Background

A set of changes to State statutes related to Accessory Dwelling Units (also known as ADUs, granny units, or secondary units) took effect January 1, 2020, and limit the ability of local jurisdictions to regulate ADUs. Specifically, any local regulations that include more restrictive standards than the State statutes are null and void.

To comply with the new State statutes, the Sacramento County Board of Supervisors adopted a Zoning Ordinance Amendment on December 16, 2020 that updated general ADU standards to match those of the State statute. Clarifying language was also added to Chapter One of the Sacramento County Zoning Code, specifying that State ADU regulations override all more restrictive regulations within areas governed by Special Planning Area (SPA) and Neighborhood Preservation Area (NPA) Ordinances.

1.7.3.A. Controlling Ordinance [AMENDED 1-15-2021]

1. Where the provisions of this Code differ from the provisions established within an area controlled by a project-specific zoning ordinance, the regulations of the project- specific zoning ordinance shall control, except as specified in 1.7.3.A.2.
2. Language of this Code shall supersede any more restrictive language within Titles IV, V, and VI regarding Accessory Dwelling Units or Junior Accessory Dwelling Units.

Applicable ADU Standards

This memo is to inform property owners and any other interested parties that the regulations found in this SPA or NPA document related to ADUs, if more restrictive than the State statute, shall be void. Further, the standards found in the Sacramento County Zoning Code, Sections 3.2.5, 3.9.3.D, and 5.4.5.B are to be utilized for determining zoning compliance.

Approved January 28, 2021

Leighann Moffitt, Planning Director
Office of Planning and Environmental Review





Glenborough at Easton

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.

SZC-2009-0001

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Vision Statement

1.0 VISION STATEMENT

1.1 Overview and Principles

The *Glenborough at Easton Land Use Master Plan* identifies the principles, goals, policies, and standards that will define the development of the Glenborough at Easton master-planned community (Glenborough at Easton). The community design for Glenborough at Easton transforms a site that has been subject to mining and industrial uses into a mixed use community providing a balanced variety of land uses, transportation options, employment opportunities, housing diversity, and pedestrian-friendly amenities.

Located in eastern Sacramento County, the approximately 1,208.3-acre Glenborough at Easton site is just south of U.S. Highway 50 (U.S. 50). Prairie City Road forms the eastern boundary and the Aerojet operations facilities are to the south (see Figure 1.1, "Regional Map"). The Glenborough at Easton community is designed as a borough within the larger Easton project (see Figure 1.2, "Easton Boroughs"). Glenborough at Easton has been designed to share some facilities and features, such as affordable housing, parks, and public services, with an adjacent higher density mixed use borough, Easton Place, on its western boundary.

Glenborough at Easton includes a comprehensive open space and parks system and trail network that serves as the central feature of the community (see Figure 1.3, "Land Use Plan"). The 2.6-mile, 270.2-acre Alder Creek corridor bordering U.S. 50 offers habitat for many riparian plant and animal species, as well as wildlife and trail connections to the American River Parkway system. Glenborough at Easton also includes a variety of neighborhood parks that provide opportunities for active and passive recreational uses and are connected by tree-lined streets, bike paths, and trails. Open space corridors extend into local neighborhoods connecting

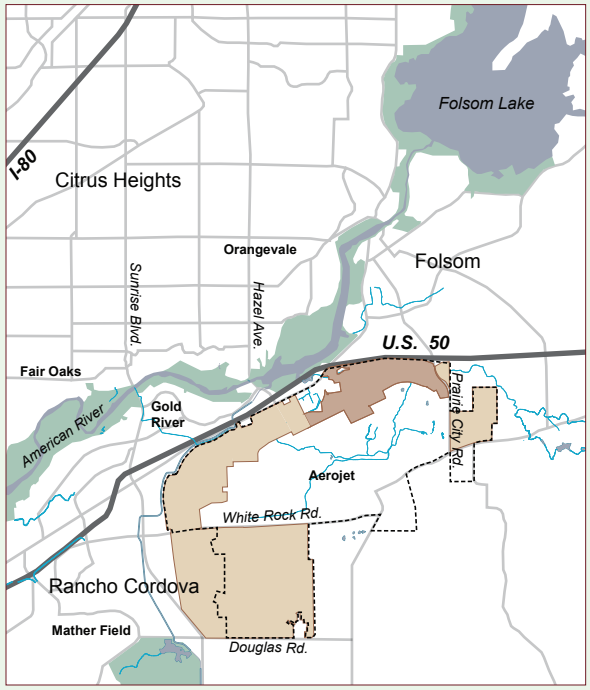

Figure 1.1, Regional Map

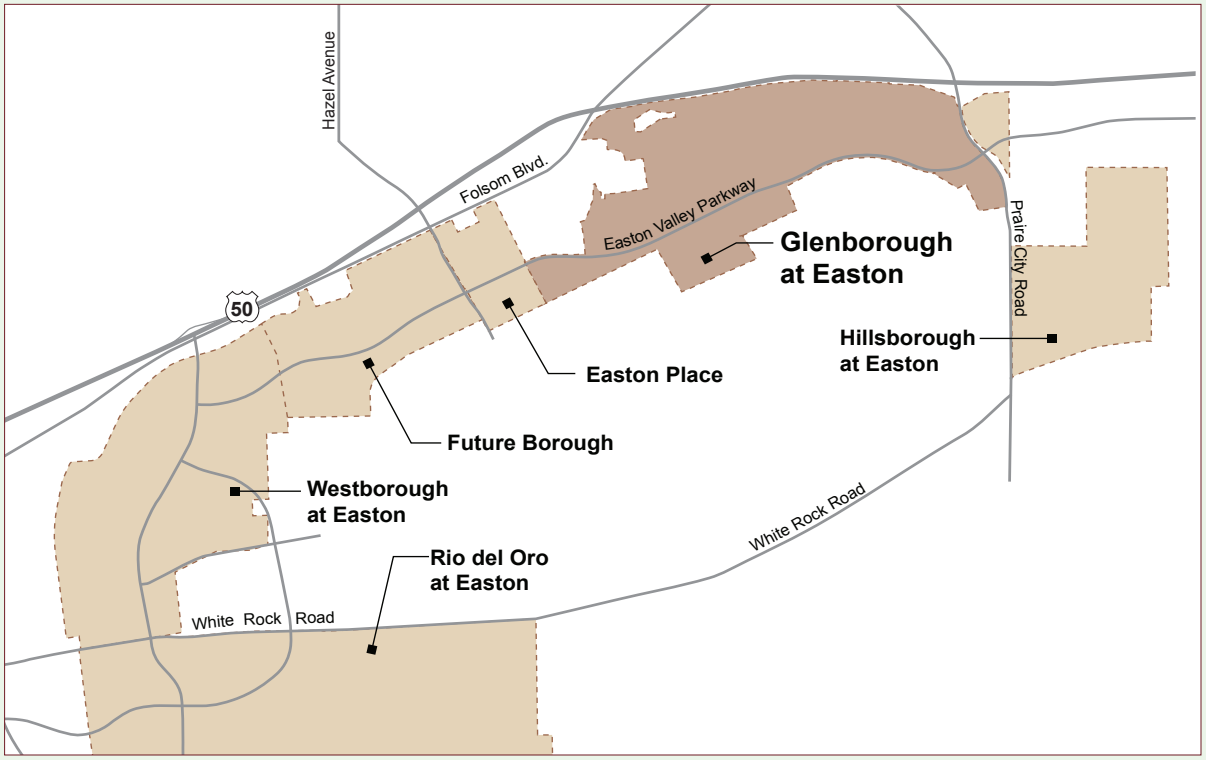

Figure 1.2, Easton Boroughs

Figure 1.3, Land Use Plan

residential areas and nearby parks with the Alder Creek corridor via bike and pedestrian trails. The approximately 25.6-acre region-serving Community Resource Area will also be preserved as a natural area enhanced with trails and public facilities, including a nature center available to schools and groups throughout the county.

Glenborough at Easton helps to address the region's future employment and housing needs in an innovative and contemporary way, while also applying the best of traditional urban planning principles. Employment opportunities will be available at two office parks adjacent to U.S. 50, and will be accessible from regional light rail, conventional roadways, and the trails network in the Alder Creek corridor.

Residential neighborhoods present a range of housing alternatives, from single-family homes to higher density products located in mixed use areas with retail/commercial, residential, and public uses.

Glenborough at Easton's community design has been based on the following principles, which are 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.*

Principle 1: Build on Existing Assets

Because Glenborough at Easton was once an active gold mining area and was dredged extensively, the project area is disturbed land and not considered a "greenfield." Glenborough at Easton concentrates development on those areas that were subject to mining, while preserving areas with valuable natural resources. Glenborough at Easton also incorporates utility systems serving existing industrial and office users into the new community's public service system.

Important existing natural features such as Alder Creek will be preserved.

Principle 2: Protect and Enhance Natural Resources

Approximately 42% of the project area is parks, open space, and parkways. The Alder Creek corridor is the primary open space feature, with trails connecting the corridor to adjoining neighborhoods and nearby parks. Alder Creek, located predominately between Prairie City Road and Glenborough Drive, will be preserved and enhanced with an improved trail system. Linear open space "fingers" extending from the Alder Creek corridor into Glenborough at Easton protect additional habitat, including existing oak woodlands. A distinctive blue oak grove located in the western portion of Glenborough at Easton will also be preserved as part of this open space system. All open space areas provide pedestrian and bicycle access to nearby residential and commercial areas, and schools, parks, and other civic amenities.

Disturbed areas with mine tailings will be redeveloped.

Principle 3: Create Housing Diversity

Glenborough at Easton includes a wide array of housing choices to meet the needs of a range of household incomes. The options include single-family detached units, townhomes, innovative small-lot attached and detached products, apartments, and condominiums. Higher density residential units, including affordable housing units, have been concentrated near shopping, schools, and civic uses near major activity nodes to facilitate access, encourage walking and bicycle use, and promote automobile trip reduction.

A variety of housing products will be provided in a range of residential densities.

Villages J and K include residential, commercial, recreation, and civic uses. Village J could include a small shopping street with office or residential over ground floor commercial/retail.

Principle 4: Encourage Mixed Use Development

Glenborough at Easton promotes livable neighborhoods by locating housing near jobs, shopping, and recreation opportunities. Jobs and shopping will be located at major nodes and within the adjacent community of Easton Place. Recreation opportunities can be found in the numerous parks and open space areas, as well as the Alder Creek corridor. Villages J and K in particular will offer a concentration of housing, jobs, shopping, and recreation opportunities in close proximity to one another.

Principle 5: Provide Transportation Choices

Glenborough at Easton accommodates the pedestrian and cyclist as well as the automobile. Neighborhoods are served by access to trail connections that facilitate commuting to work or travel to other destinations. Wider streets such as Easton Valley Parkway and Glenborough Drive include on-street bike lanes and separated paths for pedestrians and cyclists. Easton Valley Parkway, the main east-west link through Glenborough at Easton, is designed to relieve congestion on U.S. 50. Easton Valley Parkway will provide access to bus transit with connections to the Hazel Avenue light rail transit station at the northern perimeter of Easton Place.

Extensive bicycle/pedestrian trails will connect parks and open spaces with neighborhoods and commercial areas.

Glenborough at Easton will support a vibrant, pedestrian-oriented public realm.

Principle 6: Build a Pedestrian-Friendly Community

Glenborough at Easton offers residents opportunities to live within walking distance of jobs, shopping, transportation options, and recreation. The streets and sidewalks are designed for pedestrian comfort and safety, with the inclusion of separated sidewalks, grade-separated pedestrian crossings at key locations, and direct connections to schools and other civic places. Trails within the open space areas provide additional pedestrian and bicycle access to local and regional destinations.

Principle 7: Design for Quality

The Glenborough at Easton Design Standards and Design Guidelines set a high standard of quality for the residential neighborhoods, commercial centers, and open spaces. Application of these standards and guidelines is intended to result in a distinctive community identity and a strong sense of place.

Glenborough at Easton's buildings will incorporate high-quality materials and construction techniques.

Principle 8: Incorporate Energy Efficient Design

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

Energy efficient design could include such features as solar roofing tiles, which are combined with conventional roofing in this home.

Land Use Framework

2.0 LAND USE FRAMEWORK

2.1 LAND USE HISTORY AND SETTING

The Glenborough at Easton project site provides excellent opportunities for the development of the community's residential and employment base, while preserving natural features as a regional and community resource. Glenborough at Easton is located on property that was used for mining in the 19th and 20th centuries and rocket testing in the latter half of the 20th century. When Aerojet-General came to Sacramento in the 1950s as a significant player in the emerging field of rocketry, the company established operations on the Natomas Company's abandoned goldfields. The area that is now the Glenborough at Easton project site was used primarily as a buffer area for Aerojet-General operations, with tailing piles left by the earlier gold dredging acting as a natural barrier for rocket motor testing.

These tailing piles consist of cobbles, coarse gravel, and sand, alternating with lower areas of fine, settled sediments known as "slickens." The slickens, and to a lesser extent, the tailings piles, support isolated pockets of mature trees and brush.

The mined areas are interspersed with several prominent natural features that will be preserved and enhanced. These features include a blue oak woodland, Alder Creek and its associated riparian and upland areas, and several other vegetated open space areas that extend north/south through the project site. These open space "fingers" facilitate wildlife movement and pedestrian access.

In addition, a landfill used for office waste during the 1960s and 1970s is located near the center of the project site. Now closed, the landfill is dominated by low-growing grasses and an engineered, concrete-lined drainage system that offers limited habitat values. The landfill will be removed before construction begins.

An example of wildlife typical of the area

This aerial view shows existing Aerojet facilities with the American River in the foreground

Slickens are found in the low areas between mining tailing piles.

Large stands of mature oaks thrive in some undisturbed locations and will be preserved.

2.2 LAND USE PLAN

The *Glenborough at Easton Land Use Master Plan* includes 21 residential neighborhoods, three schools, two office parks, a neighborhood commercial center, and two commercial mixed use centers. Numerous parks, the Alder Creek corridor, the Community Resource Area, oak preserves, and linear open space greenways are included as green spaces serving and linking these uses (see Figure 1.3, "Land Use Plan," on page 3).

The residential villages are configured to preserve key natural resources and provide access to and views of open space areas, as exemplified by Villages A, R1, and R2 located on either side of the blue oak woodland. Each neighborhood will have trails that lead into the woodland to allow for recreational use. Villages C, D, and E front onto a major open space finger that connects Alder Creek to the uplands and Easton Valley Parkway. Similarly, Villages F, G1, G2, and L adjoin large open space corridors.

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Residential neighborhoods will have centrally located neighborhood parks with connections to open space.

Office parks in Villages H and S will provide local employment.

Residential products will range in size from detached, single-family units on approximately 1/3 acre lots in Village C to higher density products in Villages E, G, I, J, K, M, O, P, Q, and R, where attached and detached units will be offered in varying configurations. Villages J and K will allow for creative horizontal and vertical mixed use formats to achieve a more urban setting. The residential land use categories of Low Density Residential (LDR: 1.0-7.0 du/ac), Medium Density Residential (MDR: 7.1-12.0 du/ac), and High Density Residential (HDR: 12.1-25.0 du/ac) used in the various residential villages are generally comparable to the LDR and MDR designations in the *County of Sacramento General Plan*. (See Appendix, "Definitions," for a more detailed comparison of density ranges.)

Office uses are planned for two highly visible sites adjacent to U.S. 50. Village H, with access from Kimball Place, is located across from the Intel campus in the city of Folsom. Village S is centrally located between the Hazel Avenue and Iron Point light rail transit stations, allowing for pedestrian access or shuttle trips.

Villages J and K are planned as mixed use centers that will include residential, commercial, and public facility uses. Village J's proximity to high-density residential and mixed-use neighborhoods and the Community Resource Area make it an ideal location for neighborhood-serving commercial stores and restaurants, with residential units located above or adjacent to those uses. The Glenborough at Easton fire station will be located in Village J near the intersection of Kimball Place and Easton Valley Parkway. Located at the southwest corner of Easton Valley Parkway and Prairie City Road, Village K will include a small, conventional retail center that could include a grocery store, pharmacy, and restaurants, among other potential uses. The retail center in Village K will serve the Glenborough at Easton community,

Villages J and K will be mixed-use areas with commercial, office, residential, and civic uses.

but is not designed to compete with the larger region-serving retail center located in Easton Place to the west.

Three school sites are provided in Glenborough at Easton: two elementary schools and one middle school. These schools will be administered by the Folsom Cordova Unified School District. The elementary school sites are each 10 acres in size, with one located north of Easton Valley Parkway and one to the south. Neighborhood parks are colocated with schools for sharing of sports fields, as appropriate. An approximately 20-acre middle school site is located adjacent to an extension of Aerojet Road and Easton Valley Parkway. The middle school will serve students in Glenborough at Easton and Easton Place.

Eighteen neighborhood parks, totaling 53.0 acres, will meet the recreational needs of Glenborough at Easton. These parks will act as neighborhood focal points that offer passive and active recreational opportunities and access to the larger open space system. Several of the smaller neighborhood parks (less than 1 acre in size) will serve as local gathering places, or will be designed as image parks, with entry monumentation and landscaping to enhance neighborhood identity and aesthetics.

Property north of Village A and adjacent to Glenborough at Easton will continue to be owned by the Church of Jesus Christ of Latter-day Saints, and the City of Folsom will retain a 2-acre parcel within the Alder Creek corridor. Lands west of Aerojet Road to Hazel Avenue are described separately in the *Easton Place Land Use Master Plan.*

Table 2.1, "Land Use Summary Table," depicts the development proposed for Glenborough at Easton in the various land use categories.

Table 2.1, Land Use Summary Table

Land Use	Units	Acreage	Density	Comm/Office Sq. Ft.
Residential				
Low Density Residential (1.0 - 7.0 du/ac)	1,659	378.3	4.4 du/ac	
Medium Density Residential (7.1 - 12.0 du/ac)	627	77.9	8.0 du/ac	
High Density Residential (12.1 - 25.0 du/ac)	466	29.5	15.8 du/ac	
Subtotal	**2,752**	**485.7**		
Commercial/Mixed Use/Office				
Mixed Use				
Village J	224	28.5		72,100
Village K	263	40.6		151,100
Commercial				
Village O3		2.4		20,900
Office				
Villages H		13.5		147,000
Village S		23.6		308,400
Subtotal	**487**	**108.6**		**699,500**
Parks				
Neighborhood Parks		**53.0**		
Open Space				
Alder Creek Open Space Corridor		270.2		
Open Space		121.0		
Community Resource Area		25.6		
Subtotal		**416.8**		
Public/Quasi-Public				
Schools		**40.2**		
Roadways\Parkways				
Roadways		60.5		
Parkways		43.5		
Subtotal		**104.0**		
GRAND TOTAL	**3,239**	**1,208.3**		**699,500**

2.3 LAND USE PLAN GOALS

2.3.1 General Land Use Goals

Goal 2.1 Develop an urban pattern for Glenborough at Easton 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 land use mix that is complementary to the higher land use densities and intensities in Easton Place.

Goal 2.3 Organize the land use types and development patterns to protect the existing natural features of the property, including sensitive habitat areas.

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

Goal 2.5 Provide a seamless, multi-modal transportation system with connections to adjacent communities via Easton Valley Parkway and other connecting roadways, and multi-use trails in the Alder Creek corridor and open space areas.

2.3.2 Housing Goals

Goal 2.6 Develop an adequate supply of residential land to meet local housing needs and provide a range of housing types and densities.

Goal 2.7 Provide affordable housing to meet Sacramento County requirements, and locate this housing near transportation and services.

Goal 2.8 Promote higher residential densities near transit stops and stations to encourage transit use and walking to nearby destinations.

Residential densities near transit shall be higher to promote walking and transit use.

2.3.3 Commercial Goals

Goal 2.9 Provide neighborhood shopping opportunities at key locations along major roadways. Design commercial sites that serve Glenborough at Easton and do not compete with the larger region-serving commercial center located in Easton Place.

Neighborhood shopping opportunities will be located along Easton Valley Parkway.

2.3.4 Employment Goals

Goal 2.10 Locate employment centers close to U.S. 50 to promote visibility and access.

Goal 2.11 Encourage small office and employment opportunities within neighborhood mixed use centers to capture smaller tenants that are key to the economic success of the community and region.

2.3.5 Natural Resource Goals

Goal 2.12 Encourage a pattern of development that conserves the natural resources of the site and incorporates them into the community in a manner that enhances the quality of life for area residents.

Goal 2.13 Protect, conserve, and enhance the Alder Creek corridor, significant oak groves located on the uplands, and habitat for sensitive species through on- and off-site mitigation.

The Alder Creek corridor will protect valuable natural resources.

Opportunities for active recreation will be available in the community's many neighborhood parks.

2.3.6 Parks and Open Space Goals

Goal 2.15 Create an interconnected parks and open space system and corresponding trail system that provides for the preservation and enhancement of natural resources and offers a variety of recreation opportunities.

Goal 2.16 Provide parks of varying sizes and functions for diverse recreational experiences.

Goal 2.17 Locate schools next to parks and open spaces to the efficient use of recreational resources.

Goal 2.18 Provide a Community Resource Area that allows residents and visitors to learn about and enjoy the Glenborough at Easton community and its history and natural resources.

2.3.7 Renewable Energy Goals

Goal 2.19 Encourage the incorporation of alternative energy technology, including solar, into building and landscaping design wherever feasible.

Goal 2.20 Promote reduced energy use by supporting community education on a variety of energy efficiency measures.

Goal 2.21 Encourage water conservation in building and landscaping use to reduce both water and energy use. Incorporate water reuse systems where feasible.

Goal 2.22 Encourage the application of emerging, proven, and cost-effective green practices, whenever practicable, to improve the efficiency and sustainability of buildings and landscaping.

2.4 LAND USE PLAN POLICIES

2.4.1 General Land Use Plan Policies

Policy 2.1 Aerojet Operations Buffers

Glenborough at Easton shall be developed to minimize conflicts with existing Aerojet operations. Adequate buffers shall be established between Glenborough at Easton and Aerojet, including roadways, landscape setbacks, and open space.

Policy 2.2 Sequencing of Development

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

A variety of housing types, such as these townhomes, will be available in Glenborough at Easton.

2.4.2 Housing Policies

Policy 2.3 Location and Density Range

The total number of residential units in Glenborough at Easton shall not exceed 3,239 units. Residential uses shall be located in areas designated in the *Glenborough at Easton Land Use Master Plan* and within the density ranges 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 for each of the villages in a manner consistent with the densities identified in Figure 1.3, "Land Use Plan" and Table 2.1, "Land Use Summary Table."

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 2.5, "Affordable Housing," of the *Glenborough at Easton 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.

Policy 2.6 Residential Densities Near Transit

Residential densities of at least 15 dwelling units per acre are encouraged but not mandatory within one-half mile of a transit stop or station.

2.4.3 Commercial Policies

Policy 2.7 Neighborhood Retail Locations

Neighborhood and mixed use retail/commercial uses shall be developed at significant intersections in Glenborough at Easton. These locations provide opportunities for visibility and access between neighborhood retail and commercial uses and associated higher density residential sites.

Policy 2.8 Vertical and Horizontal Mixed Use

Developers are encouraged to design and construct commercial uses in both vertical and horizontal mixed use formats, as appropriate to market conditions and locations within villages in Glenborough at Easton.

Policy 2.9 Use Flexibility

Mixed use parcels can include public and quasi-public uses such as a library or community center, fire and sheriff stations, day care centers, and religious facilities.

2.4.4 Natural Resource Policies

Policy 2.10 Natural Resource Management

The Alder Creek corridor, significant oak woodlands such as the blue oak groves, major north/south open space corridors, and important habitat areas shall be conserved and protected. A resource conservation management plan shall be created to explain how the resources will be maintained and enhanced.

2.4.5 Renewable Energy Policies

Policy 2.11 Covenants, Conditions, and Restrictions

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

Policy 2.12 Exceed Title 24 Standards

Development exceeding California Building Standards Code, also known as Title 24 standards, by 25 percent or greater may receive a density bonus. (See Section 9.2.7 for more information about density bonuses and transfers.)

Policy 2.13 Water Conservation

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

The use of native plants, such as this live oak, for landscaping, can contribute to water conservation.

Policy 2.14 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 the Community Resource Area and/or a community internet site (such as a wiki site). The information to be provided to the community should include:

- an overview of Glenborough at Easton 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.

2.5 AFFORDABLE HOUSING

Chapter 22.35 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.

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

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

Affordable housing will be located near public transportation.

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, 414 will be constructed in Glenborough at Easton near planned amenities, including schools, parks, open space, civic facilities, transit, and shopping. The remaining 318 affordable housing units will be constructed in Easton Place. Glenborough at Easton's affordable housing will consist of rental units at specified locations in the community's high-density residential and mixed use villages. The affordable housing program is further detailed in the *Easton Affordable Housing Plan.*

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Development Standards

3.0 DEVELOPMENT STANDARDS

This chapter outlines detailed development standards for a number of potential prototypes that could be used for residential, commercial, and office development. The standards are intended to promote the high-quality development envisioned for Glenborough at Easton, while also allowing for flexibility and innovative design.

3.1 RESIDENTIAL DEVELOPMENT STANDARDS

This section describes a variety of residential lot layouts and building prototypes. Land use standards are provided for setbacks, building heights, lot coverage, and maximum allowable densities for each residential building type anticipated for Glenborough at Easton. The residential product types include an assortment of innovative low-density residential units within a density range of 1.0-7.0 du/ac; medium-density residential units within a density range of 7.1-12.0 du/ac; and high-density residential units with a density range of 12.1-25.0 du/ac. These diverse housing products are intended to offer a variety of prototypes that can meet the needs of a wide range of potential residents.

These prototypes represent the majority of builder alternatives currently available. Sacramento County will consider other housing types and/or deviations to these development standards through the development plan review process as new and innovative design solutions may arise. Any additional housing types and development standards must be consistent with the intent of the *Glenborough at Easton Land Use Master Plan* development standards and design guidelines and demonstrate superior siting characteristics and architectural merit.

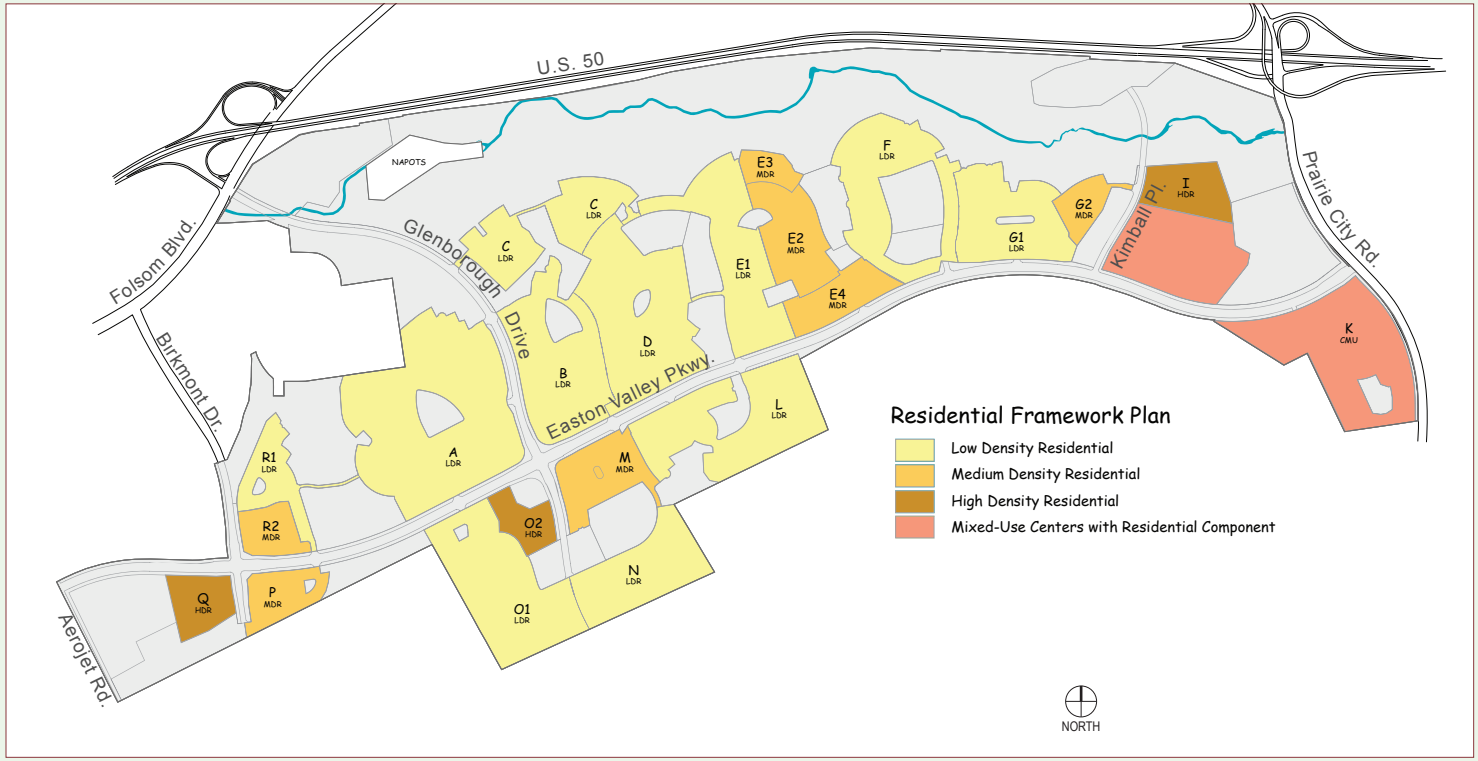

Figure 3.1, Residential Framework Plan

3.1.1 Low Density Residential

The Low Density Residential land use (1.0-7.0 du/ac) provides for a variety of traditional single-family housing types. The products in this density range are typically detached, and represent varied lot and dwelling sizes, ranging from executive to small-lot examples. Figure 3.2, "Low Density Residential Areas," identifies the location of low density residential areas throughout Glenborough at Easton. All lot calculations are based on net lot size (see Appendix, "Definitions").

Figure 3.2, Low Density Residential Areas

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Single-family home in the 6 du/ac range

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Single-family homes in the 4 to 5 du/ac range

An executive home in the 1 to 3 du/ac range

Executive Lot, Single-Family Residential

Density	1.0-3.0 du/ac
Lot Requirements	
Lot Size	15,000 sq. ft. min.
Lot Width	90 ft. min.
Corner Lot Width	100 ft. min.
Lot Depth	120 ft. min.
Lot Coverage	40% max.
Setback Requirements	
Front Yard (from back of sidewalk)	
Living Areas	20 ft. min.
Open Porches	15 ft. min.
Garage	
Setback (from back of sidewalk)	25 ft. min.
Side Yard	
Interior Side Yard	10 ft. min.
Corner Street Side	20 ft. min.
Rear Yard	25 ft. min.
Building Height	35 ft. max. (2 stories)
Parking	
Off-Street	2 enclosed spaces per unit min.
Guest	On-street
Accessory Units	
Accessory/in-law units, cottages, and units above rear-yard detached garages are permitted, subject to the following standards:	
Living Area	1,200 sq. ft. max.
Side Yards	
Interior Side Yard	5 ft. min.
Rear Yards	
Living Areas	5 ft. min.
From Rear-Loaded Alley	5 ft. min.
Height Limit	
If Detached Unit	15 ft. max.
If over Attached or Detached Garage	35 ft. max.
Parking	
One off-street parking space per bedroom	

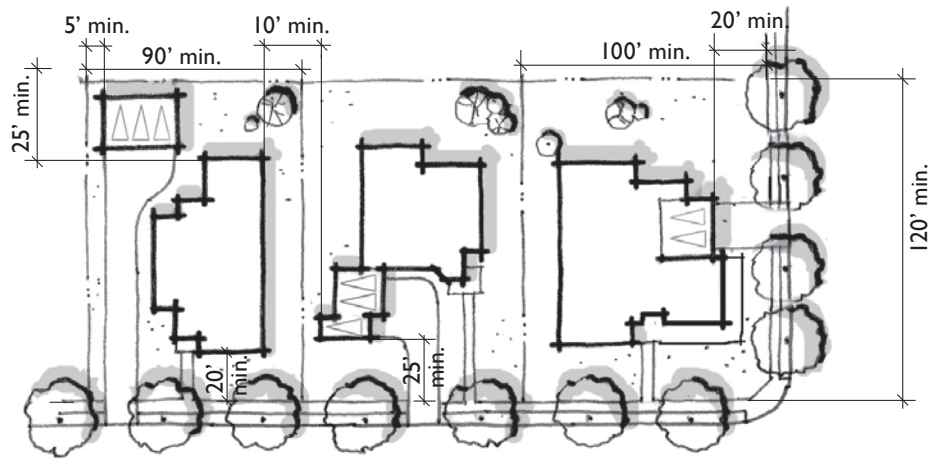

Figure 3.3, Executive Lot Layout

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Executive units may include an attached or detached accessory unit.

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Many executive lots will offer good views toward the Alder Creek corridor.

Standard Lot, Single-Family Residential

Density	2.1-7.0 du/ac
Lot Requirements	
Lot Size	4,500 sq. ft. min.
Lot Width	45 ft. min.
Corner Lot Width	60 ft. min.
Lot Depth	90 ft. min.
Lot Coverage	50% max.
Setback Requirements	
Front Yard (from back of sidewalk)	
Living Areas	15 ft. min.
Open Front Porches	10 ft. min.
Garage (with roll-up door)	20 ft. min.
Side Yard	
Interior Side Yard	5 ft. min.
Corner Street Side	10 ft. min.
Rear Setbacks	
Rear Yard	15 ft. min.
Alley-Loaded Garage	3 ft. min. , 6 ft. max.*
Maximum Building Height	45 ft. (3 stories)
Parking	
Off-Street	2 enclosed spaces per unit min.
Guest	On-street

Accessory Units

Accessory units are permitted as above attached or rear-yard detached garages only, subject to the following standards:

Accessory Unit Size	
Living Area	600 sq. ft. max.
Side Yards	
Interior Side	5 ft. min.
Rear Yards	
Living Area	5 ft. min.
Alley-Loaded Garage	3 ft. min.
Height Limit	35 ft. max.
Parking	
One off-street parking space per bedroom	

* *Where achievable*

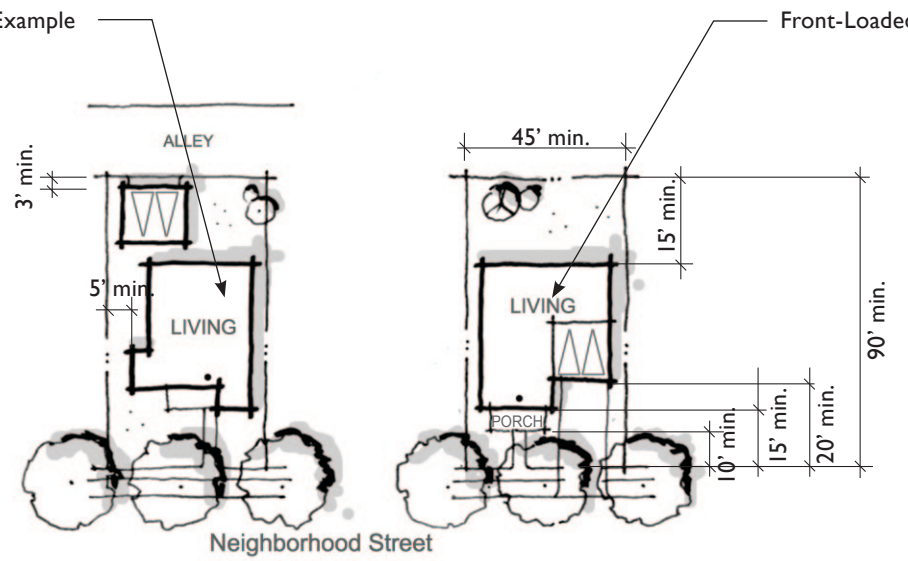

Figure 3.4, Standard Lot Layout

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Alley-loaded single-family houses with front porches facing a public right-of-way

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Single-family home with recessed garage

3.1.2 *Medium Density Residential*

The Medium Density Residential (7.1-12.0 du/ac) designation offers a variety of innovative housing types that provide appealing, high-quality products while also minimizing land use. In an effort to encourage flexibility, allowed lot widths within a development may vary up to 5 feet. Right-to-use easements in side-yard setbacks are also allowed, as needed, to accommodate the installation of utilities. Figure 3.5, "Medium Density Residential Areas," identifies the location of medium density residential areas throughout Glenborough at Easton.

The following product types in the medium-density range are covered in this section of the development standards:

- Small-Lot Detached Housing (lots less than 50 feet wide)
- Detached Cluster Housing
- Zero-Lot-Line Housing
- Duet Housing
- Detached Townhomes (lots less than 40 feet wide)
- Attached Townhomes

Figure 3.5, Medium Density Residential Areas

Small-Lot Detached Housing

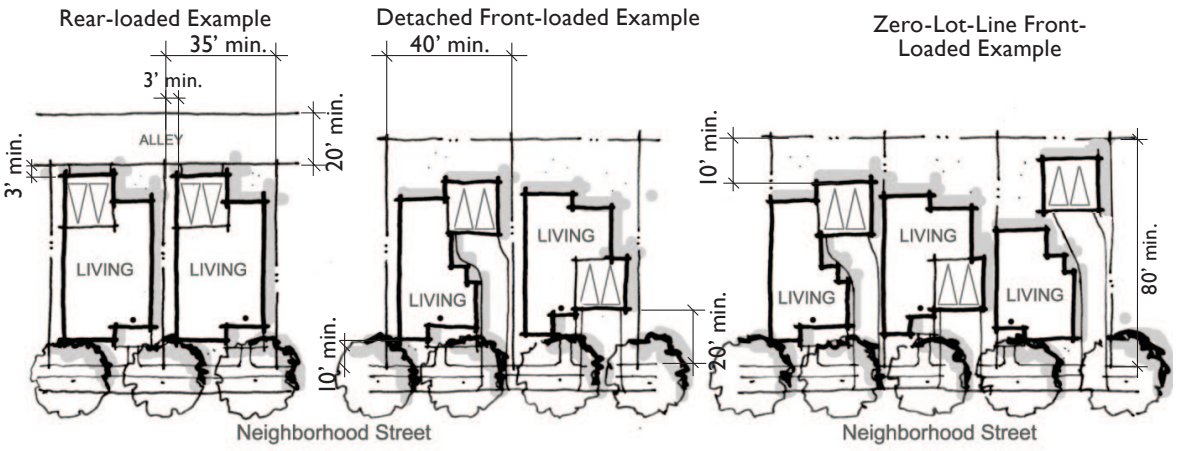
Density	7.1-12.0 du/ac
Lot Requirements	
Lot Size	3,200 sq. ft. min.
Lot Width	35 ft. min.*
Corner Lot Width	45 ft. min.
Lot Depth	80 ft. min.
Lot Coverage	65% max.
Setback Requirements	
Front Yard (from back of sidewalk)	
Living Area	10 ft. min.
Open Front Porch	8 ft. min.
Garage (with roll-up door)	20 ft. min.
Side Yard	
Interior Side Yard	3 ft. min.
Corner Side Yard	10 ft. min.
Rear Yard	
Living Area	10 ft. min.
Rear-Loaded Alley	3 ft. min./6 ft. max.**
Maximum Building Height	45 ft. (3 stories)
Outdoor Living Area	
Dimension	10 ft. wide min.
Size	150 sq. ft. min.
Parking	
Per Unit	2 enclosed spaces min.
Guest	On-street

Accessory Units

Accessory/in-law units, cottages, and units above rear yard detached garages are not allowed.

* *Lot width for rear-loaded units must be 35 feet minimum. Lot width for front-loaded units must be 40 feet minimum.*

** *Where achievable*



Small-lot single-family homes are traditional detached products with reduced side and rear yards to promote affordability. They may be laid out in zero-lot-line, conventional, or alley-loaded site designs.

Figure 3.6, Small-Lot Detached Layout

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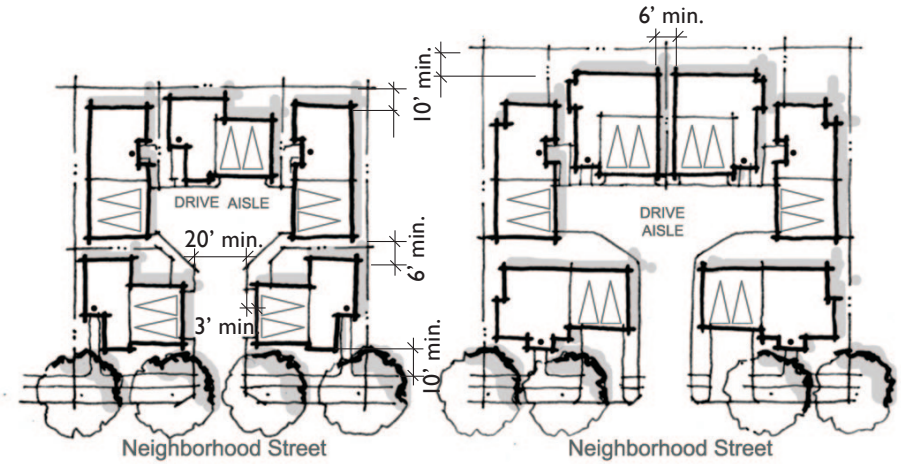
Alley-loaded homes on small lots

Home with recessed garage on a small lot

Detached Cluster Housing

Density	7.1-12.0 du/ac
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.*
Swing-in Setback (from street)	12 ft.
Setback from Street	10 ft. min.
Side Yard	
Interior Side Yard	3 ft. min.
Rear Yard	10 ft. min.
Building Separation	
From Building to Building	6 ft. min.
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	20 ft. min.
Private Outdoor Space	
Dimension	10 ft. wide min.
Size	100 sq. ft. min.
Parking	
Per Unit	2 enclosed spaces min.
Garages shall be located at the front or side of the unit off the drive aisle.	
Guest	On-street
Accessory Units	
Accessory/in-law units, cottages, and units above rear yard detached garages are not allowed.	

* *Where achievable*



This arrangement of single-family units has the advantage of limiting the number of driveways along the street. Buildings are clustered around a shared auto court, where garage access typically occurs. Garages for end units adjacent to the street could have direct street access. The homes may be laid out in zero-lot-line or conventional arrangements.

Figure 3.7, Detached Cluster Layout

Individual units can include streetside pedestrian access and private open space.

Automobile and resident access is available from an interior auto court enhanced with landscaping.

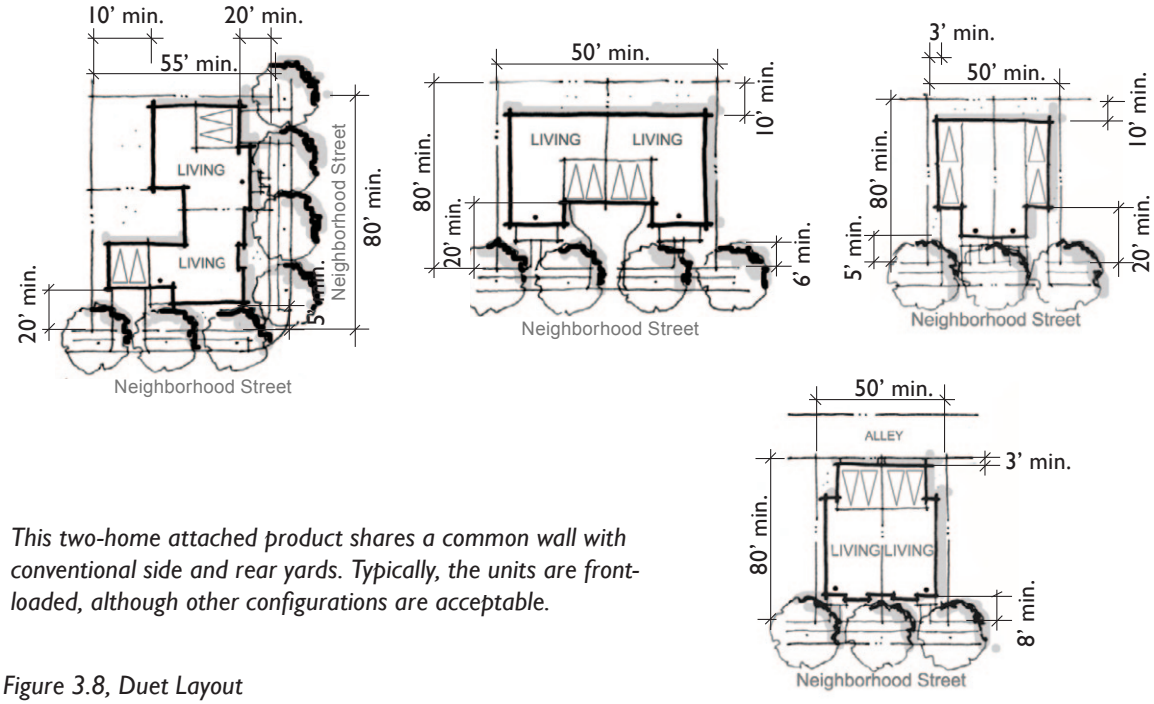
Duet Housing

Density	7.1-12.0 du/ac
Lot Requirements	
Lot Size	5,000 sq. ft. min.
Lot Width	50 ft. min.
Corner Lot Width	55 ft. min.
Lot Depth	80 ft. min.
Lot Coverage	65% max.
Setback Requirements	
Front Yard (from back of sidewalk)	
Living Area	8 ft. min.
Open Front Porch	6 ft. min.
Garage (with roll-up door)	20 ft. min.
Side Yard	
Interior Side Yard	3 ft. min.
Corner Side Yard	5 ft. min.
Rear Yard	
Living Area	10 ft. min.
Alley-Loaded Garage	3 ft. min./6 ft. max.*
Maximum Building Height	45 ft. (3 stories)
Parking	
Per Unit	2 enclosed spaces min.
Guest	On-street

Accessory Units

Accessory/in-law units, cottages, and units above rear-yard detached garages are not allowed.

* *Where achievable*



This two-home attached product shares a common wall with conventional side and rear yards. Typically, the units are front-loaded, although other configurations are acceptable.

Figure 3.8, Duet Layout

Front-yard street scene of rear-loaded duet homes

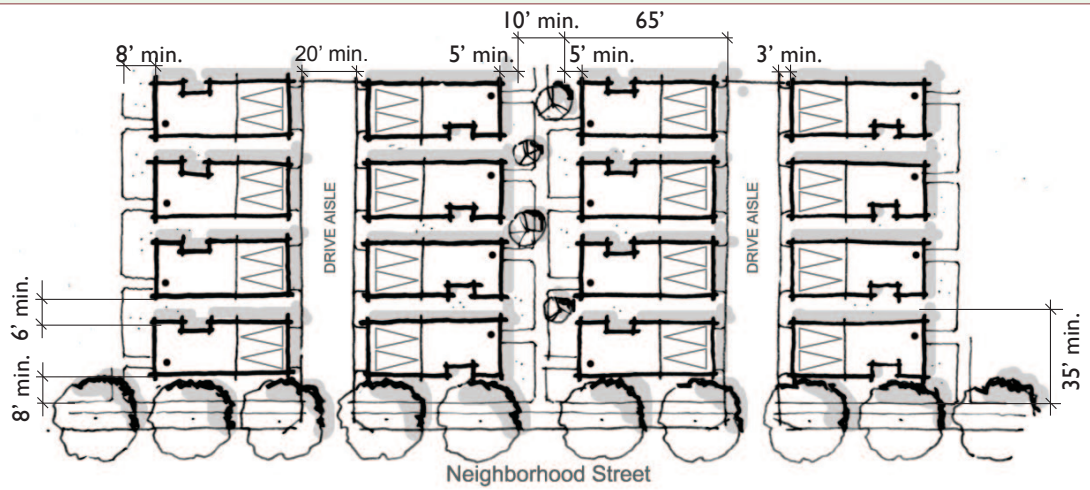
Duet housing with garages accessed from the public street

Detached Townhomes

Density	7.1-12.0 du/ac
Lot Requirements	
Lot Size	2,300 sq. ft. min.
Lot Width	35 ft. min.
Corner Lot Width	40 ft. min.
Lot Depth	65 ft. min.
Lot Coverage	80% max.
Setback Requirements	
Front	
Living Areas (from back of sidewalk)	8 ft. min.
Open Front Porch/Stoop	6 ft. min.*
Unit fronting onto paseo	5 ft. min.
Garage	
Setback from Drive Aisle	3 ft. min./6 ft. max.**
Side Yard	
Interior Side Yard	3 ft. min.
Corner Street Side	5 ft. min.
Building Separation	
From Building to Building	6 ft. min.
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	20 ft. min.
Paseo Width (in addition to front setbacks)	10 ft. min.
Private Outdoor Space	
Dimension	10 ft. wide min.
Size	100 sq. ft. min.
Porch	
Height above Sidewalk	3 ft. average
Accessory Units	
Accessory/in-law units, cottages, and units above rear-yard detached garages are not allowed.	
Parking	
Per Unit	2 enclosed spaces min.
Garages shall be located at the rear of the unit off the drive aisle.	
Guest	On-street

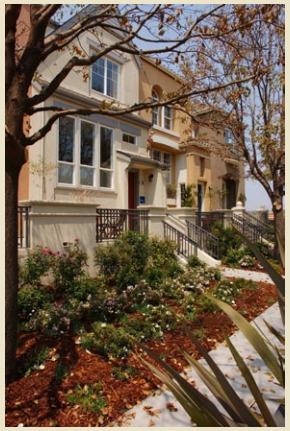
* *Steps and handrails may encroach into the public utility and landscaping easements.*

** *Where achievable*



This product arrangement features front doors oriented around a common open space or street, with garage access at the rear off alleyways, as depicted above. Units could also be arranged to front the public street, as shown in Figure 3.10 on the following page. They may be laid out conventionally or in a zero-lot-line arrangement. Private yard areas may be placed at the front, side, or rear.

Figure 3.9, Detached Townhomes Layout



Detached townhomes with entries from the paseo

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View of drive aisle with pocket planters

Attached Townhomes

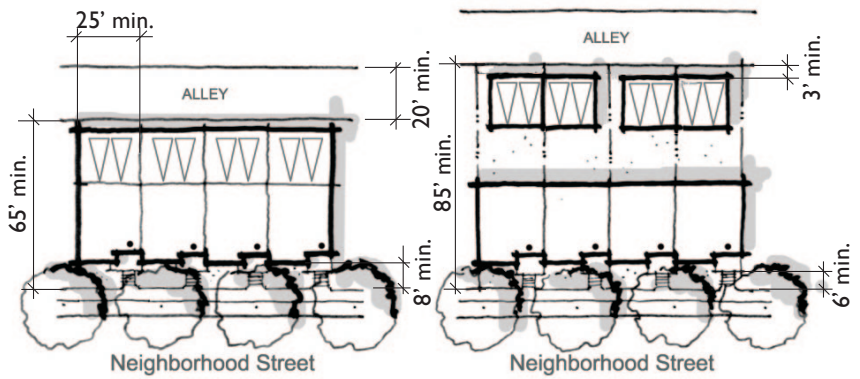
Density	7.1-12.0* and 15.0 du/ac**
Lot Requirements	
Lot Size	1,650 sq. ft. min.
Lot Width	25 ft. min.
Corner Lot Width	30 ft. min.
Lot Depth, Detached Garage	85 ft. min.
Lot Depth, Tuck-Under Garage	65 ft. min.
Lot Coverage	80% max.
Setback Requirements	
Front Yard (from back of sidewalk)	
Living Area	8 ft. min.
Open Front Porch/Stoop	6 ft. min.‡
Side Yard	
Interior Side Yard	0 ft. min.
Corner Side Yard	5 ft. min.
Rear Yard	
Living Area	0 ft. min.
Alley-Loaded Garage	3 ft. min./6 ft. max.†
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	20 ft. min.
Private Outdoor Space	
Dimension	10 ft. wide min.
Size	100 sq. ft. min.
Porch	
Height above Sidewalk	3 ft. average
Parking	
Per Unit	2 enclosed spaces min. Garages shall be located at the rear of the unit off the drive aisle.
Guest	On-street
Accessory Units	
Accessory/in-law units, cottages, and units above rear-yard detached garages are not allowed.	

* *Detached Garage*

** *Tuck-under Garage Parking*

‡ *Steps and handrails may encroach into the public utility and landscaping easements.*

† *Where achievable*



Rear-loaded attached townhomes with attached tuck-under or detached garages. A unit may have private open space on a second-story patio deck over the garage, or interior to the lot between the unit and the garage.

Figure 3.10, Attached Townhomes Layout

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Elevated front entries with rear-loaded garages one-half story lower

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Alley access to garages and private yards

3.1.3 High Density Residential

The High Density Residential (12.1-25.0 du/ac) designation include apartments and condominiums with surface or tuck-under parking. Figure 3.11, "High Density Residential Areas," identifies the location of high-density residential areas throughout Glenborough at Easton. Vertical mixed use units may be built within Villages J and K, with commercial or office allowed on the street level provided that all other land use and zoning conditions are met.

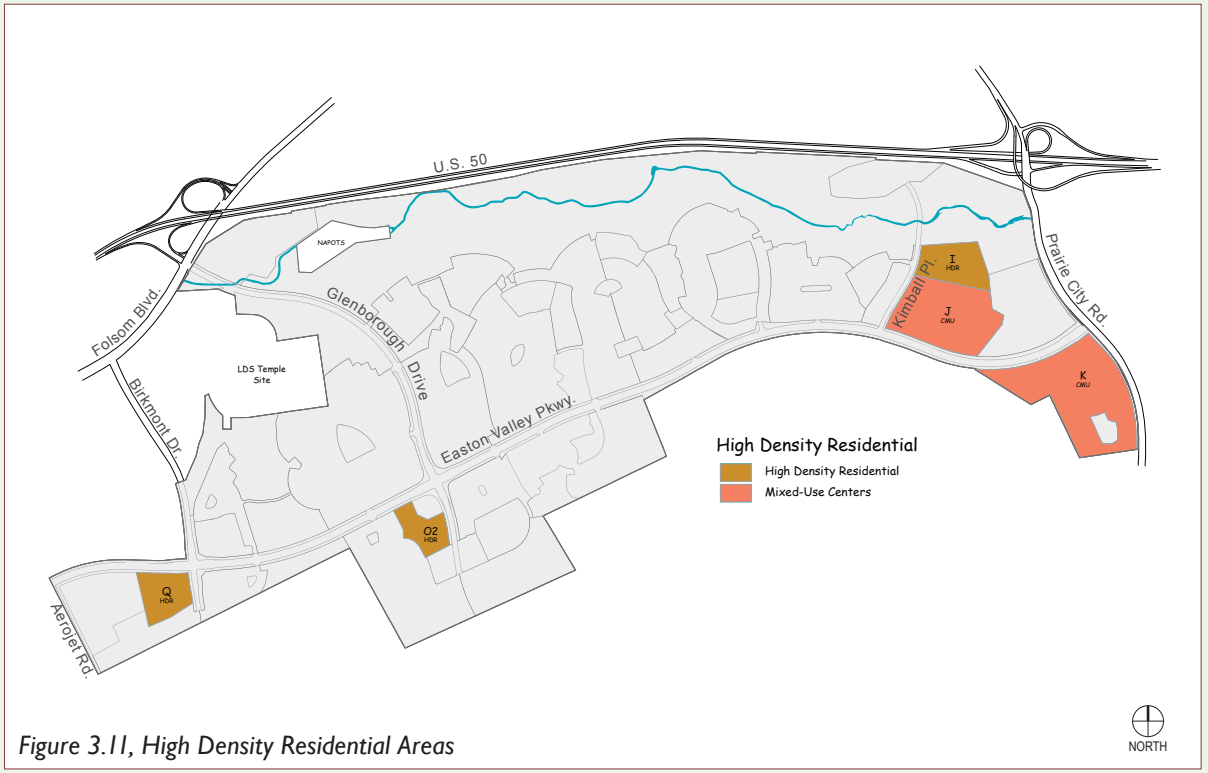
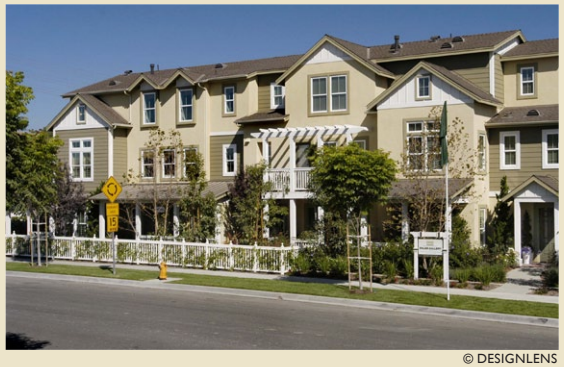


Figure 3.11, High Density Residential Areas

Example of garden style apartments

Cluster units along a paseo



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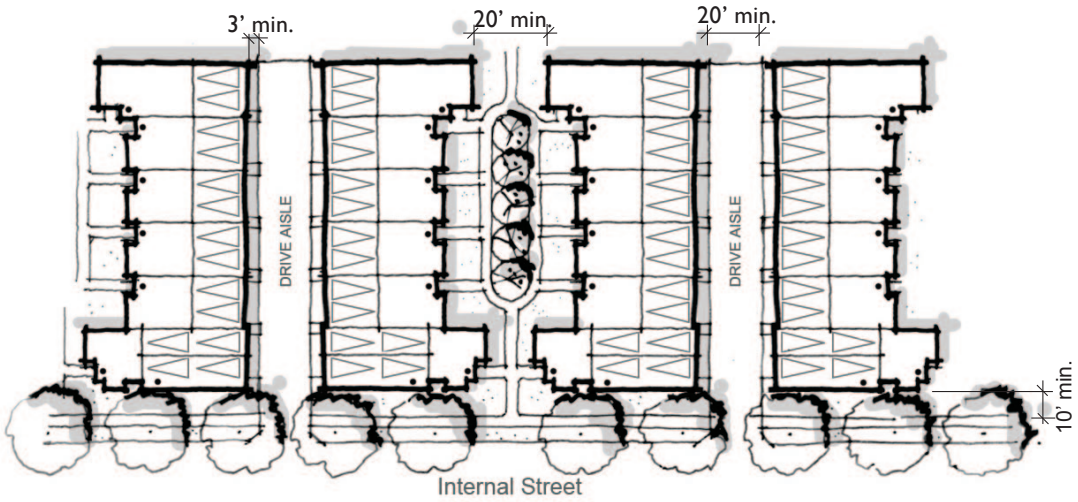
Rear-loaded townhomes

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.
Private Outdoor Space	75 sq. ft. min.
Parking	
Per Unit	2 enclosed spaces min. 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 parking areas.
Guest	On-street

* *Where achievable*



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 3.12, Green Court Townhomes/Condominiums Layout

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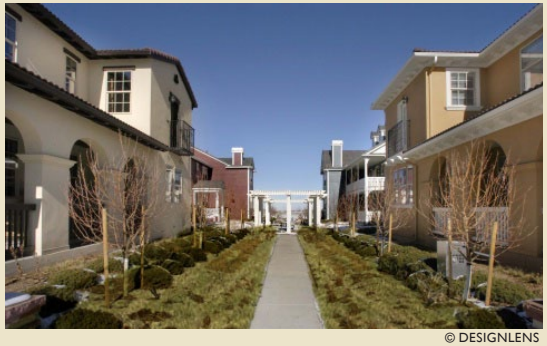
Vehicular access to units along a drive aisle



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A pedestrian path in the central common area provides access to individual units.

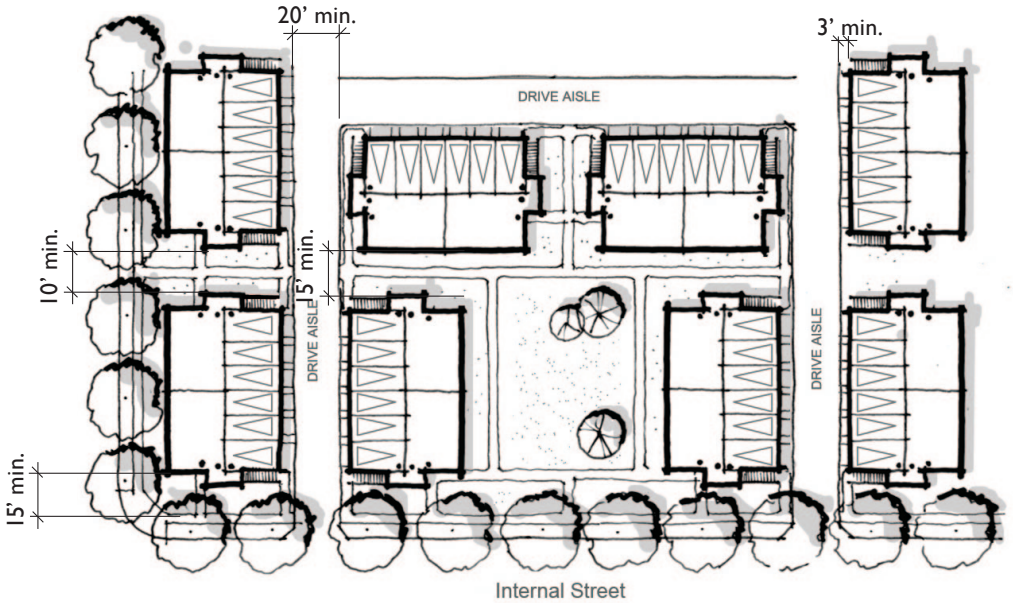
Garden Style Condominiums/Apartments

Density	12.1-25 du/ac
Lot Coverage	
Building Coverage	50% max.
Surface Parking Coverage	25% max.
Landscape Coverage*	25% min.
Building Setback Requirements	
Major Arterial (from back of sidewalk)	20 ft. min.
Other Street (from back of sidewalk)	15 ft. min.
Drive Aisle	3 ft. min./6 ft. max.**
Building Separation	
Primary to Primary Elevation†	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	
Ground-Level Units	80 sq. ft. min.
Upper-Level Units	40 sq. ft. min.
Parking	
Two or more bedrooms	2 spaces min.
One covered and one uncovered space min.	
One-bedroom	1 space min.
One covered space per unit	
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 parking areas.	
Guest	On-street

* *May include private open space areas such as patios, decks, and porches.*

** *Where achievable*

† *Primary elevation consists of two or more windows from an active living area such as a kitchen or living room.*



This building type typically is planned with multiple structures arranged around a common green space, with a mix of assigned parking within the building, in surface parking lots, or in detached garages.

Figure 3.13, Garden Style Condominiums/Apartments Layout

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Units with private outdoor spaces on the upper floors

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

Vertical Mixed Use, with Residential over Commercial

Density	12.1-25 du/ac
Lot Coverage*	
Building Coverage	80% max.
Surface Parking Coverage	30% max.
Setback Requirements**	
Streetside (from back of sidewalk)	0 ft. min.
From Drive Aisle	3 ft. min./6 ft. max.
Building Separation	
Front-to-Front	20 ft. min.
Side to side without Openings	15 ft. min.
Side to side with Openings	20 ft. min.
Maximum Building Height	45 ft. (3 stories) max.
Drive Aisle Width	20 ft. min.
Parking	
Minimum	1.0 spaces per unit
Maximum	1.5 spaces per unit
Location	

Parking for this building type may be surface parking at the side or rear of the building or combined with assigned parking in structures. Tandem parking may be incorporated. Shared parking arrangements with commercial space should be considered.

On-Street

No required spaces may be assigned to parking on public streets.

Guest	On-street

* *Greater surface coverage may be possible if parking is structured.*

** *Upper story residential units may have bay windows and balconies that extend a maximum of 3 feet over the abutting sidewalk.*

Glenborough at Easton's mixed-use areas could include a small town center with ground-floor retail and on-street parking.

Parking could also be located along an interior auto court.

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Benches, landscaping, and other pedestrian amenities can enhance the use of the public realm by residents and visitors.

© DESIGNLENS

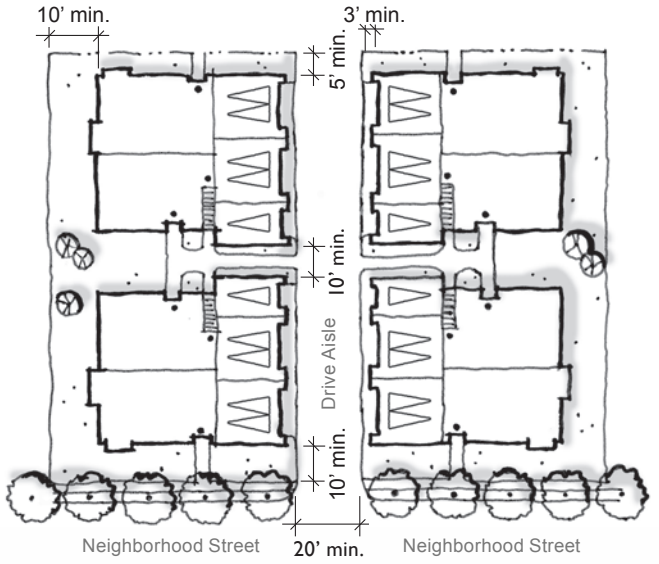
Ground-floor cafe seating contributes to an active street life.

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	
Primary to Primary Elevation	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	2 spaces min.
One covered and one uncovered space min. must be provided for units with two or more bedrooms.	
One-bedroom	1 space min.
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*



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 3.14, Tuck-under Layout

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First-floor units can have entries accessed directly from the street or a paseo.

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Units over the garage typically include private open space.

3.2 COMMERCIAL DEVELOPMENT STANDARDS

Glenborough at Easton provides three commercial centers: a Village Commercial Center located at the intersection of Easton Valley Parkway and Glenborough Drive, and two Commercial Mixed Use Centers located at the intersections of Kimball Place and Prairie City Road with Easton Valley Parkway.

In addition to their desirable siting at highly visible intersections, these commercial centers are located near high-density residential uses, transit stops, and bicycle/pedestrian trails. Figure 3.15, "Commercial Centers," identifies the location of the three commercial areas in Glenborough at Easton.

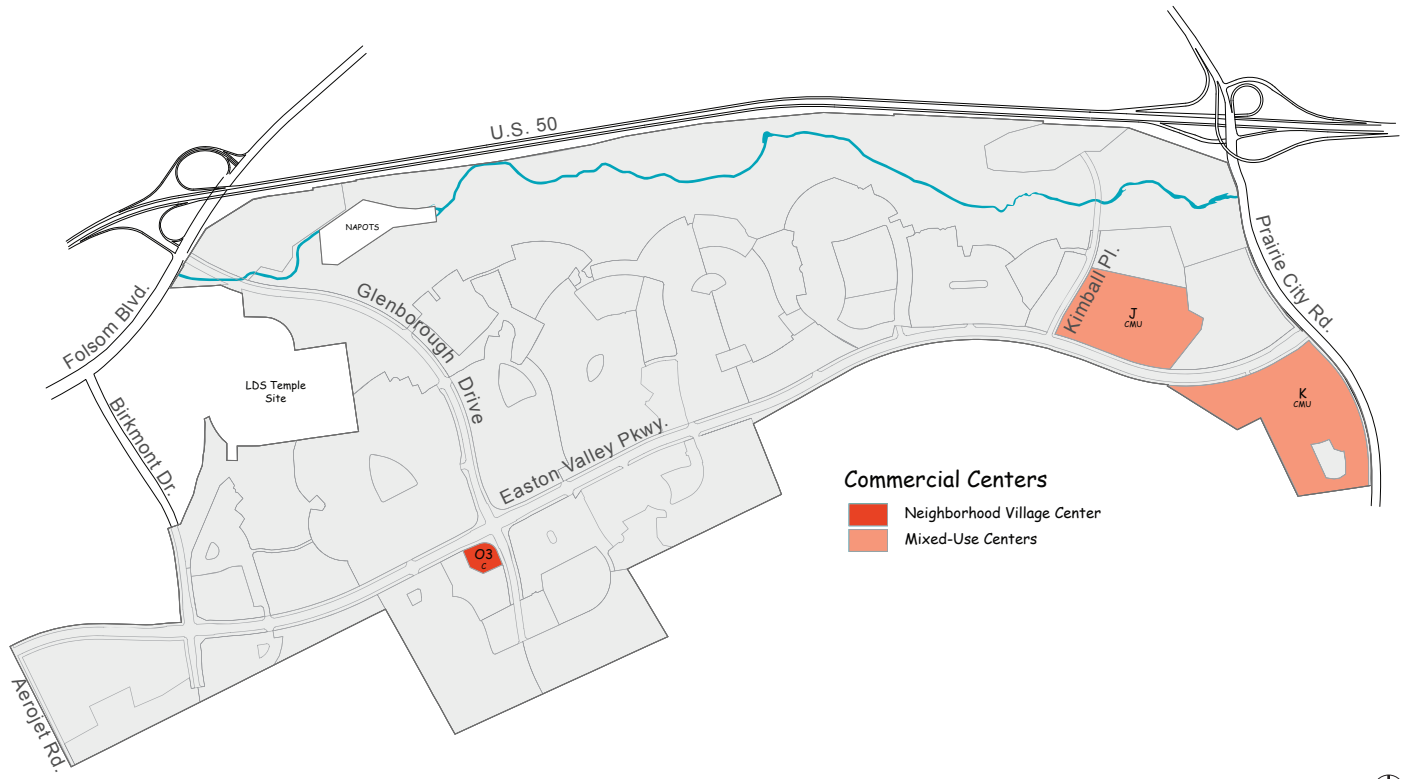

Figure 3.15, Commercial Centers

3.2.1 *Village Commercial Center*

The approximately 2.4-acre Village Commercial Center, located at Glenborough Drive and Easton Valley Parkway, is a smaller commercial center intended to serve nearby neighborhoods. The Village Commercial Center may include commercial/retail uses such as a small grocery store, pharmacy, postal service, and related neighborhood-serving uses, and limited office uses.

Village Commercial Center Development Standards

Development Intensity

Floor Area Ratio (FAR)	0.20 min.

Lot Coverage

Building Coverage	50% max.
Landscape Coverage *(may include public plazas and gathering areas)*	20% min.

Building Setback Requirements

Front (from back of sidewalk)	0 ft. min.
Side	
From Parkway*	5 ft. min.
From Interior Drive Aisle	5 ft. min.
Setbacks Adjacent to Residential Areas	
Side	15 ft. min.
Rear	15 ft. min.

**See Chapter 5, "Circulation" for street concepts.*

Maximum Building Height 45 ft. max.

Facade Articulation and 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. Building entry foyers, courtyards, and outdoor seating areas for restaurants may be calculated as part of the 50% building coverage requirement.
- Building facades facing Easton Valley Parkway and Glenborough Drive should be detailed and well-designed and incorporate the same materials as the primary façade.

Facade Setback Variation Requirement

Large-format Buildings

- Every 50 feet of building length min. No building facade along a primary retail drive or street may extend more than 50 feet 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.

Parking

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

The Village Commercial Center will include small neighborhood-serving commercial/retail venues.

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Nearby neighborhoods will be well-connected to the Village Commercial Center via bicycle routes and pedestrian pathways.

3.2.2 Commercial Mixed Use Centers

The two Commercial Mixed Use Centers include Village J (an approximately 28.5-acre site) and Village K (an approximately 40.6-acre site). These Commercial Mixed Use Centers are located near one another and should be designed with complementary uses. The mixed use villages could include vertical and horizontal mixed use development incorporating commercial/retail, office, and residential uses. The parcels could also accommodate public and civic buildings, such as sheriff's and fire stations and one or more religious facilities.

Village J should incorporate neighborhood-serving commercial/retail businesses that are easily accessible from the nearby residential villages. This could include a small pedestrian-oriented shopping street with residential or office uses above ground-floor retail.

Villages J and K are horizontal mixed use areas that will include neighborhood-serving commercial uses.

The portion of Village K near the intersection of Easton Valley Parkway and Prairie City Road is suitable for a neighborhood grocery store and associated retail uses. Commercial/retail uses should face the main drive aisles and street frontage to enhance their visibility, with residential or offices uses above or within the same village, as appropriate. Residential areas are primarily concentrated behind the commercial areas and adjacent to open space. Two residential neighborhoods are envisioned west and south of the retail center.

Village J could include a shopping street with ground-floor commercial and office or residential above.

Commercial Mixed Use Centers Development Standards

Development Intensity, Horizontal Mixed Use

Floor Area Ratio	0.30 min.

Development Intensity, Vertical

Floor Area Ratio	0.50 min.

Lot Coverage

Building Coverage	60% max.
Open Space Coverage *(may include public plazas and gathering areas)*	20% min.

Building Setback Requirements

Front	0 ft. min.
Side	
Interior Side	0 ft. min.
Corner Street Side	5 ft. min.
Setbacks Adjacent to Residential Areas	
Side	15 ft. min.
Rear	15 ft. min.

Building Frontage Setback

A minimum of 50% of the primary building frontages shall be placed within the building setback envelope along the main commercial street or drive. The commercial street may be public or private or internal to the center.

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.
- Facade Setback Variation Requirement

  Vary the facade setback within approximately every 50 ft. of building length or less
- No building facade along a primary retail street or drive may extend more than 50 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.
- Building facades facing Easton Valley Parkway, Kimball Place, or Prairie City Road should be well-designed and should incorporate the same materials as the primary façade.

Maximum Building Height 45 ft. max. (3 stories)

Parking 3.5 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 (2005) or other method approved by the Planning Director. A site plan for shared parking must be submitted as part of the development plan.

Village J will include civic uses such as a new fire station.

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This vertical mixed use example includes one story of office or residential over retail, with the corner treatment providing for an additional story.

Building setbacks can be designed to accommodate outdoor eating areas.

3.3 OFFICE PARK DEVELOPMENT STANDARDS

Glenborough at Easton includes two office parks that will serve as employment centers for the community: an approximately 23.6-acre site located at the western end of the project area, and an approximately 13.5-acre site at the eastern end of the project area that can be accessed via Kimball Place (see Figure 3.16, "Office Park Areas"). Both office parks are subject to the following standards.

Office Park Development Standards

Development Intensity

Floor Area Ratio	0.25 min.

Building Coverage

Building Coverage	30% max.
Open Space Coverage	35% min.

Building Setback Requirements

Front	20 ft. min.
Side	
Interior Side	20 ft. min.
Corner Street Side	20 ft. min.
Rear	10 ft. min.

Maximum Building Height 60 ft. max.

Landscape Requirements

Landscape Coverage *(may include outdoor public spaces)*	20% min.

Parking

Minimum Spaces
3.5 spaces for 1,000 sq. ft. of net floor area or 1 for every 2 occupants, whichever is less.

End-of-Trip Facilities

Office buildings must meet 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.

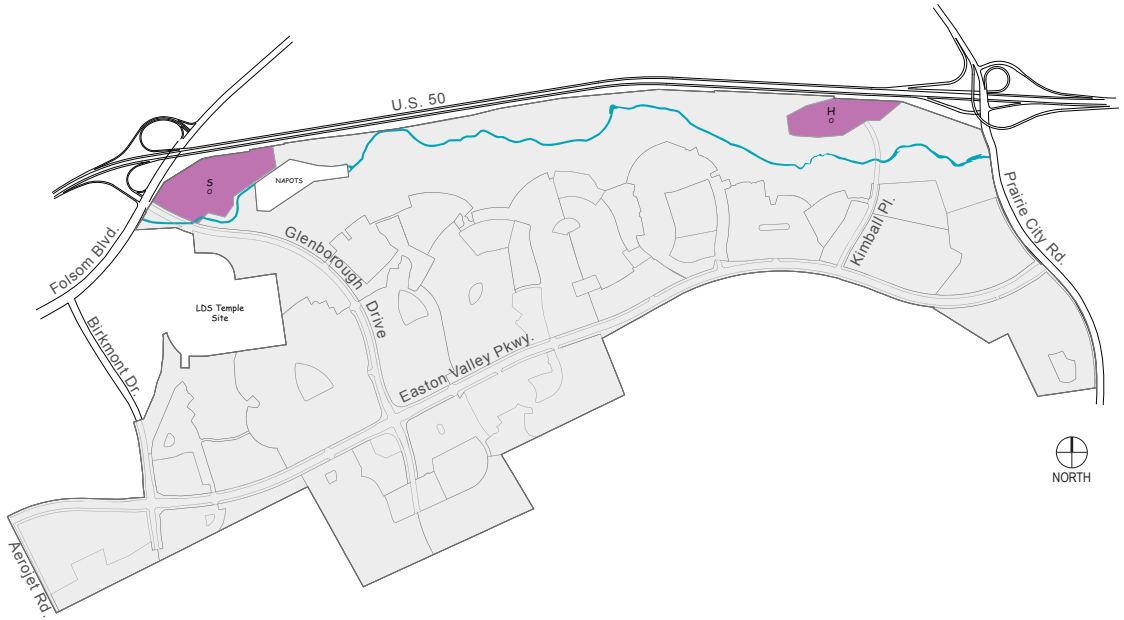

Figure 3.16, Office Parks

Glenborough at Easton's office parks may include corporate campuses in a lush natural environment.

Office park buildings will have trail access to open space in the Alder Creek corridor.

3.4 COMMUNITY RESOURCE AREA DEVELOPMENT STANDARDS

The Community Resource Area (see Figure 3.17, "Community Resource Area") is located at the northwest intersection of Prairie City Road and Easton Valley Parkway, and will include a welcome center, community center, and nature center with a nearby amphitheater and a plant nursery. Trailheads will provide access to trails within the Alder Creek corridor. Given their location within a natural area near the Alder Creek corridor, the siting and design of buildings and facilities should be well-integrated into the landscape.

Community Resource Area Development Standards

Building Setback Requirements

Front — 20 ft. from parking areas min.

Building Separation

Side to Side — 30 ft. min.
Side to Front — 50 ft. min.

Maximum Building Height — 35 ft. max.

Landscape Envelope — 30 ft. max.

Existing native plant materials must be protected outside a 30-foot building/facility envelope.

Parking

Automobile
4 spaces per 1,000 sq. ft. of net floor area

Bus
1 bus parking space per 5,000 sq. ft. of net floor area (min. 3 bus spaces overall)

Bicycle
2 bicycle parking spaces per 1,000 sq. ft. of net floor area in areas with Class II racks

Automobile, bus, and bicycle parking should be shared between buildings and facilities.

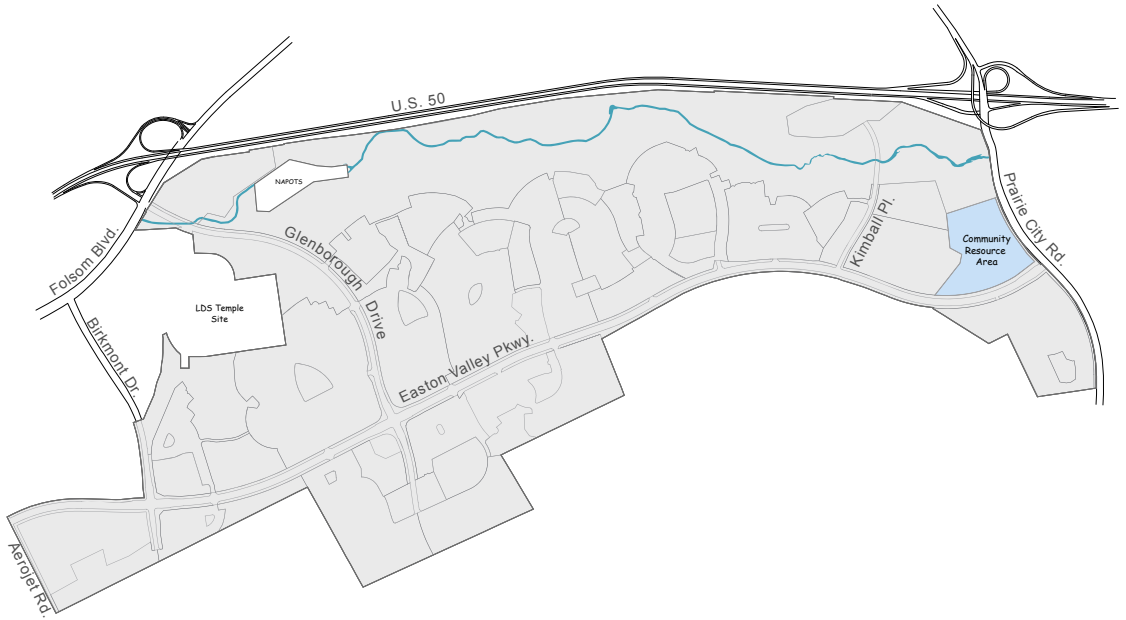

Figure 3.17, Community Resource Area

Buildings should not exceed two stories and should be designed to blend into the surrounding landscape.

Existing site conditions should be preserved whenever possible.

3.5 PERMITTED USES

This section outlines the permitted uses in the commercial and public areas in Glenborough at Easton. These permitted uses are based on those permitted in Title 2 of the Sacramento County Zoning Code. These County zoning categories have been modified for the *Glenborough at Easton Land Use Master Plan* to allow for zoning categories not defined by the County zoning code, such as the Community Resource Area. The zoning designations have been also refined to ensure compatibility with adjacent residential uses and the employment opportunities envisioned for Glenborough at Easton.

3.5.1 *Village Commercial Zone*

Purpose and Intent

The Village Commercial zone (based on the County's Limited Commercial zone), or VC zone, is located in Village O, and is designed to promote:

- a variety of neighborhood-serving retail, commercial service, and office uses; and
- accessibility by automobile, public transit, bicycle, and pedestrians from nearby residential and public areas.

Permitted Commercial Uses

Commercial services and retail uses in the VC zone should focus on providing commercial services for nearby neighborhoods. Examples of commercial services and retail uses include:

- Business services (e.g., advertising services, copy shops, and travel agencies)
- Personal services (e.g., dry cleaners or tailors)
- Food services (e.g., full-service restaurants, coffee shops, delicatessens, and fast-food restaurants)
- Neighborhood-serving food, drug, or liquor sales (e.g., bakeries, farmers' markets, convenience store/neighborhood markets, supermarkets, and drugstores)
- General merchandise (e.g., bookstores, clothing stores, hardware stores, florists, and stationery stores)

Permitted Office Uses

Limited office uses may also be developed in the VC zone. Examples of permitted office uses include:

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

Prohibited Uses

Uses that are prohibited in the VC zone include but are not limited to the following:

- All gasoline service stations
- All auto service repair establishments
- Motorcycle, jet ski, snowmobile, and moped sales and service
- Automobile rental and service
- Truck and utility trailer and truck sales, lease, rental, or service
- Ambulance service
- Cold storage, frozen food locker
- Parking lot or garage as primary use
- Mini-storage
- Taxidermist
- Towing service
- Building material and lumber sales
- Hardware stores
- Pawn shop
- Camper shell sales or service
- RV and boat storage
- Recycling centers (only with a conditional use permit)
- Adult entertainment establishments

3.5.2 Commercial Mixed Use Zone

Purpose and Intent

The Commercial Mixed Use (CMU) zone applies to Villages J and K, which front onto Prairie City Road and Easton Valley Parkway. The CMU zone is designed to promote:

- flexible development;
- the provision of well designed employment uses with adequate access for automobiles, pedestrians, and bicycles;
- a mixture of uses, where appropriate, that includes a balance of retail, commercial services, residential, and office; and
- the creation of compact, walkable mixed use nodes.
- The uses permitted within the CMU zoning designation are based on those uses allowed within the Limited Commercial (LC) zone and the Business Professional (BP) zone, which may be supplemented by residential uses. However, the CMU zone imposes additional restrictions over those provided in the LC and BP zones by expressly prohibiting those uses that do not support a walkable, mixed use environment; in particular, some automobile-oriented uses are not allowed, as identified in the list in the VC zoning section. However, gasoline service stations with accessory uses are not included in the list of prohibited automobile-oriented uses. The list is not comprehensive, but is intended to identify types of uses that are incompatible with the goals of the CMU zone.

Permitted Commercial Uses: Commercial Services and Retail

Commercial services and retail uses in the CMU zone should focus on providing commercial services for the community. Examples of commercial services and retail uses include:

- Business services (e.g., advertising services, copy shops, and travel agencies)
- Personal services (e.g., dry cleaners or tailors)
- Educational services (e.g., tutoring; business, driving, and trade schools; and college extension services)
- Food services (e.g., full-service restaurants, coffee shops, delicatessens, and fast-food restaurants)
- Neighborhood-serving food, drug, or liquor sales (e.g, bakeries, farmers' markets, convenience store/neighborhood markets, supermarkets, and drugstores)
- General merchandise (e.g., bookstores, hardware stores, florists, and stationery stores)
- Gasoline service station with no accessory uses (Village J or K)
- Gasoline service station with accessory uses such as car wash, mini-mart, and/or minor service center (Village K only)
- Recreation (health club or spa)

Permitted Office Uses

Office uses developed in the CMU zone may be developed in conjunction with commercial and residential uses as mixed use projects, or may also be developed as stand-alone facilities. Examples of office uses include:

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

Permitted Residential Development

The primary reason for including residential uses within the CMU zone is to encourage housing development close to jobs and retail services. Residential prototypes could include, but are not limited to:

- one or two stories of apartments or condominiums over commercial and office uses; and
- freestanding apartments and condominiums, including green court and garden apartments.

Prohibited Uses

Uses that are prohibited in the CMU zone include uses that are prohibited in the VC zone, except for gasoline service stations, with or without accessory uses.

3.5.3 Office Park Zone

Purpose and Intent

The Office Park (OP) zone (based on the County's Professional Office zone) applies to Parcels S and H located adjacent to U.S. 50. The OP zone is intended to allow for professional office, research and development, flex office, and appropriate related uses located in a campus-like setting. The OP zone is designed to promote:

- employment-generating uses near the light rail transit stations;
- high-quality, well-designed employment uses that are sensitive to adjacent open space uses and have connectivity to surrounding uses for automobiles, bicycles, and pedestrians; and
- related commercial services that serve local businesses and employees within the office park.

Permitted Uses

To promote the envisioned environmental setting, the following types of office and related uses are permitted:

- Business or professional offices
- Medical or dental offices
- Laboratory and research
- Office support services (mailing, blueprinting, copying)
- Computer-related services (sales, leasing, service, and training)
- Food services (local-serving deli, coffee shop, cafeteria)
- Financial services (bank, savings and loan, credit union)
- Educational services (such as tutoring; business, driving, and trade schools; and college extension services)
- Recreation (health club, spa, climbing gym)

Prohibited Uses

Uses that are prohibited in the OP zone include, but are not limited to, the following:

- Motor vehicle sales, rental, repair
- Kennels, pet stores, and animal grooming
- Warehousing and storage
- Tool sales and repair
- Convenience stores
- Home improvement and furnishings
- Retail sales, other than those listed in OP Permitted Uses
- Gas stations
- Adult entertainment establishments

3.5.4 Community Resource Area Zone

Purpose and Intent

The Community Resource Area (CRA) zone provides a location for community functions that are appropriate at the gateway to the Glenborough at Easton community and the Alder Creek corridor open space area. The CRA zone is designed to:

- define access to the recreational opportunities available in the Community Resource Area and the Alder Creek corridor by providing vehicle parking and trailheads;
- provide educational opportunities through interpretive exhibits and activities;
- provide a venue for public and private events;
- provide support services related to public use of the Alder Creek corridor; and
- provide community development and sales information for Glenborough at Easton.

Permitted Uses

The permitted uses within the CRA zone are as follows:

- Sales and information center
- Public and private meetings, events, conferences, and concerts
- Café, restaurant, delicatessen, or snack bar
- Bicycle or sports equipment rental
- Conservancy offices and educational and exhibits
- Vehicle and school bus parking related to open space and trail access
- Nursery for propagation of plant materials to supply the CRA, Alder Creek corridor, and open space areas
- Endangered species mitigation or conservation areas

Excluded Uses

All uses not specifically identified under CRA Permitted Uses are excluded.

Design Guidelines

4.0 DESIGN GUIDELINES

The following design guidelines are intended to be used in conjunction with the development standards identified in Chapter 3. Together, the design guidelines and development standards promote the high-quality site and building design residential, commercial, and office envisioned for Glenborough at Easton. All site and building design should incorporate sustainable building technologies and site design and provide access to the community's exceptional parks and open space system.

Residential neighborhoods should express a clear sense of neighborhood coherence, with orientation toward a local park or open space. Homes should display a consistent design style within each neighborhood, while still providing visual interest and variety. Homes that are visually attractive and easily seen from the street also have appeal to pedestrians.

The design of residential buildings, streets, and open spaces contributes to the creation of a strong sense of place for each neighborhood. The design guidelines are intended to create a desirable, high-quality environment that is walkable, pedestrian-friendly, and safe, with convenient access to parks, commercial mixed use areas, and community facilities. They will also promote quality design and create a cohesive residential environment for a wide variety of single-family and multi-family housing types.

Commercial, mixed use, and office areas should be designed for easy access from automobiles, while also providing clearly visible, safe pedestrian accessways. Attractive public areas with shade, seating, pedestrian amenities, and possibly water features will also help to ensure that Glenborough at Easton's commercial and mixed use areas are appealing and well used.

Commercial and mixed use structures can incorporate a variety of contemporary materials and styles; however, the visual importance of Glenborough at Easton's existing landscape palette, such as the oak savanna and creek corridor, should serve as a basis for site and building design that respects these features.

Residential units will display varied architectural styles and features.

Outdoor gathering areas and access to nearby open space will be an important component of Glenborough at Easton's office parks.

Commercial villages will offer an attractive public realm.

4.1 RESIDENTIAL DESIGN GUIDELINES

Glenborough at Easton's residential areas have been designed to maximize access to the community's extensive parks and open space network, as well as commercial centers, schools, and public facilities. The community's neighborhoods offer a variety of residential types, which range from low-density single-family units located along the Alder Creek corridor and south of Easton Valley Parkway to medium- and high-density residential and mixed use areas clustered at or near schools, major transportation hubs, and retail centers. This section provides design guidelines intended to promote the desired site and building design in these neighborhoods.

Residential units will face streets organized on a modified traditional grid pattern.

4.1.1 Neighborhood Organization

A majority of residential neighborhoods will be focused around centrally located parks. Three parks have adjoining schools offering additional recreational value to the neighborhood. The neighborhood parks are also connected to the larger open space network, providing trail access from within the neighborhoods.

Streets and blocks extend from these local parks in a grid pattern that has been modified to accommodate topography and natural features. Block layouts also encourage walking, biking, and use of public transportation. The following guidelines are intended to encourage this overall neighborhood organization:

- A neighborhood park should be centrally located in each neighborhood, with clearly defined bicycle and pedestrian access from homes via sidewalks and trails.
- Neighborhoods should be organized into smaller recognizable subareas around parks or open space areas, where feasible.
- Neighborhoods should provide a variety of smaller open spaces with seating areas for informal gatherings.
- Streets should be laid out in a pattern that allows motorists to make internal connections between adjacent residential neighborhoods without having to drive to arterial or collector streets.
- Lots, blocks, trails, and walkways should be organized to encourage residents to bike or walk to nearby amenities such as parks, open spaces, schools, and shopping.

Neighborhoods should be organized around local parks.

A system of greenways will connect residential areas with parks and open spaces.

4.1.2 Open Space

Open space greatly enhances the quality of life in Glenborough at Easton's residential areas and provides opportunities for passive recreational use and access to other destinations, such as parks, schools, and commercial areas.

- A coherent and connected public open space system shall be provided within all neighborhoods.
- Buildings should be oriented toward parks and open space, whenever feasible.
- Open space and parks must be accessible via streets adjoining open space or parks, and other means of public access from nearby uses.
- The public open space system should be supplemented by private open space available to each residence. All ground-floor residential units shall have an outdoor living space, yard, courtyard, porch, or patio.
- When adjacent to roadways, public parks, or commercial, mixed use, or office uses, private outdoor living spaces may be enclosed or screened with a fence, wall, landscaping, trellis, or other type of architectural feature. These features should be constructed of materials and colors consistent with the overall building style. Screening materials should be sufficiently permeable to permit visibility of the building and entrances from public areas to encourage security and safety.
- Where residential uses are adjacent to the Alder Creek corridor or other publicly accessible open space areas, fencing must be open metal with flush top surfaces (see Section 4.1.13). Homes adjacent to public open space on the west side of Villages R1 and R2 may incorporate solid fencing, where applicable, to screen views of nearby Aerojet facilities.

Outdoor living space may be a shared courtyard.

Private outdoor living space can include a balcony, porch, or patio.

4.1.3 Building Setbacks

Residential building setbacks help to define private residential space and the public realm along streets. Setbacks may vary from neighborhood to neighborhood, providing different street experiences within the community.

Setback lines should adhere to the minimum requirements as provided in the development standards in this document. Once the minimum setback has been met, residential building setbacks should vary to create visual interest and provide a changing street scene (see Figure 4.1).

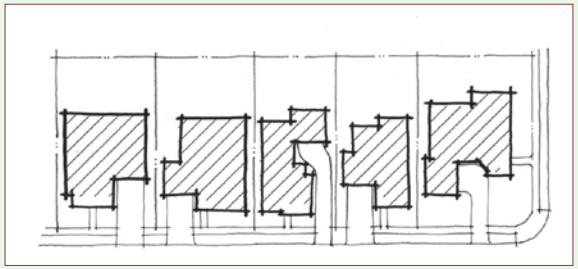

Figure 4.1
Residential setbacks should be varied along the street.

4.1.4 Building Orientation and Streetside Design

Buildings should be oriented toward the street with the major entry and pedestrian walkways at the front of the lot to promote visibility of the neighborhood and encourage social interaction.

- Direct pedestrian access to each building entry facing the street must be provided.
- Buildings should be designed with active living spaces (such as living rooms and kitchens) facing the street, or other public or common areas, where applicable.

The street side of each residence should have an entry and active interior living space that overlook the street.

- Building facades should 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.
- Building facades should be designed with entries, porches, and other architectural elements that provide transitions from public to private spaces. A clear entry sequence for ground-floor units extending from the public sidewalk to the front door may be accomplished through:
  - functional front porches that are at least 6 feet deep;
  - clearly defined site and building entries that are in scale with the building and oriented directly to the street frontage;
  - front doors of each unit that are clearly visible from the street, with the use of distinctive architectural elements and quality materials to denote the permanence of the entry;
  - doors and windows on the street-side facade that complement the architectural style of the building; and
  - use of lighted building address numbering that is visible from the street at night.

Whenever possible, homes should be designed with front entry features.

- The depth of a portion of a front porch may be reduced to allow for the encroachment of stairs and handrails, as may be necessary due to setback limitations. Stair and handrail encroachment into a porch may not account for more than 40 percent of the width of the overall porch to retain its functional use.

4.1.5 Building Presentation at Corners

The relationship of buildings to one another and the street is especially important at corners, where buildings must address both streets. Corner lots are typically wider to accommodate the side yard setback and allow for side porches. Traditionally, homes on corner lots are larger and have one- and two-story articulation on both the front and the side facing the corner street. Residential units on corner lots should be designed to include:

- wraparound porches on both street sides of the building (see Figure 4.2, "Wraparound Porch");
- larger building heights and forms to create a visual anchor at intersections;
- side elevations that are designed in a manner similar to the front elevation in detail and articulation; and
- garage access from an alley or the side street.

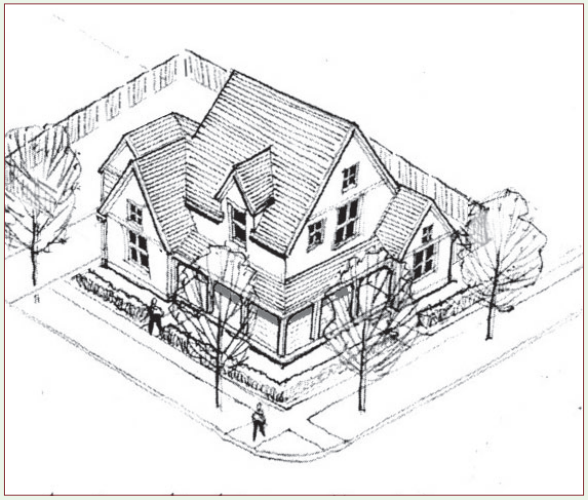

Figure 4.2, Wraparound Porch
A wraparound porch engages both streets adjacent to a corner home.

4.1.6 Streetscape Diversity

Older, traditional neighborhoods often contain consistent streetscape elements coupled with a diversity of building architecture that lends interest and character to the area. While whole neighborhood in Glenborough at Easton should be unified in composition, individual homes present an opportunity for variation in style, massing, heights, detailing, and color to add interest along residential streets.

Each block in Glenborough at Easton should contain at least four different models and three elevations for each floor plan. Different models are defined as those with significant variation in floor plans, configurations, heights, and massing, and minor variations in size or the number of bedrooms.

Color and materials can be varied to add visual interest.

- No more than two homes of the same model and elevation should be used on a single block.
- Similar models with similar architectural styles should not be placed next to or across from one another.
- Building facades should contain setbacks, overhangs, changing roof lines, and other design elements to provide shadows and depth to building facades.
- Architectural variety may be achieved by using at least one basic color, and an additional accent color or material,
  - house materials that are texturally different yet visually compatible, and
  - detailed window, trim, porch, and door elements.
- Variations in ground-floor building massing may be achieved by introducing entry porches and courtyards.
- Building heights can be varied with a mixture of one- and two-story models along the street.
- Staggered building massing along the block is encouraged. Techniques may differ, depending on product types. For example, second-story setbacks may be used on higher density products, while lower density products could be varied through differing ground-floor setbacks.
- Variations in lot widths and lot sizes on adjacent blocks within a neighborhood are encouraged.
- A variety of house types should be dispersed within single-family neighborhoods, such as locating duet models on corner lots (see Figure 4.3, "Streetscape Diversity").

The use of multiple elevations adds interest to the street.

Figure 4.3, Streetscape Diversity
Streetscape diversity can be achieved through different models and architectural treatments.

4.1.7 Building Form and Massing

Larger residential buildings should be broken down into smaller components to reduce the appearance of mass (see Figure 4.4, "Building Form and Massing").

Single-family Residential

The appearance of mass can be reduced through a variety of architectural techniques and treatments such as:

- use of dormers, overhangs, balconies, wall projections, and covered entries;
- varied roof forms, pitches, and heights in keeping with the overall style of the building;
- changes in materials and color;
- clearly defined entry features that provide an inviting, human-scale transition from the street;
- high-quality front doors that are visible from the street, complement the architectural style, and use distinctive upgraded hardware and materials; and
- use of architectural elements such as special trim, window boxes, brackets, trellises, molding, window frames, sills, and latticework.

Multi-family Residential

Multi-family residential structures should use a variety of techniques to reduce the building mass and scale. These techniques can include:

- staggering, offsets, and changes in building elevations between units; and
- varying roof forms, heights, and pitch.

Interest and variety can be incorporated in multi-family buildings through:

- use of complementary colors and materials, with at least one basic color and one accent color or material on each elevation;
- gutters and downspouts with designs integral to the architectural design and color scheme; and
- architectural articulation, window fenestration, and facade detailing.

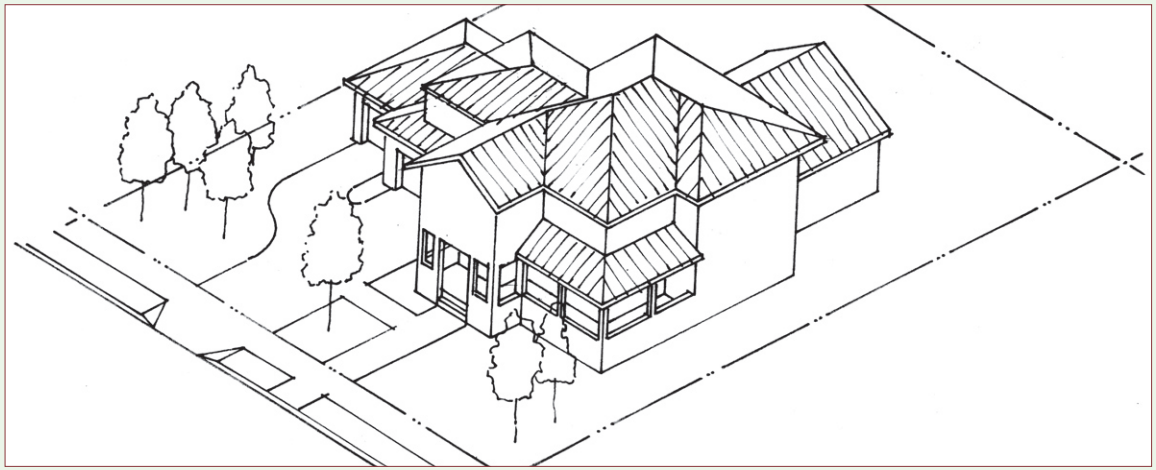

Figure 4.4, Building Form and Massing
The appearance of mass in residential buildings can be reduced through articulation of the facade.

Varied architectural elements, colors, and materials should be used to reduce the appearance of mass in multi-family structures.

4.1.8 Building Styles

Architectural styles may vary to create visual interest and variety that contributes to the character of the neighborhood and community. The following guidelines relate to building styles:

- Architectural styles within a neighborhood should be visually compatible with each other and possess general market appeal and community acceptance. Neighborhoods should not be composed of a mixture of unrelated and inconsistent styles.
- Single-family homes along the same street may use a complementary and coordinated "family" of styles. Variation of architectural styles along the same street is desirable if the overall massing, form, and setbacks of the homes are similar. Complementary colors, materials, and landscape treatments can also help provide a cohesive identity to the neighborhood.
- Reproduction of historic styles is not necessary or encouraged; however, architectural styles may be influenced by historical precedence that is consistent with the local context, and easily recognized and interpreted.

The full front porch and traditional architectural detailing define the character of this home.

Contemporary architectural influences or variations on vernacular styles are also appropriate for residential units in some villages.

4.1.9 Materials, Colors, and Finishes

Materials, colors, and finishes provide interest and variety and should be consistent with the architectural style and character of the residence.

- 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 expressed around all sides of the building. Additional materials and details can be used on the streetside facade(s).

An example of lap siding with stone wainscoting

- 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. Materials may include brick, tile, stone, wood, and stucco.
- Reflective or mirrored glass, T-111 siding, "stucco stone," and plastic/fiberglass materials that may fade or weather are not allowed.
- All roofing materials must meet a minimum Class C fire resistance rating.

Accent materials can be used to define and highlight residential units.

4.1.10 Parking and Garage Placement

The location of parking and garages provides another opportunity to vary the street scene. Different design techniques should be applied to single-family and multi-family residential, as described in their respective sections below. However, the following guideline applies to all residential types:

- Where single-family and multi-family 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 soften and improve the appearance of these areas.

Single-Family Residential

The following techniques should be applied to single-family residential development, as appropriate (see Figure 4.5, "Garage Placement for Single-Family Units" for examples).

- Common driveways, private drive aisles, or alley-loaded residential access are encouraged for small-lot and attached prototypes.
- On streets with predominantly front-loaded access, 25% of the homes must have a recessed garage, a garage placed to the rear of the residence, or one which is accessed from a side street.
- Garage placement should de-emphasize the visual prominence of garage doors, particularly along building façades facing streets or open spaces. Potential garage placement and door treatments could include:

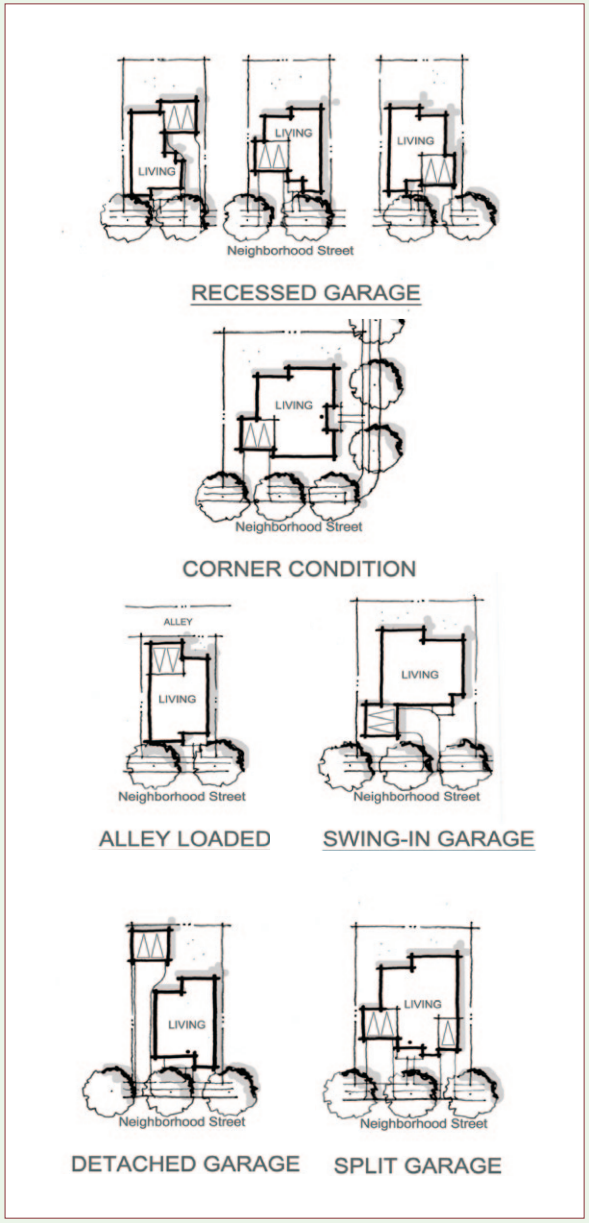

Figure 4.5, Garage Placement for Single-Family Units

The appearance of garage entries along a rear drive aisle can be improved with landscaping.

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This multi-family building has alley-loaded garages.

  - garage doors set back from the front facade and living areas, recessed from the door frame, or articulated with windows, paneling, offsets between garage doors, or other detailing;
  - use of tandem parking to minimize the number or width of garage doors.
- When the home design includes three or more garages, the techniques listed above to de-emphasize garage placement must be used. Access may be split, with garages located on more than one side of the house.

Multi-family Residential

- Whenever possible, parking lots should be located behind residential units rather than along primary frontages.
- The overall size of parking areas should be reduced to avoid large paved areas. Instead, parking should be conveniently located in smaller parking areas or parking courts dispersed throughout the site.
- Convenient, accessible walkways with short and direct access from designated parking areas to dwellings should be provided. Ideally, residents should be able to see their assigned parking from their unit.
- Parking should be landscaped and screened from adjoining uses and public streets.
- A variety of garage placements within a residential project should be used to de-emphasize the visual prominence of garage doors, particularly along façades facing streets or open spaces. Potential garage placements and door treatments could include:
  - garage doors set back from the front facade and living areas;
  - garage doors articulated with windows, paneling, or other high-quality detailing;
  - garage doors recessed from the door frame;
  - placement of some garages at the rear of the lot with access from side streets, the alley, or a side-yard driveway;
  - use of tandem parking to minimize the number or width of garage doors;
  - within cluster or multifamily developments, placement of garages within an interior parking court accessed through a gateway, portico, or courtyard entry; and
  - as an alternative to garages, use of appropriately landscaped carports that are screened and set back from the front building facade.
- Bicycle parking should be clustered near units, as appropriate, with clear access from pedestrian walkways. Covered bicycle parking areas for Class II racks are desirable but not required.

4.1.11 Residential Lighting

- Residential pedestrian lighting must conform to the overall lighting program and standards developed for Glenborough at Easton.
- 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 hoods or other design elements that direct light downward toward pedestrian walkways. Lighting fixtures should be designed to avoid light spillover onto adjacent properties.
- Lighting fixtures affixed to residential structures should clearly illuminate entryways.

4.1.12 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.

Light spillover can be reduced with measures such as the hood on this pedestrian-scale lighting fixture.

Metal fencing adjacent to open space areas must have flush top surfaces.

4.1.13 Residential Fencing

Fencing should be selected to complement the architectural style of the home, as well as the overall character of the street. The following guidelines should direct the use of fencing:

- Front yard fencing and side yard fencing on corner lots should not exceed 3 feet in height and must have a minimum of 50% transparency. Metal and wood are preferred materials, with masonry, brick or stone as accent materials.
- Rear yard fencing, including fencing along the front and sides of the rear yard, should not exceed 6 feet in height and may be of solid construction.
- Fencing separating private open space from publicly accessible open space areas such as the Alder Creek corridor shall be tubular black metal fencing with flush top surfaces to promote visibility and safety. Open space areas adjacent to streets and pedestrian rights-of-way shall not be fenced unless required for the protection of sensitive habitat areas.
- Fencing adjacent to the front yard and public street side yard of a corner home shall not exceed 3 feet in height, except for the street side yard, where a 6-foot fence is permitted along half of the facade length.

4.1.14 Soundwalls

- Soundwalls shall be provided along Easton Valley Parkway, portions of the Alder Creek corridor, Glenborough Drive, and portions of Villages R1 and R2 to reduce traffic noise. Soundwalls shall be 6.0-7.5 feet in height, as specified in the Final Environmental Impact Report (FEIR). Soundwalls adjacent to streets in Glenborough at Easton shall conform to soundwall standards identified in County Zoning Code Section 301-66, "Soundwalls Adjacent to Streets," except where modified by the soundwall guidelines or the FEIR.

- Soundwalls should incorporate breaks at street intersections; live-end cul-de-sacs; and park, trail, or open space access points.

- Soundwalls along Easton Valley Parkway and Glenborough Drive should display a consistent design treatment. Soundwalls along the Alder Creek corridor may display a different, but complementary, treatment to those along major streets, and should be designed so as not to detract from the highly visible Alder Creek corridor area.

- Soundwalls may be constructed of masonry, precast concrete, or a similar material, with a graffiti-resistant coating, and may include decorative elements (e.g., pilasters, capitals, posts, and post caps). Decorative elements may incorporate materials used in the entrance features, such as stone and metal.

- All materials used in soundwalls must be fire-resistant. Soundwalls should also be constructed of materials that are easily maintained and resistant to vandalism.

- Soundwalls along the Alder Creek corridor should be designed to coordinate with the tubular metal fencing serving as the primary barrier where soundwalls are not required. Soundwalls should be aesthetically pleasing and positively contribute to views across the Alder Creek corridor.

A soundwall with brick facing located at the back of a landscaped parkway.

A masonry soundwall with a decorative cornice.

4.1.15 Resource-Friendly Building and Site Design

Glenborough at Easton 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 appliances shall be installed in all residential uses to reduce energy usage.
- The use of "cool roof" materials is encouraged to reduce energy use and heat transmission.
- All buildings should incorporate locally produced building and landscaping materials, whenever commercially available.
- Interior air quality shall be improved by incorporating materials (such as paints and solvents) with low concentrations of volatile organic compounds (VOC) into building construction, wherever feasible.
- 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.
- 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.

PHOTO COURTESY OF DESIGNLENS

Homes should be designed to incorporate daylighting.

- Wood burning devices shall not be incorporated into residential buildings. Gas or propane fireplaces or stoves may be used in substitution.
- Garages and parking structures should incorporate tandem parking whenever feasible to reduce the extent of paved driveway areas.
- Solar lighting is encouraged for parking structures and carports whenever feasible.
- Compact, energy efficient bulbs are encouraged to achieve lighting efficiency within residential buildings.

Site Design and Landscaping

- Each home designed with a privately maintained lawn area shall receive a complementary electric lawn mower as one of the home's amenities.
- Reduced alley aprons are encouraged to decrease pavement runoff.
- 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 nonroof hardscape surfaces.
- Permeable paving should be incorporated, where feasible, to keep stormwater runoff on-site.
- Driveways, parking lots, walkways, and other nonroof hardscape surfaces shall be subject to a minimum of 50% shading after 15 years, to be provided by landscaping or shade structures.

Alternative pavers such as those used in this residential driveway can help to reduce heat gain and keep stormwater runoff on-site.

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

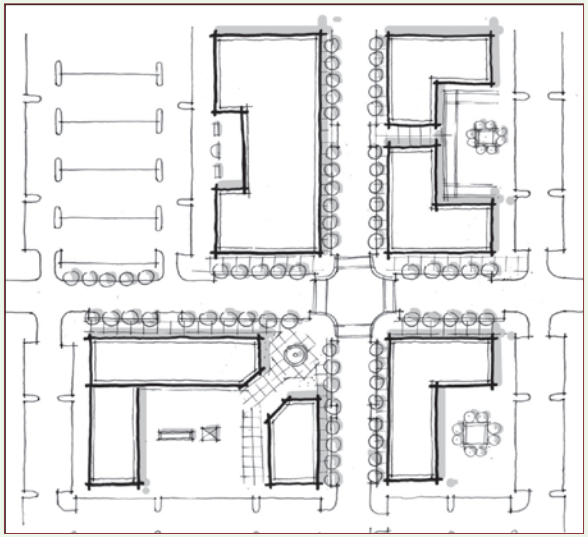
4.2 COMMERCIAL DESIGN GUIDELINES

Glenborough at Easton's commercial centers will act as community gathering places and provide the community with basic goods and services. The commercial centers should combine building and site design, landscaping, and pedestrian amenities to create engaging outdoor spaces that encourage pedestrians to congregate.

4.2.1 Public Spaces and Pedestrian Amenities

Commercial centers in Glenborough at Easton should create a pleasant, inviting public realm that offers areas for informal gathering and emphasizes walkability and pedestrian amenities such as seating and shaded areas.

- Public plazas and courtyards should contain pedestrian furniture, seating, lighting, and landscaping to create comfortable and inviting areas that encourage public use. Water features and public art can also be incorporated as enhancements to the public realm.
- Active uses such as restaurants, building entries, storefront display windows, outdoor eating areas, and bus stops should front onto public spaces.
- Landscaping should be provided along pedestrian walkways and drive aisles at building frontages to create an urban retail street image.



Village J could include a small pedestrian-oriented mixed-use area similar to the one shown in this concept plan.

Commercial plazas can incorporate water features, public art, benches, and other pedestrian amenities to create an inviting public realm.

- 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.
- Water features may be considered for public gathering places, courtyards, and 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.
- 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 associated 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.

4.2.2 Circulation

Commercial centers should be designed with internal circulation systems that allow for efficient and safe slow-speed vehicular movement, and include well-defined pedestrian and bicycle paths.

- The overall site design should be organized around pedestrian activity and circulation. Building entrances should create a visually inviting storefront with direct, identifiable, and safe access from streets and pedestrian walkways.

Commercial areas can encourage pedestrian access by providing inviting pedestrian walkways with convenient routes to shopping and services.

- Pedestrian connections should link commercial centers to nearby neighborhoods and the Community Resource Center through a continuous pedestrian circulation system.
- Parking lots should be designed with a clear hierarchy of circulation, with few or no parking spaces backing onto major entry drive aisles.
- Service areas and loading functions should be integrated into a circulation pattern that minimizes conflicts with vehicles and pedestrians. Service areas should be screened from public view by adjacent residential land uses.
- 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.
- On-site amenities for bicycle parking should be provided at each center with direct, safe, and convenient access to adjoining path systems without intruding into walkways.

Commercial areas should be connected to parking and adjacent uses through clearly marked pedestrian circulation routes.

- Public transportation stations and stops should be provided in a convenient location near each commercial center with direct pedestrian access.
- Bus stops should include amenities such as shelters, benches, and waste receptacles that create an attractive, safe, and comfortable place for transit users.

4.2.3 Building Orientation

- Buildings should be oriented toward a public street or an internal parking court, with parking areas located behind the structures or in unobtrusive locations.
- Buildings should be clustered to create a concentrated outdoor shopping environment.
- Buildings should be sited to create outdoor spaces and pedestrian access and amenities. A lively street environment should be created at the ground-floor level with retail uses, entries, display windows, bay windows, roof overhangs, awnings, arcades, and outdoor eating areas fronting the street.
- The drive aisle in front of the retail stores should feel like a street with sidewalks and parking in parallel or angled configurations.
- Residential areas adjacent to commercial projects may be integrated into the retail component where feasible. Both vertical and horizontal mixing of these uses is encouraged.

Parking can be oriented toward an interior parking court, which in this example includes a local access street.

4.2.4 Building Form

Commercial centers should create a human-scaled environment that encourages walking and reduces the mass and bulk of large buildings.

- All sides of buildings visible to the public should be detailed and designed with interesting facades, particularly along elevations adjacent to pedestrian walkways. Service areas and facades not visible to the public may be simpler in architectural treatment.
- Large buildings should be designed to reduce their scale and bulk by varying setbacks and heights and by breaking building volumes into smaller components. The building form should also be articulated through the following design techniques:
  - Vary building materials, colors, and architectural elements such as windows, entries, overhangs, awnings, arcades, recesses, trellises, and rooflines.
  - Use moldings, building lines (seams), and setbacks to accentuate various floors or levels and individual storefronts.
  - Create a building base at the pedestrian level with materials that visually anchor the building to the ground plane.

Commercial buildings should exhibit a clearly recognizable architectural style representing the community's desired character.

- Individual tenant spaces in commercial centers should be easily identifiable. A number of architectural techniques can be used to articulate each tenant space, including:
  - Placing columns, piers, or pilasters between building bays.
  - Varying building facades with recessed entrances.
  - Using arcades and roof overhangs.
  - Changing building or roof heights between tenants.
- Entries should be clearly articulated and easily accessible from parking lots and parking structures.
- Entries to buildings that front walkways and gathering places should include awnings, overhangs, arcades, or other architectural treatments to articulate the entry and provide protection from the weather.
- Commercial frontages should provide a transparent facade area, such as windows, entries, and storefront displays, along the commercial street.

4.2.5 Materials and Finishes

- High-quality, attractive, and durable materials should be used for all buildings, landscaping, paving, and signage. Durable exterior materials should be used on all sides of buildings.
- Each commercial center's distinctive style and theme should be reflected in the choice of specific building materials.
- The predominant color on a building should be compatible with the overall character of the commercial center.
- 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 comprised of a minimum of 50% low reflectance, non-polished finishes (such as stucco or brick). Bare metallic surfaces (e.g., pipes, flashing, vents, and light standards) shall be painted to minimize reflectance.

Arcades and overhangs can be used to articulate the entry and provide protection from the weather.

Durable, high-quality materials should be used to represent each commercial area's distinctive style.

4.2.6 Lighting

Lighting contributes to the safety and security of commercial centers. Lighting should complement and enhance the architectural style of buildings and be compatible with the overall character of the commercial centers.

- 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 must be high quality and attractive, and should be selected as part of the overall building and landscape theme. Creative fixture design is encouraged.
- Distinctive accent lighting may used on buildings to highlight individual tenants, provided that the lighting is complementary to the overall lighting style of each commercial center.
- Specialized lighting is appropriate for entries, building towers, public art, water features, and other unique architectural elements.

Distinctive lighting should complement the building.

Street lighting should be pedestrian-scaled and designed to prevent light spillover.

- Light fixtures must be the appropriate scale and location to avoid spillover or glare into surrounding areas. No fixtures higher than 18 feet may be placed internal to a commercial site.
- Lighting along roadways and within parking lots shall include high-intensity discharge lighting. Lighting along roadways shall meet the requirements of the Sacramento County Department of Transportation.
- Lighting shall be sufficient to provide an illumination level of 0.25-0.50 foot-candles maintained at ground level for general site lighting, and 0.50 foot-candles or greater for illumination of entry intersections.
- Lighting fixtures shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.
- Lighting fixtures should include photocell control to reduce energy usage.

4.2.7 Signage

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

- Signs should be simple and easily readable, should enhance each commercial center's environment, and should not contribute to visual clutter.
- A sign program that is compatible with the overall theme and character of development should be established for commercial centers. Unique identification signs that reinforce the character, branding, and identity of each center are encouraged.
- Signs should be in scale with the buildings and the surrounding pedestrian environment.

Innovative signage may be appropriate on some buildings.

Pedestrian wayfinding, sandwich boards, and signage on awnings are among the many appropriate types of signage.

- The sign program should include information signs for orientation, traffic control, and street names, as appropriate. Project identification features should be located at high-traffic areas.
- Use of unique signs or monuments that incorporate public art to identify each center is encouraged.
- All signage must be consistent with the overall signage program for Glenborough at Easton and will be subject to review and approval by the Easton Architectural Review Committee.

4.2.8 Service Areas

- Functional service areas of buildings should be carefully placed and screened to reduce noise and visual blight.
- Storage areas for solid waste must include receptacles for green waste and recyclables.
- Loading and trash areas should be located behind or at the side of buildings and away from residential and public areas.
- 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 with fencing, walls, and landscaping or a combination of these elements.

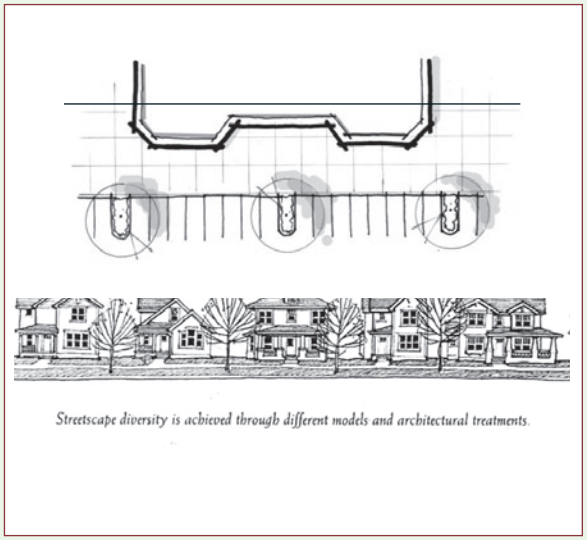
Service areas should be screened and landscaped.

4.2.9 Parking

Parking must be provided in commercial areas for automobiles and bicycles. Transit stations should be located nearby and are addressed in Chapter 5, "Circulation."

Automobile Circulation and Parking

- The appearance and location of parking lots should be secondary to that of commercial buildings. Parking lots should be made more comfortable and attractive to pedestrians by the addition of landscaping, lighting, and walkways.



Typical parking lot layouts

- Where feasible, large surface parking lots should be located behind buildings and should be accessed from side streets.
- Dispersion of parking into smaller units is encouraged.
- Clearly delineated pedestrian walkways must provide access between primary streets, transit facilities, and parking areas and primary building entrances.
- Pedestrian walkways should be centrally and conveniently located within parking fields, landscaped with shade trees, and include other landscape and pedestrian amenities.
- Parking lots must contain landscaped areas with large shade trees in sufficient size and spacing to provide shade to surrounding parking spaces within 15 years per Chapter 30, "Off-Street Parking," of the Sacramento County Code.
- A landscaped buffer must be located between parking areas and public sidewalks.
- Alternative paving such as interlocking concrete pavers may be used for areas not designated as emergency vehicle routes, such as parking bays and service and recreational areas. Alternative paving types must not be used in the designated 20-foot access route for emergency vehicles.

Parking areas should provide efficient automobile circulation with easy access to shopping.

Pedestrian routes from parking should be clearly visible.

Bicycle Circulation and Parking

- Bicycle lanes should be clearly marked with pavement striping and bicycle routes with appropriate signage.
- Long-term (Class I) bicycle parking should be located within 750 feet of the primary entrance of any buildings served by the parking.
- Long-term bicycle parking should be located in an area that is easily visible, secure, and well-lit.
- Short-term (Class II) bicycle parking should be located within 50 feet of a main building entrance and 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 destinations.

Fencing in commercial areas should consist of visually permeable materials to allow for transparency and openness.

4.2.10 Fencing and Walls

- Fences and walls in commercial areas may be used to define space, such as cafe seating, but should not obstruct pedestrian passage.
- Fences that define the boundary between commercial uses and publicly accessible open space such as the Community Resource Area shall be tubular black metal fencing with flush top surfaces to promote visibility and safety. Open space areas adjacent to streets and pedestrian rights-of-way shall not be fenced unless required for the protection of sensitive habitat areas.
- Fencing or walls should be used to screen trash receptacles and service areas. Such fencing and walls must be of solid construction and a minimum of 6 feet high.
- Soundwalls adjacent to commercial/retail areas should be consistent with the design guidelines in section 4.1.14.

4.2.11 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. These components are addressed in the following guidelines.

- The primary building, canopy, pump islands, and any ancillary uses should have a similar building height, setbacks, and building orientation to nearby structures.
- All sides of the primary building, canopy, pump island, and ancillary uses should incorporate a consistent architectural style, materials, colors, 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 with varied architectural massing 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 the public street.
- 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 Illumination Engineering Society of North America (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 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.

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

4.2.12 Resource-Friendly Building and Site Design

Glenborough at Easton 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 roofing materials shall be incorporated into the design of all commercial and mixed use buildings.
- Energy Star certified or equivalent appliances and office equipment shall be installed in all commercial and mixed use buildings to reduce energy usage.
- Energy Star certified 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.
- All buildings should incorporate locally produced building and landscaping materials, whenever commercially available.
- 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.
- Glazing that minimizes heat gain while optimizing visibility shall be incorporated into buildings.
- 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.
- Interior air quality should be improved by incorporating materials (such as paints and solvents) with low concentrations of volatile organic compounds (VOC), wherever feasible.
- 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.

PHOTO COURTESY OF DESIGNLENS

Passive cooling elements can be incorporated into the design of commercial buildings.

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 lots, and other nonroof hardscape surfaces shall be subject to a minimum of 50% shading after 15 years, to be provided by landscaping or a covering structure, as appropriate.

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

- Permeable paving is encouraged for parking bays to reduce heat accumulation and reduce stormwater runoff.
- Walkways, parking lots, and other nonroof hardscape surfaces should incorporate high-reflectivity materials to the greatest extent possible to minimize heat absorption, which may include alternative paving forms such as interlocking concrete pavers and biopavers. Paving materials in drive aisles must meet Sacramento County standards for emergency access vehicles.
- Compact, energy efficient lighting that also 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. LED lighting meeting County standards shall be the preferred lighting type.
- Solar-powered lighting is encouraged for landscaping use.
- 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.

4.3 OFFICE PARK DESIGN GUIDELINES

Glenborough at Easton will include a 23.6-acre office park at the intersection of Folsom Boulevard and Glenborough Drive, and a 13.5-acre office park accessible from Kimball Place. Both business parks occupy portions of U.S. 50 frontage and will be clearly visible to passing motorists. In addition, the business parks are adjacent to the Alder Creek corridor and will be connected to residential neighborhoods via trails through the corridor. On- and off-street bike lanes along connecting streets will provide additional access to the office parks.

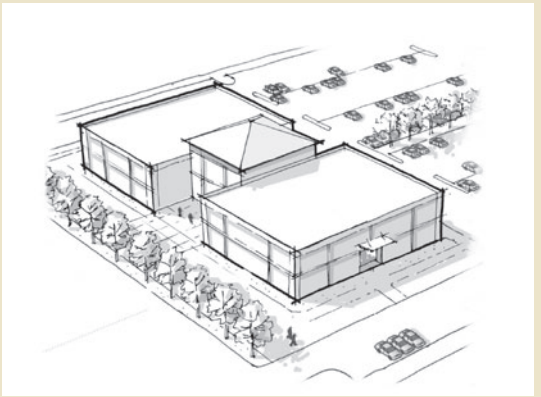
Office park uses include research and development; corporate offices for industry, banking, and insurance companies; and high-tech industrial, or light-industrial and assembly uses. Supporting retail and service uses such as small cafes, restaurants, printing, reprographic services, office supplies, and other business services are allowed within office parks. These support services are beneficial when creating a campus-like office park environment. Office parks may also provide storage and warehousing uses as a portion of the overall business and office park facilities. These uses are to occur entirely within enclosed buildings.

Office parks will be located next to extensive open space.

4.3.1 Site Design

The design of office parks should provide for the aesthetic and functional arrangement of site components, buildings, parking and circulation, landscaped buffers, and pedestrian spaces. Site activities and buildings should be designed to provide an attractive appearance to the public while minimizing potential impacts on adjacent uses.

- The street network within industrial and office parks should be designed as a well-landscaped pedestrian environment with separated sidewalks and clear visual connections to building entries. Connections to local transportation stops, communitywide trails, and the open space network must be provided.
- All buildings in a multi-building campus should be of a similar style and design and should cluster around a common open space area that provides circulation and amenities for users.
- Undesirable site elements, such as service bays and loading areas, should be located away from public areas and screened by architectural treatments, decorative fencing, walls, or landscaping.
- The use of low walls and landscaped berms to help screen parking areas is encouraged.



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

4.3.2 Setbacks

Setbacks should be designed in conjunction with landscape buffering of buildings, parking, and storage areas. When planning office sites, the following setback suggestions should be considered:

- Buildings, parking, and other paved areas should be set back from the front property line along streets to allow for sidewalks and sufficient landscaping to establish a strong streetscape presence.
- Landscaped setbacks with trees, shrubs, and groundcover should be provided on the perimeter of the office site to create a strong visual presence and a buffer between office uses and surrounding areas.

Setbacks should be landscaped and include pedestrian walkways.

4.3.3 Circulation and Parking

Circulation and parking should be arranged to create safe, convenient, and pleasant movement around the site, based on the following guidelines:

- Pedestrian and vehicular access points should be emphasized with highly visible landscape treatments and signage.
- Connections between the office parks and the Alder Creek corridor are required.
- Convenient and direct access to proposed transit stops shall be incorporated into the circulation system.
- Parking should be broken up into manageable sizes that relate to user needs.
- Shared access drives between adjacent parcels are encouraged to reduce curb cuts and provide for internal connectivity and circulation.
- Primary entry drives for automobiles, especially for visitors, should be designed to emphasize the sense of identity, entry, and arrival with special landscaping, signs, lighting, and decorative paving materials.
- Circulation patterns should minimize conflicts between vehicles and pedestrians, and between visitors and employee traffic and truck shipping, service, and delivery vehicles.
- Parking lots must contain landscaped areas with large shade trees in sufficient size and spacing to provide shade to surrounding parking spaces within 15 years per Chapter 30, "Off-Street Parking," of the Sacramento County Code.
- Alternative paving may be used for areas not designated as emergency vehicle routes, such as parking bays, and some service and recreational areas. Alternative paving types must not be used in the designated 20-foot access route for emergency vehicles.
- Long-term bicycle parking should be located in an easily visible, secure, and well-lit area.
- Short-term bicycle (Class II) parking should be located within 50 feet of a main building entrance and should be easily visible from entries, windows, or security stations.
- Bicycle parking should be connected to nearby destinations with safe, direct access on clearly visible and accessible pedestrian walkways.

4.3.4 Entries

- Entries should provide a strong visual identity from the street, pedestrian connections, and safe and functional vehicular movement.
- Formal public access or entries to buildings should be created with a strong relationship to the primary fronting street.

Well-defined entry features should be easily visible from the street and primary pedestrian routes.

- Prominent entry locations should be clearly visible from the street.
- Guest parking should be located close to the main entry.
- Public gathering spaces may be located near entries.
- Entries should provide shade and protection from the weather.

4.3.5 Landscaping

Landscape plantings in office parks should enhance the built areas, soften and augment architecture, help create a project identity, and screen and buffer objectionable uses.

- A theme, character, and identity should be established for each project that is compatible with the overall design with emphasis on areas visible to the public. More intense focus on high-use areas, entries, gathering areas, and public rights-of-way is appropriate.
- The landscape style and materials should blend in with adjacent land uses and the circulation system. Landscaping should emphasize a transitional buffer between each office park and the Alder Creek corridor.
- Shade trees should be placed on the south and west sides of buildings to help reduce cooling needs.

Office parks should be informally landscaped to coordinate with the surrounding open space areas.

- At least one exterior amenity space should be provided on each site where employees and visitors can take advantage of the outdoors. Such amenity spaces include seating and eating areas or recreational activity areas. Pedestrian gathering areas such as plazas, patios, or other usable landscaped amenities should be in scale with and appropriate for potential user or facility needs.
- All plant materials should be low maintenance, aesthetically pleasing, and adaptable to local conditions, and should fit the intended function and location.
- Landscape designs should emphasize native and drought tolerant plants to reduce water requirements.

A gathering area such as a courtyard should be provided for visitors and employees.

4.3.6 Building Form

Architectural design in industrial and office parks should contribute to project identity and should provide an attractive and high-quality environment.

- Massing of three-dimensional volumetric forms of large office and industrial buildings should be broken into smaller components. Varying building facades, rooflines, wall planes, and wall heights should be used to avoid large expanses of blank building walls.
- Building facades along streets should be articulated with windows, entries, awnings, trellises, arcades, and changes in materials to reduce the perceived building scale.
- Facades visible from public spaces and streets should provide added interest with a variety of architectural elements, with the intent to reduce building mass.
- Architectural features should be designed at human scale and should be integral to the building, not simply an adornment.

The addition of architectural features such as cornice lines, lintels, and vertical projections can help to reduce the appearance of mass.

4.3.7 Building Materials, Color, and Details

- Buildings should use durable, high-quality materials that reflect permanence such as stone, tile, stucco, concrete, metal, and glass.
- Color should be used to create visual interest and enhance the appearance of the building from the street.
- Large expanses of smooth, undifferentiated surfaces should be broken up with building lines, changes in texture and color, and wall surfaces that create shadows.
- Exterior materials shall be comprised of a minimum of 50% low reflectance, non-polished finishes (such as stucco or brick). Bare metallic surfaces (e.g., pipes, flashing, vents, and light standards) shall be painted to minimize reflectance.

A tower or other architectural feature can give visual definition to the building.

Variations in color, texture, and pattern can help to define the facade of large office buildings.

4.3.8 Lighting

- Sufficient lighting shall be provided to ensure safe vehicular and pedestrian orientation and the security of persons, property, and vehicles during low-light periods.
- All light fixtures should be high quality, attractive, and consistent with building design.
- Lighting along roadways and within parking lots shall include high-intensity discharge lighting. Lighting along roadways shall meet the requirements of the Sacramento County Department of Transportation.
- Lighting shall be sufficient to provide an illumination level of 0.25-0.50 foot-candles, maintained at ground level for general site lighting, and 0.50 foot-candles or greater for illumination of entry intersections.
- Lighting fixtures shall be constructed of durable materials, have vandal-resistant covers, and be resistant to tampering.
- Lighting fixtures should include photocell control to reduce energy usage.
- Fixtures shall be adequately spaced and scaled to avoid interference from landscaping.
- Fixtures must be shielded to prevent light spillover to adjacent properties.

Lighting should enhance the pedestrian experience and be consistent with architectural design.

4.3.9 Signage

- Signage shall conform to Chapter 35, "Sign Regulations," of the Sacramento County Zoning Code.
- A sign program that is compatible with the overall theme and character of development should be established for office parks.
- Signage should be organized with a consistent style to orient users and clearly identify the associated businesses.
- Signage should be used for identification, information, wayfinding, and traffic control, and not for any form of advertising.
- Signs should be durable, legible, and vandal resistant.

Example of signage on a corporate building

4.3.10 Fencing and Walls

- Fencing materials should be used to define property boundaries, where desirable, and to distinguish areas that are not publicly accessible. Metal, stone, brick, and other durable materials are preferred.
- Fencing separating office park properties from publicly accessible open space areas shall be tubular black metal fencing with flush top surfaces to promote visibility and safety. Open space areas adjacent to streets and pedestrian rights-of-way shall not be fenced unless required for the protection of sensitive habitat areas. No flammable materials may be used for fencing in office park areas.
- Soundwalls adjacent to commercial/retail areas should be consistent with the design guidelines in section 4.1.14.

Any fencing adjacent to the Alder Creek corridor should be black metal and visually permeable.

4.3.11 Service Areas

- Functional service areas of buildings should be carefully placed and screened to reduce noise and visual blight.
- Storage areas for solid waste must include receptacles for green waste and recyclables.
- Loading and trash areas should be located behind or at the side of buildings and away from residential and public areas.
- 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 with fencing, walls, and landscaping or a combination of these elements.

Service areas and trash enclosures should be screened from view.

4.3.12 Resource-Friendly Building and Site Design

Glenborough at Easton 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 will 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 roofing materials shall be incorporated into the design of all office buildings.
- Light-colored roofing shall be incorporated into office structures to reduce heat gain.
- Energy Star certified or equivalent appliances and office equipment shall be installed in all buildings to reduce energy usage.
- Heating, cooling, and lighting control systems will meet Energy Star standards.

- Energy Star certified or equivalent water heating systems will be incorporated based on technologies available at the time of installation and as appropriate to the use.

- All buildings should incorporate locally produced building and landscaping materials, whenever commercially available.

- 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.

- Glazing that minimizes heat gain while also optimizing visibility shall be incorporated into buildings.

- 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.

- Interior air quality should be improved by incorporating materials (such as paints and solvents) with low concentrations of volatile organic compounds (VOC), wherever feasible.

- 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.

PHOTO COURTESY OF DESIGNLENS

Office buildings should be oriented for desirable solar access and incorporate daylighting, as exemplified by this waiting 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 effect. Trees located on the south and west sides of buildings are particularly useful in reducing heat gain.

- Walkways, parking lot walkways, and other nonroof hardscape surfaces shall be subject to a minimum of 50% shading after 15 years, to be provided by landscaping or shade structures, as appropriate.

- Walkways, parking lots, and other nonroof hardscape surfaces should incorporate high-reflectivity materials to the greatest extent possible to minimize heat absorption, which may include alternative paving forms such as interlocking concrete pavers. Paving materials in drive aisles must meet Sacramento County standards for emergency access vehicles.

- Compact, energy efficient lighting that also meets all relevant required safety standards set by the Illuminating Engineering Society of North America 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.

- 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 public open space 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.

Parking bays may incorporate alternative pavement types, such as these interlocking concrete pavers, to reduce heat accumulation, improve the appearance of parking areas, and assist on-site stormwater percolation.

Circulation

5.0 CIRCULATION

5.1 CIRCULATION PLAN

This chapter describes Glenborough at Easton's circulation system, which has been designed to accommodate automobile, bus transit, bicycle, and pedestrian routes that are interconnected and clearly defined. Glenborough at Easton will also benefit from the Hazel Avenue Station in Easton Place, which is on the Sacramento Regional Transit District's Folsom light rail transit line. The light rail transit station is approximately one half mile from the western edge of Glenborough at Easton.

5.2 TRANSPORTATION AND CIRCULATION GOALS

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

Goal 5.1 Create and maintain a balanced, multi-modal transportation system that provides for the efficient and safe movement of people, goods, and services. Connect the various modes for continuous travel.

Goal 5.2 Provide a complete network of transportation improvements, including arterial roads, collector roads, and local streets.

Goal 5.3 Locate commercial, civic, and open space uses along street frontages and provide adequate setbacks for multi-family uses to avoid the use of masonry soundwalls along major roads.

Goal 5.4 Minimize street widths, orient homes toward the front of lots on low-volume collector streets, and provide landscape strips on all streets to improve the streetscape environment.

Goal 5.5 Coordinate with bus transit service providers to identify improvements and facilities for local and regional routes.

Goal 5.6 Offer incentives to encourage public transit use and reduce single-occupant vehicle trips.

Goal 5.7 Create a system of pedestrian and bicycle trails and lanes that connect all uses within Glenborough at Easton and provide connectivity to adjacent boroughs and other destinations outside the community.

Goal 5.8 Encourage the use of alternative fuel vehicles, based on market demand and technologies available at the time of implementation.

Goal 5.9 Establish a transportation management plan to guide transportation alternatives in the entire Easton master-planned community, including Glenborough at Easton. The transportation management plan shall provide for the creation, funding, and administration of a transportation management association (TMA) or membership in an existing TMA.

Bus transit will be available at select locations.

The community will accommodate a balanced transportation system that includes transit, auto, bicycle, and pedestrian traffic.

5.3 TRANSPORTATION AND CIRCULATION POLICIES

Policy 5.1 Roadway System

The roadway system for Glenborough at Easton shall comply with Figure 5.1, "Street Classification System," on page 79, and roadway concepts described and depicted on pages 88-86.

Policy 5.2 Private Roadway Maintenance

The majority of the roadways within Glenborough at Easton are public roadways. Any roadways designated as private access only shall be subject to a roadway maintenance agreement to be approved by the Sacramento Metropolitan Fire District.

Policy 5.3 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.

Policy 5.4 Bus Transit Facilities

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

Policy 5.5 Bicycle Lanes

On-street bicycle lanes shall be provided on Easton Valley Parkway, Glenborough Drive, and Birkmont Drive.

Policy 5.6 Bicycle Standards

All bicycle lanes and trails 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 5.7 Parking Cash-out

Employers shall offer a parking cash-out program where warranted by the size and type of project in Glenborough at Easton. 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 5.8 Carpooling and Ridesharing

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

Policy 5.9 Vehicle Sharing

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

On-street bicycle lanes will be available on all major streets.

Policy 5.10 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 5.11 Shuttle System

A shuttle system will be evaluated during the development of the transportation management plan and implemented, if feasible, as part of the overall transportation plan for Glenborough at Easton and Easton Place.

Policy 5.12 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 5.13 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.

The neighborhood circulation network provides safe routes to school for children who are walking or cycling.

Policy 5.14 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 5.15 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 Glenborough at Easton.

Policy 5.16 Transportation Information

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

5.4 ROADWAY CONCEPT PLANS AND SECTIONS

The following descriptions apply to each of the various street types within Glenborough at Easton, ranging from thoroughfares to minor residential streets. Figure 5.1, Street Classification System, on the following page, depicts the street hierarchy in Glenborough at Easton.

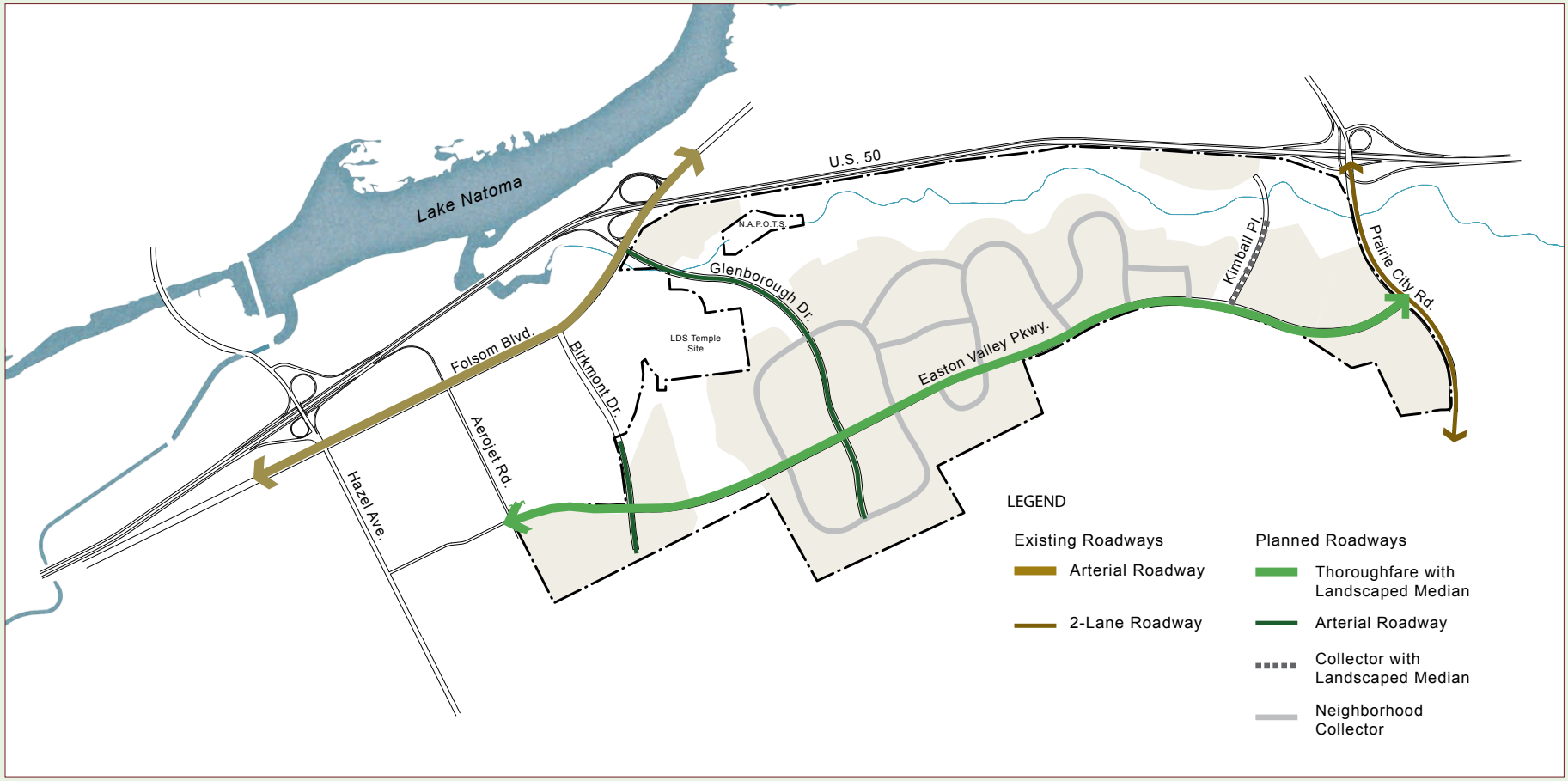


*Figure 5.1, Street Classification System**

**Final street classification and design to be specified by the Glenborough at Easton tentative maps.*

Easton Valley Parkway

Easton Valley Parkway is a key east/west thoroughfare connecting Prairie City Road to Aerojet Road (see Figure 5.2, "Easton Valley Parkway Location Map") that will ultimately extend west to Easton Place and Westborough (another Easton community) in the city of Rancho Cordova. The parkway will provide additional, parallel capacity to U.S. 50, allowing enhanced east/west travel in the area.

Easton Valley Parkway may initially be built with two travel lanes in each direction and a 38-foot landscaped median (Figure 5.3, "Easton Valley Parkway Concept, Four Lanes"). However, recognizing Easton Valley Parkway's importance as a major roadway that may need to accommodate future traffic volumes, 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 5.4, "Easton Valley Parkway Concept, Six Lanes"). Easton Valley Parkway is designed to accommodate automobile and bus transit services within shared travel lanes. Measures such as Intelligent Transportation System (ITS) improvements that 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 street tree and shrub plantings; an 8-foot-wide, multi-use (Class I) bicycle/pedestrian path; and an on-street bicycle lane. The multi-use path is designed with a slight meander to complement the visual variety of Easton Valley Parkway, which is designed to coordinate with adjacent urban and natural features such as the open space fingers extending on either side. The multi-use path is primarily intended for recreational purposes and designed to facilitate safe and convenient bicycle and pedestrian traffic with the inclusion of a continuous, intervening planting strip between the street and path, except where pedestrian access is desired.

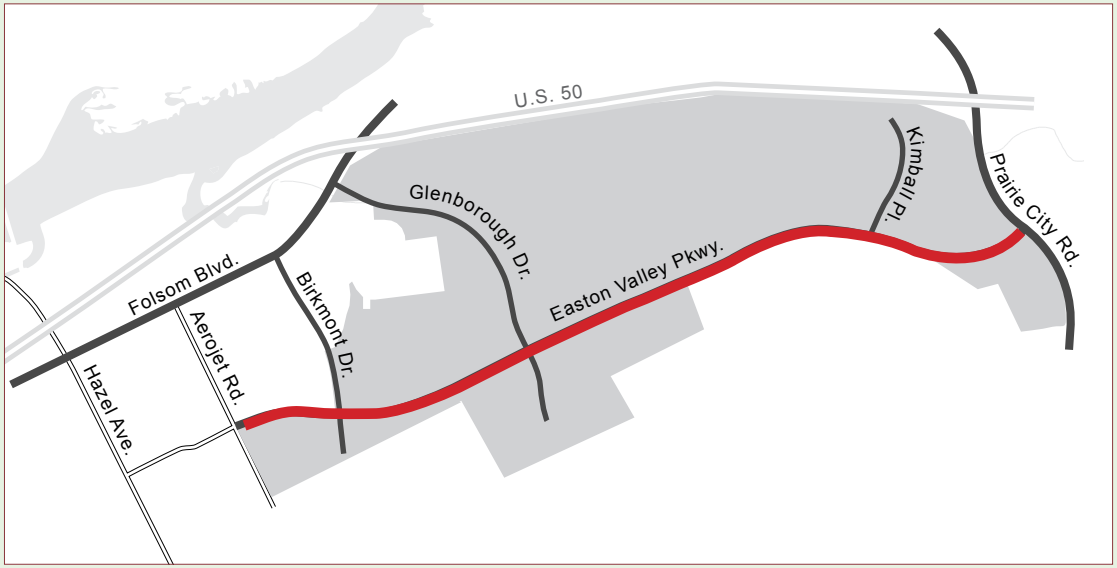


Figure 5.2, Easton Valley Parkway Location Map

Connections to neighborhoods via collector or minor streets and connecting paths will be provided at key locations along Easton Valley Parkway.

Easton Valley Parkway may initially be constructed as a four-lane street with a central median.

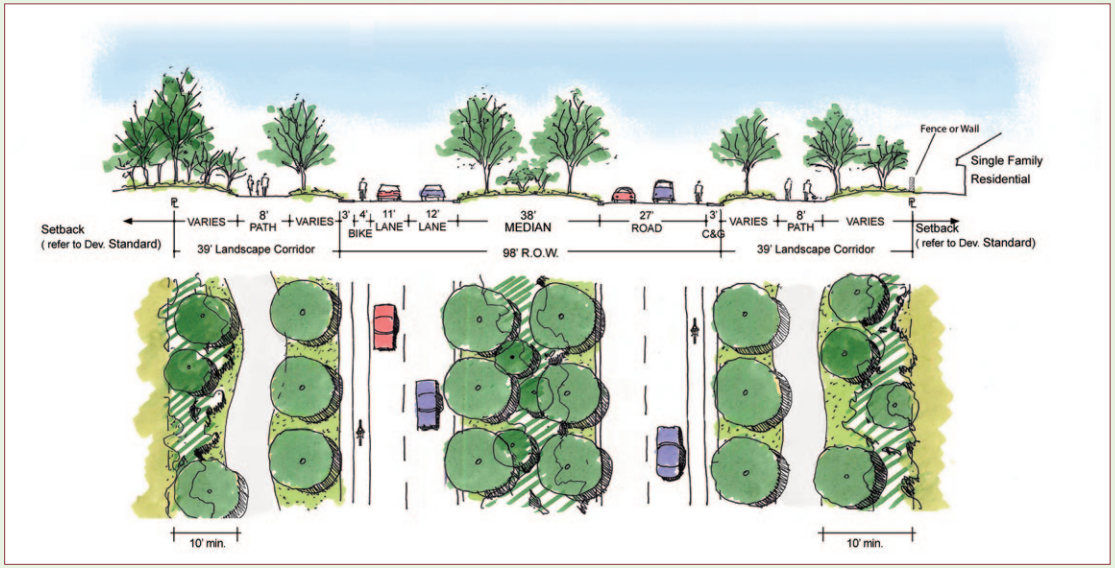


Figure 5.3, Easton Valley Parkway Concept, Four Lanes

Easton Valley Parkway may be widened to six travel lanes with a reduced central median when warranted by development.

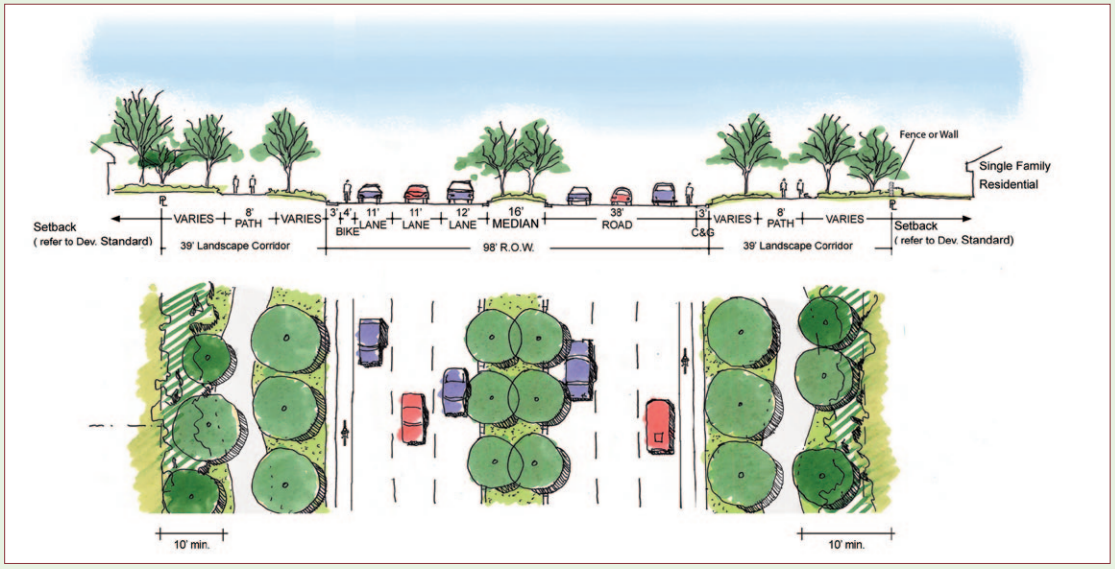


Figure 5.4, Easton Valley Parkway Concept, Six Lanes

Glenborough Drive

Glenborough Drive may be one of the primary entrances into Glenborough at Easton, with access provided from Folsom Boulevard in the vicinity of the intersection with the U.S. 50/Folsom Boulevard eastbound off-ramp (see Figure 5.5, "Glenborough Drive Location Map"). This new arterial roadway would enter Glenborough at Easton by crossing under a raised light rail line and passing over Alder Creek. It would then continue southeast to meet Easton Valley Parkway and extend to Villages O1, O2, O3, M, and N. In this concept, Glenborough Drive would have two travel lanes in each direction, a center median, turn lanes at major intersections, on-street bike lanes, and off-street multi-use bicycle/pedestrian paths (Figure 5.6, "Glenborough Drive Concept").

However, due to the potentially prohibitive cost of a grade-separated crossing of the light rail tracks adjacent to Folsom Boulevard, Glenborough Drive may initially be constructed northward from Easton Valley Parkway to Village C and would be extended to Folsom Boulevard when conditions warrant. This could result in a narrower street profile than that shown in Figure 5.6.

The section of Glenborough Drive below the southernmost neighborhood collector in Villages O1 and N will include an interim roadway designed to serve the surrounding lots. This portion of the roadway will include a 34-foot median and a 39-foot landscape corridor. Plans for extension of the street south of the project area are not included in the *Glenborough at Easton Land Use Master Plan*.

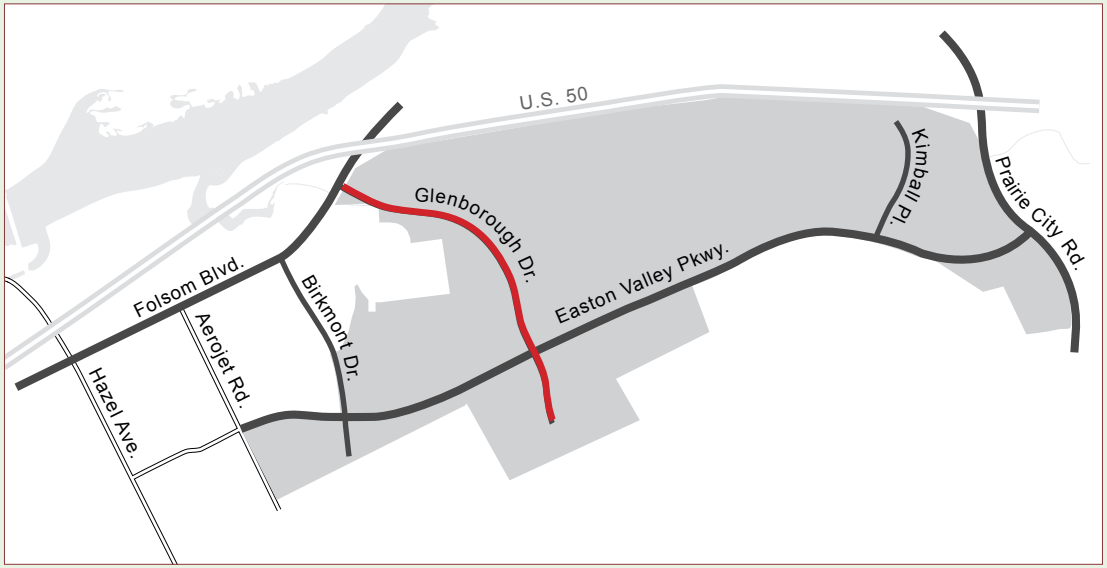


Figure 5.5, Glenborough Drive Location Map

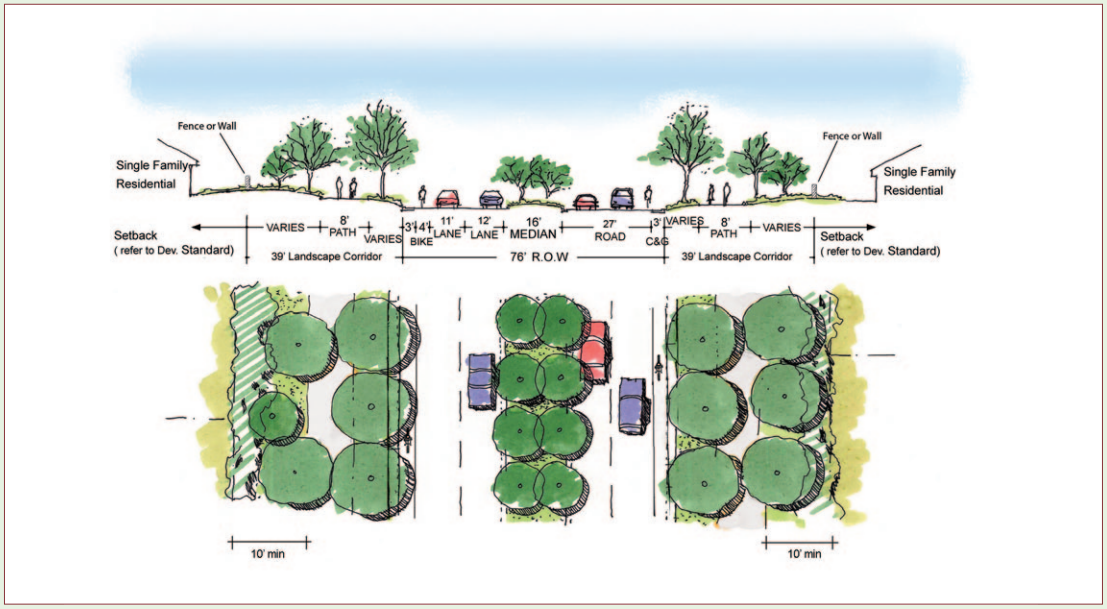


Figure 5.6, Glenborough Drive Concept

Birkmont Drive

Birkmont Drive (currently Alabama Street) is an existing street that begins at Folsom Boulevard and continues one block south to Atlanta Street. Birkmont Drive will be extended southward to intersect with Easton Valley Parkway (Figure 5.7, "Birkmont Drive Location Map"). The new segment of Birkmont Drive will have two travel lanes in each direction, a center median, on-street bike lanes, and off-street multi-use bicycle/pedestrian paths (Figure 5.8, "Birkmont Drive Concept"). The existing segment from Folsom Boulevard to Atlanta Street will have a 6-foot sidewalk and an on-street bike lane on each side.

The section of Birkmont Drive south of Easton Valley Parkway will include an interim two-lane roadway intended to serve Villages P and Q, based on the street concept depicted in Figure 5.12, "Neighborhood Collector Street Concept." Unlike neighborhood collector streets, however, Birkmont Drive will have a wider 42-foot right-of-way and no median. It will also include 5-foot pedestrian walkways and a 56-foot wide landscape corridor on either side. Plans for extension of the street south of the project area are not included in the *Glenborough at Easton Land Use Master Plan*.

Birkmont Drive north of Easton Valley Parkway will include four travel lanes with a central median and a landscaped parkway.

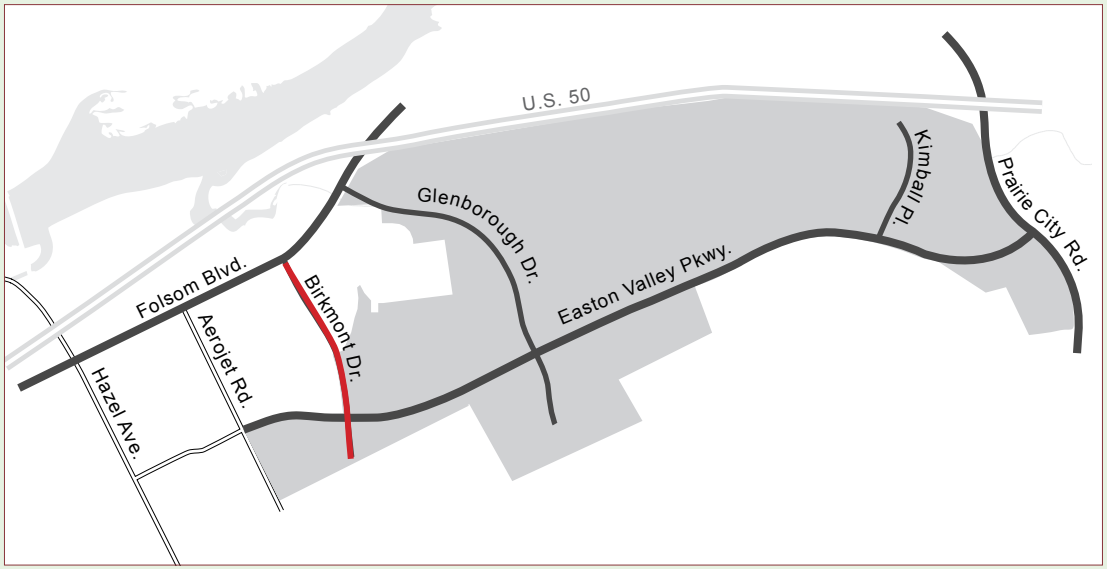


Figure 5.7, Birkmont Drive Location Map

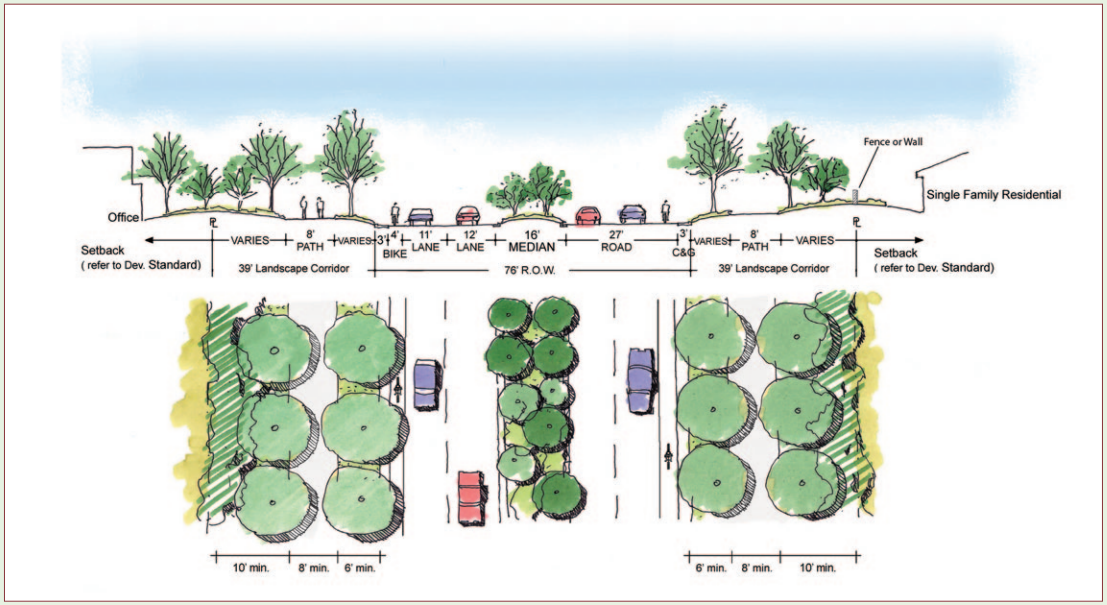


Figure 5.8, Birkmont Drive Concept

Kimball Place

Kimball Place (Figure 5.9, "Kimball Place Location Map") will serve as the entrance for a high-density residential neighborhood (Village I), as well as the office park adjacent to U.S. 50 (Village H). This street will have two segments. The first segment will be the length from where it meets Easton Valley Parkway to the residential neighborhood entrance, and will be a two-way public street divided by a central landscaped median, with 8-foot multi-use bicycle/pedestrian paths on both sides of the street (Figure 5.10, "Kimball Place Concept, Public Roadway Segment").

The second segment, from the neighborhood entrance to the office park, will be a two-way private access road with a shoulder and drainage on both sides, and a 5-foot sidewalk on the east side.

Kimball Place will have two travel lanes with a median and bicycle/pedestrian path along the west side of the street.

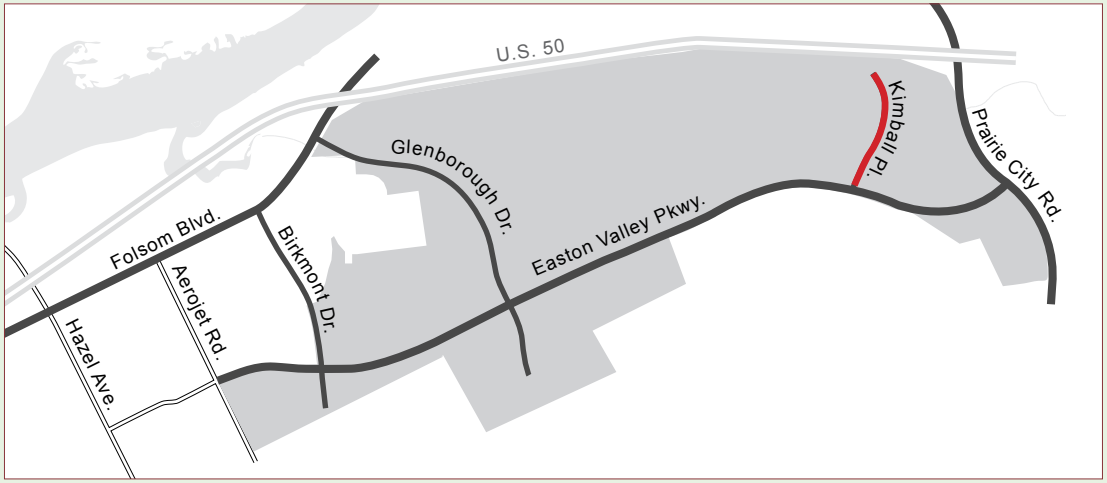


Figure 5.9, Kimball Place Location Map

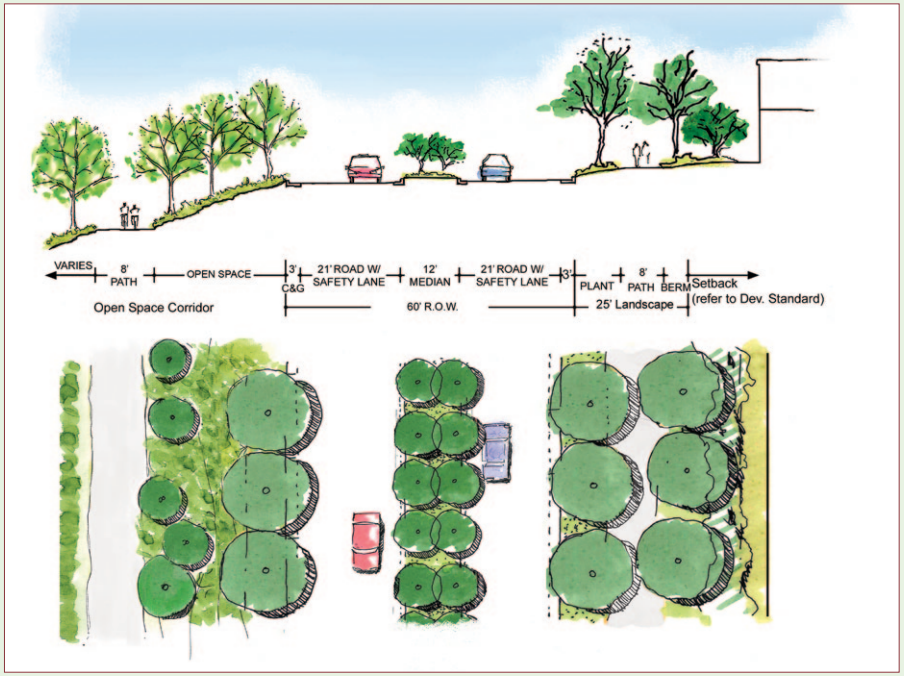


Figure 5.10, Kimball Place Concept, Public Street Segment

Neighborhood Collector Streets

These streets connect the larger adjoining streets to specific neighborhood locations and link key community components such as parks and open space (Figure 5.11, "Neighborhood Collector Streets Location Map"). These streets will have one travel lane in each direction, on-street parking, and include 5-foot pedestrian walkways separated from the street by a 6-foot landscape strip (Figure 5.12, "Neighborhood Collector Streets Concept"). The on-street parking and narrower 38-foot right-of-way serves to slow traffic, affording greater cyclist and pedestrian safety.

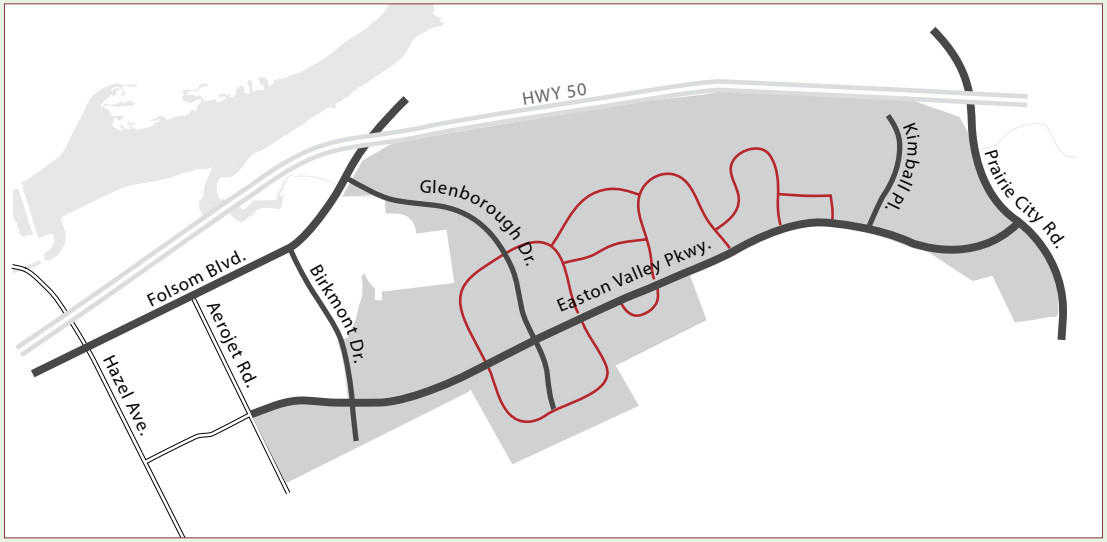


Figure 5.11, Neighborhood Collector Streets Location Map

Neighborhood collector streets will have two travel lanes and parallel parking.

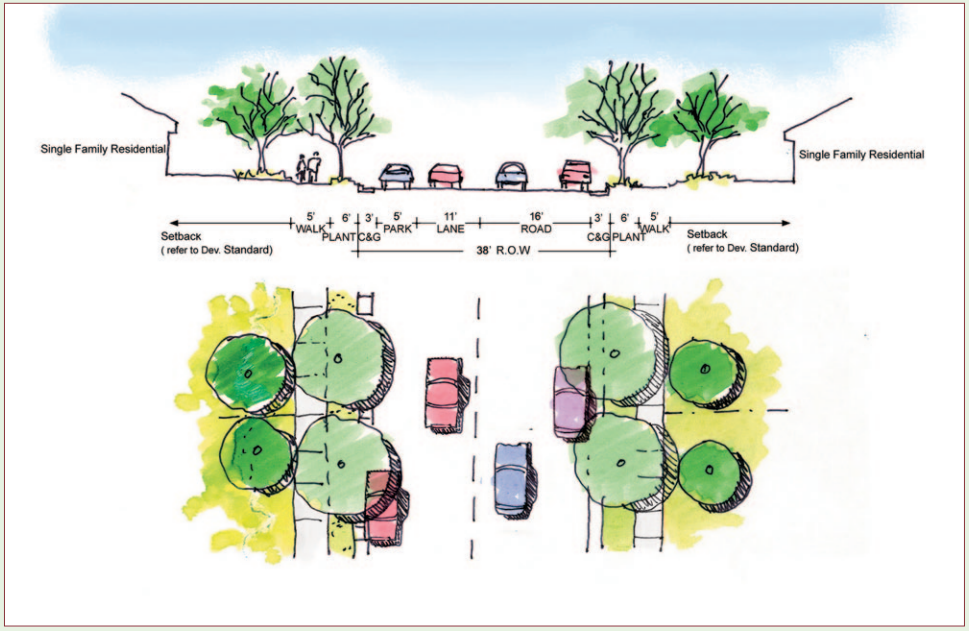


Figure 5.12, Neighborhood Collector Streets Concept

Neighborhood Minor Streets

The many streets that provide direct residential access are the backbone of the neighborhood street system (Figure 5.13, "Neighborhood Minor Streets Location Map"). These proposed streets will have one travel lane in each direction and a 6-foot landscape strip between the curb and sidewalk to provide shade and increase pedestrian comfort and safety (Figure 5.14, "Neighborhood Minor Streets Concept"). On-street parallel parking will be available on both sides of the street. If parking is provided on private streets, the street right-of-way will increase to 36 feet.

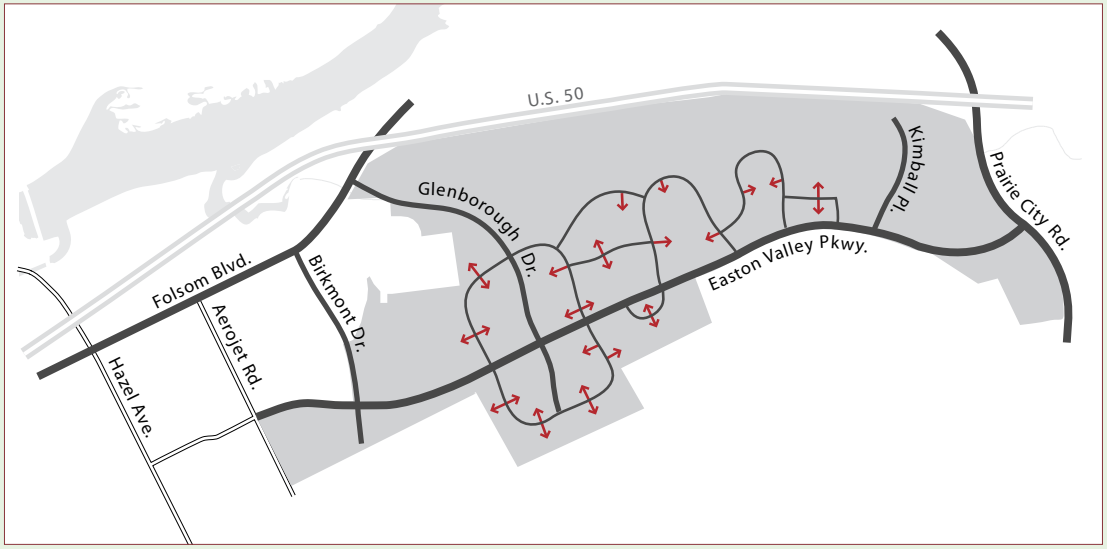


Figure 5.13, Neighborhood Minor Streets Location Map

The narrow profile of neighborhood minor streets is intended to slow traffic speeds and increase pedestrian safety.

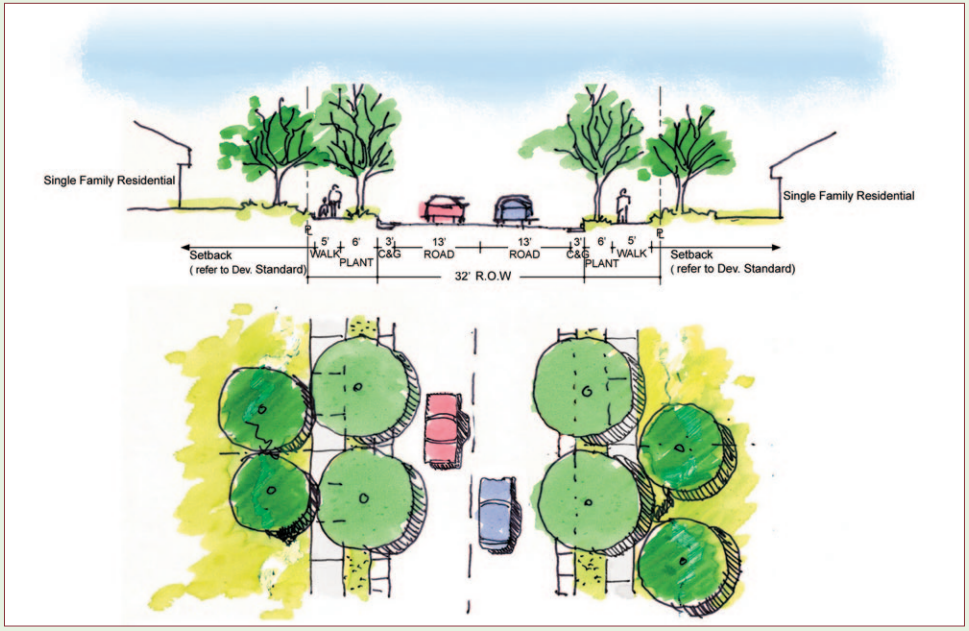


Figure 5.14, Neighborhood Minor Streets Concept

5.5 STREET TREE OVERVIEW AND POLICIES

Trees are an essential element of the street environment in Glenborough at Easton. Street trees provide an attractive street environment that facilitates walking and bicycle use. The street tree planting intervals throughout Glenborough at Easton will vary depending on the street right-of-way and the desired character of the individual neighborhood. For example, some neighborhoods may require street trees planted at regular intervals, such as on 30- to 50-foot centers. In other neighborhoods, it may be more appropriate to plant trees at random intervals, depending on site conditions and adjacencies to natural areas. Extending the plantings of native oaks in the greenways to the median of Easton Valley Parkway and other roads may be desirable in some locations. General guidelines for the selection of trees and their planting methods are as follows:

Policy 5.17 Street Character

An appropriate tree species or mix of species shall be selected to create a unique street character and ensure the spatial continuity of the street.

Policy 5.18 Street Tree Survivability

The street trees in Glenborough at Easton 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. Only species recommended for urban conditions should be selected.

Southern Magnolia

Valley Oak

Holly Oak

Street Tree Examples

Sour Gum

Western Redbud

Crape Myrtle

Accent Tree Examples

Policy 5.19 Canopy Species

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

Policy 5.20 Accent Trees

Use of accent trees, planted in clusters and exhibiting seasonal interest, shall be encouraged to mark intersections or important destinations.

Policy 5.21 List of Accepted Street Trees

Street tree species shall be chosen to provide shade, seasonal color, and variety in form. Street trees should be chosen from the list shown in Table 5.1, "Street Tree List"; however, other tree species are possible if approved by the County.

Policy 5.22 Street Tree Irrigation

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

Table 5.1, Street Tree List

Botanical Name	Common Name	Cultivars
Deciduous Street Trees		
Acer rubrum	Red Maple	"Red Sunset" "October Glory"
Carpinus betulus	European Hornbeam	
Celtis australis	European Hackberry	
Celtis occidentalis	Common Hackberry	
Celtis sinensis	Chinese Hackberry	
Ginkgo biloba	Maidenhair Tree	
Pinus nigra	Black Pine	
Pistacia chinensis	Chinese Pistache	
Platanus acerfolia	Plane Tree	"Bloodgood" "Yarwood" "Columbia"
Populus bolleana	Bolleana Poplar	
Quercus coccinea	Scarlet Oak	
Quercus douglasii	Blue Oak	
Quercus lobata	Valley Oak	
Quercus macrocarpa	Bur Oak	
Quercus phellos	Willow Oak	
Quercus rubra	Red Oak	
Tilia cordata	Little-Leaf Linden	
Zelkova serrata	Saw-Leaf Zelkova	"Green Vase"

Botanical Name	Common Name	Cultivars
Evergreen Street Trees		
Cedrus deodara	Deodar Cedar	
Eucalyptus microtheca	Coolibah	
Grevillea robusta	Silk Oak	
Magnolia grandiflora	Southern Magnolia	"Majestic Beauty"
Maytenus boaria	Mayten Tree	
Pinus halepensis	Aleppo Pine	
Pinus patula	Jelecote Pine	
Podocarpus gracillior	Fern Pine	
Quercus ilex	Holly Oak	
Quercus suber	Cork Oak	
Sequoia sempervirens	Redwood	
Small/Medium Accent Trees		
Acer buergeranum	Trident Maple	
Arbutus unedo	Strawberry Tree	
Cercis occidentalis	Western Redbud	
Crataegus phaenopyrum	Washington Hawthorn	
Diospyros kaki	Fuyu Persimmon	"Fuyu"
Lagerstroemia indica	Crape Myrtle	
Malus ioenis	Bechtel Crabapple	"Plena"
Nyssa sylvatica	Sour Gum	
Prunus ilicifolia	Holly Leaf Cherry	
Pyrus calleryana	Ornamental Pear	"Capital" "Chanticleer" "Redspire"
Pyrus kawakamii	Evergreen Pear	

5.6 STREETSCAPE OVERVIEW AND POLICIES

The streetscapes within Glenborough at Easton should have a unified design that creates an attractive and inviting public realm. Creating a safe pedestrian and bicycle circulation system is an essential element to encouraging walking and bicycling and minimizing the number of automobile trips. Street furniture should be comfortable and placed in appropriate locations. Key intersections at thoroughfares, arterials, and collector streets should use design features (e.g., textured or colored pavement) to highlight the pedestrian movement across traffic lanes bounded by clearly visible white striping.

Policy 5.23 Crosswalk Visibility

A sufficient number of highly visible crosswalks shall be placed at key intersections, trail crossings, and other important pedestrian access routes.

Safe, clearly visible pedestrian crosswalks should be provided throughout Glenborough at Easton, ensuring continuous open space and trail connectivity.

Policy 5.24 Crosswalk Safety

Crosswalks shall be a continuation of the pedestrian path of travel and shall direct pedestrians to cross streets at the shortest distance possible.

Policy 5.25 Grade-Separated Crossings

Grade-separated pedestrian crossings shall be implemented in the following locations:

- between the Community Resource Area and Village K;
- between Villages D/E and L along Easton Valley Parkway;
- along Glenborough Drive where the Alder Creek trail will cross the road (note that this grade-separated crossing is necessary only if Glenborough Drive is connected to Folsom Boulevard); and
- where Kimball Place intersects with the Alder Creek corridor trail.

Policy 5.26 Lighting

Pedestrian-scale lighting shall be provided for off-street bicycle and pedestrian paths adjacent to roadways.

Policy 5.27 Minimum Sidewalk Width

All sidewalks shall have a minimum clear path of 5 feet for pedestrian travel.

Policy 5.28 Streetscape Elements Location

Streetscape elements, including benches, signage, hydrants, bus shelters, lighting, traffic signal poles, trees, and utility boxes, shall be located in the landscape corridor. Bike and news racks shall be located in common areas while allowing for unobstructed pedestrian access.

Policy 5.29 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 5.30 Pavement Materials

Pavement materials shall be of high quality to minimize maintenance. A change of materials or surface patterns is encouraged to contribute to a positive pedestrian experience. Alternative paving such as interlocking concrete pavers is encouraged, where appropriate, but must not be used in the designated 20-foot access route for emergency vehicles.

Policy 5.31 Curb Design

Curbs shall be vertical rather than rolled to promote greater pedestrian safety, except at street elbows and cul-de-sac bulbs with attached walks. Other curb types (such as rolled or wedged curbs) are permitted in alleys.

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

5.7 BICYCLE PARKING

To encourage bicycle use, reduce automobile trips, and improve air quality, bicycle parking must be provided at all major destinations, including commercial/retail centers, mixed use centers, the Community Resource Area, parks, and public and civic facilities. Required bicycle parking ratios for Glenborough at Easton are shown in Table 5.2, "Bicycle Parking Summary," and are based on Sacramento Air Quality Management District standards. Design guidelines for bicycle parking are also provided in Chapter 4, "Design Guidelines," within the various land use sections.

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 provide parking for 2 hours or less, and is typically used by 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 5.32 Provision of Long-Term Bicycle Parking

Long-term bicycle parking shall be provided for all residential units that do not provide garages. Long-term parking must also be provided at all nonresidential uses, including office and commercial/retail uses, and within the Community Resource Area. The ratios for long-term parking are shown in Table 5.2, "Bicycle Parking Summary."

Policy 5.33 Provision of Short-Term Bicycle Parking

Short-term (Class II) bicycle parking shall be provided for visitors to residential apartments and condominiums. A minimum of 50% of short-term parking provided at residential sites shall be covered parking. Short-term parking shall also be provided at all nonresidential uses, including commercial and mixed use villages, the Community Resource Area, and within parks. The ratios for short-term parking are shown in Table 5.2, "Bicycle Parking Summary."

Short-term bicycle parking should be provided at all commercial areas, schools, and civic buildings.

Table 5.2, Bicycle Parking Summary

	Land Use	Long-Term (Class I)	Short-Term (Class II)
	Residential without Garages	1 Bicycle Space/Unit without a Garage	1 Bicycle Space/20 Auto Spaces
	Village Commercial	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/15 Auto Spaces
	Commercial Mixed Use	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/15 Auto Spaces
	Office	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/20 Auto Spaces
	Community Resource Area	1 Bicycle Space/10 Employee Parking Spaces	20 Bicycle Spaces Minimum*
	Parks	N/A	2 Bicycle Space/0.5 Acre

**A greater number of bicycle spaces is required for the Community Resource Area because it serves as a staging area for the Alder Creek corridor.*

5.8 ENTRANCES

5.8.1 Entrance Framework

The entrance concept for Glenborough at Easton establishes the community image through the use of simple and bold landscape forms and elements derived from the site's character, varied terrain, abundant open spaces, and rich cultural history. The entrance concept provides a hierarchy of entry experiences, orienting visitors and community residents to the community at large, as well as the individual neighborhoods (see Figure 5.15, "Entrance Concept Plan"). Easton gateways mark access to the entire Easton master-planned community of which Glenborough at Easton is a part. Community entrances define access to the unique Glenborough at Easton community, while neighborhood entries define access to individual villages. The entrance hierarchy is defined in more detail in the following sections.

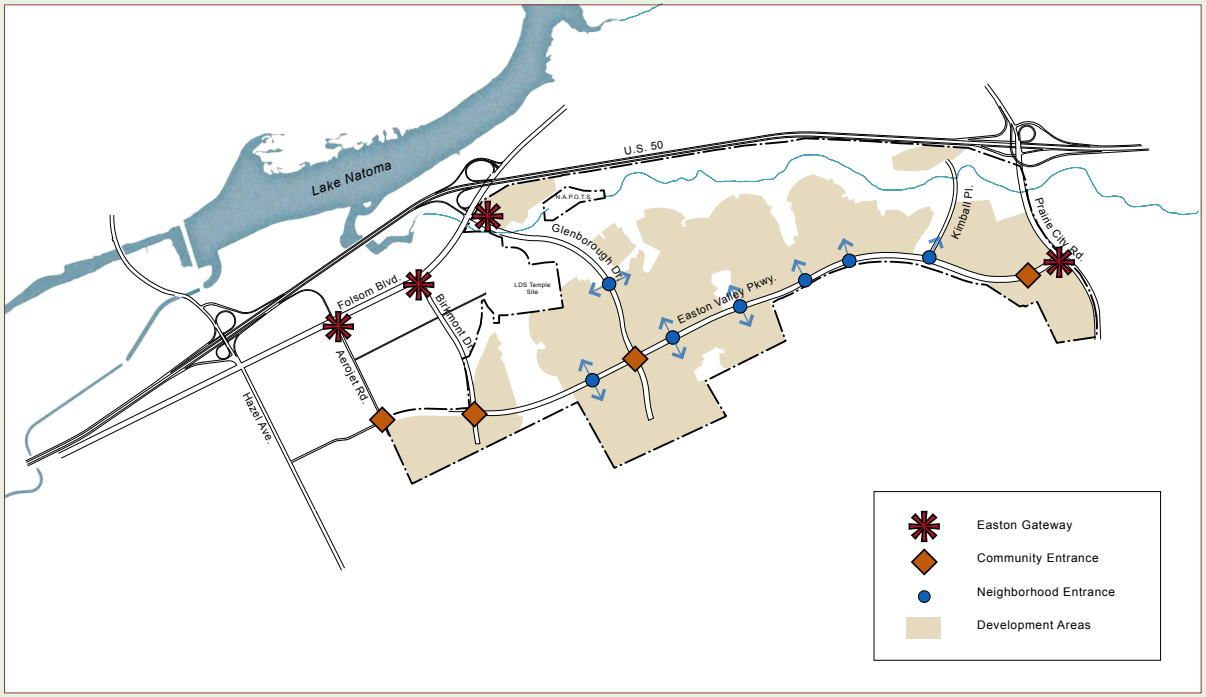


Figure 5.15, Entrance Concept Plan

5.8.2 Easton Gateway

Four enhanced gateway features identifying the Easton master-planned community will be located at the following intersections:

- Aerojet Road and Folsom Boulevard (also identified in the *Easton Place Land Use Master Plan*),
- Birkmont Drive and Folsom Boulevard,
- Glenborough Drive and Folsom Boulevard, and
- Easton Valley Parkway and Prairie City Road.

Figure 5.16, "Easton Gateway Concept," displays the design features of these Easton gateways, with the following policies guiding the design.

Policy 5.34 Coordination with Regional Transit on Folsom Boulevard

Easton gateway design shall be coordinated with Sacramento Regional Transit where it may affect Folsom Boulevard and Regional Transit facilities.

Policy 5.35 Easton Gateway Design Features

Design of Easton gateways shall be coordinated with the overall entrance and monumentation program for the Easton master-planned community.

Policy 5.36 Easton Gateway Elements

Easton gateways shall emphasize community identity and branding. Entrance features should emphasize alternating wall elements of varying lengths combined with complementary signage and landscaping.

Policy 5.37 Landscaping

Landscape plants and materials shall represent local vegetation and natural materials, combined with low water use ornamental plants where appropriate.

Figure 5.16, Easton Gateway Concept

5.8.3 Community Entrance Features

Four community entrances will be located along Easton Valley Parkway at Aerojet Road, Birkmont Drive, Glenborough Drive, and near Prairie City Road. All the entrance features should be treated with complementary materials, colors, and forms. The entrance sign walls will include the name of the community and other appropriate identifiers, as shown in Figure 5.17, "Glenborough at Easton Community Entrance Concept."

Policy 5.38 Community Character

Community entrances shall be designed to represent the character of Glenborough at Easton as a community that preserves and highlights the area's scenic and recreational values.

Policy 5.39 Community Entrance Design Features

Entrances shall be treated with similar materials, colors, and forms to contribute to a consistent and recognizable community character. Glenborough at Easton's community entrance design should incorporate materials that represent the area's natural and historical character. Community entrance design will emphasize high-quality materials such as stone and metal. Vertical elements should be used to define each entrance by making them clearly visible.

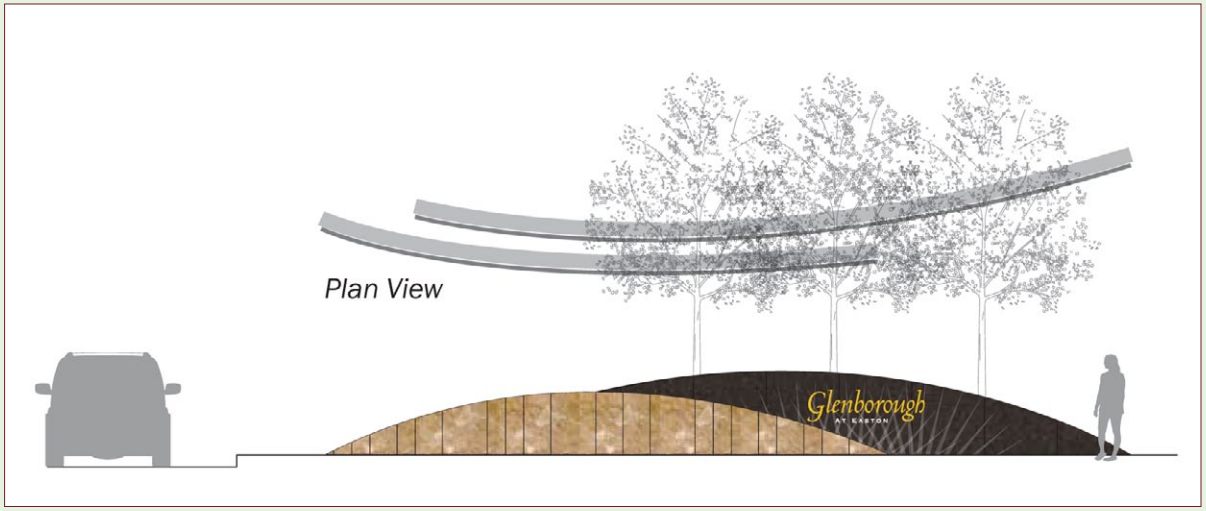


Figure 5.17, Glenborough at Easton Community Entrance Concept

Policy 5.40 Landscaping

Landscape plantings and materials shall be consistent with the local conditions, and shall incorporate native and low-water species whenever possible.

Policy 5.41 Lighting

Lighting should be integrated into the signage and monumentation of entrance features. Uneven spotlight illumination may be used to create dramatic night views.

5.8.4 Neighborhood Entrance Features

Although smaller in scale than community entrances, each neighborhood entrance feature provides a distinctive gateway to the residential villages, creating a sense of place and identity while slowing traffic (see Figure 5.19, "Residential Entrance Concept.")

Policy 5.42 Neighborhood Entrance Design Consistency

The design of each entrance must include a materials palette and wall design that is consistent with other entrances in the community, but incorporates varied use of plantings and other elements to identify the unique characteristics of each residential village.

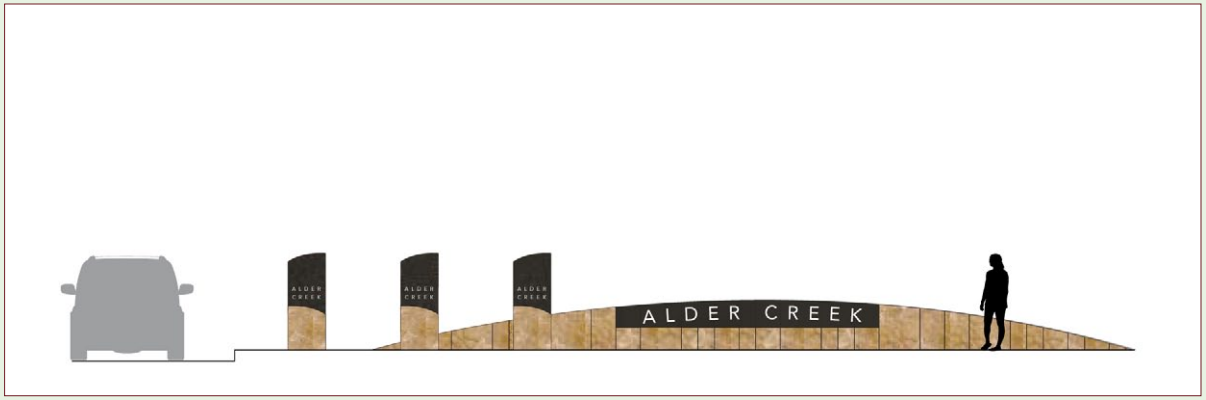


Figure 5.17, Glenborough at Easton Neighborhood Entrance Concept

Parks and Open Space

6.0 PARKS AND OPEN SPACE

6.1 CONSERVING OPEN SPACE & CREATING NEW PARKS

This chapter describes Glenborough at Easton's parks and open space system, which includes the community's active parks, passive open space and natural areas, and parkways with off-street trails. Figure 6.1, "Parks and Open Space Plan," shows the locations of Glenborough at Easton's parks, open spaces, and parkways. This chapter should be used in conjunction with Chapter 5, "Circulation," which describes the landscaped open space areas along major roadways, and Chapter 7, "Public Facilities," which discusses the Community Resource Area.

The centerpiece of the parks and open space system is the 270.2-acre Alder Creek corridor, which will be preserved to ensure the habitat and recreational values of the creek and adjoining areas. The Alder Creek corridor is supplemented by an additional 146.6 acres of open space "fingers" connecting the corridor with the Glenborough at Easton parks system, resulting in a total of 416.8 acres of open space, including the Community Resource Area.

Park acreage for Glenborough at Easton is based on Cordova Recreation and Park District requirements of 5 acres of improved parkland for every 1,000 residents. Calculation factors by residential type, and the resulting total park acreage, are specified in Table 6.1, "Summary of Parks and Open Space." This requirement analysis results in approximately 42.5 acres of parks. An additional 0.8 acre has been provided, supplementing the base requirement.

Table 6.1, Summary of Parks and Open Space

Cordova Recreation and Park District Park Requirement Analysis			
Dwelling Units	**Description**	**CRPD Factor**	**Req'd. Acreage**
1,997	Single-Family	0.0146	29.1
432	Multiple Family, Medium Density	0.0122	5.3
810	Apartment/Cluster/Condominium	0.0100	8.1
3,239			
	Total Required Park Acreage		**42.5**
	Additional Park Acreage exceeding CPRD Requirements		.80
	Glenborough at Easton Park Acreage Subtotal		**43.3**
	Additional Park Acreage to Cover Easton Place Deficit		9.7
	Total Park Acreage in Glenborough		**53.0**

Glenborough at Easton's park acreage total has been calculated in conjunction with Easton Place. Specifically, an additional 9.7 acres of parks is provided in Glenborough at Easton to accommodate the park acreage deficit associated with the transit-oriented development of Easton Place. The resulting park acreage total for Glenborough at Easton is therefore 53.0 acres.

Because of the significant amount of open space provided by the conservation and management of the Alder Creek corridor and other large connecting open spaces, a community park is not provided in Glenborough at Easton. Instead, community parks with large, active sports field complexes will be included in other boroughs of Easton.

6.2 PARK GOALS

Goal 6.1 Meet Sacramento County and Cordova Recreation and Park District standards for park acreage.

6.3 PARK POLICIES

6.3.1 General Park Policies

Glenborough at Easton will provide for extensive public open space and greenways connecting to local parks at multiple locations. The following general park policies provide for the progressive development of parks in Glenborough at Easton.

Policy 6.1 Parkland Dedication

Parkland required by the Cordova Recreation and Park District will be met through dedication of land as depicted in this document and on tentative maps for each Glenborough at Easton village.

Policy 6.2 Parks and Open Space Plan

Figure 6.1, "Parks and Open Space Plan," depicts the locations of the various types of parks and open space areas. Detailed park designs will be created as each park is developed concurrent with surrounding development.

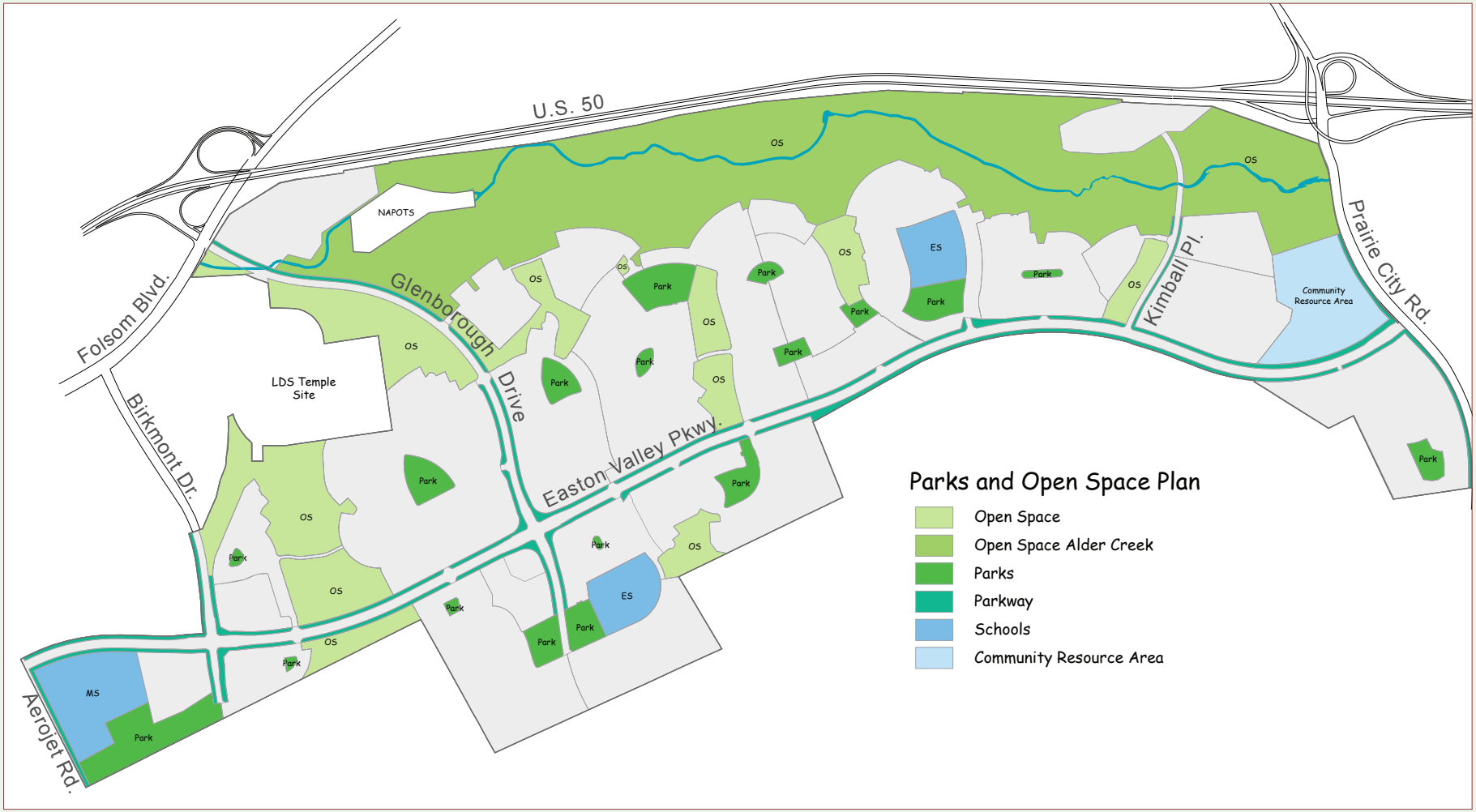


*Figure 6.1, Parks and Open Space Plan**

**For a more detailed depiction of the Glenborough at Easton parks and open space system, see the Glenborough and Easton Place Parks Exhibit.*

6.3.2 Neighborhood Park Policies

Neighborhood parks serve as the focal point of most residential villages, and are located along entry roads or roads connecting to adjoining neighborhoods (see Figure 6.1, "Parks and Open Space Plan," for the location of neighborhood parks). Where practical, neighborhood parks connect directly with the open space "fingers" extending south from the Alder Creek corridor.

Three larger parks of 5 acres or more will be co-located with proposed schools. These combined schools and parks may include sports fields, playgrounds, lawns for recreational uses, and, where appropriate, passive areas within existing native oak groves.

Six neighborhood parks of less than 1 acre each will be used for more specialized purposes, such as tot lots or image parks. Tot lots provide play areas for small children and are located between parcels or at key vista points. Image parks are wide separators of minor roads in the form of enhanced medians that provide identity and character to neighborhoods. Design guidelines for recreational parks of less than 1 acre are identified in Policies 6.11 and 6.14.

Policy 6.3 Preservation of Existing Mature Trees in Neighborhood Parks

Existing large trees shall be preserved, whenever possible, to add to the character and natural ambiance of neighborhood parks.

Policy 6.4 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 5.5, "Street Tree Overview and Policies," for a list of preferred trees).

Existing mature trees should be preserved in parks, where feasible.

Policy 6.5 Park Significance

Parks shall be designed to reflect their central role in each neighborhood. Canopy trees and visible landscape elements (e.g., structural elements such as picnic shelters) shall be incorporated into each park to complement the proposed uses.

Policy 6.6 Park Themes

Different park themes and layouts should be established for each neighborhood park. Some parks may have more sports field uses while others may include more passive uses such as grassy areas for informal play or natural areas with pedestrian trails. A wide variety of recreational opportunities shall be provided throughout Glenborough at Easton while also meeting the programming requirements of the Cordova Recreation and Park District.

Design neighborhood parks to serve as local gathering places.

Some neighborhoods could offer specialized amenities such as water spray parks.

Policy 6.7 Park Access and Visibility

Direct access shall be provided from neighborhoods near each park through sidewalks and trail connections. Parks shall be located adjacent to streets for public access and visibility.

Policy 6.8 Residential Units to Face Park Spaces

Where practical, residential units should front onto a park to promote access and visibility, and to enhance overall neighborhood character.

Policy 6.9 On-Street Parking

Adjacent on-street parking for neighborhood parks is allowed to maximize the use of the parks for recreation purposes. Shared parking with school sites for recreation purposes is also permitted and encouraged.

Homes adjacent to neighborhood parks should front onto those parks whenever possible.

Policy 6.10 Precedence of Active Uses

Active uses shall predominate over passive activities in neighborhood parks. Neighborhood parks may also have open turf areas for informal active play such as pick-up games (e.g., soccer and football).

Policy 6.11 Neighborhood Park Amenities

Amenities to be provided in the neighborhood parks shall include, at a minimum, benches, trash receptacles, shade structures, bicycle racks, signage, light standards, and drinking fountains, where appropriate.

Policy 6.12 Multi-Purpose Activity

Neighborhood parks of less than 1 acre that are intended for recreational use shall include areas for quiet seating and active play for young children (such as tot lots).

Policy 6.13 Seating and Shade

Adequate seating and shade shall be provided adjacent to tot lots and playgrounds. Seating and shade shall also be provided in image parks where the parks are adjacent to or combined with pedestrian walkways.

Policy 6.14 Safety and Security

Tot lots shall be visible from the street and/or surrounding residential units for safety and security purposes.

Policy 6.15 Image Parks

Parks that are less than 1 acre may be designed as image parks that could include neighborhood identity signage and native and ornamental plantings to enhance the visual appearance of the neighborhood.

Active recreational uses should be included in neighborhood parks.

Seating and children's play areas should be included in smaller parks of less than one acre.

6.4 OPEN SPACE

6.4.1 Alder Creek Context

The defining open space elements of Glenborough at Easton are the wooded Alder Creek corridor, connecting greenways, and large stands of native oak trees, particularly the blue oak woodland south of the Latter Day Saints temple property. These elements of the natural landscape give the property its unique character and provide biological connectivity.

Alder Creek is the centerpiece of the Alder Creek corridor, which runs east/west through Glenborough at Easton. The creek offers significant riparian and native woodland habitat that will be conserved and managed for their environmental values and recreational use.

Open space "fingers" running north/south from the Alder Creek corridor will also be conserved as greenways that play a role in organizing the community into neighborhoods. These greenways serve as natural boundaries that identify land use transitions, while also connecting the neighborhoods to the Alder Creek corridor.

Combined, the Alder Creek corridor and open space greenways account for approximately 416.8 acres of open space within Glenborough at Easton. Figure 6.4, "Open Space and Trails System," shows the open space areas within Glenborough at Easton and the way in which neighborhoods are linked directly and comprehensively to the off-street trail system.

6.4.2 Alder Creek and Greenway Goals

These goals address the interface between open space and developed areas, as well as the pathway connections within the open spaces. It is important that the open space edge conditions interact with developed uses to provide an appropriate transition.

Goal 6.2 Create an interconnected open space system that encompasses the preservation and enhancement of natural habitat areas for the use, appreciation, and enjoyment of the community.

Goal 6.3 Ensure that open space is accessible to residents and visitors, and link these lands to community activity areas and parks and recreation areas.

Alder Creek will be preserved within the Alder Creek open space corridor.

Existing habitat includes habitat areas such as blue oak groves and vernal pools.

*Figure 6.2, Open Space and Trails System**

**For a more detailed depiction of the open space and trails system, see the Alder Creek Trails and Amenities Plan.*

6.4.3 Alder Creek and Greenway Policies

Policy 6.16 Access Intervals

Direct access to the Alder Creek corridor shall be provided at 1/4- to 1/3-mile intervals. Where topographic relief or the preservation of existing vegetation makes the provision of trail access impractical or undesirable, access intervals may be greater than 1/3 mile.

Policy 6.17 Trail Setbacks

When adjacent to a residential land use, trails shall be set back a minimum of 5 feet from the property line.

Policy 6.18 Access Locations

Major access points from the neighborhoods to the open spaces shall occur at parks (Figure 6.5, "Park with Access to Open Space"); along street frontages or via easements (Figure 6.6, "Trail Easement for Pedestrian Access"); or at live-end cul-de-sacs (Figure 6.7, "Live-End Cul-De-Sac Pedestrian Access").

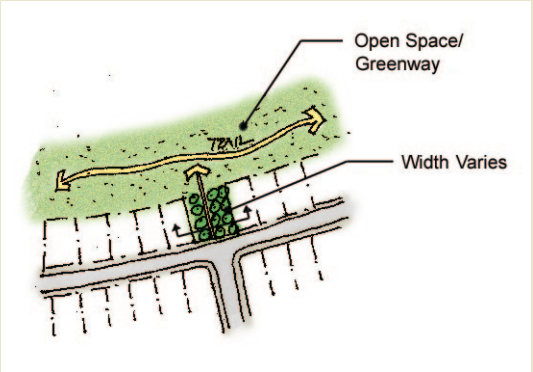


Figure 6.3, Park with Access to Open Space

Shared use trails will run adjacent to open space areas with native plantings.

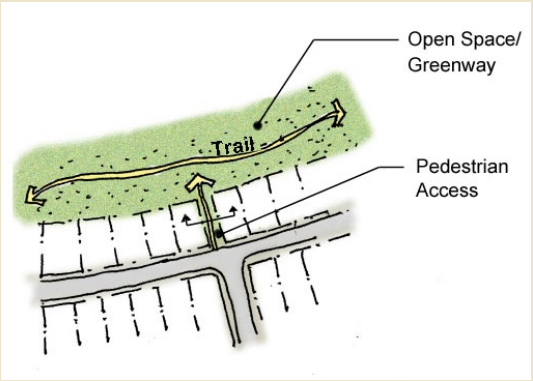


Figure 6.4, Trail Easement for Pedestrian Access

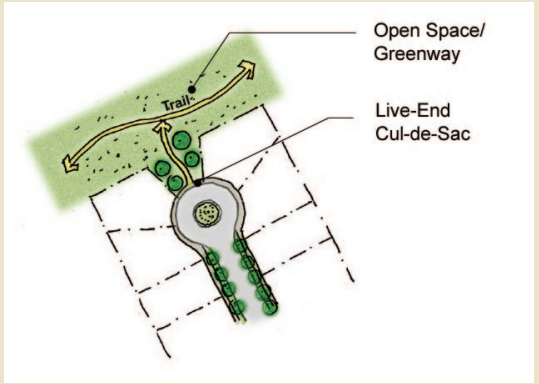


Figure 6.5, Live-End Cul-De-Sac Pedestrian Access

Policy 6.19 Trail Standards

The hierarchy for trail standards within the open space shall be as follows:

The main trail parallel to Alder Creek, and the trail located between Villages E2 and E3 and F, will be 12 feet wide, paved, with 3-foot stabilized shoulders on both sides, and will be designed to Americans with Disabilities Act (ADA) standards to provide universal access (see Figure 6.8, "Alder Creek Trail Section"). These trails are also intended to provide fire and emergency vehicle access and must be maintained with a 1-foot clear zone adjacent to both shoulders.

Bicycle/pedestrian trails that lead from Alder Creek to the main greenways and through the blue oak open space area between Villages R and A will be 8 feet wide, paved, with 2-foot stabilized shoulders on both sides (see Figure 6.9, "Bicycle/Pedestrian Trail Section"). Bicycle/pedestrian trails will meet ADA standards for universal access.

- Access trails to picnic sites and benches must be 8 feet wide, paved, with 2-foot stabilized shoulders on both sides and meet ADA standards for universal access.
- Stabilized shoulders may consist of aggregate or a mixture of aggregate and decomposed granite.

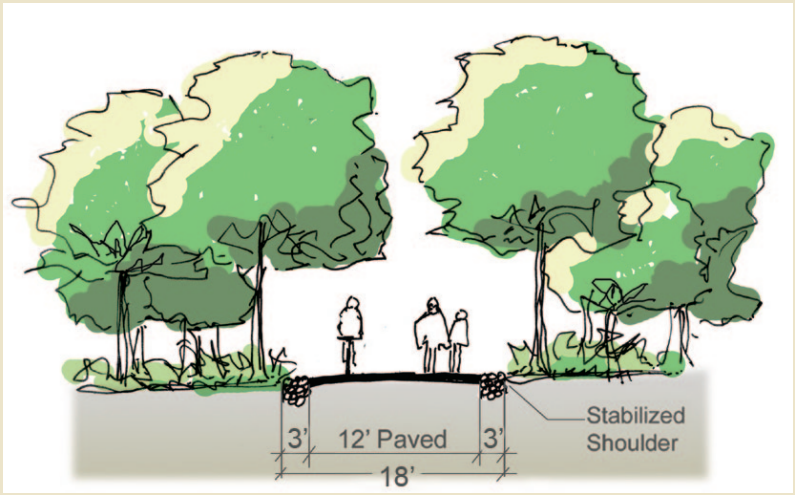


Figure 6.6, Alder Creek Trail Section

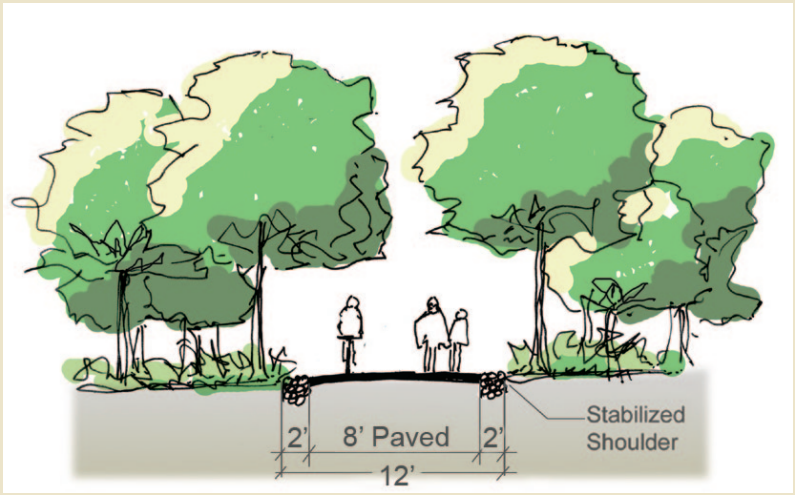


Figure 6.7, Bicycle/Pedestrian Trail Section

- Hiking trails are typically located in steep terrain areas experiencing relatively low pedestrian traffic. Hiking trails should be a minimum 5 feet wide, depending on topographic constraints, and have a natural surface (see Figure 6.10, "Hiking Trail Section," on the following page).

- Hiking trails with a natural surface must be improved to remove cobbles and other trip hazards. Earthen or otherwise natural surfaces should also incorporate one or more design elements that minimize trail erosion and sedimentation, such as a surface stabilizer (e.g., Road Oyl®), adjacent upslope drainage channel and/or pipe system, straw wattles, or other erosion source control techniques.

See Sections 4.1.13, "Residential Fencing," 4.2.10, "Fencing and Walls," and 4.3.10, "Fencing and Walls," for desirable fencing types that front onto public open areas.

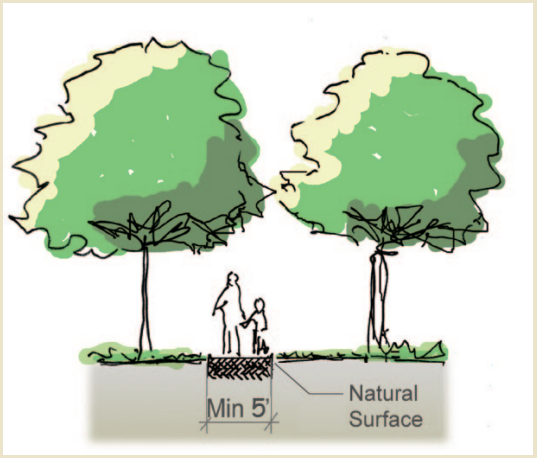


Figure 6.8, Hiking Trail Section

Trails through the Alder Creek corridor will be enhanced with interpretive exhibits.

This trail is an example of a bicycle/pedestrian trail with asphalt surface and decomposed granite shoulders.

An example of a hiking trail with an improved natural surface may include the addition of decomposed granite or other surfacing materials.

Policy 6.20 Fire Prevention Buffer

- A 30-foot fire prevention buffer shall be created and maintained within all open space areas and the Alder Creek corridor and adjacent to all developable areas. The buffer shall be measured from the fence line, the parcel boundary, or the edge of the road right-of-way, as appropriate.

- The buffer shall be maintained to minimize potentially hazardous fire fuels while also protecting the scenic values of open space areas and the Alder Creek corridor. When removing combustible materials, damage to mature trees should be avoided whenever possible.

- No combustible structures may be located within the fire buffer. Fencing must conform to Sections 4.1.13, "Residential Fencing," 4.2.10, Fencing and Walls," and 4.3.10, "Fencing and Walls," in the Design Guidelines.

- Fire-resistant plants may be used to reduce the fire barrier, as approved by the fire district. Fire resistant plants should be planted in a manner consistent with guidelines provided by the Fire Safe Council (available at http://www.firesafecouncil.org/education/landscaping/) and the California Department of Forestry and Fire Protection.

- Fire resistant plants in the buffer area should emphasize tree species, planted separately or in small clusters, with some scattered shrubs. Grasses and coniferous shrubs should be avoided.

Figure 6.8, Fire Access Route

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Public Facilities

7.0 PUBLIC FACILITIES

7.1 OVERVIEW

This chapter describes the public facilities that will provide high-quality services in the Glenborough at Easton community, to include three schools, a fire station, and the Community Resource Area, as identified in Figure 7.1, "Public Facilities."

7.1.1 Schools

Forty acres are dedicated to the three schools in Glenborough at Easton, including a 20-acre middle school site and two 10-acre elementary school sites. All of the schools are located within the Folsom Cordova Unified School District. The schools have been located near open space corridors with trails to facilitate access from nearby neighborhoods. The schools are colocated with neighborhood parks to encourage shared use of recreational facilities.

The middle school, located southeast of the intersection of Easton Valley Parkway and the extension of Aerojet Road, is adjacent to the Market District in Easton Place and will serve both the Glenborough at Easton and Easton Place communities. An approximately 12.9-acre park is located immediately south of the middle school to encourage sharing of sports facilities.

The two elementary schools are located within residential neighborhoods north and south of Easton Valley Parkway. Neighborhood parks adjacent to each school expand the total area for each site to a minimum of 15 acres. These joint-use school/park sites serve as the focal point of their respective neighborhoods, creating a central gathering place. These schools and parks are linked to the off-street trail system for pedestrian or bicycle trips.

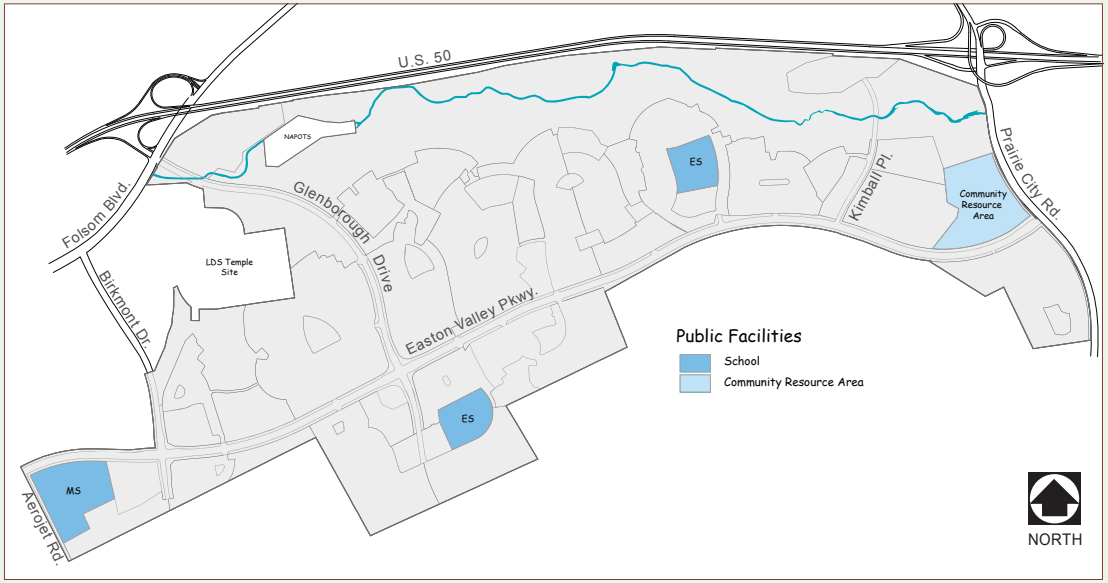

Figure 7.1, Public Facilities

7.1.2 Fire and Sheriff

The Sacramento Metropolitan Fire District provides fire protection to the community. One 2.5-acre facility will be located in Glenborough at Easton to serve the community's fire protection needs.

Sheriff's services will be provided by the Sacramento County Sheriff's Department from the Rockingham Station, East Division, 10361 Rockingham Drive, Sacramento. With the buildout of Easton Place, an additional sheriff's substation will be constructed at Easton Place.

7.1.3 Community Resource Area

The 25.6-acre Community Resource Area, located at the intersection of Easton Valley Parkway and Prairie City Road, is a key gateway into Glenborough at Easton. The land is gently rolling and covered by mature oak trees, making it one of the most picturesque landscapes on the project site. The area will be preserved with minimal development to include small community facilities and vehicle and bicycle parking. The facilities will be designed for environmental and historical education as well as recreation staging to the Alder Creek trail system.

7.2 PUBLIC FACILITIES GOALS

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

Goal 7.1 Locate sufficient school facilities to serve the elementary school population in Glenborough at Easton and the middle school population in Glenborough at Easton and Easton Place.

Goal 7.2 Provide adequate fire and emergency facilities to serve the community.

Goal 7.3 Create a Community Resource Area within a natural setting that focuses on environmental and community education, community services and facilities, and Glenborough at Easton wayfinding.

Glenborough at Easton's schools will be easily accessible from local neighborhoods.

Schools should be located next to neighborhood parks to encourage sharing of facilities.

A fire station will be developed in Village J.

7.3 PUBLIC FACILITIES POLICIES

7.3.1 School Policies

School facility demand, sizing, location, and generation rates have been coordinated with the Folsom Cordova Unified School District and are reflected in the schools shown in the *Glenborough at Easton Land Use Master Plan*.

Policy 7.1 Schools and Neighborhood Parks

All schools within Glenborough at Easton must be located next to a neighborhood park and connected to that park by sidewalks and trails for safe and convenient access.

7.3.2 Fire Station Policies

Fire station siting and design will be coordinated with the Sacramento Metropolitan Fire District.

Policy 7.2 Fire Station Location and Size

A 2.5-acre parcel in Glenborough at Easton shall be developed as a fire station. The site will be located near the intersection of Kimball Drive and Easton Valley Parkway in Village J. This location affords convenient access to Easton Valley Parkway, facilitating rapid response times.

7.3.3 Community Resource Area Policies

Policy 7.3 Community Resource Area Program

The Community Resource Area will be developed with public facilities that provide information and host events to inform residents and visitors about a variety of topics, including the history, natural resources, and public facilities of Glenborough at Easton (see Figure 7.2, "Community Resource Area Concept").

The Community Resource Area will include the following facilities:

Welcome Center

The Welcome Center will be 5,000 square feet in size or less and will provide orientation and community services to residents and visitors. The building will contain maps, models, brochures, and other materials that describe the various components of Glenborough at Easton, including the neighborhoods, parks, and community services and facilities. The Welcome Center will be located close to Easton Valley Parkway for visibility and easy access.

Community Center

The Community Center will be 10,000 square feet or less, and will contain flexible events space for public and private meetings, small conferences, and concerts. The facility will include a kitchen and outdoor patio space with areas for outdoor grilling.

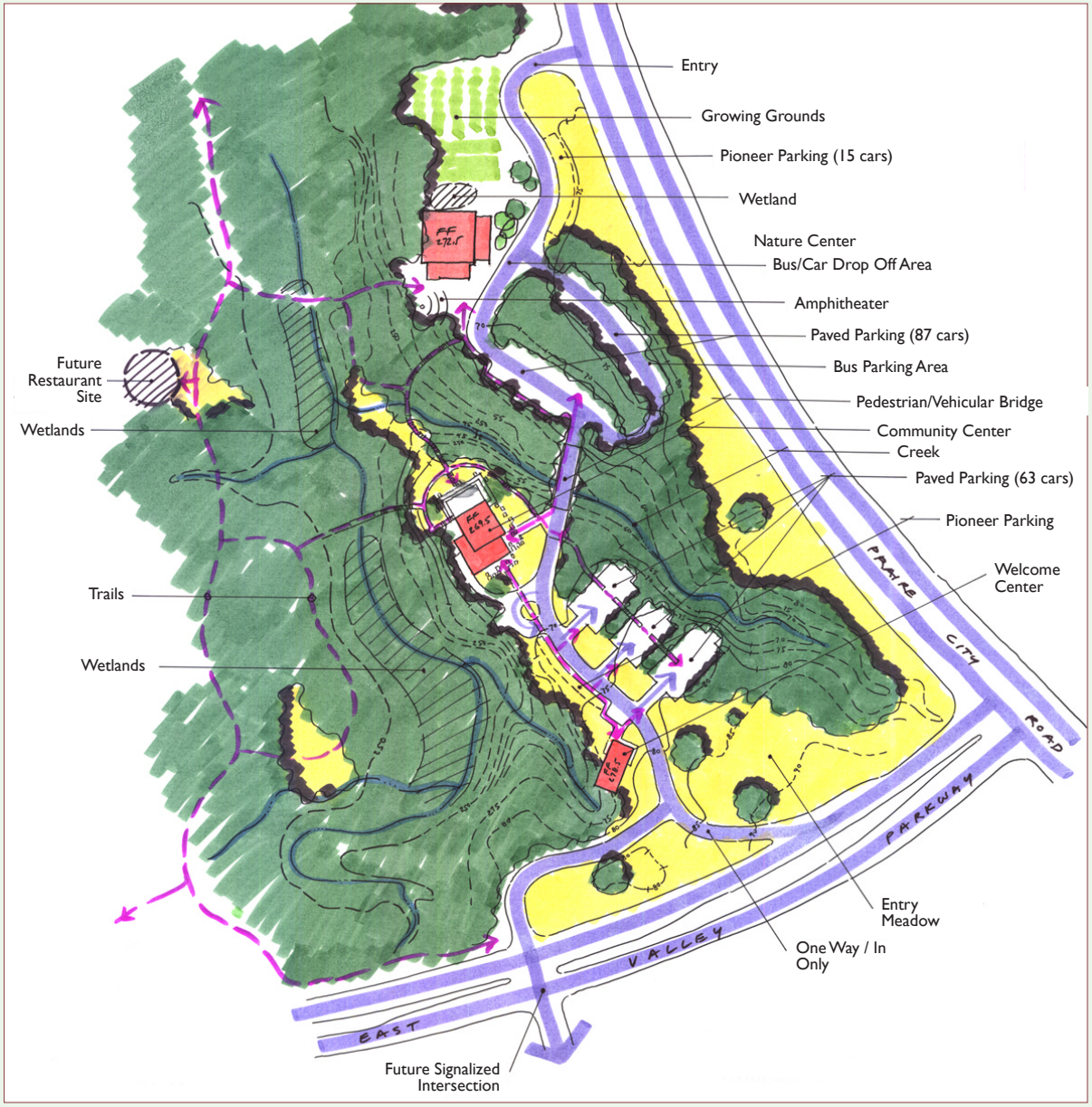

Figure 7.2, Community Resource Area Concept

Nature Center

The Nature Center will be approximately 5,000 square feet or less and will be located near the Community Center. The Nature Center will be the primary place for learning about the past, present, and future of Glenborough at Easton's ecological niche in the Sacramento region. In addition, the site's past gold dredging history and role in the development of modern rocketry will be explained. Both static and video exhibits could be included, along with small interactive displays. A small museum shop may also be incorporated into the facility.

Outdoor Amphitheater

Located near the Nature Center, the amphitheater will provide seats for approximately 150 people.

Native Plant Nursery

This facility will be linked to the Nature Center and used for growing native plants for site restoration purposes.

Trail Staging Area

Trails from the Nature Center will lead to other points of interest in the Community Resource Area and the main Alder Creek trail.

The Community Resource Area will provide educational resources to the community and wider region.

Policy 7.4 Building Locations

All buildings and facilities shall be located in the field and surveyed accurately to avoid trees minimize disturbance to trees. All buildings shall be within 150 feet of the nearest parking lot and shall have handicap accessibility. To minimize grading, buildings shall not be placed on steep slopes. Short-range views of the Alder Creek corridor and long-range views of the Sierra Nevada are desirable for key gathering places. Views into the site should allow for some recognition of where the key buildings and entries are located to provide orientation to visitors.

Policy 7.5 Building Materials

Building materials should be natural in appearance, and may include wood, stone, or other materials that are complementary to the natural features on the site.

Policy 7.6 Building Height

Buildings shall not exceed two stories. While most buildings will be single-story, a second story is acceptable. Refer to the Community Resource Area Development Standards in Chapter 3 for height restrictions.

Policy 7.7 Building Articulation

Buildings within the Community Resource Area shall not appear massive, but shall have changes in elevation and floor plan to create interest and blend into the site topography. Large floor-plate buildings, particularly those with long walls and little facade articulation or windows, are highly discouraged. Given the special nature of the Community Resource Area, all four facades of the buildings should be treated with equal attention.

Buildings such as the Nature Center shall not exceed two stories and should be designed to blend into the surrounding landscape.

Policy 7.8 Landscape Plants

To preserve the oak-dominated landscape, the use of ornamental, non-native trees is discouraged in the Community Resource Area. Where appropriate, other trees and shrub species are acceptable around buildings and parking lots, if they are native to the Sacramento Valley or considered acceptable noninvasive introduced species.

Policy 7.9 Trail Accessibility

The main trail leading from the Nature Center to the Alder Creek corridor shall be handicap accessible and conform to Americans with Disabilities Act standards for grade and width. Surfaces shall be durable and have positive drainage. Smaller trails within the Community Resource Area can be less formal and conform to the contours of the slope.

Policy 7.10 Parking

Parking for the Community Resource Area shall be in the smallest groupings feasible to minimize disturbance to the land. Parking lots serving the facilities can be shared.

Trails will connect the Community Resource Area to the Alder Creek corridor.

A native plant nursery will be used for restoration, mitigation, and landscaping in Glenborough at Easton.

Landscape plantings should blend with the existing oak savanna.

Landscape plants should include native species such as this ceanothus.

Public Services

8.0 PUBLIC SERVICES

8.1 CONTEXT

Glenborough at Easton has been designed to supply the public services necessary to meet the community's needs for water; wastewater and solid waste removal; stormwater drainage and flood control; electricity; and natural gas. The providers for each service are listed below, along with descriptions of any necessary infrastructure improvements.

8.1.1 Water

The demand for potable water in Glenborough at Easton is anticipated to be approximately 2.2 million gallons per day (mgd) with an anticipated maximum demand of 4.4 mgd. Water demand is based on demand factors outlined in the City of Folsom's *Urban Water Management Plan* (April 2006). To consolidate facilities and services, Glenborough at Easton's water needs will be addressed along with those of Easton Place.

Glenborough at Easton is located within the City of Folsom's water service area. The June 2007 water agreement between Aerojet Corporation and the City of Folsom confirms the City of Folsom's commitment to provide the potable water supply for Glenborough at Easton and Easton Place.

The City of Folsom's water system is divided into seven pressure zones (identified as Zones 1-6 and Nimbus), which are designed to maintain acceptable water pressure at different elevations throughout the service area. The majority of Glenborough at Easton, between Birkmont Drive and Kimball Place, is within Zone 1 (up to the elevation of 280 feet). The middle school and park site at the west end of Glenborough at Easton and east of Birkmont Drive are located within the Nimbus pressure zone (up to the elevation of 180 feet). The remainder of Glenborough at Easton east of Kimball Place is located within Zone 2 (between the elevations of 280 feet and 380 feet).

Existing public water mains currently provide potable water service to the Aerojet industrial campus. These mains consist of a 12-inch pipeline that extends into the east side of Glenborough at Easton near Alder Creek at Prairie City Road. This pipeline is part of the Zone 2 water system. A second 12-inch water main is located in Folsom Boulevard near the west side of the project site. This latter 12-inch water main connects to an 18-inch water main following Alabama Avenue (Birkmont Drive) and the entry road to the Latter Day Saints temple. This 18-inch water main is connected to a 1-million-gallon storage tank south of the Latter Day Saints Temple. The pipeline and tank are part of the Nimbus pressure zone system.

These existing facilities are not sized to provide adequate service capacity for existing uses and the proposed build-out of Glenborough at Easton and Easton Place. New pipelines are required to provide adequate capacity to meet maximum daily water demands at build-out. New storage tanks will also be required to provide necessary back-up supply for fire flows and peak-hour demands. These required facilities will include the following:

- A 20-inch transmission main along Folsom Boulevard, extended 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 will be fed from pressure Zone 1.
- An 18-inch transmission main along Prairie City Road and Iron Point Road, extended approximately 8,000 feet to an existing 20-inch line near Willow Hill Reservoir. This line is in pressure Zone 2.
- A 2- to 3-million-gallon storage tank will be constructed. A booster pump station will be required to boost pressure leaving the tanks to Zone 1 pressures. The adjacent existing 1-million-gallon storage tank will remain in service.
- A 5-million-gallon storage tank will be located on the east side of Glenborough at Easton, south of Easton Valley Parkway. A booster pump station will be required at this tank site to boost pressure leaving the tanks to Zone 2 pressures. The tank will be located to minimize its visibility from streets and trails and will be painted a neutral color.

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.

8.1.2 Wastewater

Glenborough at Easton is located within the Sacramento County Sanitation District-1 (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 (SRCSD) provides wastewater treatment and interceptor conveyance for flows exceeding 10 mgd. The Glenborough at Easton project area must be annexed into the CSD-1 service area to receive sewer service. The Glenborough at Easton area that will receive sewer service is approximately 938 acres, excluding the Alder Creek corridor. The project will generate approximately 2.0 mgd of wastewater with a peak wet weather flow anticipated to be 4.0 mgd.

New sewer infrastructure, consisting of collector sewers, trunk sewers, and a possible sewer lift station, will be necessary to serve Glenborough at Easton. Glenborough at Easton is located within the AJA and AJD trunk sewer sheds as delineated in the CSD-1 Master Plan. Shed AJD includes the northern part of Glenborough at Easton adjacent to Alder Creek. Per the CSD-1 Master Plan, Shed AJD discharges to the Folsom East Interceptor system in Folsom Boulevard. The Folsom East Interceptor system flows to the Bradshaw Interceptor system, which conveys flows to the SRCSD regional treatment plant north of Elk Grove. Construction of the Folsom East Interceptor was completed in 2004. The final sections of the Bradshaw Interceptor were substantially completed in late 2006, ensuring adequate wastewater removal capacity for Glenborough at Easton.

The remainder of Glenborough at Easton is located within Shed AJA. Per the CSD-1 Master Plan, the ultimate discharge point of Shed AJA 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 Glenborough at Easton. The Aerojet/Laguna Creek Interceptor system is scheduled to be extended to Aerojet in approximately 20 years. More detailed analysis shows that the project area within Shed AJA can be incorporated into Shed AJD, thereby enabling this area to be served from the nearby Folsom East Interceptor. A permanent shed shift to move the portion of shed AJA within the project area to shed AJD is being processed through CSD-1. The proposed shed shift consists of approximately 272 acres with an average daily flow of approximately 0.5 mgd and a peak wet weather flow of approximately 1.2 mgd.

If this request is not granted, an interim connection to convey wastewater flows from Shed AJA to the Folsom East Interceptor will be required until the Aerojet/Laguna Creek Interceptor system is available for connection. The interim connection would consist of a 24-inch sewer line located in Alabama Avenue (Birkmont Drive) between Easton Valley Parkway and Folsom Boulevard. Approximately 2.3 mgd of peak wet weather flow will be directed to the Folsom East Interceptor system on an interim basis. Interim capacity will be available upon completion of the Bradshaw Interceptor system.

Two alternatives are currently being considered to convey wastewater from the east end of Glenborough at Easton to the existing interceptor at the west end of the community in Folsom Boulevard. One alternative requires a sewer lift station located near the proposed Kimball Place crossing of Alder Creek. This lift station would pump wastewater up to a gravity sewer in Easton Valley Parkway at the intersection with Kimball Place. From there the wastewater would flow via gravity along Easton Valley Parkway to Glenborough Drive; north on Glenborough Drive to the proposed Alder Creek corridor trail; west along the Alder Creek corridor trail through vacant property north of the Latter Day Saints temple to Birkmont Drive; and north on Birkmont Drive to Folsom Boulevard, where the gravity line would connect with the Folsom East Interceptor.

The second alternative is to construct a gravity sewer line within the alignment of the Alder Creek bike trail between Kimball Place and Glenborough Drive. This alternative includes construction of sewer laterals in bike trail connections to subdivisions south of the creek. The alignment of the sewer line west of Glenborough Drive is the same as in the first alternative.

8.1.3 Stormwater Drainage and Flood Control

Most of Glenborough at Easton is located within the Alder Creek drainage shed, with stormwater drainage and flood control to be addressed by drainage infrastructure consisting of conveyance pipes, channels, and water quality basins. A minor portion of Glenborough at Easton drains into the Buffalo Creek sub-shed through existing ditches and channels in the Aerojet administrative site.

Much of the area within the Alder Creek drainage shed has been greatly disturbed by previous dredge mining activities. As a result, the existing topography consists primarily of cobble and gravel tailing piles and depressed slickens areas (as described in Section 2.1, "Land Use Setting and History"). The existing stormwater runoff from this area is assumed to be minimal because of the high permeability of the cobble tailing piles and storage volume within the slickens ponds.

Development of Glenborough at Easton will significantly change the runoff characteristics of this drainage shed, resulting in increased runoff volumes in Alder Creek. Alder Creek is located within a relatively deep ravine and has adequate capacity to convey the additional flows. However, the culvert crossing at Folsom Boulevard does not have adequate capacity to handle the additional flows generated by the project. The project will increase the capacity of this crossing through the addition of a 96-inch diameter culvert at Folsom Boulevard.

Stormwater quality facilities will be provided in conformance with the *City and County of Sacramento Guidance Manual for On-site Stormwater Quality Control Measures* (Stormwater Guidance Manual). The Stormwater Guidance Manual divides the Alder Creek drainage shed into five sub-sheds. Runoff from each sub-shed will be directed to an extended detention water quality basin before discharging into Alder Creek. Required basin capacities have been determined based on sub-shed size and surface cover. Stormwater quality basins will be located within the Alder Creek corridor, as shown in the Stormwater Guidance Manual.

A fluvial geomorphic and stormwater quality assessment will be prepared for the Alder Creek corridor to include areas within and immediately downstream of the project area. The study will evaluate the Alder Creek floodplain and the project's proposed water quality basins to determine the potential for erosion from Glenborough at Easton stormwater runoff. If the study determines that substantial erosion can be anticipated from additional stormwater runoff within Glenborough at Easton, then recommendations to minimize this erosion will be identified and implemented. Erosion control measures may include detention basins, application of standard and best management practices for construction, or diversion of runoff to other locations to protect sensitive habitat areas within the Alder Creek corridor and open space "fingers."

A stormwater quality facility will be required to treat runoff into the Buffalo Creek drainage shed. It is anticipated that this basin will be located within an interim detention basin west of Easton Place.

8.1.4 Solid Waste

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

8.1.5 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.

8.1.6 Electric

The Sacramento Municipal Utility District will provide electric service within Glenborough at Easton, with the inclusion of two substations and a 69 kV line.

8.1.7 Cable Television, Phone, Network

Comcast provides cable television and network access in the project area. Phone, network, satellite, and wireless access is provided by SureWest and American Telephone & Telegraph (AT&T).

8.2 PUBLIC SERVICES GOALS

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

Goal 8.1 Coordinate with the City of Folsom to ensure the adequate provision of water resources to Glenborough at Easton.

Goal 8.2 Design and implement the wastewater system in a manner consistent with the Sacramento County Sanitation District-1 and Sacramento Regional County Sanitation District's long-term infrastructure master plan for the area.

Goal 8.3 Design and construct Glenborough at Easton's stormwater drainage system in a manner that provides adequate facilities to meet the needs of the community, while also preserving the natural and scenic values of the Alder Creek corridor.

Goal 8.4 Protect the Alder Creek corridor by providing water quality basins to minimize the effect of urban pollutants on the creek and downstream river system.

8.3 PUBLIC SERVICES POLICIES

8.3.1 Water Policies

Policy 8.1 Ensuring Adequate Water

Identify water resources and construct the necessary treatment, conveyance, and storage facilities to provide potable water and meet fire protection needs within the project's phasing schedule.

8.3.2 Wastewater Policies

Policy 8.2 Annexation

Facilitate the annexation of Glenborough at Easton into the Sacramento Regional County Sanitation District.

Policy 8.3 Sewer Infrastructure

Install new sewer infrastructure, consisting of collector sewers, trunk sewers, and a sewer lift station, as necessary to serve Glenborough at Easton.

Policy 8.4 Lift Station

Install a new sewer lift station near the proposed Kimball Place crossing of Alder Creek to minimize the construction of additional infrastructure within the Alder Creek corridor.

8.3.3 Stormwater Policies

Policy 8.5 Culvert

Construct the necessary stormwater drainage facilities to increase the stormwater drainage capacity at Folsom Boulevard.

Policy 8.6 Stormwater Quality Basins

Incorporate stormwater quality basins into the restoration design program for the Alder Creek corridor.

Policy 8.7 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 8.8 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.

8.3.4 Solid Waste, Natural Gas, Electric, Phone, and Cable Policies

Policy 8.9 Provision of Service

Coordinate with local service purveyors to ensure the provision of services during project phasing.

Policy 8.10 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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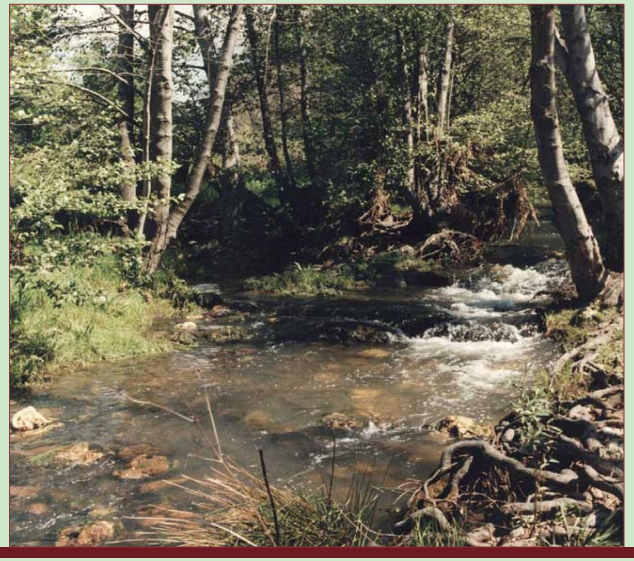

Implementation

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 *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan*:

- General Plan Amendments to: (1) move the Urban Policy Area boundary to include the *Glenborough at Easton 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 and Glenborough Drive as pre-2010 thoroughfares; (4) amend the Bikeway Master Plan to add on- and off-street bikeways; and (5) amend the Open Space Strategy Plan;
- Zoning Ordinance Amendment to amend the Aerojet SPA Ordinance to incorporate portions of the *Glenborough at Easton 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 will certify the FEIR addressing the *Glenborough at Easton Land Use Master Plan* and the other entitlements necessary to implement development within the 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 *Glenborough at Easton Land Use Master Plan* area. The plan area maintains the zoning designation of SPA, as defined by the amended Aerojet SPA Ordinance.

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

9.2.3 Development Standards and Review

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

Development within the *Glenborough at Easton 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 theDevelopment Standards and Design Guidelines.

9.2.4 Subsequent Entitlement Process

Development within Glenborough at Easton may be subject to approval of subsequent entitlements by the County following approval of the *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 Sacramento County Zoning Ordinance and other regulations, unless the latter are otherwise modified by the terms and conditions of the *Glenborough at Easton Land Use Master Plan* and the Aerojet SPA Ordinance. All subsequent development projects, public improvements, and other activities shall be consistent with the *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan* is warranted, pursuant to the criteria set forth in Section 9.2.6 of this chapter, 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, "Substantial Conformity and Amendments."

Application Processing

Applications will be analyzed by County staff for consistency with the *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan* and the Aerojet SPA Ordinance;
- consistency with figures and tables; and
- consistency with the Development Agreement, large-lot 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 Sacramento County Code.

9.2.6 Substantial Conformity and Amendments

Implementation of the *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan*, including, for example:

- changes to the plan elements, such as differences in land use development types assigned to specific villages;
- changes to capacity requirements;
- changes to the intensity or density of land uses on specific villages (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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan*;
- requests for an adjustment that is 10% or less of quantifiable or measurable standards contained in the *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan*;
- residential density adjustments or transfers that satisfy the criteria of Section 9.2.7 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 *Glenborough at Easton 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 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.

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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton Land Use Master Plan*;
- density adjustments or transfers or other changes affecting land uses that substantially affect the *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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 villages in Glenborough at Easton; between villages in Glenborough at Easton; 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 villages are within the *Glenborough at Easton Land Use Master Plan* area or, in the alternative, within the *Glenborough at Easton Land Use Master Plan* and *Easton Place Land Use Master Plan* areas.
- The total maximum number of approved units for the entire *Glenborough at Easton Land Use Master Plan* does not exceed 3,239.
- The density transfer does not increase or decrease the number of units allocated to any single receiving village (or combination of receiving villages) 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 *Glenborough at Easton 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 villages 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 villages 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 villages 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 *Glenborough at Easton 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 *Glenborough at Easton 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 *Glenborough at Easton 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.

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.

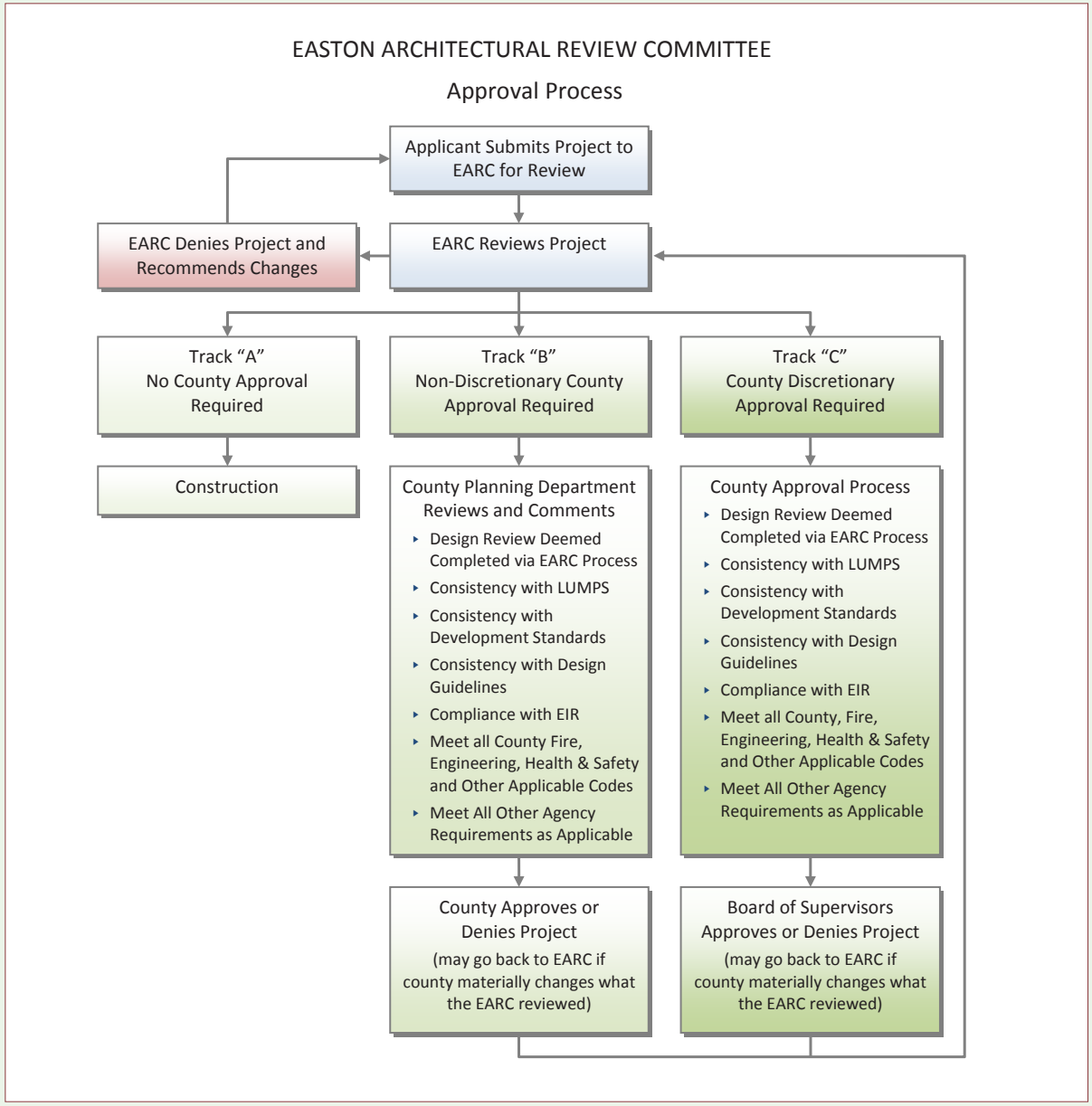

Figure 9.1, Easton Architectural Review Committee Approval Process

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 A

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

Low Density Residential (LDR)

1.0-7.0 dwelling units per acre in the *Glenborough at Easton Land Use Master Plan*. The County of Sacramento General Plan defines Low Density Residential as 1.0 to 12.0 dwelling units per acre.

Medium Density Residential (MDR)

7.1-12.0 dwelling units per acre in the *Glenborough at Easton 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)

12.1-25.0 dwelling units per acre in the *Glenborough at Easton 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 Sacramento 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 which 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.