



Easton Place
Land Use Master Plan
Smart Growth through Innovation

EASTON
DEVELOPMENT COMPANY, LLC

APPROVED BY

SACRAMENTO COUNTY BOARD OF SUPERVISORS

APPROVAL DATE

JANUARY 28, 2009

ORDINANCE NO.

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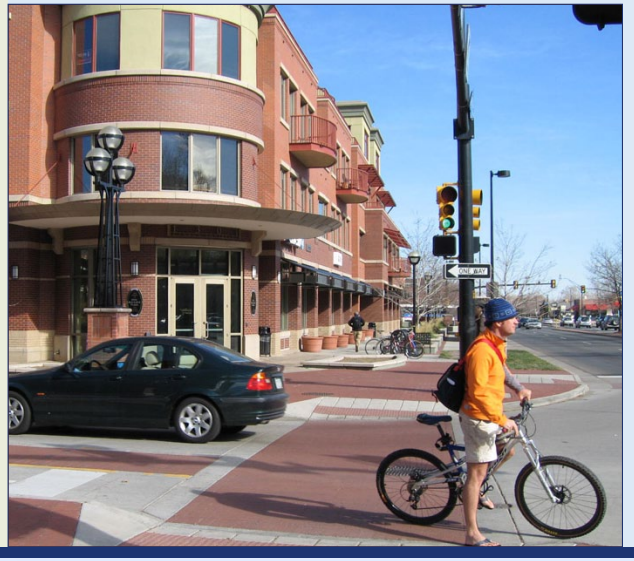

1.0 VISION STATEMENT

1.1 LOCATION AND OVERVIEW

The *Easton Place Land Use Master Plan* identifies the principles, goals, policies, and standards that will define the development of the Easton Place master planned community. Easton Place consists of approximately 183 acres located in eastern Sacramento County south of U.S. Highway 50 (U.S. 50) (see Figure 1.1, "Easton Place Regional Context"). Easton Place is a borough within the larger Easton project, which also includes (from east to west) Hillsborough at Easton, Glenborough at Easton, Westborough at Easton, and Rio del Oro at Easton (see Figure 1.2, "Easton Boroughs").

Easton Place is bounded on the north by Folsom Boulevard and the Folsom light rail transit line, on the west by Hazel Avenue, and on the east by Aerojet Road. The community is centered on the existing Hazel Avenue light rail transit station on Folsom Boulevard. The light rail transit station will also serve as a center for local and regional bus transit service. Since the majority of Easton Place is located within a half-mile radius of the light rail transit station, the community is well-served by regional transit. Easton Place is also linked by major thoroughfares and arterials to the surrounding boroughs of Easton, other portions of Sacramento County, and the cities of Folsom and Rancho Cordova.

Easton Place is envisioned as an active, urban community that will provide a higher intensity mix of uses in a comfortable, walkable environment. The community will be a center for regional employment, shopping, and entertainment serving Easton Place residents, as well as residents in other Easton boroughs and along the U.S. 50 corridor.

1.2 PRINCIPLES

Easton Place is based on concepts consistent with those advocated by the Urban Land Institute (ULI) and the Sacramento Area Council of Governments (SACOG) as part of its *Sacramento Region Blueprint: Transportation/Land Use Study*. The following principles provide the overall vision for Easton Place.

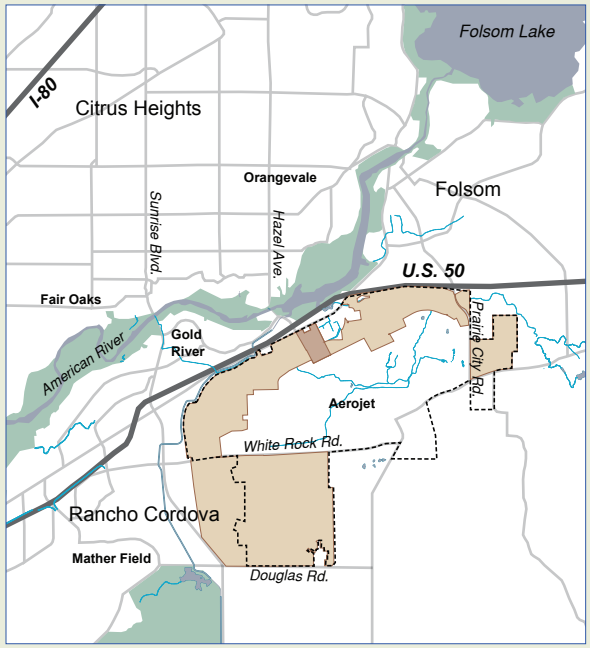

Figure 1.1, Easton Place Regional Context

Figure 1.2, Easton Boroughs

Principle 1: Design a Community Defined by Districts

Easton Place is organized as a series of three districts (Transit, Central, and Market), each of which offers differing but complementary uses (see Figure 1.3, "Easton Place District Plan"). The Transit District will consist of predominantly residential and office uses to take advantage of proximity to the nearby light rail transit station. The Central District will have a mixture of residential, office, commercial/ retail, entertainment, and civic uses and will serve as both a local and regional employment center. The Market District will be a more conventional region-serving commercial/retail center and with additional office and community support uses.

The districts are connected by a grid of streets that encourage bicycle and pedestrian use, with the "Main Street" serving as the central spine. The Main Street connects the light rail transit station to the north with employment, shopping, and entertainment opportunities to the south via a convenient, pedestrian-oriented street.

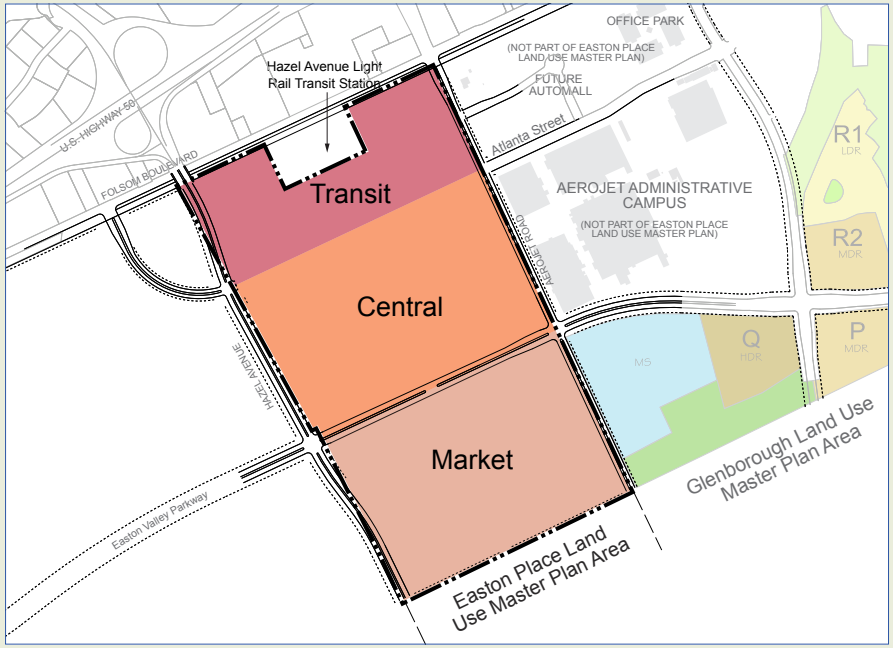

Figure 1.3, Easton Place District Plan

Multi-family residential units with structured parking will be located in some parts of the Transit District.

Office uses will be concentrated in the Central District, with some office also located in the Transit and Market Districts.

Principle 2: Create a Vital Urban Environment

Easton Place emphasizes a vibrant public realm with destinations connected by attractive, pedestrian-oriented streets. Easton Square is a centrally located community green, with adjacent civic, commercial/retail, and entertainment uses. The park will serve as a primary gathering place connected to other parts of Easton Place by the Main Street.

The Main Street and adjacent streets will include ground-floor commercial/retail businesses. Building facades will have entries opening onto tree-lined streets to create a pleasant environment for users to stroll, shop, and meet neighbors. This streetscape will be punctuated by public and private plazas, as well as other small gathering spaces with enhancements to the public realm such as water features, seating, and landscaping. Streets within the central pedestrian core that connect to employment areas and residential neighborhoods will also offer similar high-quality streetscape amenities.

Wide sidewalks accommodate a variety of pedestrian activities.

A vital urban center provides activities throughout the day.

Plazas that engage the street and help to encourage pedestrians to use the public realm will be located throughout the three districts.

Amenities such as benches and bike racks contribute to a comfortable pedestrian environment.

Principle 3: Provide for Transit-Oriented Design and an Interconnected Network of Streets

Easton Place provides a system of streets, bicycle lanes, and pedestrian routes that connect the community directly to the existing light rail transit station. Streets have been designed in an easily walkable grid pattern and will be enhanced by street trees and amenities to create an inviting pedestrian environment. Local streets are envisioned as extending the "grid pattern" south from the Hazel Avenue light rail transit station, providing direct access to the transit stop with a seamless transition from one district to another. The interconnected internal grid provides for pedestrian-oriented streets, minimizing walking and bicycling distances to transit and retail. Through-traffic will remain at the periphery of the community on the wider perimeter roadways.

The Transit District is generally within one-quarter mile of the light rail transit station, with residential uses located within that distance to encourage walking to transit. The Central District, which is within one-quarter to one-half mile of the light rail transit station, will also be easily walkable, with direct transit, automobile, bicycle, and pedestrian connections to the mix of uses located in this district. Although the Market District is farther from the light rail transit station, it will also have bicycle and pedestrian access, as well as on-street bike lanes, sidewalks, and trail connections to adjoining areas. Controlled pedestrian crossings and access points will be located throughout Easton Place.

ILLUSTRATION BY THOMAS PROSEK

Figure 1.4, Illustration of a transit-oriented development pattern, with direct street and pedestrian connections to a light rail transit station and surrounded by high concentrations of residential, office, and retail uses.

The Hazel Avenue light rail transit station will serve as the primary transportation hub.

Bus transit will offer additional opportunities for transit connections throughout the community.

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Principle 4: Encourage Mixed Use Development

To create an active, urban environment and promote the location of residential neighborhoods close to jobs, shopping, and entertainment, a significant proportion of Easton Place is designed to incorporate mixed use development. The Main Street will include ground-floor commercial/retail with office or residential above in the Central District. In addition to vertical mixed use, all Easton Place districts will include multiple land uses in proximity to each other.

Vertical mixed use with office or residential over commercial/retail will be allowed in the Central District along the Main Street.

Residential buildings will display a variety of styles and forms appropriate for a high-density urban environment.

Principle 5: Provide Housing Choices

Easton Place includes an array of housing options to meet the needs of residents with a wide range of household incomes and priorities. The community will include both for-sale and rental housing in vertical mixed use formats, as well as stand-alone units in a higher density urban environment. Densities will vary, with the highest densities located in the Transit District along Hazel Avenue and decreasing toward the south and east to form a visual and functional transition to the relatively lower densities in Glenborough at Easton.

Principle 6: Design for Quality

Chapter 5, "Development Standards," and Chapter 6, "Design Guidelines," of this document set a high standard of quality for the community that will result in a distinctive local identity and a strong sense of place. These standards and guidelines support the use of durable materials and strong architectural styles with enhancements to the public realm that include such features as signage, landscaping, and public art.

High-quality design will be reflected in all aspects of the built environment.

Principle 7: Incorporate Energy Efficient Design

Easton Place emphasizes sustainable design through the inclusion of energy efficient buildings and landscaped areas. The latest design techniques and technologies are planned to be incorporated into individual projects and overall community infrastructure to optimize energy efficiency and conserve natural resources.

Google's headquarters in Mountain View, California, provide an example of the use of solar panels on an office building.

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Land Use Framework

2.0 LAND USE FRAMEWORK

2.1 LAND USE OVERVIEW

The proposed land uses for Easton Place offer regional employment, shopping, and entertainment, highlighting the central role of Easton Place within the larger Easton master-planned community. Easton residents can easily travel to and within Easton Place via streets that are organized on a modified grid system centered on the Hazel Avenue light rail transit station.

The three districts in Easton Place (Transit, Central, and Market) each include parcels ranging from 3 to 30 acres in size. The Transit District and a portion of the Central District are located within one-quarter mile of the light rail transit station. The remainder of the Central District is located within one-half mile of the light rail transit station. These districts, their corresponding parcels, and relative distances from the light rail transit station can be seen in Figure 2.1, "Easton Place Land Use Plan."

Easton Place also includes 7.5 acres of parks, including Easton Square (2.0 acres) in the Central District and a large neighborhood park (5.5 acres) in the Market District. Additional privately and publicly owned and managed parks and plazas will be located throughout Easton Place.

Figure 2.2, "Easton Place Axonometric, View to South," on the opposite page provides an aerial view looking south and depicting how the community might appear at full buildout. The existing Aerojet campus on the eastern boundary of the site can also be seen in this illustration.

Figure 2.1, Easton Place Land Use Plan

Note: All uses shown are primary for each parcel. See Chapter 5, "Development Standards," for other permitted uses.

Figure 2.2, Easton Place Axonometric, View to South

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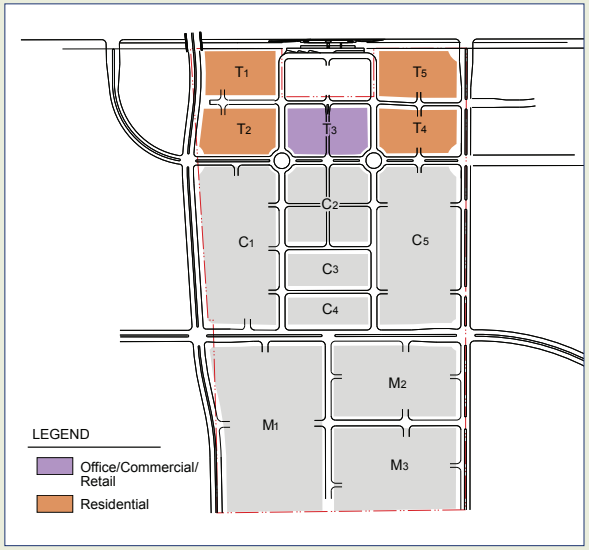


Figure 2.3, Transit District

2.2 TRANSIT DISTRICT

The Transit District is located directly south of the light rail transit station on Folsom Boulevard (Figure 2.3, "Transit District") and provides for residential uses located within one-quarter mile to encourage walking to transit, employment, and services. Residential is the predominant use in the Transit District, with office uses located in parcel T3 along the Main Street.

The Transit District will include approximately 1,194 attached and detached residential units, representing a range of unit types, sizes, and amenities intended to serve the anticipated diversity of urban residents.

All residential uses will be designed as high-density attached units. Residential buildings will range in maximum density from approximately 23 dwelling units per acre (du/ac) in parcel T5 adjacent to Aerojet Road to approximately 80 du/ac in parcel T1 along Hazel Avenue (for a full summary, see Table 2.1, "Land Use Summary Table," on page 15). Affordable housing opportunities will be available in the Transit District, with a greater concentration of units found in parcel T5 near the light rail transit station.

Approximately 283,000 square feet of office space will be located in parcel T3, directly south of the light rail transit station, providing easy access to employment from nearby residential units, or from more distant locations via bus transit and light rail.

Access to light rail and bus transit will be available in the Transit District.

Residential densities will include low- and mid-rise attached units.

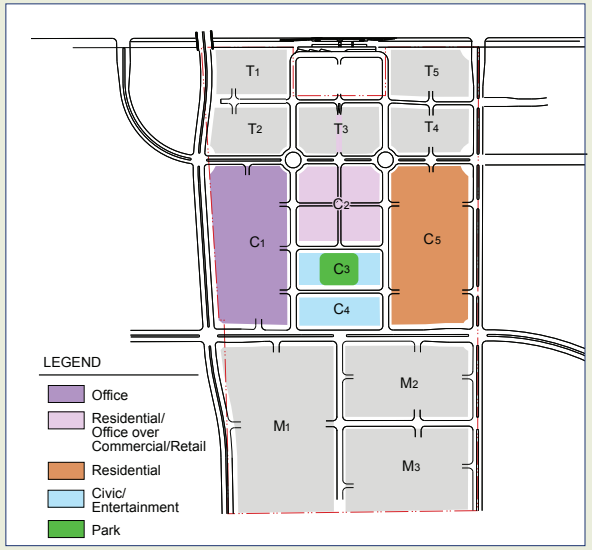


Figure 2.4, Central District

2.3 CENTRAL DISTRICT

The Central District will serve as an employment center with office uses concentrated along Hazel Avenue (see Figure 2.4, "Central District") and commercial/retail uses focused on the ground floor along the Main Street and adjoining streets. Multi-family residential units will be located in the eastern portion of the Central District and above commercial/retail and office uses along the Main Street.

The majority of the office space in Easton Place is located in the Central District (approximately 1.5 million square feet of the overall 2.2 million square feet of office space in Easton Place). Most of these office uses will occur in single-use buildings in parcel C1, although the ground-floor retail in parcel C2 may include office uses in addition to projected residential uses on the upper stories.

The Main Street will connect the Transit District to the north with uses in the Central District. Specialty and region-serving commercial/retail uses front this Main Street, with office or residential uses above. Similar mixed use development may be located on a portion of Atlanta Street.

The approximately 2-acre Easton Square is a natural focus for community events and group and individual gatherings, and will be ringed by civic uses, to potentially include government offices, a library, and a post office. A theater or similar entertainment venue may be located on the south side of Easton Square at the end of the Main Street, and will serve as a visual landmark for the community.

A total of 450 residential units will be located in the Central District, including approximately 100 units above commercial/retail/office in parcel C2. These residential units fall within a one-quarter-mile radius of the Hazel Avenue light rail transit station (see Figure 2.1, "Easton Place Land Use Plan"). An additional 350 units, averaging approximately 17 du/ac, are located in parcel C5, providing a transition to the single-family detached and attached residential units in Glenborough at Easton.

Easton Square will serve as a community gathering place.

Office and retail in horizontal and vertical mixed use formats will occur in the Central District.

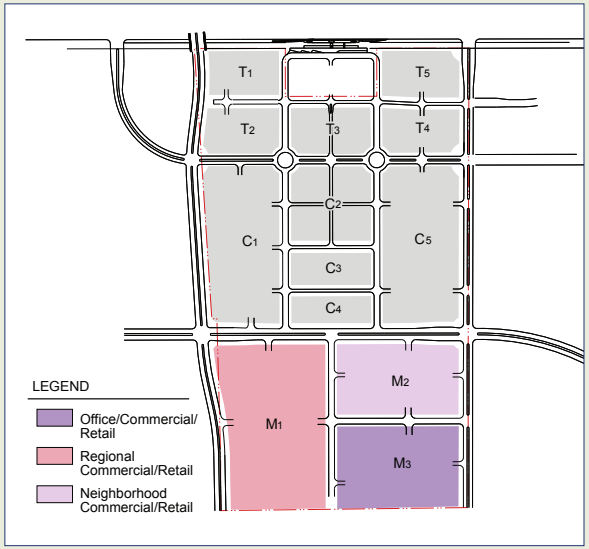


Figure 2.5, Market District

2.4 MARKET DISTRICT

The Market District will consist primarily of region- and neighborhood-serving commercial and community support uses in a walkable setting with pedestrian connections (see Figure 2.5, "Market District"). Combined office, commercial, and retail uses will exceed approximately 935,000 square feet of floor space. Both office and shopping areas will be accessible by automobile, bus transit, bicycle, and pedestrian access from the other districts, as well as from Glenborough at Easton to the east.

An approximately 5.5-acre neighborhood park with active and passive uses will serve both Easton Place and Glenborough at Easton. The park will be located in parcel M3 to complement park uses available in the adjacent park and middle school located on the east side of Aerojet Road in Glenborough at Easton. The exact location of the park in parcel M3 will be determined in the future.

A fire station may also be located in the Market District, with a portion of either parcel M2 or parcel M3 providing a possible site. The fire station may be constructed in conjunction with other uses suitable to an urban setting.

Neighborhood shopping opportunities will be available in the Market District.

The region-serving commercial/retail center will offer a variety of goods and services in an attractive pedestrian-oriented setting.

A large neighborhood park will include active and passive recreation uses.

2.5 LAND USE SUMMARY

The land uses proposed for Easton Place are summarized in Table 2.1, "Land Use Summary Table." Proposed densities are shown for residential uses, while commercial and office are identified by square footages and floor area ratios.

Table 2.1, Land Use Summary Table

Land Use	Units	Area (Acres)	Maximum Density*	Commercial/Office** (Square Feet)	Floor Area Ratio Range***
Transit District					
T1 High Density Residential	432	5.4	80 du/ac		
T2 High Density Residential	336	5.6	60 du/ac		
T3 Office/Commercial/Retail		6.5		283,000	0.5-1.2
T4 High Density Residential	274	6.1	45 du/ac		
T5 High Density Residential	152	6.7	23 du/ac		
Subtotal	**1,194**	**30.3**		**283,000**	
Central District					
C1 Office/Commercial/Retail		17.5		1,525,000	1.0-2.5
C2 Mixed Use: Ground-Floor Retail Residential above Retail	100	10.3	25 du/ac	287,500 215,600	0.5-1.5† 0.5-1.5†
C3 Civic/Quasi-Public Space; Park		2.7 2.0		154,000	0.5-1.5
C4 Entertainment		3.9		127,000	0.5-1.0
C5 High Density Residential	350	20.5	20 du/ac		
Subtotal	**450**	**56.9**		**2,309,100**	
Market District					
M1 Commercial/Retail		28.5		372,500	0.25-0.35
M2 Neighborhood Commercial/Retail		14.6		190,800	0.25-0.35
M3 Office/Commercial/Retail; Park		11.6 5.5		372,500	0.35-0.75
Subtotal		**60.2**		**935,800**	
Roadways and Parkways		35.6			
Grand Total	**1,644**	**183.0**		**3,527,900**	

* *The maximum density for individual parcels may be exceeded if consistent with the provisions identified in Section 9.2.7 of this document.*

** *Figures shown are projected maximum amounts by district; however, transfer of square footage between districts and transfer of intensity between parcels within districts is permitted. See Chapter 9, "Implementation," for details.*

*** *Floor area ratios (FARs) depicted correspond to the projected square footage by use. Minimum and maximum FARs are depicted in Figure 3.2, "Summary of Floor Area Ratios." Use intensities can be transferred between parcels.*

† *Does not include square footage of residential units.*

2.6 LAND USE PLAN GOALS

2.6.1 General Land Use Goals

Goal 2.1 Develop an urban pattern for Easton Place consistent with the goals and objectives of the *County of Sacramento General Plan*, the Sacramento Area Council of Governments' Blueprint vision of growth in the Sacramento region, and the Urban Land Institute's smart growth principles.

Goal 2.2 Provide a mixture of high-density/ intensity land uses representative of a central urban core.

Goal 2.3 Locate residential uses within easy walking distance of transit, employment, and shopping opportunities.

Goal 2.4 Minimize conflicts with the existing Aerojet administrative and operations campuses.

Goal 2.5 Provide a seamless connection to adjacent boroughs, with interconnecting roadways and compatible land uses.

2.6.2 Housing Goals

Goal 2.6 Provide a range of high-density residential uses within a one-half-mile radius of the Hazel Avenue light rail transit station to promote walking and reduce automobile trips.

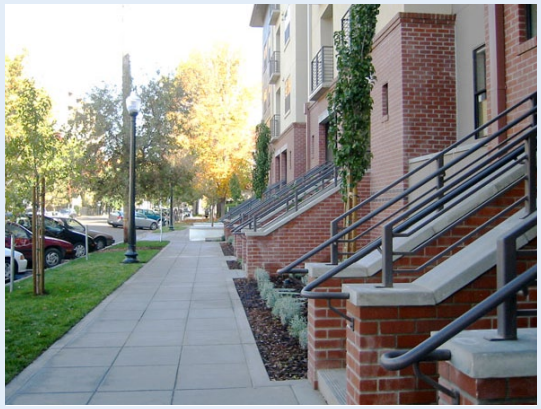
Goal 2.7 Provide affordable housing opportunities within an approximately one-quarter-mile radius of the Hazel Avenue light rail transit station.

2.6.3 Commercial Goals

Goal 2.8 Provide ground-floor commercial/retail uses focused along the Main Street within a walkable, pedestrian-oriented shopping environment.

Goal 2.9 Locate a neighborhood and region-serving commercial center in the Market District with convenient access from Easton Valley Parkway and provide pedestrian and bicycle connections from the Central District.

Goal 2.3: Locate residential uses within easy walking distance of transit, employment, and shopping opportunities.



Goal 2.6: Promote high-density residential uses within a one-half-mile radius of the Hazel Avenue light rail transit station.

Goal 2.8: Promote ground-floor commercial/retial uses along the Main Street.

2.6.4 Employment Goals

Goal 2.10 Provide a variety of employment opportunities, ranging from retail and public service positions to corporate office jobs.

2.6.5 Parks, Plazas, and Open Space Goals

Goal 2.11 Create a well-defined public realm that supports and enhances the pedestrian environment, including a high-quality streetscape with street trees and pedestrian amenities and publicly and privately maintained plazas that encourage public access.

Goal 2.12 Locate a park in the Central District along the pedestrian spine that serves as a community gathering place and focus for community events.

Goal 2.13 Locate a neighborhood park in the Market District with active and passive recreational uses that complement park facilities located in Glenborough at Easton.

Goal 2.13: A neighborhood park located in the Market District will complement recreational uses offered in Glenborough at Easton.

Goal 2.14: Encourage the use of alternative energy sources, such as these rooftop solar panels, in building design.

2.6.6 Renewable Energy Goals

Goal 2.14 Encourage the incorporation of alternative energy technology, such as solar, into building and landscaping design wherever feasible.

Goal 2.15 Promote reduced energy use by supporting community education on a variety of energy efficiency measures.

Goal 2.16 Encourage water conservation in building and landscaping use to reduce both water and energy use. Incorporate water reuse systems where feasible.

Goal 2.17 Apply emerging, proven, and cost-effective green practices, whenever practicable, to improve the efficiency and sustainability of buildings and landscaping.

2.7 LAND USE POLICIES

2.7.1 General Land Use Plan Policies

Policy 2.1 Aerojet Facilities Integration

The roadway section for Aerojet Road between Easton Place and the Aerojet administrative campus shall be designed to ensure security for the Aerojet campus, while also creating an attractive public roadway. Design features shall include roadways with tree and shrub plantings in landscaped setbacks and open areas adjacent to security fencing.

Policy 2.2 Sequencing of Development

Infrastructure shall be installed and public services provided so that each phase of the community is served.

2.7.2 Housing Policies

Policy 2.3 Location and Density Range

The total number of residential units in Easton Place shall not exceed 1,644 units. Residential uses shall be located in areas designated in the *Easton Place Land Use Master Plan* and within the general density targets provided in Table 2.1, "Land Use Summary Table."

Policy 2.4 Mix of Densities and Variety

A variety of housing types and densities shall be provided, from attached townhomes to mid-rise condominium/apartment buildings with structured parking.

Policy 2.5 Affordable Housing

Affordable housing will be provided along with the development of market-rate housing, subject to Title 22, Chapter 22.35, "Affordable Housing," of the Sacramento County Code. Section 2.8, "Affordable Housing," of the *Easton Place Land Use Master Plan* summarizes the integrated affordable housing plan for Easton Place and Glenborough at Easton. An affordable housing plan shall be developed separately from this document to define the locations and phasing of affordable units.

2.7.3 Commercial Policies

Policy 2.6 Commercial/Retail Locations

Commercial/retail uses shall be concentrated along the Main Street and adjacent streets in the Central District and adjacent to Hazel Avenue and Easton Valley Parkway in the Market District.

Policy 2.7 Vertical and Horizontal Mixed Use

A mixture of uses in vertical and horizontal formats is encouraged. The Main Street should be primarily vertical mixed use development, although vertical mixing of development is encouraged in other places, as appropriate. Horizontal mixed use formats are also appropriate and will occur throughout the three Easton Place districts.

2.7.4 Renewable Energy Policies

Policy 2.8 Covenants, Conditions, and Restrictions

Any covenants, conditions, and restrictions shall allow for the installation of appropriate solar panels or other architectural features to collect, store, or utilize solar energy on buildings in Easton Place.

Policy 2.9 Exceed Title 24 Standards

Development exceeding Title 24 standards by 25 percent or greater may receive a density bonus.

Policy 2.10 Water Conservation

Buildings and landscaping shall be designed to comply with the water purveyor's conservation efforts and strategies.

Policy 2.11 Provision of Community Education

Information will be made available to community residents to encourage reduced energy use and sustainable practices. Possible venues for distributing information could include a community internet site (such as a wiki site). The information to be provided to the community should include:

- an overview of Easton Place and the role of its design as a higher density sustainable community;
- energy efficiency products and resources;
- incentive programs offered by energy purveyors (e.g., SMUD, PG&E);
- recycling opportunities;
- "safe routes to school" programs;
- programs that encourage reduced vehicle use (e.g., telecommuniting, parking cash-out, carpooling, ridesharing, and vehicle sharing); and
- water conservation techniques.

2.8 AFFORDABLE HOUSING

Chapter 22.35, "Affordable Housing," of Title 22 to the Sacramento County Code requires that new development projects include or provide no less than 15% of residential units as affordable units, as follows:

- 6% affordable to, and occupied by, low income households;
- 6% affordable to, and occupied by, very low income households; and
- 3% affordable to, and occupied by, extremely low income households.

Easton Place will meet its affordable housing obligation through an integrated plan that includes both Easton Place and Glenborough at Easton, with total housing units as follows:

Easton Place	1,644
Glenborough at Easton	3,239
Total Housing Units	**4,883**

Of these 4,883 total units, 732 units will be affordable, as shown in Table 2.2, "Affordable Housing Units."

Table 2.2, Affordable Housing Units

Income Level	Portion of Total Units	Number of Units
Low Income	6%	293
Very Low Income	6%	293
Extremely Low Income	3%	146
Total Affordable Housing Units		**732**

Of these 732 affordable housing units, 318 will be constructed in Easton Place as high-density, attached units in the Transit and Central Districts. The remaining 414 affordable housing units will be constructed in Glenborough.

Easton Place's affordable housing will consist of rental units, including units in parcel T5, that afford proximity to the light rail transit station. The affordable housing program is further detailed in an Easton affordable housing plan.

Affordable housing units will be close to light rail and bus transit options.

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Urban Design

3.0 URBAN DESIGN

3.1 OVERVIEW

The highly urban character of Easton Place is defined by the overall design of the community, which is envisioned as the primary civic, employment, and commercial center for the overall Easton project. The development framework providing for this vision is described in the following sections. Topics addressed in this chapter include target residential densities and floor area ratios (FARs), building height limits, setbacks, and desired urban form. The resulting urban environment should consist of buildings that frame the streetscape, with parking that is easily accessible but does not dominate the public realm. Publicly accessible parks and plazas should be interspersed with office and residential areas.

The urban design approach for Easton Place emphasizes an accessible, inviting public realm within a high-density and high intensity urban environment.

3.2 RESIDENTIAL DENSITIES

Maximum residential densities in Easton Place range from approximately 20 du/ac in parcel C5 to 80 du/ac in parcel T1. Although the County of Sacramento General Plan allows for a maximum density of 50 du/ac, Chapter 5, "Development Standards," in the Easton Place Land Use Master Plan provides for higher residential densities in the Transit District in recognition of the special urban character of Easton Place.

Figure 3.1, "Residential Density Summary," depicts the maximum dwelling units per acre in bold type for each parcel that is intended to include residential development. Minimum densities are shown in parentheses. These minimum densities allow development to be responsive to market demand while ensuring that Easton Place is developed to an urban level of design.

The proposed maximum densities may be exceeded by density transfers between parcels provided the total number of dwelling units remains the same (see Section 9.2.7, "Residential Density Adjustment and Transfer," for a detailed description). Density transfers allow for the potential application of innovative development types and greater flexibility in responding to market conditions.

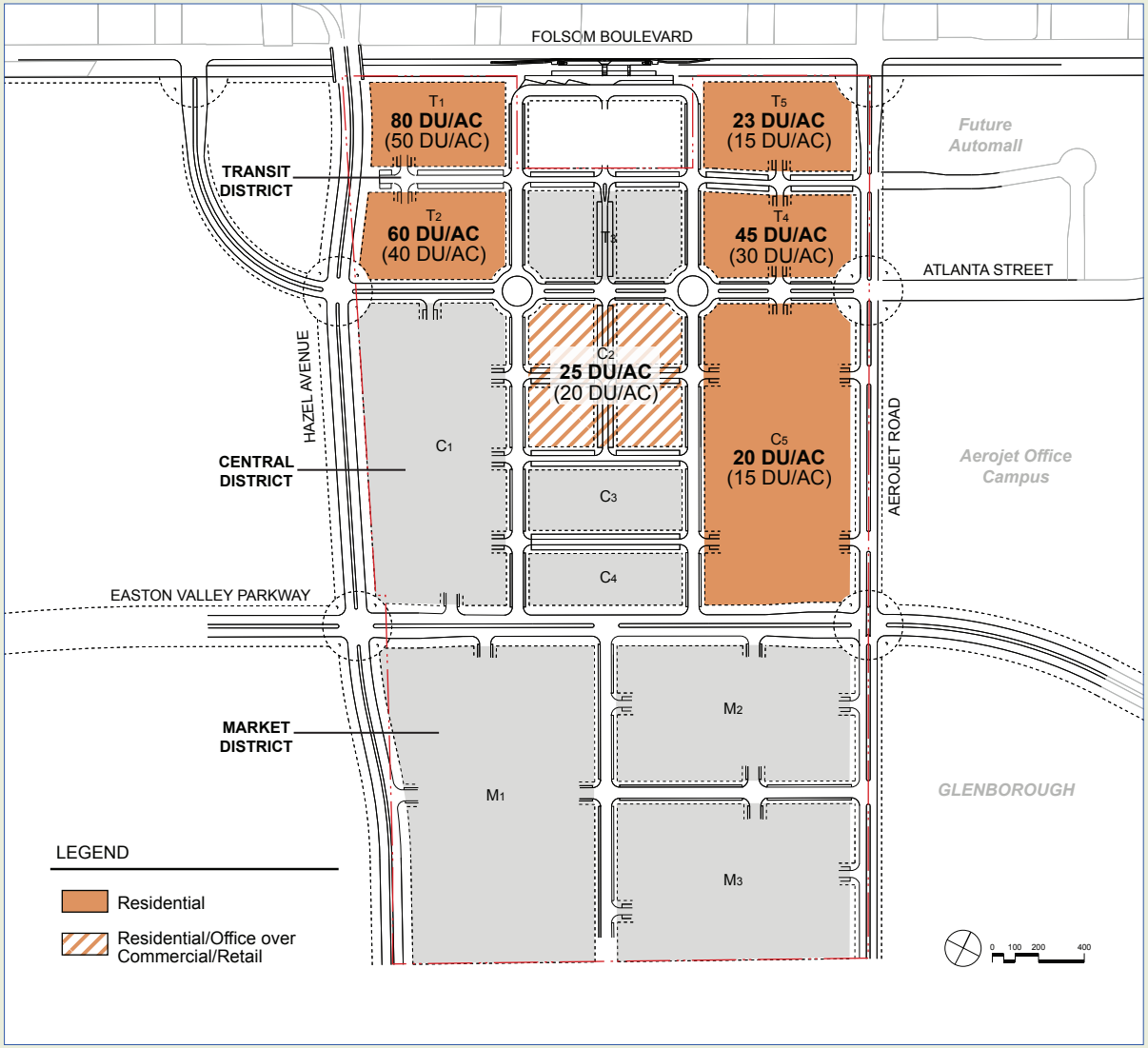


Figure 3.1, Residential Density Summary

3.3 OFFICE/COMMERCIAL/RETAIL FLOOR AREA RATIOS

Floor area ratios (FARs) are a tool for defining development intensities, and are determined by dividing building square footage by acreage. Floor area ratios are used in Easton Place to define the minimum and maximum potential square footage for commercial/retail, office, civic, and entertainment uses, as identified in Figure 3.2, "Summary of Floor Area Ratios."

Higher floor area ratios in Easton Place are concentrated in the Central District to take advantage of its relative proximity to the Hazel Avenue light rail transit station. FARs are lower in the Market District where conventional region- and neighborhood-serving commercial/retail/office uses predominate.

First-phase development might be constructed at the lower end of the allowable FAR range, while higher intensity development accompanied by structured parking may be constructed at a later time.

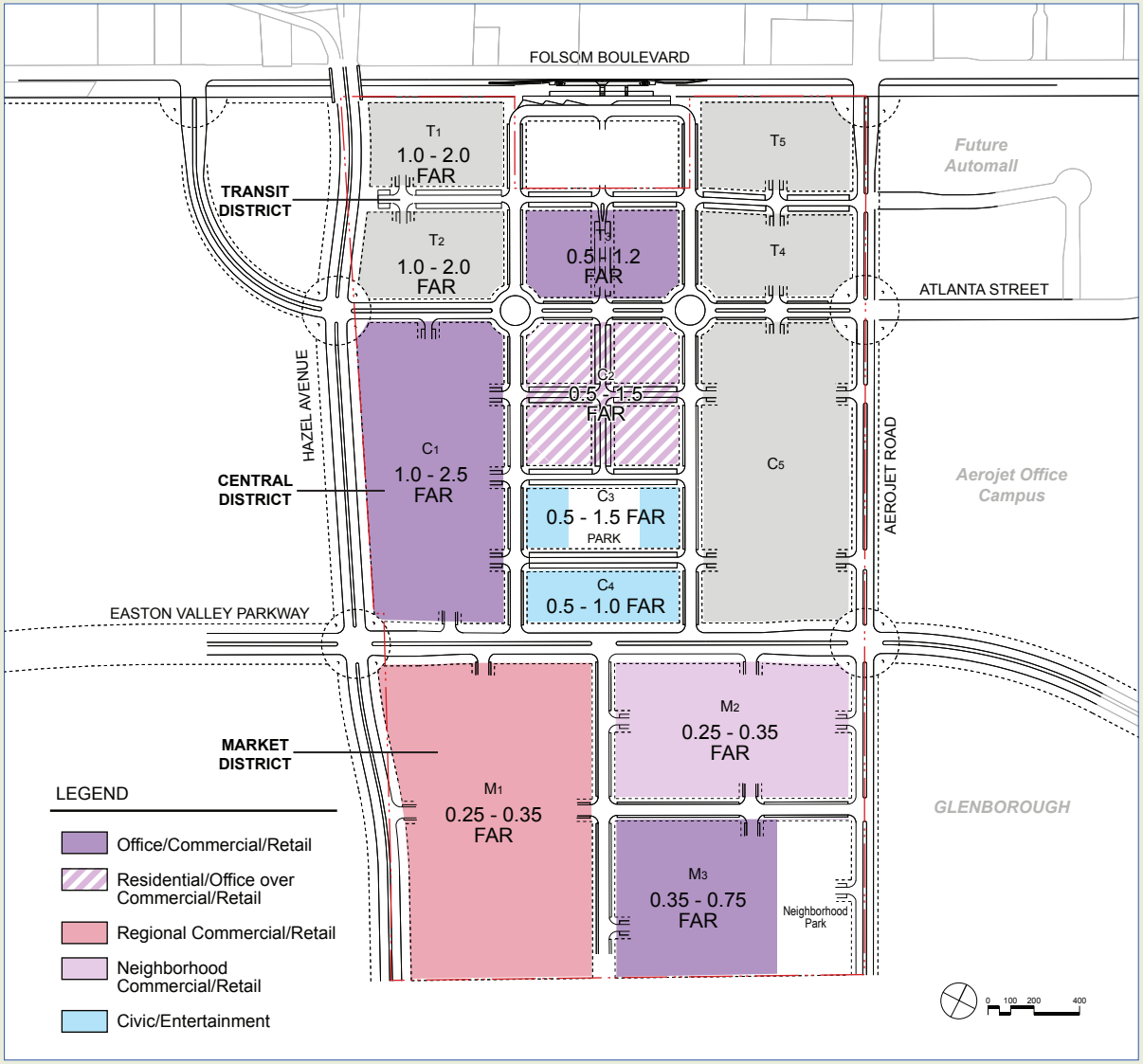


Figure 3.2, Summary of Floor Area Ratios

3.4 MAXIMUM HEIGHT LIMITS

To facilitate a smooth transition between Easton Place and development in adjacent boroughs, building heights and massing have been designed to scale progressively downward from west to east and north to south, as shown in Figure 3.3, "Maximum Height Limits."

Taller buildings will be located adjacent to Hazel Avenue north of Easton Valley Parkway, with a maximum allowed height of 200 feet in parcel C1. Buildings adjacent to Aerojet Road have a maximum height of 60 feet.

The height limits shown are higher than anticipated for typical development to allow for the construction of innovative, narrower floor plates. These height limits are also intended to accommodate taller elements at the rear of buildings and as corner features.

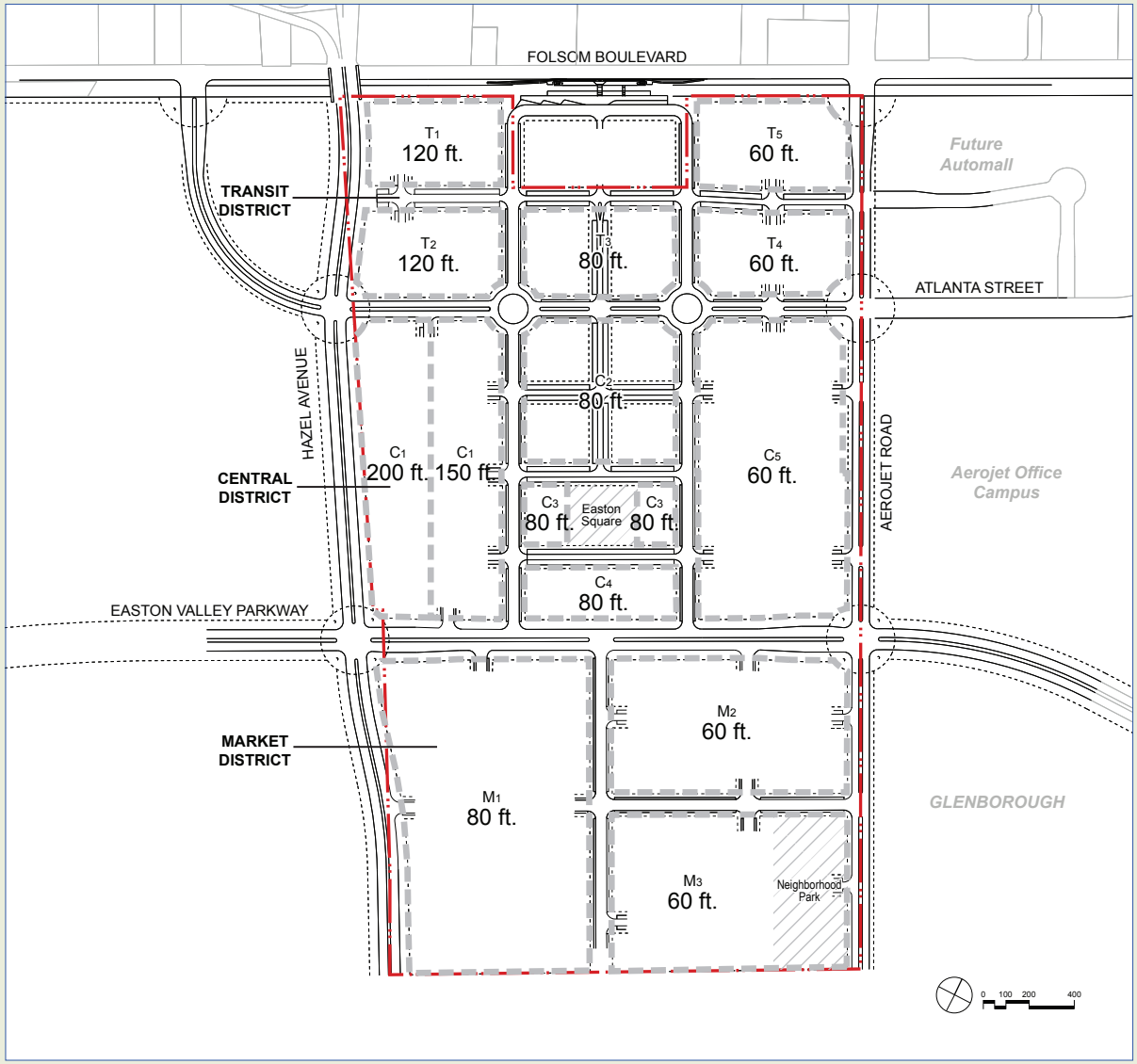


Figure 3.3, Maximum Height Limits

3.5 BUILDING SETBACKS

Building setbacks in the Transit and Central Districts should reflect the more urban nature of development in these areas, with buildings fronting onto public streets and typically located at the back of the sidewalk. The setbacks depicted in Figure 3.4, "Setbacks Diagram," do not include landscape corridors as defined in Chapter 4, "Circulation."

Setbacks in these districts may vary to allow for additions to the public realm, such as plazas and other usable public space. Setbacks adjacent to residential uses may also be greater to allow for private entryways to individual units.

The setback width for office uses is somewhat more flexible than vertical mixed use and may be landscaped or otherwise treated as an enhancement of the public realm. Office buildings may also vary in orientation to create pedestrian entry courts and plazas.

Residential uses adjacent to major thoroughfares such as Hazel Avenue may be subject to greater setbacks than those shown in Figure 3.4 to mitigate roadway noise. In these cases, required setbacks should be based on projected noise levels, as well as the incorporation of architectural elements designed to mitigate such noise.

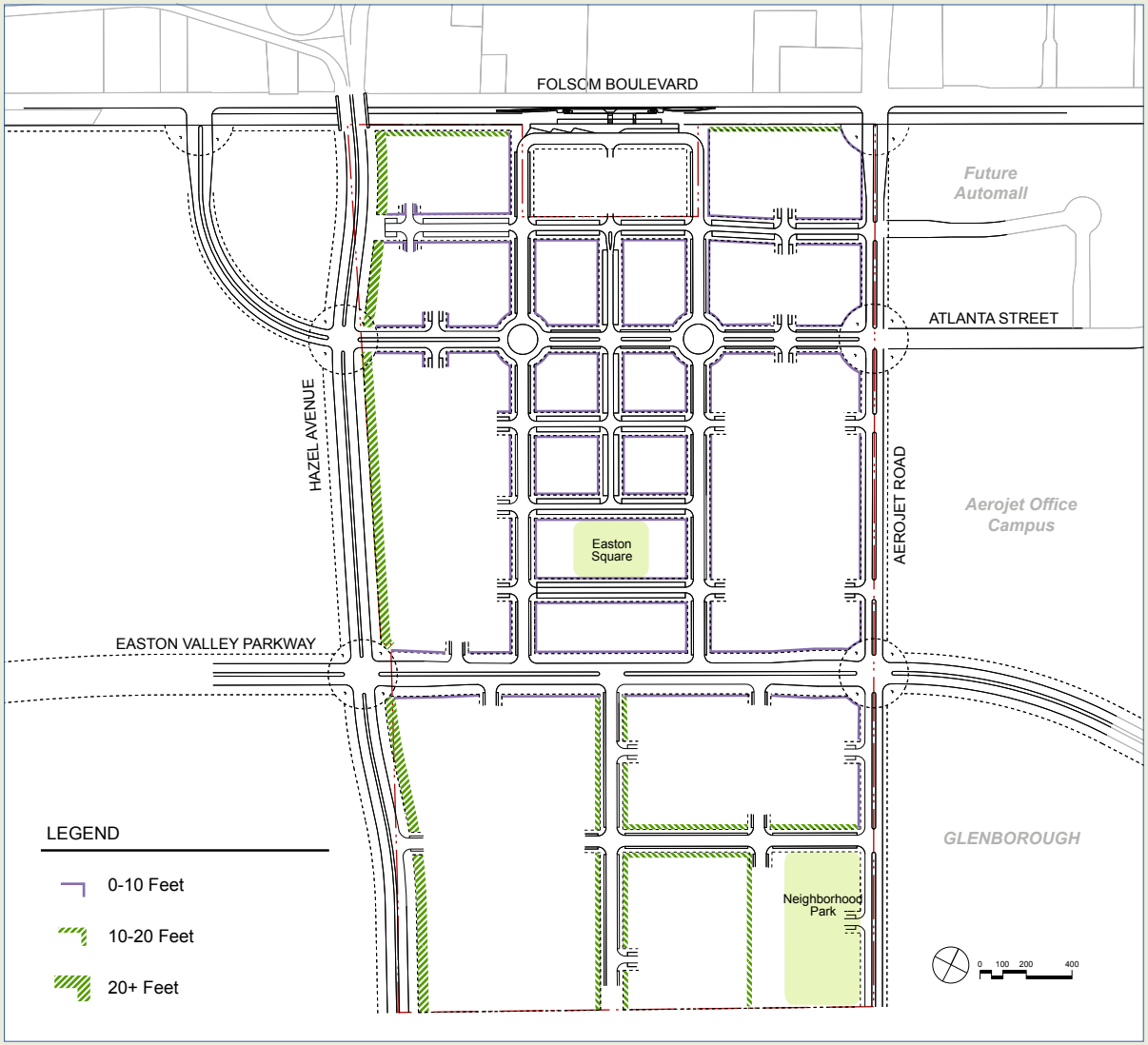


Figure 3.4, Setbacks Diagram

3.6 BUILDING ORIENTATION

Ground-level retail should be concentrated along the Main Street, adjoining streets, and a portion of Atlanta Street, as shown in Figure 3.5, "Streetwall Diagram."

In portions of the Transit, Central, and Market Districts where commercial/retail and office uses predominate, street edges should also be defined by buildings positioned near streets and sidewalks. Buildings should generally be located at the back of sidewalks to create an attractive streetwall. This minimal setback and orientation toward the public street is intended to create a more active urban environment and a safe and inviting walking experience for pedestrians. Office buildings may also vary in orientation to create pedestrian entry courts and plazas.

Residential buildings in the Transit and Central Districts may vary in orientation depending on the type, density, and design of the residential prototypes selected. In general, the entries of residential buildings should face onto streets and courtyards, with parking placed below, behind, or in the center of blocks off residential alleys.

Commercial buildings in the Market District should be oriented toward streets, particularly the interior collector streets running south from Easton Valley Parkway, with inviting entrances articulated by elements such as awnings, overhangs, and arcades visible from the street. Parking lots should be located at the interior of the parcels, with building entries clearly visible from parking.

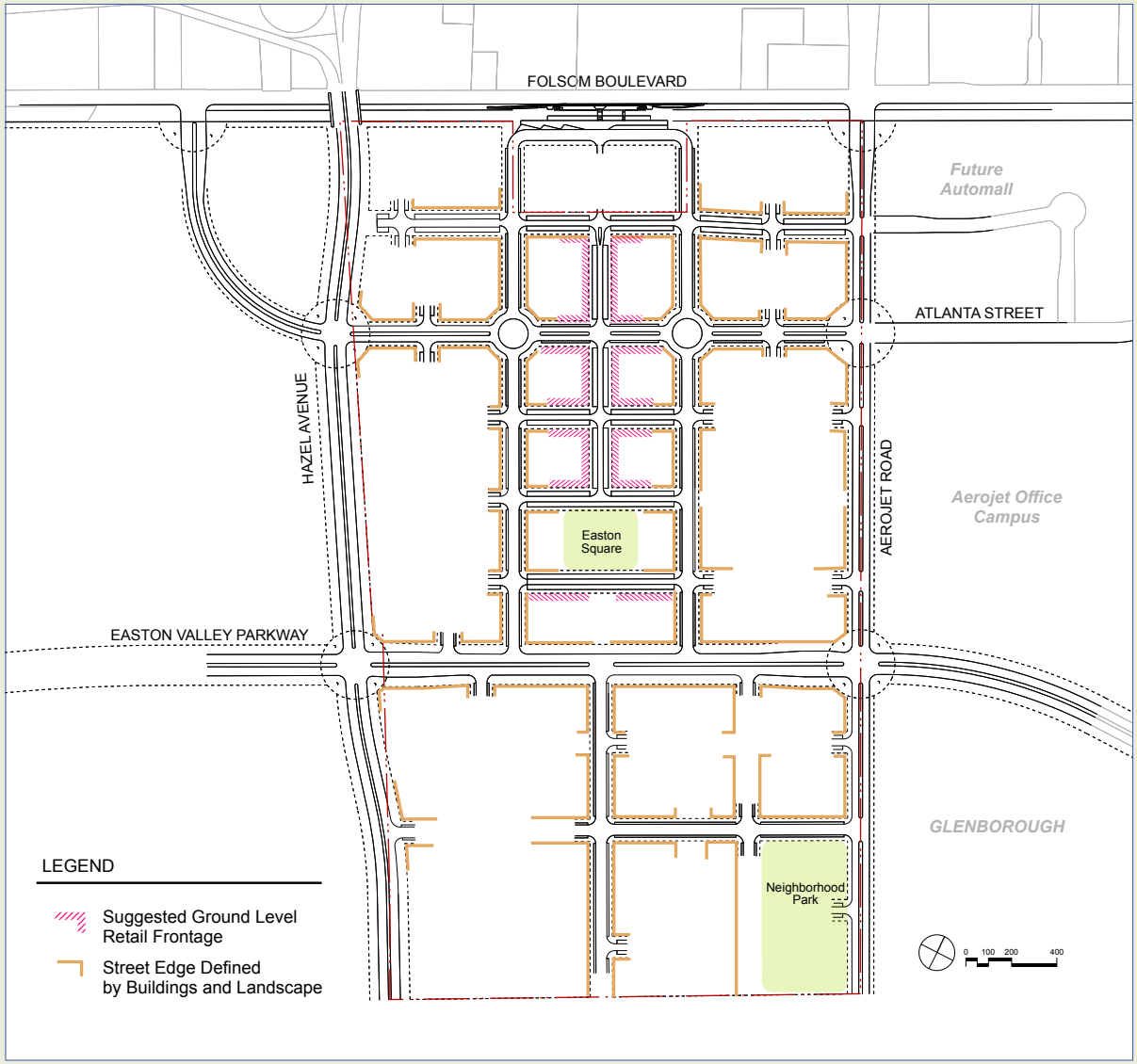


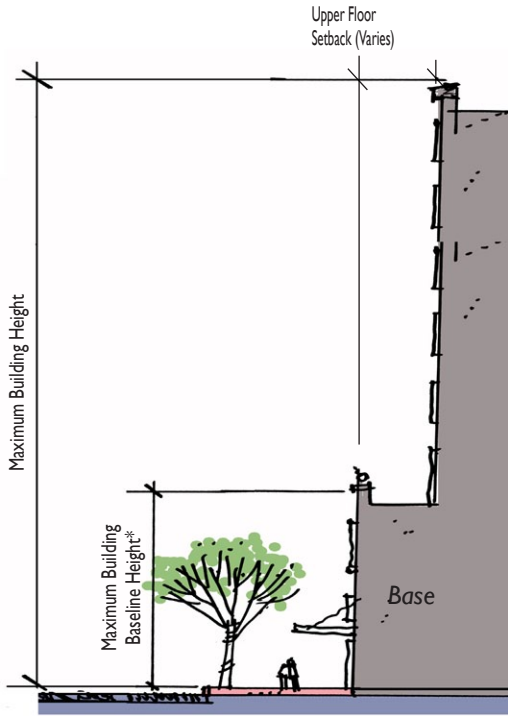
Figure 3.5, Streetwall Diagram

3.7 BUILDING MASSING

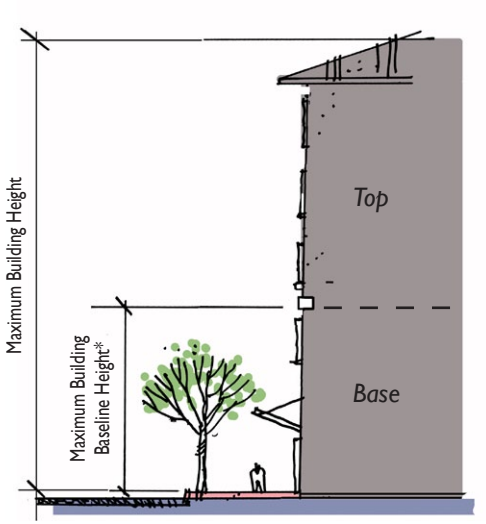
Building massing and form should be designed to create an attractive streetwall along interior streets, with higher building forms stepped back from the property line. In general, building designs should create a two- to three-story base or cornice line at the street level. This base line provides physical continuity between buildings and creates a more human-scaled environment at the street level.

The lower base levels of the mixed-use buildings are the most visually apparent and provide the greatest level of architectural detail along the street face. Vertical and horizontal recesses, projections, roof forms, and entry plazas can all be used to create variations in shadows, texture, and form to add character to buildings.

Upper floor levels may be stepped back from the base levels and may vary in height, massing, and detail to contribute to a more interesting skyline and reduce the scale of buildings as experienced at the street level. Buildings that do not have a noticeable recess should have elements introduced into the facade to denote the change between "base" and "top" (see Figure 3.6, "Building Base Diagram").



Example of a building that has the upper floors recessed



Example of a building that introduces a horizontal element in the facade to denote change

* *2-3 stories typical, but varies depending on use.*

Figure 3.6, Building Base Diagram

In addition to defining the base and top of buildings, the following techniques can be used to reduce the apparent mass of buildings:

- All sides of buildings visible to the public should be detailed and designed with interesting facades, particularly along elevations adjacent to pedestrian walkways.
- The scale and bulk of larger buildings can be reduced by breaking building volumes into smaller components. This can be achieved by:
  - varying building materials, colors, and architectural elements, including windows, entries, overhangs, awnings, arcades, recesses, trellises, and rooflines;
  - using moldings, building lines, and cornices to define and articulate the building;
  - varying setbacks on levels other than the ground floor; and
  - creating a building base at the pedestrian level with materials that visually anchor the building to the ground plane.

PHOTO COURTESY OF DESIGNLENS

This commercial development displays a strong cornice line and a horizontal band at the ground-floor level, as well as varied setbacks to add interest to the facade.

This office building employs varied facade setbacks and rooflines to add interest to the large floorplate building.

PHOTO COURTESY OF DESIGNLENS

Variations in color and materials can also reduce the appearance of mass.

3.8 SUMMARY OF AUTO PARKING STANDARDS BY LAND USE

Required parking in Easton Place is based on proximity to the Hazel Avenue light rail transit station. Parking requirements have been significantly reduced for those uses within one-quarter mile of the light rail transit station. Required parking for uses located in the Central District within a one-half-mile radius of the light rail transit station have been slightly reduced. Parking requirements in the Market District reflect that conventional automobile access is greater in this district than in the Transit and Central Districts.

These standards should be construed as parking maximums. Effort should be made to reduce parking levels below these required maximums through such measures as shared parking arrangements and transit incentives. The standards shown in Table 3.1, "Parking Ratio Summary," assume that some shared parking between uses will occur. For example, peak parking demand for a cinema coincides with off-peak parking demand for office uses, allowing parking stalls to receive additional use. On-street parking can partially satisfy parking demand if provided along street frontage directly adjoining the property.

Table 3.1, Parking Ratio Summary

	District Use	**Commercial/Office** (spaces per 1,000 sq. ft.)	**Hotel** (spaces per unit)	**Residential*** (spaces per unit)
TRANSIT DISTRICT				
	Residential			1.0-1.5
	Office	3.0		
	Hotel		0.5-0.75/guest room	
CENTRAL DISTRICT				
	Residential			1.0-1.75
	Mixed Use	3.0		No min.-1.5 max.
	Office/Commercial	3.5		
	Hotel		0.75/guest room	
	Civic/Entertainment	3.5	1.0 space/5 seats	
MARKET DISTRICT				
	Commercial/Retail	4.0		
	Office	4.0		

* *The lower parking requirement is for studio and one-bedroom units and the higher requirement is for units with two or more bedrooms.*

3.9 SUMMARY OF BICYCLE PARKING STANDARDS BY LAND USE

Bicycle parking must be provided for all high-density residential uses, all nonresidential uses, and at all parks. Bicycle parking for Easton Place is displayed in Table 3.2, "Bicycle Parking Summary," which is based on the Sacramento Air Quality Management District's standards. Given the urban nature of Easton Place and proximity to the Hazel Avenue light rail transit station and regional and local bicycle trails, the standards listed in Table 3.2 are required minimums; additional bicycle parking may be provided to encourage ridership and reduce automobile parking. Design guidelines for bicycle parking are provided in Chapter 6, "Design Guidelines," in Section 6.2.5, "Parking and Circulation."

Bicycle parking facilities should include a mixture of long-term (Class I) and short-term (Class II) facilities. Long-term facilities provide secure parking for more than 2 hours, and are typically intended for use by employees and residents. Short-term bicycle parking is intended to be used for less than 2 hours, and is typically intended for patrons of commercial establishments and visitors to offices and residential buildings. (See Appendix, "Definitions," for a full description of long-term and short-term facilities.)

Policy 3.1 Location of Long-Term Bicycle Parking

Long-term (Class I) bicycle parking must be provided for all high-density residential units that do not provide garages, and for all commercial, mixed use, and office uses, and at parks per Table 3.2, "Bicycle Parking Summary."

Policy 3.2, Location of Short-Term Bicycle Parking

Short-term (Class II) bicycle parking must be provided for visitors to residential apartments and condominiums. A minimum of 50% of short-term parking provided at residential sites should be covered parking.

Short-term parking must also be provided at all major destinations, including commercial/retail centers, along the Main Street, at major office destinations, at plazas with public access, and at all parks per the ratios of short-term parking as shown in Table 3.2, "Bicycle Parking Summary."

Table 3.2, Bicycle Parking Summary

	District Use	Class I	Class II
TRANSIT DISTRICT			
	Residential	1 Bicycle Space/Unit w/out a Garage	1 Bicycle Space/10 Auto Spaces
	Office/Commercial/Retail	1 Bicycle Space/10 Auto Spaces	1 Bicycle Space/10 Auto Spaces
CENTRAL DISTRICT			
	Residential	1 Bicycle Space/Unit w/out a Garage	1 Bicycle Space/10 Auto Spaces
	Vertical Mixed Use - Office/Commercial	1 Bicycle Space/10 Employee Spaces	1 Bicycle Space/10 Auto Spaces
	Office	1 Bicycle Space/15 Employee Spaces	1 Bicycle Space/15 Auto Spaces
	Civic	1 Bicycle Space/15 Employee Spaces	1 Bicycle Space/15 Auto Spaces
	Entertainment	1 Bicycle Space/15 Employee Spaces	1 Bicycle Space/15 Auto Spaces
	Parks	N/A	3 Bicycle Spaces/0.5 Acre
MARKET DISTRICT			
	Commercial/Retail	1 Bicycle Space/20 Employee Spaces	1 Bicycle Space/20 Auto Spaces
	Office	1 Bicycle Space/20 Employee Spaces	1 Bicycle Space/20 Auto Spaces
	Parks	N/A	2 Bicycle Spaces/0.5 Acre

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Circulation

4.0 CIRCULATION

4.1 VEHICULAR CIRCULATION PLAN

This chapter describes the circulation system in Easton Place and defines the policies that will allow for a variety of safe and efficient transportation options. Easton Place has been designed to accommodate automobile, light rail and bus transit, bicycle, and pedestrian routes that are interconnected and clearly defined.

The overall transportation and circulation framework for Easton Place is based on a street grid system extending south from the Hazel Avenue light rail transit station located on the Folsom Line of the Sacramento Regional Transit District. The light rail transit station provides direct access to the Main Street, which likewise provides access to a hierarchy of smaller, connecting streets. Figure 4.1, "Street Classification System," illustrates the hierarchy of streets in Easton Place and their relationship to adjacent communities.

Major thoroughfares and arterials on the periphery of Easton Place provide connections to U.S. 50 to the north, Westborough and the city of Rancho Cordova to the west, and Glenborough at Easton and the city of Folsom to the east. On- and off-street bicycle lanes will lead from the light rail transit station to Easton Place, Glenborough at Easton, and other regional destinations (see Figure 4.14, "Bicycle and Pedestrian Circulation System," on page 44). One or both traffic circles shown in Figures 4.1 and 4.14 may be changed to signalized intersections to allow for greater pedestrian connectivity and safety.

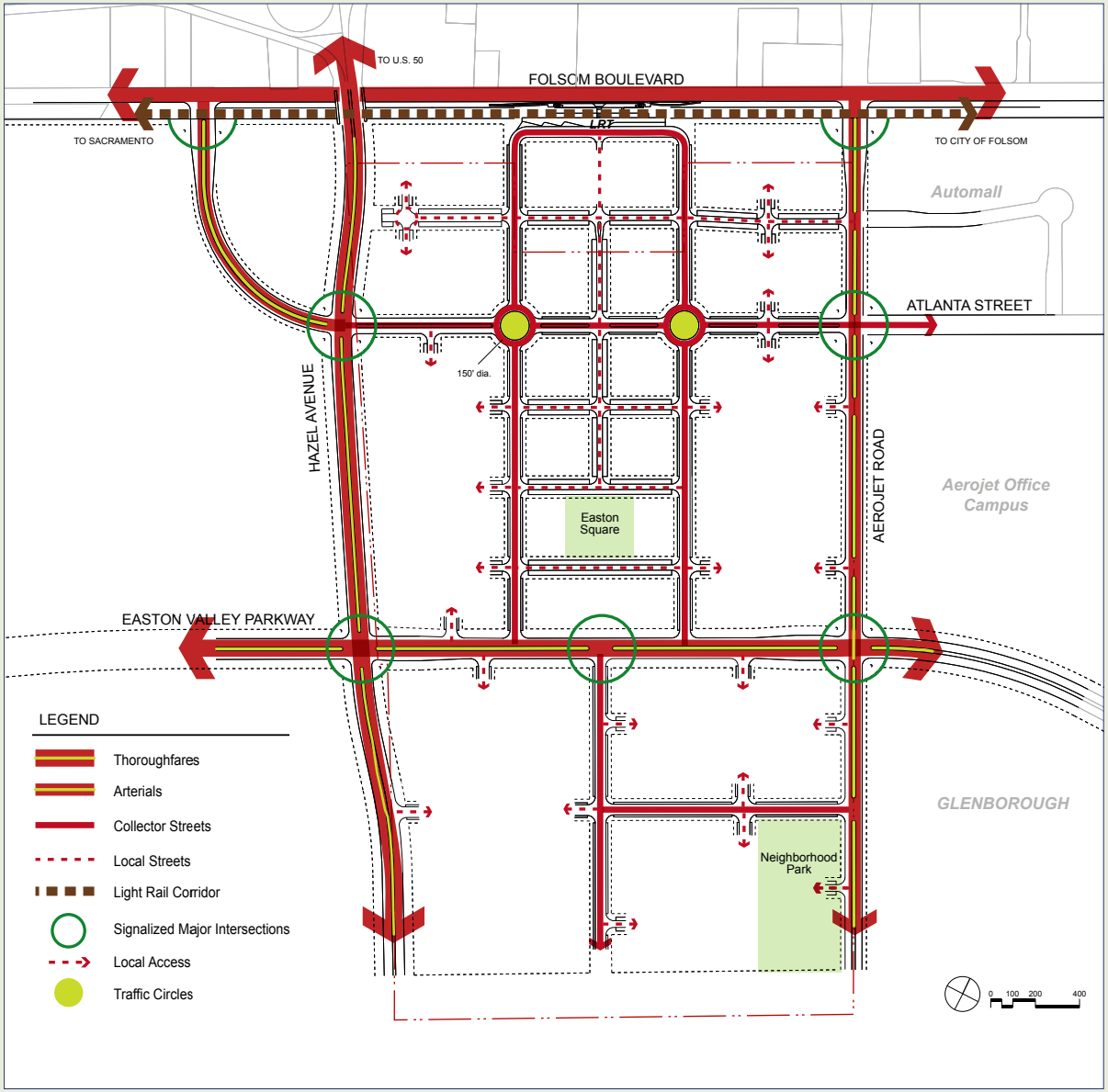


Figure 4.1, Street Classification System

4.2 TRANSPORTATION AND CIRCULATION GOALS

The policies set forth in this chapter are guided by the following transportation and circulation goals:

Goal 4.1 Create and maintain a balanced, multi-modal transportation system that provides choices for the efficient and safe movement of people, goods, and services. Connect the various modes for continuous travel.

Goal 4.2 Provide a complete network of street improvements, including arterial roads, collector roads, and local streets.

Goal 4.3 Minimize street widths, orient buildings toward the front of lots facing the street, and implement traffic calming and landscaping on all streets to improve the streetscape environment for pedestrians.

Goal 4.4 Provide on- and off-street parallel bicycle lanes and bicycle parking facilities to encourage bicycle use within the community and connect it to other locations and Easton boroughs.

Goal 4.5 Coordinate with bus transit service providers to identify improvements and facilities for local and regional routes.

Goal 4.6 Offer incentives to encourage public transit use and reduce single-occupant vehicle trips.

Goal 4.7 Encourage the use of alternative fuel vehicles, based on market demand and technologies available at the time of implementation.

Goal 4.8 Establish a transportation management plan to guide transportation alternatives in the entire Easton master-planned community, including Easton Place. The transportation management plan shall provide for the creation, funding, and administration of a transportation management association (TMA) or membership in an existing TMA.

4.3 TRANSPORTATION AND CIRCULATION POLICIES

4.3.1 Roadway System Policies and Concepts

Policy 4.1 Roadway System

The roadway system for Easton Place shall comply with Figure 4.1, "Street Classification System," and the street sections in Figures 4.2 to 4.13. The descriptions on the following pages apply to each of the various street types within Easton Place, ranging from thoroughfares to minor residential streets.

Policy 4.2 Bus Transit Service

Improvements necessary to provide for local and regional bus transit service on Easton Valley Parkway shall be identified in coordination with bus service providers.

Goal 4.3: Orient buildings toward streets and incorporate pedestrian improvements.

Goal 4.5: Logical destinations for bus transit include high-density residential uses in Easton Place.

Policy 4.3 Bus Transit Facilities

Bus transit facilities shall be provided at locations to be determined in coordination with bus transit providers, and shall include transit shelters, benches, signage, and trash receptacles, as appropriate.

Policy 4.4 Parking Cash-out

Employers shall offer a parking cash-out program where warranted by the size and type of project. Parking cash-out provisions shall be based on California's parking cash-out program, administered by the California Environmental Protection Agency, and *Recommended Guidance for Land Use Emissions Reductions*, administered by the Sacramento Metropolitan Air Quality Management District, as well as any other relevant regulations. The transportation management plan shall provide guidance regarding the parking cash-out program. The transportation management association (or site transportation coordinator) will advise employers of requirements set forth in California's Parking Cash-out Program.

Policy 4.5 Carpooling and Ridesharing

Employers shall provide information on alternatives to single-occupant vehicle commuting, such as ridesharing and carpooling.

Policy 4.6 Vehicle Sharing

The transportation management plan will assess the viability of implementing a vehicle sharing program for Easton Place.

Policy 4.7 Parking Meters

Parking meters shall be installed on approximately 50% of streets at appropriate locations in the Transit and Central Districts to encourage walking, bicycle use, and transit use and to provide a source of funding for public improvements and maintenance.

Policy 4.8 Bicycle Lanes

Off-street (Class I) and on-street (Class II) parallel bicycle lanes shall be provided along Hazel Avenue and Easton Valley Parkway. On-street bike lanes shall be provided on Aerojet Road. Collector streets shall be designated as bicycle routes (Class III) with appropriate signage.

Policy 4.9 Bicycle Standards

All bicycle trails, lanes, and facilities shall be constructed in conformance with California Department of Transportation (Caltrans) standards and guidelines, including those found in the manual, *Pedestrian and Bicycle Facilities in California*.

Policy 4.10 Vehicle Service Stations

The transportation management plan will assess and identify the type and location of vehicle service stations, which may serve a variety of vehicle types and could include gasoline, hybrid, electric, and emerging alternative technologies.

Policy 4.11 School Bus Service

School bus service will be evaluated during the development of the transportation management plan, in coordination with relevant school districts. Service will be provided across all boroughs to provide an efficient transportation option for primary and secondary education students in conjunction with the Folsom Cordova Unified School District.

Policy 4.12 Safe Routes to School

The transportation management association or transportation coordinator, in coordination with relevant school districts, shall make information available to community residents regarding safe routes to school for elementary school children.

Policy 4.13 Telecommuting

The transportation management association or transportation coordinator will provide information about telecommuting, and may offer training and support to firms that wish to implement telecommute programs.

Policy 4.14 Transportation Management Association Review

The transportation management association shall review all proposed transportation improvements and implementation measures within the context of overall transportation options in Easton Place.

Policy 4.15 Transportation Information

The transportation management association or transportation coordinator will prepare, assemble, and distribute materials related to transportation options available in the Easton boroughs.

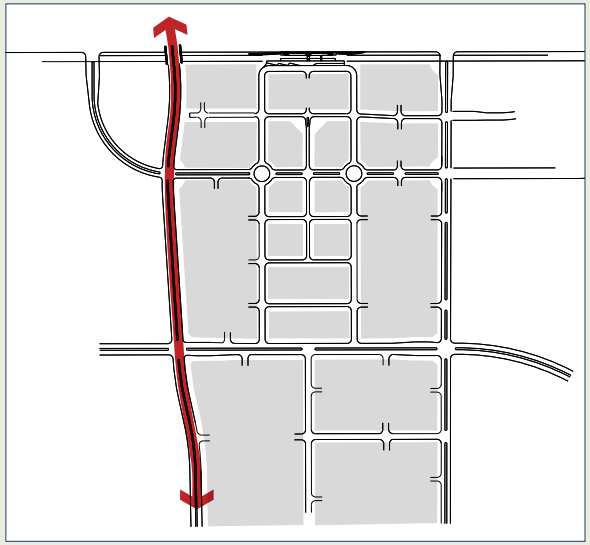


Figure 4.2, Hazel Avenue Location Map

Example of a six-lane thoroughfare with on-street bike lanes

Hazel Avenue

The extension of Hazel Avenue is designed as a major thoroughfare connecting Easton Place neighborhoods directly to U.S. 50 as well as destinations to the north (see Figure 4.2, "Hazel Avenue Location Map"). Hazel Avenue is designed with three travel lanes in each direction, an on-street bike lane, a center median, and bicycle and pedestrian shared use paths within the landscape corridors (see Figure 4.3, "Hazel Avenue Street Concept"). The landscape corridor area is intended to provide an attractive landscape buffer between the adjacent land uses and the high volume of traffic proposed on Hazel Avenue. Landscaped mounding or other techniques should be used to screen parking lots and structures, where applicable.

Access to Easton Place from Hazel Avenue is provided at controlled intersections at Atlanta Street and Easton Valley Parkway. Limited access may be provided to adjoining developments off of Hazel Avenue through right-in and right-out drives. The final street section for Hazel Avenue will be determined at a later date.

Figure 4.3, Hazel Avenue Street Concept

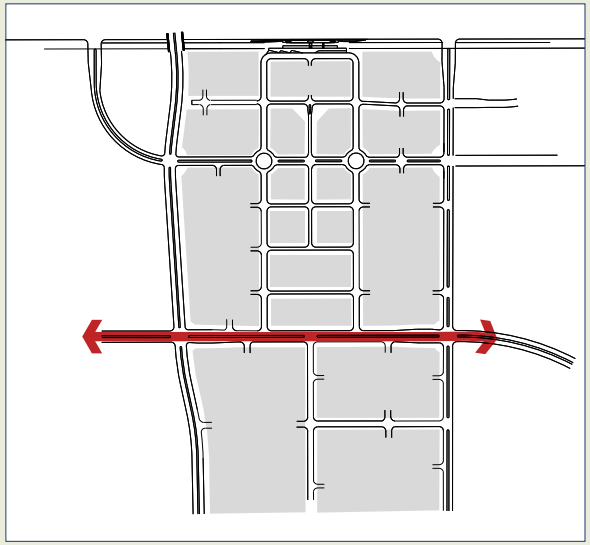


Figure 4.4, Easton Valley Parkway Location Map

Typical four-lane street with a central median

Easton Valley Parkway

Easton Valley Parkway is a key east/west thoroughfare connecting Easton Place with Easton boroughs to the east and west (see Figure 4.4, "Easton Valley Parkway Location Map"). Easton Valley Parkway will provide additional capacity to U.S. Highway 50 (U.S. 50) that will supplement east/west travel. The parkway will be a major thoroughfare providing access to the Central and Market Districts.

Easton Valley Parkway may initially be built with two travel lanes in each direction and a 38-foot landscaped median (Figure 4.5, "Easton Valley Parkway Concept, Four Lanes"). However, recognizing Easton Valley Parkway's importance as a major roadway that may have to provide for greater traffic volumes in the future, the parkway is designed for the possible addition of two travel lanes, creating a six-lane alternative that would still include a generous 16-foot median (Figure 4.6, "Easton Valley Parkway Concept, Six Lanes"). Easton Valley Parkway is designed to accommodate automobile, bus transit, and bus rapid transit within shared travel lanes. Measures such as International Transportation System (ITS) improvements that

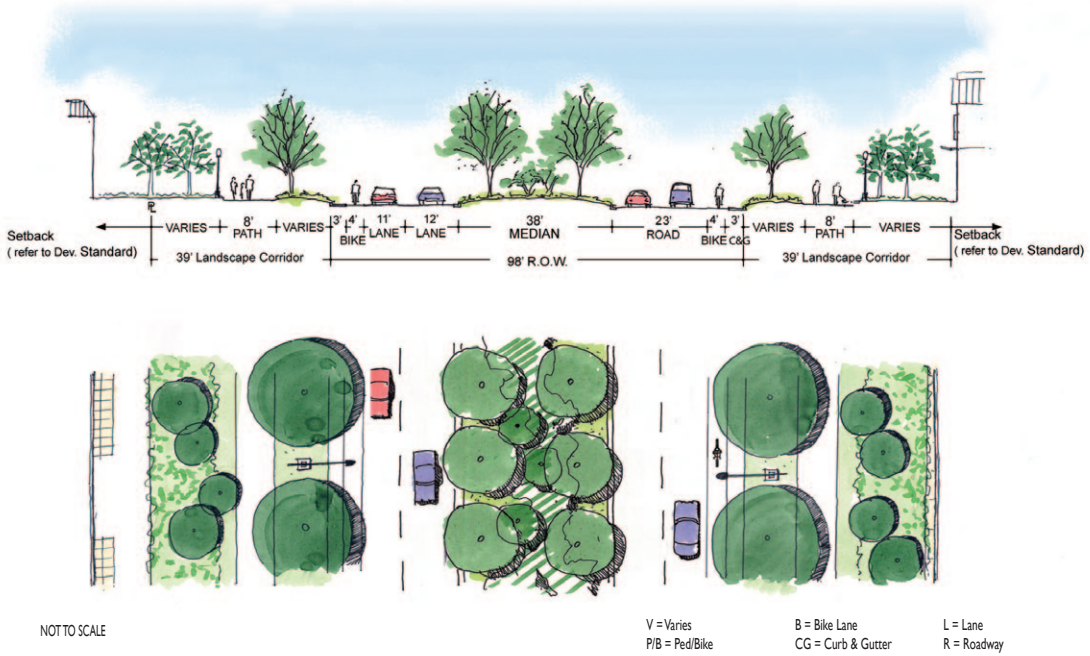


Figure 4.5, Easton Valley Parkway Concept, Four Lanes

facilitate the efficiency of bus transit services should be incorporated into the parkway's design, as appropriate (see Appendix, "Definitions," for an explanation of ITS).

A linear landscape corridor is located adjacent to the street right-of-way. The corridor is approximately 39 feet from the back of curb to the property line and includes major tree and shrub plantings, and an 8-foot-wide, multi-use (Class I) bicycle/pedestrian path. The multi-use path is intended primarily for recreational purposes and should be designed to facilitate safe and convenient bicycle and pedestrian traffic. Final design of the multi-use path must include a continuous, intervening planting strip between the street and path except where pedestrian access is desired.

Typical six-lane road with a central median

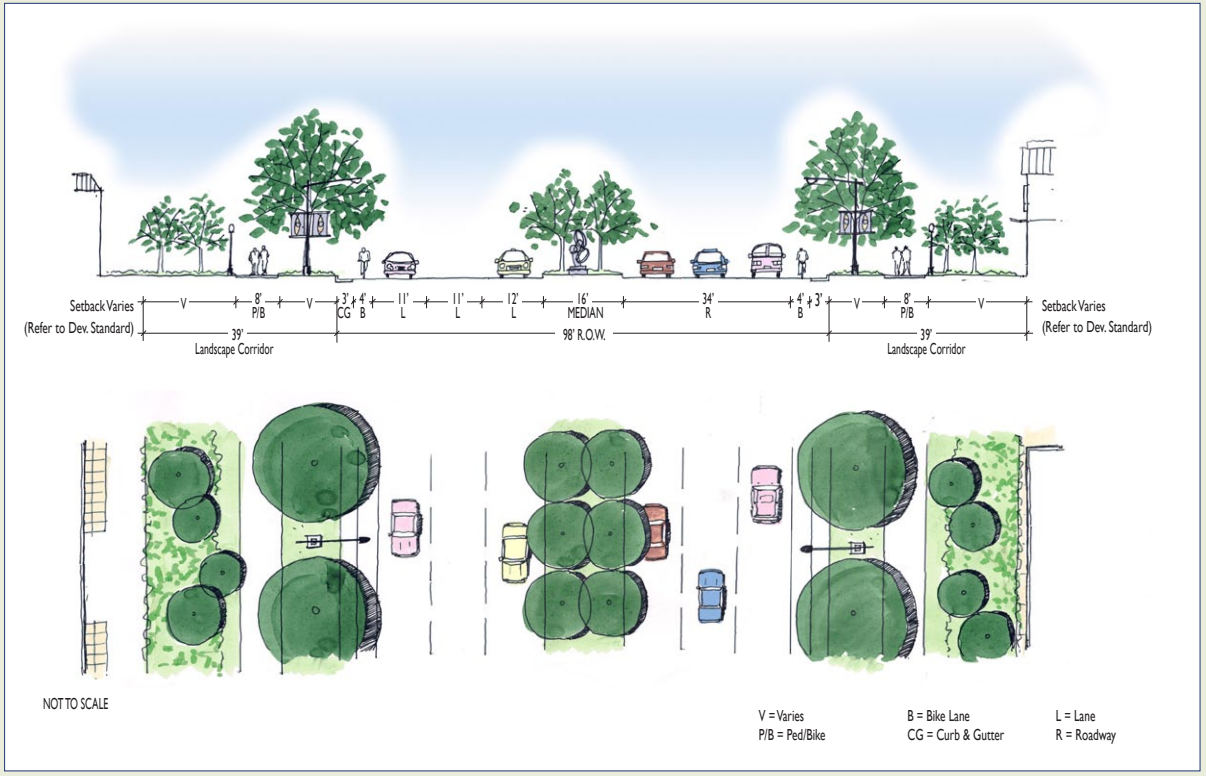


Figure 4.6, Easton Valley Parkway Concept, Six Lanes

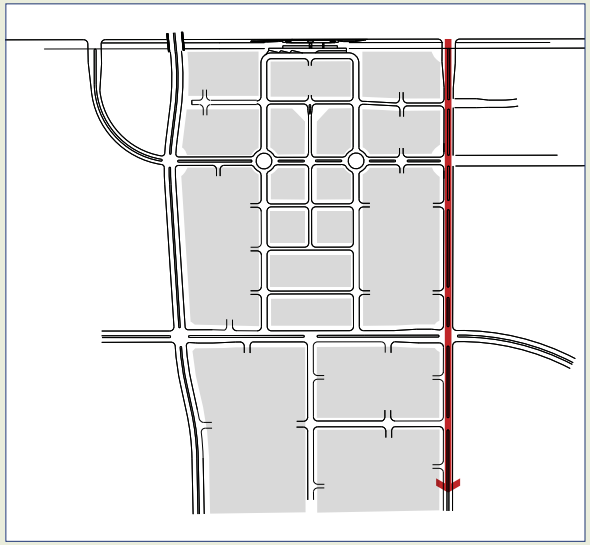


Figure 4.7, Aerojet Road Location Map

Aerojet Road

Aerojet Road provides access to Easton Place from U.S. 50 via Folsom Boulevard. Aerojet Road is an existing four-lane street to the entry gate of the Aerojet campus, after which it is privately owned and maintained (see Figure 4.7, "Aerojet Road Location Map"). This street will be upgraded and enhanced to a public four-lane arterial with landscaped pedestrian corridors, on-street bike lanes, and a 16-foot landscaped median (see Figure 4.8, "Aerojet Road Street Concept"). Like Hazel Avenue, Aerojet Road will provide access to Easton Valley Parkway and future development south of Easton Place.

Four-lane arterial with a landscaped central median

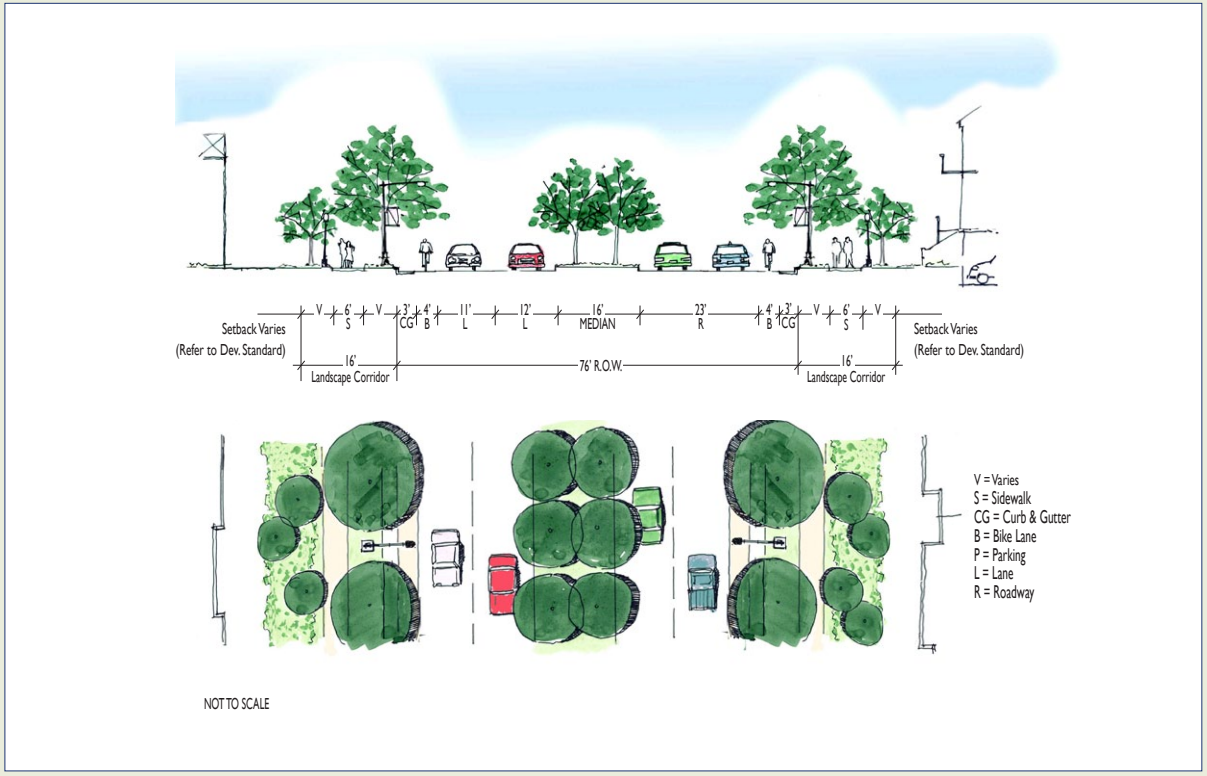


Figure 4.8, Aerojet Road Street Concept

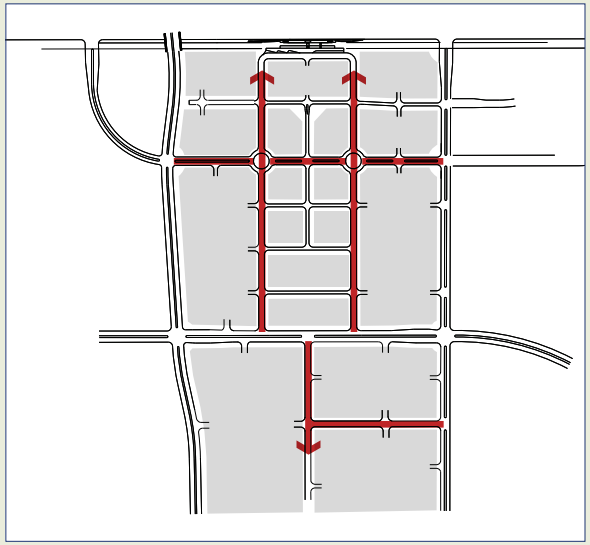
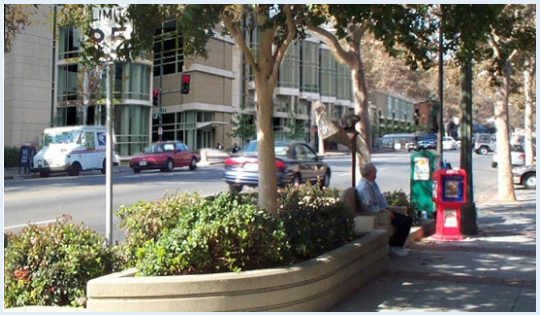


Figure 4.9, Collector Streets Location Map



Typical collector street, four-lane option with on-street parking

Typical collector street, two-lane option with on-street parking

Collector Streets

Collector streets provide an important transition from thoroughfares and arterials to local access roads and private entrances. Two north/south collector streets in the Transit and Central Districts provide direct access to the light rail transit station. Atlanta Street, between Hazel Avenue and Aerojet Road, will connect Easton Place with boroughs to the east and west, and may include enhanced road design elements (see Figure 4.9, "Collector Streets Location Map"). Two alternate street sections are shown (see Figure 4.10, "Collector Streets Concept, Two-Lane and Four-Lane Alternatives"). The two-lane alternative is for anticipated traffic volumes and a four-lane alternative is designed to accommodate possible increased traffic. Traffic studies will ultimately determine which street alternative is appropriate. Both sections have parallel parking on both sides of the street. The section of Atlanta Street between Hazel Avenue and Aerojet Road is a collector street, but will reflect an 80-foot right-of-way and a 14-foot median (not shown).

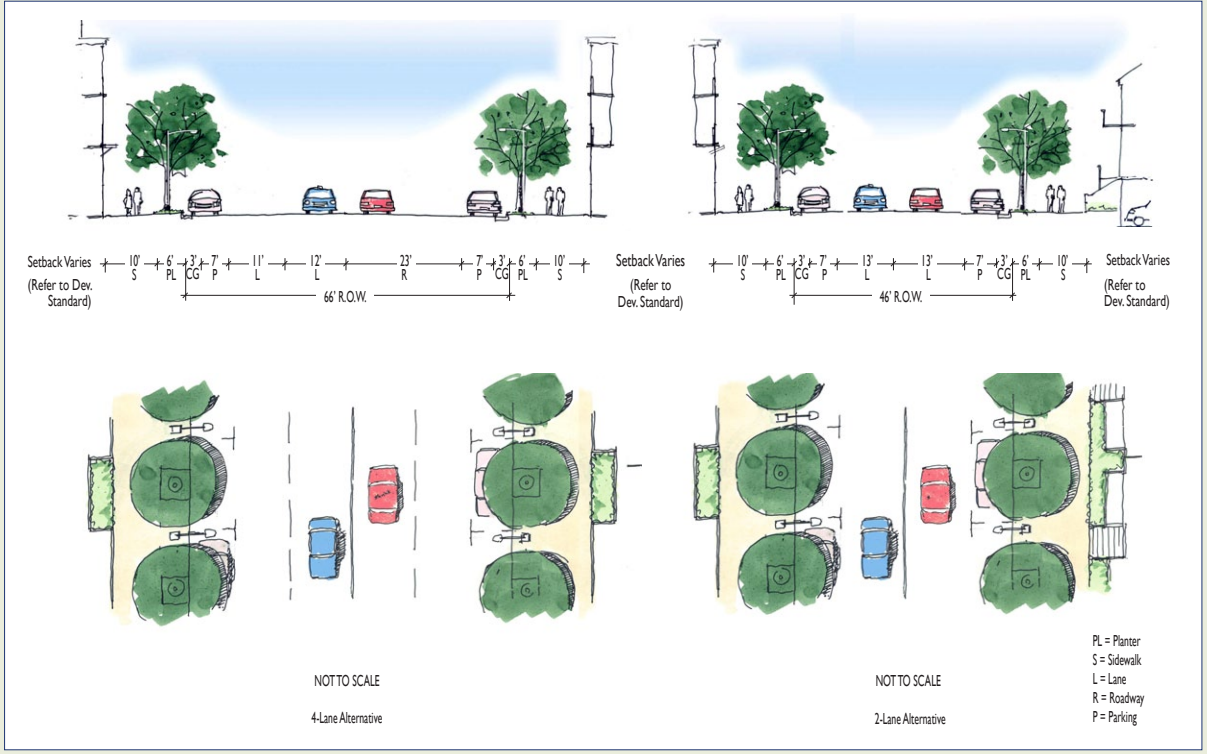


Figure 4.10, Collector Street Concept, Two-Lane and Four-Lane Alternatives

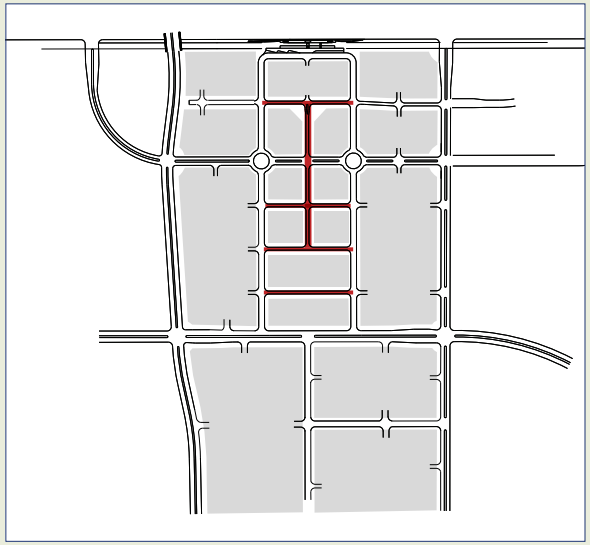


Figure 4.11, Main Street and Other Retail Streets Location Map

Main Street and Other Retail Streets

The Main Street is a pedestrian-oriented shopping street extending north/south through the center of Easton Place that links the light rail transit station to Easton Square (see Figure 4.11, "Main Street and Other Retail Streets Location Map"). The Main Street is intended as an active, mixed use retail street with minimal building setbacks. It will include one travel lane in each direction, on-street angled parking, and wide sidewalks (see Figure 4.12, "Main Street Concept"). Adjoining east/west retail streets may incorporate parallel parking rather than angled parking. These streets may not include continuous planter strips adjacent to the curb, but may provide for tree wells within the sidewalk.

A pedestrian street with mixed-use buildings fronting the sidewalks and bulb-outs at intersections

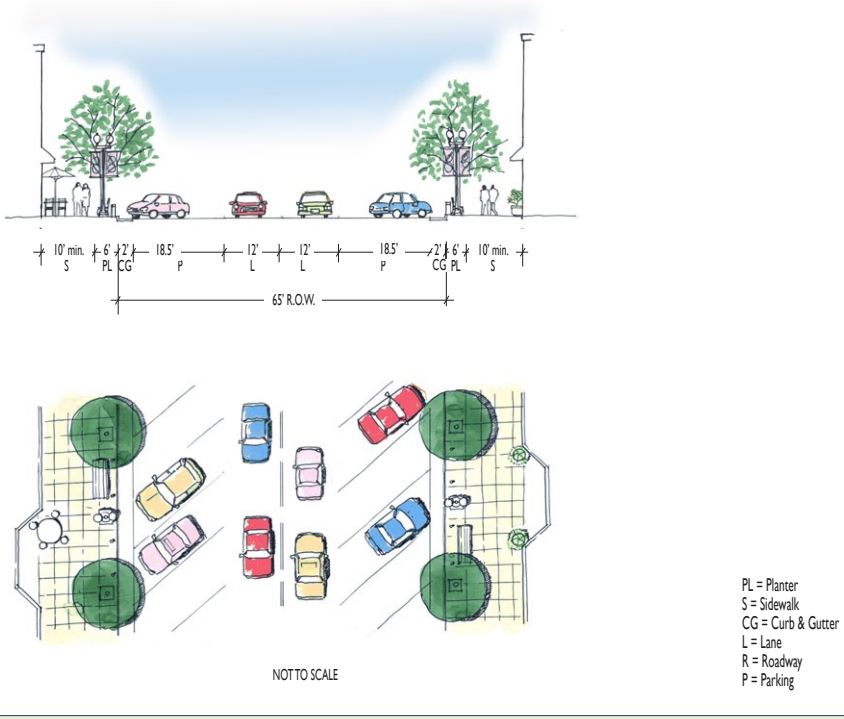


Figure 4.12, Main Street Concept

Neighborhood Minor Streets

Neighborhood minor streets provide access to local neighborhoods. They are designed for low traffic volumes, with one travel lane in each direction and a 6-foot landscape strip between the curb and sidewalk to provide shade and neighborhood appeal (see Figure 4.13, "Neighborhood Minor Street Concept"). Landscaped medians at intersections are allowed with additional right-of-way.

The 42-foot right-of-way required for neighborhood minor streets may exceed desirable street widths for private streets within individual projects. Narrower streets are encouraged for private streets to reduce traffic speeds and encourage bicycle and pedestrian use.

PHOTO COURTESY OF DESIGNLENS

High-density residential next to a local street

PHOTO COURTESY OF DESIGNLENS

Neighborhood street with parallel parking

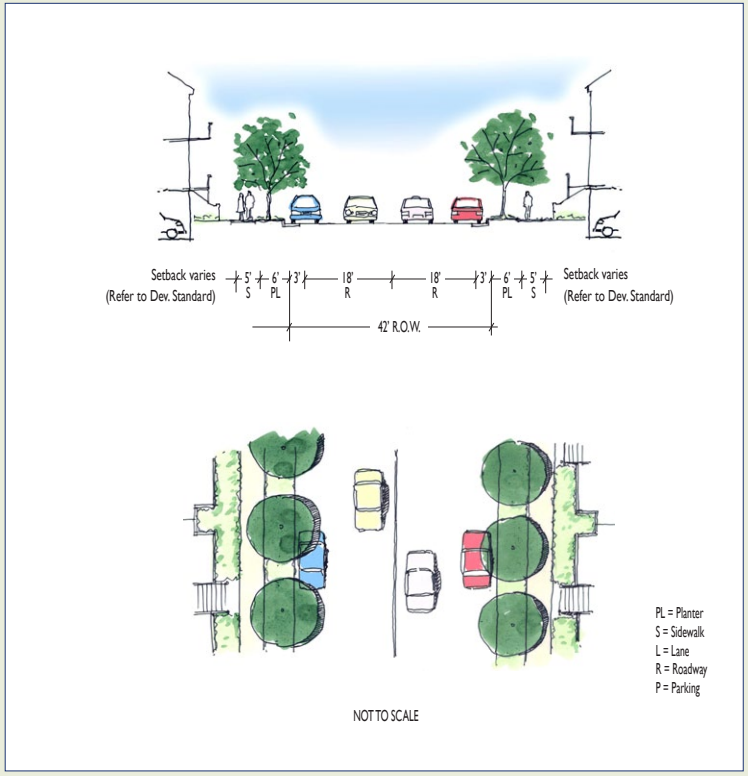


Figure 4.13, Neighborhood Minor Street Concept

4.3.2 Bicycle and Pedestrian Circulation System

On-street and off-street bikeways will be located along higher volume streets to accommodate alternative modes of travel (see Figure 4.14, "Bicycle and Pedestrian Circulation System"). Class I bikeways (separated, off-street) will serve as joint-use bike and pedestrian paths located in the landscape corridor along Hazel Avenue and Easton Valley Parkway, and on the south side of the Regional Transit light rail tracks parallel to Folsom Boulevard. Class II bikeways (on-street, with designated bike lanes) are provided on Hazel Avenue, Easton Valley Parkway, and Aerojet Road. Class III bikeways (on-street, with bike signage only) are located on north/south local collector streets, providing access to the Hazel Avenue light rail transit station.

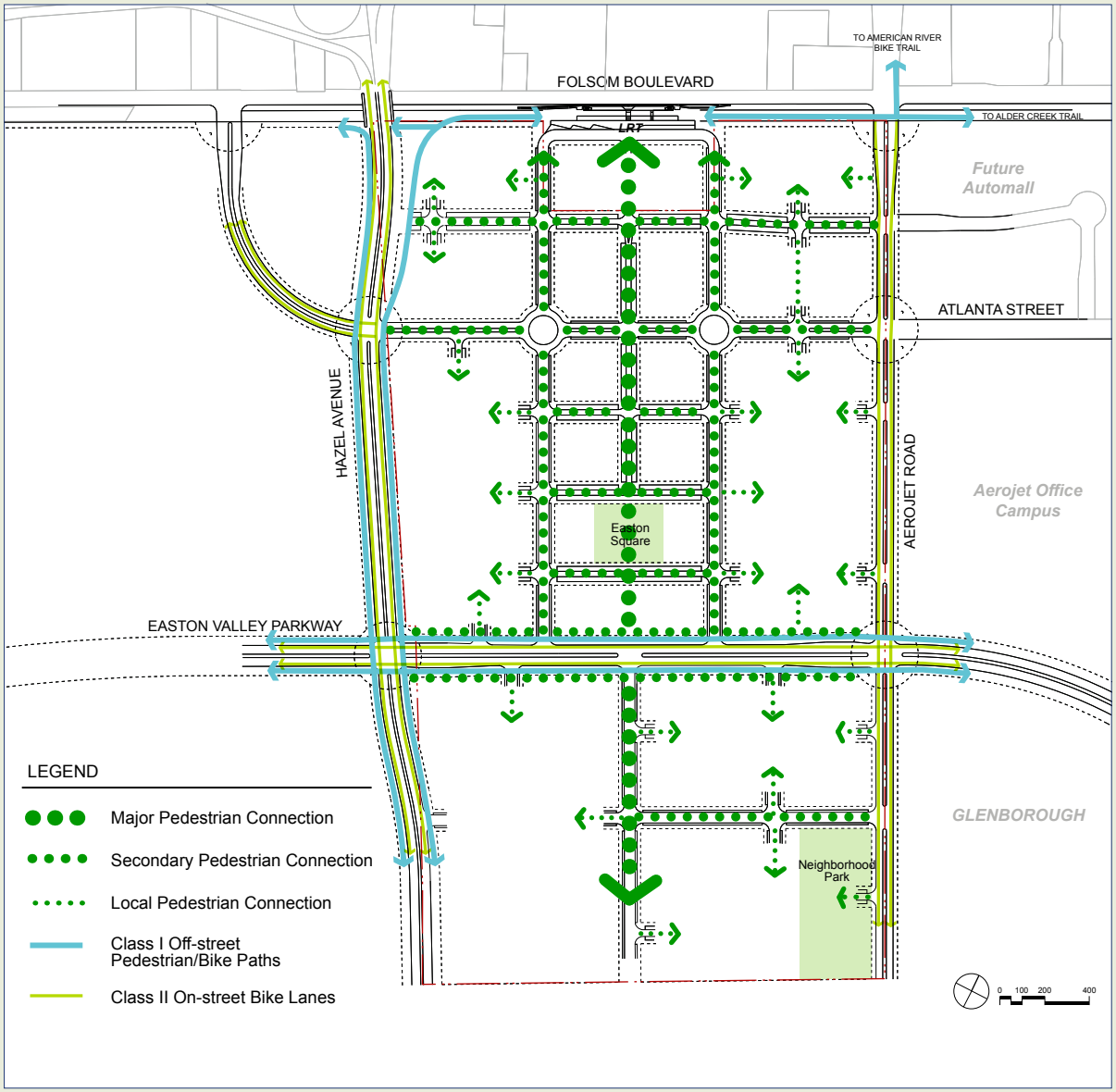


Figure 4.14, Bicycle and Pedestrian Circulation System

4.3.3 Street Tree Overview and Policies

Street trees are a major component of the streetscape environment for Easton Place. Trees provide shade, create an attractive setting for walking and bicycle use, and improve the air quality and overall environment of the neighborhood.

Street tree planting throughout Easton Place will vary depending on the type and size of each street and the desired character of the individual neighborhood. In general, street trees should be planted at regular intervals, no farther apart than 50 feet on center, to create a formal street canopy. Street tree selection and planting locations along Hazel Avenue and Easton Valley Parkway will be more varied and random to create a naturalistic appearance. Street tree planting could also be modified to incorporate existing trees and native oaks where appropriate. General street tree policies are as follows.

Policy 4.16 Street Character

Tree species should be selected to create a unique street character and ensure the visual continuity of the street.

Policy 4.17 Street Tree Survivability

Only species recommended for urban conditions should be selected. The street trees in Easton Place should have the ability to thrive in urban conditions where tree roots are often affected by sidewalks and other obstacles, such as utility lines and vaults.

Little-Leaf Linden

Plane Tree

Willow Oak

Street Tree Examples

Evergreen Pear

Crape Myrtle

Trident Maple

Accent Tree Examples

Policy 4.18 Street Tree Selection

The species of street trees used should reflect the environmental characteristics of the region. Low-maintenance and drought-tolerant species are recommended.

Policy 4.19 Canopy Species

Primary street trees shall be large-canopy species that create a dense green environment at maturity. These trees should be planted with sufficient spacing to allow for full growth.

Policy 4.20 Accent Trees

Accent trees, planted in clusters and exhibiting seasonal interest, should be used to mark intersections or important destinations.

Policy 4.21 Accepted Street Tree List

Street tree species should be chosen to provide shade, seasonal color, and variety in form. Street trees should be chosen from the list shown in Table 4.1, "Street Tree List." Additional tree species may be added, provided they are acceptable to the County.

Policy 4.22 Street Tree Irrigation

Low-water-use street tree species are recommended. Irrigation systems for street trees must be designed to conserve water.

Table 4.1, Street Tree List

Botanical Name	Common Name	Cultivars
Deciduous Street Trees		
Acer macrophyllum	Bigleaf Maple	
Acer rubrum	Red Maple	"Red Sunset" "October Glory"
Carpinus betulus	European Hornbeam	
Celtis australis	European Hackberry	
Celtis occidentalis	Common Hackberry	
Celtis sinensis	Chinese Hackberry	
Gingko biloba	Maidenhair Tree	
Pistacia chinensis	Chinese Pistache	
Platanus acerfolia	Plane Tree	"Bloodgood" "Yarwood" "Columbia"
Quercus coccinea	Scarlet Oak	
Quercus douglasii	Blue Oak	
Quercus lobata	Valley Oak	
Quercus phellos	Willow Oak	
Quercus rubra	Red Oak	
Tilia cordata	Little-Leaf Linden	
Zelkova serrata	Saw-Leaf Zelkova	"Green Vase"
Evergreen Street Trees		
Grevillea robusta	Silk Oak	
Magnolia grandiflora	Southern Magnolia	"Majestic Beauty"
Maytenus boaria	Mayten Tree	
Podocarpus gracillior	Fern Pine	
Quercus ilex	Holly Oak	
Quercus suber	Cork Oak	

Botanical Name	Common Name	Cultivars
Deciduous Small/Medium Accent Trees		
Acer buergeranum	Trident Maple	
Cercis occidentalis	Western Redbud	
Crataegus phaenopyrum	Washington Hawthorn	
Lagerstroemia indica	Crape Myrtle	
Malus ioenis	Bechtel Crabapple	"Plena"
Nyssa sylvatica	Sour Gum	
Osmanthus fragrans	Sweet Olive	
Evergreen Small/Medium Accent Trees		
Heteromeles arbutifolia	Toyon	
Prunus ilicifolia	Holly Leaf Cherry	
Pyrus calleryana	Ornamental Pear	"Capital" "Chanticleer" "Redspire"
Pyrus kawakamii	Evergreen Pear	
Umbelluleria californica	California Bay	
Xylosma congestum	Shiny Xylosma	

4.3.4 Streetscape Overview and Policies

Each streetscape within Easton Place should have a unified design that supports an active mixed use community. Street furniture should be comfortable, durable, and located in natural gathering places and along primary pedestrian ways. The sidewalk should be designed to support the pedestrian environment with adequate width and curb ramps for strollers and wheelchairs. Sidewalk and parkway design should provide sufficient space for pedestrian movement, street furniture, lighting, signage, and vegetation.

Key intersections on arterials, thoroughfares, and collector streets without parking should incorporate textured or colored pavement to highlight the pedestrian ways across traffic lanes. Collector, retail, and neighborhood minor streets with on-street parking can also incorporate traffic calming measures such as bulb-outs at key intersections to promote pedestrian safety by narrowing the pedestrian route and slowing automobile traffic (see Figure 4.15, "Pedestrian Improvements, Collector, Retail, and Neighborhood Minor Streets").

Streetscapes along the major thoroughfares and arterials (Easton Valley Parkway, Hazel Avenue, and Aerojet Road) should be designed to appear more spacious in character. These roadways are intended for through traffic and connections to the regional highway network. The pedestrian environments along these streets are located within wide landscaped parkways that include street trees, ground cover, and flowering accent plantings.

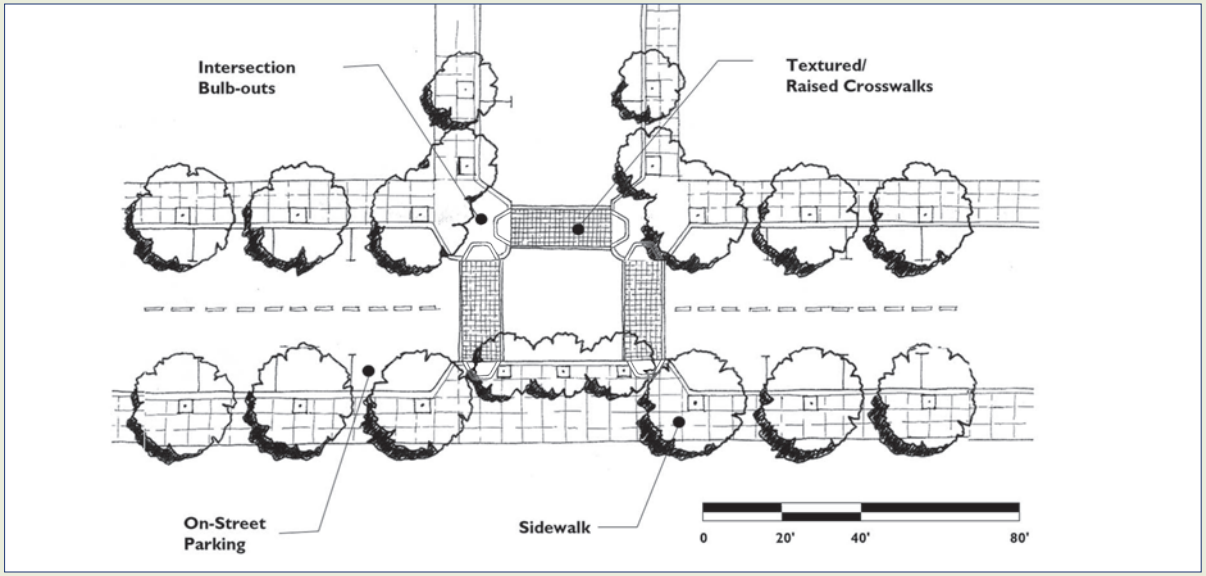


Figure 4.15, Pedestrian Improvements, Collector, Retail, and Neighborhood Minor Streets

Policy 4.23 Crosswalk Visibility

A sufficient number of highly visible crosswalks shall be placed throughout Easton Place.

Policy 4.24 Crosswalk Safety

Crosswalks shall be a direct continuation of the pedestrian path of travel and should cross streets safely at the shortest distance possible. See Figure 4.15 for a typical crosswalk design.

Policy 4.25 Minimum Sidewalk Width

All sidewalks shall have a minimum clear path of 5 feet for pedestrian travel. See the street sections for individual streets to determine appropriate sidewalk widths.

Crosswalk improvements should be designed for universal access.

Policy 4.26 Streetscape Elements

Streetscape elements, including signage, fire hydrants, bus shelters, lighting, traffic signal equipment poles, trees, and utility boxes, should be located in the parkway strips or curb zone. Bike parking and newspaper racks should be located in common areas. These elements should be clustered, when feasible, and must not intrude into walkways.

A variety of seating, including benches and low walls, should be provided for pedestrian comfort.

Policy 4.27 Lighting

Sufficient pedestrian scale lighting shall be provided on all streets, including those with off-street, multi-use paths. Adequate street lighting shall be designed for safe vehicular and pedestrian travel.

Policy 4.28 Coordination of Privately Maintained Areas

Materials used for walls, fences, and pavement in privately maintained areas adjacent to sidewalks should be coordinated with and complement the overall streetscape design.

Policy 4.29 Emergency Access

All buildings, parking areas, and service/utility areas shall be served by a 20-foot emergency access lane surfaced per the requirements of the Sacramento Metropolitan Fire District.

Policy 4.30 Pavement Materials

Pavement materials should be of high quality to minimize maintenance. A change of materials, color, or surface patterns enhances pedestrian safety and contributes to a positive pedestrian experience.

Policy 4.31 Curb Design

Curb design shall be vertical curbs, rather than rolled curbs, to promote greater pedestrian safety. Other curb types (such as rolled or wedged curbs) are permitted in alleys.

Use of textured or colored pavement for crosswalks increases pedestrian safety.

4.4 ENTRANCES

4.4.1 Entrance Framework

Easton Place is designed with gateway, community, and project entry points (see Figure 4.16, "Entrance Features"). The entrance concept provides a hierarchy of entrance types coordinated with the street system to promote orientation and wayfinding by directing visitors and residents to key destinations within the community. Entrance design establishes, reinforces, and complements the overall image and style of Easton Place with the use of simple and bold landscape forms and signage elements.

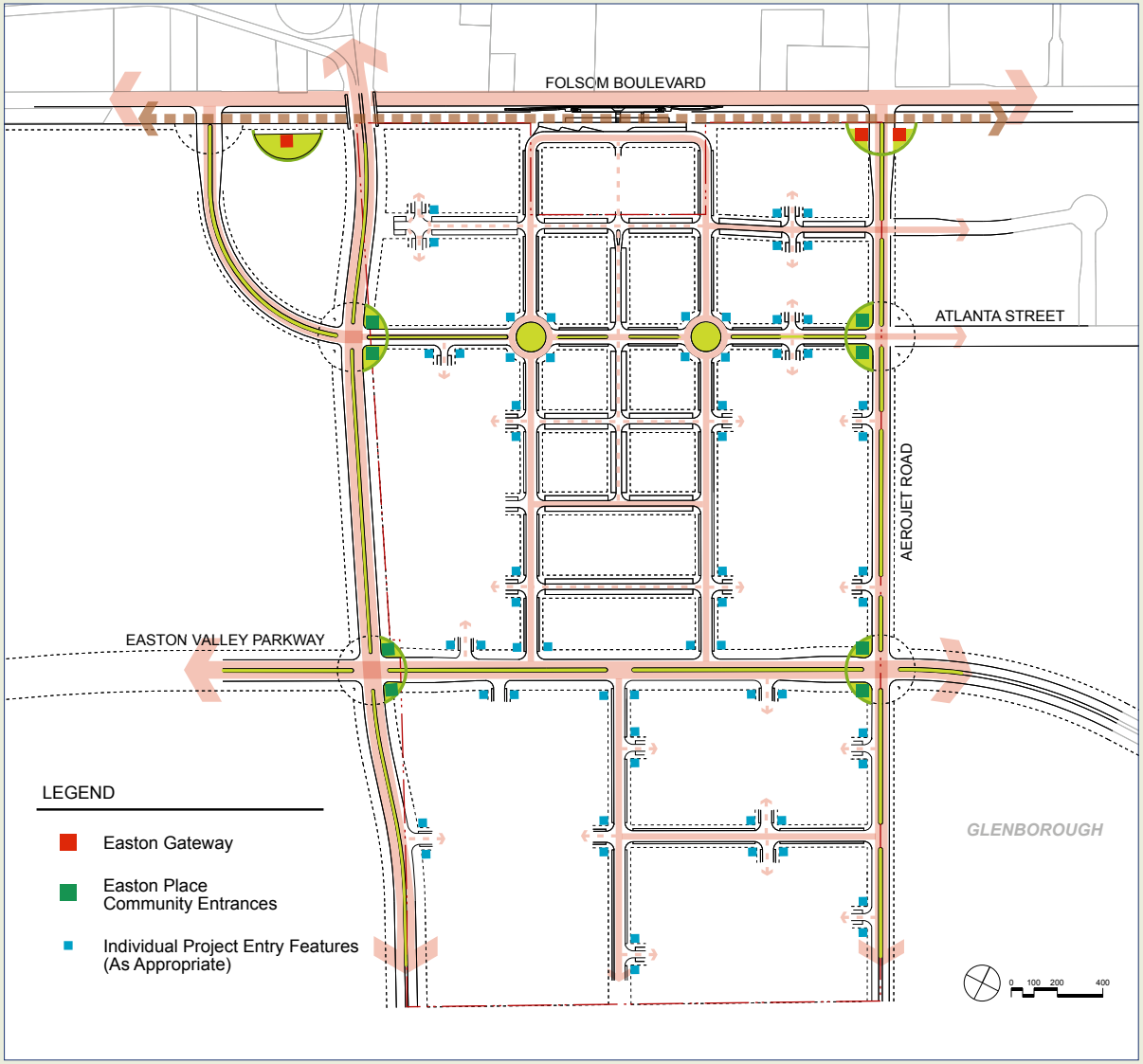


Figure 4.16, Entrance Features

Note: Monumentation is conceptual and entrance feature locations may be subject to change.

4.4.2 Easton Gateway

Enhanced gateway features identifying the Easton master-planned community will be located at or near the intersection of Hazel Avenue and Folsom Boulevard and Aerojet Road and Folsom Boulevard (see Figure 4.16, "Easton Entrance Features" on page 49).

Easton gateways will be designed with the features shown in Figure 4.17, "Easton Gateway Concept." The concept may vary as detailed designs are prepared. The following policies will also guide the placement and design of the Easton gateways.

Policy 4.32 Design Features

Easton gateway design shall be coordinated with the overall entrance and monumentation program for the Easton master-planned community.

Policy 4.33 Entrance Elements

Easton gateway design shall emphasize community identity and branding.

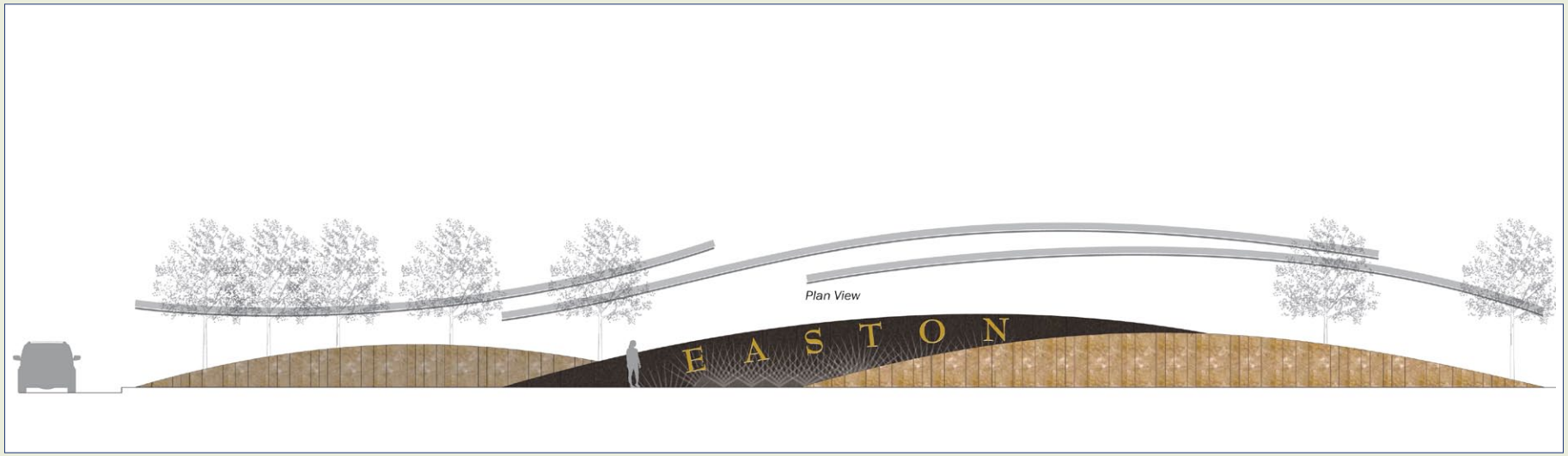


Figure 4.17, Easton Gateway Concept

4.4.3 Easton Place Community Entrances

Community entrances identifying Easton Place as a unique borough within the larger Easton master-planned community should be located at key intersections on Hazel Avenue, Easton Valley Parkway, Atlanta Street, and Aerojet Road (See Figure 4.18, "Easton Place Community Entrance Concept, Vertical" and Figure 4.19, "Easton Place Community Entrance Concept, Horizontal"). The following points illustrate the design intent of the Easton Place community entrances.

Policy 4.34 Community Character

Community entrances should be designed to represent the character of Easton Place as an active urban transit community.

Policy 4.35 General Entrance Design Features

Entrances should be treated with similar materials, colors, and forms to contribute to a consistent and recognizable community character. Easton Place community entrance design should incorporate pedestrian streetscape elements and landscape materials that represent the area's urban, mixed-use character. Use of vertical elements such as public art and taller landscape elements can help to define each entrance by making them clearly visible. Surface textures and colored paving materials should be incorporated at the ground level at community entrances.

Policy 4.36 Transition from Hazel Avenue Light Rail Transit Station

Pedestrian routes between the Hazel Avenue light rail transit station and Easton Place should be highlighted with colored and textured paving to increase visual continuity and pedestrian safety.

Policy 4.37 Coordination with Regional Transit on Folsom Boulevard

Easton gateways near Folsom Boulevard shall be coordinated with Sacramento Regional Transit. Design of the entrance should address right-of-way conditions, railroad crossing arms, bike path location and access, and coordination with signalized control devices on Folsom Boulevard.

Policy 4.38 Landscaping

Landscape materials and plantings should be arranged in formal groupings to reinforce the signage and entry features.

Policy 4.39 Lighting

Lighting should be integrated into the signage and monumentation of entrance features.

Figure 4.18, Easton Place Community Entrance Concept, Vertical

Figure 4.19, Easton Place Community Entrance Concept, Horizontal

4.4.4 Individual Project Entrances

Individual project entrances may be located at various points to indicate transitions to residential neighborhoods, shopping, and employment areas. These project entrances should include signage, landscaping, and lighting, and should typically be located at street corners (see Figure 4.20, "Individual Project Entrance Concept").

Policy 4.40 Design Consistency

Individual project entrances shall conform to a consistent signage, monumentation, and lighting program for Easton Place.

Policy 4.41 Design of Corner Buildings

Entrance features at corner buildings should be designed to help create a unique character for each residential block and may include special lighting, a flowering tree palette, and public art.

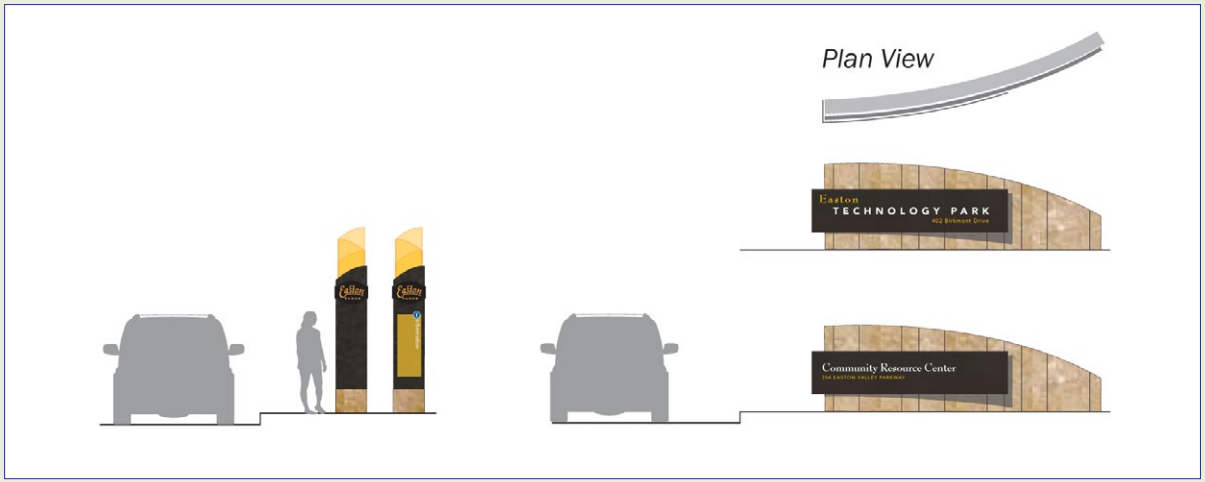


Figure 4.20, Easton Place Project Entrance Concept

Development Standards

5.0 DEVELOPMENT STANDARDS

5.1 OVERVIEW

The development standards in this chapter outline detailed requirements for the land use types proposed for Easton Place, including residential, commercial/retail, office, and mixed-use development. The standards are intended to be sufficiently specific to result in the high-quality development envisioned for Easton Place, while also allowing for flexibility and innovative design.

The residential prototypes shown in this chapter represent the majority of high-density product alternatives currently available for Easton Place. The County of Sacramento (County) will consider other housing prototypes and/or deviations from these development standards through the development plan review process as new and innovative designs become available. Any additional high-density housing types and development standards must be consistent with the intent of the *Easton Place Land Use Master Plan* development standards and design guidelines and demonstrate superior siting characteristics and architectural merit.

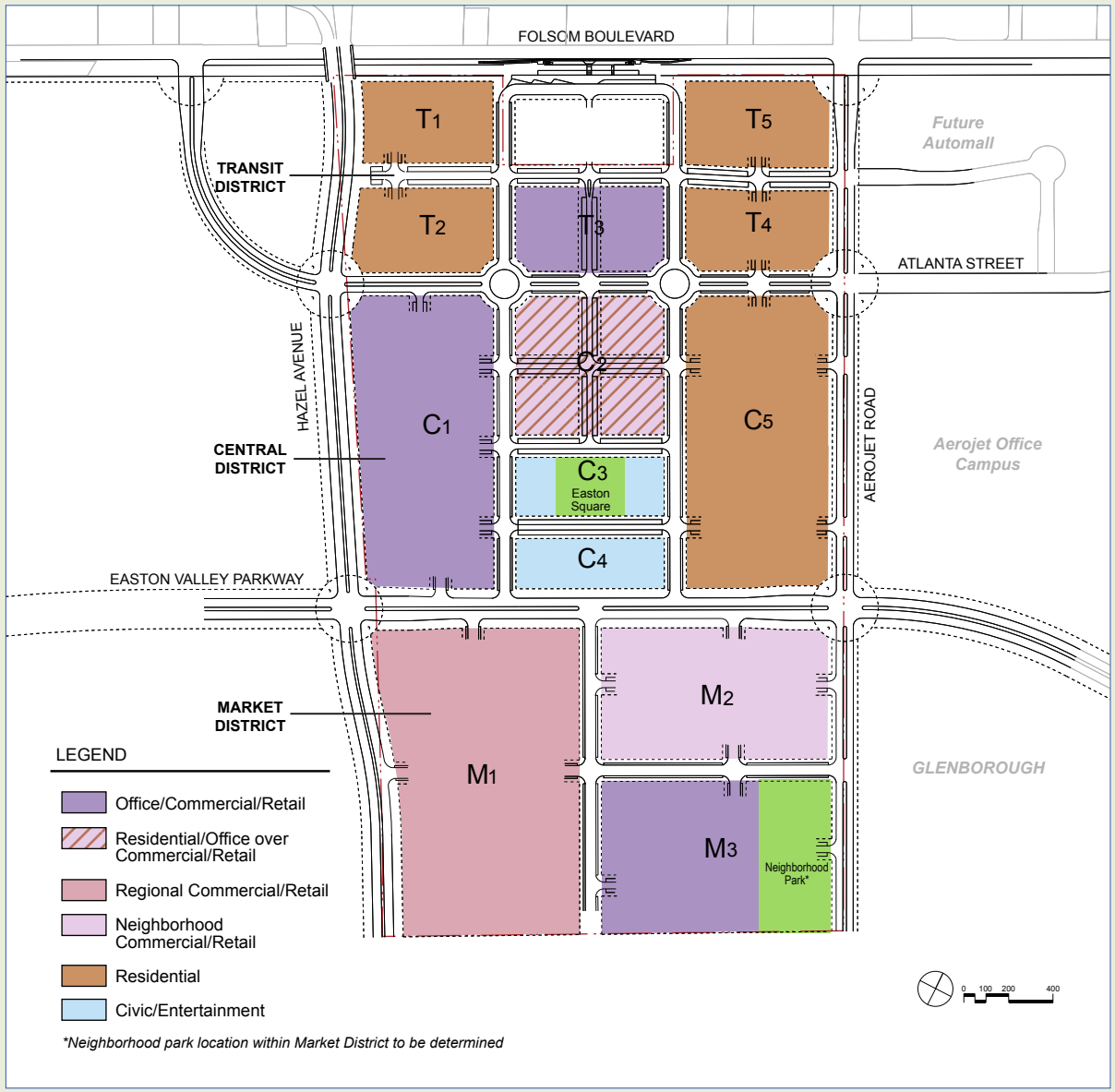


Figure 5.1, Land Use Concept Plan

Figure 5.2, Transit District

5.2 TRANSIT DISTRICT

As noted in Chapters 1 and 2 of this document, the Transit District consists primarily of residential uses located in parcels T1, T2, T4, and T5. Office with limited ground-floor retail uses will be the primary use in parcel T3. A hotel is a permitted use that may be added to the residential program in parcel T1, T2, or T3, depending on market conditions. This section defines the anticipated building prototypes and character, as well as permitted uses for the residential and office uses in this district.

Although the parcel that includes the Hazel Avenue light rail transit station is located outside of Easton Place, developers of uses within this parcel are encouraged to refer to these development standards to promote design consistency.

5.2.1 *Residential Prototypes*

The residential prototypes described below have been selected as suitable for the higher densities proposed for the Transit District, which range from target densities of approximately 23 du/ac in parcel T5 up to 80 du/ac in parcel T1.

Residential prototypes in approximately the 20-30 du/ac range include green court townhomes and condominiums, garden style condominiums and apartments, and tuck-under condominiums and apartments. These buildings are typically two to three stories with parking at ground level "tucked under" the units in garages. Parking may also be in detached garages or surface parking lots.

Residential prototypes ranging from approximately 30-80 du/ac are designed as apartments or condominiums. The density determines the number of structured parking decks required, with two levels of parking generally required for residential buildings in the 60-80 du/ac range. Approximately two-thirds of the residential units in Easton Place will necessitate structured parking in which the parking decks are wrapped by the units and/or under the units. A podium-level landscape deck is often one-half to one level above grade and serves as the common open space.

Residential structures adjacent to public streets should front onto those streets and include entryways to encourage an active public realm. Common open spaces should be located at the interior of the development, although these spaces may also be visible and accessible from the street.

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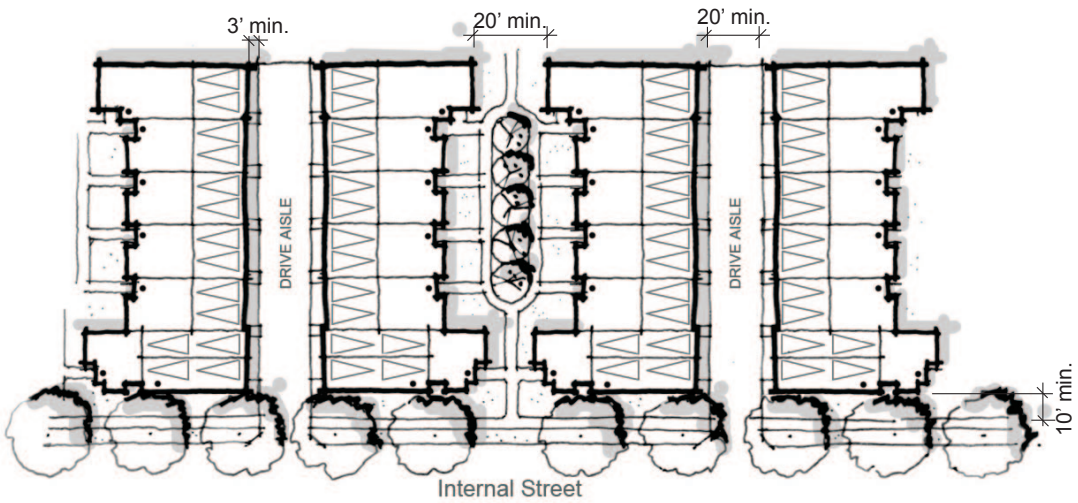
Apartment/condominium units up to approximately 80 du/ac, with podium and structured parking, could be located in parcel T1.

Green Court Townhomes/Condominiums

Density	12.1-25.0 du/ac
Lot Coverage	
Building Coverage	70% max.
Surface Parking Coverage	25% max.
Setback Requirements	
Streetside (from back of sidewalk)	
Living Areas	10 ft. min.
Open Front Porches	8 ft. min.
Garage	
Setback from Drive Aisle	3 ft. min./6 ft. max.*
Side	
Corner Street Side	8 ft. min.
Building Separation	
Front to Front	20 ft. min.
Side to Side with Openings	20 ft. min.
Side to Side without Openings	10 ft. min.
Front to Side	15 ft. min.
Building Height	45 ft. (3 stories) max.**
Drive Aisle Width	20 ft. min.
Private Outdoor Space	75 sq. ft. min.
Parking	
General	
Required covered parking may be part of the unit or in designated areas.	
Off-Street	
1.0 covered space min. per 1-bedroom unit	
1.5 covered spaces min. per 2+-bedroom unit	
(may be in tandem configuration)	
Guest	
On adjacent streets, as permitted	

* *Where achievable*

** *See Figure 3.4, "Maximum Height Limits," for maximums by parcel.*



The arrangement of this prototype incorporates attached units, with front entries located off a common open space, and garages located along drive aisles at the rear of the units. Tandem parking is allowed.

Figure 5.3, Green Court Townhomes/Condominiums Layout

Green court residential units facing an interior courtyard with pedestrian walkways

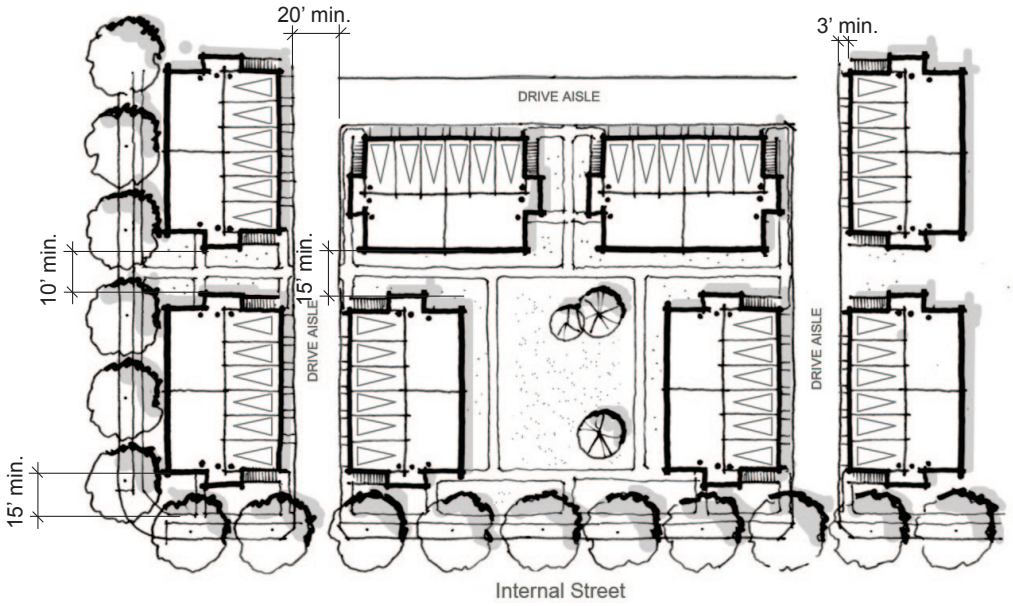
Ground-floor units fronting a street should have entry features that provide direct access to that street.

Garden Style Condominiums/Apartments

Density	20-30 du/ac
Lot Coverage	
Building Coverage	50% max.
Surface Parking Coverage	25% max.
Landscape Coverage	25% min.
May include private open space areas such as patios, decks, and porches.	
Building Setback Requirements	
Major Arterial (from back of sidewalk)	20 ft. min.
Other Street (from back of sidewalk)	10 ft. min.
Drive Aisle	3 ft. min./6 ft. max.*
Building Separation	
Front to Front (wall to wall)	20 ft. min.
Side to Side with Openings	15. ft. min.
Side to Side without Openings	10 ft. min.
Front to Side	15 ft. min.
Building Height	60 ft. max.**
Drive Aisle Width	20 ft. min.
Private Outdoor Space	
Ground-Level Units	80 sq. ft. min.
Upper-Level Units	40 sq. ft. min.
Parking	
General	
Required covered parking may be part of the unit or in designated areas.	
Off-Street	
1.0 covered space min. per one-bedroom unit	
1.5 covered spaces min. per two or more bedroom units	
(may be in tandem configuration)	
Guest	
On adjacent streets as permitted.	

* *Where achievable*

** *See Figure 3.4, "Maximum Height Limits," for maximums by parcel.*



This building type typically is planned with multiple structures arranged around a common green space, with a mixture of assigned parking within buildings, in surface parking lots, or in detached garages. Required guest parking may be evenly distributed throughout the project.

Figure 5.4, Garden Style Condominiums/Apartments Layout

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Some centrally located units can front onto a landscaped courtyard.

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First-floor units can have entries accessed directly from the adjoining street.

Podium-Style Condominiums/Apartments

Density 30-80 du/ac

Lot Coverage

Building Lot Coverage*	80% max.
Surface Parking Coverage	15% max.
Landscape Coverage	25% min.

May include upper floor decks, patios, and common open space on the podium.

Setback (from back of sidewalk)

Building Front, Side, and Rear Yards**	0 ft. min.
Surface Parking Lot Separation	6 ft. min.

Maximum Building Height See Figure 3.4

Private Open Space 30 sq. ft. min.

Parking

Off-Street

1.0 covered space per unit min.

On-Street

No required spaces may be assigned on public streets.

* *Building coverage includes the podium footprint as measured at grade*

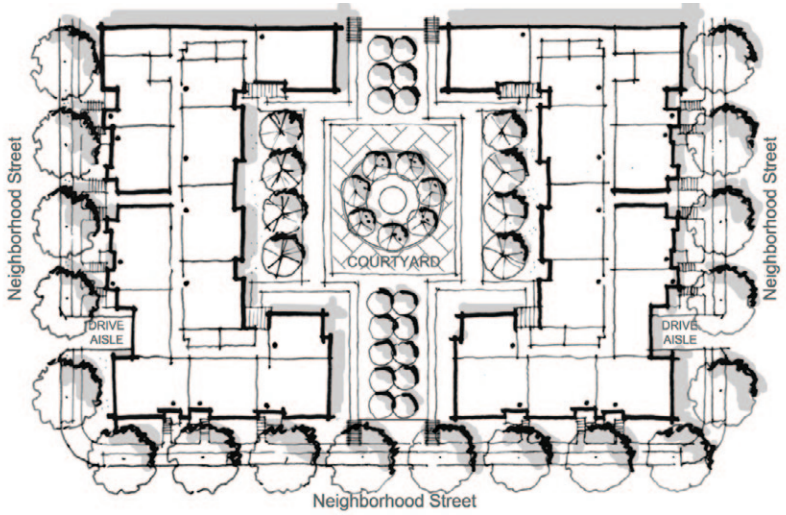
** *Buildings may be built to the back of the sidewalk if:*

-private entrances to ground-floor units are recessed and elevated for privacy, or

-private entrances are not included on a building elevation.

Buildings may be constructed with an additional setback beyond the 0 ft. min. to accommodate entry features extending from the building facade.

All buildings must conform to the minimum required landscape corridor or planting strip and sidewalk width, as defined by street type in Chapter 4, "Circulation."



Units in this type of configuration face either a common interior courtyard or surrounding streets with parking located in a shared garage beneath the first-floor units. Private open space is typically provided off the living areas as decks or patios. Unit entries are accessed off the surrounding streets, the podium deck, or from an interior corridor within the building.

Figure 5.5, Podium Layout, with units fronting residential streets and the podium

High-density units could be located adjacent to Hazel Avenue.

Parcels with high-density units will be within easy walking distance of transit, shopping, and jobs.

5.2.2 Office/Commercial/Retail Standards

Office uses in the Transit District are located south of the Hazel Avenue light rail transit station and easily accessible via primary entries fronting the Main Street or located at appropriate corner locations. Office buildings should have a consistent, but varied and interesting streetwall that may be punctuated by plazas or other additions to the public realm.

A hotel may be developed in parcel T1, T2, or T3. If the hotel is located adjacent to residential uses, it must be designed to complement the architectural and site design of the residential buildings and contribute to the visual appearance of the neighborhood.

Any commercial/retail uses in the Transit District should be ancillary to office uses and occupy the ground floor in office buildings.

Transit District Office/Commercial

Development Intensity	
Floor Area Ratio	0.5 min.*
Lot Coverage	
Building Coverage	75% max.
Landscaping Coverage	15% min.
Setback Requirements	
Front or Side, Adjacent to a Public Street**	0 ft. min
Side to Side Between Buildings	30 ft. min.
Rear	15 ft. min.
Maximum Building Height	See Figure 3.4

Parking

3.0 spaces per 1,000 sq. ft. of floor space for office uses located on-street, within the parcel, or in parking structures, or a combination thereof.

0.75 space per guest room for hotel uses, if located within the parcel. 0.5 space per guest room for hotel uses, if located in parking structures.

Shared parking for separate uses on the same site, or adjoining sites if served by a common parking facility, is permitted, subject to Planning Director approval. Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan

End-of-Trip Facilities

Office buildings must meet the Sacramento Metropolitan Air Quality Management District's standards for end-of-trip facilities, including the provision of a minimum of four clothes lockers and one shower per 80 employees.

* *See Figure 3.3, "Summary of Floor Area Ratios"*

** *Measured from back of sidewalk*

Setbacks may be varied along the street to create inviting additions to the public realm.

Commercial/retail uses should support and be ancillary to office uses in the Transit District.

5.2.3 Permitted Uses for Transit District Mixed Use Zone

Permitted uses in the Transit District are based on those permitted in Title 2 of the County of Sacramento Zoning Code, which have been modified for the *Easton Place Land Use Master Plan* to allow for additional zoning categories not defined by the County Code, as defined below.

Purpose and Intent

The Transit District Mixed Use (TDMU) zone is located in the Transit District, and is designed to promote:

- a mixture of uses appropriate for proximity to a light rail transit station;
- compact, walkable mixed-use nodes; and
- flexibility with regard to the location of uses within the Transit District.

The uses permitted within the TDMU zone are based on those uses allowed within the Multiple Family Residential Land Use (RD-30) zone, the Limited Commercial (LC) zone, and the Business and Professional Office (BP) zone, with the flexibility to provide additional housing options. Because market-driven uses may differ somewhat from the uses defined in the zoning code, the following permitted uses are provided as examples intended to describe the types of uses envisioned for each zone, rather than serving as an exhaustive list of permitted uses.

Permitted Commercial Services and Retail Uses

Commercial services and retail uses in the TDMU zone should focus on providing commercial services for neighborhood residents and employees, as well as for those using the Hazel Avenue light rail transit station. Examples of permitted commercial services and retail uses include:

- Business services (e.g., advertising businesses, reprographic services, or travel agencies);
- Personal services (e.g., beauty salons, dry cleaners, or tailors);
- Food services (e.g., full-service restaurants, coffee shops, or delicatessens);
- Neighborhood-serving food, drug, or liquor sales (e.g., bakeries, farmers' markets, convenience stores/neighborhood markets, supermarkets, or drug stores);
- General merchandise (e.g., bookstores, hardware stores, florists, or stationery stores);
- Recreational facilities (e.g., health clubs or spas); and
- Hotels.

Permitted Office Uses

Office uses are encouraged within the TDMU zone to take advantage of the proximity of the light rail transit station and nearby retail and residential uses. Office uses may be developed as a part of mixed-use projects or as stand-alone facilities. Examples of permitted office uses include:

- Business or professional office;
- Insurance office;
- Bank/financial institution; and
- Medical/dental.

Residential Development

The targeted residential densities within the TDMU zone range from approximately 80 du/ac in parcel T1 to approximately 20 du/ac in parcel T5, with the potential for density transfers between parcels. Residential prototypes could include freestanding apartments or condominiums, apartments or condominiums over a podium with structured parking, or apartments or condominiums over retail or office uses.

Prohibited Uses

Prohibited uses in the TDMU zone are intended to discourage automobile-oriented uses to promote a walkable, pedestrian-oriented environment. Prohibited uses include, but are not limited to, the following:

- Gasoline stations;
- All auto service repair establishments, including those that might be incorporated into a gasoline service station;
- Motorcycle, jet ski, snowmobile, and moped sales and service;
- Automobile rental and service;
- Truck and utility trailer and truck sales, leasing, rental, or service;
- Ambulance service;
- Cold storage, frozen food locker;
- Mini-storage;
- Taxidermist;
- Towing service;
- Building material and lumber sales;
- Garage equipment and tool sales;
- Pawn shop;
- Camper shell sales or service;
- RV and boat storage;
- Adult entertainment establishments;
- Recycling centers; and
- Fast food restaurants.

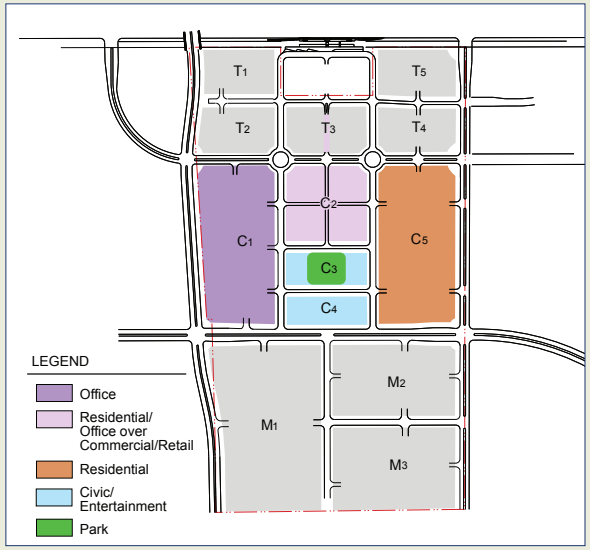


Figure 5.6, Central District

5.3 CENTRAL DISTRICT

The Central District includes the mixed use development along the Main Street, office uses along Hazel Avenue, and residential uses along Aerojet Road. This section defines the anticipated building prototypes and character, as well as permitted uses identified for the Central District.

5.3.1 Residential Prototypes

The residential prototypes in the Central District consist of single-use and vertical mixed-use formats. The prototypes depicted on the following pages have been selected for their flexibility and diversity. Although they do not represent the entire range of possible prototypes, they are included herein as representative examples.

Single-use, multi-family attached units at approximately 20 du/ac are located in parcel C5 along Aerojet Road. "Tuck-under," green court, and garden-style apartments and townhomes are suitable in this area. Tuck-under units are typically two to three stories, with parking at ground level "tucked under" the units, although other variations and configurations for parking are possible.

Residential structures adjacent to public streets should front onto those streets and include entryways to encourage an active public realm. Common open spaces should be located at the interior of the development, although these spaces may also be visible and accessible from the street.

Residential over office and commercial/retail will be located in parcel C2 along the main street, including one to three levels of apartments and/or condominiums, as appropriate. Parking for the residential units may be at the rear of the building or in structured parking.

Residential and office over commercial/retail will be focused along the Main Street in the Central District.

Civic and entertainment uses fronting Easton Square are encouraged to provide seating and other pedestrian amenities.

Tuck-Under Condominiums/Apartments

Density	12.1-25 du/ac
Lot Coverage	
Building Coverage	60% max.
Parking and Roadway Coverage	20% max.
Landscaping Coverage*	20% min.
Building Setback Requirements	
Front (along paseo)	5 ft. min.
Street (from back of sidewalk)	10 ft. min.
From Drive Aisle	3 ft. min./6 ft. max.**
Building Separation	
Front to Front (wall to wall)	20 ft. min.
Side to Side	10 ft. min.
Front to Side	15 ft. min.
Maximum Building Height* **	45 ft. (3 stories)
Private Outdoor Space	
Ground-Level Units	80 sq. ft. min.
Upper-Level Units	40 sq. ft. min.

Parking

Two or more bedrooms

One covered and one uncovered space min. must be provided for units with two or more bedrooms.

One bedroom

One covered space per unit min.

General Standards

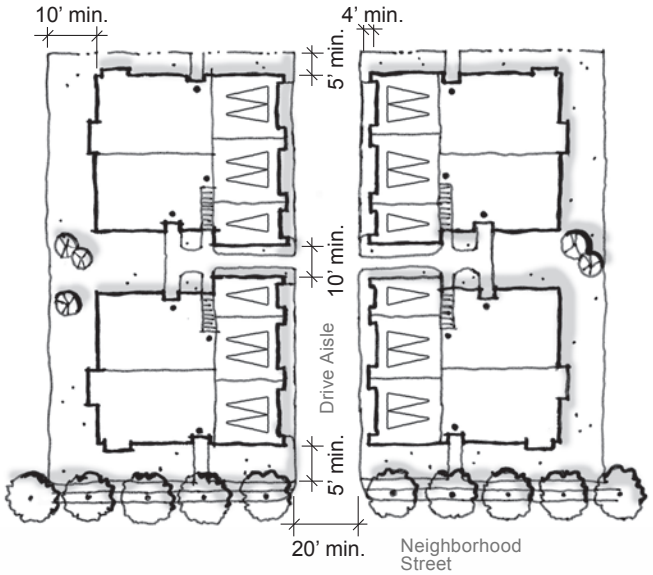
Parking may be in tandem configuration. Shared parking arrangements with adjacent uses may be considered. Required parking may be part of the unit or in designated areas.

Guest — On-street

* *May include common recreational facilities and open space*

** *Where achievable*

*** *See Figure 3.4, "Maximum Building Height," for maximums by parcel.*



Units in this type of configuration face either a common interior courtyard or surrounding streets with parking located in garages behind the two units accessed from the ground level. The third unit is over the garages and accessed via stairs. Private open space is typically provided at the front and sides of the ground-floor units, and as a deck for the unit over the garages.

Figure 5.7, Tuck-Under Layout

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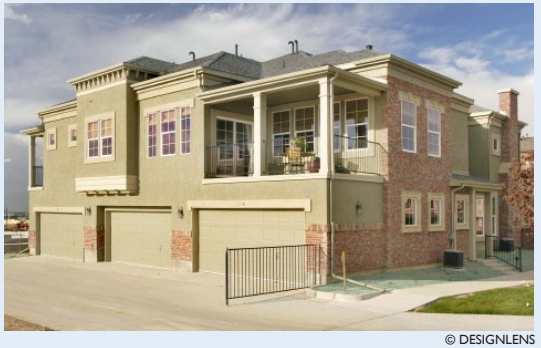
First-floor units have entries accessed from the street or an interior courtyard.



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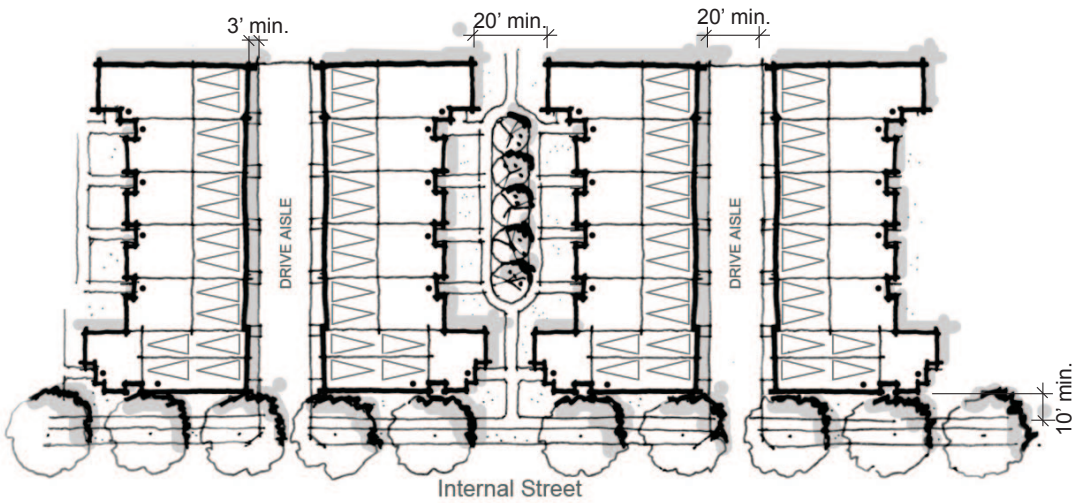
Units over the garage typically have a deck and private open space.

Green Court Townhomes/Condominiums

Density	12.1-25.0 du/ac
Lot Coverage	
Building Coverage	70% max.
Surface Parking Coverage	25% max.
Setback Requirements	
Streetside (from back of sidewalk)	
Living Areas	10 ft. min.
Open Front Porches	8 ft. min.
Garage	
Setback from Drive Aisle	3 ft. min./6 ft. max.*
Side Yard	
Street Side	8 ft. min.
Building Separation	
Front to Front	20 ft. min.
Side to Side with Openings	20 ft. min.
Side to Side without Openings	10 ft. min.
Front to Side	15 ft. min.
Maximum Building Height**	45 ft. (3 stories)
Drive Aisle Width	20 ft. min.
Private Outdoor Space	75 sq. ft. min.
Parking	
General	
Required covered parking may be part of the unit or in designated areas.	
Off-Street	
1.0 covered space min. per 1-bedroom unit	
1.5 covered spaces min. per 2+-bedroom unit	
(may be in tandem configuration)	
Guest	
On adjacent streets, as permitted	

* *Where achievable*

** *See Figure 3.4, "Maximum Height Limits," for maximums by parcel.*



The arrangement of this prototype incorporates attached units, with front entries located off a common open space, and garages located along drive aisles at the rear of the units. Tandem parking is allowed.

Figure 5.8, Green Court Townhomes/Condominiums Layout

Green court residential units facing an interior courtyard with pedestrian walkways

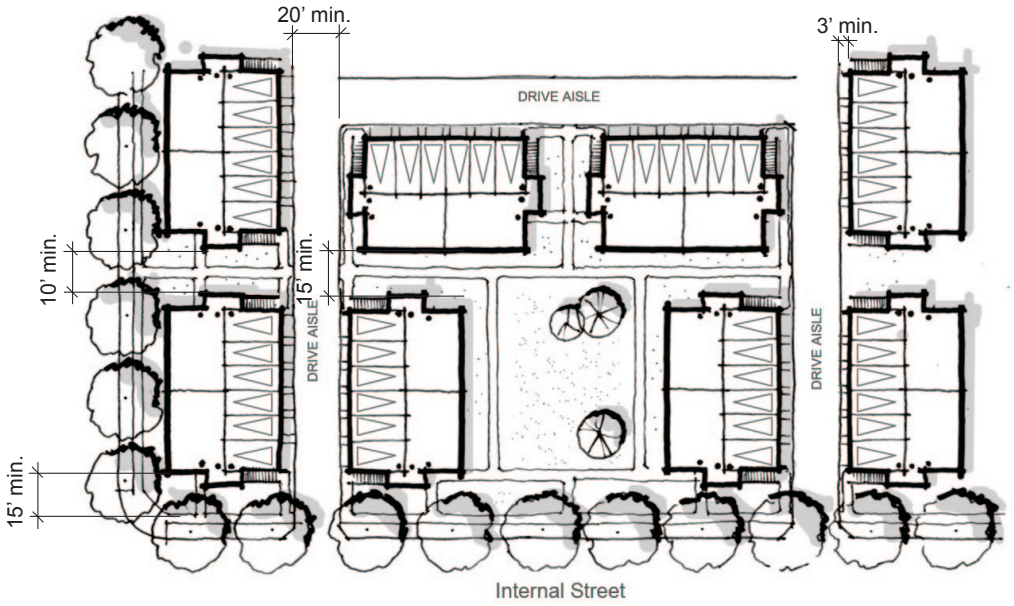
Ground-floor units fronting a street should have entry features that provide direct access to that street.

Garden Style Condominiums/Apartments

Density	20-30 du/ac
Lot Coverage	
Building Coverage	50% max.
Surface Parking Coverage	25% max.
Landscape Coverage	25% min.
May include private open space areas such as patios, decks, and porches.	
Building Setback Requirements	
Major Arterial (from back of sidewalk)	20 ft. min.
Other Street (from back of sidewalk)	10 ft. min.
Drive Aisle	3 ft. min./6 ft. max.*
Building Separation	
Front to Front (wall to wall)	20 ft. min.
Side to Side with Openings	20 ft. min.
Side to Side without Openings	10 ft. min.
Front to Side	15 ft. min.
Maximum Building Height	60 ft.**
Drive Aisle Width	20 ft. min.
Private Outdoor Space	
Ground-Level Units	80 sq. ft. min.
Upper-Level Units	40 sq. ft. min.
Parking	
General	
Required covered parking may be part of the unit or in designated areas.	
Off-Street	
1.0 covered space min. per one-bedroom unit	
1.5 covered spaces min. per two or more bedroom units	
(may be in tandem configuration)	
Guest	
On adjacent streets as permitted.	

* *Where achievable*

** *See Figure 3.4, "Maximum Height Limits," for maximums by parcel.*



This building type typically is planned with multiple structures arranged around a common green space, with a mixture of assigned parking within buildings, in surface parking lots, or in detached garages. Guest parking should be evenly distributed around the project.

Figure 5.9, Garden Style Condominiums/Apartments Layout

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Some centrally located units front onto a landscaped courtyard.

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Ground-floor units can have entries accessed directly from the adjoining street.

Central District Vertical Mixed Use Ground-Floor Commercial with Residential and/or Office above

Parcel C2

Development Intensity

Floor Area Ratio*

Residential over Commercial/Retail	0.5 min.
Office over Commercial/Retail	0.5 min.
Density, if Residential included	20-45 du/ac

Lot Coverage

Building Coverage	80% max.*
Surface Parking Coverage	25% max.

Setback Requirements

Adjacent to Public Street (from back of sidewalk)	0 ft. min.
Adjacent to a Drive Aisle	3 ft. min.

Building Separation

Side to Side without Openings	10 ft. min.
Side to Side with Openings	20 ft. min.

Maximum Building Height 80 ft.**

Facade Articulation and Wall Surfaces

Ground-Floor Transparent Facade 50% min.

A minimum of 50% of the ground-floor facade fronting the primary retail street (drive aisle entry from major driveway or public street) shall be designed with transparent wall surfaces such as windows, commercial display windows, and/or doorways.

Architectural Elements and Setbacks

Architectural elements such as balconies, awnings, and bay windows may project over an adjacent public accessway (typically, over the sidewalk), as follows:

Height above Sidewalk	8 ft. min.
Projection over Public Accessway	4 ft. max.

Parking

Commercial/Retail/Office

3.0 spaces per 1,000 sq. ft. of floor space located on-street, within the parcel, and/or in parking structures.

Residential

Minimum	No minimum for this unit type
Maximum	1.5 spaces per unit

Parking Location

Parking for residential may be surface parking at the side or rear of the building combined with assigned parking in structures. Shared parking arrangements with commercial units should be considered.

On-Street

No required spaces may be assigned on public streets.

Shared parking for separate uses (office, retail, commercial, residential) on the same site, or adjoining sites if served by a common parking facility, is permitted, subject to Planning Director approval. Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

* *See Figure 3.3, "Summary of Floor Area Ratios." Building Coverage may be greater with structured parking.*

** *See Figure 3.4, "Maximum Height Limits," for maximums by parcel.*

The mixed-use areas along the Main Street include ground-floor retail and on-street parking.

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Ground-floor cafe seating contributes to an active street life.

5.3.2 Office/Commercial Standards

Central District Horizontal Mixed Use Parcel C1

Parcel C1 will comprise mid-rise office buildings with some limited commercial/retail uses ancillary to the primary building use. Stand-alone commercial development within individual buildings is acceptable.

Office buildings should have a strong relationship to the street, particularly along streets on the interior of Easton Place, contributing to a walkable urban streetscape. Building setbacks along Hazel Avenue and Easton Valley Parkway will be somewhat larger to allow for noise attenuation.

A hotel may also be constructed in this parcel. Hotel uses and commercial uses ancillary to office and hotel should conform to the development standards noted in this section.

Development Intensity

Floor Area Ratio	1.0 min.*

Lot Coverage

Building Coverage (Includes parking structures)	75% max.

Setback Requirements

Front or Side, Adjacent to a Public Street	0 ft. min.**
Side-to-Side Between Buildings	30 ft. min.
Rear	15 ft. min.

Building Frontage Setback

A minimum of 60% of the primary building frontages shall be placed within the building setback envelope along the main commercial street or drive.

Max. Building Height See Figure 3.4

Architectural Elements and Setbacks

Architectural elements such as balconies, awnings, and bay windows may project over a public accessway (typically, over the sidewalk), as follows:

Height above Sidewalk	8 ft. min.
Projection over Public Accessway	4 ft. max.

Parking

3.5 spaces per 1,000 sq. ft. of floor space located on-street, within the parcel, or in parking structures, or any combination thereof.

0.75 space per guest room for hotel uses with surface or structured parking.

Shared parking for separate uses on the same site, or adjoining sites if served by a common parking facility, is permitted subject to Planning Director approval. Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

End-of-Trip Facilities

Office buildings must meet the Sacramento Metropolitan Air Quality Management District's standards for end-of-trip facilities, including the provision of a minimum of four clothes lockers and one shower per 80 employees.

* *See Figure 3.3, "Summary of Floor Area Ratios"*

** *Measured from back of sidewalk, not including Hazel Avenue and Easton Valley Parkway. See Figure 3.5, "Building Setbacks," for setbacks by parcel.*

Small, inviting plazas can be created for the use of pedestrians and local employees.

Office buildings in parcel C1 should have a strong relationship to the street with minimal setbacks on interior pedestrian streets.

5.3.3 Civic

Parcel C3

Development Intensity

Floor Area Ratio	0.5 min.*

Lot Coverage

Building Coverage	65% max.
Open Space (may include plazas)	15% min.

Setback Requirements

Front	15 ft. min.**
Side-to-Side between Buildings	20 ft. min.
Rear	15 ft. min.

Building Height Setback

Buildings over 35 ft. must include an additional 1-foot setback for every 10 additional feet in height.

Building Frontage Setback

A minimum of 60% of the primary building frontages shall be placed within the building setback envelope along the main commercial street.

Max. Building Height 80 ft.***

Architectural Elements and Setbacks

Architectural elements such as balconies, awnings, and bay windows may project over a public accessway (typically, over the sidewalk), as follows:

Height above Sidewalk	8 ft. min.
Projection into Public Accessway	4 ft. max.

Parking

3.0 spaces per 1,000 sq. ft. of floor space located on-street, at the rear of the building, or in parking structures, or any combination thereof.

Shared parking for separate uses on the same site, or adjoining sites if served by a common parking facility, is permitted, subject to Planning Director approval. Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

* *See Figure 3.3, "Summary of Floor Area Ratios"*

** *Measured from back of sidewalk*

*** *See Figure 3.4, "Maximum Height Limits"*

Civic buildings should front onto Easton Square with good pedestrian access from transit and nearby walkways.

5.3.4 Entertainment

Parcel C4

Development Intensity

Floor Area Ratio	0.5 min.*

Lot Coverage

Building Coverage	65% max.
Open Space (may include plazas)	15% min.

Setback Requirements

Front	0 ft. min.**
Side to Side between Buildings	20 ft. min.
Rear	15 ft. min.

Building Height Setback

Buildings over 35 ft. must include an additional 1-foot setback for every 10 additional feet in height.

Building Frontage Setback

A minimum of 60% of the primary building frontages shall be placed within the building setback envelope along the main commercial street.

Maximum Building Height 80 ft.***

Architectural Elements and Setbacks

Architectural elements such as balconies, awnings, and bay windows may project over a public accessway (typically the sidewalk), as follows:

Height above Sidewalk	8 ft. min.
Projection over Public Accessway	4 ft. max.

Parking

One space per every five seats. Located on-street, at the rear of the building, or in parking structures, or any combination thereof.

Shared parking for separate uses on the same site, or adjoining sites if served by a common parking facility, is permitted, subject to Planning Director approval.

Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

* *See Figure 3.3, "Summary of Floor Area Ratios"*

** *Measured from back of sidewalk*

*** *See Figure 3.4, "Maximum Height Limits"*

Entertainment buildings can be combined with public amenities to serve as pleasant outdoor areas.

Entertainment buildings may accommodate a tower or similar architectural feature.

5.3.5 Permitted Uses for Central District Mixed Use Zone

Permitted uses in the Central District are based on those permitted in Title 2 of the County of Sacramento Zoning Code, which have been modified for the *Easton Place Land Use Master Plan* to allow for additional zoning categories not defined by the County Code, as defined below.

Purpose and Intent

The Central District Mixed Use (CDMU) zone is intended for the Central District, and is designed to promote:

- a mixture of uses appropriate for proximity to a light rail transit station and high-density residential development to the north and east, and more intense commercial and retail development to the south;
- compact, walkable mixed-use nodes;
- flexibility with regard to the location of uses within the Central District; and
- well-designed employment uses with adequate access for automobiles, pedestrians, and bicycles.

The uses permitted within the CDMU zone are based on those uses allowed within the Multiple Family Residential Land Use (RD-15) zone, the Limited Commercial (LC) zone, and the Business and Professional Office (BP) zone, with the flexibility to provide additional housing options. Because market-driven uses may differ somewhat from the uses defined in the zoning code, the following list of permitted uses is provided by way of example and intended to describe the types of uses envisioned for each zone, rather than providing an exhaustive list of permitted uses.

Permitted Commercial Services and Retail Uses

Commercial services and retail uses in the CDMU zone should focus on providing commercial services for both neighborhood residents and employees, as well as for those residents of the Transit and Market Districts.

- Business services (e.g., advertising businesses, reprographic services, or travel agencies);
- Educational services (e.g., tutoring, business, driving, and trade schools, and college extension services);
- Personal services (e.g., beauty salons, dry cleaners, or tailors);
- Food services (e.g., full-service restaurants, coffee shops, or delicatessens);
- Neighborhood-serving food, drug, or liquor sales (e.g., bakeries, farmers' markets, convenience stores/neighborhood markets, supermarkets, or drug stores);
- General merchandise (e.g., bookstores, clothing stores, hardware stores, florists, specialty item stores, or stationery stores);
- Recreational facilities (e.g., health clubs or spas); and
- Hotels.

Permitted Office Uses

Office uses are encouraged within the CDMU zone to take advantage of the proximity of the light rail transit station and nearby retail and residential uses. Office and commercial uses may be developed as mixed-use projects or as stand-alone facilities. Examples of permitted office uses include:

- Business or professional office;
- Insurance office;
- Bank/financial institution;
- Medical/dental; and
- Civic (e.g., art galleries, libraries, or museums).

Permitted Residential Development

The residential densities within the CDMU zone shall be a minimum of 15 du/ac, although higher densities are permitted. Residential prototypes could include such residential types as freestanding apartments or condominiums, apartments or condominiums with structured parking, or apartments or condominiums over retail or office uses. They are intended to take advantage of the proximity of the light rail transit station, office, and retail uses.

Prohibited Uses

Uses that are prohibited in the CDMU zone include, but are not limited to, uses that are prohibited in the TDMU zone.

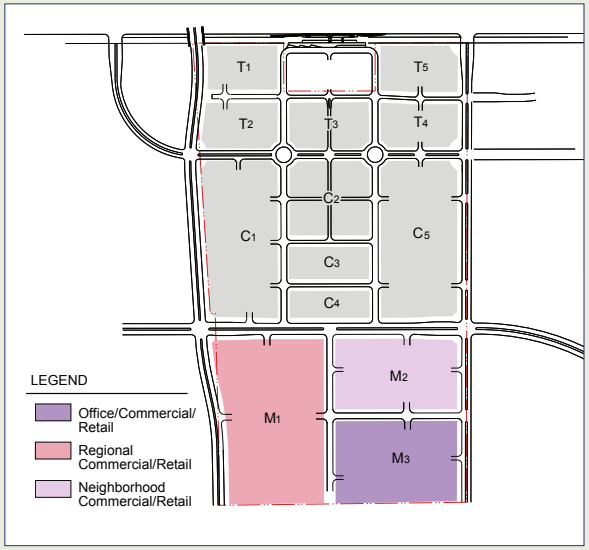


Figure 5.10, Market District

5.4 MARKET DISTRICT

As the district farthest from the Hazel Avenue light rail station, the Market District is intended to serve both Easton Place and adjacent boroughs, and will offer automobile, bicycle, and pedestrian accessibility.

Parcel M1 will be developed as a region-serving commercial/retail center to include large-format tenants, while parcel M2 will be a neighborhood-oriented commercial/retail center, with the potential for some limited office uses. Parcel M3 will consist of office, commercial, and retail uses in proximity to the large neighborhood park, which is described in Chapter 7. Parcel M2 or M3 will also include a fire station to serve Easton Place.

5.4.1 Commercial/Retail and Office

Regional and Neighborhood Commercial Centers

Development Intensity

Floor Area Ratio*

Commercial/Retail	0.25 min.
Office	0.35 min.

Lot Coverage

Building Coverage	50% max.
Landscape Coverage (may include plazas, greens, and other public spaces)	20% min.

Building Setback Requirements

Front (from back of sidewalk)	0 ft. min.
Interior Side (from drive aisle)	6 ft. min.
Corner Street Side	10 ft. min.
Rear	10 ft. min.

Side setbacks adjacent to residential areas shall be increased one-half foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Landscape Setback from Parking

Parking Setback from Public Right-of-Way 10 ft. min. (intended to provide buffer to pedestrians on adjoining sidewalks)

Building Frontage Setback

A minimum of 60% of the primary building frontages shall be placed within the building setback envelope along the main commercial street. The commercial street may be public or private or internal to the center.

The setback area may include pedestrian or other amenities such as plazas, outdoor eating areas, pergolas, or other landscape features. Parking shall not be located within the building setback envelope.

Facade Articulation and Wall Surfaces

Ground-Floor Transparent Facade 50% min.

A minimum of 50% of the ground-floor facade fronting a primary retail street shall be designed with transparent wall surfaces such as windows, commercial display windows, and/or doorways.

Facade Setback Variation Requirement

Facade Setback Variation - every 100 feet of building length min.

No building facade along a primary retail street may extend more than 100 ft. in length without variations in the wall surface through setbacks or changes in the wall plane. Changes in the facade wall surface may be accomplished with setbacks or step-backs, arcades, changes in the angle of the facades, and incorporation of pilasters, columns, and other architectural design elements into the building architecture.

Maximum Building Height Figure 3.4**

* *See Figure 3.3, "Summary of Floor Area Ratios"*

** *See Figure 3.4, "Maximum Height Limits"*

Neighborhood-serving commercial/retail

Parking

4.0 spaces min. per 1,000 sq. ft. of gross floor area.

Shared parking for separate uses (office, retail, commercial, residential) on the same site, or adjoining sites if served by a common parking facility, is permitted, subject to Planning Director approval. Shared parking must be calculated by the applicant, based on Urban Land Institute's *Shared Parking* (second edition, 2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

Small plazas and pedestrian promenades can link shopping and office areas.

Outdoor seating areas, such as this cafe seating, contribute to a pleasant shopping environment.

Example of neighborhood-serving commercial retail

5.4.2 Permitted Uses for Market District Mixed Use Zone

Permitted uses in the Market District are based on those permitted in Title 2 of the County of Sacramento Zoning Code, which have been modified for the *Easton Place Land Use Master Plan* to allow for additional zoning categories not defined by the County Code, as defined below.

Purpose and Intent

The Market District Mixed Use (MDMU) zone is intended for the Market District. Because the Market District is the farthest from the light rail transit station, neighborhood and region-serving retail, general commercial, and office uses will predominate. The district is designed to promote:

- commercial and retail uses appropriate for proximity to residential, office, and civic development to the north and the residential uses, including affordable housing, in Glenborough to the east;
- compact, walkable mixed-use nodes;
- flexibility with regard to the location of uses within the Market District; and
- well-designed commercial uses with adequate access for automobiles, pedestrians, and bicycles.

The uses permitted within the MDMU zone are based on those uses allowed within the Multiple Family Residential Land Use (RD-15) zone, the Limited Commercial (LC) Zone, the Shopping Center (SC) Zone, and the General Commercial (GC) Zone of the Sacramento County Zoning Code, with the flexibility to provide additional housing options. Because market-driven uses may differ somewhat from the uses defined in the zoning code, the following list of permitted uses is provided by way of example and intended to describe the types of uses envisioned for each zone, rather than providing an exhaustive list of permitted uses. The MDMU zone also imposes additional restrictions besides those provided in the SC, LC, and GC zones, expressly prohibiting those uses that do not support a walkable, mixed-use environment.

Permitted Commercial and Retail Uses

Commercial services and retail uses in the MDMU zone should focus on providing commercial and retail uses for residents and employees in Easton Place and adjacent Easton boroughs. Examples of commercial and retail uses include:

- Business services (such as advertising businesses, reprographic services, or travel agencies);
- Educational services (such as tutoring, business, driving, and trade schools, and college extension services);
- Personal services (such as beauty salons, dry cleaners, or tailors);
- Food services (such as full-service restaurants, coffee shops, delicatessens, or fast-food restaurants);
- Neighborhood-serving food, drug, or liquor sales (such as bakeries, farmers' markets, convenience stores/neighborhood markets, supermarkets, or drug stores);
- General merchandise (such as bookstores, hardware stores, florists, or stationery stores);
- Recreational facilities (such as health clubs or spas);
- Region-serving food, drug, or liquor sales;
- Gasoline service station with accessory uses such as car wash, mini-mart, and/or minor service centers; and
- Automobile rental and service.

Permitted Office Uses

Office uses are permitted within the MDMU zone, provided that such uses are consistent with the commercial uses in the same proximate area. Office and commercial uses may be developed as mixed-use projects, and office uses may also be developed as stand-alone facilities. Examples of office uses include:

- Business or professional office;
- Insurance office;
- Bank/financial institution;
- Medical/dental; and
- Civic (art galleries, libraries, or museums).

Permitted Residential Uses

Targeted residential densities will be approximately 15 du/ac minimum, with parcel M3 as the most likely location. Residential prototypes could include such residential types as freestanding apartments or condominiums, or apartments or condominiums with structured parking.

Prohibited Uses

Uses that are prohibited in the MDMU zone include, but are not limited to, uses that are prohibited in the TDMU zone, except gasoline service stations with accessory facilities and automobile rental and service, which are permitted.

Design Guidelines

6.0 DESIGN GUIDELINES

6.1 OVERVIEW

The following design guidelines are intended to be used in conjunction with Chapter 3, "Urban Design," and Chapter 5, "Development Standards." Together, these guidelines and standards will promote the high-quality site and building design that will be characteristic of Easton Place. These guidelines are also consistent with the *Community Design Guidelines* adopted by the County in 2006, which address commercial, mixed use, and industrial development. These design guidelines will be used by the Easton Architectural Review Committee (EARC) to review proposed development plans (see Chapter 9, "Implementation," for more information on the EARC).

In each district, the intent is to encourage site design that promotes convenient access to the community's employment and shopping opportunities. All commercial/retail, office, civic, and entertainment uses should be designed to encourage pedestrian use and access. Attractive public areas with shade, seating, pedestrian amenities, and in some cases, water features and public art will also help to ensure that Easton Place's commercial and mixed use areas are appealing and well used.

Commercial and mixed use buildings can incorporate a variety of contemporary materials and styles. The visual appeal of buildings in Easton Place will also be enhanced by an extensive landscaping program, to include a variety of street trees with seasonal interest.

Like other land uses in Easton Place, residential neighborhoods should express a clear relationship to the street, with entryways and signage that are clearly visible and welcoming, while also signifying private usage. Common spaces can be located at the interior of residential developments, but should be designed to be visible from adjacent streets.

The following sections provide guidelines for commercial/retail and office, as well as high-density residential.

PHOTO COURTESY OF DESIGNLENS

Outdoor gathering areas, such as this streetside cafe, contribute to an active public realm.

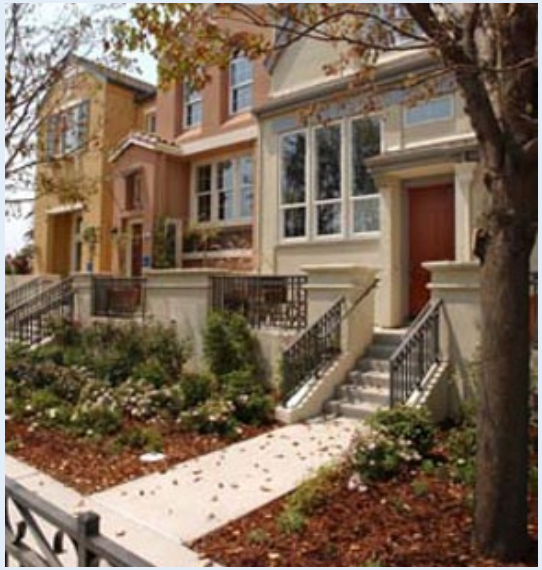


PHOTO COURTESY OF DESIGNLENS

Residential buildings should have windows and entries designed to encourage an active relationship with the street.

PHOTO COURTESY OF DESIGNLENS

Commercial/retail buildings must be well-integrated with the public realm, with inviting entry features that open onto attractive public areas.

6.2 COMMERCIAL/RETAIL AND OFFICE IN THE TRANSIT AND CENTRAL DISTRICTS

Commercial/retail and office uses in Easton Place should be designed to have an active relationship with the street, with inviting entries that open onto the public realm, and pedestrian-scaled signage and lighting.

Buildings should incorporate high-quality materials, particularly at the street level, to provide a pleasing appearance for pedestrians.

6.2.1 *Public Spaces and Pedestrian Amenities*

The public realm in Easton Place is a key element of the community that should emphasize walkability, access, and comfort, and provide gathering and resting places.

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

- Public pedestrian spaces, plazas, and courtyards should contain such elements as pedestrian furniture, seating, lighting, public art, and landscaping to create comfortable and inviting areas that encourage public use.
- Water features serve as natural gathering places, mitigate the effects of the local climate during the hot summer months, and can serve as visual focal points. Water features may be considered for public gathering places such as plazas, where suitable.
- Current technology should be incorporated into all water features to maximize water efficiency and minimize energy use. Water features shall include recirculating systems to maximize water conservation.
- Landscaping should be provided along pedestrian walkways to create an urban retail street image.
- Landscape designs should emphasize native and drought tolerant plants to reduce water requirements.
- Large paved areas should be broken into smaller visual surfaces through the use of changes in decorative paving, such as stone, brick, or textured concrete with integral color.
- The installation of public art is recommended to enhance the appearance of the public realm and encourage the expression of community character. Plazas, courtyards, and entry features are particularly appropriate locations for public art.
- Public art should be designed as an enhancement to the architectural context. Public art may be integral to the design of buildings or may be stand-alone sculpture.

In the urban environment of Easton Place, office buildings can also contribute to the public realm, with the inclusion of outdoor gathering areas.

Amenities such as seating and landscaping greatly enhance the pedestrian experience of public areas.

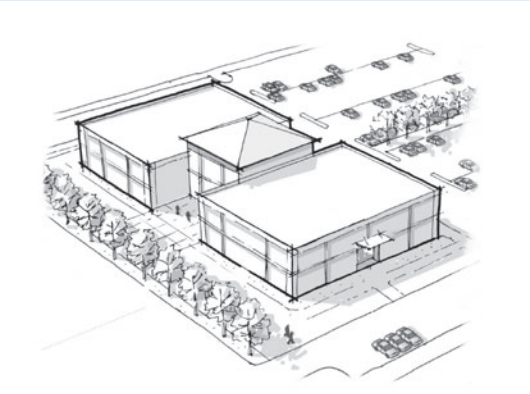
6.2.2 Building Form

The urban environment of the Transit and Central Districts is supported by commercial/retail and office buildings with minimal setbacks that place buildings at or near the pedestrian right-of-way (see Section 3.7, "Building Massing"). To encourage an inviting, attractive, and accessible facade at the ground-floor level, buildings must emphasize the following features.

- Commercial frontages adjoining public streets should provide a transparent facade area along the street, consisting of such features as windows, entries, and storefront displays (see Chapter 5, "Development Standards," by building type for percentages).
- Doors, windows, floor heights, cornice lines, signage, and awnings should be designed to reduce the appearance of mass of buildings as experienced at the street level.

Individual tenant spaces can be made identifiable by:

- placing columns, piers, or pilasters between building bays;
- varying building facades with setbacks particularly at levels above the ground floor; and
- changing building or roof heights between tenants.



This office building relates well to the street, with a clearly defined entry and parking behind the building.

This office building includes ground-floor retail with streetside entries.

The LEED® "Gold" award-winning headquarters of the California Public Employees' Retirement System (CalPERS) incorporates good design with "green" building elements.

6.2.3 Entries

Entries should be clearly visible to pedestrians and have a defined relationship to the street and pedestrian right-of-way.

- Formal public entries must have a strong relationship with the primary fronting street.
- Secondary public entries should also be clearly visible and easily accessible to pedestrians.
- Where public gathering spaces are incorporated into the design of the site and building, they should be located near entries to encourage use and heighten visibility.
- Entries should be defined with signage, lighting, and architectural detailing.
- Overhangs and awnings are encouraged, where suitable to the style of the building, to shade and otherwise protect entries from the weather and enhance the pedestrian experience.

Entries should be defined by architectural elements and accessible from the primary pedestrian walkway.

These commercial entries are clearly marked by signage, awnings, and lighting.

6.2.4 Materials and Finishes

- High-quality materials should be used at the ground floor to enhance the pedestrian experience.
- High-quality, attractive, and durable materials should be used for all buildings, landscaping, paving, and signage.
- The predominant color on a building should be compatible with the colors used on adjacent and nearby buildings.
- Lighter colors may be placed above darker colors on a building to give the appearance of balance and of anchoring the building to the ground.
- Durable exterior materials should be used on all sides of buildings.
- Accent materials such as brick, stone, or wood should be used to highlight architectural elements. Typical accent materials could include stainless or painted steel, stone, textured concrete, or wood.
- Exterior materials shall be composed of a minimum of 50% low reflectance, non-polished finishes. Bare metallic surfaces (e.g., pipes, flashing, vents, and light standards) shall be painted to minimize reflectance.

6.2.5 Parking and Circulation

Parking Structures

Parking in the Transit and Central Districts should consist primarily of on-street and structured parking, with some limited parking at the rear of buildings and in parking lots. Parking structures should conform to the following guidelines:

- Parking structures that are located on primary commercial streets should be designed with ground-floor retail, office, or other uses to avoid monotonous blank walls.
- Parking structures should be designed with architectural features that complement existing commercial, office, and mixed use buildings in the vicinity.
- Parking structures should be designed to incorporate passive safety design features to create a secure facility. The use of glass for pedestrian stairways and adequate interior lighting are strongly encouraged.
- Automobile entry and exit ramps should be located mid-block or toward service areas rather than facing primary pedestrian streets.
- Pedestrian entry and exit features should be clearly marked and open onto primary pedestrian streets and routes.

This parking structure has ground-floor retail and is constructed of the same materials as commercial/ retail buildings in the vicinity.

When surface parking lots are incorporated into the Transit and Central Districts, they must include a landscaped buffer and shade trees.

Parking Lots

- The appearance and location of parking lots should be secondary to that of commercial and office buildings.
- Surface parking lots should be located behind buildings and accessed from side streets wherever feasible.
- Dispersion of parking into smaller lots is encouraged.
- Pedestrian circulation patterns within vehicular rights-of-way should be clearly delineated with a change of paving material or color, and use of special signage and lighting.
- Parking lots must contain landscaped areas with large shade trees in sufficient size and spacing to provide shade to surrounding parking spaces. Planter size and shade tree type and caliper size must conform to Chapter 30, "Off Street Parking," of the County Zoning Code.
- A landscaped buffer must be located between parking areas and public sidewalks.
- Collection and channelization of stormwater runoff based on low impact development (LID) principles is encouraged.
- Pedestrian walkways within parking lots should be centrally and conveniently located, should be landscaped with shade trees, and should include other landscaping and pedestrian amenities.

Pedestrian Circulation

- Building sites should be designed to encourage pedestrian access and circulation, with integrated walkways and inviting building entryways.
- Clearly delineated pedestrian walkways should connect streets, transit facilities, parking structures, and parking lots to main building entrances.
- Public spaces should be linked through a continuous pedestrian circulation system.

Bicycle Circulation and Parking

- Bicycle lanes and primary routes should be clearly marked with pavement striping and signage.
- Long-term (Class I) bicycle parking should be located within 750 feet of the main entry of all buildings served by the parking.
- Long-term bicycle parking should be located in an area that is easily visible (may include use of surveillance cameras in parking structures), secure, and well-lit.
- Short-term (Class II) bicycle parking should be located within 50 feet of a main entrance. Short-term bicycle parking should be easily visible from store entries, windows, or security stations.
- Bicycle parking should be connected to nearby destinations with safe, direct access on clearly visible and accessible pedestrian walkways.

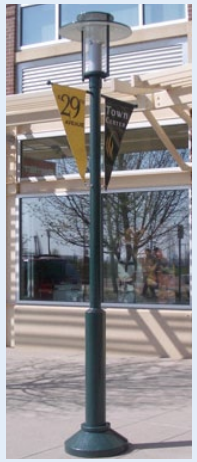
Short-term (Class II) bicycle parking should be provided for the patrons of all major office, commercial/retail, and civic/entertainment destinations.

6.2.6 Lighting

Lighting fixtures should complement and enhance the architectural style of buildings and contribute to the safety and security of commercial buildings.

- All light fixtures should be made of high-quality materials, and be attractive and consistent with building design.
- Sufficient lighting shall be provided to ensure safe vehicular and pedestrian orientation and the security of persons, property, and vehicles during low-light periods.
- Lighting along roadways and within parking lots shall include high-intensity discharge lighting. Lighting along roadways shall meet the requirements of the County Department of Transportation.
- Lighting shall be sufficient to provide an illumination level of 0.25 to 0.50 foot-candle, maintained at ground level for general site lighting, and a minimum 0.50 foot-candle for illumination of entry intersections.
- Lighting fixtures shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.
- Light fixtures should be selected as part of the overall building and landscape theme. Creative fixture design is encouraged.
- Specialized lighting is appropriate for entries, building towers, public art, water features, and other unique architectural elements.
- Light fixtures must be the appropriate scale and location to avoid spillover or glare into surrounding areas.
- Lighting fixtures should include photocell control to reduce energy usage, where practical.

Light fixtures should be designed to avoid light spillover.



Pedestrian-scale streetlight

6.2.7 Signage

Attractive, well-proportioned, and carefully located signs can enhance individual buildings as well as the overall character of the commercial areas. Signage should be used for information and wayfinding, and not for advertising.

- All signage must be consistent with the overall signage program for Easton Place and shall be subject to review and approval by the Easton Architectural Review Committee.
- Signs should be simple and easily readable, and should not contribute to visual clutter.
- Signs should be in scale with the buildings and the surrounding pedestrian environment.
- The signage program should include informative signs for orientation, traffic control, and street names. Project identification features should be located at high-traffic areas.
- Use of unique signs or monuments that incorporate public art to identify primary locations, such as Easton Square, is encouraged.

Innovative signage may be appropriate on some buildings.

Signage should be integrated with the building's architectural style and detailing.

6.2.8 Service Areas

- Functional service areas of buildings should be carefully placed and screened to reduce noise and visual blight.
- Loading and trash areas should be located behind or at the side of buildings and away from residential and public areas.
- Service areas should be screened from public view with fencing, walls, and landscaping or a combination of these elements.
- Loading areas should be functionally separated from parking and pedestrian walkways, with minimal curb cuts, for safety and to allow convenient access for delivery trucks.

Service areas should be screened from public view.

6.2.9 Resource-Friendly Building and Site Design

Easton Place will integrate the latest technologies into building and site design to reduce energy use and encourage the preservation of natural resources.

Building Design

- All buildings shall be developed in compliance with the current version of California's Title 24, *Building Energy Efficiency Standards for Residential and Nonresidential Buildings* and any amendments, as administered by Sacramento County.
- The heating and cooling systems of the majority (90%) of buildings shall be designed and constructed to achieve a minimum 14% improvement on American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 2009 standards.
- Energy Star or equivalent water heating systems will be incorporated based on technologies available at the time of installation and as appropriate to the use.
- Heating, cooling, and lighting control systems will meet Energy Star standards.
- Energy Star certified roofing materials shall be incorporated into the design of all commercial and office buildings.
- Light-colored roofing shall be incorporated into office and commercial structures to reduce heat gain.
- Energy Star appliances and office equipment shall be installed in all commercial, mixed use, and office uses to reduce energy usage.
- All buildings should incorporate locally produced building and landscaping materials, whenever commercially available.
- Glazing that minimizes heat gain and optimizes visibility shall be incorporated into buildings.
- Interior air quality should be improved by incorporating materials (such as paints and solvents) with low concentrations of volatile organic compounds (VOC).
- Compact, energy efficient interior lighting that emphasizes LED lighting and lighting control systems that meet Energy Star standards shall be used.
- Lighting zones to control perimeter lighting and optimize daylighting should be incorporated into buildings.
- Buildings should be designed to incorporate daylighting that includes the use of high-quality, energy efficient glazing as well as any emergent technologies designed to reduce heat loss and gain.

Shade structures such as this pergola can be used on the south and west sides of buildings to reduce heating needs during summer months.

- Passive solar energy design that minimizes energy use should be incorporated into building design. Where practical, encourage the design and/or orientation of buildings to minimize or maximize solar gain based on time of day and local climatic needs. Windows facing south and west should also be designed to reduce the cooling and heating load, while maintaining the architectural integrity and design quality of the structure.
- Buildings should be designed to take advantage of cooling by prevailing winds.
- Solar lighting is encouraged for parking structures and carports whenever feasible.

Site Design and Landscaping

- Large-canopy shade trees should be incorporated into landscaping whenever possible to shade buildings and paved areas and reduce the heat island effect. Trees located on the south and west sides of buildings are particularly useful in reducing heat gain.

- Walkways, parking lot walkways, and other non-roof hardscape surfaces shall be subject to a minimum of 50% shading after 15 years, to be provided by landscaping or shade structures.
- Walkways, parking lots, and other non-roof hardscape surfaces should incorporate high-reflectivity materials to the greatest extent possible to minimize heat absorption. Paving materials in drive aisles must meet County standards for emergency access vehicles.

The use of shade trees and highly reflective paving can help to reduce heat gain in office parking areas.

- Compact, energy efficient lighting that meets all relevant required safety standards set by the Illuminating Engineering Society of North America (IESNA) should be incorporated into landscaping, streets, and parking areas whenever possible. Compact, energy efficient lighting that also meets all relevant required safety standards set by IESNA should be incorporated into landscaping, streets, and parking areas whenever possible. LED lighting meeting County standards shall be the preferred lighting type.
- Solar-powered lighting is encouraged for landscaping use.

- Lighting of certain areas within the public realm, including specified streets, parking areas, pedestrian pathways, and parks, may be limited to hours of primary use to reduce energy use. Limitations on lighting will be coordinated with safety requirements to protect persons and property.

- Water efficient irrigation systems shall be installed, which may include such features as night irrigation scheduling, use of drip irrigation for trees and large shrubs, and drip or microsprinklers for groundcover areas.

- Irrigation systems shall be designed and calibrated to prevent overspray and runoff.

6.3 COMMERCIAL/RETAIL AND OFFICE IN THE MARKET DISTRICT

Commercial/retail and office uses in the Market District are region- and neighborhood-serving, and will accommodate a relatively more auto-oriented shopping environment.

The following Market District design guidelines are intended to be supplemental to the guidelines just defined for the Transit and Central Districts. The Market District design guidelines address the following topics:

- Building orientation and form
- Parking
- Lighting
- Signage
- Gasoline stations

6.3.1 *Building Orientation and Form*

The Market District will include large-format commercial/retail structures, as well as buildings located along major thoroughfares such as Easton Valley Parkway. To avoid long expanses of blank walls and articulate the facade, the design of these buildings should include one or more of the following:

  - windows, entries, and other openings placed along major streets and thoroughfares;
  - varied roof heights and setbacks, as well as building materials, colors, and architectural elements;
  - moldings, building lines (seams), and setbacks used to accentuate various floors or levels;
  - facade surfaces defined by columns and pilasters;
  - a building defined at the pedestrian level by high-quality materials that visually anchor the building to the ground plane; and
  - covered walkways and detailed entry treatments.

- Buildings should be oriented close to the public right-of-way along Hazel Avenue, Easton Valley Parkway, or Aerojet Road, or to an internal parking court (or both, as relevant) with detailed elevations along the pedestrian rights-of-way. Parking should be located toward the interior of parcels M1, M2, and M3.

Creative use of architectural elements is encouraged to avoid uniformity and contribute to a sense of local character.

The facade of this large-format retail building has been broken down into smaller parts with horizontal bands, changes in color and materials, and decorative elements such as awnings.

- Buildings should be clustered to create a concentrated outdoor shopping environment.
- Buildings should be sited to create outdoor public spaces with pedestrian access and amenities.
- Commercial frontages adjoining a public street should provide a transparent facade area along the street consisting of such features as windows, entries, and storefront displays (see Chapter 5, "Development Standards," for more detail).
- Individual tenant spaces in commercial centers should be easily identifiable. A number of architectural techniques can be used to achieve this objective:
  - columns, piers, or pilasters placed between building bays;
  - varied building facades, with recessed entrances, creating niches for landscaping and pedestrians;
  - arcades and roof overhangs; and
  - a change in building or roof heights between tenants.

Roof heights, materials, and color can be varied to identify tenants and articulate the facade.

Buildings can be located to create an inviting public realm with water features, landscaping, and pedestrian amenities.

Pedestrian walkways adjacent to parking areas should be designed to give the appearance of sidewalks adjacent to a public street.

6.3.2 Parking and Circulation

- Clearly marked pedestrian walkways should link public spaces and commercial and office buildings with nearby transit facilities.
- Parking lots should be designed with clear visible access ways to major building entries. The pedestrian walkway should be centrally and conveniently located within the parking lot, landscaped with shade trees, and should include other landscaping and pedestrian amenities.
- Parking along building frontages for short-term retail users is encouraged.
- Where feasible, large surface parking lots should be located away from primary street frontages with pedestrian walkways.
- Dispersion of parking into smaller units is encouraged.
- Parking lots must contain landscaped areas with large shade trees in sufficient size and spacing to provide shade to surrounding parking spaces.
- Collection and channelization of stormwater runoff based on low impact development (LID) principles is encouraged.
- A landscape buffer strip should be located between parking areas and public sidewalks.
- Shared parking arrangements and driveway access between adjoining commercial and office projects are encouraged to avoid excessive parking. (See Chapter 5, "Development Standards," for specific parking requirements.)

Pedestrian routes within parking lots should be clearly defined by pavement and landscaping.

Limited parking may be located at the front of retail stores for convenient short-term access.

A landscape buffer strip should separate pedestrian walkways from parking areas.

6.3.3 Lighting

Lighting fixtures should complement and enhance the architectural style of buildings and contribute to the safety and security of commercial centers.

- All light fixtures should be made of high-quality materials, and be attractive and consistent with building design.
- Sufficient lighting shall be provided to ensure safe vehicular and pedestrian orientation and the security of persons, property, and vehicles during low-light periods.
- Lighting along roadways and within parking lots shall include high-intensity discharge lighting. Lighting along roadways shall meet the requirements of the County Department of Transportation.
- Lighting shall be sufficient to provide an illumination level of 0.25 to 0.50 foot-candle, maintained at ground level for general site lighting, and a minimum 0.50 foot-candle for illumination of entry intersections.
- Lighting fixtures shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.
- Lighting should be selected as part of the overall building and landscape theme. Distinctive accent lighting may be used on buildings to highlight individual tenants, and creative lighting fixture design is encouraged.
- Specialized lighting is appropriate for entries, building towers, public art, water features, and other unique architectural elements.
- Hoods or other design elements should be incorporated into lighting fixtures to avoid light spillover and promote dark sky standards.
- Lighting fixtures should include photocell control to reduce energy usage, where practical.

Pedestrian wayfinding, sandwich boards, and signage on awnings are among the many appropriate types of signage. Signage can also be combined with lighting, as in the photo above.

6.3.4 Signage

Attractive, well-proportioned, and carefully located signs can enhance individual buildings as well as the overall character of the Market District.

- Signs should be simple and easily readable, and should not contribute to visual clutter.
- Signs should be in scale with the buildings and surrounding pedestrian environment.
- A coherent signage program compatible with the overall theme and character of development should be established for the Market District. Unique identification signs that are also consistent with the overall signage program are encouraged.
- Signage should be used for orientation and wayfinding, as well as branding and identification.

Signage should be in scale with nearby buildings and promote a pedestrian-scaled environment.

6.3.5 Gasoline Service Stations

Gasoline service stations should be consistent with the architectural character of adjacent land uses. Gasoline service stations may include one or more of the following components: the primary structure; canopy and pump island; service bays; and car wash and other ancillary uses. Appropriate design of these components is addressed in the following guidelines.

- The primary building, canopy, pump islands, and any ancillary uses should have the same building height, setbacks, and building orientation as other nearby structures.
- All sides of the primary building, canopy, pump island, and ancillary uses should use a consistent architectural style, materials, color, and detailing that complements adjacent buildings.
- Building orientation and architectural design features should minimize solar heat gain and glare.
- Drive-through elements should be architecturally integrated into the building rather than appearing to be applied or "stuck on" to the building.
- Transparent windows and doors should be used on the primary buildings to ensure visibility between the store, the pump islands, and surrounding streets.
- Integration of the pump island canopy to building and site walls is desirable. Multiple canopies or canopies that express differing architectural masses are encouraged.
- The color of the various components of the pump island, including dispensers, bollards, and all appurtenances, should be muted.
- Gas tank vents should be an integral part of the building design in terms of form, color, and texture.
- Auto repair bay and car-wash openings should be oriented away from public view.
- Exterior lighting design must consider background lighting levels, lighting from other sources, and characteristics of adjacent uses.
- Lighting should conform to illumination guidelines and uniformity ratios established by the Illuminating Engineering Society of North American (IESNA) that avoid competing light levels and maintain balanced light levels on-site and between adjacent properties. Light trespass beyond property lines must be minimized.
- Signage design should respect the building's character, as well as signage used on adjacent buildings. A consistent signage program for all commercial/retail buildings is required.
- Signage at pump islands should be limited to company name and logo. Safety, operational, and product labeling signs are also allowed, but should be scaled to be seen by the immediate user only.
- Noise-generating areas, including auto service bays, car wash openings, vacuum stations, outdoor loading areas, and service and trash areas, must be located away from, screened, and buffered from adjacent uses and the primary public street.

All elements of this service station, including the mini-mart (photo right) and car wash (photo left), have been given a consistent design treatment.

6.4 RESIDENTIAL

Residential neighborhoods in Easton Place should reflect the urban character of the community, with buildings designed to promote an active relationship with the street though site design, building orientation, entries, window placement, and semi-private open spaces. When well-designed, these features encourage activity along the street sides of residential buildings, thereby increasing security and promoting a more desirable public realm.

Residential development should identify privately owned spaces with landscaping, building edges, and in some cases, walls or fencing, while also ensuring that these spaces are visible and easily accessible from public streets. Common open spaces may be located toward the interior of residential developments to encourage safety, particularly for small children; however, these open space areas should also be accessible from the street via pedestrian walkways.

High-density residential buildings are typically larger and more massive than other residential building types. Steps should be taken to reduce the appearance of mass of these buildings as seen from public streets.

6.4.1 Site Design and Building Orientation

This section supplements Section 3.6, "Building Orientation," which notes that residential development should define the street edge along public streets with building walls and landscaping. Residential development in the Easton Place context should also incorporate the following aspects.

- Residential buildings fronting onto a public street should create a "streetwall" of adjoining units or buildings at the back of the allowable setback (see individual prototypes in Chapter 5, "Development Standards").
- Internal pedestrian circulation routes should link residential buildings with adjacent streets and nearby transit facilities.

Residential buildings should create a "streetwall" at the back of the allowable setback.

- The streetside facade of residential buildings should be defined by ground-floor entries and windows overlooking the street from active living spaces. Buildings shall not include unbroken expanses of blank walls.
- Provided that the streetside facade of each building incorporates openings, building orientation on the site may vary, depending on the residential prototype used.

PHOTO COURTESY OF DESIGNLENS

Residential buildings should incorporate ground-floor entries with direct access to the public street.

6.4.2 Building Form and Massing

Because the facade of high-density residential buildings may appear massive from the street, particular care should be taken to incorporate articulation. (This topic has also been addressed in Section 3.7, "Building Massing.") The following alternatives suggest how this might be achieved:

- Porches or other entry features
- Balconies and other private open spaces integral to the architectural design of the building
- Protruding or recessed facade surfaces to create varied setbacks
- Dormers, overhangs, and varying roof height and pitch that add interest to the roofline
- Horizontal elements such as cornices, window lintels, or horizontal bands
- Variation in window design, such as bow, bay, or custom windows
- A minimum of two complementary colors on each elevation
- Architectural details such as special trim, window boxes, brackets, trellises, molding, window frames, sills, and lattice work

Taller building heights and forms can be used at corner locations to define the facade and create a visual anchor at intersections.

Varied rooflines and facade setbacks help to reduce mass and articulate large residential buildings.

Multiple colors and architectural elements such as columns, windows, and balconies have been used to reduce the appearance of mass in this high-density residential building.

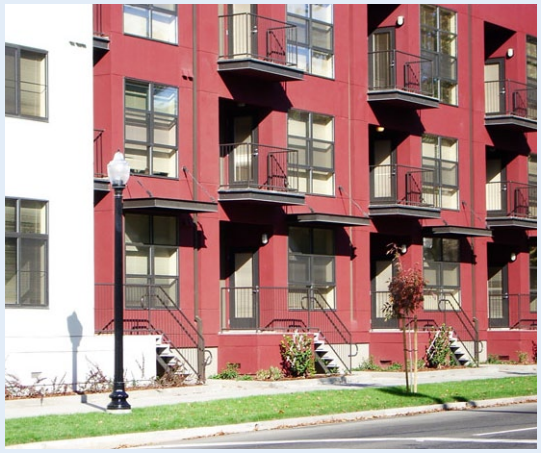
6.4.3 Entry Features and Windows

Entry features and windows define residential buildings by breaking up the facade and adding visual interest. All doors, porches, and windows should be constructed of attractive, durable materials.

- Ground-floor units must include entries with direct access to an adjoining pedestrian walkway.
- Ground-floor entryways must be designed so that doorways are clearly visible from the street.

PHOTO COURTESY OF DESIGNLENS

Ground-floor units must have an entry feature with direct access to a pedestrian walkway.



This building has been designed so that each ground-floor unit has a streetside entry, while upper-story units include private open space overlooking the street.

- Buildings should be designed with active living spaces (such as living rooms and kitchens) facing the street, or other public and common areas, where applicable. Building facades should also include windows and other building openings so that occupants can easily see public streets, common areas, sidewalks, and open space, promoting public safety and security.
- Entryways must be defined by some form of entry feature, such as a porch or stoop, that adds visual interest to the overall building.
- Entryways must have adequate lighting during low-light hours to promote user safety.
- Residential numbering should be affixed on the exterior facade at an appropriate location near the entryway of each unit. Address lettering should be a minimum of 6 inches high and clearly visible from the public street, interior drive alleys, and pedestrian walkways, as appropriate.
- Windows with multiple panes and true divided lights add interest when appropriate to the style of the building.

Architectural detailing can provide interest to even simple entry features, as shown by this doorway and bay window.

6.4.4 Common and Private Open Space

- Common open spaces should ideally foster a sense of community by encouraging residents to access and use them by incorporating seating, shade trees and/or structures, ornamental landscaping, and pedestrian amenities such as trash receptacles.
- Private open space may consist of small yards, porches, or patios located at the entries of ground-floor units. Residents can control and take pride in these areas, which can contribute to the positive appearance of the building on the street side.
- Private open space may also consist of balconies and overhangs above the ground floor. Private open space areas that are designed to overlook common open space areas are encouraged.
- Landscape designs should emphasize native and drought tolerant plants to reduce water requirements.

Private open space can include balconies associated with individual units.

This common open space area offers seating and walkways with pedestrian-scaled lighting.

Common open space in a high-density residential structure can include swimming pools and other recreation facilities.

6.4.5 Common Facilities

- Common facilities must be centrally located and accessible via pedestrian walkways.
- Common facilities should cater to a variety of age groups, as appropriate. For example, tot lots should be surrounded by seating to accommodate adults.
- All common facilities must comply with universal design principles codified in the Americans with Disabilities Act.
- Common mailbox facilities should be conveniently located in a central location.

This mailbox area is located along a pedestrian walkway and includes seating and a trash receptacle.

6.4.6 Parking and Garage Placement

Parking for multi-family units may be structured or surface parking, depending on the prototype selected. Shared parking is encouraged to minimize required parking. (For bicycle parking guidelines, see Section 6.2.5, "Circulation and Parking.")

Surface Parking Lots

- Surface parking lots should be located behind residential units rather than along primary street frontages.
- Surface parking should be broken up into smaller lots dispersed throughout the site.
- Convenient, direct access from designated parking areas to dwellings should be provided. Ideally, residents should be able to see their assigned parking from their unit.
- Parking lots should be landscaped and screened from adjoining uses and public streets.

Garages

- Garages or carports should be clustered throughout the site.
- Garages may be placed within an interior parking court and accessed through a gateway, portico, or courtyard entry.
- Rows of garages around the perimeter of a development should be avoided.
- Tandem parking is encouraged to minimize the number and width of garage doors.

Surface parking should be dispersed in small lots with convenient access from individual units.

Garages may be clustered at the interior of a residential development with access from a shared driveway.

Structured Parking

- Parking structures should be designed to complement architectural features on the primary residential building(s).
- Parking structures should be designed to incorporate passive safety design features. The use of glass for pedestrian stairways and adequate interior lighting are encouraged.
- Entry and exit ramps should be located mid-block or toward service areas rather than facing primary pedestrian streets.
- Pedestrian entry and exit features should be clearly marked and open onto primary pedestrian streets and/or provide access to residential portions of the building.

Automobile access to parking structures should be unobtrusive and minimize obstructions to pedestrian traffic.

6.4.7 Materials, Colors, and Finishes

- Building materials and colors should be complementary and promote a harmonious appearance and style. Frequent changes in materials should be avoided.
- Use of stone and other masonry materials, particularly as accents, creates a more solid and permanent appearance to the building facade and neighborhood.
- The primary building material should be used around all sides of the building. Additional accent materials and details can be used on the streetside façade.
- High-quality, durable, and low-maintenance materials should be used to project a sense of permanence.
- Accent materials should be used to add interest and variety to the building design. Accent materials may include brick, tile, stone, wood, and stucco.
- Roofing materials must provide a minimum Class C fire resistance rating.
- Graffiti resistant materials are highly recommended to maintain the appearance of the urban environment.

Mixed materials, such as brick and wood, add visual interest.

Durable materials should be used for high-density residential and mixed-use structures.

6.4.8 Service Areas and Mechanical Equipment

Service areas, such as trash receptacles and storage, should be easy for residents to access, but screened from view. Mechanical equipment should also be screened from view whenever possible.

Trash/Recycling

- Trash and recycling receptacles should be screened from view by an enclosure made of a durable material such as brick, concrete, or stucco that complements the design of the residential buildings. Landscaping can soften and screen the enclosure.
- Curbs and other impediments should be avoided so that trash and recycling receptacles are easily accessible for removal.
- Trash and recycling enclosures should be located so that noise and odors are not detected by nearby residents.

Storage Areas

- Storage for personal items should be provided in structures that match the design and materials of the primary residential buildings.
- Storage areas should be located so that residents can easily access them from parking areas.

Utilities/Mechanical/Heating/Ventilation and Air Conditioning

- The visibility of roof-mounted satellite dishes should be minimized.
- Mechanical equipment should be included in the design of buildings, where possible, or screened with a solid enclosure and/or landscaping.
- Exterior utility equipment should be placed in low-traffic areas and screened by landscaping.
- Heating, ventilation, and air conditioning units should be placed on the north side of buildings (if not the street side) to shade the units and minimize energy consumption.

Trash receptacles should be screened by landscaping as well as walled enclosures, but must also be accessible to service vehicles.

6.4.9 Fencing, Walls, and Entry Monumentation

- Walls and fencing may be used to distinguish private property from the public realm.
- Walls and fencing should be perceived as an enhancement, not a barrier, and should not obstruct pedestrian access.
- The style, materials, and placement of the fencing should contribute to the overall positive appearance of the public realm.
- High-quality materials, including wood, metal, and stucco-finished walls, are desirable. Combining materials is an attractive way to give visual interest to walls and fencing.
- Graffiti-resistant materials are highly recommended to maintain the appearance of the urban environment.
- Chain-link, concertina, or similar fencing designed to prevent entry may not be used within Easton Place.

Unobtrusive walls constructed of mixed materials help to define private open space in this urban setting.

Fencing should enhance the appearance of residential areas without obstructing pedestrian access.

6.4.10 *Lighting*

- Residential pedestrian lighting should be consistent with the overall lighting program for Easton Place, as well as the lighting standards for individual projects.
- All light fixtures should be made of high-quality materials, attractive, and consistent with building design.
- Sufficient lighting shall be provided to ensure safe vehicular and pedestrian orientation and the security of persons, property, and vehicles during low-light periods.
- Residential lighting fixtures used in the public realm, such as pedestrian scale street lighting, shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.
- The materials, size, color, and design of lighting fixtures should be consistent with the residential neighborhood setting.
- Residential lighting fixtures must conform to dark sky standards, incorporating techniques that direct light downward toward pedestrian walkways. Lighting fixtures should be designed to avoid light spillover onto adjacent properties.
- Lighting fixtures should clearly illuminate entryways.

Pedestrian-scaled residential lighting

- Lighting fixtures should include photocell control to reduce energy usage, where practical.

PHOTO COURTESY OF DESIGNLENS

Example of wall-mounted residential lighting

6.4.11 Residential Addresses

- Residential addresses must be a minimum of 6 inches high and clearly visible from the nearest emergency vehicle right-of-way. Where buildings are served by vehicle access from the rear of the building, the address numbers shall be affixed on the rear of the building.
- Residential addresses must be mounted next to a light source and clearly illuminated by lighting during low-light periods.

6.4.12 Resource-Friendly Building and Site Design

Easton Place will integrate the latest technologies into building and site design to reduce energy use and encourage the preservation of natural resources.

Building Design

- All buildings shall be developed in compliance with the current version of California's Title 24, *Building Energy Efficiency Standards for Residential and Nonresidential Buildings* and any amendments, as administered by Sacramento County.
- The majority (90%) of buildings shall be designed and constructed to achieve a minimum 14% improvement on American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 2009 standards.
- Energy Star certified appliances shall be installed in all residential uses to reduce energy usage.
- All buildings should incorporate locally produced building and landscaping materials, whenever commercially available.
- Interior air quality should be improved by incorporating materials (such as paints and solvents) with low concentrations of volatile organic compounds (VOC) into building construction.
- Low-flow toilets, faucets, and shower heads shall be incorporated into building design to minimize water use.
- Energy Star or equivalent water heating systems will be incorporated based on technologies available at the time of installation and as appropriate to the use.
- Compact energy efficient lighting is encouraged within residential buildings.
- The use of "cool roof" materials is encouraged to reduce energy use and heat transmission.
- Buildings should be designed to incorporate daylighting that includes the use of high-quality, energy efficient glazing as well as any emergent technologies designed to reduce heat loss and gain.
- Passive solar energy design that minimizes energy use should be incorporated into building design. Where practical, encourage the design and/or orientation of buildings to minimize or maximize solar gain based on time of day and local climatic needs. Windows facing south and west should also be designed to reduce the cooling and heating load, while maintaining the architectural integrity and design quality of the structure.
- Buildings should be designed to take advantage of cooling by prevailing winds.
- Wood burning devices shall not be incorporated into residential buildings. Gas or propane fireplaces or stoves may be used in substitution.
- Solar lighting is encouraged for parking structures and carports whenever feasible.
- Garages and parking structures should incorporate tandem parking whenever feasible to reduce the extent of paved driveway areas.

Daylighting should be incorporated into building design whenever possible, as in this office reception area.

Site Design and Landscaping

- Large-canopy shade trees should be incorporated into landscaping whenever possible to shade buildings and paved areas and reduce the heat island effect. Trees located on the south and west sides of buildings are particularly useful in reducing heat gain.

- The use of high-reflectivity paving materials is encouraged for driveways, walkways, and other non-roof hardscape surfaces.

- Driveways, parking lots, walkways, and other non-roof hardscape surfaces shall be subject to a minimum of 50% shading after 15 years, to be provided by landscaping or shade structures.

- Compact, energy efficient lighting that also meets all relevant safety standards as set by the Illuminating Engineering Society of North America (IESNA) should be used in landscaped areas, along streets, and in parking areas whenever possible.

Natural drainage swales and native plants have been incorporated into the landscaping design of this higher density residential development.

- Reduced alley aprons are encouraged to decrease pavement runoff.

- Where residential units are accessed by rear-loaded alleys, trees should be planted at suitable locations, such as in rear yards and adjacent to the drive alleys, to minimize heat gain and improve the appearance of the alley area. LED lighting meeting County standards shall be the preferred lighting type.

- Solar-powered lighting is encouraged for landscaping use.

- Solar heating, efficient recirculation systems, and automatic covers are encouraged, where appropriate, to reduce energy use by pools and spas.

- Water efficient irrigation systems shall be installed, which may include such features as night irrigation scheduling, use of drip irrigation for trees and large shrubs, and drip or microsprinklers for groundcover areas.

- Irrigation systems shall be designed and calibrated to prevent overspray and runoff.

- Lighting of certain areas within the public realm, including specified streets, parking areas, pedestrian pathways, and parks, may be limited to hours of primary use to reduce energy use. Limitations on lighting will be coordinated with safety requirements to protect persons and property.

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Parks and Plazas

7.0 PARKS AND PLAZAS

7.1 AN URBAN PARK SYSTEM

The parks system is designed to complement the highly urban, transit-oriented nature of Easton Place. The centerpiece of the parks system is Easton Square, which will serve as a central gathering place surrounded by civic and commercial/retail uses. Smaller, privately managed mini parks or plazas may be located along the Main Street connecting the Hazel Avenue light rail transit station and Easton Square. A neighborhood park with sports fields and other active recreational amenities will be located in the Market District. Glenborough at Easton, the adjoining borough to the east, has an extensive trail network within the Alder Creek corridor and open space system, and Easton Place will offer access to this trail system via the urban street network and a shared use trail that will parallel Folsom Boulevard.

The parks acreage for Easton Place has been calculated in conjunction with the parks system for Glenborough at Easton. The combined parks acreage for the two communities exceeds the requirements of Title 22, "Land Development," of the County Code, which requires an average dedication of 5.0 acres of improved parkland for every 1,000 new residents.

The overall required park acreage for Easton Place is 17.1 acres. Table 7.1, "Parks Summary," depicts the parks calculation factors used to determine parks acreage in Easton Place. A total of 7.5 acres of park acreage will be provided in Easton Place, while the park acreage deficit of 9.6 acres will be accommodated by additional park acreage in Glenborough at Easton. The Cordova Recreation and Park District is responsible for approval of specific parks programming and amenities.

Figure 7.1, "Parks Concept Plan," shows the location of Easton Square, the neighborhood park, the primary pedestrian streets, and access to the regional trail system. Figure 7.1 also depicts park types and sizes. This chapter should be used in conjunction with Chapter 4, "Circulation," which describes the Main Street and the landscaped corridors along major roadways.

Table 7.1, Parks Summary

Title 22 Park Requirement Analysis				
	Dwelling Units	Description	Title 22 Factor	Required Acreage
	350	Multiple Family/Medium Density	0.0122	4.3
	1,294	High Density Attached	0.0100	12.9
Total	**1,644**w			**17.2***

** 7.5 acres of parks are provided in the Easton Place Land Use Master Plan, with the remaining park requirement provided in Glenborough at Easton. .*

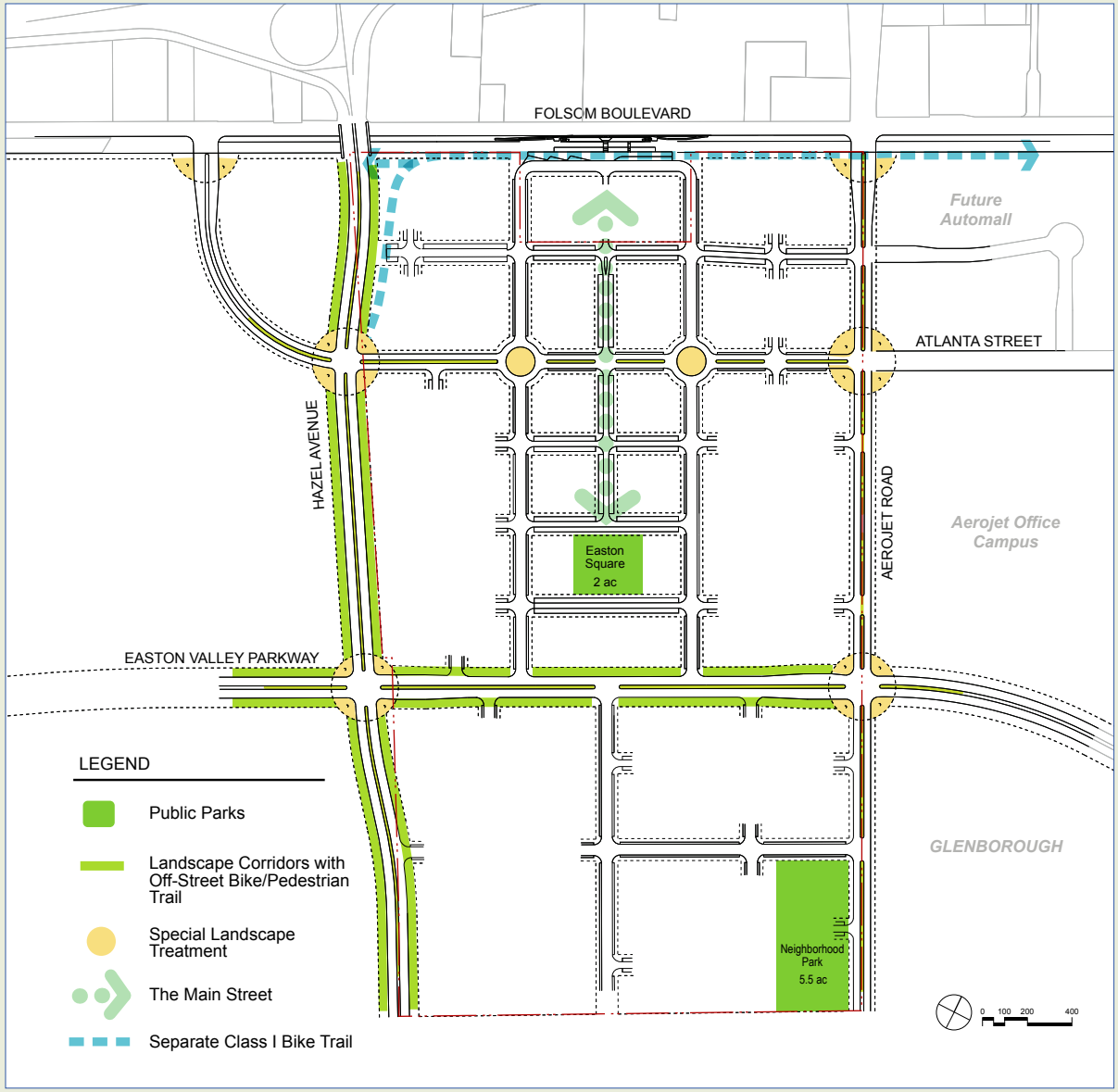

Figure 7.1, Parks Concept Plan

7.2 PARK GOALS

Goal 7.1 Satisfy Title 22 requirements of the Sacramento County Code, which requires approximately 5 acres of improved parkland for every 1,000 new residents, to be calculated in conjunction with the park acreage for Glenborough at Easton.

7.3 PARK POLICIES

7.3.1 General Park Policies

Easton Place park policies are intended to foster the development of an active public realm focused along the Main Street and major urban streets, with active recreation opportunities available in the community's neighborhood park.

Policy 7.1 Recreational Facilities

Recreational facilities required by the Cordova Recreation and Park District will be met on publicly managed park sites in Easton Place and Glenborough at Easton.

Policy 7.2 Parks Plan

Figure 7.1, "Parks Plan," depicts the locations of the various types of parks, landscaped streets, and trail access points. Detailed park designs will be developed at a later date.

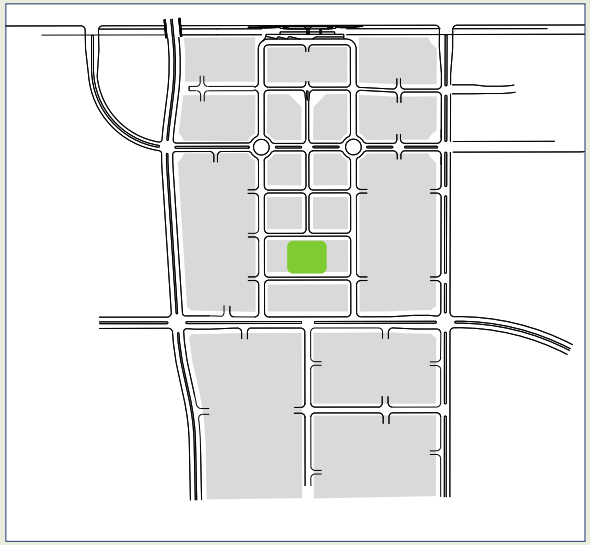

Figure 7.2, Easton Square

7.3.2 Easton Square Policies

The 2-acre Easton Square is located at the core of the Central District where it will be framed by major civic and commercial/retail uses. The Main Street connects Easton Square with the Hazel Avenue light rail transit station and serves as a primary view corridor into the community, with the square as a major destination.

Easton Square is a flexible space that will serve as a community gathering place, with organized events and activities and informal recreational uses such as lunchtime picnicking. Facilities within Easton Square could include an innovative children's playground, a plaza area with a water feature and public art, and a small multi-purpose outdoor shelter.

The following policies should guide the design of Easton Square.

Policy 7.3 Easton Square as Visual Landmark

Easton Square should serve as a visual landmark in the center of Easton Place with visual access from streets leading to the square, particularly along the Main Street.

Policy 7.4 Formal Design

The design of Easton Square should be formal to reflect its significance in the community and to complement the surrounding uses. The key characteristics of this formal design should include a combination of hardscape and ornamental plantings, and a uniform tree pattern.

Policy 7.5 Amenities and Features

Easton Square should include an abundance of seating choices, along with appropriately located drinking fountains, trash receptacles,

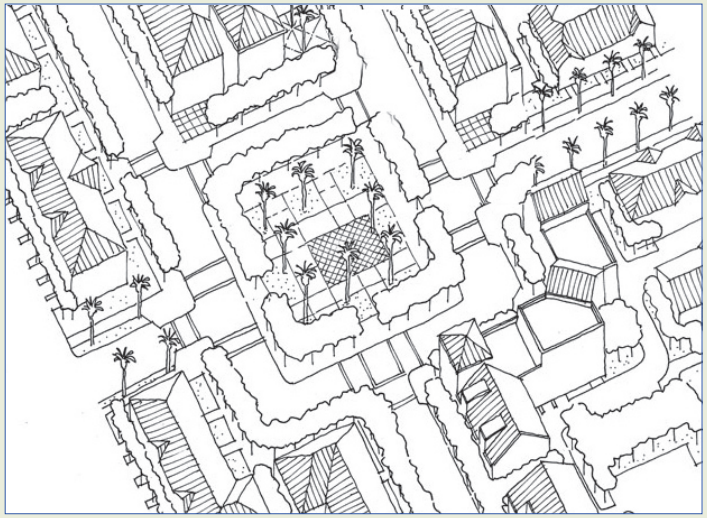

Figure 7.3, Urban Park. Easton Square should be framed by public streets and buildings.

Easton Square should include shaded seating areas. Outdoor eating spaces are encouraged.

lighting, and bike racks. Such elements as a permanent structure for community gatherings, a fountain or water spray area, and public art displays are also recommended. Open-air eating facilities are encouraged.

Policy 7.6 Landscaping

Large-canopy shade trees should be planted at regular intervals near seating areas. Shade trees may be supplemented by smaller ornamental tree species, particularly at the entries and near seating clusters. Entries may also be defined by ornamental plantings that could include annual species used for seasonal color.

Policy 7.7 Adjacent Buildings

Adjacent buildings should front onto Easton Square, providing both a visual and physical connection to the park. This connection can be encouraged through ground-floor activities that are connected to the square either by pedestrian access or through amenities such as sidewalk cafes and restaurants that open onto the square.

Policy 7.8 Information Center

The location and uses of Easton Square make it an ideal place for one or more information boards or kiosks providing information about transit, ridesharing, neighborhood events, and recreational opportunities in the community.

Policy 7.9 Food and Beverage Vendors

Small vendors and/or free-standing establishments are permitted within Easton Square, provided that they do not exceed 2,000 square feet per structure. The size and type of each vendor must be approved by the Easton Architectural Review Committee and the Cordova Recreation and Park District.

Small food and beverage establishments can be incorporated into Easton Square.

Adjacent buildings should front onto Easton Square and offer ground-floor activities and pedestrian connections to the park.

Figure 7.4, Neighborhood Park

7.3.3 Neighborhood Park Policies

A 5.5-acre neighborhood park will be located in the Market District, with the final location to be coordinated with the Cordova Recreation and Park District. The park is designed to complement the uses provided in the 12.9-acre neighborhood park located in Glenborough at Easton on the east side of Aerojet Road, and can serve both the Easton Place and Glenborough at Easton communities.

The Easton Place neighborhood park is designed for active and passive recreational uses. The park may include sports fields and a playground. Trails will connect to the wider Easton regional trail system, including the Alder Creek corridor in Glenborough at Easton.

The following policies should guide the design of the neighborhood park.

Policy 7.10 Park Design

The neighborhood park may be designed in a more naturalistic style than the other parks and plazas in Easton Place to emphasize its recreational uses.

Policy 7.11 Park Access and Visibility

Direct access to neighborhood parks should be provided from the surrounding area through formal entries, easements, and sidewalks. The park should be located adjacent to streets to provide public access and visibility.

Policy 7.12 Precedence of Active Uses

Active use facilities such as sports fields and open turf areas for informal active play shall predominate over facilities supporting passive uses.

Policy 7.13 Landscaping

Large-canopy shade trees should predominate, supplemented by smaller ornamental trees and plantings near entry areas and gathering places (such as picnic areas). Drought-tolerant and native species should be used whenever possible (see Section 4.3.3, "Street Tree Overview and Policies," for a list of preferred trees).

Policy 7.14 Neighborhood Park Amenities

Amenities to be provided shall include seating, shade structures, trash receptacles, bike racks, signage, lighting, and drinking fountains.

Policy 7.15 Parking

On-street parking is allowed, where feasible, and may be supplemented by off-street parking areas. Shared parking with adjacent retail/ commercial uses is encouraged.

Policy 7.16 Adjacent Structures Facing Park Spaces

Where practical, adjacent structures should front onto the park to encourage physical and visual access from surrounding uses and increase safety through visibility.

Playgrounds and other active recreational facilities will be combined with passive uses.

Pedestrian pathways will connect the neighborhood park to the regional trail system.

7.3.4 Privately Managed Parks and Plazas

Easton Place will include a number of small, local parks and plazas that will be privately owned and maintained. These parks and plazas will be associated with individual projects, with locations to be determined at the design phase of the projects. Both parks and plazas contribute to the public realm by serving as gathering places and providing recreational opportunities, and should be visible and accessible from nearby streets.

Parks

Privately managed parks in Easton Place are generally less than 1 acre in size and located within residential neighborhoods, where they provide limited active and passive recreation opportunities for local residents. They can include tot lots, which are play areas for small children; seating and other pedestrian amenities; and landscaping. Small open areas can be used for informal play or pickup sports activities. The following policies should guide the design of these parks.

Policy 7.17 Park Design and Amenities

Privately managed parks should be designed to include seating areas and limited active play for young children. Amenities to be provided shall include benches, shade structures, lighting, and trash receptacles.

Policy 7.18 Access and Visibility

Privately managed parks, especially those including tot lots, shall be open to view from the street for access and security purposes. Adjacent structures should also front onto mini parks to encourage physical and visual access from surrounding uses and increase safety.

Policy 7.19 Landscaping

Depending on the size and design of each privately managed park site, landscaping should include large-canopy and/or ornamental shade trees to provide shade for seating and play areas. Small open play areas and limited ornamental plantings are also encouraged.

Seating and children's play areas should be included in privately managed parks.

Plazas

As an urban, transit-oriented community, Easton Place will include several public plazas of varying sizes that serve as informal gathering and resting places. Plazas should be located along major pedestrian routes and as part of the office/ commercial developments.

Plazas should be designed to support and complement, not compete with, Easton Square and the Hazel Avenue light rail transit station, which are the two primary destinations along the Main Street. Plazas are typically associated with commercial/ retail or office projects and maintained by the relevant property owners/managers. They should be accessible to the public and designed to contribute to the public realm, with large-canopy shade trees, seating, public art, and other pedestrian amenities. The availability of food services, such as adjacent restaurants with café seating or small vendors operating within the plaza, contributes to active, engaging plazas.

The following policies should guide the design of plazas in Easton Place.

Policy 7.20 Amenities

Extensive and varied seating shall be installed in all plazas. Seating types could consist of seatwalls; movable seating (e.g., lightweight chairs); stationary seating (e.g., benches); and/or landscape elements. Water features serve as natural gathering places and may be incorporated as appropriate. Public art is encouraged, as it contributes to community identity and serves to enliven public areas.

Policy 7.21 Access and Visibility

Plazas should be visible from and open onto a major pedestrian street to promote safe, active use. Plazas must be open and accessible for public use during daylight and regular business hours. It is desirable to locate plazas near building entries, when feasible. Plazas that are accessible to the public during the evening should be well lit during low-light periods.

Policy 7.22 Shade Trees and Structures

Trees and shade structures should be provided in pedestrian areas. Trees should be selected for sufficient canopy size and density to offer meaningful shade to pedestrians while not impairing the visibility of adjacent tenant storefronts and signage. Likewise, shade structures should not be merely decorative, but should be designed to offer shade to pedestrians. The placement of trees and shade structures should be coordinated with the location of seating areas so that seating is comfortably shaded, as seasonally appropriate.

Urban plazas should be well lit to promote night activities.

Privately managed urban plazas, such as this example, can include benches, decorative landscaping, a water feature, and differing paving treatments.

Policy 7.23 Paving

Large paved areas should be broken into smaller visual surfaces through the use of changes in decorative paving patterns and the inclusion of landscape elements and pedestrian amenities. Large, undifferentiated paved areas should be avoided.

Policy 7.24 Information Centers

Information boards or kiosks providing information about such topics as transit and ridesharing opportunities, neighborhood events, recreational facilities, recycling opportunities, energy efficiency, and community services shall be placed in heavily used areas, including Easton Square and near the Hazel Avenue light rail transit station. Additional information kiosks may also be located in heavily traveled pedestrian areas, such as major plazas.

Public Facilities and Services

8.0 PUBLIC FACILITIES AND SERVICES

This chapter describes the public facilities (schools, and fire and sheriff stations) and services (water, wastewater, and stormwater drainage) that will serve the Easton Place community. The provision of these facilities and services will be coordinated during the phasing and buildout of Easton Place with the nearby boroughs of Westborough at Easton and Glenborough at Easton.

8.1 PUBLIC FACILITIES AND SERVICES GOALS

The policies set forth in this chapter are guided by the following public facilities and services goals.

Goal 8.1 Coordinate the provision of adequate school facilities with the Folsom Cordova Unified School District based on phasing and buildout of Easton Place and other planned Easton boroughs.

Goal 8.2 Provide for adequate emergency resources to serve the community, including the siting of fire and sheriff stations.

Goal 8.3 Coordinate with the City of Folsom and other appropriate water purveyors to ensure the adequate provision of water resources to Easton Place.

Goal 8.4 Design and implement the wastewater system in a manner consistent with the County Sanitation District-1 (CSD-1) and Sacramento Regional County Sanitation District's (SRCSD's) long-term infrastructure master plan for the area.

Goal 8.5 Design and implement the stormwater drainage system to provide adequate facilities that ensure safe stormwater conveyance and detention to promote good water quality.

8.2 PUBLIC FACILITIES

8.2.1 Schools

Easton Place is within the Folsom Cordova Unified School District and all schools will be developed in cooperation with the district.

Elementary school facilities will be provided by schools in Glenborough at Easton. The elementary school closest to Easton Place will be located southeast of the intersection of Easton Valley Parkway and Glenborough Drive.

A middle school serving both the Easton Place and Glenborough at Easton communities will be located in Glenborough at Easton at the southeast corner of the intersection of Easton Valley Parkway and Aerojet Road. An approximately 12.4-acre park will also be located immediately south of the middle school to encourage the potential sharing of sports facilities.

A high school is proposed for Westborough, west of Easton Place and adjacent to Rancho Cordova Parkway, and will likely serve the Easton Place community. The high school is part of a joint middle school/high school site that could serve as an alternative to the middle school in Glenborough at Easton, depending on phasing in the Easton boroughs.

The provision of school facilities will be coordinated with the Folsom Cordova Unified School District.

8.2.2 Fire and Sheriff

The Sacramento Metropolitan Fire District provides fire protection to Easton Place. A fire station will be located in parcel M1 or M2 in the Market District near Easton Valley Parkway, with the exact location to be coordinated with fire district staff.

Sheriff's services will be provided by the Sacramento County Sheriff's Department. A sheriff's station will be located in the Central District near Easton Square.

A fire station will be located in the Market District.

8.2.3 Library

The Sacramento Public Library serves the regional area, including the city and county of Sacramento. A new branch library will be constructed in Easton Place, possibly facing onto Easton Square, which has been proposed as a center for civic and public uses.

8.3 PUBLIC FACILITIES POLICIES

Policy 8.1 Schools

School facility demand, sizing, and location will be coordinated with the Folsom Cordova Unified School District and will be based on the availability of and demand for facilities in adjacent boroughs.

Policy 8.2 Fire Station

The location and parcel size required for a fire station serving Easton Place shall be identified in coordination with the Sacramento Metropolitan Fire District.

Policy 8.3 Sheriff's Substation

A location and parcel size for a sheriff's station shall be identified and developed in coordination with the Sacramento County Sheriff's Department.

Policy 8.4 Library

A location shall be determined and a branch library shall be constructed in coordination with the Sacramento Public Library.

8.4 PUBLIC SERVICES

8.4.1 Water

The demand for potable water in Easton Place is anticipated to be approximately 0.8 million gallons per day (mgd) with an anticipated maximum demand of 1.6 mgd. Water demands are based on the demand factors used in the City of Folsom's *Urban Water Management Plan* (April 2006). To consolidate facilities and services, the water needs of Easton Place will be addressed along with those of Glenborough at Easton.

Easton Place is located within the City of Folsom's water service area. A June 2007 water agreement between Aerojet Corporation and the City of Folsom confirms the City's commitment to provide a potable water supply for the Easton Place and Glenborough at Easton communities. The City of Folsom's water system is divided into seven pressure zones (Zones 1-6 and Nimbus) designed to maintain acceptable water pressure at different elevations throughout the service area. All but the very southeast corner of Easton Place lies within the Nimbus Pressure Zone (up to 180 feet in elevation). The southeast corner of Easton Place lies within Zone 1 (up to 280 feet in elevation).

Existing public water mains currently provide potable water service to Easton Place as part of the existing Aerojet administrative campus on the south side of Folsom Boulevard between Alabama Avenue (Birkmont Drive) and Hazel Avenue. The existing water system is served by a 12-inch water main located in Folsom Boulevard. This main connects to an 18-inch water main that follows Alabama Avenue (future Birkmont Drive) and the entry road to the Latter Day Saints temple. The 18-inch water main is connected to a 1-million-gallon storage tank south of the temple. This pipeline and tank are part of the Nimbus pressure zone system.

The existing facilities are not sized to provide adequate service capacity for existing uses and the proposed buildout of Easton Place and lower portions of Glenborough at Easton. New pipelines are required to provide adequate capacity to meet maximum-day water demands at buildout. New storage tanks will also be required to provide necessary backup supply for fire flows and peak-hour demands. Required facilities include:

- A 20-inch transmission main along Folsom Boulevard extending approximately 9,000 feet between Alabama Avenue (Birkmont Drive) and Blue Ravine Road. This line will connect to an existing 20-inch water line at the intersection of Blue Ravine Road and Folsom Boulevard. The pipeline would be fed from pressure Zone 1.
- A 2- to 3-million-gallon storage tank will be constructed. A booster pump station will be required to boost the pressure of water leaving the tanks to Zone 1 pressures. The adjacent existing 1-million-gallon storage tank will remain in service.

Water distribution pipelines will be constructed in streets within the project area to provide water service for all parcels. These pipelines will be sized to provide adequate supply under peak-demand conditions as well as meeting fire department flow and pressure requirements.

A dual pipe system is planned to be installed adjacent to infrastructure supplying potable water to accommodate the future use of non-potable water for irrigation of all nonresidential areas within the project, including parks, schools, and streetscapes.

8.4.2 Wastewater

Easton Place is located within the CSD-1 sphere of influence, as defined in the CSD-1 *Sewerage Facilities Expansion Master Plan* (CSD-1 Master Plan). CSD-1 is responsible for collector and trunk sewer facilities serving the majority of urbanized Sacramento County. The Sacramento Regional County Sanitation District provides wastewater treatment and interceptor conveyance for flows exceeding 10 mgd. The Aerojet administration area along Folsom Boulevard, between Alabama Street (Birkmont Drive) and Hazel Avenue, is currently within the CSD-1 service area. This area includes approximately 97 acres of Easton Place. The remaining 86 acres of Easton Place must be annexed into the CSD-1 service area to receive sewer service. The existing sewer service area is served by trunk and interceptor pipelines within Folsom Boulevard. It is anticipated that Easton Place will generate approximately 0.7 mgd of wastewater with a peak wet-weather flow of 1.4 mgd. All existing sewer lines on the Aerojet property serving Aerojet facilities are private.

Easton Place is located within the AJA, AJE, and AJD trunk sewer sheds as delineated in the CSD-1 Master Plan. The portion of Shed AJD within Easton Place discharges north to the Folsom East Interceptor within Folsom Boulevard. The ultimate discharge point of Shed AJA and AJE is the Aerojet/Laguna Creek Interceptor. The Aerojet/Laguna Creek Interceptor is anticipated to extend to White Rock Road at the southwest corner of the Aerojet property, approximately 3 miles west of Easton Place. The Aerojet/Laguna Creek Interceptor system is scheduled to be extended to the Aerojet administration campus in approximately 20 years. Approximately 12 acres of sewer shed AJE and 39 acres of sewer shed AJA are within Easton Place. A permanent sewer shed shift to move these portions of sheds AJE and AJA to shed AJD is being processed. This request is necessary due to topography, development timing, and the availability of existing infrastructure.

New sewer infrastructure, consisting of collector sewers and trunk sewers, will be necessary to serve Easton Place. These pipelines will be located within street alignments. Two connections to the Folsom East Interceptor within Folsom Boulevard are anticipated near Aerojet Road and Hazel Avenue.

8.4.3 Stormwater Drainage and Flood Control

The Easton Place project area is tributary to the Buffalo Creek drainage shed. Runoff from this area is conveyed through a series of ditches and culverts within the existing Aerojet administration campus to Buffalo Creek. The section of Buffalo Creek downstream of the Aerojet campus (and extending

to the American River) is an improved trapezoidal channel. The terrain of the project area within the Buffalo Creek drainage shed has been leveled and graded, and is mostly covered by impervious surfaces such as parking lots, roadways, and buildings. This results in a much lower differential between undeveloped and developed flows. However, interim detention will be necessary to keep downstream flows at or below the capacity of existing downstream facilities. Interim facilities will eventually be replaced by permanent facilities as development progresses along Buffalo Creek downstream of Easton Place.

Stormwater quality facilities will be provided in conformance with the City and County of Sacramento's *Guidance Manual for On-site Stormwater Quality Control Measures* (January 2003). A stormwater quality facility will be required to treat runoff to the Buffalo Creek drainage shed. It is anticipated that this basin will be located within the interim detention basin west of Easton Place.

8.4.4 Solid Waste

The County Department of Waste Management and Recycling will provide solid waste collection and disposal services, including recycling and green waste services.

8.4.5 Natural Gas

Natural gas service will be provided by Pacific Gas and Electric Company (PG&E), although residential and small business customers have the option of purchasing natural gas from other local suppliers through PG&E's Core Gas Aggregation Service, with local suppliers available in the Rancho Cordova area.

8.4.6 Electric

Sacramento Municipal Utility District will provide electric service to the project area.

8.4.7 Cable Television, Phone, Network

Comcast provides cable television and network access in the Rancho Cordova area. Phone, network, satellite, and wireless access is provided by SureWest and AT&T, Inc.

8.5 PUBLIC SERVICES POLICIES

8.5.1 Water Policies

Policy 8.5 Ensuring Adequate Water

Water resources shall be identified and the necessary treatment, conveyance, and storage facilities shall be constructed to provide potable water to meet the project's phasing schedule.

8.5.2 Wastewater Policies

Policy 8.6 Annexation

Easton Place shall be annexed into the Sacramento Regional County Sanitation District, as necessary.

Policy 8.7 Sewer Infrastructure

Adequate sewer infrastructure shall be installed to serve the community.

8.5.3 Stormwater Policies

Policy 8.8 Culvert

The necessary stormwater drainage facilities shall be constructed to maintain existing stormwater flows and provide stormwater drainage capacity, detention, and water quality treatment before being discharged downstream into Buffalo Creek.

Policy 8.9 Stormwater Quality Design

Stormwater management shall be consistent with standards and guidelines in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions* (2007) sponsored by the Sacramento Stormwater Quality Partnership.

Policy 8.10 Water Metering

Water conservation programs shall be coordinated with the water purveyor, and may include metering and such incentives as rebates for below average water usage.

8.5.4 Solid Waste, Natural Gas, Electric, Phone, Cable, and Network Policies

Policy 8.11 Provision of Service

Project proponents shall coordinate with local service purveyors to ensure the provision of services during project phasing.

Policy 8.12 Recycling Service

Green waste and recycling receptacles and collection service shall be provided, as available from service providers operating in the community. Storage areas shall be incorporated into site design to accommodate green waste and recycling receptacles.

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Implementation

9.0 IMPLEMENTATION

9.1 OVERVIEW

This chapter summarizes the administrative procedures necessary to implement the proposed land use plan, infrastructure improvements, development standards, and design guidelines outlined in the *Easton Place Land Use Master Plan*. These procedures are intended to ensure that implementation will progress in a comprehensive and coordinated manner that is responsive to changing circumstances and market conditions. The administrative procedures are presented in more detail in the Aerojet Special Planning Area (SPA) Ordinance (see Section 9.2.2, "Aerojet Special Planning Area," below).

9.2 ADMINISTRATION PROCEDURES

9.2.1 Entitlements and Approvals

The following actions are anticipated to take place concurrent with the approval of the *Easton Place Land Use Master Plan*:

- General Plan Amendments to: (1) move the Urban Policy Area boundary to include the *Easton Place Land Use Master Plan* area; (2) amend the Land Use Diagram to reflect the approved plan of development; (3) amend the Transportation Plan to add Easton Valley Parkway, Hazel Avenue, and Aerojet Road as thoroughfares; and (4) amend the Bikeway Master Plan to add on- and off-street bikeways;
- Zoning Ordinance Amendment to amend the Aerojet SPA Ordinance to incorporate portions of the *Easton Place Land Use Master Plan*, including, for example, Development Standards and Design Guidelines;
- Large and Small Lot Tentative Subdivision Maps;
- Affordable Housing Plan;
- Public Facilities Financing Plan;
- Development Agreement; and
- Final Environmental Impact Report (FEIR): The County Board of Supervisors (Board of Supervisors) will certify the FEIR addressing the *Easton Place Land Use Master Plan* and the other entitlements necessary to implement development within the *Easton Place Land Use Master Plan* area.

9.2.2 Aerojet Special Planning Area

The Aerojet Special Planning Area Ordinance (Sacramento County Zoning Code Title V, Chapter 8, Article 3) regulates land use and development of approximately 7,000 acres of the Aerojet property in unincorporated Sacramento County, including the *Easton Place Land Use Master Plan* area. The *Easton Place Land Use Master Plan* area maintains the zoning designation of SPA, as defined by the amended Aerojet SPA Ordinance.

The *Easton Place Land Use Master Plan*, together with the entitlements and approvals referenced above, is intended to govern development of the *Easton Place Land Use Master Plan* area pursuant to the Aerojet SPA Ordinance.

9.2.3 Development Standards and Review

Chapter 5, "Development Standards," of the *Easton Place Land Use Master Plan* shall be adopted into the Aerojet SPA Ordinance, and will serve as the use regulations for the *Easton Place Land Use Master Plan* area. These standards shall govern development, improvements, and construction within the *Easton Place Land Use Master Plan* area.

Development within the *Easton Place Land Use Master Plan* area will be governed by covenants, conditions, and restrictions (CC&Rs) that will, among other functions, provide for the Easton Architectural Review Committee (the EARC). The EARC will review future development proposals within the plan area and will determine the consistency of such proposals with the Development Standards and Design Guidelines.

9.2.4 Subsequent Entitlement Process

Development within Easton Place may be subject to approval of subsequent entitlements by the County following approval of the *Easton Place Land Use Master Plan*. Such entitlements may include, by way of example, tentative subdivision maps, conditional use permits, tree permits, development plan review applications, and building and grading permits. Individual project applications will be reviewed by the EARC and the County to determine consistency with the *Easton Place Land Use Master Plan* and the Aerojet SPA ordinance.

All development plans for residential and nonresidential projects shall be submitted to the EARC, which shall review the submitted proposals and take action based on consistency with the *Easton Place Land Use Master Plan* and conformity

with sound planning principles and quality design. The EARC may, as it deems appropriate in the circumstances, make recommendations to the applicant for revision of the proposed development, or certain aspects of it, to better achieve the goals and intent of the *Easton Place Land Use Master Plan*. The EARC shall forward to the County a recommendation for approval, approval with conditions, or denial regarding each and every application presented to it.

Applications to the County and processing requirements shall be in accordance with the County Zoning Ordinance and other regulations, unless the latter are otherwise modified by the terms and conditions of the *Easton Place Land Use Master Plan* and the Aerojet SPA Ordinance. All subsequent development projects, public improvements, and other activities shall be consistent with the *Easton Place Land Use Master Plan* and, by extension, the Aerojet SPA Ordinance, and all applicable County policies, requirements, and standards. In acting to approve a subsequent project or permit, the County may impose reasonable and necessary conditions to ensure that the project is in compliance with the *Easton Place Land Use Master Plan* and all applicable plans, ordinances, and regulations.

The Planning Director shall be the County administrator responsible for enforcing the regulations, site development standards, and procedures set forth in the *Easton Place Land Use Master Plan*, except as specifically identified and subject to the right of appeal as provided below.

Application Requirements

Applications shall be made in writing on forms provided by the County Planning and Community Development Department, including, as circumstances require for purposes of architectural design review, forms for the benefit of the EARC, and shall be accompanied by such data and information as may be prescribed for that purpose. The applicant will be advised by County staff of any application deficiencies that must be rectified to deem an application complete. If either the applicant or the County decides that an amendment to the *Easton Place Land Use Master Plan* is warranted, pursuant to the criteria set forth in Section 9.2.6, "Substantial Conformity and Amendments," a request to amend the plan may be submitted. Any request for such an amendment must provide adequate justification for the proposed changes. For a discussion of the procedures for filing and processing applications for amendments, refer to Section 9.2.6.

Application Processing

Applications will be analyzed by County staff for consistency with the *Easton Place Land Use Master Plan* and the Aerojet SPA Ordinance, and a development plan review will be performed if necessary. It is anticipated that for most projects this will be a staff-level consistency review. A determination as to the appropriate level of review will be made by the Planning Director based on applicable regulations and the characteristics of the project. Plan consistency will be demonstrated in several ways:

- consistency with policy language (principles, goals, policies, standards, and guidelines);
- consistency with land use designations, roadways, and bike paths;
- consistency with the Development Standards and Design Guidelines as defined in the *Easton Place Land Use Master Plan* and the Aerojet SPA Ordinance;
- consistency with figures and tables; and
- consistency with the Development Agreement, tentative map(s), and other relevant implementation documents.

Consistency is also required with the Mitigation and Monitoring Program identified by the FEIR, infrastructure plans and other implementing documents of the *Easton Place Land Use Master Plan*, and the Public Facilities Financing Plan.

Interpretations

Although every effort has been made to include clear, succinct stipulations in this plan, the necessity of interpreting such provisions in light of specific and unusual cases will occur from time to time. Interpretations are judgments that apply the vision, goals, and intent of the *Easton Place Land Use Master Plan* to specific issues and situations related to land use decisions and development. Interpretations are generally expected to be limited to details where the requirements and guidelines of the *Easton Place Land Use Master Plan* may appear to provide conflicting guidance or are in conflict with the requirements of other agencies.

The County Planning Director shall have the administrative authority to make an interpretation. Decisions by the Planning Director may be appealed to the Project Planning Commission. Decisions by the Project Planning Commission may be subject to appeal to the Board of Supervisors.

9.2.5 Environmental Review

Subsequent Environmental Review

All applications for a development entitlement that are submitted after approval of the *Easton Place Land Use Master Plan* shall be reviewed by the Department of Environmental Review and Assessment for conformity with the plan and for compliance with the California Environmental Quality Act (CEQA). The FEIR, certified concurrent with the approval of the *Easton Place Land Use Master Plan*, shall serve as the base environmental document for subsequent entitlement approvals within the plan area.

The rules governing the extent of any future environmental review are set forth in Section 15183 of the State CEQA Guidelines. Under Section 15183, no additional environmental review is required for projects that are consistent with the zoning for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects that are peculiar to the project or its site.

Mitigation Monitoring

CEQA requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever the approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to EIRs. The Mitigation Monitoring and Reporting Program is intended to satisfy the requirements of CEQA as it relates to the FEIR. This monitoring program is intended to be used by County staff and the project developers to ensure compliance with adopted mitigation measures during project implementation. Monitoring and documentation of the implementation of mitigation measures will be coordinated by County staff according to Chapter 20.02 of the County Code.

9.2.6 Substantial Conformity and Amendments

Implementation of the *Easton Place Land Use Master Plan* is anticipated to occur over several years. It is recognized that dynamic market conditions and changes in circumstances may warrant changes to the *Easton Place Land Use Master Plan*, including, for example:

- changes to the plan elements, such as differences in land use development types assigned to specific parcels;
- changes to capacity requirements;
- changes to the intensity or density of land uses on specific parcels (including public facilities);
- density transfers;
- changes in the boundaries of the plan area; or
- changes in policies.

For the purposes of implementation, changes to the *Easton Place Land Use Master Plan* shall be categorized as either a Determination of Substantial Conformity or a Major Amendment, as described below.

Substantial Conformity

The administrative Determination of Substantial Conformity process is applicable to those proposed changes determined to be consistent with the spirit and intent of the vision, goals, and policies of the *Easton Place Land Use Master Plan*. Determinations of Substantial Conformity shall be made for requests that conform to one or more of the following circumstances:

- amendments to the Development Standards or Design Guidelines that do not significantly change the anticipated physical characteristics, goals, and intent of the *Easton Place Land Use Master Plan*;
- requests for an adjustment that is 10% or less of quantifiable or measurable standards contained in the *Easton Place Land Use Master Plan*, the Development Standards or Design Guidelines, or requests that are not readily quantifiable or measurable or that the Planning Director determines in his or her discretion are minor;
- changes to land use diagram shapes or to the alignment of streets that maintain the general land use pattern or provide a circulation system consistent with the intent and direction of the vision, goals, and policies expressed in the *Easton Place Land Use Master Plan*;
- residential density adjustments or transfers that satisfy the criteria of Section 9.2.7, "Residential Density Adjustment and Transfer," and do not warrant consideration of a Major Amendment;

- changes not expected to significantly increase environmental impacts beyond the levels identified in the certified FEIR, as determined by the Environmental Coordinator; or
- changes not resulting in an increase in the total maximum number of units proposed in the *Easton Place Land Use Master Plan*.

A request for a Determination for Substantial Conformity shall be submitted as a formal written application, as specified by Section 9.2.4, "Subsequent Entitlement Process," above. Applications may be reviewed and acted upon by the Planning Director, upon completion of subsequent environmental review as specified by Section 9.2.5, "Environmental Review," above.

In granting a Determination of Substantial Conformity, the Planning Director may impose conditions to safeguard public health and safety, and to ensure that development so authorized is consistent with the objectives and intent of the *Easton Place Land Use Master Plan*. No review by the Project Planning Commission or Board of Supervisors is required unless the determination of the Planning Director is appealed.

Major Amendments

A Major Amendment is any change proposed to the *Easton Place Land Use Master Plan* that could significantly increase the nature or scope of environmental impacts identified in the certified FEIR or other changes the Planning Director determines do not fall within the criteria for a Determination of Substantial Conformity. A Major Amendment is the appropriate procedure where changes to the *Easton Place Land Use Master Plan* are proposed that meet one or more of the following criteria:

- a new category of land use not expressly identified in the *Easton Place Land Use Master Plan*;
- significant changes to the distribution of land uses inconsistent with the intent and direction of the visions, goals, and policies expressed in the *Easton Place Land Use Master Plan*;
- density adjustments or transfers or other changes affecting land uses that substantially affect the *Easton Place Land Use Master Plan*; or
- changes to the Development Standards and/or Design Guidelines that, if adopted, would substantially change the physical character of the area as envisioned by the plan.

Major Amendments require approval by the Project Planning Commission and the Board of Supervisors.

9.2.7 Residential Density Adjustment and Transfer

Density Adjustments

As tentative subdivision maps and detailed engineering plans are prepared, the actual number of acres, product type, and/or maximum number of units for each land use area may vary from that shown in the Easton Place Land Use Master Plan. These changes in the number of units may result from the final alignment of roadways, drainage areas, easements, and boundaries, reflecting more refined mapping, detailed site surveys, or other detailed site information, or different market conditions. It is the intent of the Easton Place Land Use Master Plan to permit flexibility to adjust the number of residential units allocated to the various residential and mixed use areas.

Density Transfers

To further the intent of providing development flexibility, units assigned to specific properties may be transferred within parcels in Easton Place; between parcels in Easton Place; between parcels in Easton Place and villages in Glenborough at Easton; and between different legal owners, provided that all the following criteria are met:

- The sending and receiving parcels are within the *Easton Place Land Use Master Plan* area or, in the alternative, within the *Easton Place Land Use Master Plan* and *Easton Place Land Use Master Plan* areas.
- The total maximum number of approved units for the entire *Easton Place Land Use Master Plan* does not exceed 1,644.
- The density transfer does not increase or decrease the number of units allocated to any single receiving parcel (or combination of receiving parcels) by more than 30%.
- The transfer of units can be achieved while maintaining consistency with the applicable Development Standards and Design Guidelines.

- The transfer of units will not result in a significant increase in the nature or scope of environmental impacts identified in the certified FEIR.

- The transfer of units will not significantly affect planned infrastructure, roadways, schools, other public facilities, or *Easton Place Land Use Master Plan* area assessment districts.

Process for Density Adjustments and Transfers

To request a density adjustment or transfer, the owner or owners of both the sending and receiving parcels shall submit to the County Planning Director all information needed to determine compliance with the above unit-transfer criteria. This submittal shall include information identifying the affected parcels and designating the number of units being transferred. The applicants shall also provide a revised Table 2.1, "Land Use Summary Table," reflecting the adjusted unit counts and densities, as well as exhibits depicting the sending and receiving parcels and any other information reasonably necessary to understand the proposed transfer and compliance with the criteria identified above. The revised Table 2.1 will allow the Planning Department to track unit allocations.

Density adjustments and transfers that fulfill the above criteria and are consistent with the intent of the *Easton Place Land Use Master Plan* and FEIR shall be processed as a Determination of Substantial Conformity (with CEQA review, as appropriate) and will not require an amendment to the *Easton Place Land Use Master Plan*. If the Planning Director determines that the density adjustment or transfer is not consistent with the above criteria, the density adjustment or transfer shall be denied. This denial may be appealed to the Project Planning Commission. Alternatively, if a request for density adjustment or transfer is determined not to comply with the above criteria, the applicants may request the density adjustment or transfer to be processed as a Major Amendment to the *Easton Place Land Use Master Plan*.

9.2.8 Design Review

The purpose of the design review process is to ensure that the design of buildings constructed in the *Glenborough at Easton Land Use Master Plan* area is of high quality, and to prevent new construction from adversely affecting the desirability of the immediate and nearby areas for residents and businesses. All residential and nonresidential development will be subject to design review consistency with the Development Standards and Design Guidelines established for each land use, as well as for the *Glenborough at Easton Land Use Master Plan* area in general.

Protective Covenants

All Boroughs of Easton within the Sacramento County jurisdiction will be subjected to a Declaration of Covenants, Conditions, and Restrictions ("Covenants") that will be recorded with Sacramento County. The basic purpose of the Covenants is to impose upon all properties mutually beneficial restrictions under a general plan of improvement for the benefit of all property owners within Easton. These Covenants, also establish design guidelines specifically described in the Easton Architecture and Landscape Design Manual herein referred to as the "Design Manual". The Design Manual is a more detailed and specific set of design recommendations that is consistent with the general design guidelines and standards established as part of the Land Use Master Plans (LUMP's), approved by Sacramento County.

The Easton Architectural Review Committee (EARC) shall oversee a design process pursuant to which all improvements made upon such property subject to the Covenants must be reviewed. The design review process is summarized in Figure 9.1, "Easton Architectural Review Committee Approval Process." The design guidelines and the design review process presented in this document apply to initial or redesign construction of all buildings, landscape and site improvements.

Easton Architectural Review Committee Authority

The EARC has the authority to review and approve the design of all improvements made upon the property subject to the Covenants. Specifically, any staking, clearing, grading, excavation, construction, planting, removal of plants, trees or shrubs, exterior additions, material alteration or improvement to any site, structure or building must be reviewed and approved by the EARC prior to commencement of further permits or approvals by Sacramento County or other agencies if required and before work can begin. Such improvements include but are not limited to all permanent as well as temporary buildings, parking structures, accessory structures, parking lots, fencing, signage, lighting, landscaping, communications equipment, mechanical equipment, security cameras, etc.

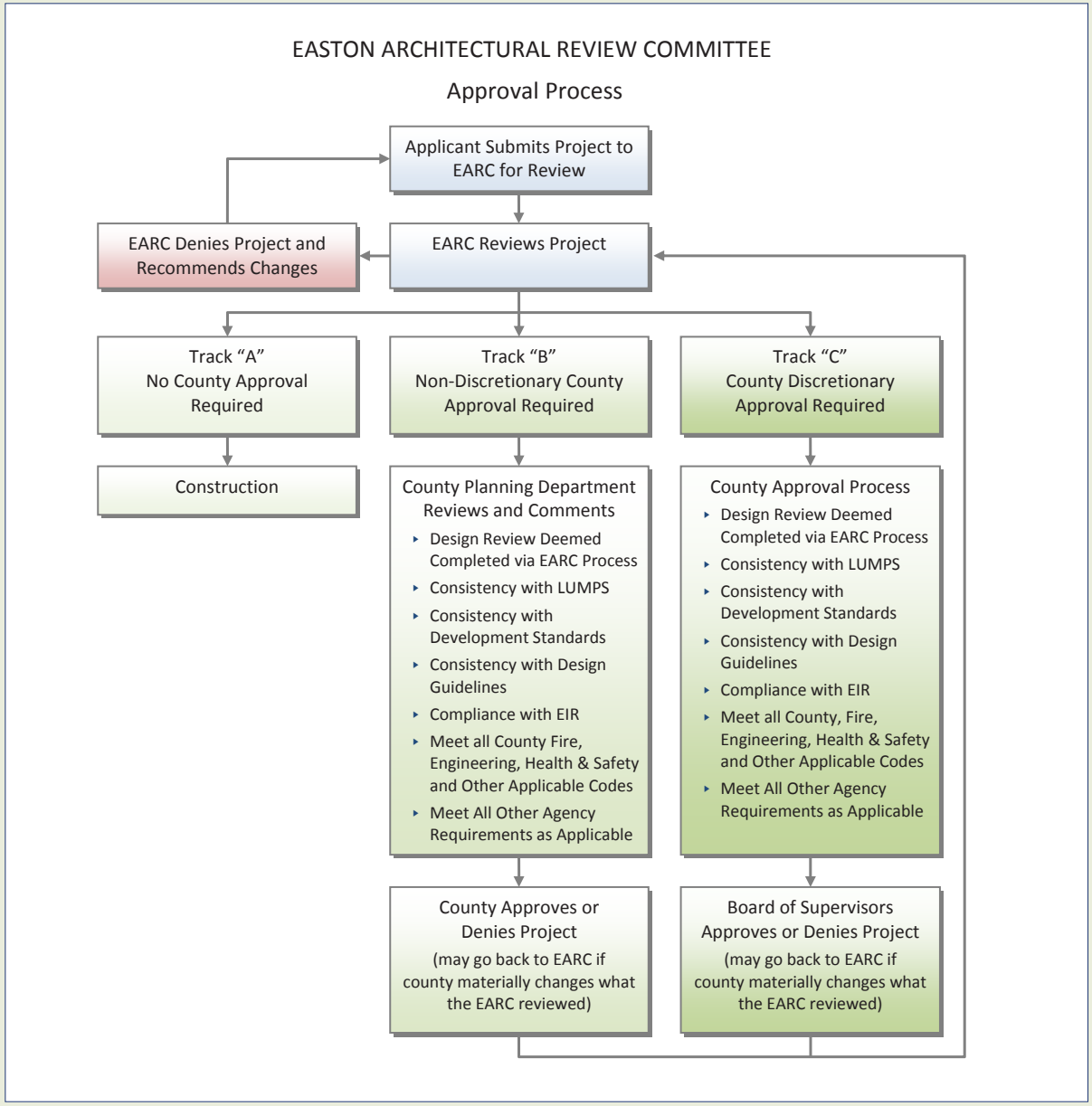

Figure 9.1, Easton Architectural Review Committee Approval Process

The EARC may consider any and all exterior elements of design including size, massing, architectural style, colors, materials, harmony of design with surrounding structures, and other improvements, and other factors that, in the reasonable opinion of the EARC, materially affect the appearance of the improvements and/or the compatibility of the improvements with surrounding structures and other improvements.

The Covenants grant to the EARC the authority to establish design review for the Boroughs of Easton in Sacramento County and to amend the Design Manual from time to time as necessary. It is understood that any changes to the Design Manual must always be consistent with the LUMPS.

Composition

The EARC consists of five voting members who are appointed by the Easton Development Company LLC; and one ex-officio non-voting member appointed by the Sacramento County Planning Director as described below. The five voting members shall consist of one member from the Easton Development Company LLC, an urban designer/planner with AICP credentials, a registered California State Architect with a specialization in commercial design, a registered California State Architect with a specialization in residential design, and a registered Landscape Architect. The Sacramento County Planning Director shall have the discretion to appoint whomever he or she deems acceptable for the non-voting position; and the right to change personnel within the normal term of appointment. An EARC Administrator or secretary to the EARC is responsible for processing applications, providing information to applicants, scheduling meetings and for other similar administrative activities.

Each member shall agree to a two-year term of appointment to the EARC, with the goal of having no more than three members rotating off the Committee in any Calendar year.

Each member will be required to have thorough understanding of the LUMPS as well as mitigations established through an approved Environmental Impact Report (EIR).

The EARC shall meet monthly at a regular time and place. Three members shall constitute a quorum for reviewing and deciding on matters before the EARC. Approval or denial of projects can be determined by a simple majority of the members present.

Procedures

The review process begins when a property owner or applicant ("Applicant") submits an application form with plans, drawings, processing review fee and other relevant information ("Application") to the Administrator for processing. Application forms as well as copies of the Design Manual and LUMPS can be obtained from the Administrator.

The extent and complexity of the proposed work will determine the scope of the information required for review by the EARC, the review fee, and the duration of the process. The Project Submission Checklist lists the information required to be submitted to the EARC. The full list of required information will generally apply to new construction; minor construction may only require submission of a few items as it relates to specific projects such as signs, fences, simple building additions, etc.

Once a complete Application and the required review fee are received, the Administrator will review the submission for completeness. Applications deemed to be incomplete by the Administrator will be returned to the Applicant with an explanation for the action. Complete Applications will be processed by the Administrator and will be scheduled for presentation at the next regular monthly meeting of the EARC. The Applicant will receive confirmation of the date and the time of the EARC meeting in writing at least 3 business days in advance of the meeting subject to completeness of the Application and submittal of processing review fees. The Applicant and or a representative may be asked to present the project to the EARC in person.

At the request of the Applicant and at the discretion of the Administrator and with the concurrence of the EARC, a special meeting may be called to consider an Application.

The EARC may at its discretion, suggest alternative design solutions in connection with any Application. Such suggestions shall not be construed as an approved design solution. Any suggestion made by the EARC is made without warranty or representation of compliance with applicable governmental regulations, codes, or other requirements.

The decision of the EARC and their review comments will be sent to the Applicant by the Administrator within 45 days after submission of the completed Application and generally within 10 days after an EARC meeting. The decision of the EARC will be communicated to the Applicant in writing. If any Application is disapproved, the letter shall include the reasons for disapproval. The Applicant can then restart the process and submit revised plans to the EARC under the same timelines discussed above. Under no circumstances can an applicant attempt to neither bypass the EARC and apply directly to Sacramento County for project approval; nor can an applicant appeal the decision of the EARC to the County. If the project is approved by the EARC, the Applicant does not have to come before the EARC again with the same project submittal; unless, substantive changes are required by Sacramento County that materially affect the scope of the project reviewed by the EARC, then the EARC has the right to require the applicant to resubmit the project with no additional filing fees. All Easton projects that follow the non-discretionary track and discretionary track with Sacramento County require that the decisions on approval or denial be communicated to the Administrator to determine consistency with the decisions of the EARC. The decision of the EARC is final and binding.

As noted in the Land Use Master Plans (LUMPS) for Glenborough and Easton Place (reference section 9.2.8 Design Review) and diagrammed in the accompanying Approval Process diagram, the subsequent County Approval process following review by the EARC may be either no County approval required (Track A); non-discretionary involving a decision by the Planning Director (Track B); or discretionary involving a hearing with the Sacramento County Board of Supervisors (Track C). No County approval required would be items where no building permit is required and the Applicant is in conformance to the Design Manual and LUMPS. Non-discretionary review is limited to those projects seeking a building permit and has

substantial compliance to the LUMPS and related environmental, zoning, and approved entitlements. Discretionary review would involve those projects seeking additional entitlements or changes such as a conditional use permit, variance, special development permit, etc.

Project Submission Checklist

The Project Submission Checklist lists the documents and information generally required to be submitted for review by the EARC in connection with any Application relating to a major project such as new construction, a major addition, a major exterior renovation and redevelopment. An abbreviated list of "Submission Requirements" is provided under each separate Design Guideline for minor or less complicated projects such as signs, storefronts, lighting, communications equipment, etc. The EARC may modify its submission requirements based on the nature and/or scope of the individual Applications. All applications require a completed application form and payment of the appropriate review fee.

Preliminary Review

1. Application Form and Review Fee
2. Drawings and Plans

One set of preliminary drawings providing the following information: Project Boundary and Topographic Survey (at a minimum scale of 1"=50' and a contour interval of no greater than two feet) showing all existing:

a) Roads

b) Easements

c) Structures

d) Tree masses and specimen trees (trees larger than 24" in caliper)

e) Other significant site features

Preliminary Site Plan (at a minimum scale of 1"=50' and a contour interval of no greater than two feet) showing all proposed:

a) Buildings

b) Streets

c) Parking and service areas

d) Sidewalks and pathways

e) Walls and fences

f) Limits of clearing

g) Tree save areas

h) Preliminary grading

i) Utilities and easements

3. Preliminary Architectural Drawings (at a minimum scale of 1/8"=1'-0") showing all typical floor plans, exterior building elevations and materials including any visible roof projections and mechanical equipment.
4. Conceptual Landscape Plan including hardscape areas and types of materials as well as the location, type and size of all plant material.
5. Conceptual Exterior Lighting Plan including the location, type, and wattage of all proposed fixtures.
6. Conceptual Signage Drawings showing the location, size, materials, and appearance of all signs.
7. Specifications and/or Other Descriptive Information including manufacturer's catalogues, cut sheets or photographs, and where applicable, color boards and samples for exterior colors and materials.

The EARC may request 3D drawings such as simulations and animations if the project is large and complex enough to warrant the need for such items, or other graphic displays that directly assist the EARC in understanding the particular project application.

Final Review

A revised set of the Preliminary Drawings noted above.

Accuracy of Information

Applicant submitting plans to the EARC shall be responsible for verification and accuracy of all components of such submission including without limitation, all dimensions, grades, elevations, utility locations and other pertinent features of the construction or improvement.

Amendment and Third Party Benefit

The EARC has the right from time to time to amend or modify the Design Manual and its contents and this EARC Review Process. Neither the EARC nor its agents or representatives, including the Administrator shall be liable for failure to follow the Design Manual or Review Process. Furthermore, the Design Manual and Review Process do not confer any third party benefits or rights upon any entity, person, owner, or Applicant.

Applicant's Representation

The Applicant represents by the act of entering into the design review process with the EARC, that all representatives of the Applicant, including but not limited to the Applicant's architect, engineer, landscape architect, contractors, subcontractors and their agents and employees, shall be made aware by the Applicant of all applicable requirements and shall abide by the design review process and the Covenants with respect to approval of all construction or improvements.

Funding of Sacramento County Non-voting Representation

Participation of the Sacramento County representative will be funded by the Easton Development Company LLC.

Future Land Holder Notification of EARC Process

All future purchasers of land within Easton will be notified of the EARC process and its rules for review of projects. The notification will be clearly established in the granting of the deed for subject property from the Easton Development Company LLC to any third party.

Nondiscretionary Project Review

Nondiscretionary projects are those projects that only require a building permit. These include projects that are consistent with the *Glenborough at Easton Land Use Master Plan* in terms of planned use. Nondiscretionary project review will be carried out by the County's Design Review Administrator, who shall issue findings and recommendations to the Planning Director regarding conformance with the Glenborough at Easton Design Guidelines. Project applicants shall submit appropriate materials to the County and meet with the Design Review Administrator or designee in a preapplication conference prior to submitting an application for a building permit. If the Design Review Administrator finds the project is in compliance with the Glenborough at Easton Development Standards and Design Guidelines by the Design Review Administrator, a building permit will be issued upon submittal of an application. If the Design Review Administrator preliminarily determines that the project does not or may not conform, the Design Review Administrator may request that the project go back to the EARC for futher coordination with the project applicant and review of modifications. Following additional review by the EARC, the Design Review Administrator shall render a conformity determination. In the event of disagreement regarding conformity between the applicant, the Design Review Administrator, or the EARC, the Planning Director shall render a final staff determination. The applicant may revise their permit application or appeal the Planning Director's determination to the Project Planning Commission and, at the applicant's election, to the Board of Supervisors.

Discretionary Project Review

Discretionary projects are those projects that would require one or more entitlements or approvals, such as a conditional use permit, variance, exception, development plan review, special development permit, or public works project approval. Discretionary project applicants shall submit appropriate materials to the County and meet with the Planning Director or his or her designee in a preapplication conference and context review prior to submitting an application for subsequent entitlements. After the preapplication meeting, the applicant will submit their application to the Planning Department for review by the Design Review Administrator to determine whether the project is in conformance with the Glenborough at Easton Development Standards and Design Guidelines. Upon conclusion of review, the Design Review Administrator shall issue findings and recommendations to the appropriate hearing body for the application in question.

Appendix

DEFINITIONS

Affordable Housing Income Levels

The U.S. Department of Housing and Urban Development (HUD) defines median income levels by state, county, and metropolitan area, as the basis for determining low, very low, and extremely low income levels. In general, these income levels are defined as follows:

Low Income

Based on a four-person income limit equal to 80% of the estimated median family income for the area.

Very Low Income

Based on a four-person income limit equal to 50% of the estimated median family income for the area.

Extremely Low Income

Based on a four-person income limit equal to 30% of the estimated median family income for the area.

Bicycle Parking

Class I, Long-Term Bicycle Parking

Class I, long-term bicycle parking is intended to provide secure facilities for more than 2 hours for employees, residents, or visitors. These facilities may be one of the following types of long-term bicycle parking:

- a bicycle locker;
- a locked room or fenced, locked area with standard racks that is limited to bicyclists only; or
- a secure area with standard racks that is subject to surveillance by video monitor or within the direct view of a security guard.

Class II, Short-Term Bicycle Parking

Class II, short-term parking is intended to provide secure facilities for 2 hours or less for customers, visitors, messengers, or service personnel. Short-term bicycle parking facilities must include:

- a secure rack that allows the user to lock the bicycle and wheels to the rack with a high-security, U-shaped lock. The hitching post (also U-shaped) rack is a preferred design.

Density, Residential

Medium Density Residential (MDR)

15.1-30.0 dwelling units per acre in the *Easton Place Land Use Master Plan*. The *County of Sacramento General Plan* defines Medium Density Residential as 13.0 to 30.0 dwelling units per acre.

High Density Residential (HDR)

30.1-80.0 dwelling units per acre in the *Easton Place Land Use Master Plan*. The County of Sacramento General Plan defines High Density Residential as 31.0 to 50.0 dwelling units per acre.

Height Limit, Measurement of

Chapter 25, Section 130-34 of the County Zoning Code states that building height shall be:

> *...the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:*
>
> *(a) The elevation of the highest adjoining sidewalk or ground surface within a 5-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade of the lot.*
>
> *(b) An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in Section (a) above is more than 10 feet above lowest grade.*
>
> *The height of a stepped or terraced building is the maximum height of any segment of the building.*

Intelligent Transportation System (ITS)

The use of information technology to improve the flow of all types of transportation (e.g., transit, automobile, bicycle, and pedestrian).

Live-End Cul-De-Sac

A cul-de-sac that provides through access to other destinations via an easement at its end.

Lot Calculations

Net Lot Size

Lot size based on the total square footage within defined property lines, inclusive of any easements.

Mixed Use

Vertical Mixed Use

A development incorporating two or more distinct land uses (e.g., retail and residential) in which the uses are vertically stacked. Vertical mixed use developments typically have a ground-floor use with other uses above.

Horizontal Mixed Use

A development incorporating two or more distinct land uses (e.g., commercial, office, and residential) in which the uses are functionally integrated within the same site plan, but occupy separate building pads.

Queue Jump

The use of ITS technology (see above) to permit buses to achieve a signal advantage at signalized intersections.

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