buildings are encouraged. Avoid sound walls, replace with mounds and other sound absorption features.
- Provide prominent entry treatment at neighborhoods.
- Encourage separation of cars and pedestrians with street trees and/or parked cars, while preserving pedestrian dominance of streets.

The following provides a narrative description and graphic illustration of each roadway within and adjoining the Project area, including all streetscape elements. Design issues within the road right-of-way and public utility easements are addressed in general terms in the North Natomas Development Guidelines (City of Sacramento Resolution No. 94-687, adopted November 22, 1994) Design issues are addressed in greater specificity in Chapter 3 of these PUD Guidelines.

Del Paso Road

Del Paso Road is identified in the Community Plan as a six-lane major street. This major east/ west arterial provides convenient access through the Community Plan and connection to Interstate 5 and State Highway 99.

Vehicular access to the Project area from Del Paso Road is limited due to the design speeds of the road and the projected traffic volume. Based on the Traffic Evaluation report prepared by Kittlson & Associates, Inc., October 1992, turning movements are restricted to signalized intersections. The Project site is adjacent to the proposed signalized intersection of Del Paso Road and Gateway Park Boulevard (East Loop Road).

Following are key characteristics of Del Paso Road:

Roadway Type:	Major Roadway-6 lane, divided
Right-of-way:	136 feet
Bicycle Lanes	Yes
On-street Parking:	No

See Appendix AP.6

Gateway Park Boulevard

Gateway Park Boulevard (identified as East Loop Road in the Community Plan) is a four-lane major street. This arterial street, is a north/south direction in the vicinity of the Goldenland PUD, loops to the west south of the Project are to connect Del Paso Road with several other arterial streets and Interstate 5, Gateway Park Boulevard:

Roadway Type:	Major Roadway- 4 lane, divided
Right-of-way Width:	108 feet
Bicycle Lanes:	Yes
On-street Parking:	No

See Appendix AP.7

Cross Connector Street

Cross Connector Street will bisect the Project site and will be constructed on the southern boundary of the Garden Apartment Project. Ultimately, this street will extend to the west over the Natomas East Drainage Canal to the east, across Gateway Park Boulevard.

This street will include two travel lanes within a 36-foot paved width, with curb, gutter, and four-foot wide sidewalks on each side.

As currently proposed, this street type will be used only in the location shown on the PUD Land Use Plan (Appendix AP.3)

Following are key characteristics of Cross Connector Street:

Roadway Type:	Local Street
Right-of-way:	54 feet
Bicycle Lanes:	Yes
On-street Parking	Yes

See Appendix AP.8

Private Street

Private Street will be constructed for the primary purpose of providing access to the Garden Apartment project. This local street will transect the residential area, connecting Gateway Park Boulevard with Cross Connector Street.

This street will include two travel lanes within a 34-foot paved width, with curb, gutter and five-foot wide sidewalks on each side. Sidewalks will be separated from the street by five-foot wide landscape strips.

Following are the key characteristics of Private Street:

Roadway Type:	Local Street (Private)
Right-of-way:	60 feet
Bicycle Lanes:	No
On-Street	Yes

A typical section of Private Street is shown in Appendix AP.9.

Street/ Driveway Connections

In order to facilitate safe and efficient traffic flow and minimize points of conflict, all street intersections and connections of driveways to streets will occur within the PUD as described in this section.

The connection specifications of each major street are described separately.

- Del Paso Road

- Street Intersections- None Permitted, except Gateway Park Boulevard.
- Driveway Connections- The minimum spacing required between driveway connections on Del Paso Road is 500 feet. The minimum spacing between driveways and the Gateway Park Boulevard intersection is 185 feet.

Right in and left in turn pockets will be provided in accordance with City standards. Left turns out are not permitted.

- Gateway Park Boulevard

- Street Intersections- A maximum of three local street intersections with Gateway Park Boulevard are provided for in the Project area. Of these, two are currently proposed and depicted in the PUD Land Use Plan (Appendix AP.3). The third potential street intersection may occur south of Cross Connector Street in order to provide access to future development.

Turn in and turn out pockets will not be provided.

- Driveway Connections- A single driveway connection is proposed a distance of 250 feet south of the Del Paso Road intersection with Gateway Park Boulevard for the purpose of jointly serving the Support Retail uses and future Employment Center development on the adjoining parcel to the south. Additional driveways, spaced at intervals of no less than 500 feet, may be constructed south of Cross Connector Street.

Turn in or turn out pockets will not be provided.

- Cross Connector Street

- Street Intersections- A single street intersection is permitted at the location of the Private Street Intersection currently shown in Appendix AP.3. A connection to the south matching the connection currently shown may be provided to serve development to the south.
- Driveway Connections- A maximum of three driveway connections are permitted to provide access to future development. A single driveway is proposed to provide access to the Garden Apartments currently proposed on the north side of Cross Connector Street. Two additional driveways are permitted on the south side of the street to serve future development.

Driveways on the south side of Cross Connector Street, west of the Private Street intersection shall be separated by a minimum distance of 400 feet.

Pedestrian/ Bicycle Facilities

In accordance with direction contained in the North Natomas Community Plan, the Goldenland PUD includes a comprehensive system of pedestrian and bicycle routes which will enable safe and efficient travel within and through the PUD with minimal contact with vehicles. Following are descriptions of each facility.

- **Pedestrian Facilities-** Four-to six-foot wide concrete sidewalks, designed and constructed to City standards will be provided within the public right-of-way of Del Paso Road, Gateway Park Boulevard, and Cross Connector Street. Five-foot wide sidewalks will be provided along Private Street.

In addition, there will be pedestrian walkways provided throughout the EC area between parking areas and buildings and between commercial uses.

- **Bicycle Facilities-** Six-foot wide Class 2 bicycle lanes will be constructed on the Project side of Del Paso Road and Gateway Park Boulevard and on both sides of Cross Connector Street.
- **Combined Facilities-** An eight-foot wide Class 1 combined pedestrian/bicycle pathway will be constructed along the perimeter of the Garden Apartment project to provide both internal connections and connections to outside points.

A Class 1 pathway will be constructed within the landscaped setback area separating the Natomas East Main Drainage Canal from Employment Center development and the Garden Apartment project.

2.4 Infrastructure Plan

The Goldenland PUD will be served by all public infrastructure necessary to support development at the employment densities specified in this PUD. This section describes existing and proposed water, sewer, and storm drainage systems, as well as all public utilities that will serve the PUD.

The location and extent of major infrastructure are depicted in Appendix AP.10.

2.4.1 Water

A 12-inch main Gateway Park Boulevard will extend from the south side of the C-1 Canal northerly to connect with the existing water main in Del Paso Blvd.

2.4.2 Sewer

A 16-inch trunkline is currently under construction and is being extended westward from unincorporated Sacramento County in Gateway Park Boulevard. At Gateway Park Boulevard it will extend southward to the existing easement on the north side of the C-1 Canal. At that point, the trunkline will extend westerly parallel to the Canal and connect to an existing sewer manhole that conveys sewage under the C-1 Canal. The trunkline on the west side of the Canal conveys sewage flows southerly through the Natomas Marketplace regional shopping center.

2.4.3 Storm Drainage

The Goldenland property is within the County Northgate Drainage Assessment District which was created approximately 20 years ago. The land has been assessed for capacity in the C-1 Canal and for construction of the Reclamation District 1000 Pumping Plan No. 8, which pumps water into the Natomas East Main Drainage Canal.

The Project is within Reclamation district 1000 and proposes to convey storm drainage by gravity flow in the C-1 Canal in a manner similar to the Northpoint industrial park, located in the county, immediately east of the Goldenland property.

2.4.4 Utilities

Utilities, including electricity, natural gas, telephone, and cable television, have been installed in Del Paso Road to serve the Lennar residential project on the north side of Del Paso Road. Also, there are existing utilities in North Market Boulevard and in Gateway Park Boulevard south of the C-1 Canal. It is anticipated that these facilities will be extended within Gateway Park Boulevard to the facilities in Del Paso Road to form a “loop”.

SMUD has a temporary pole line located on the east side of Gateway Park Boulevard which provides a temporary connection to their sub station on the south side of the C-1 Canal. SMUD anticipates constructing new 69kV high voltage power lines to provide additional capacity for this area of North Natomas.

Chapter 3- Community Design Guidelines

3.1 General Guidelines

This section addresses all design issues associated with the streetscape, defined as the public road right-of-way and abutting landscape easement. Improvements within the streetscape are considered to be community-wide design issues. Topics addressed in this section include the following:

- Signs

- Street Lighting
- Street Furniture
- Landscaping/Irrigation

A well-designed, coordinated streetscape is intended to promote a thoughtful and comprehensive approach to development, which will encourage a greater sense of community in North Natomas and ensure high quality development.

Following are planning principles contained in the *North Natomas Development Guidelines* that pertain to community-wide design issues. Many of these planning principles have been implemented by the Community Plan. However, some must be implemented at the site specific/entitlement stage of development.

- A well-integrated mixture of retail, residential, and commercial uses, interdependent on quality on quality transit services.
- An extensive network of pedestrian and bike trail connections linking activity centers with streets, transit routes, and linear parkways.
- The creation of transit centers serving as the hub of multiple land uses with high density uses directly adjacent.
- Promote air quality through thoughtful transportation and transit linkages that function effectively with the land uses.
- Provide a jobs/housing ratio of 62 percent throughout North Natomas using innovative land use mixtures and multiple modes of transportation.
- Preserve the natural environment to the benefit of the residents and the existing plant and animal species.

3.2 Signs

Signs within the streetscape will be limited to project identification signs, located at driveway entrances and other locations. Signs are precluded from placement within the public street right-of-way, but may be located within the building setback and language easement.

Identification and directional signage within the streetscape should provide a cohesive bond with individual projects and provide a “thread of continuity” throughout the entire community.

Streetscape signage is subject to review and approval by the City of Sacramento in accordance with Sacramento Sign Ordinance No. 2868, 4th Streets. The following guidelines are also applicable to all streetscape signage.

- All streetscape signage should be monument style. Pole-mounted signs are not permitted.
- All signs should be constructed with high-quality materials, finishes, and workmanship. High-quality materials include acrylic, aluminum, brass, painted metal, porcelain enamel, lexan and other high-quality manmade materials approved by the City. Wood and painted backgrounds are prohibited on permanent signs.
- All signs and their supporting structures should be enclosed and maintained in a safe and attractive condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.
- Non-corrosive materials should be used in order to prevent staining of surfaces.
- The number and size of signs should be kept to a minimum.
- Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
- Signs should be located a minimum of 10 feet from the edge of curb of roadways and driveways.
- Project identifications signs should not exceed 25 square feet in surface area and five (5) feet in height.

The project identification sign concepts are illustrated in Appendices AP.12 and AP.13.

3.3 Street Lighting

Light materials for major roadways will be designed and installed by the City of Sacramento. Lighting within the landscape easement and directly adjacent to the road right-of-way should conform to the following standards.

- Lighting should be consistently located and installed on each parcel to achieve a consistent treatment.
- The placement of lighting should be coordinated with signs, landscaping and entry feature lighting to avoid “hot spots,” or glare, along the highway.

- Light standards should not have signs and other decorative appurtenances attached to them unless so-designed and approved by the City.
- Light standards should be evenly spaced between street trees to compliment the formal pattern of vertical elements within the road right-of-way.

3.4 Street Furniture

The principal form of street furniture within the PUD is that associated with transit facilities, specifically bus/shuttle bus stops. Standards for bus/shuttle bus stop design are administered by Sacramento Public Works and the Sacramento Regional Transit District. The following guidelines should serve as a basis for facility design.

- Bus stops should have multiple pedestrian linkages to adjacent developments.
- Bus stops should be provided as required by the Sacramento Regional Transit District along major roadway corridors shown in the *North Natomas Community Plan*.
- Bus stops should be located adjacent to commercial uses and/or high activity areas. Visibility from a distance is an important siting consideration.
- Bus stops should provide identifiable signage and attractive functional shelter that provides protection from weather.
- Bus stops should have adequate on-street stopping areas for buses, as required by Regional Transit.
- Bus shelters should be architecturally compatible with adjacent development.

3.5 Landscaping/Irrigation

The frontages of all streets should be landscaped with a combination of evergreen and deciduous trees, shrubs, and groundcovers, appropriately watered by an automatic underground irrigation system and maintained by the property owner unless and until a Lighting and Landscape District is formed. The full width of the frontage should be landscaped from the building and/or parking lot edge to the back of curbs and/or walk along the street.

Planning and irrigation within roadways should adhere to the City of Sacramento Water Conserving Landscape Ordinance (Chapter 9, Section 9,1300, Article XXIX, Adopted November 5, 1992.)

3.5.1 Recommended Planting List

- **Del Paso Road and Gateway Park Boulevard**

Dominant Tree: Plantanus acerifolia “Bloodgood/London Plane Tree-15 gallon size at 50 feet on center.
Accent Tree: Lagerstroemia “Cherokee”/Crape Myrtle at 20 feet on center.
Shrubs: Pittosporum, Photinia, Azalea, Camelia
Groundcover: Hemerocallis, gazania, Trachelospermum, Cotoneaster
Turf: 90 percent Tail Fescue/10 percent Bluegrass Blend

- **Local Streets**

Dominant Tree: Celtis Sinesis/Chinese Hackberry – 15 gallon size at 20 feet on center.
Accent Tree: Pyrus calleryana/ Flowering Pear at 30 feet on center.
Shrubs: Ribes, Nandina, Escallonia
Groundcover: Hedera, Hypericu, Cotoneaster

3.5.2 Street Tree Planting

- Views of storefronts, building entrances, signage, driveway intersections, walkways and transit stops should be preserved through the proper selection and placement of trees.
- Trees species should adhere to the Recommended Planting List contained in these PUD Guidelines.
- Stakes should be used to support 15-gallons trees, and guy wires should be used to support larger trees against prevailing winds.
- Accent trees should be located at driveway entrances and at intersections.
- Trees planted near pavement and underground infrastructure should be selected with consideration to root growth characteristics in order to minimize pavement and structural damage. Root deflectors should be specified, where appropriate.

3.5.3 Understory and Groundplane Planting

- Plant species should be selected from Recommend Planting List contained in these PUD Guidelines

- Planter strips adjacent to “on-street parking” lanes should be planted with durable ground covers or turf. Planter strips not adjacent to “on-street parking” lanes should be planted with native and/or low water use ground covers and/or low shrubs.
- The groundplane areas within the right-of-way should be flat and capable of handling foot traffic. Turf and ground covers are acceptable in most areas, but others may require paved surfaces due to heavy traffic volumes. This will be reviewed on a case-by-case basis during the special permit review.
- When shrubs are used, they should be low height varieties that do not obscure views and/or access to the walkway or roadway.
- Positive drainage towards the street should be maintained with a two (2) percent minimum and a five (5) percent maximum slope perpendicular to the curb.
- Clear sight lines should be maintained at entry drives and intersections per City standards.
- For water conservation purposes, turf areas should be balanced by an equal area of drought resistant, low water-using plant materials and/or bark mulch, decorative paving or stone products. However, decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be used as a dominant ground cover material.

Chapter 4- **Project Design Guidelines**

The following design guidelines are applicable to the development of all private property within the Goldenland PUD. The following topics are addressed:

- Architecture
- Site Design
- Landscaping
- Signage
- Lighting
- Pedestrian/Bicycle Circulation
- Screening of Loading Areas, Outdoor Storage, Trash Enclosures and Mechanical Equipment
- Walls and Fences

Each of the above topic areas has been subdivided. General Guidelines are applicable to all land uses within the PUD, except where more specific guidelines have been provided for Support Retail and High Density Residential.

4.1 Architecture

4.1.1 General Guidelines

- Building facades should be finished with a variety of textures, materials and colors to avoid blank surfaces.
- Tilt-up style buildings are allowed as long as they offer a unique architectural style and form, and avoid a “box” appearance.
- Architectural features such as awnings, overhangs and arcades, are encouraged within setbacks and within the sidewalk portion of the public street right-of-way with applicable encroachment permits.
- Energy efficiency should be designed into each building. The Sacramento Metropolitan Utilities District (SMUD) should be contacted for technical assistance in maintaining energy efficiency.
- Windows should be provided that look out onto the adjacent streetscape and parking lot areas. Reflective glass at the street level should be avoided.
- Building entrances should be oriented toward the adjacent street.
- Where several buildings are proposed-or portions of a single building are designed to appear as separate units-a variety of similar colors may be used.
- All building elevations should be given equal treatment.
- All building materials should be able to withstand extreme weather conditions with little or no degradation in appearances or function.
- Uninterrupted wall planes visible from an adjoining street should be discouraged. Various techniques may be utilized to reduce the visual monotony of such surfaces, including deep off-sets and recesses, windows, trellises, and architectural detailing that creates strong shadow patterns.
- To the maximum extent possible, the appearance of large, monolithic building mass should be avoided. The perception of mass should be reduced by breaking wall planes into smaller, connected sizes.

- Apparent building mass can be reduced by extensive tree screening by providing variations in building height, and by providing variations in colors and materials.
- Trellises, arbors, columns, and covered walkways serve a variety of functions, and are encouraged. These features add shadow patterns and visual interest to otherwise unadorned wall expanses, while improving pedestrian scale and providing shelter from weather.
- Buildings should be designed and sited in anticipation of future development of adjoining parcels.

4.1.2 Support Retail Guidelines

- Mansard roof structures should be avoided unless deemed appropriate in order to match the architecture of other nearby buildings.
- Buildings, other than the canopy structure over service station fuel islands, should be designed to transition between residential and commercial uses.
- Building colors and materials should be harmonious and compatible with surrounding buildings. The canopy structure materials and colors should match that of other buildings on-site. Natural building materials are encouraged.
- Finished building materials should be applied to all visible facades, including mechanical screens, trash enclosures, and other permanent walls.
- Mechanical equipment and other undesirable elements should be visually screened from view.
- Energy efficiency should be incorporated into all buildings, including passive solar considerations.
- Tilt-up style buildings are discouraged, but may be considered if they have the appearance of an architecturally-designed building.

4.1.3 High Density Residential Guidelines

- A variety of unit types should be incorporated into each community.
- To reduce the visual prominence of carports, approximately 30 percent of the parking stalls should remain open and/or uncovered.

- Architectural accents such as window trims, door trims, and/or architectural pop outs, plant shelves, shutters and bellybands are encouraged.
- The architectural accents, theme and design treatment among dwelling unit clusters should vary such that the clusters appear to be separate projects. Architectural treatments that may be utilized to create separate architectural themes include varying styles of building facades, roofing materials, siding, and building color themes.

4.2 Site Design

4.2.1 General Guidelines

Plazas

- Each development area should include an outdoor space that provides opportunities for people to sit, walk, and/or gather. These plaza areas should be located adjacent to building entrances and should promote street life and a sense of activity around the building.
- Plazas should be designed in context with the building architecture, materials, and color. They should provide a sense of place unique to the buildings they serve and become a unifying element between individual buildings within each development area.
- Plaza should be pedestrian-friendly and buffered from parking lots, service areas, and potential nuisances. They should be handicap accessible and well-lighted at night. Permanent searing and site furnishings are encouraged.
- Plaza seating areas should include sufficient shelter provided by nearby buildings, trellises, arbors, umbrellas, and trees.

Parking Lots

- Safe and convenient pedestrian travel routes should be identified and provided through and within parking lots through the use of grade variations, landscaping, striping, and variations in paving materials.
- Recorded reciprocal driveway and parking easements are encouraged as a means of limiting the number of driveway openings onto public streets and the creation of surplus parking.

- Large, unbroken expanses of parking should be avoided. Rather, parking areas should be broken into smaller components, separated from other parking areas by landscaping, buildings, pedestrian walkways and plazas, and grade variations.
- Electrical vehicle recharging opportunities and alternative fuel facilities are encouraged per prevailing SMUD standards.
- Parking lots should be sited away from the adjacent roadways and to the rear of the buildings. Where a parking lot fronts on the adjacent roadway it should be limited to two bays paralleling the roadway.
- Parking lots should provide multiple pedestrian linkages to adjacent properties. Perimeter walls or fences greater than four feet in height are discouraged.

Canals

- A 15-foot wide landscape buffer will be provided. In addition to landscaping, the buffer will include a Class 1 pedestrian/ bicycle pathway.

4.2.2 Support Retail Guidelines

- Support Retail sites should be designed in a manner that is consistent with the larger EC development area.
- The site design for a gasoline service station should provide for safe and efficient on-site vehicular circulation and for merging of automobiles and delivery vehicles, including tanker trucks, with roadway traffic.
- Utility lines should be underground.
- Each site should be required to provide adequate drainage facilities in accordance with City of Sacramento standards and should incorporate the City of Sacramento's latest method of handling site drainage (i.e. cobbled swale).
- No outdoor storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature should be allowed.
- Pedestrian access that meets A.D.A. standards should be provided from sidewalks along streets to building entrances.

4.2.3 High Density Residential Guidelines

- Common areas should be illuminated and centrally located within the community.

- Trash enclosures should be screened and centrally located with the community.
- Vegetative screening should be used as the preferred method of screening. Vegetative screening may be provided in combination with berms and/ or iron fencing. Masonry walls are discouraged.
- Where adjacent to roadways, parking lots should be screened from view from the street by vegetation or fencing no greater than four (4) feet in height.
- Where available, pedestrian access should be provided to adjoining business, retail, and commercial services.
- To the extent possible, parking areas should be separated into smaller units by landscaping and buildings. To promote security, parking areas should be readily visible from pedestrian walkways and windows of nearby dwelling units, but should not be immediately adjacent to buildings.
- Where located adjacent to a canal, iron fencing or other types of open fencing should be used to create a barrier between the canal and the multi-family community.
- To discourage massing and the appearance of monotonous building architecture associated with large multi-family communities (200 dwelling units or greater), the following site design mechanisms should be employed:
 - The community should be separated into smaller units of 80 to 120 dwelling units.
 - Clusters of dwelling units should be separated by distinctive physical features such as landscaping, pedestrian walkways, paseos, or driveway aisles.
 - Pedestrian pathways should be provided to connect dwelling unit clusters with external pedestrian pathways and sidewalks.
 - Landscaping and the recreation facility/services should be used to help create a sense of community, however, each dwelling unit cluster should include open space and recreation facilities.
 - Each cluster of dwelling units should include adequate parking to serve resident and guests of each cluster.

A 5- to 15-foot wide landscaped buffer should be provided between the canal and the development area. The buffer will also accommodate a Class 1 Pedestrian/ Bicycle pathway.

4.3 Landscaping

4.3.1 General Guidelines

- Parking areas should be designed to meet the City of Sacramento standard of 30 percent shading in 15 years. Solar panels, structured parking and other shade structures may also be employed to meet this requirement.
- Large canopy trees should be selected from the Recommended Planting List contained in these PUD Guidelines.
- Shade trees should be a minimum of 15 gallon container size.
- Driveways at project entry points should be accented in an appropriate manner with shrubs, groundcovers, and tree plantings. These areas should be planted in a variety of sizes, textures, and colors in context to the scale of the project. Annual bedding flowers are encouraged.
- Parking lot lighting and tree placement should be coordinated to assure that safe lighting levels will be maintained.
- Low height shrubs and ground covers should be used where needed to maintain safe visibility, and fences walls, and/or tall planting to screen parking lots from the street.
- Individual project landscaping plans should be reviewed and approved by the City of Sacramento Planning Department through the special permit submittal process.
- Projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to North Natomas Development Guidelines). Xeriscape planting and irrigation techniques should be utilized where feasible.
- Automatic irrigation controller systems are required as a minimum, and climate controlled systems are encouraged.
- Projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to *North Natomas Development Guidelines*). Xeriscape planting and irrigation techniques should be utilized where feasible.

- Automatic irrigation controller systems are required as a minimum, and climate controlled systems are encouraged.
- Project landscapes should be maintained to minimum City standards for safety and access.
- All unpaved areas should be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance should govern the quality, and variety of plant materials.
- The site of growth and the ultimate size of all plant materials should be taken into account in all landscape designs. In particular, plant materials should be selected and positioned to minimize interference with pedestrian and vehicle movement.
- Parking lot planters should be oriented so that trees can grow to maturity and provide the required shading without fully obstructing views of building-mounted signs. Planters and parking lot trees should be oriented, to the greatest extent possible, to preserve sight lines of buildings from adjoining streets.
- Plants and trees are encouraged at building entrances to provide shade and visual interest. Planting may occur in planter beds or in raised planters and large pots.
- Equipment-such as pad-mounted transformers and irrigation valves-where located in prominent areas and not easily screened by solid structures, should be screened by landscaping.
- Trees planted near pavement and underground infrastructure should be selected with consideration to root growth characteristics in order to minimize pavement and structural damage. Root deflectors should be specified, where appropriate.

4.3.2 Support Retail Guidelines

- The following issues should be addressed by the landscape architect during the design process:
 - Safety and crime deterrence- Visibility into the store is very important for police and fire departments; therefore, landscaping should not be placed in such a way as to block views into the store.
 - Visibility/ screening- Visibility is important for vehicular circulation. Directional signage, price signage, etc. should not be blocked by landscaping
 - Water conservation

- Ease of maintenance
 - Year-round interest
 - Circulation reinforcement
 - Shade/solar access
 - Aesthetics, comfort
 - Use of native plant material
 - City codes, ordinances and policies
- All landscape plans should be prepared by a California licensed landscape architect and approved by the City of Sacramento Planning Department.
 - Landscaping should be maintained by the property owner to ensure that all approved plants are healthy and thriving. Dead or dying plantings should be replaced within one season.
 - Plant materials should be selected from the Recommended Planting List contained in these PUD Guidelines; however, other plant materials may be utilized with approval of the City.

4.3.3 High Density Residential Guidelines

- Plant materials should be selected from the Recommended Planting List contained in these PUD Guidelines.

4.4 Signage

Project signage is subject to review and approval by the City of Sacramento in accordance with Sacramento Sign Ordinance No. 2868, 4th Series. The following guidelines are also applicable to all project signage.

4.4.1 General Guidelines

- In no case should the wording of signs describe the products sold, prices (except for gas stations), or any type of advertising, except as part of the occupant's trade name or insignia.

- Each business is permitted a sign no greater than 144 square inches at the building entrance indicating hours of business, emergency telephone numbers, and proprietorship.
- Each business with a service entrance may have a sign with two (2) –inch high block letters, stating the business name and address. Where more than one business uses the same entrance, each name and address should be applied.
- One temporary sales/leasing sign denoting the name of the project, the marking agent, the contractor, architect, and engineer should be permitted on the site upon the commencement of construction. The sign should be permitted until building occupancy occurs. Such signs should be kept in good repair and should not be exceed a maximum are of six (6) square feet.
- Signs should be designed with consideration to growth characteristics and the ultimate size of nearby trees and shrubs so that sign copy does not become obscured, resulting in either the need to remove vegetation or re-design the sign.
- All sign copy should be oriented to horizontal. Copy should adhere generally, but not necessarily strictly, to a horizontal line. Vertical- and diagonal- reading signs are prohibited.
- Where signs are illuminated by external sources (i.e. flood lighting), the lighting fixture should be positioned so that the source of light and reflected glare are not visible from any pedestrian walkway, street, parking lot, or driveway.
- All illuminated building-mounted signs should be internally illuminated. Internally illuminated signs should provide backlighting of only the lettering and graphics. To the maximum extent practicable, each element of sign copy should be individually internally illuminated.
- The following types of signs are prohibited:
 - Billboards
 - Pole-mounted signs
 - Inflatable or floating signs
 - Animated signs, including flashing lights and moving parts, and audible signs
 - Hand-lettered or painted signs
 - Sandwich boards and A-frame signs

- Signs with exposed light bulbs, except neon tubing
- Signs mounted on stationery vehicles (While signs on operating vehicles are permitted, the vehicle should not be kept in a prominent, fixed location in such a manner as to constitute an on-site sign.)
- Roof-mounted signs
- A maximum of one Project Entry Monument signs is permitted at each driveway entrance.
- Building-mounted signs should be well-integrated into the overall architectural design concept of the building.
- Building-mounted signs should consist of letters and graphic symbols individually mounted to building walls.

4.4.2 Support Retail Guidelines

Monument Signs

- The gasoline service station site should have either one monument sign located at the corner of the site or one sign located on each street. This is to conform to State law which requires price signs to be visible from each street.
- The maximum area of the sign should be 48 square feet
- The maximum height of the sign should be nine (9) feet, measured at grade immediately behind the sidewalk.
- Monument signs should be located near the main entry drive to the site. The sign may be placed within the landscaped setback area, however it should be located no closer than 10 feet from the main driveway and 10 feet from the street.

Building-mounted Signs

- One primary building-mounted sign of 100 square feet should be allowed per building and per street frontage. Such signs should not extend above the top of the building.
- Signs perpendicular so the face of the building should be permitted only with City of Sacramento Planning Department approval.

- All exterior letters or signs exposed to the weather should be mounted at least three fourths of an inch (3/4) from the building to permit dirt and water drainage.
- No sign should be permitted on building roofs, nor should any sign project above the top of the wall upon which it is mounted.
- One additional sign identifying the address of the building should be allowed. Such a sign should not exceed 25 square feet and should be located where it is visible from the public street right-of-way.

Directional Signs

- Directional signs may be allowed at the discretion of the Planning Department to alert patrons and delivery trucks to the presence of delivery areas and other buildings.
- Directional signs may be a maximum of 25 square feet and should not exceed five (5) feet in height for monument signs.

4.4.3 High Density Residential Guidelines

- Signs employed in residential areas should be primarily for identification, rather than advertising. Signs should be unobtrusive and well-integrated into the site landscaping.
- All signs visible from a public street shall be monument-style no higher than five (5) feet above the existing grade.
- Pole-mounted signs are prohibited.
- Sign colors and materials should be consistent with that used in project dwellings.
- Multi-family developments may have building-mounted signs no larger than eight (8) square feet that identify individual buildings within a complex.
- Multi-family projects may have a directory sign at each primary project entrance no higher than five (5) feet above grade and no larger than 20 square feet in area.

4.5 Lighting

4.5.1 General Guidelines

- All exterior lighting should be the minimum necessary to achieve its intended purpose. The primary purpose of lighting should be the illumination of nearby objects. As such, light spillage, that is, illumination beyond the intended target, should be minimized. Creation of glare (either direct or reflected) and light spillage should be avoided through judicious use of lighting, selection of appropriate lighting fixtures, and proper placement and orientation of light fixtures.
- Light sources with a white color within the color temperature range of 2700-4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources should be avoided
- Light standards should be attractive to look at during daylight hours.
- Light sources should be located and oriented to minimize glare on adjacent uses.
- Energy-saving devices such as solar sensors and timers are encouraged. Developers should contact SMUD staff to discuss energy conservation methods.
- Light poles should be uniform in style and height. Light fixture design, bulb type, and illumination level should be consistent throughout each project.
- Vandal resistant fixtures are encouraged.

Pedestrian Area Lighting

- Areas not subject to either pedestrian or vehicle use should have the lowest levels of illumination.
- Pedestrian areas, including pathways, patios, and plazas, should be illuminated with an “acorn” style globe mounted on a metal or concrete pole.
- Pedestrian walkway lighting should range from a minimum of one-quarter (0.25) footcandle to a maximum of one-half (0.5) footcandle of light.
- Pole-mounted light fixtures should be mounted such that the center of the lamp is between (2 and 14 feet above the adjacent walkway.

Building Illumination

- Buildings may be illuminated with low intensity lighting as a means of highlighting architectural features and enhancing nighttime security. Building illumination may be accomplished by any combination of wall-mounted up-lighting fixtures. Building illuminations should create a soft, wash effect across wall surfaces. Particular attention should be given to the design, intensity, and placement of such fixtures to ensure that both direct and reflected glare are not created.
- Illumination of roofs and reflective surfaces, including windows, is prohibited.
- Building lighting should be carefully integrated into the architectural design so that the source of light is obscured.

Parking Lot Lighting

- Light fixtures in parking areas should be similar in design to pedestrian area light fixtures.
- Parking lots should be illuminated with downward-oriented, cut-off style fixtures that achieve an average illumination level of approximately 0.5 footcandles, provide limited horizontal illumination, and provide no up-lighting. Lighting may be entirely pole-mounted or may consist of a combination of pole-mounted fixtures and bollards. Bollards are recommended to highlight pedestrian areas within parking lots.
- Light standards should be selected that compliment adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.
- Light standards should be limited to a maximum height of 30 feet.
- Light standards should be located in planters on grade where possible. Large concrete footings that exceed 30 inches above grade are discouraged.

4.5.2 Support Retail Guidelines

- Site lighting should provide for safe vehicular and pedestrian movement throughout the site.
- Service station fueling islands should be well lit for safety considerations with an average illumination level of 50 footcandles.

- Under-canopy lighting fixtures should be flush-mounted on the underside of the canopy and equipped with glare shielding to minimize horizontal light spillage. Light sources (i.e., the bulb filament) and internal reflectors should not be visible from the property line.
- Light poles and fixtures are subject to Planning Department approval. Parking lot lighting fixtures should not exceed a maximum height of 20 feet.

4.5.3 High Density Residential Guidelines

- Pedestrian walkway lighting should range from a minimum of one-quarter (0.25) footcandle to a maximum of one-half (0.5) footcandle of light.
- Pole-mounted light fixtures should be mounted so that the center of the lamp does not exceed 19 feet above the adjacent walkway.
- Direct illumination of walls, roofs and reflective surfaces, including windows, is prohibited.
- Light fixtures in multi-family parking areas should be similar in design to the pedestrian area fixtures.
- Multi-family parking lots should be illuminated with downward-oriented, cut-off style fixtures that achieve an average illumination level of less than 0.5 footcandles, provide limited horizontal illumination, and provide no up-lighting. Lighting may be entirely pole-mounted or may consist of a combination of pole-mounted fixtures and bollards. Bollards are recommended to highlight pedestrian areas and walkways within parking lots.
- Light standards should be selected that complement the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.

4.6 Pedestrian/ Bicycle Circulation

4.6.1 General Guidelines

- Development areas should be linked with multiple opportunities for non-vehicular circulation, including sidewalks, bikeways, open space/landscape corridors, plazas, roadways, and public transit. An interconnected pathway system within individual development areas should be provided to increase off-site linkages.
- Direct and visible linkages between buildings and streets and to transit facilities should be promoted.

- Security walls and other physical barriers that impair pedestrian access throughout the community are discouraged.
- Particular attention should be given to pedestrian scale and comfort. Particularly, the needs and comfort of pedestrians should be given preference over vehicles. One expression of this is through the provision of well-defined pathways and pedestrian areas that are shielded from weather and vehicle movement by trees and structures.
- Bicycling should be encouraged through the provision of bicycle parking areas near building entrances. Bicycle parking facilities should be secure and full integrated into the overall site and architectural design.

4.6.2 Support Retail Guidelines

- Pedestrian and bicycle circulation routes should be provided in the following locations:
 - Between buildings on- and off-site.
 - Between building entrances and parking areas.
 - Between RT transit stops and building entrances.
 - Along all public and private streets.
- Bicycle travel routes should share vehicular driveways within the development.

4.6.3 High Density Residential Guidelines

- Pedestrian walkways connecting residential entrances to the adjacent streetscape sidewalks are required.
- Pedestrian walkways that connect residential neighborhoods to surrounding uses are encouraged.
- Buildings should have pedestrian access to the adjacent roadways and open space.

4.7 Screening of Loading Areas, Outdoor Storage, Trash Enclosures and Mechanical Equipment

4.7.1 General Guidelines

- Truck loading docks should be designed as an integral part of the buildings and should not be oriented to any primary building entrance, public right-of-way, freeway, or adjacent residential areas.
- Garbage and recycling enclosures should be located away from building entrances, public right-of-way and adjacent residential areas. Facilities should be screened from view using walls and/or plant materials. Such enclosures or screens should be compatible with the architecture of the building.
- All mechanical equipment, whether roof- or ground-mounted should be fully screened from views of passerby at a distance of ten (10) feet away. The design materials used for screening structures should be consistent with those used for nearby buildings. Plant materials may be used solely or to compliment structural screens. Roof-mounted screening should be designed in a manner that is consistent with the architectural theme, and should not have the appearance of having been retro-fitted into the building design.
- Mechanical equipment should be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

4.7.2 Support Retail Guidelines

- All loading areas and outdoor storage facilities, including solid waste and recycling enclosures, should be located away from the public right-of-way and pedestrian access areas.
- Garbage and recycling facilities should be visually screened through the use of screens, enclosures, permanent walls, or landscaping that is consistent with the overall building design.

4.7.3 High Density Residential Guidelines

- All electric, gas, television, radio and telephone lines should be placed underground. No heating, cooling, or air conditioning equipment, including fans or similar devices, should be placed on the building roof in location visible from the ground.

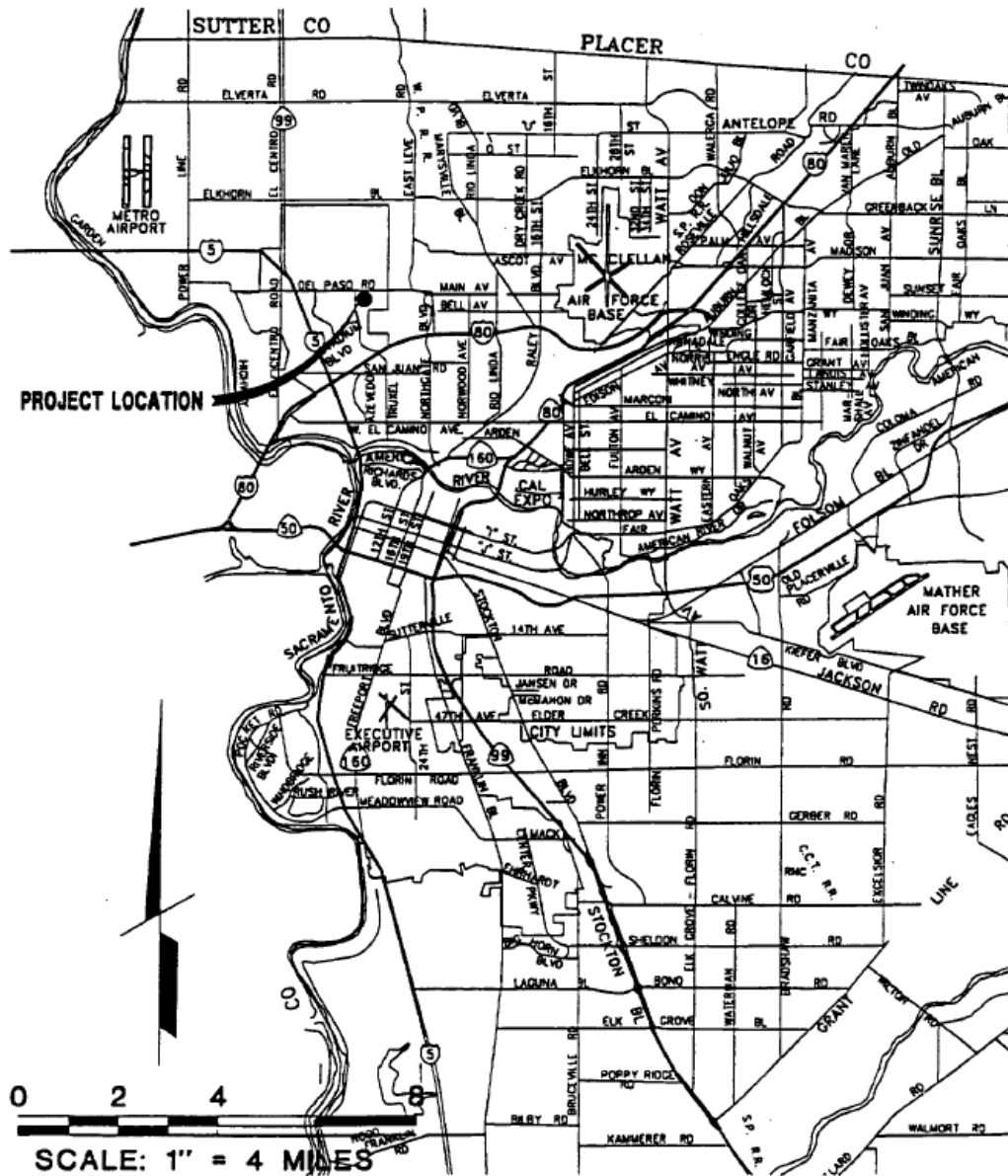
4.8 Walls and Fences

4.8.1 General Guidelines

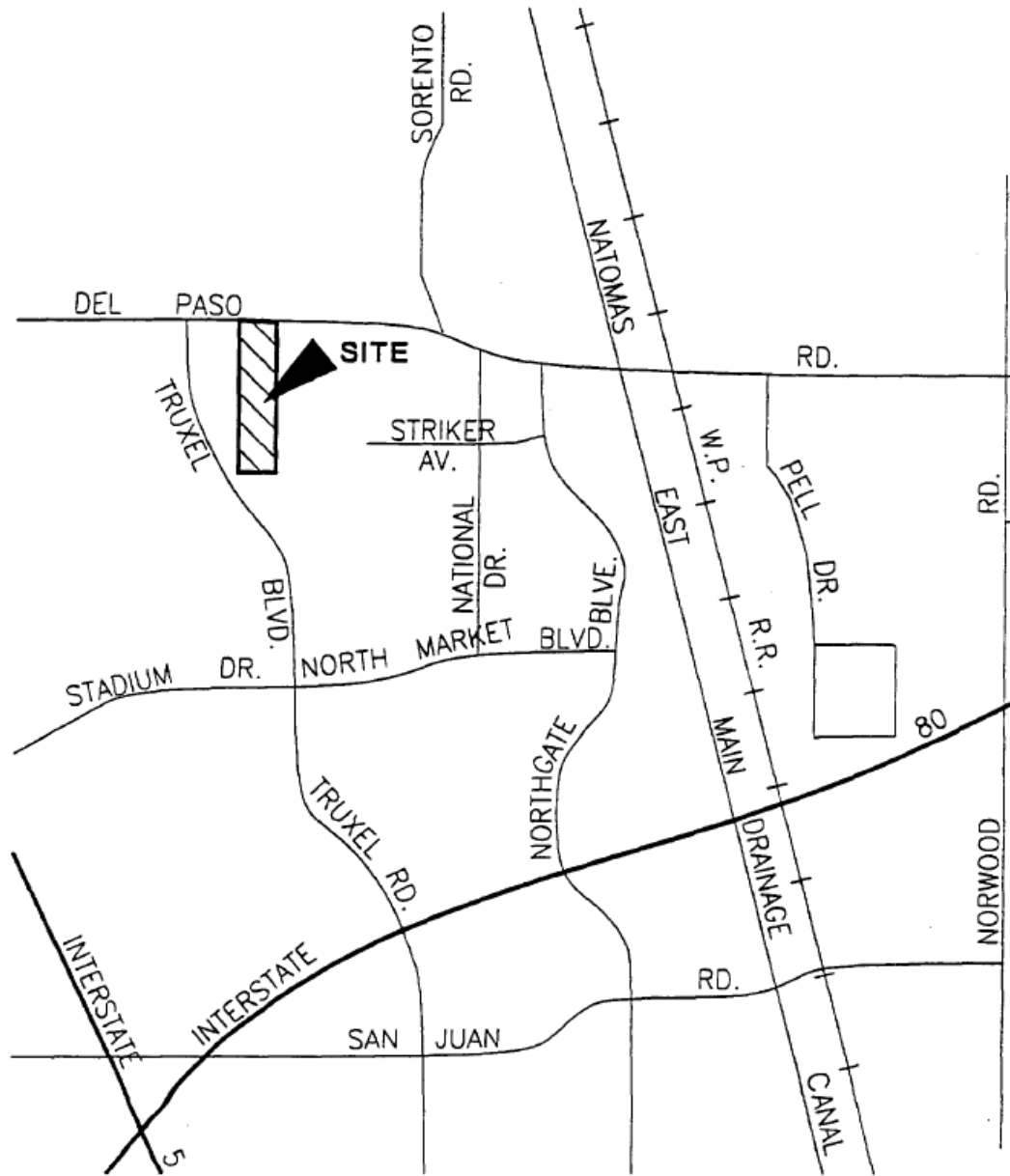
- No fencing, walls, or other similar barriers will be permitted to exceed three (3) feet in height within the front yard areas. Front yard fences should be at least 50 percent open to provide visibility between the front yard and the public street.
- Side yard, rear yard, and alley fences should be six (6) feet in height.
- Fences should be constructed of stained wood, masonry, and/or metal; other fencing materials should be consistent with the materials and architecture of nearby residential buildings.
- Cyclone or wire fencing is not permitted, except where currently in existence along canals.
- Iron bar fencing no higher than six (6) feet may be used along the perimeter of and within Multi-family projects. Such fencing shall be a dark color.

Appendix

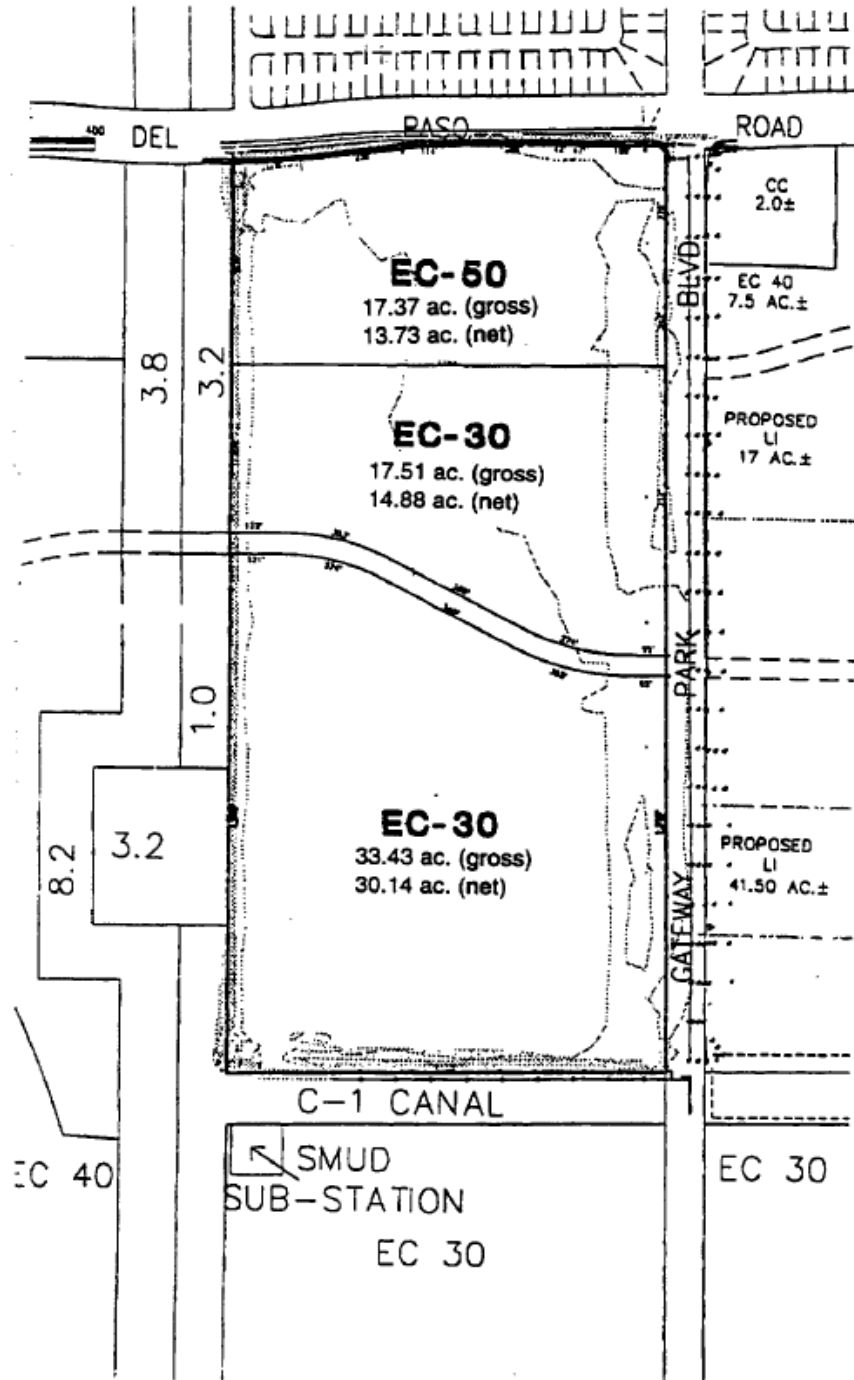
AP.1 Regional Location Map



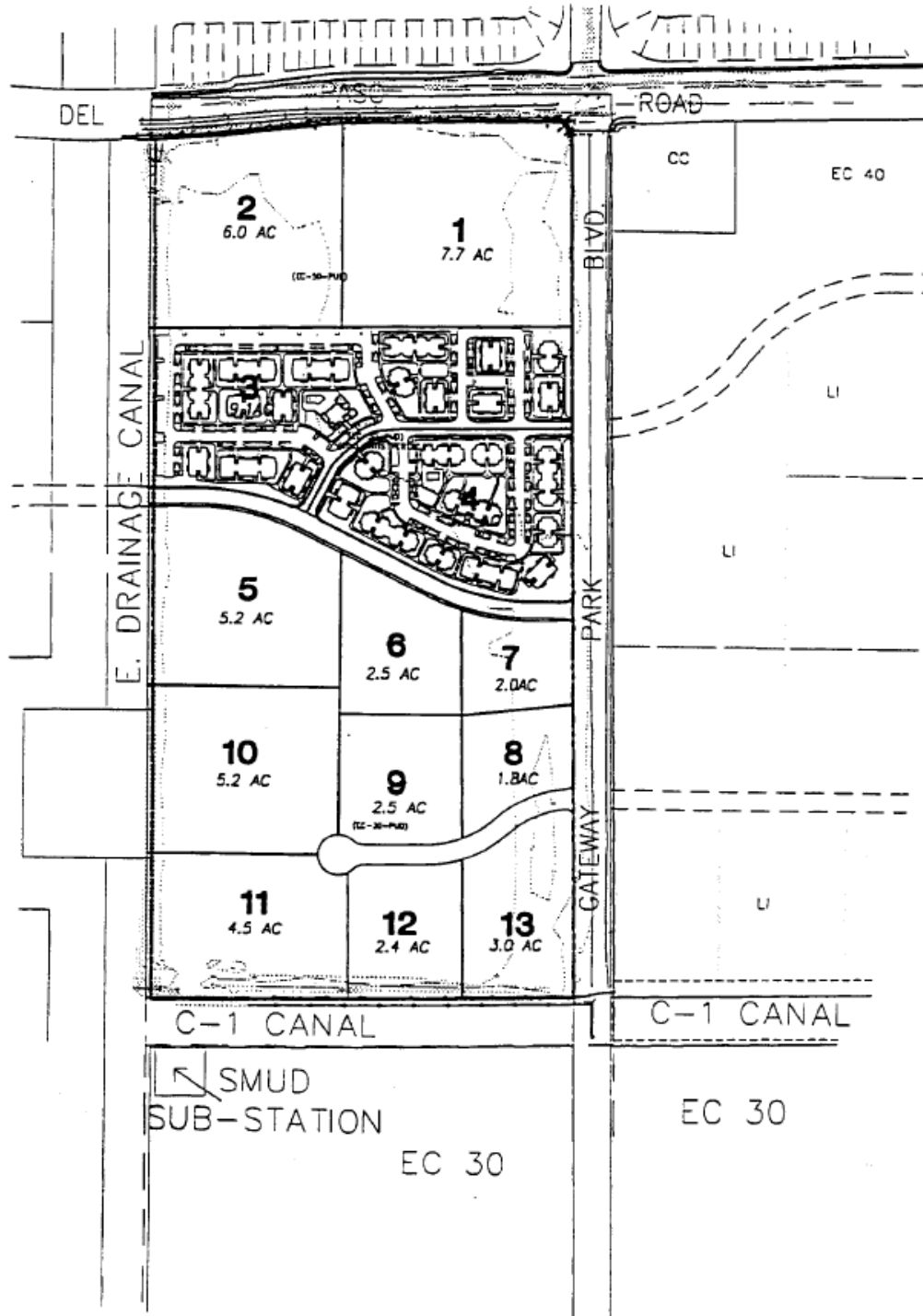
AP.2 Vicinity Map



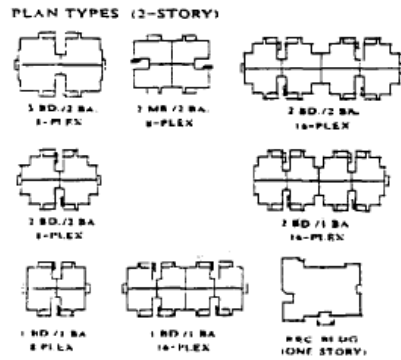
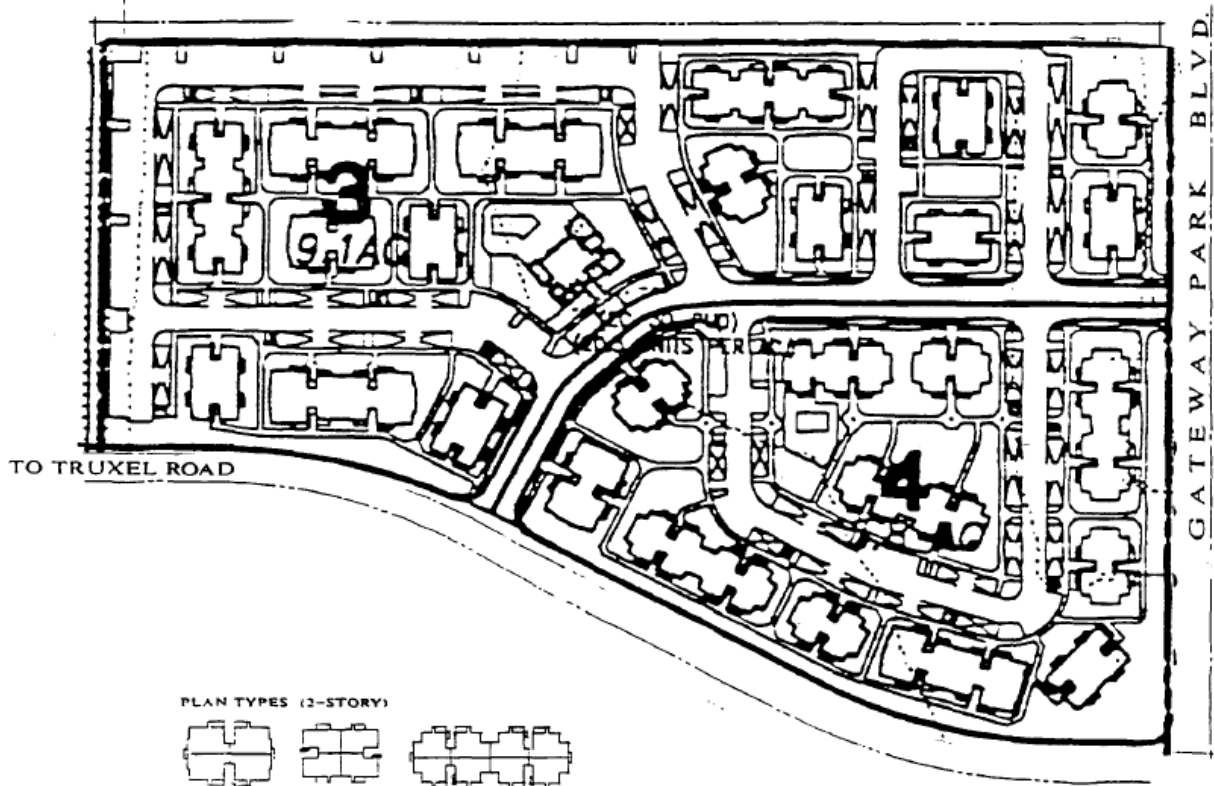
AP.3 PUD Land Use Designations



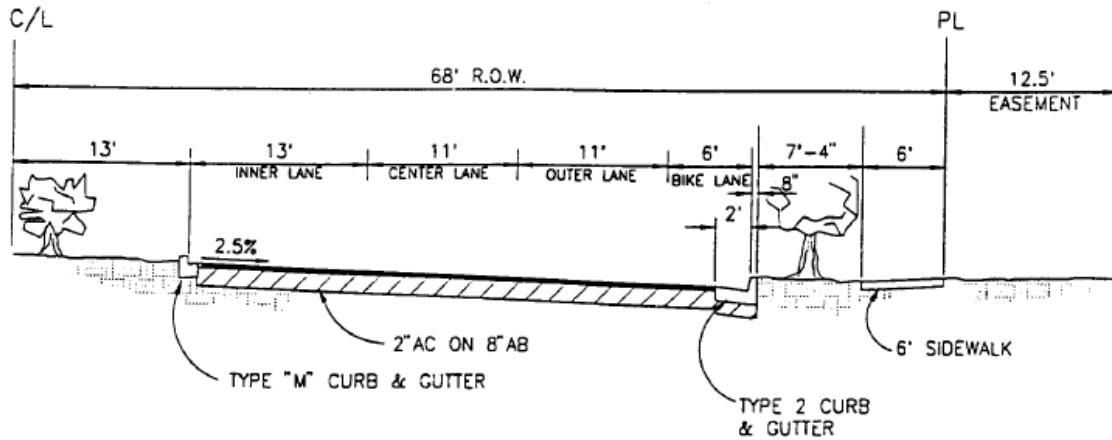
AP.4 PUD Schematic Plan



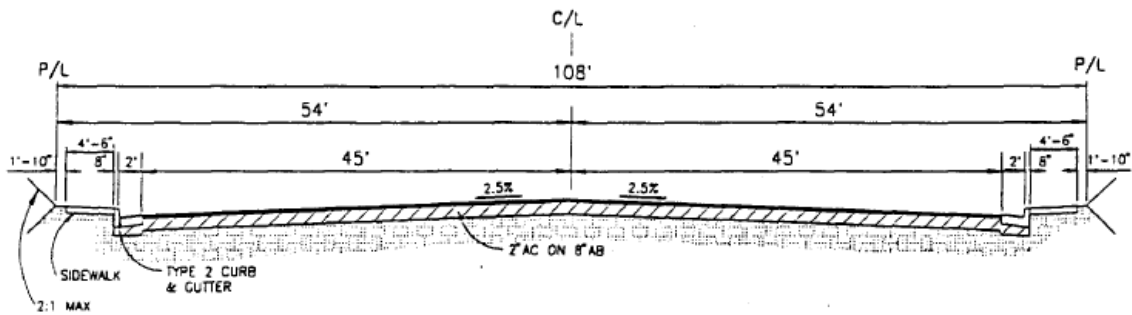
AP.5 Garden Apartment Project Site Plan



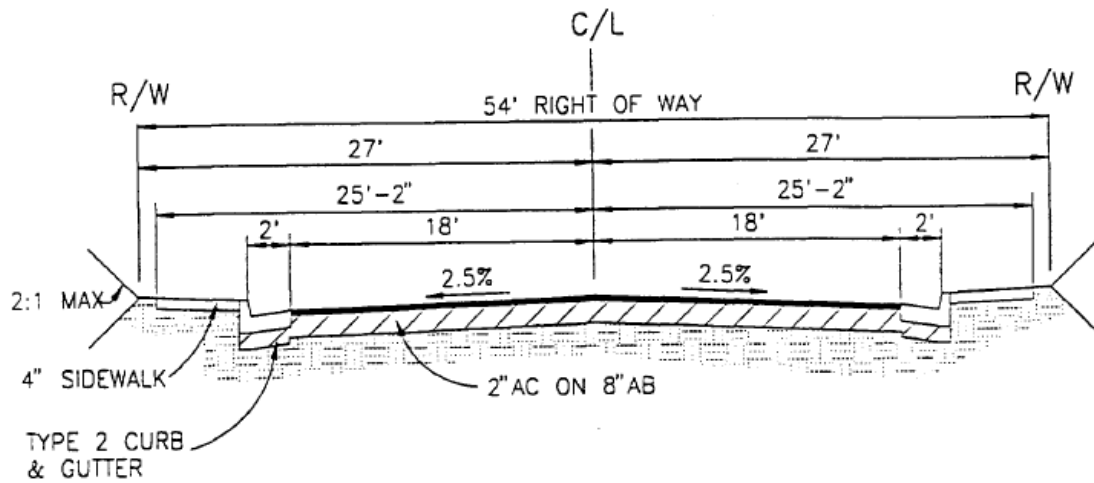
AP.6 Del Paso Road



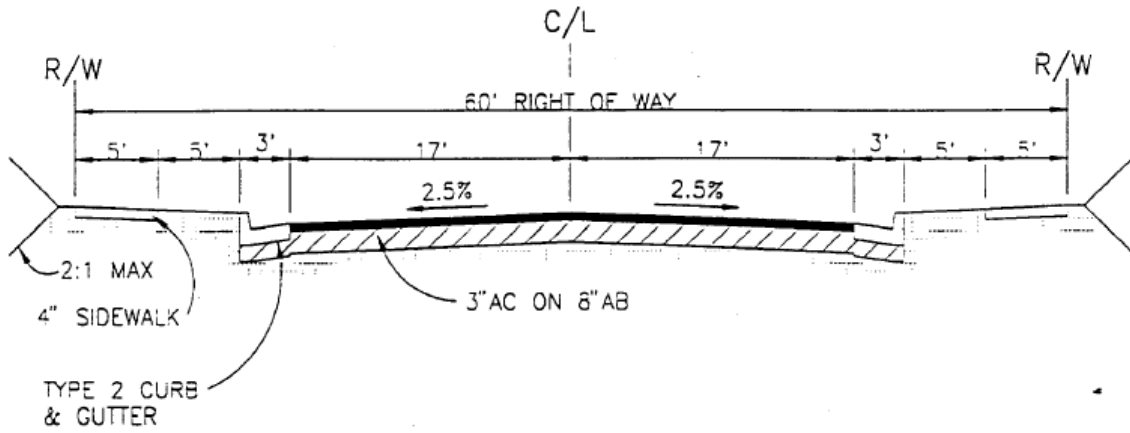
AP.7 Gateway Park Boulevard Street Section



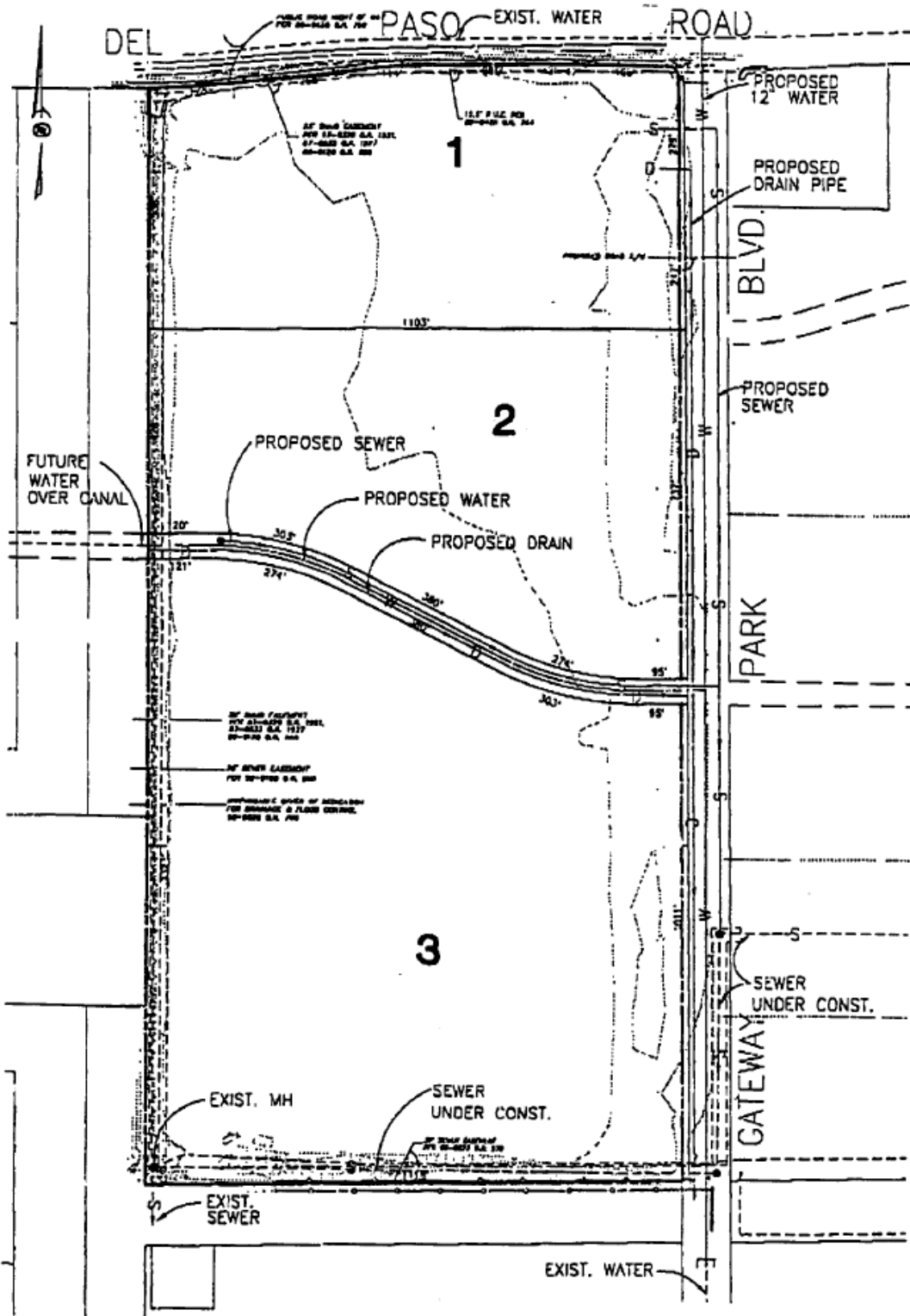
AP.8 Cross Connector Street Section



AP.9 Private Street Section



AP.10 Infrastructure Plan



AP.11 Conceptual Project Sign- Commercial Areas



AP.12 Conceptual Project Sign- Residential Areas

