Appendix A

Design Guidelines

PUBLIC REVIEW DRAFT

Sutter Pointe Specific Plan

APPENDIX A:

Design Guidelines

DECEMBER 2008

APPENDIX A: DESIGN GUIDELINES

LIST OF EXHIBITS

A.1 DESIGN GUIDELINES FRAMEWORK

A.1.1 PURPOSE

The Design Guidelines serve as a reference document to ensure a continuous and harmonious development pattern in the Sutter Pointe community integrating existing and future land uses and opportunities. The guidelines facilitate the creation of high-quality places and the public realm, while allowing flexibility to developers and/or builders to interpret changes in consumer tastes and market conditions.

These Design Guidelines accompany the Sutter Pointe Specific Plan (Specific Plan) as Appendix A. Along with the Specific Plan, the Design Guidelines shall be adopted by the County as a means to implement the design review process described in the Sutter Pointe Land Use and Development Code (LUDC), which is Appendix B of the Specific Plan.

A.1.2 ORGANIZATION

Sutter Pointe's design guidelines consist of three types of statements – principles, intent, and guidelines, accompanied by photographs, sketches and graphic representations of these statements.

PRINCIPLES
Principles are meant to establish the overarching design themes for the community. Principles precede the intent and guidelines to set the design framework and the vision for them.

INTENT
The intent articulates the desired outcome of the recommended guidelines. The design intent is structured to avoid ambiguity in the broader interpretation of the guidelines.

GUIDELINES
Guidelines describe the desired community design character and quality for the Plan area. They advise aesthetic, functionality, and compatibility issues subject to a variety of solutions. The guidelines promote flexibility to encourage innovation and changes in design standards that occur over time.

PHOTOGRAPHS, SKETCHES, AND GRAPHIC REPRESENTATIONS
The photographs, sketches and graphic representations contained herein are for conceptual purposes only and are intended as general visual aids in understanding the basic intent of the guidelines and to provide representative examples of their potential implementation.

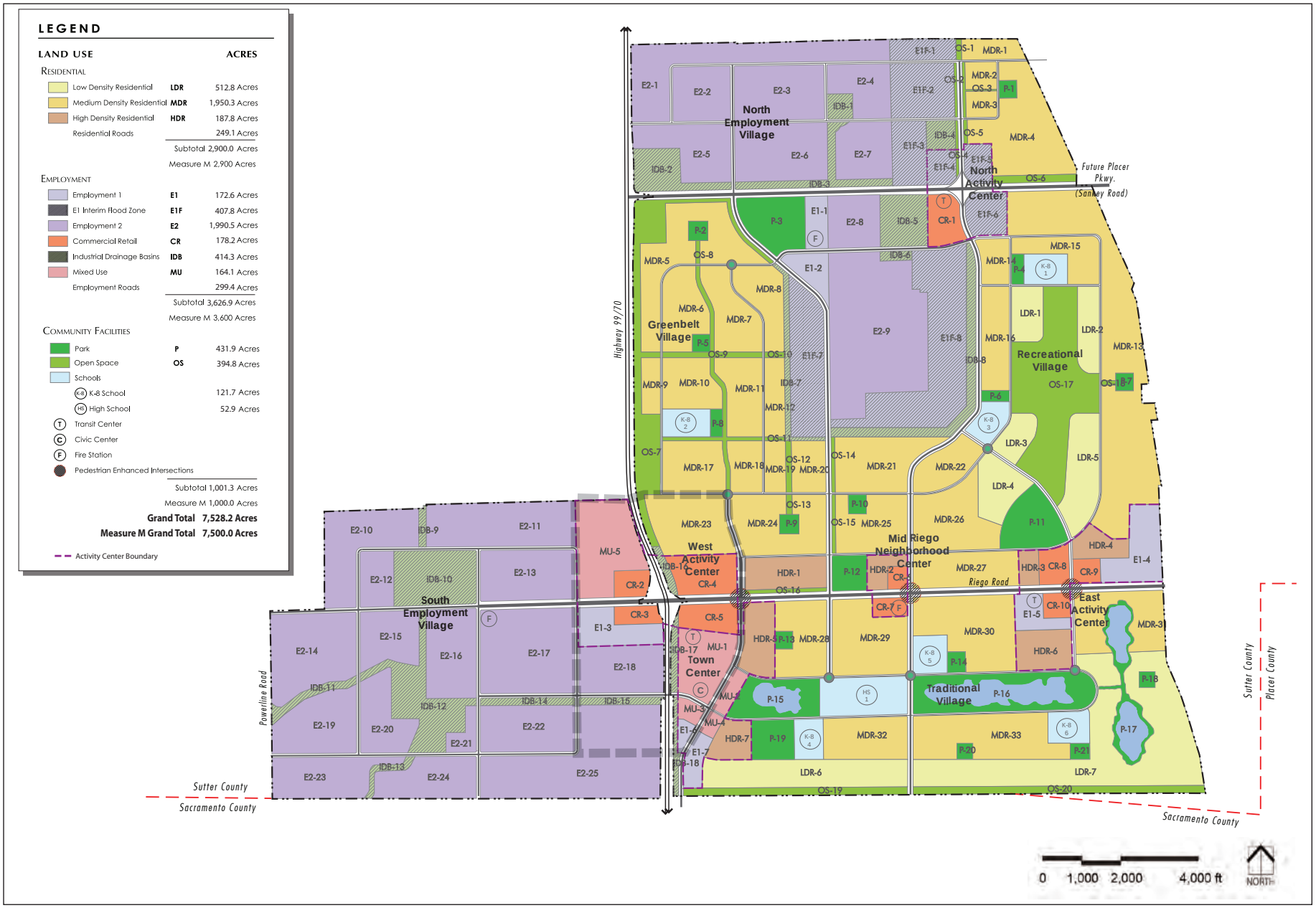

Exhibit A.1.1: *Sutter Pointe land use plan*

A.1.3 APPLICATION

The Design Guidelines, along with the Specific Plan and the LUDC, are intended to set a direction for the implementation of distinctive, high-quality residential, mixed-use, commercial, and employment developments integrated with open space, recognizing the interdependence between the built and natural environments.

The guidelines are advisory, therefore, rigid adherence to each guideline is not intended. Rather, it is intended that as development occurs, design solutions will be evaluated for conformance to the general intent of applicable guidelines. The guidelines provide the County, builders and property owners with a comprehensive set of conditions that shape the preparation of site plans, which will accompany each planned development plan or design review submittal.

The Design Guidelines form the basis and criteria for the evaluation of design review permits and planned development plans submitted for review and approval to Sutter County pursuant to the Specific Plan Land Use Plan (see Exhibit A.1.1). It is anticipated that there may be multiple third-party builders. The builders of each neighborhood should include all provisions of these design guidelines as applicable to their specific project. All development plans, landscape plans, and sign designs submitted as part of any project within Sutter Pointe will comply with the intent of the Sutter Pointe Design Guidelines. Any matter or issue not specifically and directly covered by the Specific Plan or Design Guidelines shall be subject to the non-conflicting regulations and procedures of the Sutter County Zoning Code and LUDC.

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A.2 COMMUNITY AND VILLAGE CHARACTER AND IDENTITY

A.2.1 VISION

This Section describes the intended community design characteristics and identity for the Specific Plan area, in keeping with the community vision as described below:

1. Employ multiple design themes, such as a variety of architectural, landscape, and other thematic elements in Sutter Pointe to create diversity and interest.
2. Design coordinated landscape palettes, signage, landmark buildings, and other design elements to strengthen the overall community theme while maintaining individual village and activity center identities.
3. Promote development of livable neighborhoods to reduce environmental impacts related to energy, water resources, solid waste, and pollution.

This Section describes the overall design concept of each land use district in the Plan area. Detailed design guidelines applicable to the community-wide public realm and individual sites by land use district are identified in the following Sections A.3 to A.9.

A.2.2 DESIGN FRAMEWORK

The design framework of the Sutter Pointe Specific Plan area is to create five distinct residential and employment villages and three activity centers (refer to Exhibit A.2.1) within a consistent overall theme, providing high quality residential and commercial opportunities in a setting that integrates existing drainage features, existing uses, and future development. In comparison with standard subdivision development, this concept provides a greater sense of identity and place. Villages and activity centers are defined by land use mixes and infrastructure boundaries, as depicted on Exhibit A.2.1. Dividing the larger community into smaller villages and centers allows for creation of unique identities, while providing future residents, employees, and visitors optimal access to commercial, technological, and recreational amenities.

Foster a distinctive, attractive community by employing a variety of architectural and landscaping themes.

Create a livable community with a strong sense of place and identity.

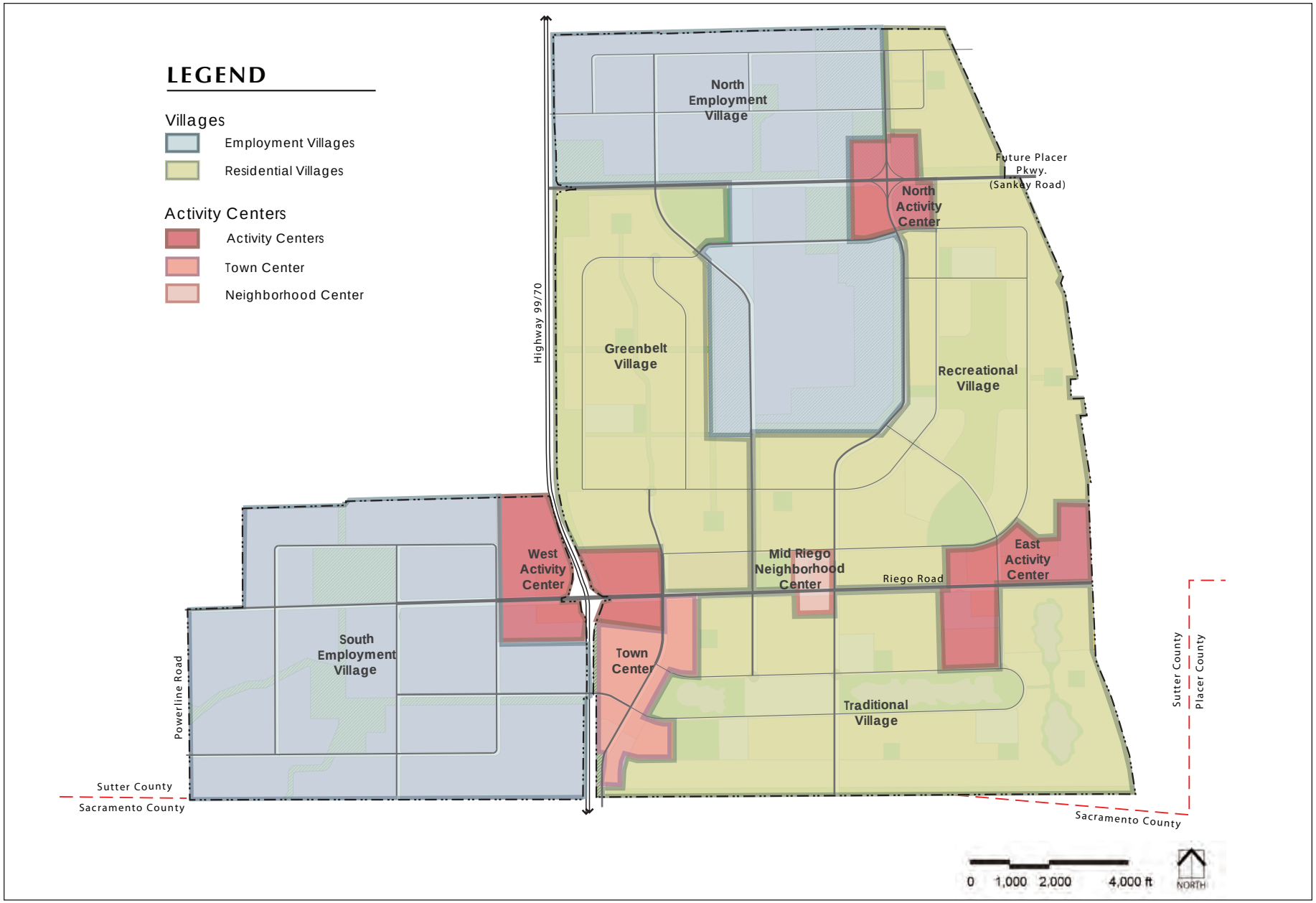

Exhibit A.2.1: *Villages and activity centers diagram*

Residential villages are organized around parks, open space amenities and drainage features.

The town center will integrate a mix of horizontal and vertical mix land uses.

A.2.3 VILLAGES

The Plan area provides two employment villages to accomodate industrial and business park uses, and three residential villages organized around parks and open space amenities.

EMPLOYMENT VILLAGES

- The *North Employment Village* accommodates existing industrial uses within the site and provides for a major future employment center north of Sankey Road.
- The *South Employment Village* is designed to be the main employment center west of SR 99/70. Its strategic location near the Sacramento International Airport and planned Metro Air Industrial Park will provide future employment opportunities for Sutter County residents.

RESIDENTIAL VILLAGES

- The *Traditional Village* is situated around Sutter Pointe's Great Park, a network of trails and open space within an integrated storm water retention system. It will provide for educational, recreational, and retail amenities within a short walk or ride from home. It includes neighborhood parks dispersed evenly throughout the community, lakes, and a small-town grid street pattern.
- The *Greenbelt Village* is centered on a system of landscaped trails, which promote health and wellness among residents by encouraging walking and biking.
- The *Recreational Village* is designed around an expansive central open space that may be developed as an 18-hole golf course with clubhouse, left as open space, or developed as another major recreation amenity that supports executive housing.

A.2.4 ACTIVITY CENTERS

A variety of retail opportunities are provided in the town center, west , east and north activity centers, and mid-Riego neighborhood center.

TOWN CENTER

The *Town Center* is designed to be the heart of the Sutter Pointe community, allowing an integrated horizontal and vertical mix of residential, commercial, recreational, and civic uses, including a future City Hall. It is located at the intersection of SR 99/70 and Riego Road, south of the West Activity Center.

WEST, EAST AND NORTH ACTIVITY CENTERS

Clustered around SR 99/70 and Riego Road, the *West Activity Center* will accommodate region-serving commercial, hospitality, entertainment, and highway-oriented retail services; including larger format retail stores, home appliance stores, and building supply stores. The *North Activity Center* and *East Activity Center* are designed to provide for neighborhood-serving retail uses such as groceries, drug stores, neighborhood services, professional offices, restaurants, and cafes.

MID RIEGO NEIGHBORHOOD CENTER

The *Mid-Riego Neighborhood Center* is located at the intersection of the three residential villages. It will accommodate neighborhood-serving retail uses, such as convenience stores, gas stations, professional offices, cafes, and restaurants.

A.2.5 CIRCULATION SYSTEM

The Sutter Pointe circulation system and streetscapes are designed to enhance the public realm. Streets will include pedestrian amenities within the public right-of-way, such as pedestrian furniture, lighting, and trash receptacles. The roadways shown in the Master Roadways Plan (see Exhibit 6.2 of the Specific Plan) form the primary backbone of circulation throughout the Specific Plan area. These roadways support a unified development pattern that encourages pedestrian activity, cycling, transit use, and safety.

A.2.6 PARKS AND OPEN SPACE SYSTEM

A system of neighborhood, community, and regional parks will be located within the residential villages. They will typically adjoin school sites and provide day-to-day recreational amenities for residents. Bike paths and pedestrian trails connect the parks and open spaces to one another and to the Sutter Pointe community (see Exhibit A.2.2). This trail system supports walkability and pedestrian activity within the larger circulation framework

Open space, recreational facilities, community buildings, and institutional uses are located in all three of the residential communities and are planned to serve as central amenities. Additionally, lakes may be designed in the residential villages as an open space and recreational feature.

Creating a pedestrian-friendly multi-modal circulation system is critical to promoting a healthy and safe community.

Lakes may be designed in residential villages as open space and recreational features.

Lakeside parks enhance public amenity and provide access to a wide range of users.

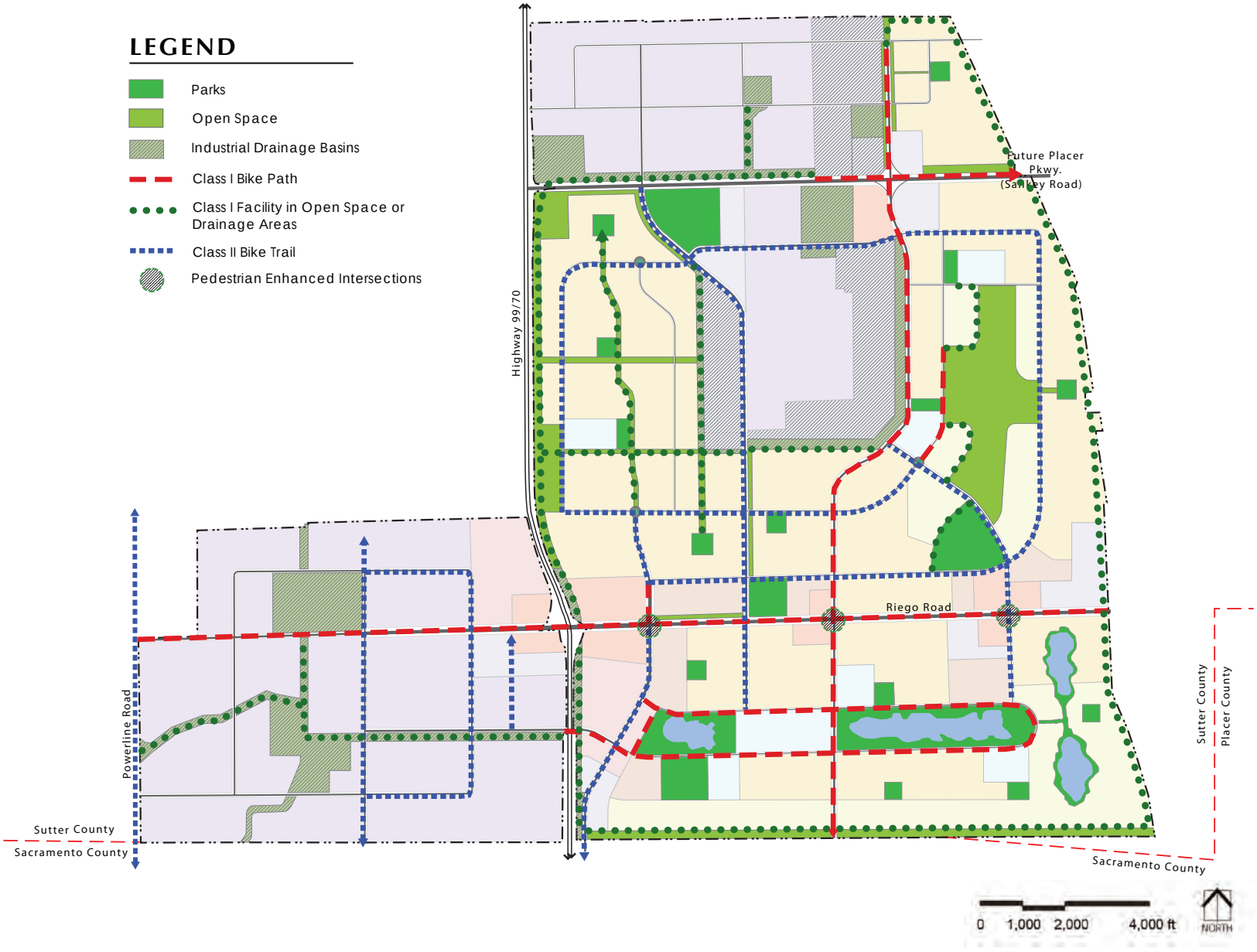

Exhibit A.2.2: *Planned parks, open space, and trails diagram*

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A.3 COMMUNITY-WIDE DESIGN

A.3.1 CONCEPT

The character of place and identity of the planned neighborhoods in Sutter Pointe is established primarily by three elements in design - circulation, built environment and landscape. The context and relationships formed by these elements and the diverse land uses result in unique environments. This section provides community-wide principles, intent and guidelines to integrate the various land use areas that may develop over an extended period of time through the consistent treatment of common site and building conditions.

A hierarchial system of backbone streets serve as a shared public realm connecting the various employment uses, residential neighborhoods and activity centers in the planned community. The streetscape, landscaping, paths and buildings along the backbone street system form a shared identity for each neighborhood. The street design promotes walkability and bike-friendliness to enhance neighborhood connectivity while supporting an active and healthy community.

Quality design is also integral to the vision for Sutter Pointe, emphasizng construction and architectural detailing of the buildings on-site. Various design measures are employed in architectural treatment of the buildings to create a visually appealing streetscape and pedestrian enviroment.

Special attention has been given to the community's landscaping, especially in the shared public areas, to enhance design vibrancy at street-level and encourage social interaction.

Design principles and guidelines are established to create a recognizable and viable sense of place for Sutter Pointe.

A.3.2 SUSTAINABLE DESIGN

PRINCIPLES

Sutter Pointe development should promote a healthy lifestyle by reducing dependence on automobiles, encouraging use of parks and open space, promoting pedestrian and bike-friendly neighborhoods and supporting integrated community design.

INTENT

To ensure a long-term sustainable community promoting public health, various techniques should be implemented in the community design with respect to circulation, built envronment and landscaping as follows:

Circulation:

- Develop safe, pedestrian-friendly streets and boulevards, convenient public transportation, and bicycle paths.
- Integrate livability and walkability in planning and design by promoting public transit and bicycling as alternate forms of transportation to reduce dependency on cars.

Built Environment:

- Design industrial and commercial buildings using flexible plans to reduce future waste while increasing the buildings' market appeal to future tenants.
- Create diverse streetscape and built form design by varying land uses, prototypes, architectural features, colors, and materials to enhance the street level experience.
- Use locally avaialble and manufactured materials to conserve energy and limit costs associated with transportation. This helps to further connect the project to the community and supports the local economy.
- Incorporate cost-effective, energy-efficient site and building design measures, materials and devices to optimize energy utilization.
- Vary paving materials in hardscape areas to promote water infiltration and increase the site's water absorption capacity.

Landscaping and Stormwater Management:

- Increase the use of vegetation to shade and minimize impervious surfaces reducing temperatures and creating comfortable public spaces.
- Use surface stormwater management systems to reduce stormwater run-off.
- Use drought tolerant and native plants to reduce the amount of manicured landscaping. The reliance on indigenous, low-maintenance plants instead of turf grass will limit the need for fertilization, pesticides, and irrigation.

Livability and walkability should be integrated with transit and alternate forms of transportation.

The built environment should be harmoniously integrated with the natural environment.

GUIDELINES

(1) Slow-speed, narrow streets with tree-lined sidewalks are recommended to increase walkability in the neighborhoods.

(2) Human-scale design elements, such as articulated architectural features on residential building façades and transparency at ground-level of non-residential buildings should be used to create a visually pleasing pedestrian environment.

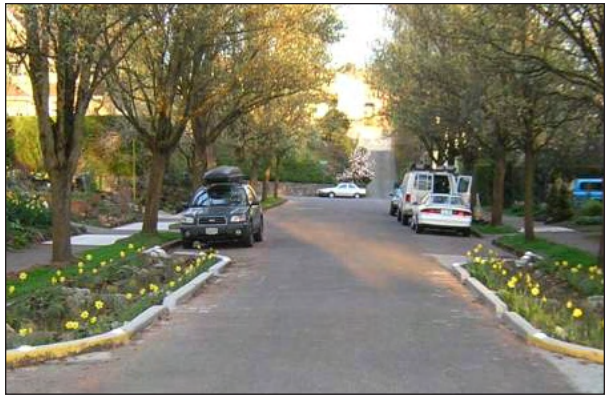
(3) Neighborhoods should be organized by a series of greens, paseos, mini-parks and open spaces to increase choices for physical activity through walking and biking.

(4) Industrial and commercial buildings should be designed with raised-access flooring for electrical and communications distribution, and expansive column-free interior spaces to allow tenants to adapt to future needs with minimal waste and disruption.

(5) Buildings should be oriented to maximize southern exposure and allow integration of low-cost passive solar design architectural techniques.

(6) Street, landscape and building lighting fixtures should use energy-efficient lighting that also meets safety requirements.

(7) In primarily pedestrian areas with low-level vehicular traffic, such as parking lots, pervious paving surfaces are recommended.



Vegetated curb extensions with cuts to allow stormwater retention may be designed in bulb-out parking areas.

Drought tolerant plants and bio-retention swales are encouraged where feasible.

(8) Wherever feasible, use native and drought-tolerant plant species to conserve water, minimize maintenance and support wildlife habitat. Use of "no-mow" types of groundcover is recommended to reduce maintenance.

(9) Bio-retention is recommended as a natural stormwater management system to improve water quality and increase groundwater recharge. In situations where parking areas are adjacent to potential bio-retention opportunities, they may be lined with curbs containing V-shaped cut-outs, allowing run-off from the parking lot to flow into medians or areas that have been designed for bio-retention.

A.3.3 CIRCULATION AND STREETSCAPES

PRINCIPLES

Sutter Pointe's streets should enhance the pedestrian environment, reduce noise, improve and maintain visual quality, and other "quality of life" aspects, and provide vehicular capacity and efficiency. Streets should allow motorists to make internal connections between various neighborhoods without needing to drive to an exterior major road, arterial, or collector street.

INTENT

- Create an interconnected street network and maintain a balanced multi-modal transportation system that provides for efficient and safe movement of people, goods and services.
- Enhance connectivity within the neighborhood street network by designing relatively short streets that intersect with other local, connector, and arterial streets, as appropriate.
- Design frequent intersections and cross streets to promote numerous safe access choices to the same destination. This will reduce the number of automobiles on any one road segment and increase pedestrian convenience to promote walkability.
- Enhance community safety and the pedestrian enviroment by creating streets with regularly spaced trees in the parkway strip and employing traffic calming measures.

Canopy trees in landscaped parkways and on-street parking with bulb-outs at intersections along local streets provide a safe and comfortable environment for pedestrians.

The street network should consist of short streets that frequently intersect other local streets or alleys to facilitate connectivity within neighborhoods.

On-street parking on local streets is encouraged to reduce vehicular speed and create a safe pedestrian environment.

Provide for roundabouts, special median planter areas, small neighborhood parks, pocket parks, or other special landscape features at intersections or entries.

GUIDELINES

(1) Streets should be designed to serve dual roles as vehicular and non-vehicular transportation corridors with landscaped or open-space parkways and bicycle and pedestrian trails.

(2) Streets should be designed to guide regional through traffic to the highway system as directly as possible. Avoid circuitous street patterns.

(3) Multiple points of access to development areas should be provided.

(4) To the extent possible, streets should terminate (form a "T" intersection) at important public uses such as parks, schools, open space, or other civic or institutional buildings (see Exhibit A.3.1)

(5) To the extent possible, cul-de-sac streets should be "live-end" streets. This will provide pedestrian, bicycle, and emergency access to other streets, open space areas, walkways, or other land uses (see Exhibit A.3.2)

(6) Landscaped medians and roundabouts should be designed to unify the landscape of the community through the use of hardscape and landscape elements that break up the monotony of an otherwise plain roadway while creating a traffic calming effect.

(7) Plant the parkway area to create a shady tree canopy that will buffer sidewalks from the street. Choose trees with deep roots to avoid sidewalk, driveway, and curb damage.

(8) On residential streets where sidewalks are adjacent to the curb, street trees should be planted a minimum 3-feet back from the sidewalk to avoid structural damage.

(9) Street trees should be selected to provide a shady canopy, while remaining within the scale of the street. Trees that are substantial in size and/or quantity can create a focal point for the community and provide wayfinding elements as the community develops.

(10) Opportunities for curb extensions and the elimination of on-street parking at intersection corners should be provided. This will narrow overall street widths at project entries and intersections with connector streets.

(11) Provide for roundabouts, special median planter areas, small neighborhood parks, pocket parks, or other special landscaped areas at intersections or entries.

Wide landscaped medians with pedestrian and bicylce trails create open space within residential areas, promoting social interaction and community involvement.

(12) Traffic calming measures such as roundabouts, on-street parking, narrow lanes, bulb-outs are encouraged on local streets.

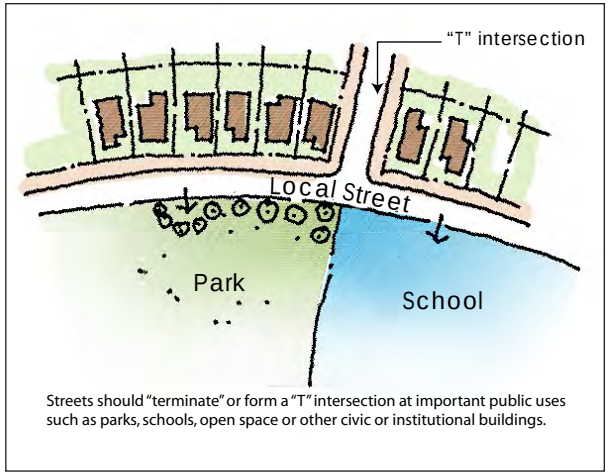


Exhibit A.3.1: *Live-end street - "T" intersection*

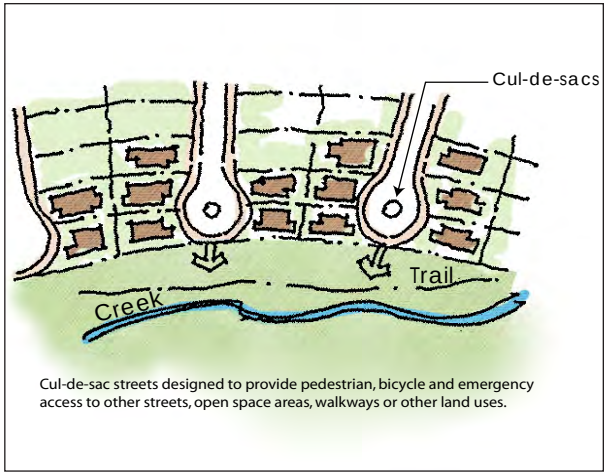


Exhibit A.3.2: *Live-end street - "Cul-de-sac"*

A.3.4 PEDESTRIAN AND BICYCLE NETWORK

PRINCIPLES

Sutter Pointe's streets should promote pedestrian- and bicycle-friendly environments by providing adequate high quality public amenities such as bike racks, shaded pathways and seating areas within the public rights-of-way. Pedestrian and bicycle trail access should be provided for a range of user capabilities and needs in a manner consistent with state and federal regulations.

INTENT

Cross sections showing required sidewalk and trail widths can be found in Chapter 6, Transportation and Circulation, of the Specific Plan. Trails shall be provided as shown on Figure 6.12, Alternative Circulation System, of the Specific Plan, responding to the following design intentions:

- Link major community destinations by an interconnected network of pedestrian and bicycle paths with required facilities to increase choices for physical activity. Community destinations include schools and parks, shopping centers, major employment areas, and transit centers.
- Provide off-street pedestrian trails and bicycle paths within linear open spaces for safe access and connections between neighborhoods for pedestrians and bicyclists of all ages and capabilities.
- Locate, design and develop trail routes with sensitivity to their environmental, recreational, and other impacts on adjacent lands and private property.
- Design bicycle trails, lanes, and routes in accordance with the California Department of Transportation (Caltrans) standards.

Pedestrian and bicycle amenities should be placed at regular intervals along sidewalks and paths.

GUIDELINES

(1) Bicycle storage should be provided at all parks, commercial, office, mixed-use, and civic destinations. Required bicycle storage ratios for each use type are established in Division 14 of the Sutter Pointe LUDC.

(2) Sidewalks on residential streets should be at least 5 feet wide. Where identified on cross-sections in Chapter 6, Transportation and Circulation, of the Specific Plan, multi-use paths of 12 foot width should be provided on arterial roadways.

(3) Urban sidewalks along major roads abutting retail and/or office building entries should be 8 foot minimum width. Fifteen-foot minimum width sidewalks should be provided on Town Center arterials. Pedestrian paths shall remain unobstructed but tables, etc. will be appropriate in Town Center on 15 foot walks.

(4) Pedestrian amenities, including benches, trash cans, other street furniture, and signage should be placed at regular intervals outside the road right-of-way, along sidewalks and paths where appropriate, without obstructing the required minimum sidewalk width.

(5) Highly visible crosswalks should be located at all major intersections. Crosswalks should allow pedestrians to cross safely at the shortest distance possible. A change of paving materials enhances safety, visibility, and aesthetics and should be implemented where feasible and appropriate.

Wide sidewalks on urban streets adjacent to retail and office buildings allow for pedestrian-oriented features, such as outdoor seating areas.

Off-street bike paths and pedestrian trails should provide safe, continuous links to various public destinations.

Off street bike-paths and pedestrian trails should discourage inappropriate vehicular use by providing vehicular barriers, such as bollards.

Multi-use trails located along drainage canals and basins enhance the recreative purpose of the waterbody.

A.3.5 PEDESTRIAN ENHANCED INTERSECTIONS

PRINCIPLES

Three pedestrian enhanced intersections are proposed along Riego Road east of SR 99/70 to promote safe pedestrian enviroments and walkable north-south access across the arterial. Various types of enhancements should be used to allow customized solutions responsive to specific site conditions and budget constraints, such as, crosswalk markings, enhanced signage and signals, curb extensions, and crosswalk refuges.

INTENT

- Provide safe pedestrian access from the residential areas north of Riego Road to destinations to the south such as the Town Center, Great Park, and High School.
- Link the uses on both sides of Riego Road within the West Activity Center, East Activity Center and Mid-Riego Neighborhood Center.
- Use durable materials for intersection enhancements capable of enduring high vehicle traffic loads.

GUIDELINES

(1) Enhanced pedestrian intersections should be clearly marked and visually distinguishable from the pavement of the road.

(2) Wherever possible, pedestrian markings on the street should allow for differences in texture and be accompanied by audible signals to accomodate the needs of sight- or hearing-impaired persons.

(3) The grade of pedestrian enhanced intersections should be smooth and gradual to allow for easy pedestrian and wheelchair movement.

(4) Wide median breaks and islands should be used at pedestrian enhanced intersections to allow safe refuge for pedestrians who may be stuck in between signals.

(5) Design strategies such as bulb-outs should be used to narrow intersection crossing length for pedestrians and bicyclists while also providing a traffic calming effect.

(6) Enhanced intersections using electronic signals should be adequately spaced and regularly timed to discourage traffic queues near intersections.

(7) Pedestrian enhanced intersections should be adequately illuminated to enhance visbility of approaching pedestrians at the crossings.

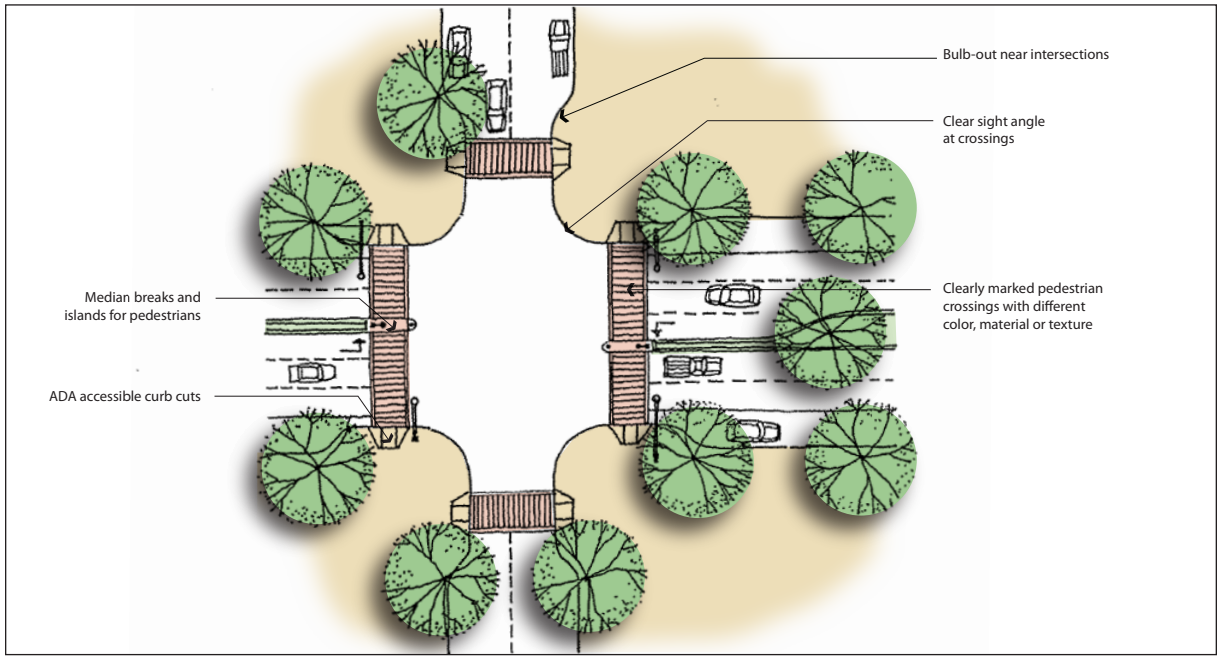


Exhibit A.3.3: *Conceptual layout of enhanced pedestrian intersection*

A.3.6 LANDSCAPING

PRINCIPLES

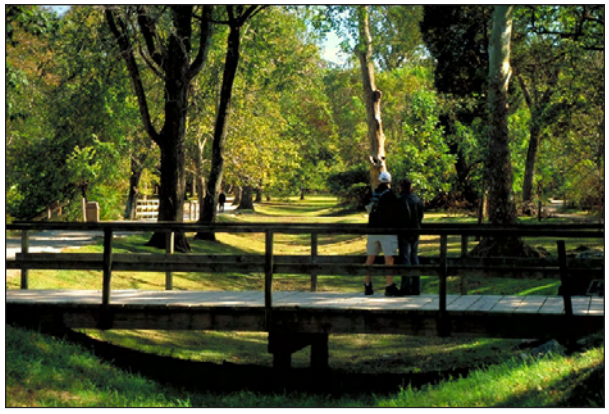
Community-wide landscaping in Sutter Pointe should create dynamic appearance and visual continuity for parkways, arterials, and collector streets, and help to define neighborhoods, employment villages, and activity centers.

Formal landscaping will be employed along streets and within neighborhoods.

INTENT

- Organize the community-wide landscape framework into three broad approaches – formal, naturalistic, and transitional. This planting concept establishes areas ranging from urban to naturalistic open-space character and recognizes the transitional areas between them.
- Planting design palettes should reflect the nature of each area.
- Formal, linear design patterns are appropriate for urban-street corridors, while a more natural approach is appropriate in parks and open spaces. Transitional areas are landscaped spaces between the more urban settings and open spaces and provide opportunities for a range of creative design approaches.
- Emphasize use of native and ornamental plants with low water needs to save maintenance costs and reduce the need for irrigation, fertilizer, and pest control.
- A Master Landscape Plan for common areas, parkways, and median treatments will be established for Sutter Pointe prior to submission of the the first tentative subdivision map in order to:
    - Provide thematic continuity throughout Sutter Pointe;
    - Establish master plant pallete for the community;
    - Help identify entries to various neighborhoods;
    - Provide direction to motorists; and
    - Systematically reinforce the understanding of the circulation hierarchy and different land uses.
- A detailed Streetscape Plan for all major highways and arterials will be established for Sutter Pointe prior to submission of the first tentative subdivision maps to ensure creation of a unified streetscape. The Streetscape Plan will identify the locations of the following:
    - Street trees,
    - Landscape patterns,
    - Buffer Areas,
    - Walls, and
    - Gateways

Transitional landscaping is encouraged along buffer areas, parks, and open space trails adjacent to neighborhoods.



Within open spaces, parks, landscape buffers, and detention areas, more naturalistic landscaping is encouraged.

GUIDELINES

(1) A coordinated landscape pallette including variety of plant species should be used to create plant diversity distinguishing each village and activity center from one another.

(2) Different types of trees should be used throughout the community, to create a vibrant variety within the landscaped areas.

(3) Landscape foundation plantings should be incorporated at the base of all multi-family residential, commercial, retail/office, industrial, and mixed-use buildings where appropriate, to soften hardscape and building edges.

(4) Tree planting should be used to soften the visual mass of buildings.

(5) A mix of evergreen and deciduous trees should be used to provide year-round screening at solid, blank walls, and seasonal interest at pedestrian nodes.

(6) Street tree plantings should consist of tall, high-canopied trees that grow to a height of at least 40 feet at maturity.

(7) Street trees should be aligned in rows, parallel to the curb, and centered in the landscaped parkways approximately 40 feet c/c on highways and arterials, and 25 feet c/c on residential and minor streets.

(8) In formal landscaped areas, street tree spacing should be adjusted to accomodate driveways while maintaining a regular street tree pattern. Tree species should be mirrored on both sides of the street for uniform canopy coverage and spatial continuity.

(9) In alleys, smaller narrow and high-branching trees should be planted ocassionally where space allows and no conflict exists with trash pick-up and other utility/ service needs in alleys.

(10) In alleys, planting pockets should be provided to accomodate vines that grow up the walls and fences along the alleys.

(11) Medians should be planted with street trees with a rich mixture of colorful shrubbery and ground-cover to contribute to the desired garden-like setting of the community and break down the scale and expanse of pavement of large boulevards. Plants should be selected carefully to avoid obstruction of sight lines.

(12) If portions of the street are planted at different times, subsequent plantings should match the current size of the existing planting in caliper, height, and canopy spread.

Landscaping with low-water ornamental and native plants supports long-term sustainability goals.

Tree planting should be used to soften the visual mass of buildings.

A.3.7 GATEWAYS AND ENTRIES

Sutter Pointe's land use plan identifies a hierarchy in the treatment of gateways and entries to the community, neighborhoods and activity centers (see Exhibit A.3.1). The purpose is to accentuate and distinguish each type of gateway or entry by varying material, style, massing form and landscaping treatment. This helps in maintaining the identity of each area while retaining the spatial continuity in the overal theme of the gateways and entries.

COMMUNITY GATEWAYS AND ENTRIES

The community gateways and entries are the visual markers that define the edge of the community and provide the first overall impression of the development. The landscape treatment of the community gateway should establish a visual transition from SR 99/70 and major arterials, including Sankey Road and Riego Road, by designing tall vertical architectural features framed by landscape elements that define a portal to the community (see Exhibit A.3.2).

ACTIVITY CENTER ENTRIES

The activity center entries occur along major roads within Sutter Pointe to identify transitions between the villages (employment and residential) and the activity and town centers (see Exhibit A.3.3). The unique design of these markers may indicate the type of activity taking place in the different centers. For example, the Town Center's entry feature may reinforce the civic and public character of its activities.

RESIDENTIAL VILLAGE ENTRIES

The residential village entries can be developed at two scales: the first to distinguish among the three residential villages, and the second to visually identify the individual developments within each village. These entry features should be of a smaller scale than those used for community and activity center entrances (see Exhibit A.3.4).

Community gateways and entries should be designed to establish a sense of place and reinforce a distinct character for the community.

Landscaping, lighting, signage, and artistic elements may be integrated into entry monuments to create high quality visual character.

Gateways and entries should utilize planted median strips within the connector street leading into the neighborhood.

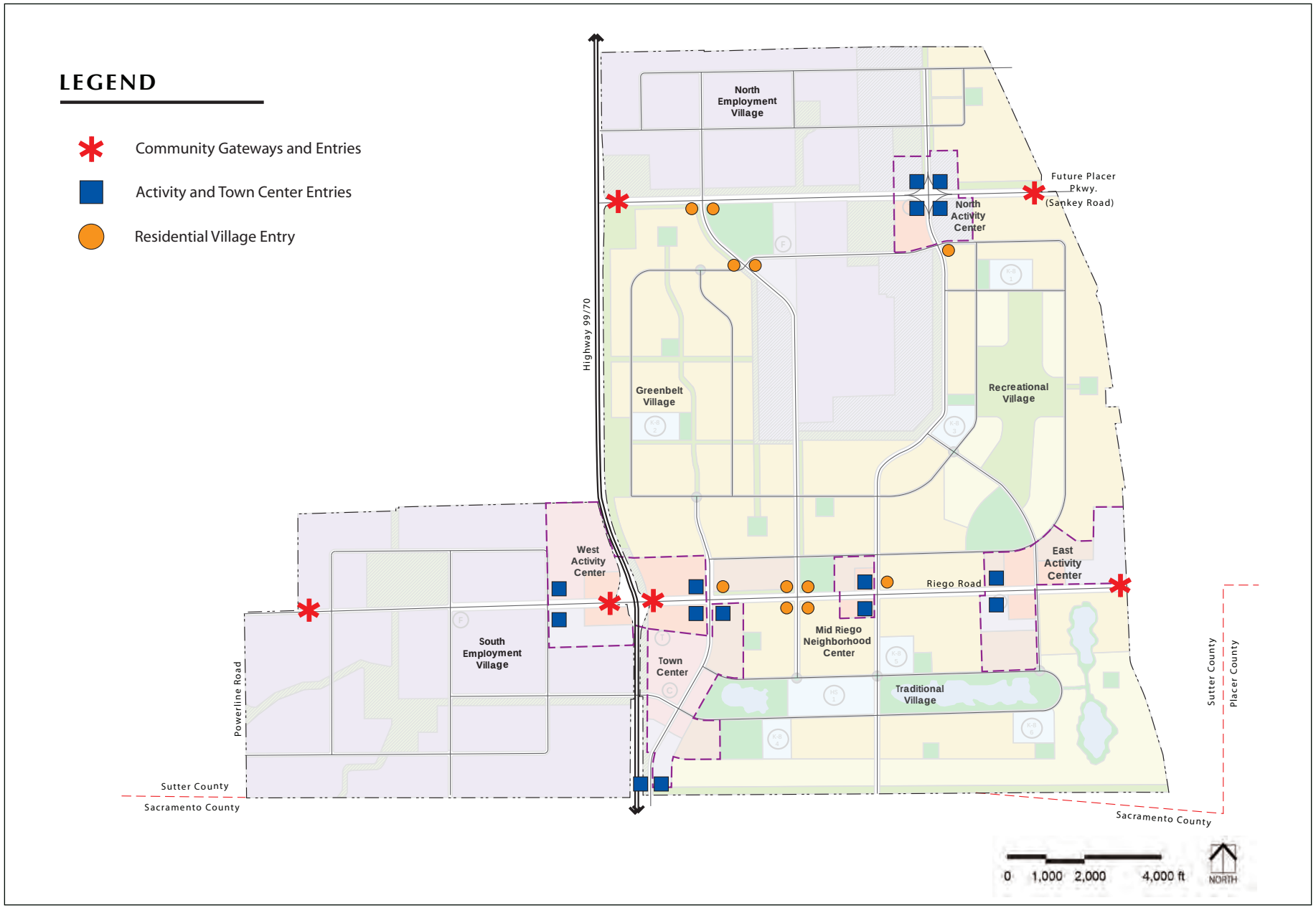


Exhibit A.3.4: *Location of gateways and entries*

PRINCIPLES

Important entry locations in the community should be identified for locating gateways and entry signs to enhance the visual aesthetics and sense of arrival. A hierarchy of scale in the form and massing should be estabilised as appropriate to the importance of the entry - with large monumental elements used at the community gateways and smaller treatments occurring at residential village entries.

INTENT

- Provide visual landmarks and wayfinding cues along major streets and roadways while maintaining a hierarchy of scale to highlight the importance of each type of entry.
- Form an organizational system with visual language utilizing both architectural and landscaping elements to orient, inform and convey a sense of place.
- Maintain safe sight distance at all entry improvements. Landscaping is appropriate near intersections as long as critical views of traffic and pedestrians are maintained.

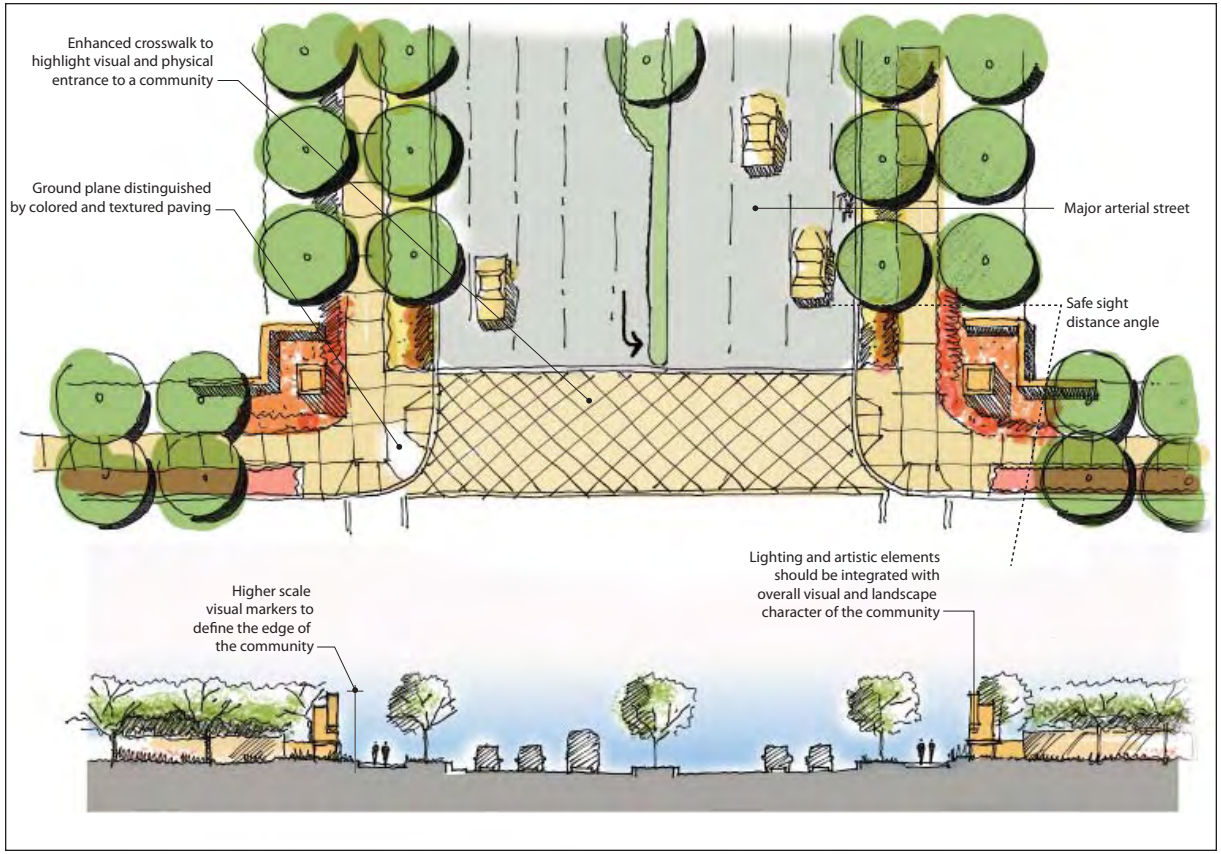


Exhibit A.3.5: *Conceptual community gateway design*

GUIDELINES

(1) Community entries should include tall vertical design elements, such as pilasters at the corners of major roads and secondary streets.

(2) Moderate height vertical elements featuring public art, taller landscape elements, arbors, and stone walls should be used to define the entrance to Activity Centers and the Town Center.

(3) Materials, color and finishes used in the gateways and entries should respond to the theme and pallette used for buildings in Sutter Pointe's neighborhoods.

(4) The ground plane entering into the community should be highlighted from the street with colored and textured paving integrated within the entry landscape design.

(5) Lighting and artistic elements may be integrated into the entry monuments to help create a high-quality visual character for the community.

(6) Grading and planting of these areas should create a spatial transition from the relatively automobile-dominated arterial streets to the smaller-scale connector and local streets.

(7) Residential village entries should utilize planted median strips within the connector street leading into the individual developments to reduce the visual scale of the street width and emphasize the special nature of the entry.

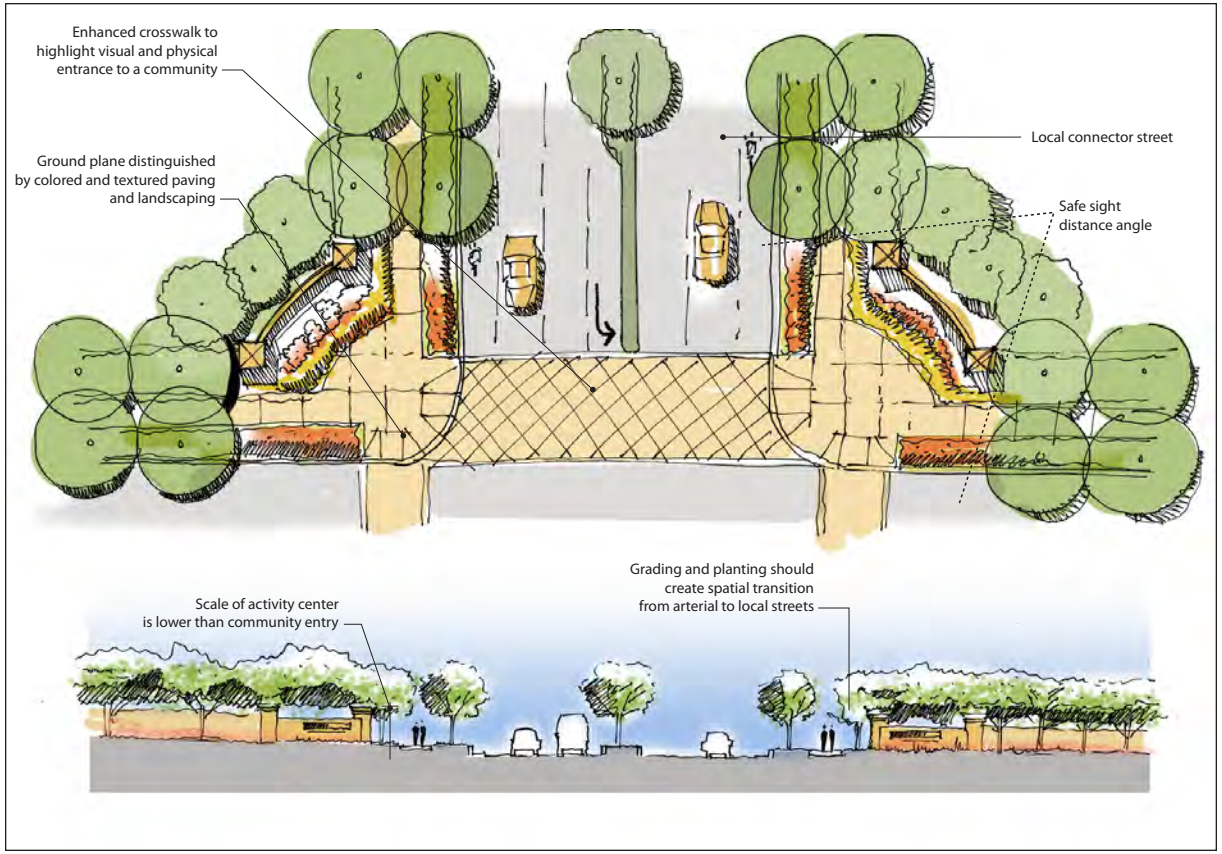


Exhibit A.3.6: *Conceptual activity and town center gateway design.*

(8) Entry designs should incorporate pedestrian elements, such as streetscape furniture, lighting, and bus stops, where appropriate.

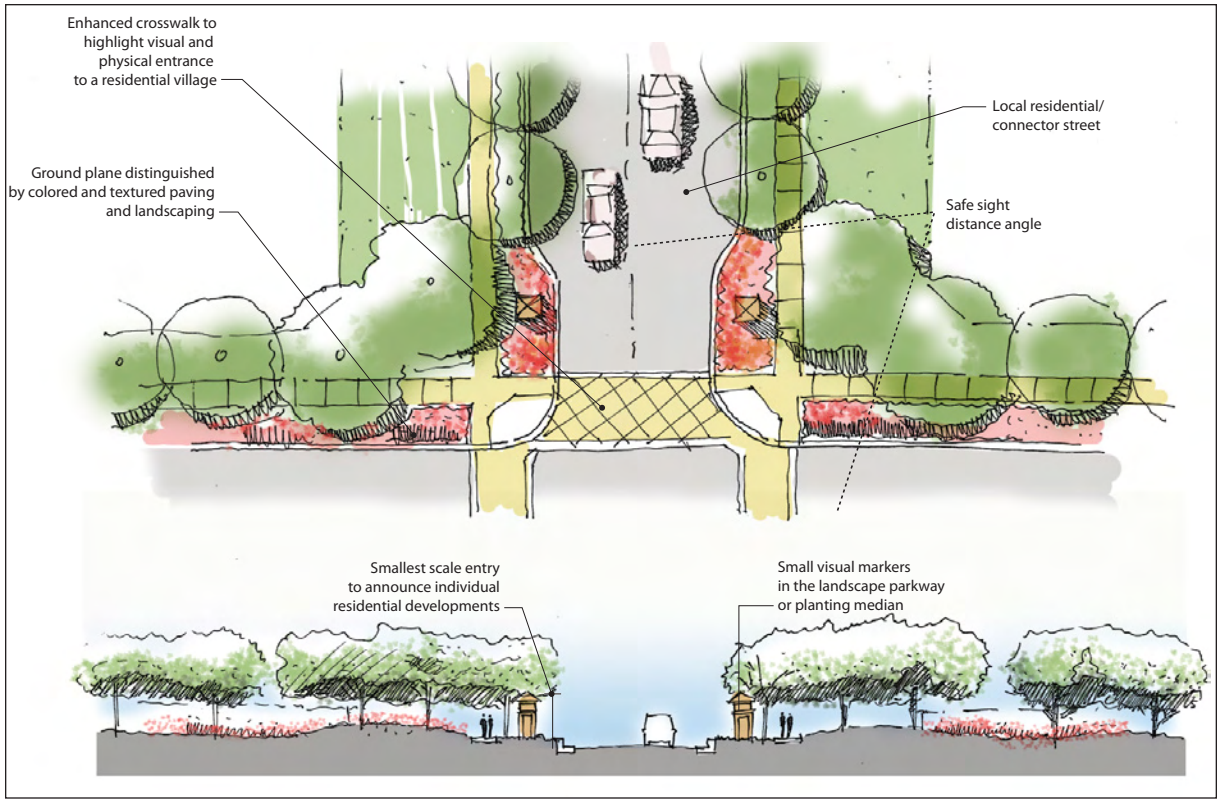


Exhibit A.3.7: *Conceptual residential village entry design*

Scale of activity center gateway.

Scale of residential village entry.

A.3.8 OPEN SPACE BUFFERS, TRANSITION AREAS, AND EDGE TREATMENTS

PRINCIPLE

Open space buffers and transition areas should be provided along the urban edges to protect agricultural lands and habitats surrounding Sutter Pointe. Landscaped setbacks should be provided to visually treat the edges of major highways and arterial streets along residential villages. Landscaped setbacks should also be provided as a buffer and open space transition between the commercial centers, adjoining residential village uses and surrounding agricultural lands. Landscaped setbacks and open space buffers should establish a physical and visual separation between incompatible land uses to screen light, sound, odor, and other potential nuisances to residents.

INTENT

- Open space buffers and landscaped setback areas are intended to provide many functions including:
  - Storm drainage detention areas;
  - Trails and open space transitions;
  - Agricultural buffers;
  - Landscape screening;
  - Improvements to scenic qualities of the site; and
  - Increased habitat value.

GUIDELINES

(1) A landscaped setback of at least 15 feet width should be provided between residential and commercial villages.

(2) A buffer of at least 150 feet shall be provided along Sutter Pointe's boundary between residential areas and adjacent agricultural lands. A buffer consistent with Sutter County standards shall be provided between commercial and industrial areas and adjacent agricultural lands. Roads, greenbelts, parking lots, landscaped areas and similar non-active uses are suitable within the buffer.

(3) Landscape buffers should incorporate screening with trees, shrubs and ground cover, fences and walls, and earth mounding.

(4) Pedestrian design elements such as paths, walkways, seating, pedestrian furniture, lighting, and other architectural treatments should be integrated within landscape buffer areas along highways and arterial roadways.

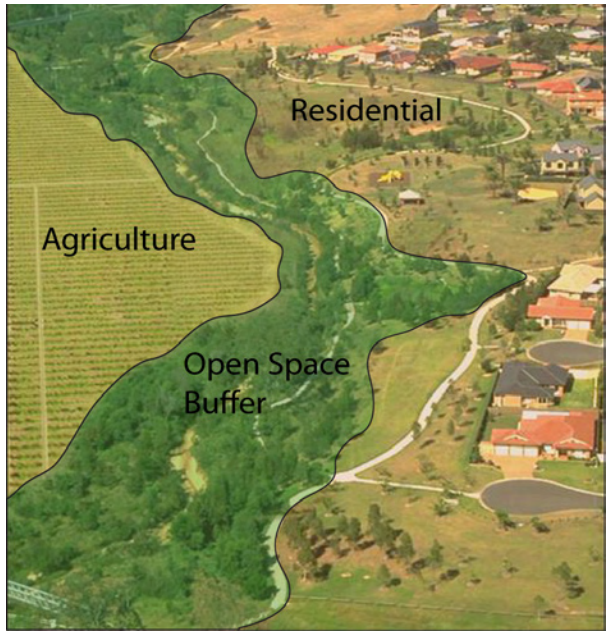
(5) Emergency access to and visual surveillance of open space buffers should be provided from adjoining roadways, sidewalks, and trails.

(6) Open space areas and edge treatments abutting agricultural lands should be landscaped with drought tolerant, local plant species to reduce water consumption and maintenance requirements.

(7) Landscaped buffers and setbacks between major arterial streets and commercial villages should include trees, shrubs, and ground cover. A formal and urban character is appropriate for these areas. Use of pedestrian amenities, trails, lighting, and wayfinding signage is encouraged.

(8) Backs of buildings, large parking lots, and maintenance and storage yards should not face onto open space buffers. Building entries, local roadways, trails, and live-end cul-de-sacs should be oriented to adjoining open space buffers.

(9) Educational and informational signage should be incorporated into open space buffer areas along trails and walkways.



Open space buffers provide a transition from agricultural to residential uses and create a visual amenity.

A.3.9 LIGHTING

PRINCIPLE

Community-wide lighting themes and fixtures contribute to a high quality and attractive community image, while maintaining safety and energy efficiency.

INTENT

- Ensure safety of residents and users by using lighting to reinforce important community elements including activity centers, the Town Center, residential villages, parks and open spaces, and pedestrian pathways.
- Use appropriate color, intensity, and types of lighting on buildings and in landscaping to contribute to the character of the community.
- Promote down-lighting, especially along the edges of the agricultural lands to reduce pollution of the night sky and maintain a rural lighting approach.
- Prohibit low-pressure sodium fixtures in landscaping, parking lots, security areas or stairwells.

GUIDELINES

STREET LIGHTING

(1) Uplighting should consist of an above-grade shielded accent light if it does not produce glare and the fixture is concealed by landscaping. To prevent glare, fixtures should be aimed away from observers. Junction boxes should be placed below ground or screened if they are readily visible from the street.

(2) Lighting should be designed and located to minimize ambient light levels for any given application, consistent with public safety standards.

(3) Higher intensity lighting should generally occur at intersections, parking entrances, and areas of pedestrian activity and building entries.

(4) Ornamental, pedestrian-scale lighting fixtures are encouraged.

(5) Lighting should be designed to minimize glare and the direct view of light sources. No lighting shall blink, flash, or be of unusually high-intensity or brightness.

(6) Lighting should utilize energy-efficient fixtures, which provide a balance between energy efficiency and pleasing light color.

(7) Site and street lighting should be coordinated to provide a consistent lighting character that compliments the adjacent architecture.

(8) Downlighting should be used along public streets to emphasize circulation and preserve the character of the night sky.

(9) The use of "bi-lighting" fixtures, which combine two or more fixtures on a single pole is encouraged to help reduce pole clutter along streets.

(10) Lighting fixtures used exclusively for security lighting should be shielded to prevent glare and lighting of adjacent properties.

(11) The location of lighting standards along primary corridors and private drives should be coordinated with street-tree planting to minimize light blockage from tree canopies.

Lighting design is an integral part of the overall community image.

EXTERIOR LANDSCAPE LIGHTING

(12) Driveway and path lights should have a high degree of light shielding to prevent glare.

(13) If special architectural elements or landscape objects are spot-lit, fixtures should be concealed and glare eliminated. Roof or post-mounted directional floodlights are not permitted.

BUILDING LIGHTING

(14) Lighting fixtures should complement and enhance the architectural style of buildings.

(15) Uplighting of industrial buildings is not encouraged, except at the office component of the building or at special architectural features and monument signs.

(16) Illuminated signage and exterior building lighting should be compatible with the architecture of the project and shall not detract from the visibility of surrounding buildings.

(17) Landscape and architectural lighting should be used to illuminate building facades, building entrances, and feature or courtyard spaces.

(18) Lighting reduction and energy-efficient timer systems should be required after normal business hours except for lighting that is mandated for general safety and security.

(19) Lighting should be designed to create a unique nighttime character that highlights and stimulates activity.

(20) Night lighting must be provided for all pedestrian walkways, and where stairs, ramps, and crosswalks occur.

(21) Distinctive accent lighting may be used on buildings to highlight individual tenants, provided that the lighting is complementary to the lighting style of the overall commercial area.

(22) Specialized lighting is appropriate for entries, building towers, and other unique architectural elements.

(23) All front lighting should be baffled or obscured in channels where possible. Any exposed fixtures, shades, or other elements should be designed to contribute to the design of the storefront.

Exterior landscape lighting helps to accentuate the quality and ambience of a space.

Site and street lighting should be coordinated to provide a consistent lighting character that compliments adjacent architecture.

Lighting should be designed to create a unique nighttime character that highlights and stimulates activity.

PARKING LOT LIGHTING

(24) Parking lot lighting should not exceed 20 feet in height.

(25) Specialized pedestrian-scale lighting should be provided along pedestrian walkways within parking lots.

(26) For those parking lots that are adjacent to residential areas, the maximum height of light posts shall not exceed 18 feet.

(27) All exterior lighting fixtures in parking areas and driveways should utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights-of way.

Parking lot lighting should be no higher than necessary to provide efficient lighting of the area.

A.3.10 WALLS, FENCING, AND SCREENING

PRINCIPLE

High-quality wall, fencing, and screening materials contribute to the character of the Sutter Pointe community. Walls and fences on property lines and elsewhere provide for privacy, security, and sound attenuation, and help shape the character and image of individual homes and neighborhoods. Privacy walls include all walls which adjoin public streets, parks, public use areas, and community entrances. Walls should not detract from a sense of openness and public views of the open space and should only be used where necessary.

INTENT

- Minimize the use of sound walls by encouraging setbacks, optimizing building orientation, and promoting other creative and alternative solutions for noise barriers.

GUIDELINES

(1) Privacy walls and sound walls along interior residential collectors and residential arterial streets are discouraged. Where sound barriers are required, use of mounding and earth berms with low walls is preferred.

(2) Parcels fronting along arterial and collector roads should use a common fence design, coordinated with the design character of the neighborhood.

(3) To reduce visual prominence, walls and fences should be used in combination with trees, vines, shrubs, and hedge planting.

(4) Walls visible from arterial and connector streets should incorporate frequent openings at intervals of appoximately 300 feet. Breaks in walls can be coordinated with connector or local street intersections; open ended cul-de-sac or loop streets; pedestrian connections and linking pathways.

(5) Walls should be located within the landscape area of the public right of way, adjacent to the property line.

(6) The style, materials, and color of fencing in residential areas should complement the style, materials, and color of homes.

(7) Acceptable fencing materials include wood, metal, and mixed materials (e.g. metal posts, custom concrete columns). Use of chain link fencing is not appropriate.

(8) Low walls (equal to or less than 2 feet high) can be used to demarcate special-use areas within plazas and outdoor dining areas and designed to serve as seat walls for pedestrian use.

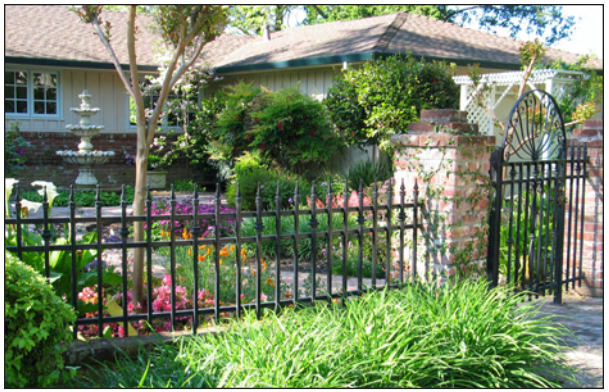
Wide landscaped setbacks along busy streets are encouraged where feasible as an alternative to sound walls.

Walls and fences should be used in combination with trees, vines, shrubs, and hedge planting to reduce visual prominence of blank wall surfaces.

(9) Areas for receiving and loading of materials on commercial, office, and industrial premises should be located away from the public street to which it is oriented. Loading areas should be screened from all public streets and views from areas frequented by the public.

(10) Trash/recycling areas within commercial and multi-family residential areas should be screened by minimum 6 foot-high walls and/or fencing and landscaping.

Trash/recycling areas within commercial and multi-family residential areas should be screened by minimum 6 foot-high walls and/or landscaping.



Front yard fencing should be visually permeable to maintain continuity with the streetscape.

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A.4 RESIDENTIAL VILLAGES

A.4.1 PURPOSE

The three residential villages of Sutter Pointe provide different amenities appealing to a broad spectrum of ages and lifestyles. Each residential village includes a broad range of residential categories and densities – low density residential (2-4 du/ac), medium density residential (4.1–12 du/ac.), and high density residential (12.1–24 du/ac).

This section provides the residential development guidelines governing the relationship of buildings to lots, buildings to streets, and buildings to garages, other structures, and/or accessory uses. The guidelines are focused on "place-making" – providing creative and flexible new approaches to the design of high-quality, high-amenity neighborhoods.

A.4.2 DESIGN CONCEPT

Residential development in Sutter Pointe is based on four primary planning and design concepts to establish a "sense of place and community": mobility, compactness, diversity, and quality of design.

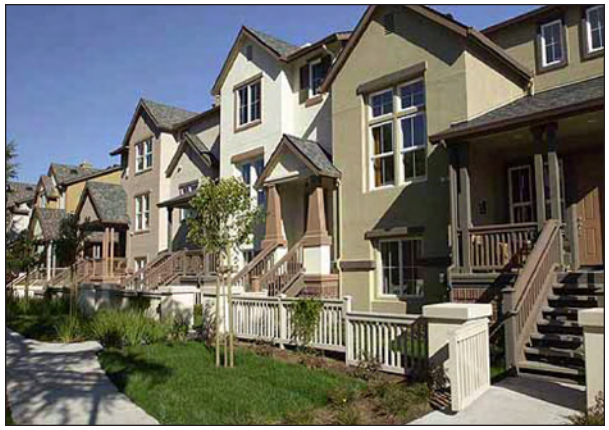
MOBILITY

Sutter Pointe provides for a variety of choices in transportation, including public transit, a well-designed pedestrian-oriented street network, and a system of interconnected bicycle and pedestrian paths. Residential neighborhoods are well connected and conveniently located near commercial areas with a modified grid street pattern and a network of pedestrian-oriented greenways to encourage walking and biking.

COMPACTNESS

The land use plan places the highest concentration of housing density in areas with easy access to regional and neighborhood shopping centers, public transit centers, and the parks and open spaces within the community. The densities within the Land Use Plan have also been varied with practical considerations for compatibility with adjoining land uses and availability to a broad segment of the market. This approach provides opportunities for public gathering spaces and contributes to the sense of community.

Typical low density residential - Single-family residence (2-4 du/ac)



Typical medium density residential - Attached townhomes (9-12 du/ac)

Typical high density residential - Attached townhomes and apartment structures (12-24 du/ac)

DIVERSITY

Sutter Pointe provides for a diversity of housing types, which include opportunities for varying lifestyles, income levels, and age groups. Homes are designed to create variety in scale and architectural form and massing, which in turn reinforce the neighborhood and street character.

QUALITY OF DESIGN

High quality of design and construction is envisioned for the community to enrich the quality of life of the residents and enhance the property values of the community and its adjoining areas. Sutter Pointe is designed with special emphasis on the public realm to create highly interactive social spaces, and safe and comfortable streets. Attention to details should be given to support a pedestrian friendly, "human scaled" environment.

Sutter Pointe's land use plan encourages compact development.

Providing transportation choices that integrate both vehicular and non-vehicular modes of traffic helps to create healthy, active communities.

A range of housing types, in terms of architectural styles, scale, and massing add diversity to the residential neighborhoods.

High-quality design and construction is envisioned for the community to enrich the quality of life of the residents.

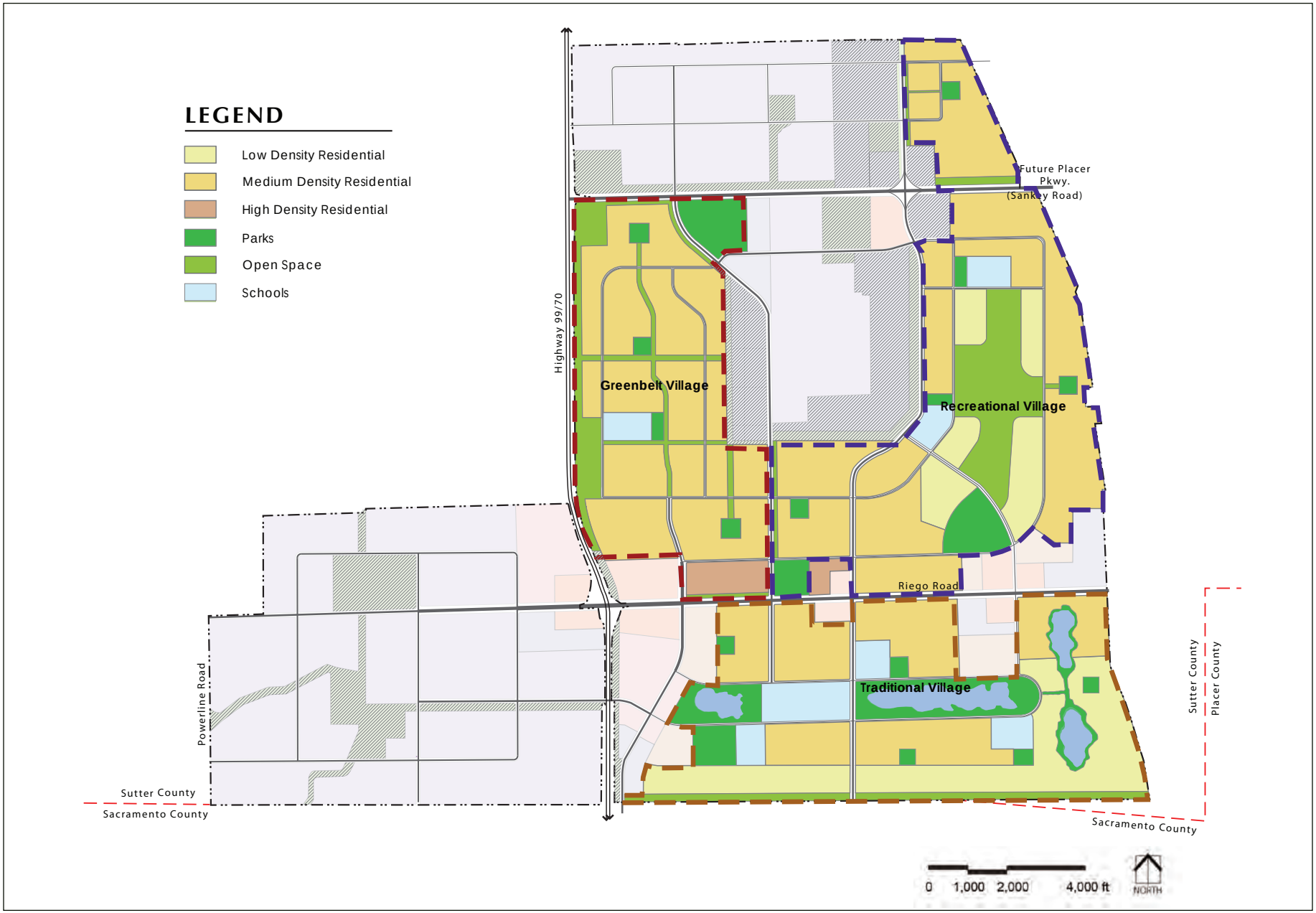


Exhibit A.4.1: *Residential villages in Sutter Pointe.*

A.4.3 SITE DESIGN

The following design principles, intent and guidelines provide general direction for the siting of homes in the residential villages of Sutter Pointe. The residential areas within the mixed-use activity and town centers are discussed in a separate chapter.

PRINCIPLES

The site design principles in Sutter Pointe residential villages focus on the creation of diverse neighborhoods with their own sense of identity but consistent with the overall community character. Site design should respond to Sutter Pointe's community vision for a high-quality walkable, healthy and interconnected community compatible with adjacent land uses.

INTENT

- Accomodate a wide range of densities and product types within the residential villages.
- Locate medium- and high-density sites near employment centers, shopping districts, and schools with interconnecting pedestrian and bike paths, to encourage alternative modes of transportation.
- Mix housing styles within similar architectural "families" and lot sizes in single-family residential neighborhoods to add vibrancy to the neighborhoods and pedestrian-level streetscape.
- Create pedestrian oriented neighborhoods and public realm to encourage social interaction among residents.
- Buildings on corner lots must address both streets.

GUIDELINES

NEIGHBORHOOD PATTERN AND CHARACTER

(1) Executive home sites within LDR designated areas should provide a range of lot sizes (1/3- to 1/2-acre) allowing for a wide diversity of building setbacks, massing, and individual site character.

(2) Residential lots should typically be organized in block layouts within a modified grid pattern with connections that encourage walking, biking, and use of alternative modes of transportation.

(3) Neighborhoods may have streets designed in curvilinear patterns or employ other traffic calmning measures to slow vehicles through neighborhoods.

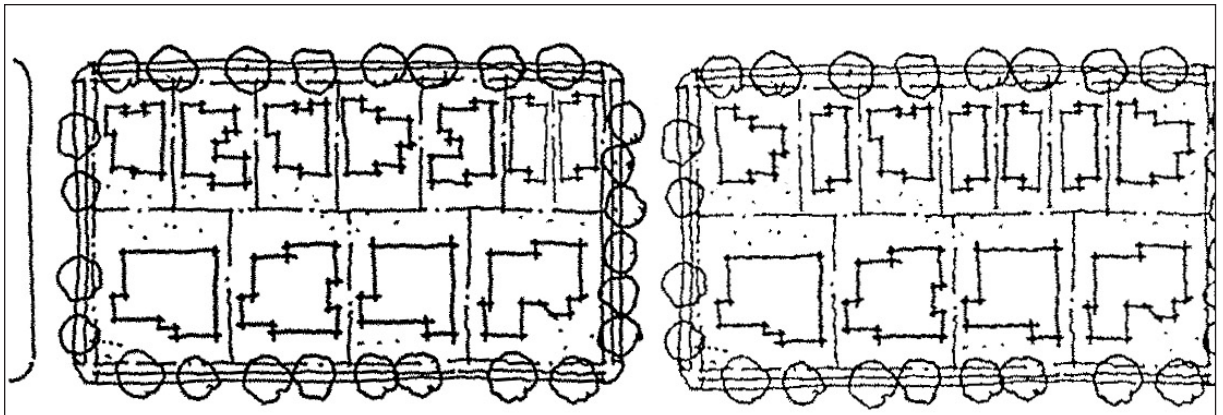
(4) Access walkways should be provided to open spaces, parks, schools, and commercial centers from neighborhoods and within approximately ¼ mile of each residence.

(5) Residential blocks and local streets should be pedestrian oriented and laid out in a pattern that reduces regional through traffic.

(6) Various design measures (such as fronting residences to the streets and sidewalks, alley-loaded housing types, and variations in building massing with projections of roof, porches, or decks) should be used to articulate buildings at the street level to create an inviting pedestrian realm.

(7) Residential neighborhoods should provide a variety of smaller open spaces, and seating places along the streets for informal neighborhood gatherings.

(8) Shade elements and structures should be considered integrally with neighborhood design to create comfortable outdoor and public spaces.



Varying lot sizes on adjacent blocks adds diversity to the neighborhood.

Exhibit A.4.2: *Lot diversity in neighborhoods*

FOCUS ON OPEN SPACE

(9) Each residence should be designed with a usable, private outdoor living area. All ground-floor homes should have an outdoor living space, yard, courtyard, or patio. However, private outdoor living spaces may be enclosed or screened to provide privacy from surrounding homes and public spaces, but should not add bulk/mass to the neighborhood.

(10) Buildings should be placed and oriented such that open space is visible and accessible.

(11) Residential neighborhoods should be organized around a central neighborhood park or joint-use school and park. Each residence would optimally be within a ¼ mile – ½ mile radius of green space.

A coherent and connected open space system should be provided within all neighborhoods.

Buildings should be oriented such that open space is visible and accessible.

Residential neighborhoods should provide a variety of smaller open spaces, mini parks, image parks, and seating places along the streets for informal neighborhood gatherings.

Neighborhoods organized around a central neighborhood park or school.

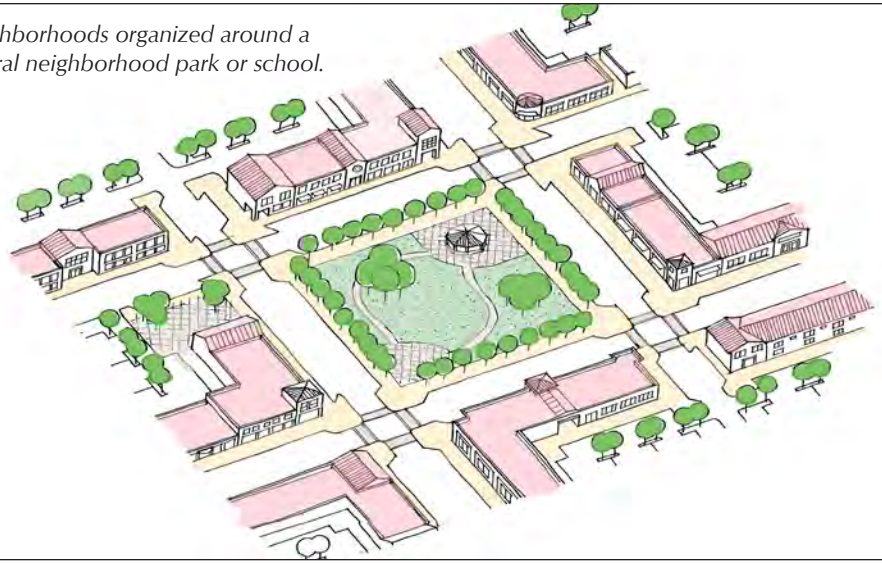


Exhibit A.4.3: *Focus on open space*

BUILDING ORIENTATION

(12) Building façades facing streets and walkways should be designed to create a more human-scale environment and provide transitions from public to private spaces. A clear entry sequence for ground-floor units extending from the street and public sidewalk to the front door may be accomplished through:

- Use of functional front porches or front stoops;
- Clearly defined site and building entries that are in scale with the building and oriented directly to the street frontage;
- Clearly identifiable front doors of each unit from the adjacent street, with the use of distinctive architectural elements and materials to denote the permanence of the entry; and,
- Doors and windows that complement the architectural style of the building with views onto the public street and sidewalks.

(13) Large expanses of blank walls, garage doors, and utilities along the front areas of buildings and lots are discouraged.

(14) Building façades should be designed to provide visual surveillance from the inside of buildings of the public streets, public spaces, sidewalks, and open space areas to promote safety and security of the public realm with "eyes on the street."

Building façades should be designed to provide visual surveillance of the public realm from inside of the buildings.

A clearly defined site and building entries that are in scale with the building and oriented directly to street frontage is recommended.

Homes should be oriented toward the street, with entry areas, windows, porches, and major indoor activity spaces facing the street and pedestrian walkways.

PRESENTATION AT CORNERS

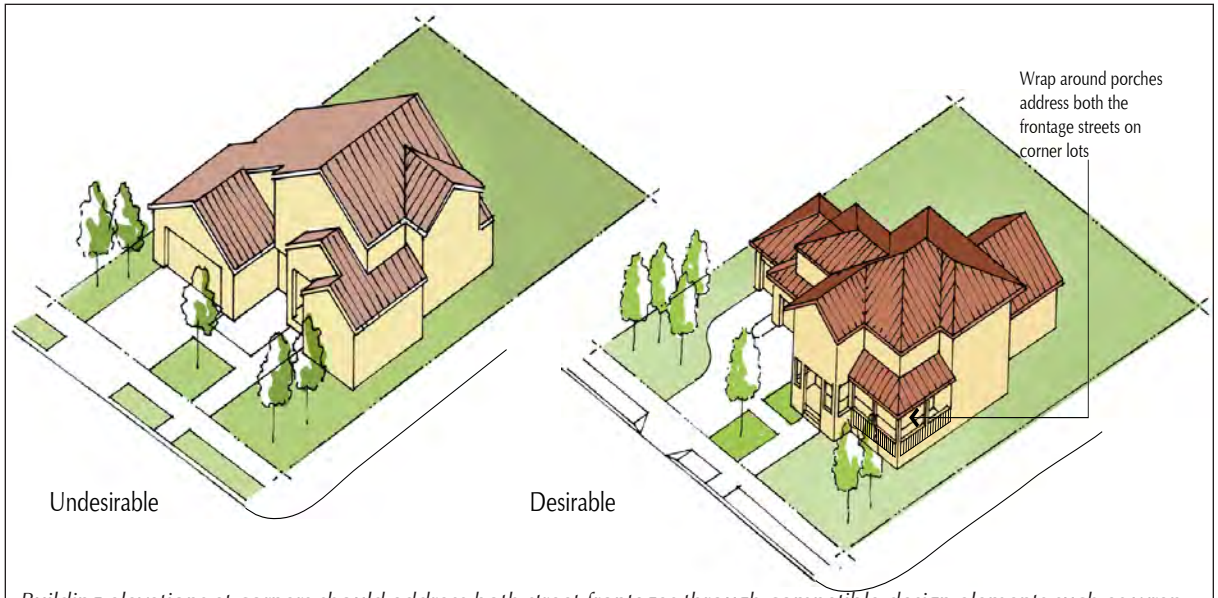
(15) Corner lots are typically wider and should provide opportunities for larger building heights and forms to create a visual anchor at intersections.

(16) Homes on corner lots may be larger and should have one- and two-story articulation on both the front and side facing the corner street.

(17) Garage access from an alley or the side street is encouraged.

(18) The housing façade facing the side street on corner lots should provide architectural features that create a presence to the street and improve the visual surveillance of the public realm.

Building façades on corner lots should provide architectural features that emphasize street presence.



Building elevations at corners should address both street frontages through compatible design elements such as wrap-around porches and/or windows to express its important location.

Exhibit A.4.4: *Presentation at corners*

STREETSCAPE DIVERSITY AND BUILDING SETBACKS

(19) Variety within a street scene should be achieved by varying building styles, building heights, setbacks and massing, and by including single-story elements in the profiles of the front façade.

(20) Each block elevation in LDR, MDR, and HDR areas should contain at least three different models. Different models are defined as those with significant variation in floor plans, configurations, heights, setbacks and massing, as well as minor variations in size or number of bedrooms.

(21) Staggering the building massing along the block elevation is encouraged. The techniques used may differ depending on the product types, ranging from two-story setbacks on higher density products to varying ground-floor setbacks on lower density housing types.

(22) A staggered setback should be achieved without sacrificing backyard depth and usable open spaces. At least 25 percent of units should typically provide a 3-foot minimum staggered setback along each block. This may be accomplished by using different product types with garages, porches, or living areas located at the setback lines to give the appearance of a staggered setback.

(23) Side setbacks should be used to create usable outdoor space and ensure privacy.

Variations in lot widths and lot sizes on adjacent blocks are encouraged.

Using different prototypes or architectural styles for adjacent residential buildings helps in maintaining streetscape diversity.

Low density residences

High and medium density residences

Exhibit A.4.5: *Diversity in residential neighborhoods*

A.4.4 NEIGHBORHOOD AND BUILDING DESIGN

PRINCIPLES

Architectural form, massing, color, material finishes, garage placement, and façade articulation should be promoted to diversify neighborhoods.

INTENT

- Enhance character and diversity by varying the form and massing of house models (e.g., number of bedrooms, square feet, number of stories) within a single block or neighborhood.
- Disperse a variety of residential prototypes within single-family neighborhoods, such as locating mansion homes adjacent to townhomes and/or single-family detached units.
- Articulate building forms and massing to help identify individual dwelling units using architectural techniques and treatments.
- Use compatible but varied architectural styles to create visusal interest.
- Select materials and finishes that are consistent with the building architectural style and character of the residence and neighborhood.
- Carefully locate parking and garages to provide another opportunity to vary the street scene and encourage interaction.
- Minimize the appearance and prominence of garage doors in the building façade, particularly when facing public streets and open spaces.

GUIDELINES

BUILDING FORM AND MASSING

(1) The use of architectural design detailing and articulation of building façades to provide shadows and depth are encouraged to create an inviting and interesting street scene, including:
   - Use of dormers, overhangs, balconies, wall projections, and covered entries;
   - Varied roof forms, pitches, styles, and heights in keeping with the overall style of the building;
   - Changes in materials and colors;
   - Staggering, offsets, and changes in the building elevations between units;
   - Clearly defined entry features that provide an inviting, human-scale transition from the street;
   - High-quality front doors that are visible from the street, complement the architectural style, and use distinctive upgraded hardware and materials denoting prominence; and
   - Use of architectural elements such as special trim, window boxes, brackets, trellises, molding, window frames, sills, and lattice work.
   - Use of higher vaulted or cathedral ceilings within the building façade at the entry.

(2) Use of integrated energy efficient building design is encouraged. Both passive and active solar systems should be used.

Larger building facades should be broken with overhangs, changing roof lines, and other design elements that provide shadows and depth to the building façades.

The use of architectural design detailing and articulation is encouraged to create an inviting street scene.

BUILDING STYLES

(3) All homes or residential units in an individual multifamily development should be designed with a similar architectural style.

(4) Architectural styles may vary but should be visually compatible with each other, possess general market appeal and community acceptance, and be capable of interpretation and variation.

(5) Authentic application of architectural styles is appropriate. Historical reproduction of styles is not necessary or encouraged.

(6) Single-family homes, small-lot residential projects, and townhouse projects along the same street should use a complementary and coordinated "family" of styles.

Architectural styles may vary in different residential neighborhoods to create visual interest and variety, but along the same street they should be compatible.

MATERIALS AND FINISHES

(7) Building materials and colors should be complementary. A combination of materials and colors appropriate to the building style and design may be used. Frequent changes in materials should be avoided.

(8) Architectural variety may be achieved by using a minimum of three basic colors, house materials that are texturally different yet visually compatible, and detailed window treatments, trim, porch elements, door design, and other variations in architectural ornamentation.

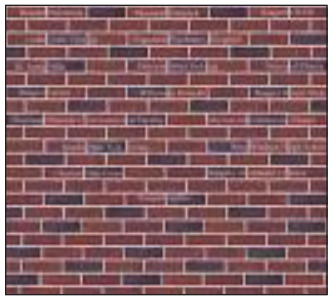
(9) High-quality, durable, and low-maintenance materials should be used to project a sense of performance. Use of stone and other masonry materials, particularly for accents, creates a more solid and permanent appearance to the building façade and neighborhood.

(10) Where practical, buildings should integrate resource-friendly green building materials and finishes into the building design.

(11) The primary building material should be expressed on all sides of the building. The public facing side should allow for additional material and details.

(12) Accent materials should be used to add interest and variety to the building design. Materials may include but are not limited to brick, tile, stone, wood, and stucco.

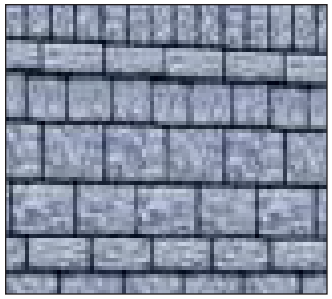
(13) Use of awnings and overhangs may be appropriate for some building styles, and can provide architectural interest and variety to building facades.



Brick Veneer

Stone

Stucco



Stacked Stone

Wood Siding

Flat Stone

Exhibit A.4.6: *Building mass may be broken up by projecting or recessing the walls of the front façade.*

PARKING DESIGN

(14) Parking areas in residential neighborhoods should not dominate the views from public streets and sidewalks.

(15) Large parking areas should be avoided in favor of smaller parking courts dispersed throughout the site.

(16) Avoid excessive expanses of asphalt or other paving material that may overpower the landscape, increase storm run-off, and create heat sinks during hot summer months.

(17) Whenever possible, parking lots should be located behind residential units rather than along primary frontages.

(18) Parking should be landscaped and screened from adjoining uses and public streets. Screening along the street should not exceed 4 feet in height to screen the car grill, and should be visually permeable above 4 feet for visual surveillance and increased safety by passing pedestrians and vehicles.

(19) Use of common driveways, private streets, or alley-loaded access is encouraged for small-lot and attached prototypes.

(20) Convenient, accessible walkways with short and direct access from designated parking areas to dwellings should be provided. Ideally, residents should be able to see their assigned parking from their unit.

Single-family residential with on-street parking

Alley loaded garages with additional guest parking

Recessed garages to rear of lot accessed from local street

GARAGE PLACEMENT

(21) The visibility of garages within a residential project can be minimized by one or more of the following design approaches:

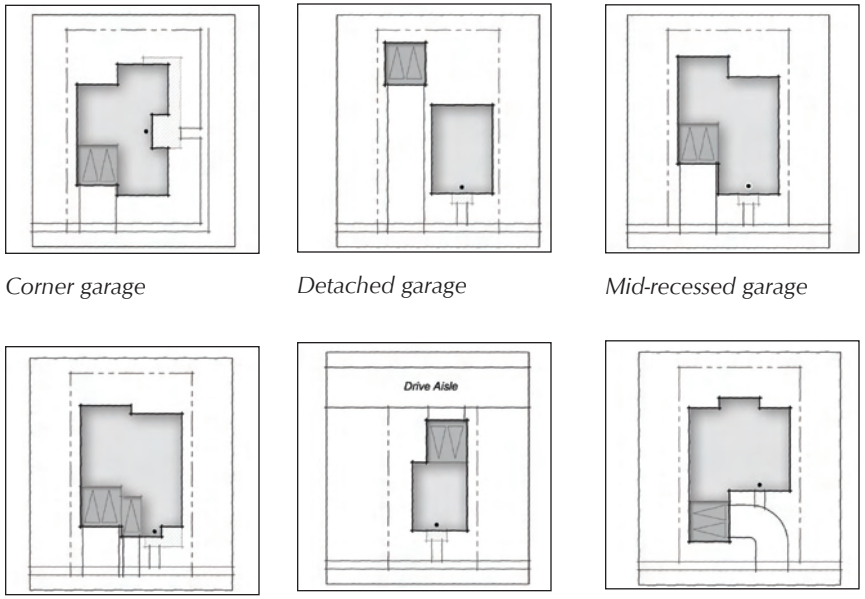
- Set garage doors back from the front façade of the residence;
- Articulate garage doors with windows, paneling, or other high quality detailing;
- Recess garage doors within the door frame;
- Locate garages at the rear of lots with access from side streets, alleys, or side-yard driveways;
- Use tandem parking to minimize the number or width of garage doors;
- Place some garages perpendicular to the street (swing-in garages), where feasible, with windows along the street elevation; and
- Use carports, set back from the front building façade, as an alternative to garages.

(22) When more than two garage doors are included in the home, the following techniques should be used to minimize the garage appearance on the street:

- Shift the orientation of the garage so that one or more garage doors do not face the street; and
- Provide offsets between garage doors for architectural interest.

(23) Siding, roofing, and trim of detached garages and carports should match the materials used on the primary structure. The architectural styling of the garage should also match that used on the primary structures.

Alley-loaded parking garage



Corner garage | *Detached garage* | *Mid-recessed garage*

Offset garage | *Rear-loaded garage* | *Swing-in garage*

Exhibit A.4.7: *Recommended garage and driveway orientation examples*

A.4.5 RESIDENTIAL LANDSCAPING

PRINCIPLES

Landscaping within residential neighborhoods should complement architectural styles and provide both visual and functional variety. Landscape design provides strong aesthetic influence on the character of a residential neighborhood.

INTENT

- Use landscaping, walls, and fences to buffer residential uses from the impacts of noise, odor, vibration, dust, and glare from non-residential uses.
- Accentuate highly visible locations, such as entries, using decorative soft and hardscape materials.
- Place trees to maximize shading of buildings, structures and outdoor use areas especially within southern and western exposures to the summer sun.

GUIDELINES

(1) Where sidewalks are separated from the curb by a parkway, it should be of sufficient width to accommodate appropriate landscaping and street trees.

(2) Consistent street tree themes should be related to the hierarchy of the street system.

(3) Village and neighborhood entries should be designed as simple, low-key elements with similar vocabulary of materials, shapes, and forms.

(4) A unified village theme for walls and fences should be developed.

(5) Trees and shrubs adjacent to pedestrian paths and parking areas should be selected to enhance human scale and provide shade.

(6) Turf areas should be provided in common areas and appropriate corridors.

(7) Design elements such as shade structures and site furnishings should be consistent with architectural styling through the use of common building materials and detailing.

(8) Interior pedestrian pathways, courtyards, and plazas should be appropriately landscaped to create an inviting and comfortable setting.

Residential alleys should be appropriately landscaped to enhance their appearance.

In highly visible areas landscaping should be accentuated by both decorative soft and hardscape materials.

Landscaped parkway and front yard setbacks should have sufficient width to accommodate appropriate landscaping.

A.5 COMMERCIAL AND MIXED-USE CENTERS

A.5.1 PURPOSE

The commercial areas in the Sutter Pointe community are organized hierarchically and consist of three activity centers, a town center, and a neighborhood center (See Exhibit A.5.1). These commercial areas place particular emphasis on the establishment of a vibrant public realm with special attention to site landscaping to create an inviting setting for a variety of users. The primary purpose of this section is to ensure consistently high design standards and quality while encouraging an appropriate level of diversity.

Mixing of land uses is encouraged to promote vibrant public places both day and night.

Carefully landscaped and integrating seating areas help to create an inviting atmosphere for a variety of users.

Establishing a vibrant public realm is important to supporting competitive retail businesses.

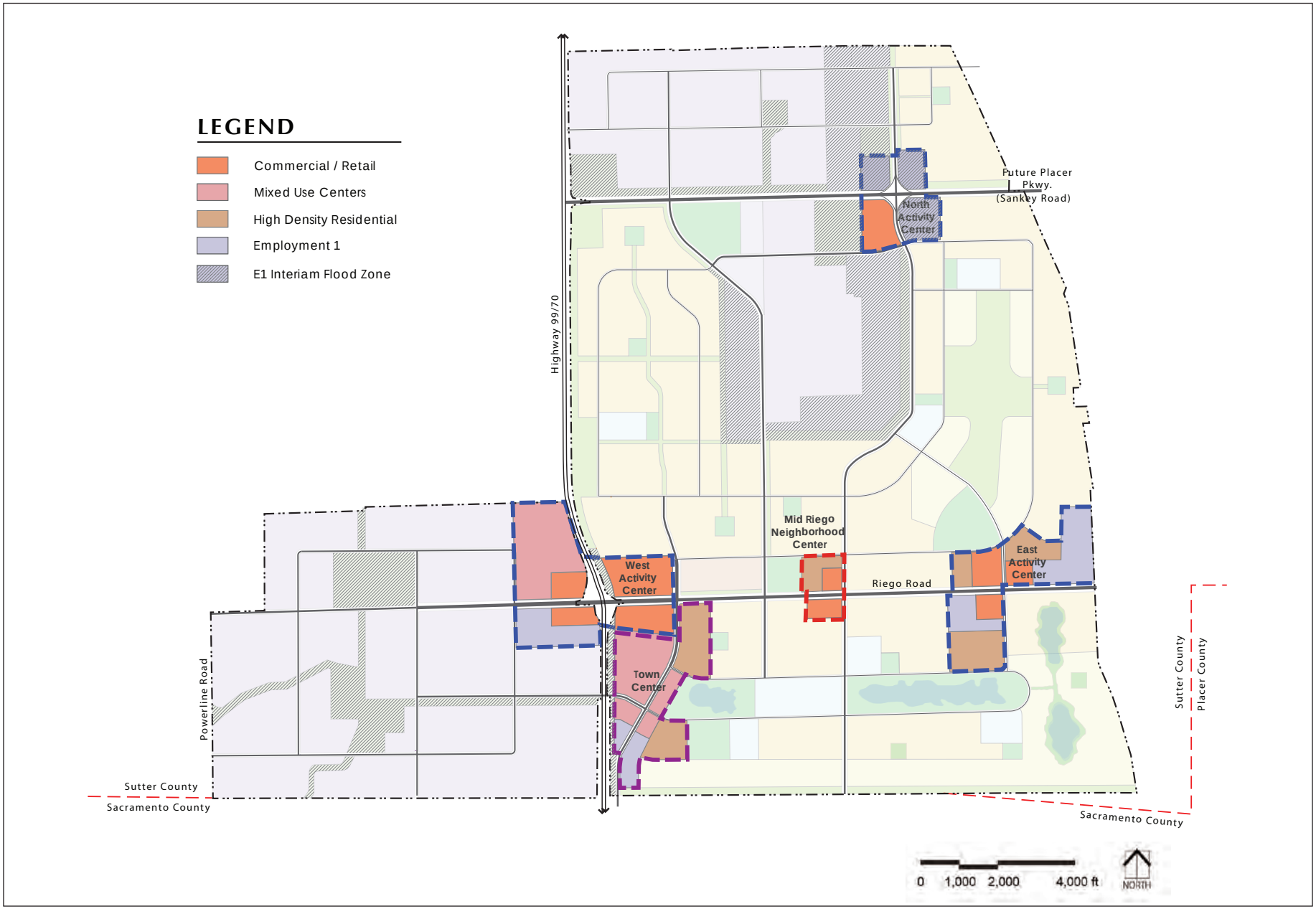


Exhibit A.5.1: *Location for commercial and mixed-use centers*

A.5.2 ACTIVITY CENTERS

Sutter Pointe contains activity centers to serve different local and regional commercial needs. The vision for each Activity Center is to provide hubs within Sutter Pointe that contain a mix of higher-intensity commercial, employment, and residential uses. The Specific Plan defines the geographic boundaries of three distinct Activity Centers, each containing several parcels with differing mixes of residential and non-residential land uses. Each parcel has an assigned development density and/or dwelling unit allocation, which in aggregate, creates a holding capacity for the intensity of development that is permitted to occur within each Activity Center as a whole.

Buildout of each Activity Center is intended to evolve with flexibility, both in how uses are mixed as well as how the pattern of development occurs. While each Activity Center's parcels may develop individually consistent with the land use and zoning designations provided by the Specific Plan and LUDC, a comprehensive planning approach for each of them is encouraged. This is intended to promote a high level of connectivity between uses and a development pattern that fosters walkability and use of alternative transportation modes.

Through a comprehensive planning approach, the aggregate of all parcels' development intensity within an Activity Center may be combined and redistributed within its geographic boundary. This is intended to facilitate a creative and innovative development pattern, allowing commercial, employment, and residential uses to be mixed in a different manner than is provided for on the land use plan. In order to 'redefine' the land uses and development pattern within any Activity Center, it must be planned comprehensively by applying the Planned Development Combining District zoning designation, pursuant to the regulations established in Division 11 of the LUDC.

Regional commercial centers provide large format retail stores serving regional retail uses and services.

Activity centers will primarily serve the local neighborhoods, while meeting some community-wide needs as well.

WEST ACTIVITY CENTER

The West Activity Center provides sites for regional serving retail uses and services. Larger format "box-stores", discount stores, and retail stores are often located in regional centers. Typically, regional retail centers also provide a range of smaller scale retail stores and services that users can take advantage of during the same shopping trip.

The West Activity Center is conveniently located along SR 99/70 at the major intersection of Riego Road to provide direct access for regional users.

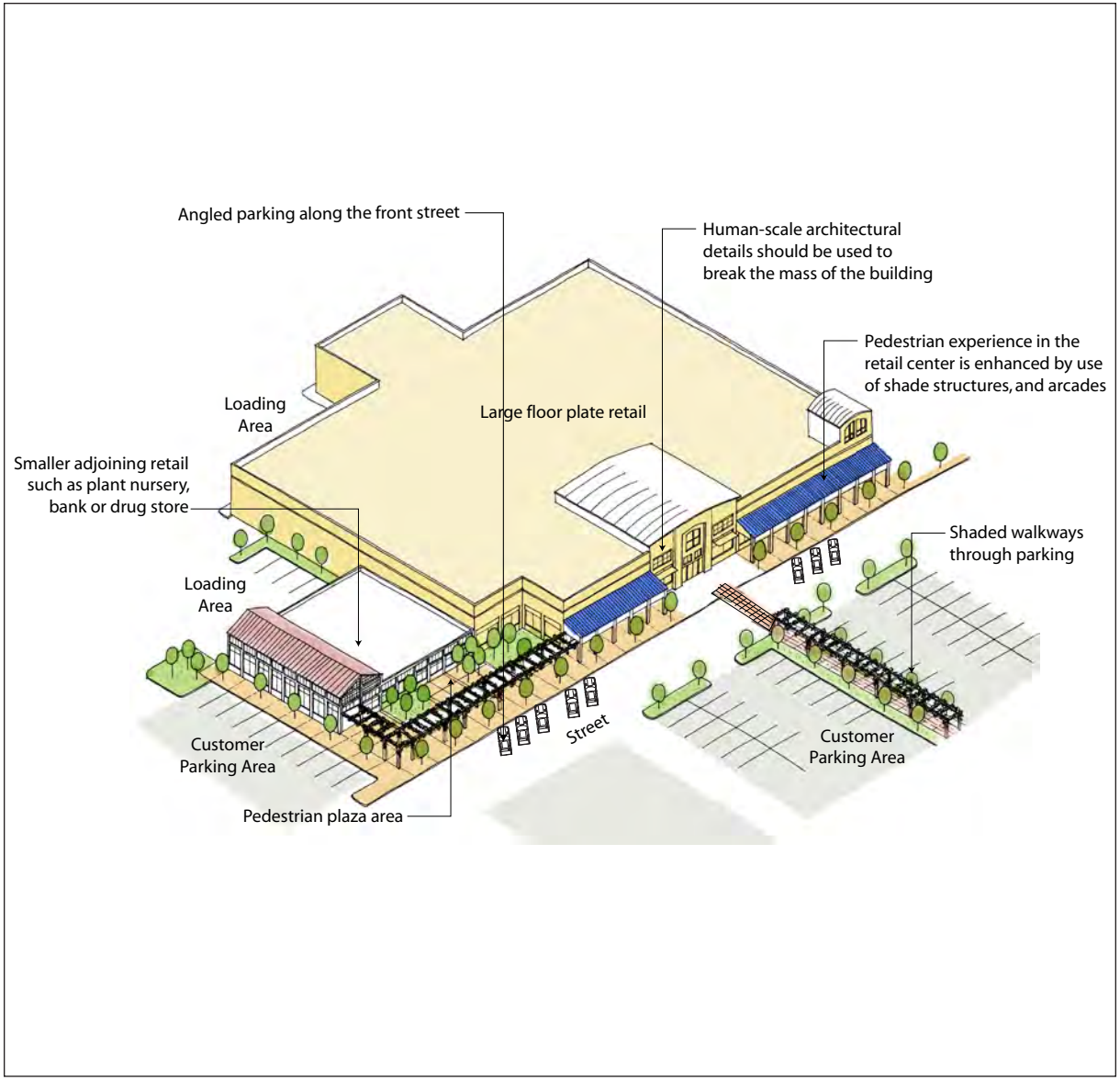


Exhibit A.5.2 *: Conceptual illustration of a "big-box" retail center*

NORTH AND EAST ACTIVITY CENTERS

Two activity centers are planned to serve local commercial needs in Sutter Pointe. The North Activity Center will be sited along Sankey Road (future Placer Parkway), while the East Activity Center is located along Riego Road. These centers largely provide local neighborhood services with additional community-wide services offered to complement the regional serving West Activity Center.

The North and East Activity Centers are designed to act as a community gathering place for the residents of surrounding neighborhoods and workers in adjacent employment villages. Both centers would provide a small, centrally located public gathering place for informal and formal meetings and events. Public and quasi-public uses may also be located within these centers such as a post office, religious facility, fire station, or community centers.

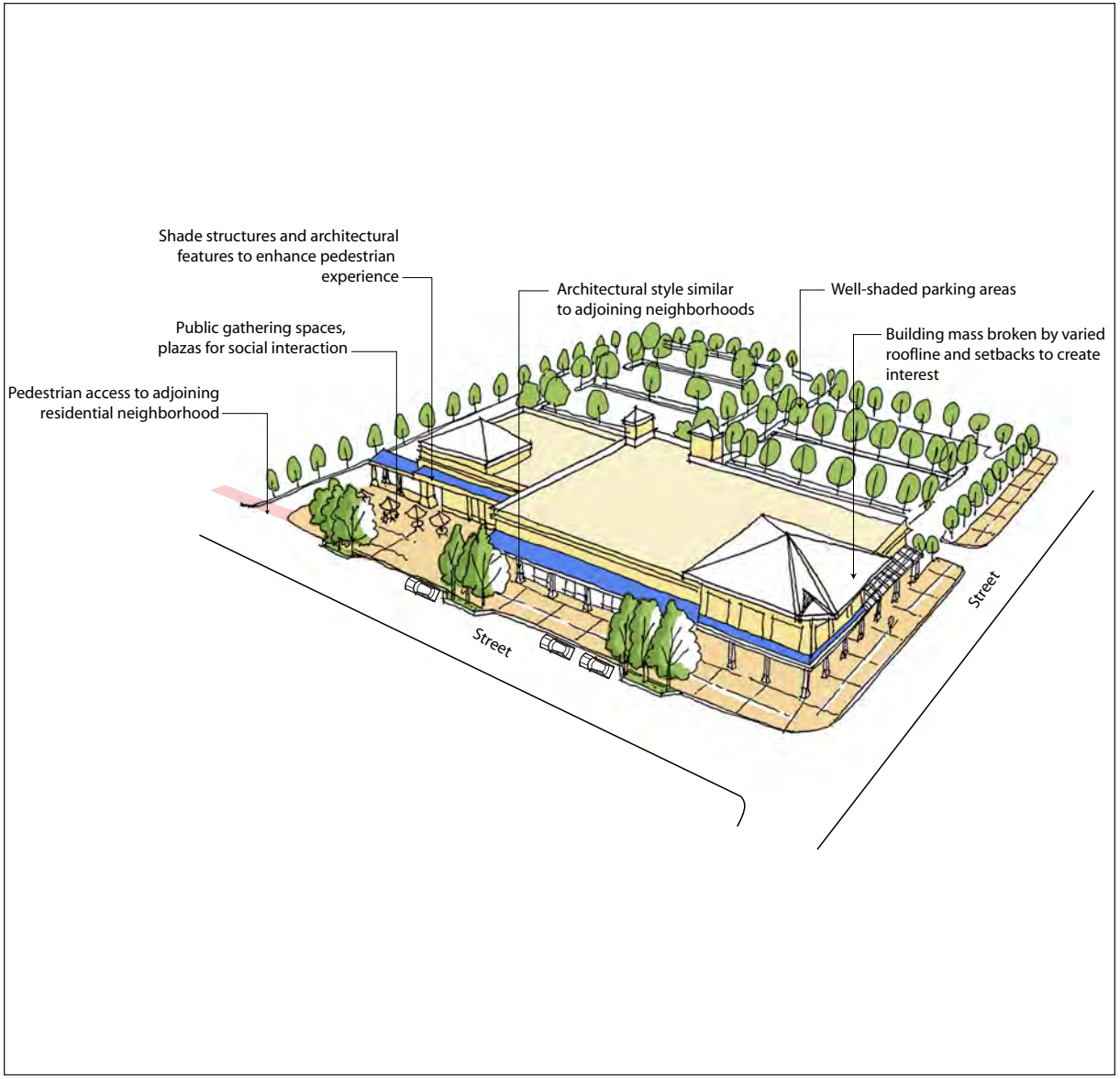


Exhibit A.5.3 *: Conceptual illustration of a locally serving activity center.*

A.5.3 TOWN CENTER

Sutter Pointe's mixed-use Town Center is centrally located along SR 99/70 between the South Employment Village and the Traditional Village residential area. The Town Center is intended as the heart of the community with a range of residential, retail, office, and public uses. It is envisioned as a traditional, small town center with mixed-use buildings opening directly onto wide pedestrian-oriented sidewalks. A small, compact Town Square plaza or green space should be located at the heart of the Town Center and be designed for both informal and formal public gatherings and events. The Town Center's mixed uses create an active and dynamic environment and should accommodate a range of retail uses, residences, restaurants, and entertainment venues to attract day and evening activities.

The Town Center also acts as the public, governmental, and religious center for Sutter Pointe. The design anticipates public uses such as a county government center (future City Hall), police sub-station and fire station, central library, and a community center. Space is also available here for a range of religious institutions. Key to the Town Center's success is the availability of a movie theater or other similar entertainment venue, with close proximity, access, and visibility from SR99/70 and the Riego Road Interchange. In addition, the Town Center reserves the right-of-way and a multi-modal site for regional bus-rapid transit or rail service.

Exhibit A.5.4 *: Conceptual illustration of the mixed-use town center.*

A.5.4 NEIGHBORHOOD CENTER

The Mid Riego Neighborhood Center is a small cluster of commercial shops located on Riego Road between the West and East Activity Centers. The neighborhood center provides goods and services to meet the everyday needs of the residential neighborhoods immediately surrounding it. The type of goods and services provided and its central location makes it a convenient shopping option to which residents can walk or bicycle.

Neighborhood centers are a local alternative to community and regional serving activity centers.

Neighborhood centers provide goods and services to adjacent residential or employment neighborhoods.

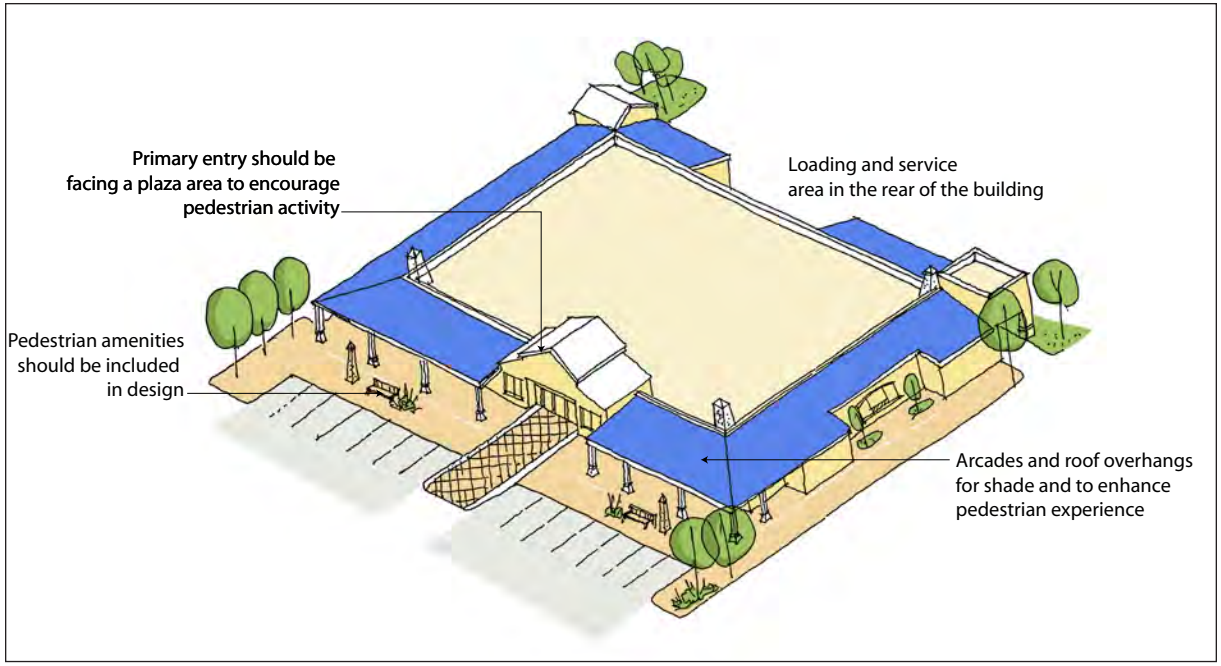


Exhibit A.5.5 *: Conceptual illustration of retail use within a neighborhood center.*

A.5.5 COMMERCIAL CENTER GUIDELINES

PRINCIPLES

Commercial districts should be planned and designed as distinctive and competitive retail areas with an emphasis on improving the physical environment for pedestrians, the disabled, and bicyclists.

INTENT

- Design large format retail buildings within commercial centers to maintain a human-scale building form, to enhance pedestrian experience, and to reduce the mass and bulk of the buildings visible from the public streets.
- Screen all rooftop equipment, trash and loading areas from public view.
- Cluster buildings within commercial centers to create public outdoor spaces and to enhance pedestrian access and amenities in these places to foster social gatherings and interaction.
- Incorporate landscaping and a variety of arcades, display windows, entry areas, and/or awnings along façades that face public streets to create a comfortable pedestrian experience.
- Reflect community style and theme in choice of building materials and finishes.
- Provide landscape buffers along edges of adjacent residential developments for screening between uses and minimize negative impacts on residential areas (eg. noise, light, glare).
- Provide customer loading and unloading zones adjacent to building entries.
- Locate entry driveways as far as possible from street intersections to avoid vehicular turning movement and stacking issues.

GUIDELINES

GENERAL

(1) Commercial buildings should be designed to reduce their scale and massing by varying setbacks and heights and by breaking building volumes into smaller components. Long, blank inarticulate façades facing public streets should be avoided.

(2) Buildings should have a primary façade and entryway oriented toward parking areas with display windows and entries adjoining pedestrian walkways.

(3) Commercial structures visible from the freeway or major arterial streets should be designed to have varied roof heights, color, material, and finishes, and integrate various architectural features to create visually attractive elevations.

(4) Individual tenant spaces in retail centers should be easily identifiable. A number of architectural techniques can be used to achieve this objective:

- Place columns, piers, or pilasters between building bays;
- Vary the building façades with recessed entrances, creating niches for landscaping and pedestrian amenities;
- Use arcades and roof overhangs; and
- Change building or roof heights between tenants.

(5) Doors, windows, floor heights, roof lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as experienced at the pedestrian level.

(6) Architecture of the retail centers should reflect a commonality in architectural character, materials, color, and signage.

Storefronts should be located adjacent to primary pedestrian routes and internal walkways, enhancing the pedestrian experience.

PUBLIC GATHERING AREA

(7) Each plaza should include water features or other centralized design features to serve as natural gathering places.

(8) A public gathering place or paved area can be organized into smaller components through the use of changes in decorative paving and the inclusion of landscape elements and pedestrian amenities. Large, undifferentiated paved pedestrian areas should be avoided.

(9) Buildings should have their primary entry facing onto the public plaza, with prominent windows and entryways that encourage pedestrian activity. Buildings should typically be two stories in height (minimum 25 feet) to create a positive outdoor place.

(10) Buildings at the corners of plazas can serve as landmarks that anchor the plaza by incorporating corner and entry features that exceed the height of the building.

(11) Windows, entries, and doors should occupy most of the wall surface on the ground floor of buildings fronting a public plaza.

Incorporating water features within commercial plazas enhances the public realm and increases activity in the space.

SITE PLANNING

(12) Centers should be designed to feature internal circulation systems that allow for easy, efficient and safe, slow-speed vehicular movement, with well-defined pedestrian and bicycle paths.

(13) Supportive commercial uses, such as food establishments, are encouraged at ground floor levels to further enhance the pedestrian atmosphere.

(14) The use of landscaped medians at major entries is encouraged.

(15) Parking and loading areas should be located on the least visible, non-street side of the building and heavily screened from surrounding views.

(16) Parking should be oriented to permit pedestrian flow into commercial areas and shops without having to cross numerous traffic aisles.

(17) Bumpers or other tire stops should be provided for all parking spaces abutting a sidewalk, planting area, street, or alley.

(18) All parking spaces should be clearly striped. Compact parking spaces, if utilized, should be dispersed throughout the parking lot and not concentrated or grouped into one area, subject to the parking requirements in the LUDC.

(19) Parking structures, if utilized, should be designed as integral components of the overall design of the specific project using similar building form, massing and architectural details as adjacent buildings.

(20) Shared access drives between adjacent parcels are encouraged to minimize curb cuts along the public street. Reciprocal access easements for vehicles and pedestrian and shared parking facilities between compatible adjacent uses are encouraged.

Exhibit A.5.6 *: Site planning key for commercial development areas.*

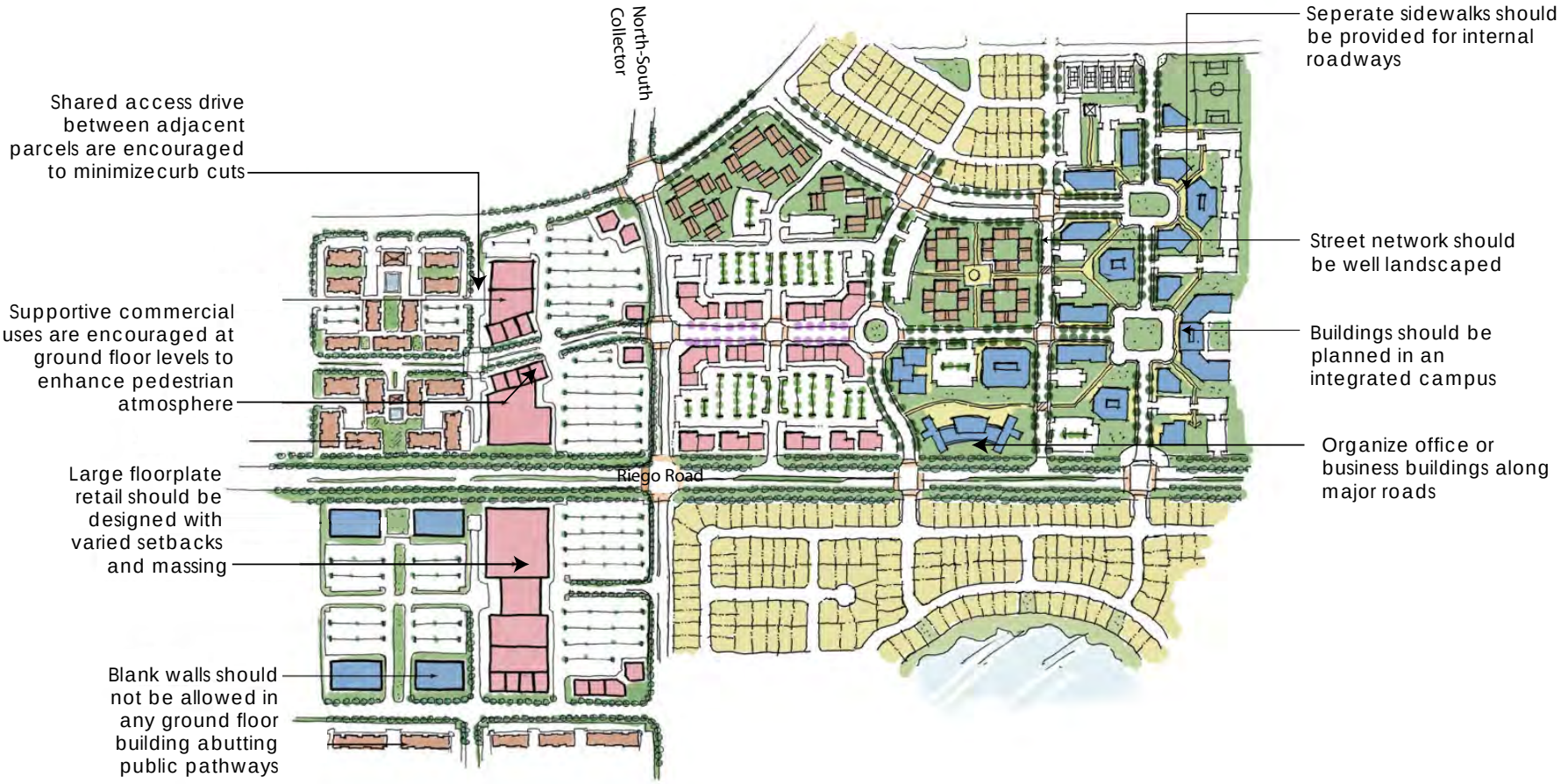


Exhibit A.5.7 *: Conceptual layout of the East Activity Center.*

ARCHITECTURE

(21) Façades should provide visual interest, identity, character, and scale where structures blend into the totality of the completed complex.

(22) Blank walls (e.g., walls without windows, showcases, displays, and pedestrian entries) should not be allowed in any ground floor building wall abutting public pathways.

(23) Variations in roof lines should be used to add interest to and reduce the scale of large buildings.

(24) Integration of landmark features into the building design is encouraged. Such features, including steeples, towers, or other vertical architectural elements, provide physical symbols visible from surrounding neighborhoods and major roadways and help define the community image. Special treatment for corner buildings is encouraged.

MATERIAL AND FINISHES

(25) High-quality, attractive, and durable materials should be used for all buildings, landscaping, paving, and signage.

(26) Material changes should generally occur horizontally, with vertical changes occurring at building articulations.

(27) Lighter materials should be placed above materials of heavier weight.

(28) Materials and colors should not contrast with the natural environment.

(29) Accent materials such as brick, stone, or wood should be used to highlight architectural elements.

Arcades should be designed in similar proportions as the building.

Large building mass should be broken by varying wall surfaces, roof heights, and change in texture and materials.

LANDSCAPING

(30) Landscaping should be selected to support the overall commercial center theme, character, and identity. More intense focus should be placed on high-use areas, entries, gathering places, and pedestrian walkways throughout the center.

(31) Landscaping should be used in surface parking lots, pedestrian pathways, perimeter parkways, and building frontages to create an inviting commercial streetscape environment.

(32) Landscaping should include a variety of lighting elements, such as pedestrian lighting, building lighting, and street lighting that enhance both safety and aesthetics.

(33) Active uses such as restaurants, building entries, storefront display windows, outdoor eating areas, and bus stops should front onto public spaces and should be landscaped with accent trees, shrubs, and groundcover to highlight these active areas in the overall centers.

(34) Large paved parking areas should be broken into small visual surfaces through the use of decorative paving, such as stone, brick, or textured concrete with integral colors, use of landscaped islands, park strips, and/or landscaped buffers.

(35) Surface storm water drainage systems should be integrated into the site landscaping of larger retail centers to minimize off-site drainage, and to help in retaining and detaining storm water drainage on the site.

(36) Incorporating water features within commercial centers creates natural gathering places, helps to mitigate the effects of hot summer months, and can serve as a visual focal point within public gathering places.

(37) Landscaping in commercial centers can be integrated with public art to enhance the appearance of the public realm and provide for the expression of community character or identity of each center. Plazas, courtyards, entries, and focal points are particularly appropriate locations for displays of public art.

Landscaping should complement and be integrated with the visual character of the community.

Landscaping should be used in surface parking lots and pedestrian pathways to create an inviting commercial environment.

PUBLIC SPACES AND PEDESTRIAN AMENITIES

(38) A vibrant pedestrian environment is a significant goal that all commercial centers must strive to achieve.

(39) Active uses such as restaurants, building entries, storefront display windows, outdoor eating areas, and bus stops should front onto public spaces.

(40) Landscape planters and tree walls (densely spaced trees to form screen effect) should be provided along pedestrian walkways and drive aisles at building frontages to create an urban retail street image.

Plaza seating promotes neighborhood interaction.

SERVICE AREAS

(41) Loading and trash areas should be located behind or at the side of buildings away from residential areas.

(42) Service areas should be screened from streets, residences, open spaces, or adjoining land uses through location, elevation, landscape, and/or architectural means.

(43) Service areas should be situated to provide an adequate maneuvering area for the intended user. Service vehicle activity must not impede the flow of other site traffic.

Public art can be integrated within landscaped areas as focal points to enhance the appearance of the public realm.

Landscaped plazas and courtyards offer pedestrians and shoppers opportunities for outdoor eating and casual interaction.

Loading and trash areas should be located behind or at the side of buildings and screened with walls and landscape planting.

A.5.6 TOWN CENTER GUIDELINES

These principles, intent and guidelines will be implemented within a Town Center development plan to be filed prior to the submission of the first tentative subdivision maps or design review permits within the Town Center, as described in Division 11 of the Sutter Pointe LUDC.

PRINCIPLES

The Town Center should function as Sutter Pointe's most intense activity node, with a design framework that is modeled after a traditional downtown setting. Land uses should have the greatest density/intensity found anywhere in the community, utilizing a mixed-use format to create a setting for shopping, employment, living, and recreation. The Town Center also provides dedicated sites for public uses, government buildings, community facilities, and religious facilities.

INTENT

- Design a highly pedestrian-oriented street environment, with buildings located at the back of wide, comfortable sidewalks supporting outdoor dining, strolling, and social gatherings.
- Allow a variety of mix land uses including residential, commercial, recreational, and civic uses.
- Create retail store windows and entries that open directly onto the sidewalks and face the streets, with parking located behind the buildings to enhance pedestrian view.
- Integrate windows in residential units overlooking the street to easily view the street and engage in the sidewalk activity.
- Provide opportunities for both horizontal (commercial and residential development occurring on the same site) and vertical (ground floor commercial with residential and/or offices above) mixed-uses.
- Create a development framework that mimics that of an urban downtown setting, with streets expressed in a grid-like pattern to form a backbone on which retail, office, and residential buildings will front.
- Design a Main Street that will function as the most active spine within the Town Center, featuring strong view corridors to key urban elements such as the Town Green, the Great Park, civic buildings, or other landmark features.
- Provide a high level of connectivity both within the Town Center and to adjacent areas, such as the West Activity Center and Great Park, through a combination of roadways and pedestrian paths that establish multiple options for mobility.

Exhibit A.5.7 *: Conceptual illustration of a town square or public plaza (Source: Forma 2006)*

GUIDELINES

SITE ORGANIZATION AND DESIGN

(1) The backbone street system should follow the pattern of a grid (or modified grid), which creates distinguishable blocks for the development of retail, office, and/or residential buildings.

(2) Street patterns should create a high degree of cross connectivity within the Town Center, providing multiple options for automobile and pedestrian travel within the Center and to adjacent areas in the community.

(3) Blocks should be sized appropriately to allow buildings along each block's edges, to provide parking on each block's interior, and to provide a cadence that is conducive to pedestrian walkability.

(4) A Main Street should be established that will function as the Town Center's primary activity spine, featuring the most visually distinguishable features and providing direct links to key urban form elements such as the Town Green, landmarks, or civic buildings.

(5) Buildings in the Town Center should be located directly at the back of sidewalks along the major commercial streets, with parking located on the same block behind the buildings or in parking structures on the same block.

(6) Buildings in the Town Center should be of sufficient height to create a "sense of enclosure" along the street face. Buildings should be at least two stories in height. Single level building may be appropriate if the building heights (floor to ceiling

heights) are consistent with a two-story building along the street face.

(7) At least 70 percent of the building façade along a block should maintain the zero setback and adjoin the back of the sidewalk.

(8) A portion of the building façade may be set back from the zero setback line to accommodate entry courtyards, stoops, outdoor eating courts, and pedestrian passageways or alleys to parking and pedestrian plazas or open spaces.

(9) The Town Center should be designed to feature a central Town Square in the form of a public plaza or town green that serves as a public gathering place for informal and formal community events. The Town Square should not be more than one acre in size, and should have commercial buildings, restaurants, cafes, and highly active retail uses open onto it. To be successful the Town Square should be designed to include:

- A variety of shaded and lighted spaces;
- A water element in the form of a fountain, public art, or sculpture;
- Direct access to food services with outdoor seating;
- Multiple variations in seating;
- Direct visible access and adjacency to the main street;
- Landscaping in the form of shade trees, shrubs and ground cover; and
- Pedestrian amenities and street furniture to support public uses.

(10) Buildings should be sited to create pedestrian-oriented outdoor spaces, courtyards, and plazas along the street with pedestrian amenities, landscaping, and street furniture. A lively pedestrian environment can be created with retail stores at the ground-floor level with entries, porte-cocheres, display windows, bay windows, roof overhangs, awnings, arcades, and outdoor eating areas along the street.

(11) Logical routes for pedestrian circulation through the commercial areas should be identified and kept clear of obstructions. Pedestrian routes should be consistently designed to integrate the entire commercial area and encourage pedestrians to walk to businesses and parking. Preferred pedestrian routes can be visually defined through paving changes, landscape treatment, signage, and the

Water features serve as natural gathering places.

Trees and extended overhangs along pedestrian walkways and plazas enhance comfort and shade.

Buildings should be clustered to create lively human-scale pedestrian plazas.

Exhibit A.5.8 *: Conceptual layout of the mixed-use town center.*

careful placement of pedestrian amenities.

(12) One or more community information boards or kiosks providing information about transit routes and schedules, ride sharing, neighborhood events, and recreational opportunities should be located at high-traffic areas and gathering places within the Town Center.

(13) Trees and shade structures should be provided in all pedestrian areas. Trees should be selected for size and density of canopy to offer meaningful shade at maturity. Shade structures should be designed and positioned to offer meaningful shade. The location of trees and shade structures should be coordinated with the location of seating areas so that seating is comfortably shaded, as seasonally appropriate.

(14) A variety of seating types can be provided, including seat-walls; moveable seating (e.g., lightweight chairs); stationary seating (e.g., benches); and landscape elements (e.g., large stones and artwork that can serve as seating). The various seating types should be coordinated with the overall design of the commercial area.

(15) Large paved areas should be broken into smaller visual surfaces through the use of changes in decorative paving, using stone, brick, or concrete with integral color, and the inclusion of landscape elements and pedestrian amenities such as seating and drinking fountains. Large, undifferentiated paved pedestrian areas should be avoided.

BUILDING DESIGN

(16) Building façades should be articulated with a recognizable "base", "middle", and "top" that includes:

- The use of high-quality materials at the building base to visually anchor it at the pedestrian level;
- Changes in colors and materials at different levels; and
- Use of ornamental building lines (e.g., moldings, cornices, and seams) to accentuate floors and levels.

(17) Entryways and architectural entry details should be proportional to the building scale. Commercial or office entryways should be clearly defined and emphasized through buildings articulated with architectural details such as awnings, canopies, lighting, and signage. Entries should be easily identified and visible from the main street and parking lots and should provide convenient, safe access for all pedestrians.

(18) All commercial, civic, and residential entryways should open directly onto a publicly accessible walkway connecting directly to an adjacent sidewalk.

(19) Commercial windows and doors should be made of clear glass to allow pedestrians to see into the structure. Windows, window displays, entries, and doorways should occupy a minimum 60 percent of the ground floor façade facing the street.

Windows, entries, and doors should occupy maximum wall space at pedestrian level.

All commercial, civic, and residential entryways should open directly onto a publicly accessible walkway connecting to a sidewalk.

(20) Doors, windows, floor heights, roof lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as experienced at the pedestrian level.

(21) All commercial buildings with a façade that can be viewed from a major street should have pedestrian entryways and windows to create a visually inviting street façade. Entryways and windows should also be provided on the parking lot side of these buildings, effectively giving buildings a primary (street) and secondary (parking) façade.

(22) A landmark structure or public art should be installed within the mixed-use Town Center area. The Town Square would provide an ideal location.

STREETSCAPE

(23) Wider pedestrian sidewalks should be provided within the Town Center to accommodate a range of outdoor public activities along the street, including outdoor dining, outdoor retail displays and pedestrian furniture, store front canopies, arcades, street trees, and seating.

(24) Decorative pedestrian street lighting should be provided with sufficient height and space for hanging outdoor banners and flowering plant displays.

(25) Street furniture such as seating, trash receptacles, signage, street trees, and other pedestrian amenities should be located in front of commercial businesses along the sidewalk.

Buildings should have a primary facade and entryway oriented toward adjoining pedestrian walkways.

Centers should be designed to feature internal circulation systems that allow for easy, efficient, and safe, slow-speed vehicular movement, and feature well-defined pedestrian and bicycle paths.

(26) A variety of street level edge conditions are encouraged within the Town Center. Street fronts of commercial buildings can create more interest and activity through the use of store front canopies, courtyards, outdoor dining, entry alcoves and small entry plazas, arcades, and decorative paving materials. Use of landscape turf front yards or setbacks is not appropriate along commercial streets within the Town Center.

The Town Center is intended to be designed as a highly pedestrian-oriented street with active plazas and retail stores opening to public sidewalks.

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A.6 EMPLOYMENT VILLAGES

A.6.1 PURPOSE

The E-1 and E-2 land use categories allow for a range of employment activity with the North and South Employment Villages. The E-1 areas provide for light industrial uses and business parks, which may include uses such as research and development, office, and light manufacturing. Employment activity within the E-2 areas could include heavy industrial-manufacturing and warehousing. The purpose of this section is to guide high-quality development in these villages consistent with the community vision and theme.

Site activities and buildings within the employment villages should be designed to provide an attractive appearance from public streets while minimizing potential impacts on adjacent uses.

Exhibit A.6.1 *: Conceptual site plan for an employment village. (Source: Forma 2006)*

A.6.2 PRINCIPLES

Site activities and buildings within the employment villages should provide an attractive appearance from public streets while minimizing potential impacts on adjacent uses. Specifically, within office and light manufacturing areas, circulation and parking should be arranged to create safe, convenient, and pleasant movement around the site. Formal public access or entries to buildings should be created with a strong relationship to the primary fronting street. Landscape planting in business and industrial parks should enhance the built areas, soften and augment architecture, help create a project identity, and screen and buffer objectionable uses.

A.6.3 INTENT

- Create a separate and distinct identity for individual projects within each employment village, while complementing the overall village and community image.
- Screen obtrusive site elements such as parking lots, outdoor equipment storage, truck loading docks, and industrial machinery through architectural treatments, decorative fencing or walls, and landscaping.
- Organize land use and site designs to encourage pedestrians to walk between buildings. Provide walkways from each building to the public sidewalk system.
- Minimize on-site circulation conflicts between vehicle and non-vehicular traffic to increase safety for pedestrians and bicyclists.

A.6.4 GUIDELINES

SITE PLANNING

(1) Buildings for business and industrial parks should be organized along the major public street system providing an attractive pedestrian-friendly presence to the street.

(2) Office and industrial projects are encouraged to be organized as an integrated campus, with a strong functional relationship between buildings.

(3) The street network within employment villages should be well-landscaped with clear visual connections to building entries. Connections to public transportation stops and the communitywide trails and open space network should be provided.

(4) Separated sidewalks should be provided on internal roadways with landscape parkways connecting to public streets.

(5) Small fountains, special accent paving, murals, inlays, trelliswork, sculpture, and/or other design features should be incorporated into plaza, courtyard, and streetscape designs.

(6) Pedestrian walkways should be designed to avoid conflicts with vehicular circulation and parking.

(7) A differentiation for site planning guidelines will be made between E1 and E2 land uses to allow manufacturing and large distribution warehouse facilities to function efficiently.

Buildings should use similar architectural styles and provide a system of usable indoor and outdoor pedestrian spaces.

An integrated campus approach with close proximity to outdoor recreation areas is encouraged.

Organizing business and industrial park buildings along a major circulation spine is encouraged.

All buildings in a multiple-building campus-type development should be a similar style and design.

ENTRIES

(8) Entries should provide strong visual identity from the street.

(9) Guest parking should be located close to the main entry.

(10) Public gathering spaces may be located near entries within an entry plaza.

(11) Entries should provide shade and protection from the weather.

Pedestrian walkways should be designed to avoid conflicts with vehicular circulation and parking.

Landscaping should enhance a pedestrian scale by clearly defining pathways, entrances, plazas, or public gathering spaces and parking areas.

Entries should provide shade and protection from the weather.

Landscaped setbacks with trees, shrubs, and ground cover should be provided on the perimeter of industrial parks to create a strong visual presence and buffer between the industrial uses and surrounding neighborhoods.

CIRCULATION, PARKING, AND SERVICE AREAS

(12) Circulation should be organized to provide safe, convenient, and accessible routes for motorists, trucks, deliveries, and pedestrians.

(13) Shared access drives between adjacent parcels are encouraged to reduce curb cuts. Reciprocal access easements for vehicles and pedestrians, and shared parking facilities between compatible adjacent uses are encouraged.

(14) Compact parking spaces are encouraged. Compact spaces should be dispersed throughout the parking lots and not concentrated or grouped into one area, pursuant to parking regulations in the LUDC.

(15) Parcelization should accommodate truck access to each site in an attractive manner. Truck access points should provide adequate street frontage and driveways to facilitate truck turning movements in a safe manner.

(16) Access points to individual parcels should align with the parcel across the street when possible, and entry to parcels should be easily discernible.

(17) Parking should be broken up into manageable sizes that relate to the users needs to minimize expansive parking fields.

(18) In E1 areas, service bays, loading areas, and company vehicles should be located within the buildable area at the rear of the lot, away from residential uses and screened from public view. In E2 areas, additional flexibility should be provided in siting service areas.

(19) Primary entry drives for automobiles, especially for visitors, should be designed to emphasize identity, entry, and arrival with special landscaping, signs, lighting, and decorative paving materials.

(20) Convenient and direct access to proposed transit stops should be provided.

A well-landscaped pedestrian environment with clear visual connections to building entries should be integrated within office and industrial park design.

On-site circulation should minimize conflicts between pedestrian and vehicular traffic.

Walkways must be provided from each building to the public sidewalk system.

BUILDING FORM AND MASSING

(21) In E1 areas, massing of three-dimensional volumetric forms of large buildings should be broken into smaller components. Varying building façades, roof lines, wall planes, window and door openings, and wall heights should be used to avoid large expanses of blank building walls facing the public street.

(22) Architectural features should be designed at human scale and should be integral to the building, not simply an adornment. Architectural enhancements can include windows, cornices, and projecting window shades or trellises.

(23) Façades visible from public spaces and streets should provide added interest using a variety of architectural elements to reduce building mass.

(24) Building façades along streets should be articulated with windows, entries, awnings, trellises, arcades, and changes in materials to reduce the perceived building scale.

(25) Inarticulate walls that create flat unbroken surfaces should be broken up through massing changes, architectural enhancements, striping or banding, or landscape treatments. Massing changes can include changes in wall height, horizontal off-sets in a wall plane, and the addition of perpendicular elements such as wing walls, covered entries, and lower-height office components.

(26) Building placement and orientation should maximize solar access to help lower heating and cooling costs.

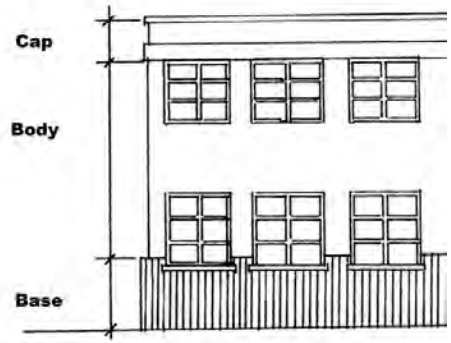
(27) Building designs should employ clean, simple, geometric forms and coordinated massing to produce overall unity, scale, and interest.

(28) Building entrance lobby and/or reception areas should be clearly defined and inviting.

(29) Service areas should be clearly defined and screened with decorative walls and landscaping.

Façades visible from public spaces and streets should provide added interest with a variety of architectural elements, with the intent to reduce building mass.

Massing of three-dimensional volumetric forms of large industrial buildings should be broken into smaller components, where feasible.



Building massing layers for office or industrial buildings.

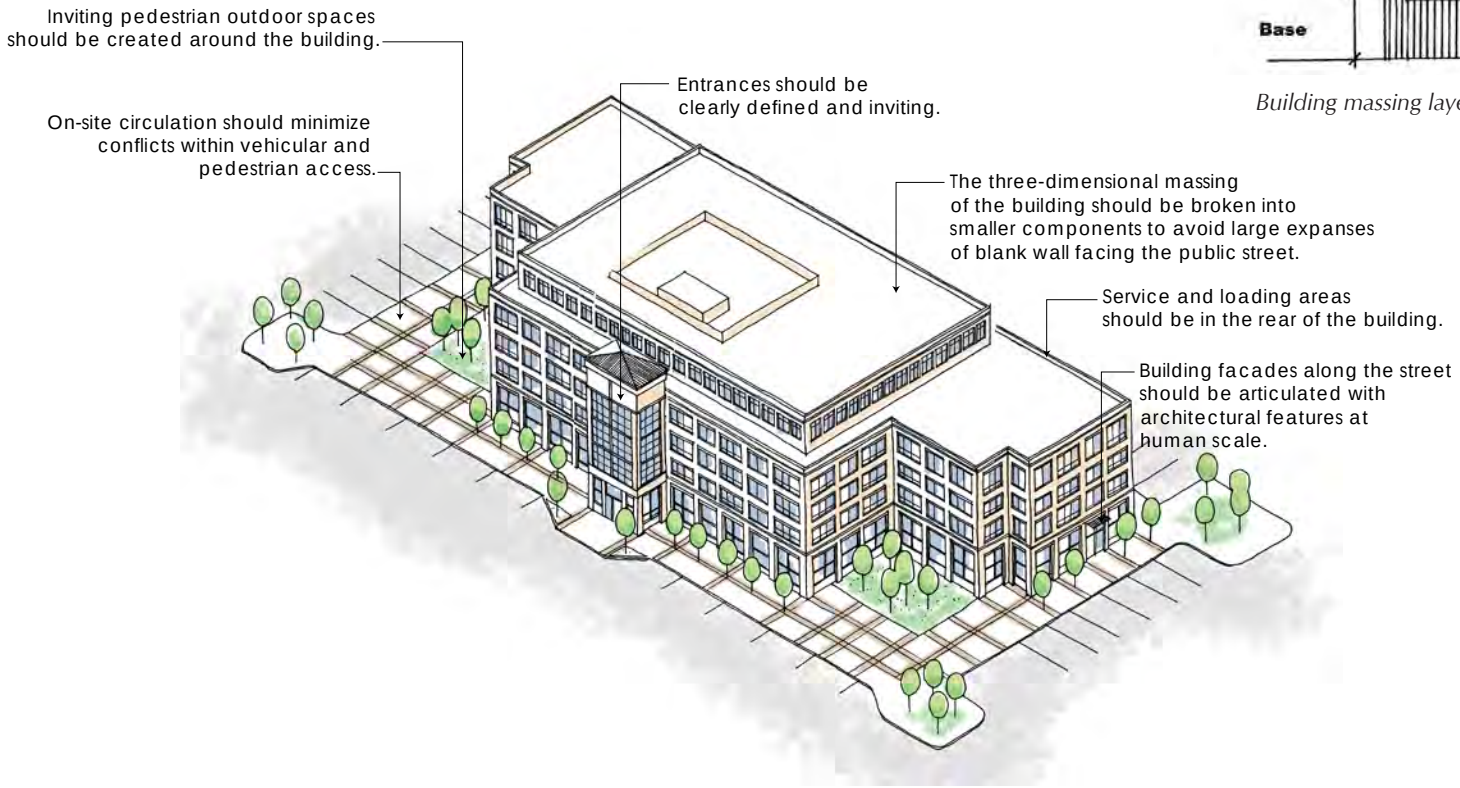


Exhibit A.6.2 *: Conceptual illustration of an office building in an employment village.*

BUILDING MATERIALS, COLOR, AND ARCHITECTURAL DETAILS

(30) Buildings should have a distinct base, body, and top in appropriate proportions. These distinctions can be made using material changes, color changes, or architectural enhancements.

(31) Buildings should use durable, high-quality materials that reflect permanence such as stone, tile, stucco, concrete, metal, and glass.

(32) Color should be used to create visual interest and enhance the appearance of the building from the street.

(33) Large expanses of smooth, undifferentiated surfaces should be broken up with building lines, joints that reveal changes in texture, and color and wall surfaces that create shadows and depth.

(34) Highly reflective building materials such as mirror glass are discouraged.

(35) Elements such as trellises, arcades, terraces, and patios should be utilized to provide transitional spaces between the interior and exterior of buildings. These elements should utilize colors and materials that unify architectural themes.

(36) The roofs of industrial buildings should be of a light material when possible to encourage energy conservation.

(37) Large flat roof surfaces can provide for solar collectors, reducing energy needs of the building.

(38) For office campuses that have multiple buildings, distribute buildings to create courtyards.

(39) If the office component of an industrial building is flush with the façade, it should include an architectural treatment that clearly differentiates it from the main building. This may be achieved through massing breaks, windows, material changes, or vertical elements, which make the entry stand out visually from the building wall plane.

(40) If the office component of an industrial building is not flush with the façade, its roof line can be higher or lower than the main building to create a massing break.

(41) Mechanical equipment shall be visually screened from off-site view with screens that match the architectural appearance and integrity of the main building. Wood lattice or chain link fencing are inappropriate for screening.

(42) Innovative use of exterior materials is encouraged to create visual interest in large mass buildings.

(43) Roof mounted equipment should be screened and contained within the height limit for the use type. Screening should be integrated into the building and roof design and use compatible materials, color, and roof forms.

Variety in materials, roof lines, color, and wall treatment help to enhance visual interest.

Muted colors and enhanced entries are accented by complementary landscaped elements.

LANDSCAPING

(44) A theme, character, and identity should be established for each individual project that is compatible with the overall design with emphasis on areas visible to the public. More intense focus on high-use areas, entries, gathering areas, and public rights-of way is appropriate.

(45) Shade should be provided to the buildings to help reduce cooling needs.

(46) In E1 areas, at least one exterior amenity space should be provided for each building over 30,000 square feet where employees and visitors can take advantage of the outdoors. Such amenity spaces should include seating and eating areas or recreational activity areas.

(47) In E1 areas, pedestrian gathering areas such as plazas, patios, or other usable landscaped amenities should be in scale with and appropriate for the potential user's or facility's needs. Including public art within these spaces is encouraged.

(48) In E1 areas, a combination of screens, walls, berms, and landscaping may be used to mitigate views of objectionable uses (e.g., loading, storage, trash containers), which generally occur toward the rear of the project site.

(49) In E1 areas, identify and accentuate pedestrian areas by incorporating distinct paving materials, canopied trees, and extensive groundcover plantings.

(50) In E1 areas, surface parking areas adjacent to primary circulation corridors should be screened and/or buffered with a combination of landscape planting, berms, fencing, and/or low walls.

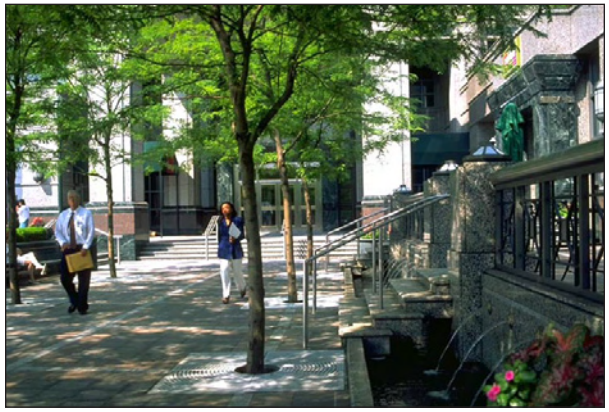
(51) Landscaping should relate to building scale and complement the architectural building style.

(52) Fences and walls constructed on private property are to be setback at street intersections and driveways so as not to cause sight obstructions.

(53) Landscaped areas should separate vehicular traffic from structures and pedestrian pathways.

(54) In E1 areas, the rear elevations of buildings, loading docks, and refuse collection areas should be landscaped to screen views from adjoining properties and roadways.

Landscaping in employment areas should enhance the built areas and soften and augment architecture.



Separate pedestrian circulation paths from vehicular routes with landscaped parkways and/or expanded width walkways.

Accentuated paving, lighting and planting materials should be used to create pedestrian friendly plaza areas.

A.7 PUBLIC/QUASI-PUBLIC USES

A.7.1 PURPOSE

This section guides the development of public and quasi-public uses in Sutter Pointe.

A.7.2 PRINCIPLES

Sutter Pointe provides for a broad range of cultural activities and facilities. Public and quasi-public uses and sites may include religious institutions, public and private schools, day care centers, elderly day care, a senior center, fire stations, and police sub-stations. In addition, sites are provided for necessary public utilities, water treatment and pumping sites and tanks, electrical facilities, and sewer lift stations. These uses should be designed to compliment the character of new surroundings and convey their civic roles.

A.7.3 INTENT

- Locate public and quasi-public uses strategically for easy access within the community.
- Create a comprehensively planned infrastructure system to serve the needs of future residents that does not detract from the community character or property values.
- Conserve energy and water within public and quasi-public sites through the use of recycled water, when available, and other "smart" designs.
- Use and preserve existing drainage ways as much as possible and design flood control facilities to preserve wetlands.

Community centers are accomodated in each village or activity center.

Museum, library, and City Hall buildings are integral to Sutter Pointe's plan.

A.7.4 GUIDELINES

(1) The siting and design of public facilities should have safe public access.

(2) The design of public facilities should take into account aesthetic impacts on the surrounding community. Architectural style, building materials, and colors appropriate to the surrounding neighborhoods should be utilized.

(3) Landscaping of public and quasi-public facilities should complement adjacent development and be consistent with the master streetscape design concepts.

(4) Travel by bus, private car, bicycle, and foot should be considered in designing internal pick-up/drop-off points and parking areas.

(5) Major public facilities require special lighting consideration. Lighting may be incorporated within these facilities to allow them to function at night with minimum impact to surrounding neighborhoods and adjacent open spaces.

(6) Electric substations shall be enclosed with an eight-foot high masonry block security wall, with a 50-foot landscaped setback along all perimeters of the substation site. Landscaping shall be included in the substation design.

SCHOOLS

The Sutter Pointe land use plan identifies sites for six K-8 schools and one high school.

PRINCIPLES

The K-8 schools are dispersed throughout the community and located within a ½ mile radius of surrounding residential neighborhoods. Sutter Pointe includes one high school serving the community.The High School site is located within the Great Park and Traditional Village to provide convenient access to the bicycle path and trail system in the surrounding open spaces.

INTENT

- Collocate all school sites adjacent to parks to maximize space for recreational activities.
- Locate outdoor school facilities adjacent to neighborhood parks to encourage joint use.
- Promote the High School as a cultural and social resource of the community.
- Provide sufficient lighting and maintain views of the school and grounds from local roadways to enhance security.
- Provide and clearly define multiple points of ingress and egress to allow efficient traffic flow of school buses, private vehicles, pedestrians, and cyclists.

Provide sufficient lighting and maintain views of the school and grounds for security.

K-8 SCHOOLS GUIDELINES

(7) School buildings should be located close to public streets and a minimum of two street frontage access points should be provided. K-8 schools should avoid locations on major arterial streets.

(8) Orient school buildings to maximize day lighting and natural ventilation to reduce energy costs.

(9) Varied architectural styles should be encouraged for each school that complement the streetscape and community character.

(10) Provide safe, well-lit pedestrian and bicycle linkages to adjoining residential neighborhoods, parks, and open spaces to encourage walking and biking to school.

(11) Locate school parking facilities close to the neighborhood park, and allow for joint use during events in the park during non-school hours.

HIGH SCHOOL GUIDELINES

(12) Joint use facilities should be integrated into the building program wherever possible. Meeting facilities, library, sports facilities, gym, auditorium, and class room space are all potential joint use facilities that the community may use when not used for the high school.

(13) The high school buildings should be organized to create a positive visual and physical presence on the street with the main school entry opening to the street with direct connection to the public walkways.

(14) Parking should be located to the sides or rear of the high school buildings and dispersed on the site to minimize traffic congestion.

(15) An entry plaza should be designed at the main entry to allow for public gatherings.

(16) Lighted sports facilities should be designed to minimize noise, glare and light impacts on adjoining residences.

Exhibit A.7.1 *: Conceptual illustration of K-8 school site (Source: Forma 2006)*

Encourage complementary and varied architectural styles that complement the streetscape and other civic/ community facilities.

Architectural style of schools should complement other civic/community facilities.

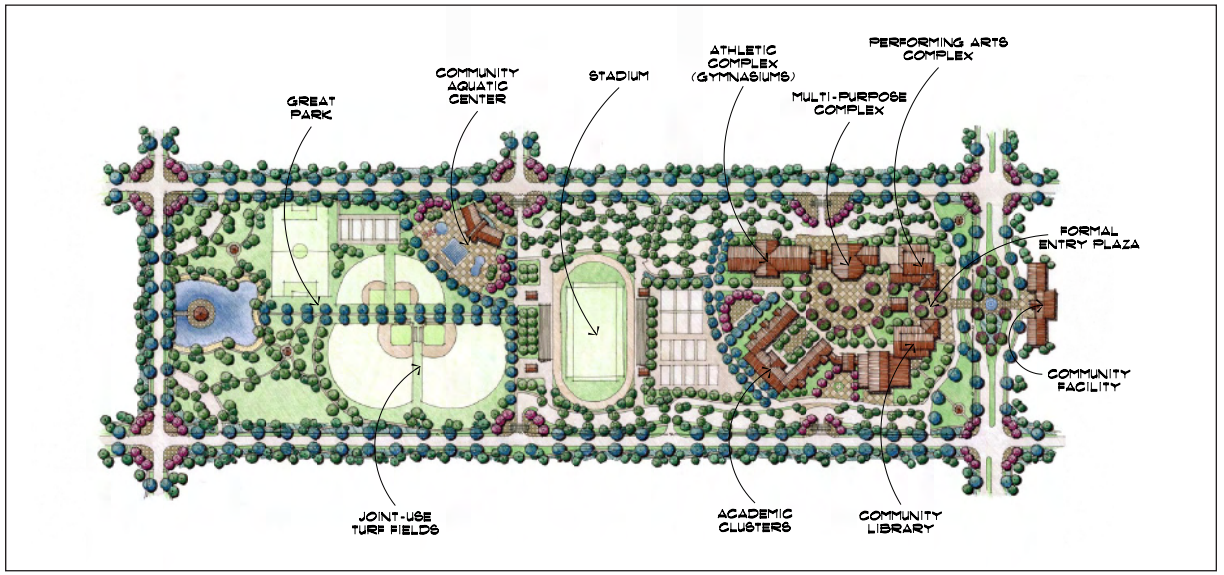


Exhibit A.7.2 *: Conceptual illustration of High School site (Source: Forma 2006)*

FIRE STATION

PRINICIPLES

Three fire stations are planned to serve Sutter Pointe. Fire stations have been distributed to provide adequate response times.

INTENT

- Avoid locating fire-stations along major arterial streets and at busy intersections.

GUIDELINES

(17) Fire stations should be sited near (within 300 feet) but not on major arterial streets.

(18) Fire stations should be located directly adjacent to the street with adequate sight lines for safe and efficient route access.

(19) Fire stations should avoid locations in the center of residential neighborhoods that may impact the residents with sirens during emergencies.

(20) Fire stations should be designed with a minimum of two fire bays and provide adequate off-street parking.

(21) Each site should be located to provide for drive-through apparatus bays and adequate paved surfaces in the rear for outdoor training and cleaning of vehicles and equipment.

(22) Fire station design should be aesthetically complementary to the surrounding community. Use of architectural elements to create a landmark feature is encouraged.

(23) Where feasible, community meeting rooms should be built into fire stations to provide opportunities for continued education and information programs on health and safety.

(24) Sites should be well landscaped and contribute to the landscaping of the community.

(25) Fire stations should be located in close proximity to parks and recreation facilities, to provide recreational and exercise opportunities for firefighters, added surveillance of parks, and opportunities for special events and educational programs to the community.

(26) Fire stations should be sited to meet the response time requirements for all of Sutter Pointe.

Avoid locating fire stations along major arterial streets.

TRANSIT CENTERS

PRINCIPLES

Three transit centers are proposed for Sutter Pointe to provide passenger terminals and transfer functions for public mass transit systems. Future transit services may include Bus Rapid Transit (BRT) service along SR 99/70, Riego Road and Sankey Road (future Placer Parkway). The transit centers will be located in the Town Center, North Activity Center and East Activity Center.

INTENT

- Maximize use potential of transit centers by strategically locating them near high volume land uses.

GUIDELINES

(27) The transit centers should be pedestrian-friendly areas with easy access and pedestrian amenities, including shaded seating, high-quality landscaping, and informational kiosks.

(28) Highly-visible, well-lit bicycle parking should be provided to support multi-modal transportation options.

(29) Transit centers should be integrated within retail centers to maximize use. Locating near mixed-use buildings with retail and dining options provides convenience for travelers and additional security during active hours.

Transit centers should have easy access to pedestrian amenities.

Transit stops should follow the architectural theme of the neighborhood.

(30) Transit centers should be designed in close proximity to park-and-ride lots. Joint use of retail parking lots is encouraged.

(31) Parking areas should be landscaped to match the surrounding community and provide short, direct pedestrian paths into the transit center.

CIVIC CENTER

PRINCIPLES

A civic center site has been planned within the Town Center. The civic center may include various civic buildings such as a library, government center, health/activity centers, a post office, daycare center, and community centers for the arts and/or recreation.

INTENT

- Locate the civic center strategically to allow easy access by both vehicular and non-vehicular modes.

GUIDELINES

(32) The civic center should be located on a major circulation route to allow easy access.

(33) The civic center should be located close to major parks and recreational facilities.

(34) All civic uses should be easily accessible to trails and pedestrian paths, bicycle trails, and parking.

(35) The civic center should be located in close proximity to the Town Center transit center.

(36) Parking for the civic center should be designed to allow for joint use by other activities within the Town Center.

(37) The architectural style should complement the design theme of the surrounding neighborhood, and also accommodate a landmark feature such as a bell tower or other taller architectural element that may be visible from the surrounding community.

(38) The civic center should be located adjacent to the Town Square to reinforce its public uses. The Town Square should be of sufficient size to allow for small informal or formal public gatherings and provide seating, trees for shade, an information kiosk, and space for a water fountain and public art.

The architectural style of the civic center should complement the adjacent neighborhoods.

The civic center should be designed as a landmark.

A.8 PARKS/OPEN SPACE

A.8.1 PURPOSE

The following principles, intent and guidelines design the public parks and open space system proposed for Sutter Pointe. Detail regarding final siting and park amenities will be provided in a Parks Master Plan to be completed prior to or concurrent with filing of the first tentative subdivision map within the Sutter Pointe community.

A.8.2 PRINCIPLES

The parks and open space framework should provide for a hierarchy of interconnected open spaces that includes the Great Park within the Traditional Village, neighborhood parks, a golf course or similar recreational open space, an integrated trails network, lakes, greenways, and smaller stormwater detention basins and channels. The design of Sutter Pointe's park and open system should guide the creation of high-quality

- recreational amenities,
- habitat preservation,
- a healthy community,
- safety,
- universal accessibility,
- visibility,
- connectivity, and
- aesthetics.

A.8.3 INTENT

- Provide for a range of recreational needs and enjoyment of residents, workers, and visitors to meet the needs of all age groups and persons of all abilities including passive and active recreation.
- Establish a Great Park, comprised of two lakeshore community parks in the Traditional Village, featuring recreational facilities that complement surrounding land uses.
- Enhance habitats through preservation and restoration of natural stormwater drainage resources in the open spaces to provide for the preservation and protection of wildlife and offer opportunities to the community for continuing education on the value of environmental conservation.
- Promote the health and well being of the community by providing opportunities for exercise and enjoyment of the outdoors, help in filtering the air we breathe, filter storm water runoff, and green spaces for creating a healthier environment.
- Organize lots and buildings around parks and open spaces to allow the maximum number of "eyes" on them in order to maintain high levels of safety.
- Promote easy accessibility to these public spaces by providing direct vehicular and non-vehicular trail connections to the adjacent neighborhoods.
- Encourage visibility of public parks and open spaces from surrounding uses, streets, parking lots, along pedestrian paths, streets, and openings between the buildings. Higher use areas help activate the public realm, improve the safety of the spaces, and discourage illegal and inappropriate behavior.
- Design high levels of pedestrian and bike traffic on off-street pedestrian and bike trails connecting these spaces to neighboring uses.
- Create aesthetically pleasing and attractive parks and open spaces to contribute to the sense of place and enhance property values.

Pedestrian and bicycle trails are designed along the open space and public parks.

A.8.4 GUIDELINES

SITE PLANNING

(1) Open space, parks, and recreation areas should be centrally located within each neighborhood and placed in highly visible locations within a ¼ - ½ mile radius of surrounding neighborhoods.

(2) Parks within the community should be linked by a network of pedestrian and bike paths and sidewalks.

(3) Wherever feasible, parks should be surrounded by streets on all sides to increase visibility and enhance safety and surveillance.

(4) Placement of parks and open space areas should maximize access and exposure to common facilities and residential neighborhoods.

(5) Age-appropriate children's playground facilities should be located near schools and residential neighborhoods. Adult recreational facilities should be provided in parks and open spaces next to the employment villages.

(6) Adequate parking should be provided for park users. On-street parking may be associated with parks and recreational needs.

(7) Clear delineation should be provided between public and private maintenance zones.

(8) Creative design of play facilities and apparatus is encouraged.

Landscaped areas should be used as a buffer from adjacent residential areas, while also creating framed views for the residences.

Open space, parks, and recreation areas should be centrally located within each neighborhood and placed in highly visible locations.

Parks and open spaces should be centrally located within each neighborhood.

Public gathering spaces for picnics or concerts should be designed within larger parks.

LANDSCAPE DESIGN

(9) Parks and open spaces should be appropriately landscaped to be compatible with the village identity.

(10) Landscaping should be integrated with the streetscape to enhance and beautify the streetscape and pedestrian environment.

(11) Plant materials should be used to define activity and use areas and to frame and reinforce views.

(12) Existing natural features should be enhanced with native vegetation.

(13) Landscape areas should be used to buffer parks from adjacent residential areas.

(14) Within open spaces, use native vegetation and drought tolerant landscape materials (e.g., trees, shrubs, ground cover) to recreate a more naturalistic setting typical of the region.

(15) Park furnishings such as playground equipment, trash containers, picnic tables, benches, and drinking fountains should be designed to withstand heavy use.

(16) Turf grasses, large shade trees, and pedestrian amenities are appropriate in active park areas, playgrounds, and places where people will gather.

(17) Use ornamental landscape materials, flowering shrubs, and trees to highlight the overall theme of the park at entries, special focal points, plazas and gathering areas, around park buildings, and along major pedestrian paths.

(18) All active public parks and open spaces and walkways that are intended to be used at night should be lighted with appropriately scaled, lower-level pedestrian lights. Ball fields and other outdoor recreation areas intended to be used at night should feature shielded lighting that directs light toward play areas and away from surrounding residential uses.

(19) Landscape materials in active park areas should include furniture to support the intended function and users of each park. Use of benches, water fountains, play equipment, and tot-lots should be coordinated with the overall park system.

(20) All site furnishings should be consistent in appearance, style, and color. Benches, trash receptacles, and other hardscape components should be selected to complement the architectural styles established for each neighborhood.

(21) Pedestrian furniture and park equipment should be age appropriate for the intended users. Equipment should be designed for toddlers, young children, older children, teens, adults, and the elderly and located separately from one another in appropriate parks. In addition, parks should include areas and facilities where age groups may interact together.

(22) Parks, trails, and open space landscape designs should integrate informational signage and displays within the site to provide educational opportunities for the users. Informational displays can include a variety of environmental, cultural, historic, and geological information describing the site and region, landscape material information (e.g., plant types), and community design and transportation systems found in the community.

Plant materials should be used to define activity and use areas and to frame and reinforce views.

Parks and open spaces should be appropriately landscaped to be compatible with the surrounding neighborhood.

GREAT PARK

(23) The Great Park should be easily accessible and connected to the community by trails.

(24) The design of the Great Park should serve the diverse needs of Sutter Pointe residents by offering a balanced variety of both active and passive recreational uses.

(25) The western portion of the Great Park adjoining the Town Center should include urban lake amenities and recreation activities.

(26) The eastern portion of the Great Park which includes a stormwater detention facility should be designed to facilitate more passive recreation activities. A multi-use walking and biking trail should surround the detention facility.

(27) The portion of the Great Park directly adjacent to the proposed High School should be designed to function as a joint-use facility featuring field and recreation areas.

GOLF COURSE

(28) The golf course proposed within the Recreational Village should incorporate existing natural landforms, and use oak trees and other native vegetation to augment the setting.

(29) Golf course view corridors should be developed and maintained, particularly where golf courses are adjacent to roadways.

(30) The golf course fairways should be at a lower elevation than adjacent development, where possible.

(31) The edge between golf courses and development areas should provide a well designed transition by re-contouring slopes and by incorporating compatible vegetation.

(32) The golf course clubhouse should be designed as a focal point of the community.

(33) Native plant materials should be incorporated into golf course landscape designs.

(34) Use of water conservation measures and reclaimed water should be incorporated into the design of the golf course.

(35) Walls and fences along the golf course perimeter should be designed to provide a unifying theme.

(36) All tree plantings should be located in a manner conducive with golf course play while preserving views from residential areas.

The golf course should incorporate existing natural landforms.

Residences should front onto public greenways or paseos where feasible.

OPEN SPACE DESIGN

(37) To the extent permitted by state and federal regulatory agencies, one or more non-motorized, shared-use trails should be located adjacent to open space areas.

(38) Trails should be located a minimum of 15 feet from detention basins.

(39) Appropriate lighting should be provided at all public access points.

(40) Interpretive and educational displays and structures should be installed along pedestrian and bike trails.

TRAILS, PASEOS, AND BIKEWAYS

(41) Sections for proposed trails are provided in Chapter 6, Transportation and Circulation, of the Specific Plan. Planned trails and bikeways are identified on Exhibit A.2.2.

(42) Buildings should front onto trails and paseos, although back- or side-on orientations are also possible depending on site constraints.

(43) For buildings that front onto trails and paseos; visually permeable fencing may be installed along residential areas with back- or side-on orientations with 4 feet solid sections from the ground and another 2 feet permeable section above. This helps in maintaining privacy while also providing a visual link with the trails.

(44) Trail and paseo corridors should range from 25 to 50 feet in width.

(45) Paved trails should be 12 feet wide.

(46) Trails should be designed in full accordance with ADA requirements for accessibility.

(47) Way-finding signage and appropriate lighting should be installed at the entry and exit points.

(48) Pedestrian amenities, such as seating, drinking fountains, and trash/recycling receptacles, should be provided.

(49) Shade trees should be planted in periodic groupings. The location of shade trees should coordinate with locations of other pedestrian amenities.

(50) Safe passage across street rights-of-way shall be ensured through the use of signage, special paving treatment, and other forms of traffic calming.

Paseos provide access to trails and bikeways from within residential neighborhoods.

Trails should be in accordance with ADA requirements to provide open space access for all residents.

Shade structures, seating areas, and large canopy trees should be designed along trails and pathways.

STORMWATER BASINS AND DRAINAGE WAYS

(51) Trails along stormwater basins should be 10 feet wide with 2-foot shoulders on each side.

(52) Native plants should be used where feasible. When non-native ornamental plantings are used, preference should be given to low-water species that do not require supplemental irrigation when mature.

(53) Boundary lot fencing that is incorporated within adjacent residential uses should be of permeable metal fencing to allow views, providing visual surveillance of the open space areas. Boundary fencing adjacent to the public right-of-way is not required unless there is a safety or security issue.

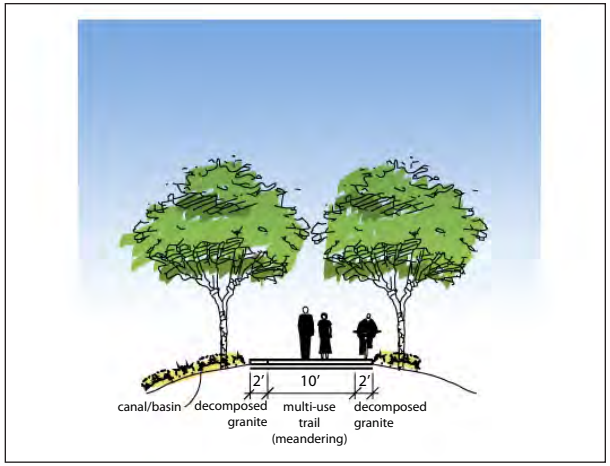


Exhibit A.8.1: *Cross section for multi-use trail next to canal or basin*

Trails and bikeways should be incorporated along open spaces, drainage ways, and lakes.

A.9 SIGNS

A.9.1 PRINCIPLES

Signage should incorporate creative use of colors, imagery, and materials. Attractive, artistic, well-proportioned, and carefully located signs can enhance the character of individual buildings as well as the overall appearance of the community. Signage aids in establishing a sense of continuity, quality, and character for the community. Signs shall be consistent with the requirements set forth in Division 13 of the Sutter Pointe LUDC.

A.9.2 INTENT

- Protect public and private investment in buildings and open spaces.
- Preserve and improve the appearance of Sutter Pointe as a place in which to live and work.
- Provide information to non-residents who come to visit or trade.
- Prevent excessive and confusing sign displays.
- Reduce hazards to motorists and pedestrians.
- Promote the public health, safety, and general welfare.

A.9.3 GUIDELINES

(1) Freestanding site signs should consist of monument style signs.

(2) Ground-mounted or internal illumination, if used, may consist of an opaque background with transparent type, or 'halo-lit' letters.

(3) Sign colors should be selected to provide sufficient contrast against building background colors and ensure compatibility.

(4) The color of letter returns should contrast with face colors for optimum daytime readability. The interior of open channel letters should be painted dark when against light backgrounds.

(5) Signage should be in scale with individual buildings.

(6) Imaginative, unique, and tasteful signs that display exceptional design are desirable, and use of distinctive type, styles, icons, and logos are encouraged.

(7) Signage should be organized with a consistent style to orient users and clearly identify the associated businesses.

(8) Signs should be durable, legible, and vandal resistant.

(9) Signage may be combined when appropriate to create a more orderly appearance.

Signage should use creative colors, imagery, and materials to create visual interest.

Sign colors shall be selected to provide sufficient contrast against building backgrounds.

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