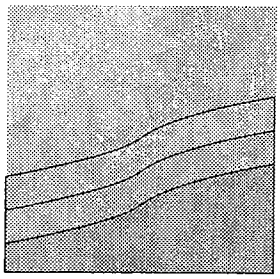

SUNRIDGE

Specific Plan

Sacramento County

July 17, 2002

SUNRIDGE SPECIFIC PLAN

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SUNRIDGE SPECIFIC PLAN

SECTION 1. EXECUTIVE SUMMARY

The SunRidge Specific Plan is the first of a series of specific plans that will implement the Sunrise Douglas Community Plan and the County General Plan. The Specific Plan provides a detailed framework for development of the Plan Area to implement the guiding principles and policies established in the Community Plan. The SunRidge Specific Plan encompasses 2,605.8 acres, approximately 43.3 percent of the Sunrise-Douglas Community Plan area.

The Plan incorporates land use, circulation, resource management, public facilities and infrastructure master plans. The Plan provides direction for the financing and phasing of the infrastructure, roads and other improvements. Subsequent applications may require minimum review if the application is consistent with this Specific Plan and no site specific issues are identified.

REGIONAL SETTING

The SunRidge Specific Plan plays a significant role in providing a location for new housing to meet the demand generated by job development existing, approved or planned nearby in the Highway 50 Corridor. Since 1980, the communities of Folsom and Rancho Cordova have experienced intense housing demand and rapid employment growth. The Sacramento Area Council of Governments (SACOG) projects employment in Rancho Cordova will reach 125,954 jobs in 2020.

A balance of jobs and housing is an important consideration in the Sacramento region because locating worker housing close to employment centers can significantly reduce the total of vehicle miles traveled (VMT) for commute trips. This can result in air quality improvements and reduced traffic congestion. Furthermore, an adequate supply of housing affordable to employees is a significant factor in the location decision of large employers. Therefore, providing for an adequate supply of housing contributes to the economic development potential in the region.

LAND USE CONCEPT

The neighborhood is the fundamental organizational structure of the Specific Plan land use. A definite physical boundary, the mix of uses, and the organization of land uses define the character of each neighborhood.

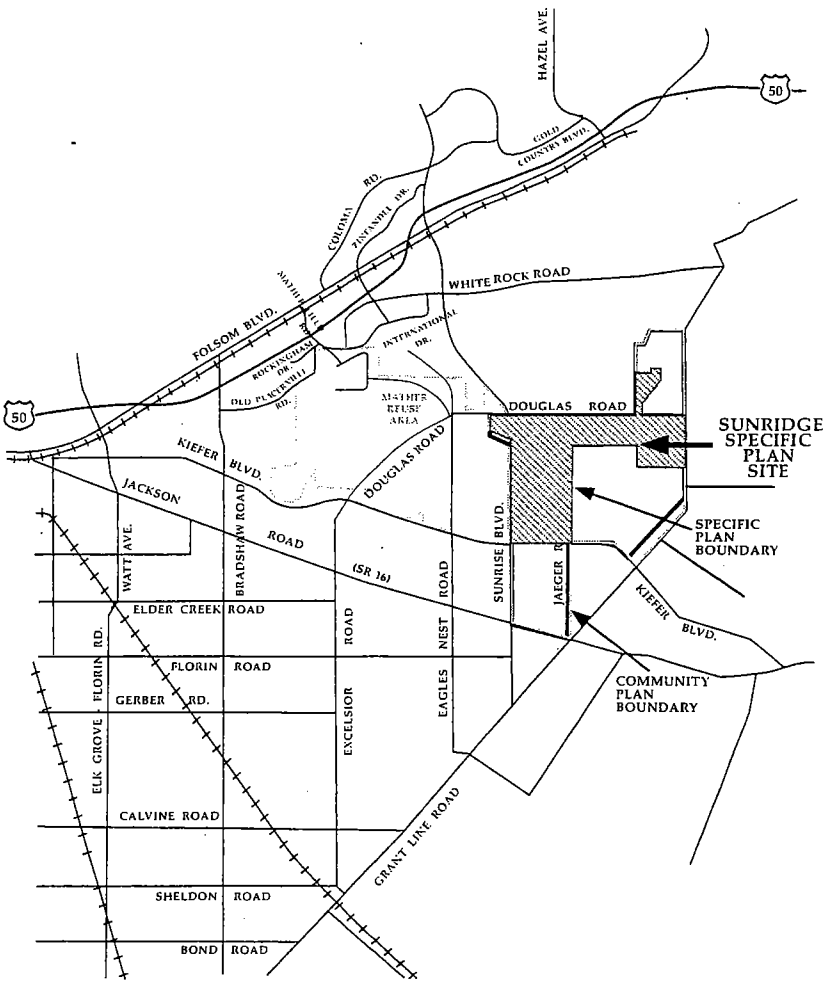

FIGURE 1-1
REGIONAL LOCATION MAP

The land use in each neighborhood is predominantly residential, but includes a mixture of complementary uses; i.e., commercial or office zones.

Each neighborhood is organized around two activity centers: the neighborhood school/park, and a second neighborhood park or small commercial center (Figure 3-1). The two distinct activity centers or "poles" serve as the social and functional core elements around which the basic form of the neighborhood is shaped. Where the small commercial center is adjacent to a park, they together form a core of the neighborhood; similar to an old fashioned "Town Square". The neighborhood school and a second small park form a second focal point and activity center.

The SunRidge Specific Plan proposes 9,886 dwelling units. The predominant residential type will be single family homes, but a variety of dwelling unit types are allocated to each neighborhood. The dwelling unit types range from conventional single family dwellings to apartments.

The low-density residential land use will provide a mix of housing types and intensities ranging from single family residential to multi-family garden apartments, townhouses and condominiums. The Low-Density Residential category includes dwelling units in configurations up to 12 dwelling units per net acre. Within a subarea under a single ownership, the number of units within a residential land use parcel may change under certain conditions.

The medium density residential use includes multi-family apartment style housing. The Specific Plan will provide 737 apartment units at an average density of 20 units per acre in conventional multi-family residential areas and up to 549 additional units permitted one-quarter of the acres designated for Commercial Mixed Use.

The residential zones may also include small enclaves of office and retail uses. A notable addition to the permitted uses in the residential zone districts is the land use category "Neighborhood Work Center". Buildings to house small groups of employees within the residential neighborhoods are permitted in the neighborhood work center. The employees may work for a single employer, or the building may house work groups from a number of employers.

The Commercial Mixed-Use designation serves a variety of purposes including employment centers, retail commercial, professional office, light assembly, and medium density residential uses. Major retail centers, community recreation facilities, theaters, and similar land uses must have access from major street frontages because they rely on a broad market area for their economic viability.

Circulation

The fundamental purpose of the SunRidge Specific Plan circulation system is to facilitate the continued freedom to travel whenever an individual chooses. The approach applied to the circulation system for the SunRidge Specific Plan is threefold.

1. Accommodate conventional automobiles.
2. Emphasize the use of conventional alternatives to automobile use including pedestrian and bicycle systems and public transit.
3. Anticipate and accommodate alternative modes of transportation such as light electric vehicles, local shuttle systems and light rail.

The street system consists of a distinct hierarchy of arterial, collector and residential streets. The arterial streets are four or six lanes wide and set on a grid generally one mile apart. Arterial streets define boundaries and do not penetrate the residential neighborhoods. A landscaped median and corridors along both sides are typical of the arterial street design.

The collector streets located within the neighborhood route the local traffic from the interior residential streets to the arterial streets. The collector streets provide the internal connections from the residences to the parks, school, and commercial uses in each neighborhood.

Each village will facilitate pedestrian and bicycle access to homes, shopping, schools, parks and jobs. The primary activity centers are located approximately 1/2 to 3/4 miles apart. All residences are typically 1/4 to 1/2 mile from an activity center and are connected by the bike and pedestrian system. All collector streets and arterial streets shown on the Plan will include a landscape corridor along both sides with a walking path. Class I bikeways will be routed through open space corridors where permitted.

The Plan will accommodate both alternative vehicles and contemporary cars and trucks. The alternative vehicles are smaller than contemporary cars, and powered by electricity or gas-electric hybrid systems.

Public Services

The Specific Plan Area is located within two school districts. The area north of Douglas Road is within the Folsom Cordova Unified School District. All of the Plan Area south of Douglas Road is within the Elk Grove Unified School District. The Specific Plan indicates the location of four elementary schools. The Elk Grove Unified School District plans a junior high school and high school campus

in the southeast quadrant of the Sunrise-Douglas Community Plan. This campus will serve the eastern portion of the school district extending to the Sacramento County boundary.

The Cordova Recreation and Park District plans 99.5 acres of parkland in the Plan Area. The neighborhood parks range in size from 4.5 acres to 10.2 acres. All neighborhood parks are adjacent to a neighborhood school. The Specific Plan also designates two community parks that will be 16.7 acres and 21.6 acres.

The SunRidge Specific Plan Area is in the Sacramento County District. It is projected that one new station will be required in the Specific Plan Area.

SEWER

The Sunrise-Douglas Plan Area is planned to be annexed into the Sacramento County Sanitation District No. 1 (CSD-1) and the Sacramento Regional Metro Sanitation District (SRCSD). A phased program of planned sewer system extensions outside the Plan Area will provide adequate capacity to accommodate development of the Specific Plan.

Phase 1: A 24-inch diameter gravity sewer will connect from the intersection of Sunrise Boulevard and Douglas Road to a new line extending southwest across the Mather Airport.

Phase 2: The 24" line will be extended and connected to the Bradshaw interceptor when it is extended to the north of the Mather Airport by the end of 2001.

Phase 3: The Mather Interceptor, scheduled to be constructed as part of the County's Phase V projects after the year 2014, will provide capacity to accommodate all development proposed in the Specific Plan.

STORMWATER DRAINAGE

The SunRidge Specific Plan is located primarily within the headwaters of Morrison Creek watershed. A small portion of the south end of the Plan Area is located in the Laguna Creek watershed. Stormwater detention facilities will ensure that the peak post development flows are attenuated to the pre-development peak flow. Final design of each detention basin will occur as individual neighborhoods are developed and the need for mitigation of flows arises.

WATER

The Plan Area will obtain water service from the Sacramento County Water Agency (SCWA). The SCWA will serve as water wholesaler and retailer, providing adequate supplies of treated water for municipal and industrial (M&I) use. SCWA shall also own and operate all water production, transmission, storage, and distribution facilities providing service to users located within the Plan Area.

The Plan Area will be served by wells until an adequate source of surface water is secured and developed. If treatment is required within the study horizon of the Specific Plan, treatment facilities will be constructed as required. A well field will be developed to the southwest approximately 5 to 7 miles from the Plan Area. The transmission line constructed to deliver groundwater to the Plan Area can be later used to deliver surface water when the Zone 40 master plan is implemented.

RESOURCES

The SunRidge Specific Plan will mitigate, to the extent practicable, the impacts associated with the development of the Plan Area.

The Specific Plan applicants either have received verification of wetland acreage by the Corps of Engineers or will have the field verifications completed shortly. Vernal pools are generally grouped in two locations. The westerly grouping resides primarily on the SunRidge Conservancy (the former SARES-Regis property) which has already received a Department of the Army Section 404 permit allowing for the impact of approximately seventeen of the sixty acres of vernal pools which exist on-site. The balance of the vernal pool acreage is included in a 481.6-acre preserve area to be held by the SunRidge Conservancy with a conservation easement.

Storm waters and other drainage will be carried in open channels through much of the Specific Plan Area.

All Plan Area watering systems shall be properly designed to conserve water and minimize the amount of runoff, and drought-tolerance should be considered when making plant selections.

The Sunrise Douglas Specific Plan provides a number of opportunities for alternative transportation modes. These include walking, bicycling, public transit, and zero emission alternative vehicles. These alternative modes can contribute to a reduction in vehicle trip rates compared to that of conventional residential projects.

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SUNRIDGE SPECIFIC PLAN

SECTION 2. INTRODUCTION

The SunRidge Specific Plan lies entirely within the Sunrise-Douglas Community Plan boundary. Encompassing 2,605.8 acres, the Specific Plan represents 43.3 percent of the land area in the Community Plan.

The Specific Plan is intended to implement and provide more detail for the Community Plan. The Board of Supervisors initiated the planning process on July 28, 1993 by Resolution No. 93-1034. In 1994, the Citizens Advisory Committee (CAC) for the Sunrise-Douglas area considered an application for the preparation of a Specific Plan for the entire Sunrise-Douglas Community Plan Area. The CAC concluded deliberations in December 1994 with a favorable recommendation for land plan concepts and adoption of guiding principles. These principles and the land plan concepts are incorporated in the appropriate sections of this Specific Plan.

In 1995, the County and landowners abandoned the plan for a single Specific Plan coterminous with the entire Community Plan Area. The County reconfigured the Specific Plan process to provide for a series of smaller Specific Plan areas. The intent is to implement the Community Plan through a series of consistent, coordinated specific plans.

2.1 SPECIFIC PLAN PROCESS

The Specific Plan establishes a detailed framework for development of the Plan Area. The Plan incorporates the land use, circulation, resource management, and public facilities and infrastructure master plans. The Plan provides direction for the financing and phasing of the infrastructure, roads and other improvements. Subsequent applications may require minimum review if the application is consistent with this Specific Plan and no site-specific issues are identified.

The intent of this process is to develop a Specific Plan for the SunRidge portion of the Sunrise-Douglas Community Plan Area that provides:

- A flexible means for implementing the General Plan goals and objectives in the Sunrise-Douglas Area;
- Comprehensive planning of open space, infrastructure, transit and financing.
- Directly imposed exactions and payment schedules in conjunction with its Capital Improvement Plans established in the Plan;
- Appropriate phasing of infrastructure and development;
- Combining discrete steps and streamlining the development entitlement process; and
- A comprehensive environmental evaluation for all subsequent projects within and consistent with the Specific Plan.

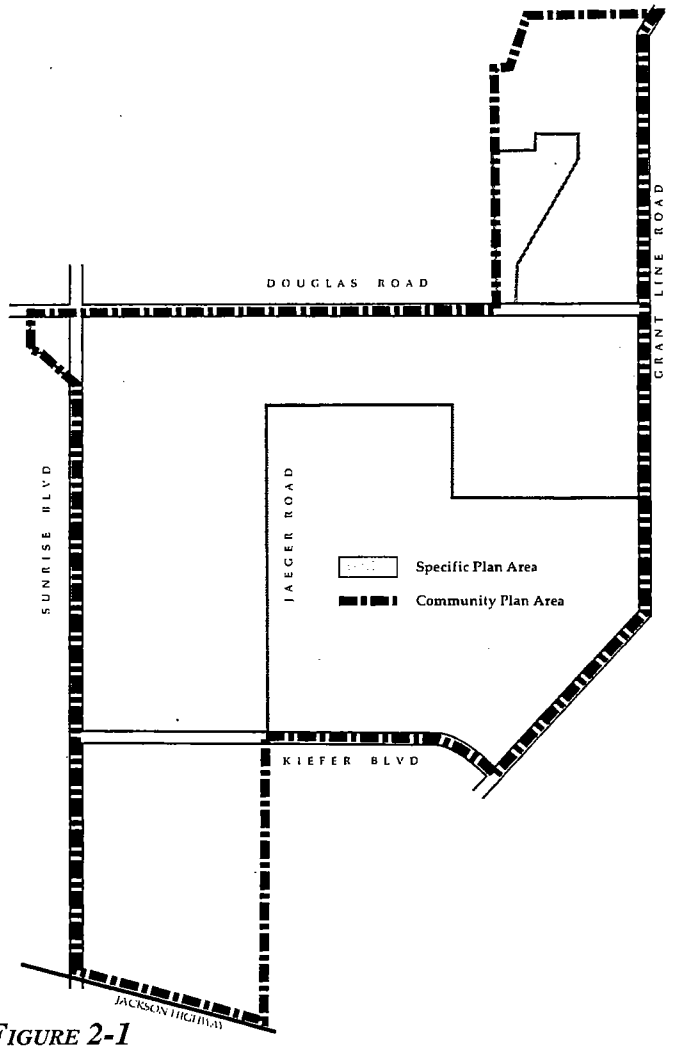


FIGURE 2-1
SPECIFIC PLAN PORTION OF COMMUNITY PLAN

The Sunrise Douglas Community Plan is part of two existing Community Plan areas: Cordova and Cosumnes. The adoption of the Sunrise-Douglas Community Plan preceding the approval of this Specific Plan accomplished the following amendments.

1. A Community Plan Amendment for the Community Plan Area from Light Industrial (Cordova), Permanent Agricultural Extensive (Cordova) and undesignated (Cosumnes) to "Sunrise-Douglas Community Planning Area".

2. Amendments to the General Plan Transportation Diagram to:

a. Change the designation for Douglas Road between Sunrise Boulevard and Americanos Boulevard from post-2010 thoroughfare to pre-2010 thoroughfare; and

b. Add a pre-2010 arterial designation for the following roadway segments:
   - Americanos Boulevard between Kiefer Boulevard and Douglas Road.
   - Kiefer Boulevard between Sunrise Boulevard and Grant Line Road.
   - Pyramid Road between Sunrise Boulevard and Grant Line Road.
   - Jaeger Road between Kiefer Boulevard and Douglas Road.

c. Add a post-2010 thoroughfare designation for the following roadway segments:
   - Americanos Boulevard north of Douglas Road.

3. Amendment to the Sacramento City/County 2010 Bikeway Master Plan to add a proposed on-street bikeway designation for the following roadway segments:
   - Douglas Road between Sunrise Boulevard and Grant Line Road.
   - Americanos Boulevard between Kiefer Boulevard and north of Douglas Road.
   - Kiefer Boulevard between Sunrise Boulevard and Grant Line Road.
   - Jaeger Road between Kiefer Boulevard and Douglas Road.
   - Pyramid Boulevard between Sunrise Boulevard and Grant Line Road.

After approval of the SunRidge Specific Plan, the applicants will seek the following entitlements:

1. A rezone for the Specific Plan Area from AG-20, AG-80 and M-1 to AG-20, RD-4, RD-5, RD-7, RD-10, RD-20, SC, LC and O.
2. A large lot Tentative Subdivision Map to divide those properties within the Specific Plan Area into lots that conform to proposed zoning boundaries.

2.2 PROJECT SETTING

The SunRidge Specific Plan Area is located within the Sunrise-Douglas Community Plan Area in the eastern portion of Sacramento County along the margin between the Sierra Nevada Foothills and the Great Central Valley. The site is approximately five miles south of U.S. Highway 50 along the east side of Sunrise Boulevard.

The Specific Plan Area includes 135 acres in the "panhandle" north of Douglas Road and a 41-acre parcel west of Sunrise Boulevard. These are integral elements of the Specific Plan Area and are incorporated in all aspects of the Specific Plan.

The Plan Area is undeveloped land with relatively poor agricultural soils. The area was used sporadically for dry land farming and grazing on spring grasses. An old orchard is located in the west/central portion of the Plan Area between Sunrise and Jaeger Road.

The terrain encompasses slightly rolling alluvial terraces created by the American River. Elevation on the site ranges from 129 to 180 feet above sea level. The ground slopes generally to the west and the south, and several intermittent natural and man-made channels drain the site.

Annual grasslands are interspersed with occasional groups of non-native trees and seasonal wetlands and drainages typical of eastern Sacramento County. The dominant species include mostly non-native annual grasses and forbs. Native tree species on the site are generally limited to willows and cottonwoods associated with man-made ponds and drainages.

A major electric utility transmission right of way traverses the property diagonally from the southwest corner near Sunrise Boulevard and Kiefer Boulevard to the intersection of Americanos Boulevard and Douglas Road. Much of the power line corridor within the Specific Plan Area is located within the 481.6-acre wetland preserve on the SunRidge Conservancy.

Lands to the south and east of the Plan Area are used for grazing and other limited farming purposes. A rendering plant in located to the west of Sunrise Boulevard. The 11,000-acre Aerojet facility and other industrial and commercial facilities along the US 50 corridor and just north of the Plan Area make up a major employment center within the greater Sacramento region. Presently, Aerojet uses the

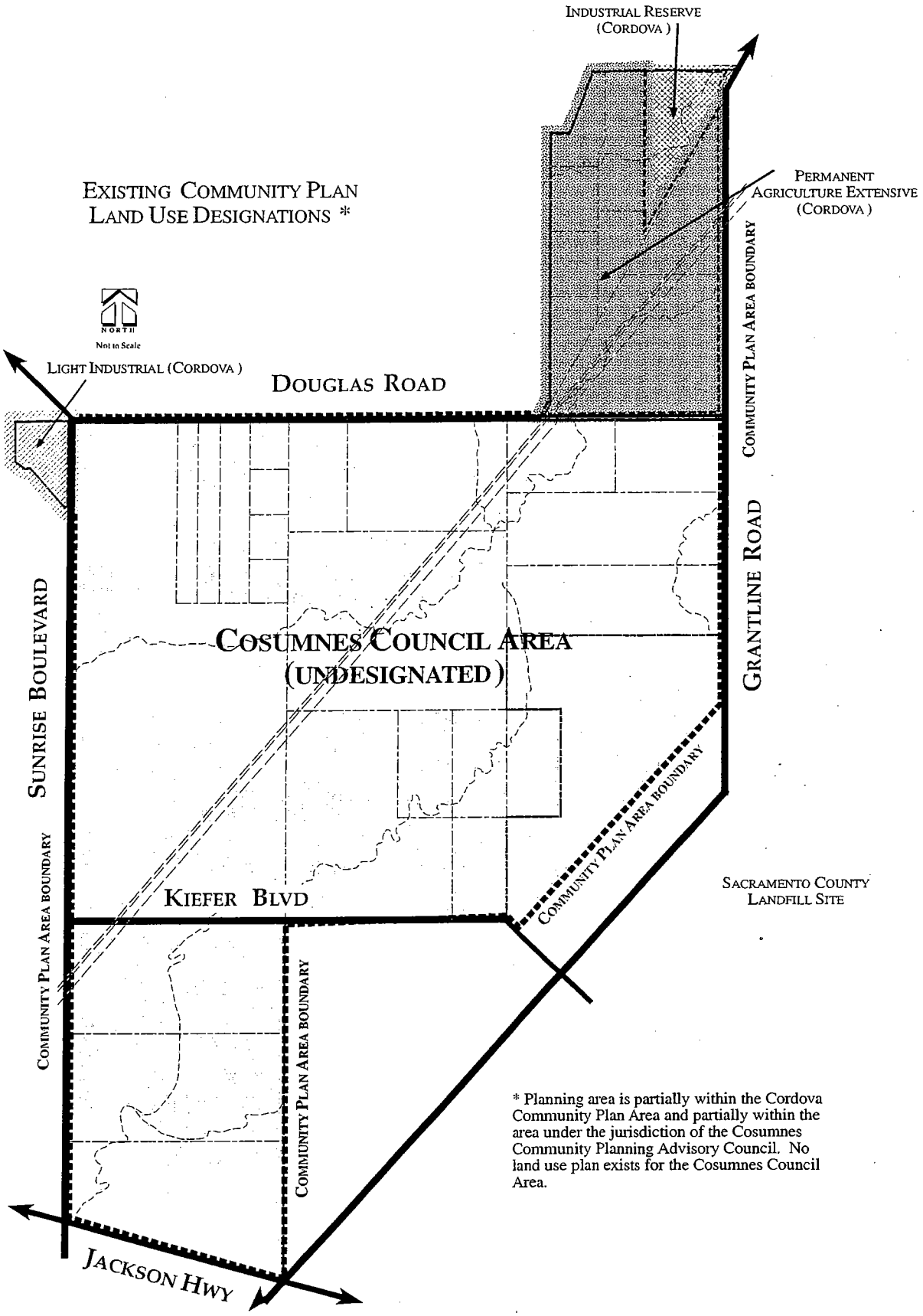


FIGURE 2-2
EXISTING COMMUNITY PLAN DESIGNATION

property in a very non-intensive manner. A few industrial uses occupy the Security Industrial Park located east of Jaeger Road north of Douglas Road. Aerojet has recently sold approximately 1100 acres north of Douglas Road to Elliott Homes for residential development and has expressed an intention to reactivate its development application for other properties in its ownership.

The former Mather Air Force Base lies west of the Plan Area. Congress approved closure of the base in 1989, and military uses ceased in 1993. The future use of the facility will include residential development, a regional park, continued aviation activity, business uses and an expanded cargo-based airport facility.

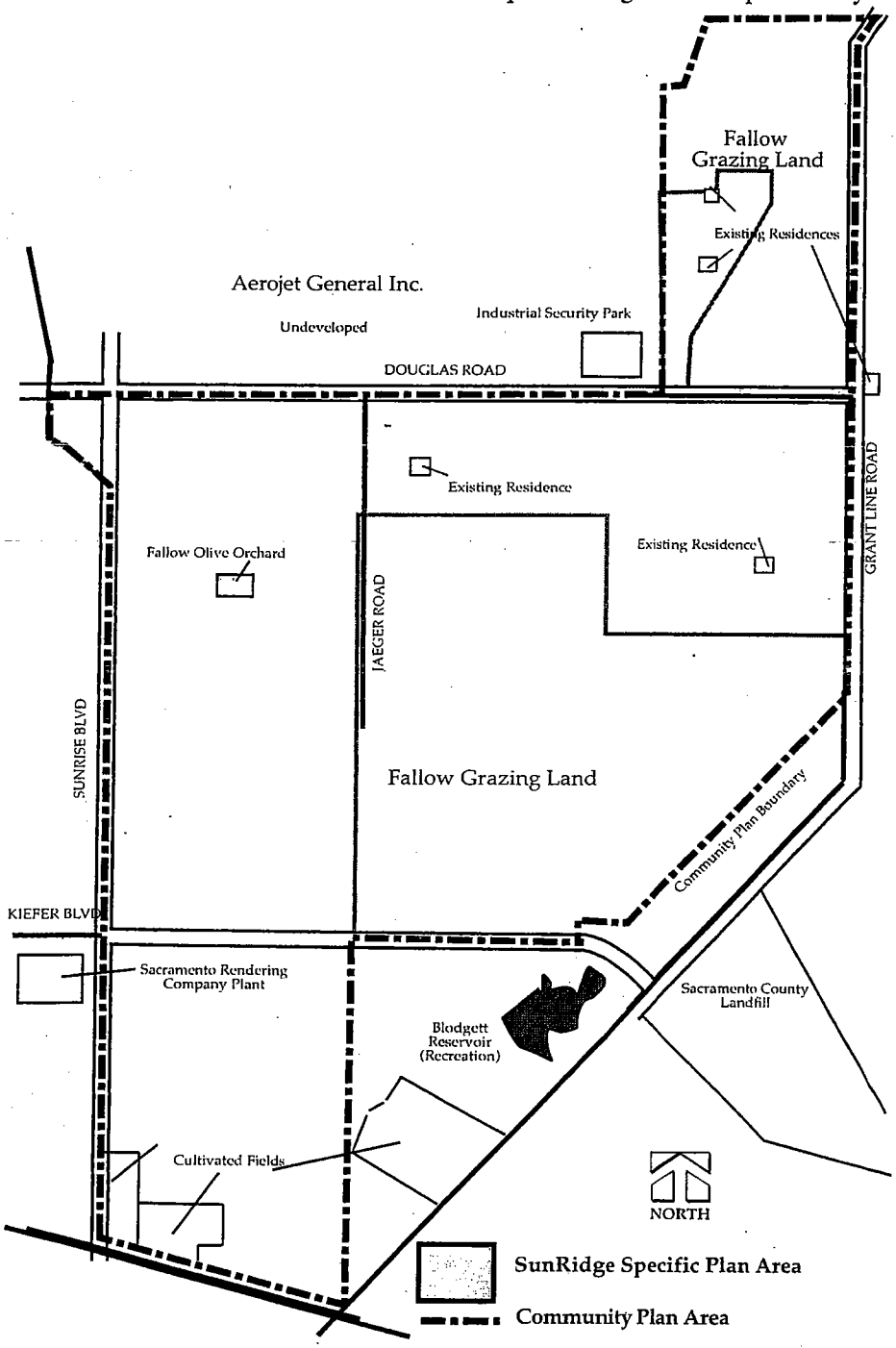


FIGURE 2-3
EXISTING LAND USE

SUNRIDGE SPECIFIC PLAN

SECTION 3. LAND USE

3.1 LAND USE CONCEPT

The neighborhood is the fundamental organizational structure of the Specific Plan land use. A definite physical boundary, the mix of uses, and the organization of land uses define the character of each neighborhood.

Arterial streets in a grid approximately one mile apart define the boundaries of each neighborhood. The neighborhoods therefore are typically not more than one mile in any direction. This assures a reasonable walking distance from any part of the neighborhood to the schools, parks and commercial centers.

The land use in each neighborhood is predominantly residential, but includes a neighborhood school, parks, and a mixed-use commercial area. Mixed uses are "retail or commercial goods or service facilities which provide auxiliary or supplemental goods or services to residents (in the case of residential land uses)." Small Commercial Mixed-Use sites within neighborhoods will include retail and services, small work centers and residential uses. Neighborhood residents may conduct business, use

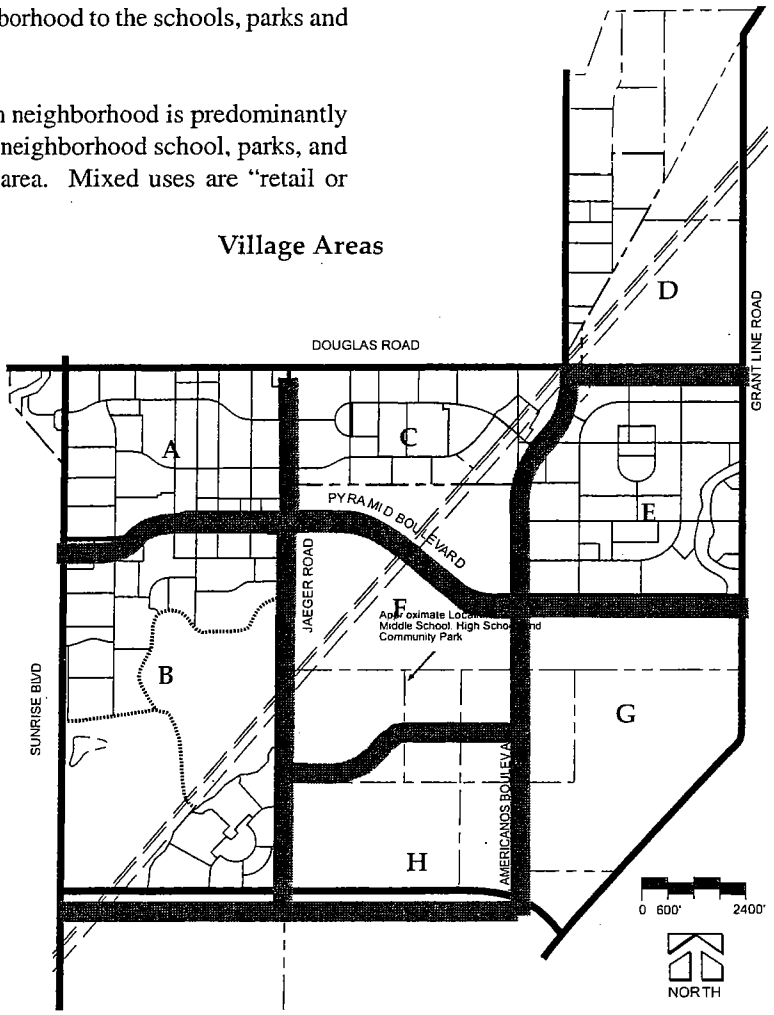


FIGURE 3-1
NEIGHBORHOOD AREAS DEFINED BY ARTERIAL STREET GRID

telecommunications equipment, and otherwise supplement their home occupation or telecommuting employment activities in the work centers. Day care facilities are permitted within all non-residential zones in the Plan Area and conditionally permitted in residential zones.

Most neighborhoods are organized around two activity centers: the neighborhood school and park, and a small commercial center adjacent to a second neighborhood park (Figure 3-2). The small commercial center and the adjacent park will serve as the "Town Square".

Each neighborhood is near a major retail commercial center that will provide the primary shopping and services for the community residents. These major retail centers, community recreation facilities, theaters, and similar land uses rely on a broad market area for their economic viability. These uses will require access from major streets for automobile traffic. The major streets by-pass the neighborhoods in order to avoid through traffic within the residential areas. However, the collector street system within the neighborhood provides a direct route for the local traffic and pedestrian circulation.

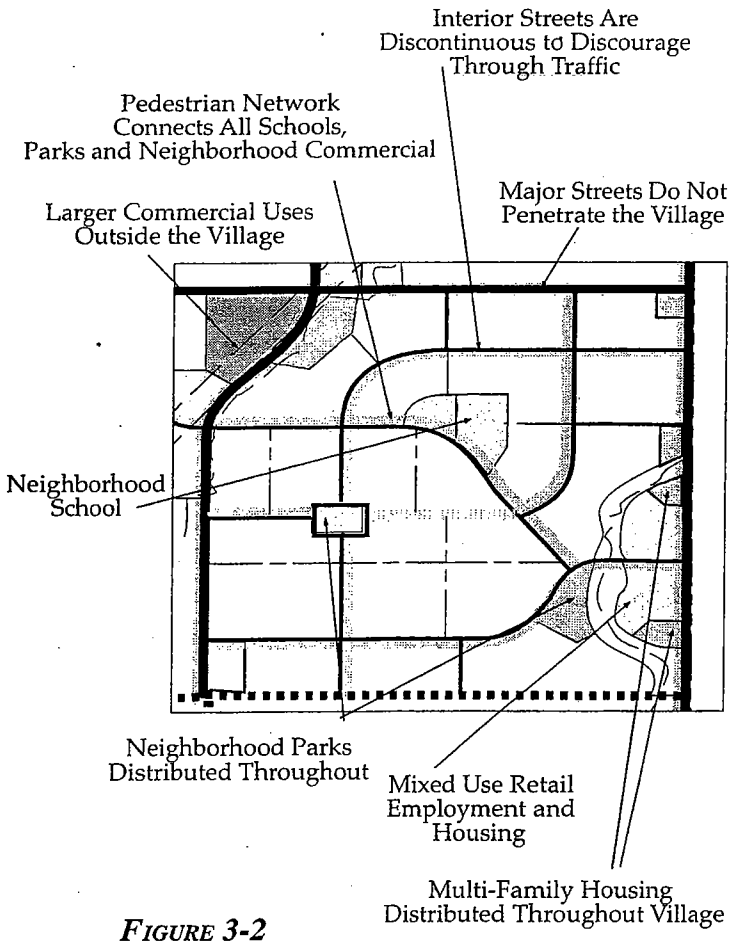


FIGURE 3-2
TYPICAL FEATURES OF CONCEPTUAL NEIGHBORHOOD

Each neighborhood will be somewhat different in size and shape depending on topography, open space areas and other specific site conditions. Each neighborhood will have a distinctive character and style expressed in a variety of housing types and densities appropriate to that character. Environmentally sensitive areas including drainage corridors will be preserved. These open space areas will contribute to the identity of the neighborhood and will help maintain a sense of scale.

3.2 SUMMARY OF LAND USE

Table 3-1 summarizes the land use in the SunRidge Specific Plan.

The adoption of the Specific Plan includes amendments to the General Plan Land Use Map. The General Plan designations for the Specific Plan Area are shown in Figure 3-3. Figure 3-4 indicates the Specific Plan Land Use Designation and Figure 3-5 indicates the land use Zone assigned to each parcel. The Specific Plan Land Use Designation and the Zoning map differ only on the properties that were under a Williamson Act contract until early in 2002. These properties, encompassing 240 acres, are designated

TABLE 3-1
SUMMARY OF LAND USE IN THE SPECIFIC PLAN

Land Use Designation	Acres	Dwelling Units	% of Dwelling Units
RD-4	316.3	1,160	11.73%
RD-5	1,111.4	5,419	54.81%
RD-7	250.9	1,596	16.14%
RD-10	48.4	425	4.30%
RD-20	45.0	737	7.45%
CMU Emp. Center Comm	119.5		
Community Commercial	54.1		
Neighborhood Park	99.8		
Wetland Preserve	481.6		
Detention/Water Quality	34.4		
K-6 School	44.4		
Total	2,605.8	9,337	
Total Residential Acres	1,772.0		
Potential MDR Component of CMU	30.0	549	5.55%
Max Potential Residential Allocation		9,886	100.0%
Maximum Avg. Residential Density		5.5	

FIGURE 3-3
GENERAL PLAN LAND USE DESIGNATIONS IN THE SPECIFIC PLAN AREA

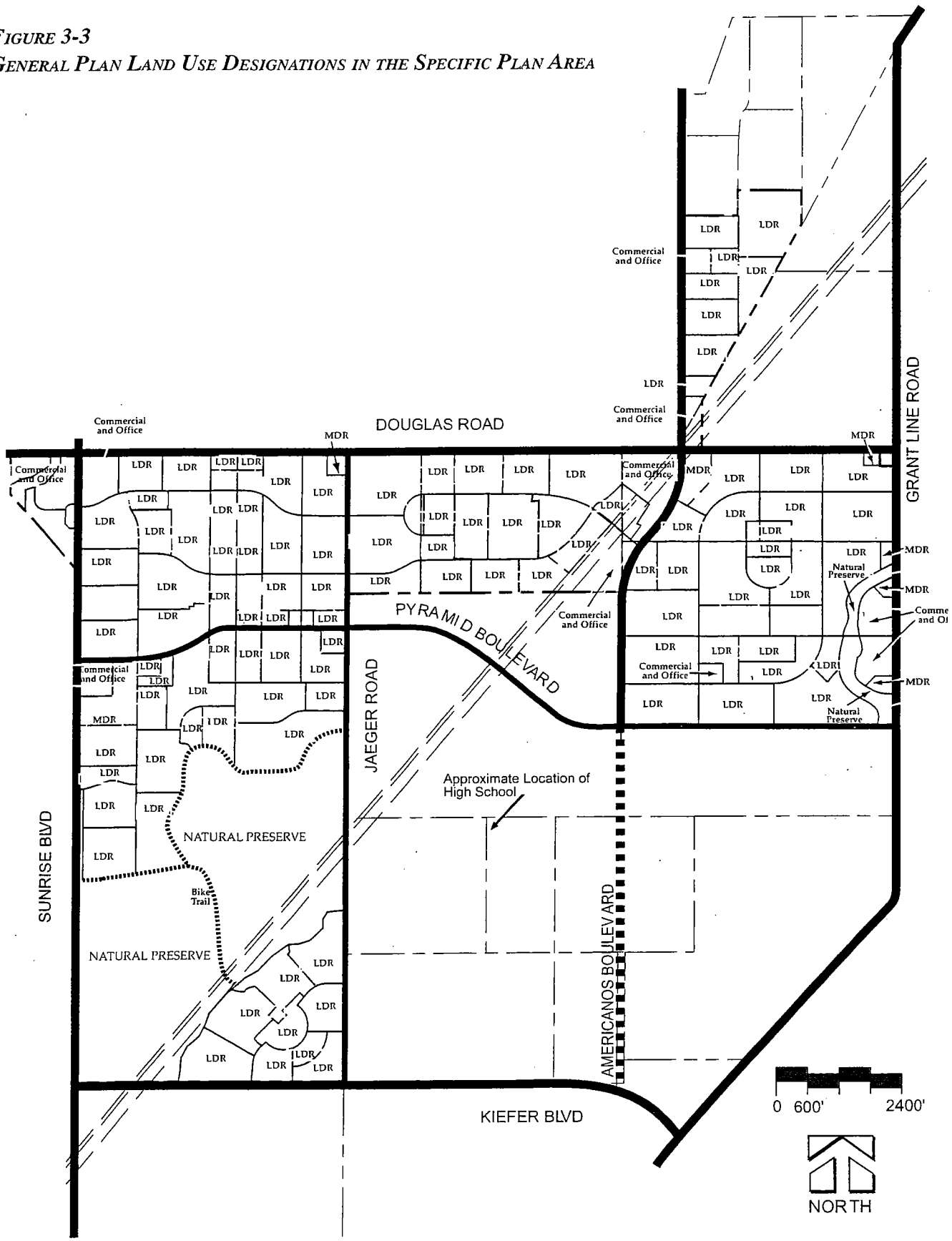


FIGURE 3-4
SPECIFIC PLAN LAND USE DESIGNATION

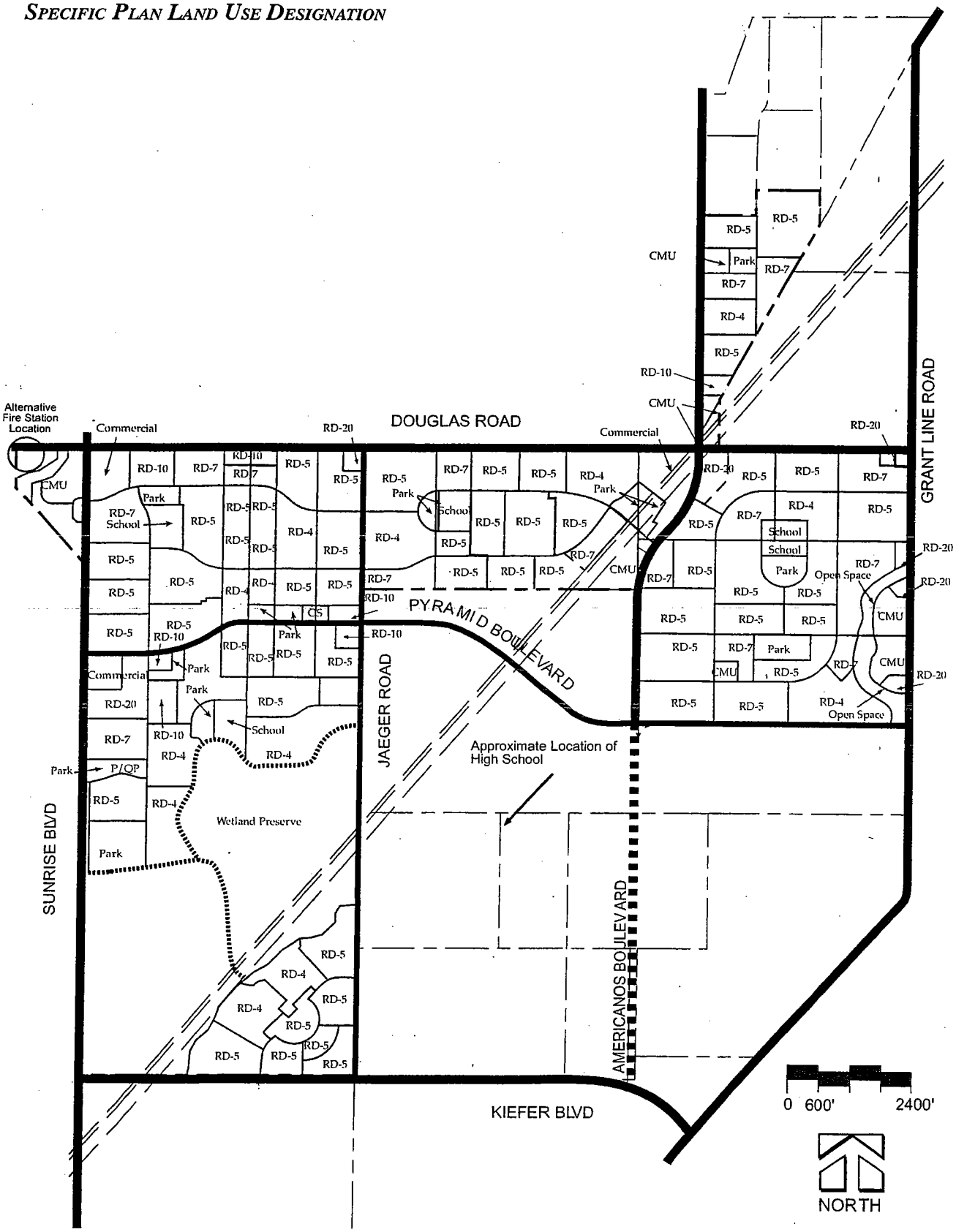
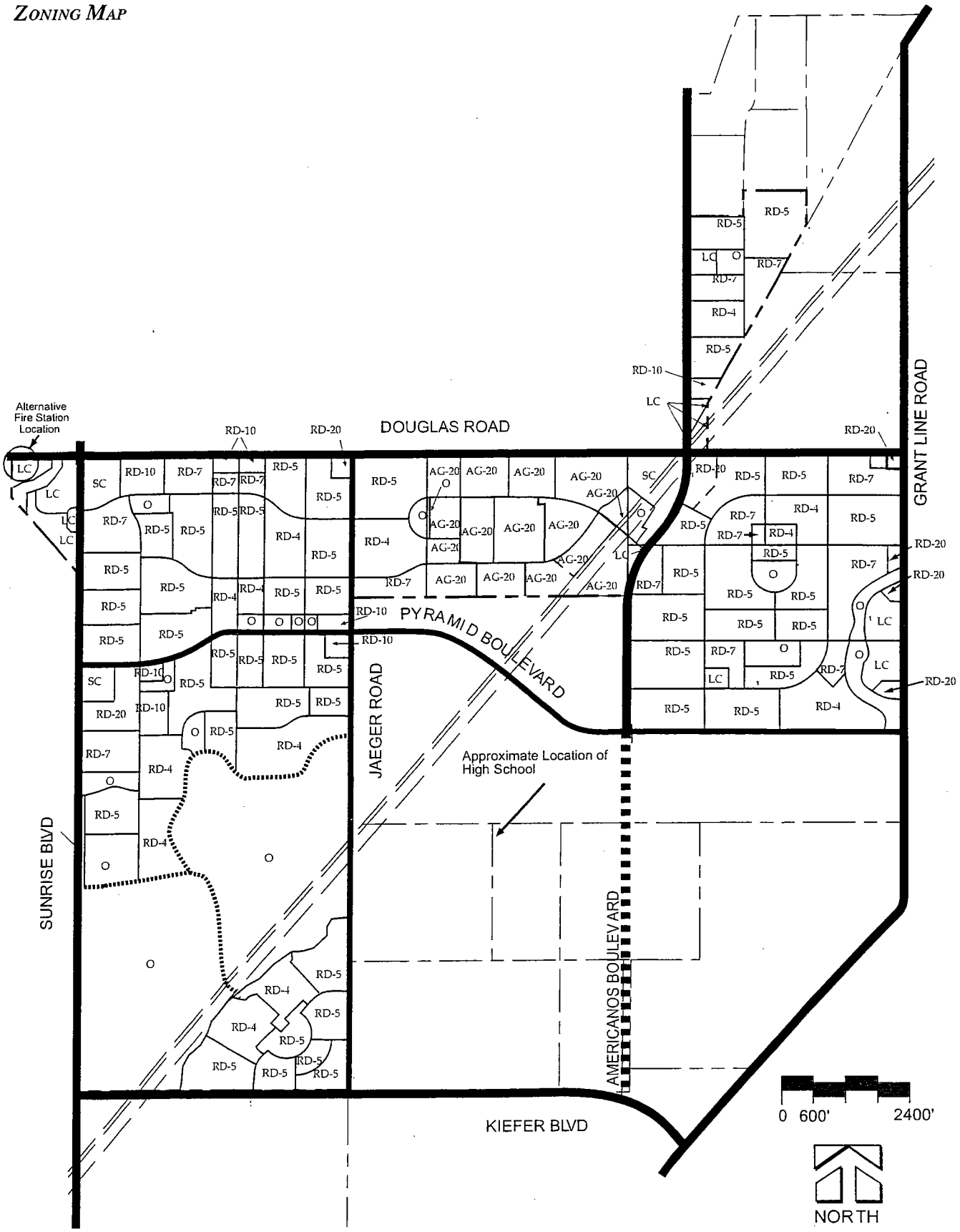


FIGURE 3-5
ZONING MAP



for a mix of residential, school, park and commercial mixed use in the Specific Plan, are zoned for agricultural use consistent with the former Williamson Act contract. Subsequent to the termination of the contract the land will be rezoned consistent with the Specific Plan Land Use Map.

3.3 Residential Use

The SunRidge Specific Plan proposes 9,886 dwelling units. The predominant residential type will be single family homes, but a variety of dwelling unit types are allocated to each neighborhood. The dwelling unit types range from conventional single family dwellings to apartments. The residential zones may also include small enclaves of office and retail uses.

Generally, the residential uses in the SunRidge Specific Plan will conform to uses permitted in the conventional zone districts established in the County Zoning Ordinance, Section 201-02, Table 1. However, there are differences in residential land use zones proposed for the Specific Plan. Table 3-2 lists only those land uses permitted in the residential zones in the Specific Plan Area. The use is not permitted, if not listed here.

The residential zones in the SunRidge Specific Plan allow and encourage a mix of uses that support neighborhood businesses and services. The objective is to encourage convenience retail and services within neighborhoods to encourage walking and provide a diverse, lively community. The County Zoning Code allows substantial flexibility in mixing small businesses and housing. The list of uses in Table 3-2 modestly expands on this flexibility to permit additional uses in certain residential zones. Differences between the permitted uses in the Specific Plan and the County Zoning Code are shaded. The permitted use categories and the notation indicating conditions on the use in Table 3-2 are numbered the same as those used in the County Zoning Ordinance, Section 201-02, Table 1. This facilitates cross-referencing between the Specific Plan and the Zoning Ordinance.

3.3.1 Neighborhood Work Centers

A notable addition to the permitted uses in the residential zone districts is the land use category "Neighborhood Work Center". The neighborhood work center may include small groups of employees within the residential neighborhoods. The employees may work for a single employer, or the building may house work groups from a number of employers.

The concept is based on the assumption that telecommunications will permit even large employers to disaggregate their work force to smaller facilities located closer to the employee's residences. Employees could be primarily a home worker and use the work center only periodically. Another approach would be to operate these centers along the lines of the "executive suite" where an individual can purchase only the space and services required. Similarly, a larger company could lease a space within the building and employ a small work group connected by telecommunications to the primary office. The employees in the work group need not even be engaged in the same tasks, but would be placed there based on proximity to their residence rather than their function in the company.

3.3.2 Application of Development Standards

It is the intent of this Specific Plan to encourage flexibility in site design and density in response to market needs. A parcel of land may use the higher standards (setback, yard requirements, minimum frontage, etc.) of a certain zone without mandating the higher density standards commensurate with that zone. For example, a specific parcel zoned as RD-7 may yield an actual density of five units per acre. If developed at that density the applicable standards would be those of the RD-5 zone district. The development standards of the higher density zone will apply if additional units are transferred to the subject parcel (as provided in Section 3.3.4).

3.3.3 Allocation of Dwellings in Residential Parcels

Figure 3-6 allocates a specific number of dwellings to each residential parcel. The intent is to establish the specific number of dwelling units permitted to be developed by each property ownership and in each sub area of the Specific Plan. The zone designations do not always indicate the number of dwelling units assigned to the parcel. In some instances the number of dwelling units assigned to a specific parcel in Figure 3-6 may be less than permitted by maximum development of the assigned zone district. Each parcel is assigned a specific or maximum number of dwelling units. Appendix B lists the specific land use allocation for each parcel.

3.3.4 Density Transfer

Dwelling units allocated to a residential land use parcel (as shown in Appendix B within a subarea under a single ownership) may be transferred to another designated residential land use parcel provided that:

1. The cumulative number of units in the sub area (single ownership) does not exceed the total number assigned to each owner in the Residential

TABLE 3-2
PERMITTED USES IN THE RESIDENTIAL ZONE DISTRICTS

Reference to County Zoning Ordinance, Section 201-02, Table 1		Land Use Category	Permitted or Conditionally Permitted By Residential Zone				
			RD-4	RD-5	RD-7	RD-10	RD-20
		RESIDENTIAL					
1		Single Family Dwelling (Except Mobilehome)	X	X	X	X	X
2		Single Family Dwelling:Over 2 Stories or 30 Feet	13	13	13	X	X
3		Two Family Dwelling-Duplex and Halfplex		2	X	X	X
4		Two Family Dwelling: Over 2 Stories or 30 Feet		13	13	X	X
10		Multiple Family-Apartments				12	X
11		Condominiums	12	12	12	12	12
12		Townhouse, Row House, or Cluster Development	12	12	12	12	12
21		Boarding House				13	1
22		Co-Housing *	12	12	12	12	12
30		Residential Care for More than 6 Children	13	13	13	13	14
31		Residential Care for More than 6 Adults	13	13	13	13	14
32		Child Day Care for More than 6 Children	13	13	13	X	X
33		Family Day Care Home	15	15	15	15	15
40		Accessory Uses and Structures	X	X	X	X	X
43		Residential Accessory Dwelling	25	25	25	25	25
		COMMERCIAL					
1		Home Occupation	X	X	X	X	X
2		Business and Professional Office	5	5	5	5	5
4		Convenience Center	6	6	6	6	6
9		Medical Offices	5	5	5	5	5
11		Bed and Breakfast Inn	31	31	31	31	31
		Neighborhood Work Center	12	12	12	12	12
		INSTITUTIONAL					
1		Convalescent Hospital, Skilled Nursing	12	12	12	12	12
2		Hospital	12	12	12	12	12
3		Cemetary	12	12	12	12	12
10		Private Social Center	12	12	12	12	12
20		Church	13	13	13	13	13
21		Public School (K-12)	X	X	X	X	X
22		Private School (K-12)	13	13	13	13	13
23		College or University	12	12	12	12	12
24		Other Private Schools	12	12	12	12	12
		RECREATION					
1		Public Parks and Ancillary Uses	X	X	X	X	X
		Legend					
	X	Permitted Without Condition					
	13	Permitted with Conditions, the number code indicates the conditions as described in the footnotes.					
		Differs from the standard in County Zoning Ordinance, Section 201-02, Table 1.					

Table 3-2 Conditional Use Footnotes:

'X' *An X indicates that the described use is permitted in the zone.*

* *"Co-housing" refers to a form of housing in which several households form a cooperative to jointly own and occupy housing that includes private suites as well as shared kitchens and common areas.*

1. *Permitted subject to development plan review by the Planning Director, pursuant to the provisions of Title 1, Chapter 10, Article 7 of the Zoning Code.*
2. *Duplexes and halfplexes are permitted:*

(a) *On corner lots with a maximum of ten (10) or fewer units in a single project.*

(b) *On interior lots with a maximum of ten (10) or fewer*

Allocation Map, Figure 3-6.

2. The number of dwelling units in any specific parcel does not exceed the maximum number of dwelling units permitted by more than 20%.
3. The amended land use must be consistent with the goals, policies and requirements of the Sacramento County General Plan, Sunrise Douglas Community Plan, the SunRidge Specific Plan, and affected development agreements.
4. The amended land use does not result in modification to conditions of the approved tentative map, rezone agreement or applicable permits.
5. The amended land use does not affect the Community Facilities District, or any other benefit assessment facilities financing arrangement.

3.4 Specific Plan Low Density Residential Use

GP LAND USE DESIGNATION: Low Density Residential
ZONING DISTRICTS: RD-4, RD-5, RD-7 and RD-10

3.4.1 Purpose

The low-density residential land use will provide a mix of housing types and intensities ranging from single family residential to multi-family garden apartments, townhouses and condominiums. The Low-Density Residential category includes dwelling units in configurations up to 12 dwelling units per net acre (exclusive of open space and adjacent collector streets). The density range allows substantial flexibility in selecting dwelling unit types and parcel configurations to suit particular site conditions and housing needs. The type of dwelling units anticipated in this density range include small lots and clustered lots as well as conventional large lot detached residences. The intent is to provide flexibility in the Plan Area by allowing individual neighborhoods to establish a mix of dwelling unit types and character determined by the individual site conditions and present market conditions.

Conditional Use Footnotes: (continued)

units in a single project, as follows:

(i) In the RD-5 and RD-7 zones, subject to issuance of a use permit by the appropriate authority.

(ii) In the RD-10, RD-20, RD-30, and RD-40 zones as permitted uses.

(c) In proposed projects of more than ten (10) units, subject to issuance of a use permit by the Board of Supervisors.

(d) Conversion of existing duplex units to halfplexes is subject to issuance of a use permit by the appropriate authority.

(e) Subject to compliance with development standards in Title III, Chapter 5, Article 4.

5. Permitted for projects not to exceed one (1) net acre in size subject to issuance of a conditional use permit by the appropriate authority and the findings required by Sections 110-30 and 110-31 (County Zoning Ordinance).

6. Permitted for projects not to exceed three (3) net acres in size subject to issuance of a conditional use permit by the appropriate authority and the findings required by Sections 110-30 and 110-31 (County Zoning Ordinance).

12. Permitted subject to the issuance of a conditional use permit by the appropriate authority.

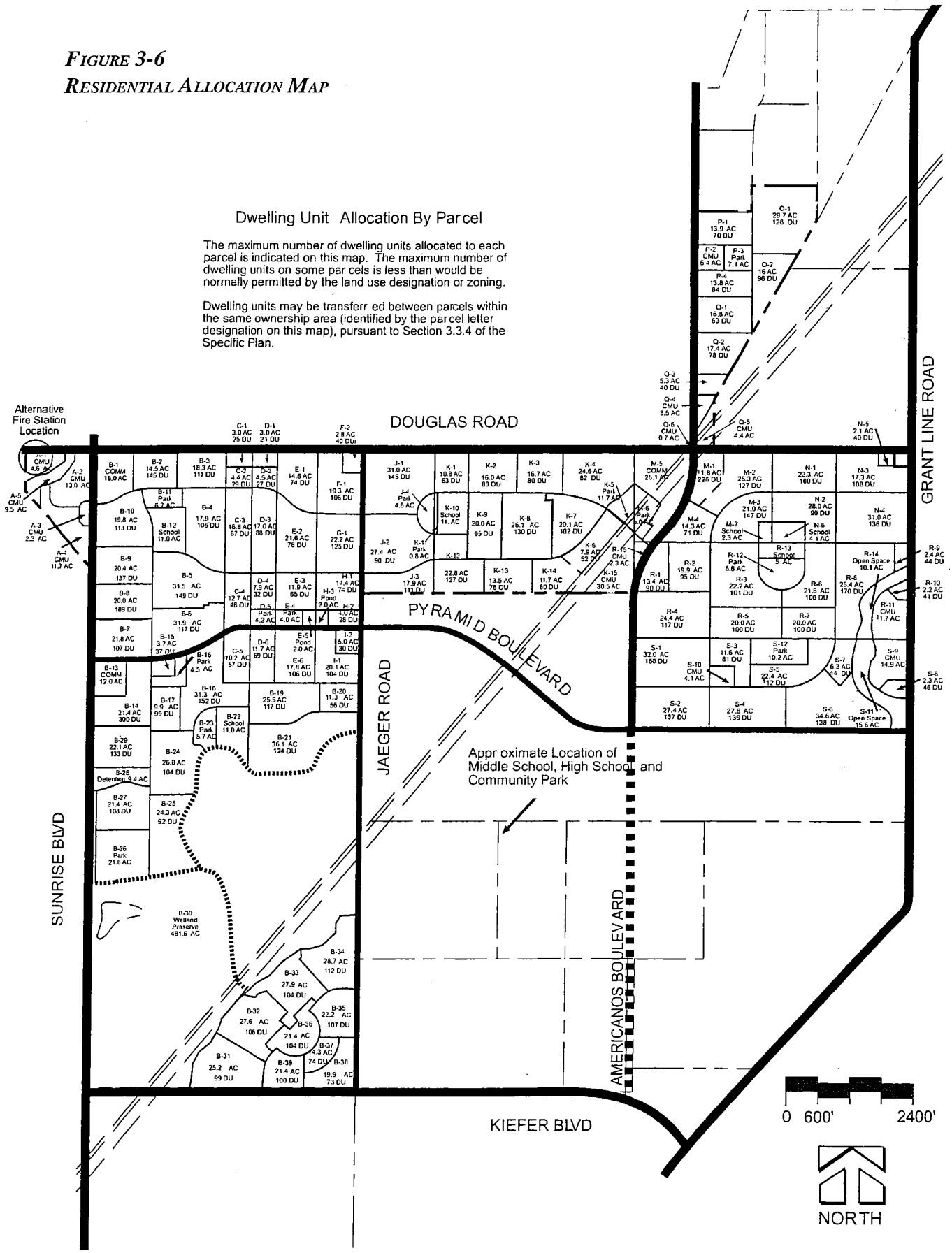
13. Permitted subject to issuance of a conditional use permit by the Zoning Administrator. Where the application is for churches exceeding 150 person seating capacity, private schools exceeding 100 students, indoor recreation facilities over 500 person maximum occupancy, theatres exceeding a total seating capacity of 500 or containing more than four (4) screens, or day care centers exceeding 36 children or adults, the Project Planning Commission shall be the appropriate authority.

14. Permitted not to exceed twenty (20) persons receiving care. Permitted for over twenty (20) persons receiving care subject to issuance of a conditional use permit by the Zoning Administrator.

15. Permitted not to exceed a total of twelve (12) persons including those received day care and children of the resident family who are under twelve (12) years of age. Permitted for over twelve (12) persons subject to issuance of a conditional use permit by the Zoning Administrator.

25. Permitted subject to issuance of a conditional use permit by the Zoning Administrator and subject to the regulations of Section 305-09 (County Zoning Ordinance). If the proposed residential accessory is a manufactured home, as defined in Section 130-120.1, the requirements of Section 305-09 shall constitute the architecture requirements for the dwelling.

FIGURE 3-6
RESIDENTIAL ALLOCATION MAP



3.4.2 Permitted Uses

Refer to Table 3-2.

3.4.3 General Development Standards

General development standards for all residential use in the Sunrise-Douglas Plan Area are set forth in Title II, Chapter 15 of the Zoning Code for each zone district as follows:

	Section Number:
RD-4	215-40, 41, 42, and 44
RD-5	215-50 and 52
RD-7	215-55 and 57
RD-10	215-60, 61, and 63

Single family development standards are set forth in Title III, Chapter 5, Article 1 (Sections 305-01 through 305-09.5) of the Zoning Code. Supplemental design standards for residential development in the RD-7 and RD-10 zone districts are set forth in Appendix A, Section 6.3.

Development of "Neighborhood Work Center" uses in the residential zone districts shall be regulated by the Home Occupations standards (Zoning Code Section 305-201, except that

1. Neighborhood Work Centers may house up to twenty (20) employees.
2. Neighborhood Work Centers shall occupy parcels of not less than 10,000 square feet or more than 25,000 square feet.
3. The parcel shall have frontage on a collector street.
4. The maximum floor area ratio is twenty-five (25) percent.
5. Not less than twenty (20) percent of the site shall be landscaped.
6. Five parking spaces shall be provided per 1,000 square feet of floor area.

3.4.4 Live/Work Housing

It is anticipated that the percentage of individuals working at home will increase during build out of the Specific Plan Area. At home workers may include telecommuters, professional services, small service businesses, mail order, and any number of other entrepreneurial endeavors. It is the intent of this Specific Plan to support such activities. The residential design standards are intended to provide the flexibility to include most types of small business within the premises, and the mixed commercial sites are intended to include services and facilities that would support workers in the neighborhood. Such support services include technical services, such as copy and secretarial services, teleconferencing centers and day care. The commercial sites will also typically contain coffee shops and plazas that provide a social setting for people who work at home.

The Zoning Ordinance Title III, Chapter 5, Article 8, Section 305-200, Home Occupations addresses design standards for live/work housing. In general, this regulation limits the number of workers in the business to two and limits the number of client visits to eight per day. It requires a separate entry oriented toward the street, and reserved parking for the visitor/client.

3.5 Specific Plan Medium Density Residential

LAND USE DESIGNATION: Medium Density Residential
ZONING DISTRICT: RD-20

3.5.1 Purpose

The medium density residential use includes multi-family apartment style housing. The Specific Plan will provide 737 apartment units at a density of 20 units per acre on seven RD-20 sites totaling 45 acres. In addition, six CMU (Commercial Mixed-Use) sites permit a multi-family residential component. These sites total 30 acres and would allow up to a total of 549 multi-family residential units.

The multi-family dwelling sites are located with direct access to arterial streets. The sites have access to the pedestrian and bikeway network along the street corridor and are located along the conceptual route of a public transportation shuttle route. Most sites are near a neighborhood park and a neighborhood commercial center or larger commercial facility.

3.5.2 Permitted Use

The permitted uses are set forth in the residential and open space use tables in Title II, Section 201-02.

3.5.3 General Development Standards

General development standards for multi-family residential uses in the Sunrise-Douglas Plan Area will be as set forth in County Zoning Code Title II, Section 215-70 and 71 and Title III, Sections 305-10 through 305-24.

3.6 Specific Plan Commercial Mixed Use

LAND USE DESIGNATION: Commercial and Offices
ZONING DISTRICT: LC- Limited Commercial

3.6.1 Purpose

The purpose of the Commercial Mixed Use designation is to establish locations that serve a variety of purposes including employment centers, retail commercial, professional office, light assembly, and medium density residential uses. The concept is to integrate a mix of uses on a single site that focus on sales, services and activities which residents may need on a daily basis. With pedestrian access, these sites will enable residents to walk or bicycle rather than drive for many trips.

In addition, the neighborhood center may include space for social activities within the center or on an adjacent park. It is intended that the park and neighborhood commercial center together form a neighborhood gathering place for recreation and socializing much as does a small town square.

The neighborhood center may also provide space for satellite work centers that use telecommunications technology such that residents in the neighborhood may work near their homes.

The Commercial Mixed-Use designation in this Specific Plan applies the LC Limited Commercial Land Use zone. Typically, such zoning is found in relatively small, individual parcels located in strip commercial settings along arterial or collector streets. The Specific Plan applies this concept to parcels that can accommodate a mix of uses, including larger retail centers such as permitted in the SC zone. The larger sites are located along arterial streets where they can accommodate a variety of retail and employment uses. The Commercial Mixed-Use designation is also applied to smaller parcels within the neighborhoods. These small parcels accommodate a variety of uses, but on a smaller, less intense scale that is compatible with the adjacent residential uses.

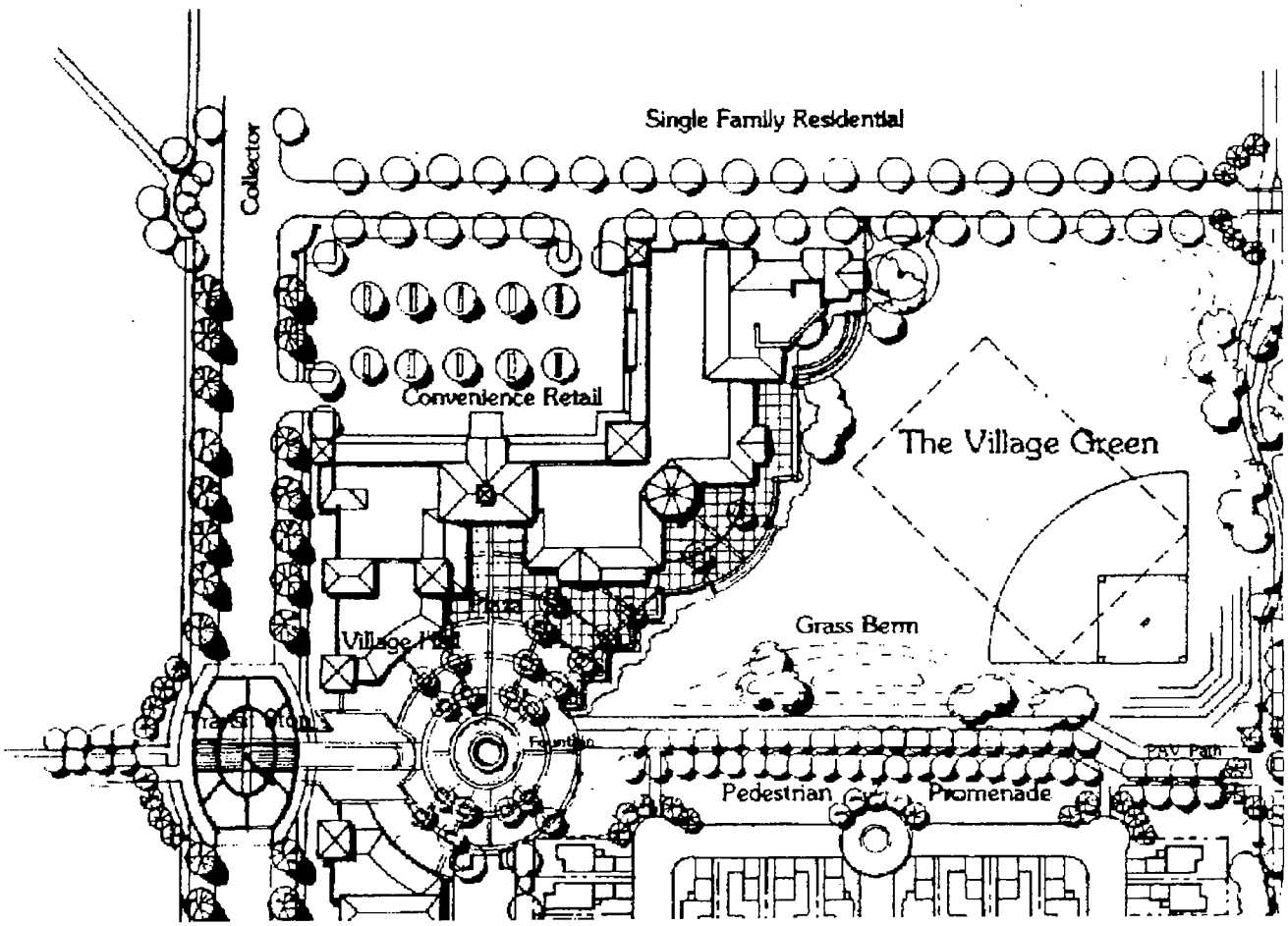


FIGURE 3-7
SCHEMATIC ILLUSTRATION OF CONCEPTUAL COMMERCIAL MIXED USE CENTER

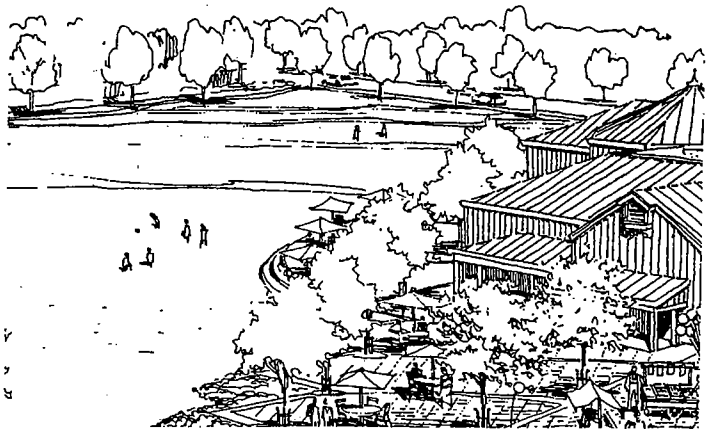


FIGURE 3-8
CONCEPTUAL PARK ADJACENT TO NEIGHBORHOOD CENTER

3.6.2 Permitted Use

The permitted uses in the LC Limited Commercial Land Use Zone include commercial as well as BP Business-Professional and the MP Industrial - Office Park Land Use Zone. This will allow employment use as well as commercial. In addition, 25% of the land area may be allocated to Medium Density Residential use. The mix of uses anticipated in the Commercial Mixed-Use centers is consistent with the LC Limited Commercial Zone that will serve as the basic zone for these land uses. Permitted uses are set forth in "Permitted Uses Within the Buildable Area of Commercial Lots", Table II, Section 225-11 of the Zoning Code. In addition, the following uses will be permitted:

1. Outdoor Dining when attached to a permitted restaurant use.
2. Satellite Work Centers.
3. Recreation facilities.
4. Residential uses at a minimum of 7 dwelling units per acre.
5. Community, regional and specialty retail centers.

The following uses permitted under Table II, Section 225-11 will be prohibited in the LC zone:

1. Motorcycle, sports cycles, trail bikes, jet skis, snowmobile, ultra-light, and moped sales, rent, service, repair and dismantling.
2. Wholesale distributor's service facility other than a food cooperative distribution.
3. Ambulance service except as provided by a public agency.
4. Wedding chapel.
5. Parking lot or garage as primary use.
6. Building material and lumber sales.
7. Travel trailer-mobile home, motor home, and camper - sale, rent storage.
8. Water recreation equipment - rental sales.
9. Bus depot.
10. Freight depot.

3.6.3 General Development Standards

Development standards will be consistent with the standards set forth in Title II (Chapter 25, Article 5 and Title III, Chapter 15, Article 5 (Sections 315-40 through 315-51). In addition, the following standards shall apply:

Maximum Floor Area

The combined floor area of all uses in a single parcel (exclusive of residential uses) shall not exceed a floor area ratio of .30.

Orientation to the Street

Retail and service commercial uses shall provide access for patrons and be oriented to the adjacent collector street. The building facade of commercial use shall be not less than 15 feet from the back of curb along not less than 10 percent of the primary collector street frontage.

Outdoor Space

The Commercial Mixed-Use developments shall be an integrated campus that includes outdoor spaces such as a plaza or courtyard.

Orientation to Open Space

Where the Commercial Mixed Use is adjacent to a park or informal open space the buildings should be oriented to permit a plaza or courtyard to overlook the open space.

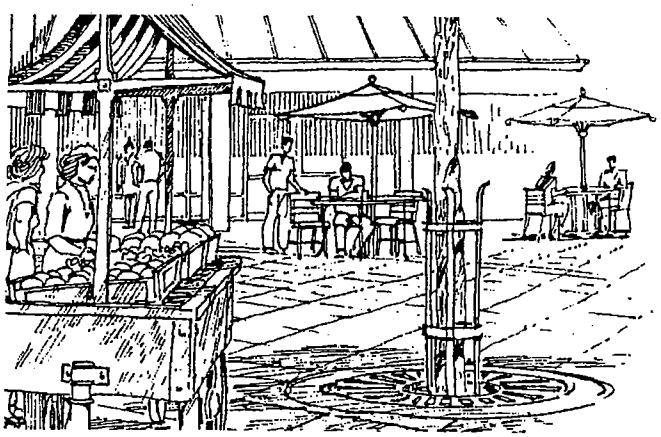


FIGURE 3-9
CONCEPTUAL COURTYARD IN NEIGHBORHOOD CENTER

Access to Pedestrian Path Network

All Commercial Mixed-Use developments shall provide a paved, direct pathway from the primary facade of the major building to the adjacent pedestrian path along the street edge and in the open space corridor, where adjacent.

Access to Public Transportation

All Commercial Mixed-Use developments shall provide a paved, direct pathway from the primary facade of the major building to the pedestrian path along the street edge leading to a transit stop. Where multiple buildings are included in the development, each building (over 50,000 square feet gross floor area) shall provide a connecting path that permits occupants to walk easily to the nearest transit stop.

Parking

Parking lots are to be located away from adjacent open space and parks, and to the side of the buildings, where feasible. Landscaping may be used to separate large parking lots into smaller parking areas for approximately 100 cars. Parking requirements for mixed use developments may be reduced to facilitate joint use of parking areas.

Driveways

Common driveways will be used where multiple uses occupy a single site.

Additional design guidelines are set forth in Appendix A, the Design Standards.

3.7 Specific Plan Retail and Service Commercial Land Use

LAND USE DESIGNATION: Commercial and Offices
ZONING DISTRICT: Shopping Center Commercial (SC)

3.7.1 Purpose

Major retail centers, community recreation facilities, theaters, and similar land uses must have access from major street frontages because they rely on a broad market area for their economic viability. The distribution of shopping centers and commercial mixed-use centers ensures that seventy-five percent of all dwelling units will be within a 1/2-mile radius of shopping and services.

3.7.2 Permitted Use

The mix of uses anticipated in these centers is consistent with much of the SC Shopping Center Commercial Zone that will serve as the basic zone for these land uses. At approximately 12, 16 and 26.1 acres in size each is suitable for a supermarket/drug store configuration including associated stores and services. Pad sites will provide restaurant and service station opportunities. Permitted uses are set forth in Permitted Uses Within the Buildable Area of Commercial Lots, Table II, Section 225-11 of the Zoning Code.

3.7.3 General Development Standards

Development shall be consistent with the standards set forth in Title II (Chapter 25, Article 5) and Title III, Chapter 15, Article 5 (Sections 315-40 through 315-51). Additional design standards relating to commercial design are set forth in Appendix A of this Specific Plan.

3.8 Specific Plan Public Uses

LAND USE DESIGNATION: As Applicable in the Underlying Land Use
ZONING DISTRICT: As Applicable in the Underlying Land Use

3.8.1 Schools and Parks

Schools and parks are located throughout the residential areas of the Specific Plan. Schools are permitted within the underlying land use zone of any residential or commercial district and are not indicated as a separate zone district or General Plan designation. Parks are permitted in any residential or commercial zone within the Specific Plan.

3.8.2 Power Lines

The use of the power line corridor is limited because structures and trees are prohibited. The majority of the power line corridor in the Specific Plan is within an existing wetland preserve area and no uses are permitted, except for a bike path route running north/south.

The corridor outside of the wetland preserve, but within the Specific Plan Area, may include bikeways, portions of roads, low scale landscaping, drainage ways, parking and field recreation facilities.

In many cases, the power line corridor may simply remain as natural open space running through the Plan Area.

Parking lots (for commercial and medium density residential uses) may occupy the corridor to expand the developable portion of the designated commercial or

medium density residential use. In these cases, the land area under the power line is considered to be part of the designated land use.

Land uses adjacent to the power line corridor may include single family residential neighborhoods. The orientation of residences along the power line should provide opportunities to observe activity in the corridor. Local streets should provide regular points of access for additional surveillance and connections to the pedestrian/bike path within the corridor. Design standards relating to open space and the power line corridors adjacent to other uses are provided in Appendix A of this Specific Plan.

3.9 Agricultural Lands

LAND USE DESIGNATION: Agricultural- Urban Reserve

ZONING DISTRICT: A-80 Agricultural Holding Zone

3.9.1 Purpose

Two parcels totaling approximately 240 acres within the Specific Plan Area were under Williamson Act (Land Conservation) contract until early 2002. The contract has been terminated pursuant to filing of a notice of non-renewal. The land will remain in an agricultural zone until rezoned consistent with the Specific Plan Land Use illustrated in Figure 3-4.

Lands outside the Specific Plan are likely to remain in agricultural use for the near future. These uses are generally low intensity agriculture that do not require spraying or similar activity. In all cases the agricultural activity will be separated from the urban area by an arterial street (either existing or to be built as part of the community plan).

3.9.2 Permitted Use

Permitted uses are set forth in Permitted Uses Within the Buildable Area of Residential-Open Space Lots, Table I, Section 201-02 of the Zoning Code.

3.10 Open Space

LAND USE DESIGNATION: Open Space or Wetland Preserve
ZONING DISTRICT: O Open Space Land Use Zone

3.10.1 Purpose

The OS zone encompasses habitat, open space, vacant lands, natural areas, and lands of special status species, wetlands and riparian areas. These areas are set aside as permanent open space preserves to protect environmentally sensitive areas.

3.10.2 Permitted Uses

The Open Space Zone may include passive recreation facilities such as bike and pedestrian trails, benches, observation points, picnic benches and shelters, and other structures associated with the recreation or management of the open space.

Site maintenance will be conducted on an as-required basis. During the summer months, a firebreak will be established along the perimeter of the open space and preserve lands.

3.11 Land Use Policies

The policies for land use in the SunRidge Specific Plan reflect the guiding principles adopted by the Community Advisory Committee regarding land use, community identity and open space.

Land Use

Policy LU-1: Establish a community that provides for the social, recreational, economic, and housing needs of plan area residents.

Policy LU-2: Develop an urban core area that provides regional automobile access to the plan area, as well as pedestrian circulation that ties land uses together and encourages walking, cycling, and use of alternative vehicles within the plan area.

Policy LU-3: Provide space for retail and professional services necessary to serve the plan area residents and the public.

Policy LU-4: Provide shopping, recreation and services, and convenient non-auto travel modes, such that residents can reduce the need to travel outside of the plan area for many routine daily needs.

Policy LU-5: Integrate residential and non-residential land uses and provide pedestrian and bicycle path system such that residents are encouraged to minimize auto use for shopping, services and leisure activities.

Policy LU-6: Provide appropriate land use buffers between incompatible uses.

Policy LU-7: Implement an "avigation easement" designed to notify property owners of the aviation operations at Mather Field. The easement is provided in Appendix C.

Community and Sense of Place

Policy COM-1: Provide distinct identities for plan area neighborhoods to enhance the sense of community.

Policy COM-2: Provide a distinct sense of organization and order for the plan area. Establishing distinct edges and physical indicators, such as signage, special landscape features, special land uses, and open space may enhance this.

Policy COM-3: Provide parks, schools, promenades and small plazas within commercial areas for public gatherings in the neighborhoods.

Policy COM-4: Enhance the neighborhoods by integrating the natural and built environments.

Policy COM-5: Provide visual landmarks in the form of prominent buildings, formal landscape corridors along major streets, and permanent views through open space corridors to provide visual orientation within the community.

Policy COM-6: Maintain physical and visual connections between plan area parks and open space and adjacent parks and open space.

Policy COM-7: Maintain visual connections between the new community and the foothills beyond.

Policy COM-8: Provide a distinct image for the plan area by encouraging high quality and aesthetically superior development.

Open Space

Policy OS-1: Protect environmentally sensitive areas by incorporating them into the open space.

Policy OS-2: Integrate the built-environment and open space by extending open space corridors and pedestrian trails through neighborhoods, and orienting buildings and the street pattern to provide a view and access to open space.

Policy OS-3: Provide contiguous open space corridors to accommodate natural processes. Reduce impacts of fragmentation by preserving and enhancing existing corridors and linking mitigation areas where feasible.

Policy OS-4: Ensure that residential development is sited within a reasonable walking distance from open space amenities.

Policy OS-5: The joint use of new public facilities shall be examined and utilized to the greatest extent feasible.

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SUNRIDGE SPECIFIC PLAN

SECTION 4. CIRCULATION

4.1 PURPOSE AND APPROACH

The purpose of the circulation system is to facilitate freedom of movement and flexible schedules for Plan Area residents. Such flexibility is possible primarily by automobiles, but the negative effect on individual household expenses, air quality, vehicle congestion, and urban development patterns is well documented. Alternatives to conventional automobiles can be expected to be available in the period of this Specific Plan. The challenge is to accommodate conventional transportation systems while setting the stage for transitioning to an alternative system.

The outline of the alternative system is not clear because of the significant changes in automotive technology and, possibly, changes in work and shopping habits in the short-term horizon. These changes may require a transition to a circulation system that accommodates a mix of conventional and alternative vehicles. The fundamental structure of a hierarchy of dedicated transportation corridors (streets) will remain, but the physical characteristics of the streets may need to adapt to different vehicle types over time. In addition, the street system may be required to integrate with bikeways, pedestrian pathways, transit routes, and alternative vehicles to an unprecedented degree.

The approach applied to the circulation system for the SunRidge Specific Plan is threefold.

1. Accommodate conventional automobiles.
2. Emphasize the use of conventional alternatives to automobile use including pedestrian and bicycle systems and public transit.
3. Anticipate and accommodate alternative modes of transportation such as light electric vehicles and local shuttle systems.

4.2 STREETS

The street system consists of a distinct hierarchy of arterial, collector and residential streets.

4.2.1 Arterial Streets

The arterial streets in the Specific Plan include Sunrise Boulevard, Jaeger Road, Americanos Boulevard, Grant Line Road, Douglas Road, Pyramid Boulevard and Kiefer Boulevard. Only Americanos and Pyramid are new road alignments. The major roads are set on a grid generally one mile apart. The one-mile grid varies due to environmental conditions, such as the existing SunRidge Conservancy wetland preserve. The arterial streets do not penetrate residential neighborhoods.

Sunrise Boulevard, Grantline Road, Douglas Road and Kiefer Boulevard are part of the regional road system and already connect or may be extended to existing and future roadways as identified in the Sacramento County General Plan Circulation Diagram. These connections provide regional access to the Mather Airport, U.S. Highway 50 and the Jackson Highway (SR16).

Arterial streets will be four or six lanes wide at full build out; designed to carry the primary flow of vehicle traffic. A landscaped median and corridors along both sides are typical of the arterial street design. (Detailed design standards for the landscape corridors are set forth in Appendix A.) Figures 4-1 and 4-2, respectively, show the typical street section for the four-lane configuration and the six-lane configuration. The Sacramento County General Plan Circulation Diagram refers to a six-lane road as a "thoroughfare".

Single family residences in the RD-4, RD-5, RD-7 and RD-10 zone districts shall not be permitted to front directly on an arterial street. Dwellings will be oriented with the side or rear lot to the arterial street. A permissible alternative is to front the residences on a single loaded frontage street along the arterial. In such cases, the landscape corridor along the arterial shall be thirty-five (35) feet wide, but the residential frontage street may be reduced to thirty six (36) feet wide with sidwalks on the residential side only..

Table 4-1summarizes the full development width of the all streets and landscape corridors.

The phasing of street construction will be concurrent with the phasing of development to ensure that the minimum Level of Service is maintained at all levels of development. Where the full pavement width is not required during the initial development of the Specific Plan Area, the typical initial installation of a planned four-lane arterial will include the inside, two-way lanes, and center turn lane. The acceleration and deceleration lanes, curb and gutter, and landscape and sidewalks on both sides of the street will be constructed only at buildout or as frontage improvements occur with adjacent development. Initial installation of four or six lane arterial streets on the perimeter will involve construction of the two inside lanes and median with turn lane. The frontage improvements adjacent to the Plan Area will be constructed only at buildout or concurrent with adjacent development.

4.2.2 Collector Streets

The purpose of collector streets is to route the local traffic from the interior residential streets to the arterial streets.

Collector streets shall provide two traffic lanes and on-street bicycle lanes at the curb. Parking is not allowed. Figure 4-3 illustrates a typical collector street with fifteen (15) foot wide landscape corridors, including a six (6) foot sidewalk along commercial land use and a 4 foot sidewalk along residential uses.

4.2.3 Residential Streets

Within neighborhoods, the collector street may transition to a primary residential street. Primary residential streets with front-on residences are preferred to encourage slower traffic speeds and a pedestrian oriented, residential streetscape. The street frontage is to be consistent and no collector street design will be permitted in the interior of a neighborhood after the street has transitioned to a primary street design. Two primary residential street options are provided as shown in Table 4-1. The Specific Plan strongly encourages the use of the primary residential street with split side walks where practical. This 42 foot right of way includes a 36 foot wide paved section, curb and gutter. Residential lots abutting this roadway will have a 10 foot wide landscape/ pedestrian easement to accommodate a 6 foot wide planter and a 4 foot wide detached sidewalk. Where the use of split sidewalks is not feasible, the primary residential street

TABLE 4-1

SUMMARY OF STREET RIGHT OF WAY AND LANDSCAPE CORRIDORS

	Ultimate Lane Capacity	ROW	Landscape Corridor Adjacent to LDR	Landscape Corridor Adjacent to Commercial	On-Street Parking Allowed
Arterial Streets					
Sunrise Boulevard	6	96'[1]	35'	35'	No
Douglas Road	6	96'[1]	25'	35'	No
Grant Line Road	6	96'[1]	25'	35'	No
Jaeger Road	4	76'[1]	25'	35'	No
Pyramid Boulevard	4	76'[1]	25'	35'	No
Americanos Boulevard	4	76'[1]	25'	35'	No
Kiefer Boulevard	4	76'[1]	25'	35'	No
Typical Collector	2	48'[1,3]	15'	15'	No
Primary Residential w/ split sidewalk	2	42'[1]		—	Yes
Primary Residential w/attached sidewalk	2	50'[2]	—	—	Yes
Minor Residential w/attached sidewalk	2	40'[2]	—	—	Yes

1. Measured to back of curb.
2. Measured to back of sidewalk.
3. 10' landscape/pedestrian easement on residential lots abutting residential streets with split sidewalks includes a 6' planter and 4' detached sidewalk.

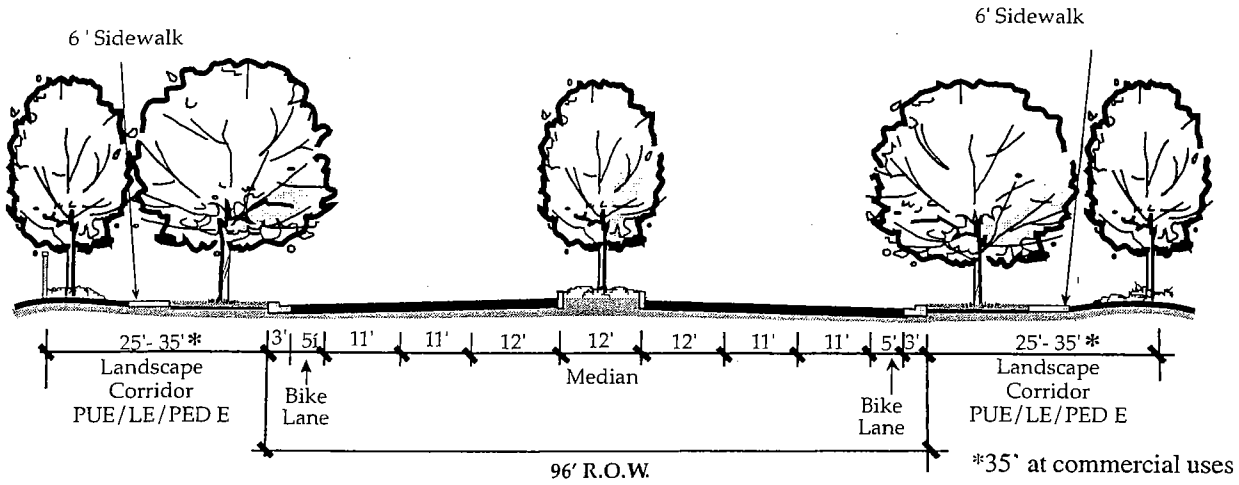


FIGURE 4-1
SIX LANE ARTERIAL STREET

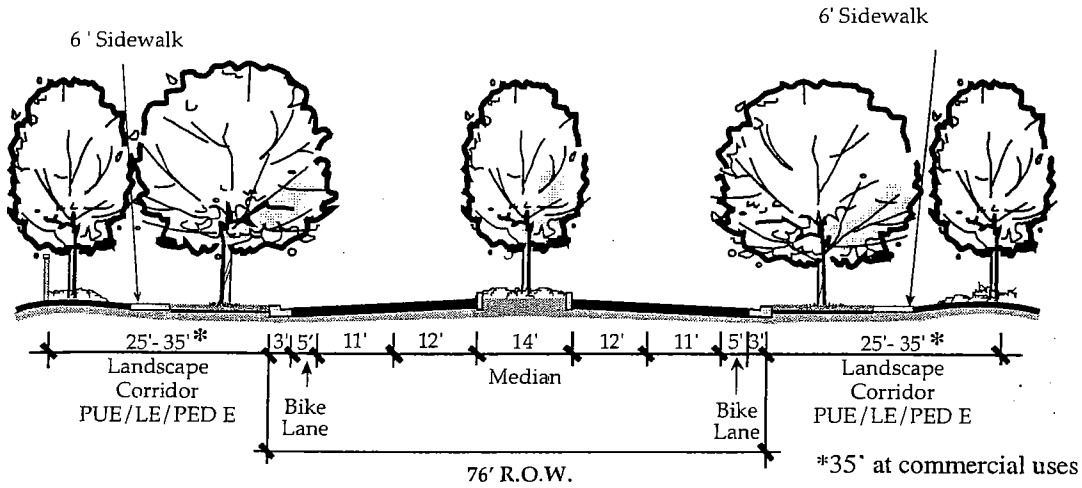


FIGURE 4-2
FOUR LANE ARTERIAL STREET

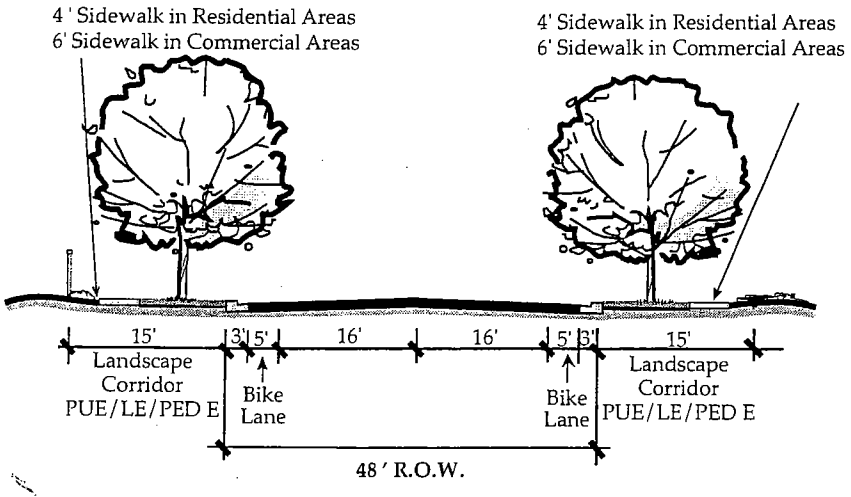
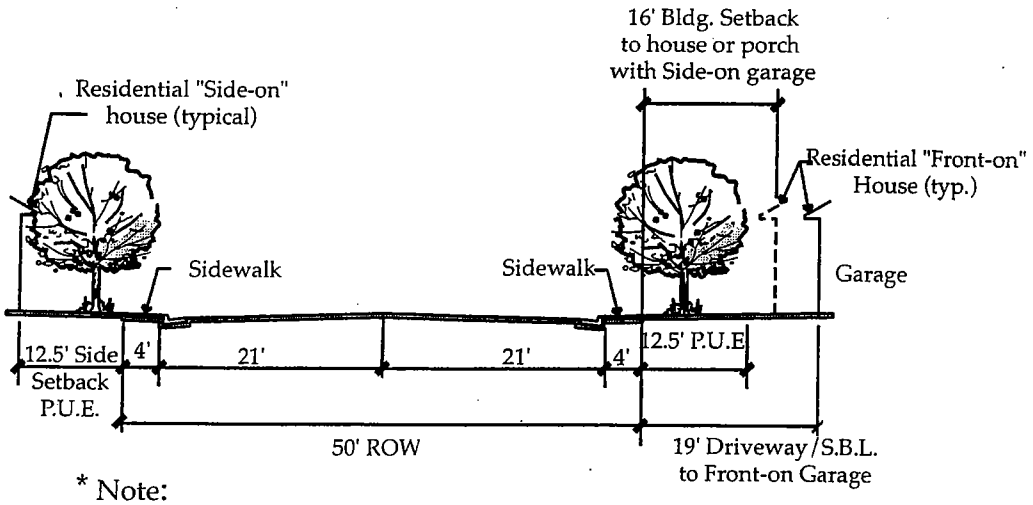
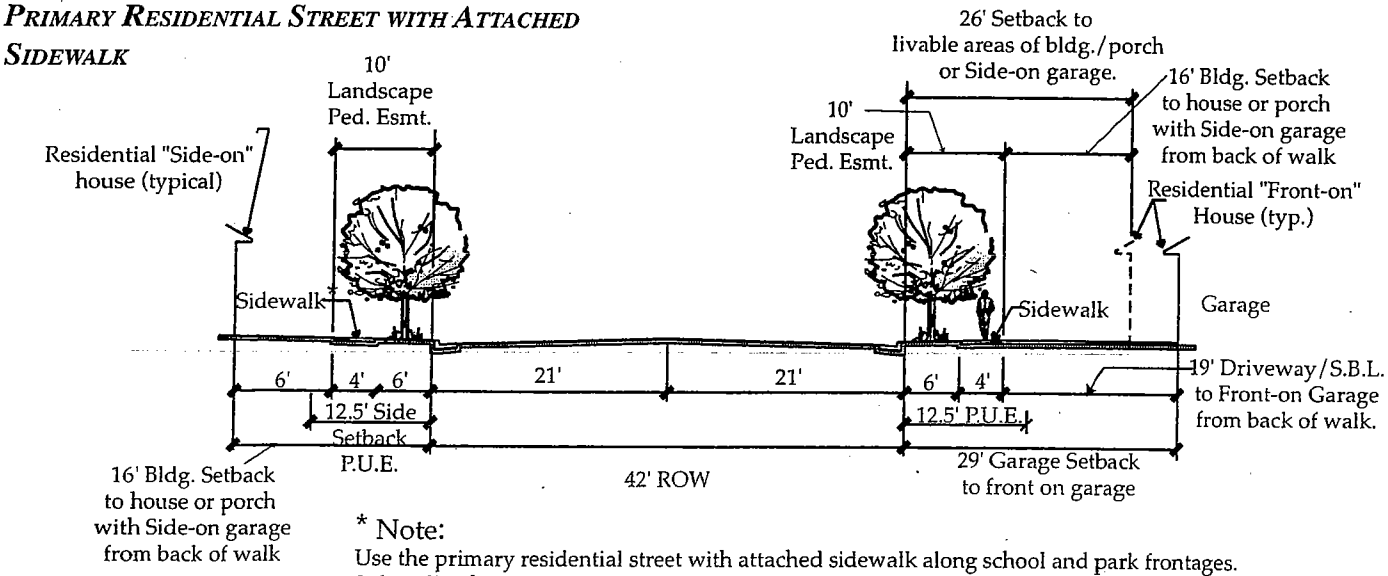


FIGURE 4-3
TYPICAL COLLECTOR STREET



* Note:
Use the primary residential street with attached sidewalk along school and park frontages. Sidewalks shall be 6' wide adjacent to parks and 8' wide adjacent to schools.

FIGURE 4-4(A)
PRIMARY RESIDENTIAL STREET WITH ATTACHED SIDEWALK



* Note:
Use the primary residential street with attached sidewalk along school and park frontages. Sidewalks shall be 6' wide adjacent to parks and 8' wide adjacent to schools.

FIGURE 4-4(B)
PRIMARY RESIDENTIAL STREET WITH SPLIT SIDEWALK

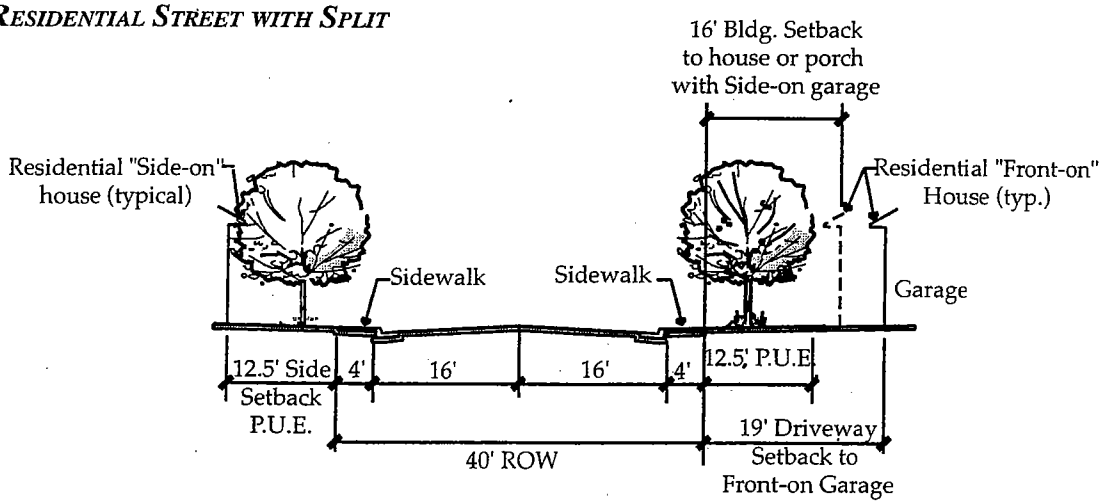


FIGURE 4-5 Note: Sidewalks shall be 6' wide adjacent to parks and 8' wide adjacent to schools.
MINOR RESIDENTIAL STREET

section without split sidewalks may be used. This standard section will be a 50-foot right-of-way with a thirty-six (36) foot wide paved section, curbs and gutter and a four (4) foot sidewalk. Single family residences may front or side onto the primary residential street. Where a school and/or park abut a primary residential street the primary residential street with attached walk should be used. The sidewalk should be widened to 6 feet adjacent to parks and 8 feet adjacent to schools.

Major entries to subdivisions from collector streets will be enhanced with a twelve (12) foot turning lane/ landscape median. These entry features are described in Appendix A, Design Standards.

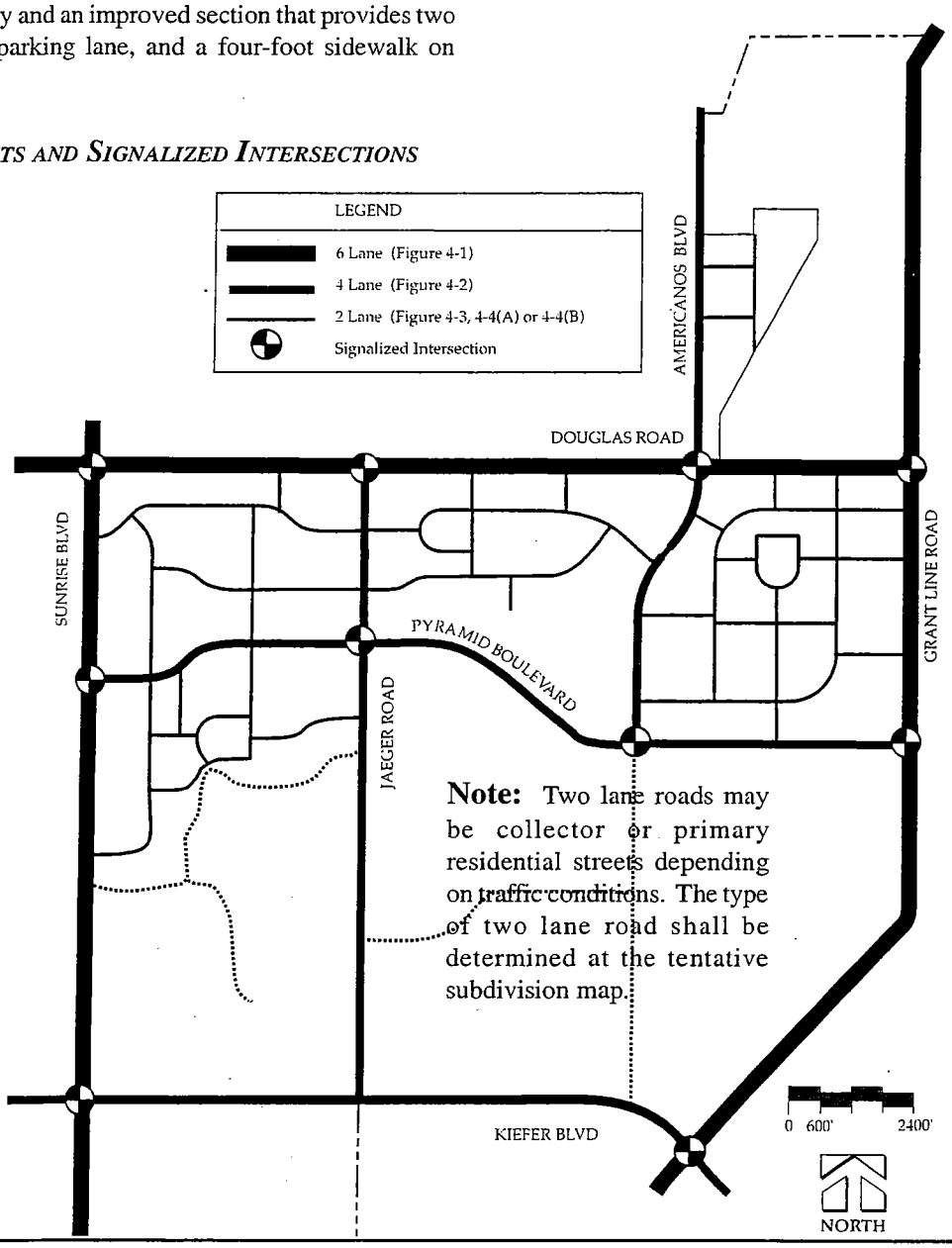
The minor residential streets will have a forty (40) foot right-of-way and an improved section that provides two travel lanes, a parking lane, and a four-foot sidewalk on both sides. The subdivision and design review process will establish the location and configuration of local residential streets. Additional alternative residential street sections may be considered in subdivisions.

The residential streets will provide public spaces with minimal conflict with automobile traffic. To achieve this the traffic must be slowed by use of traffic calming devices such as corner extensions at intersections, traffic circles and limitations on the length of straight sections. These design features are described in Appendix A, the Design Standards.

4.2.4 Signalized Intersections

Based on the analysis of future traffic with full

FIGURE 4-6
MAJOR STREETS AND SIGNALIZED INTERSECTIONS



development of the Specific Plan, traffic signals will be required at the following intersections.

Sunrise Blvd./Douglas Road
Douglas Rd./ Jaeger Road
Pyramid Blvd./ Grant Line Rd.
Douglas Rd./ Grant Line Rd.
Douglas Rd./ Americanos Blvd.
Pyramid Blvd./ Sunrise Blvd.
Sunrise Blvd./Kiefer Blvd.
Kiefer Blvd./ Grant Line Rd.
Jaeger Rd./ Pyramid Blvd.
Americanos Blvd./ Pyramid Blvd.

4.3 PEDESTRIAN PATHWAYS AND BIKEWAYS

The usefulness of the bike and pedestrian system depends on providing reasonably direct routes to the primary activity centers within the Plan Area. Each village will facilitate pedestrian and bicycle access to homes, shopping, schools, parks and jobs. These primary activity centers are located approximately 1/2 to 3/4 miles apart. All residences are approximately 1/2 mile from an activity center, and connected by the bikeway and pedestrian system. The routing of the collector streets in each neighborhood provides a continuous loop so those residents can use the adjacent sidewalk for recreational walks or biking.

There are two fundamentally different types of bikeway and pedestrian paths: those in dedicated open space corridors and those along streets. There are several variations of each type within the Plan.

4.3.1 Sidewalks Along Streets

All collector streets and arterial streets will include a landscape corridor with a walking path along both sides. The primary bike and pedestrian routes will be improved at the same time as the vehicle road system. The typical walkway along arterial streets shall be 6 feet wide, except that the paved path along the east side of Sunrise Boulevard and the south side of Douglas Road shall be 8 feet wide to serve as a Class I bikeway. Along collector streets the walkway in the landscape corridor will be 6 feet wide adjacent to commercial land uses and 4 feet wide adjacent to residential land uses. Walkways may be located at the back of curb, but typically will be located and average of 6 feet behind the curb, and shall be a minimum of 6 feet behind the curb where a street tree is planted. Walkways will be allowed to meander slightly relative to the curb to allow for visual interest and the landscaping. Generally, residences will not have a driveway entry on a collector street. The typical configuration will be residential side yards and fences along the edge of the collector streets. Thus, the sidewalks will be uninterrupted between intersections.

Where soundwalls separate a residential neighborhood from a major arterial street, pedestrian access to the sidewalk along an arterial street will be provided at intervals of approximately one quarter mile. Access will typically be provided by the intersection of a residential street with the arterial street. Access through a sound wall may be provided by a pedestrian walkway connecting between an interior street and the arterial street sidewalk. Pedestrian access shall be provided between the interior of neighborhoods and the arterial street sidewalk near all transit stops. (Refer to Appendix A, Design Standard 51).

4.3.2 Sidewalks and Bikeways Adjacent to Commercial Uses

Sidewalks and bikeways along street frontages will connect to the main building in all commercial and mixed-use areas by a walkway through the parking area. The walkway will be separated from traffic areas by landscaping

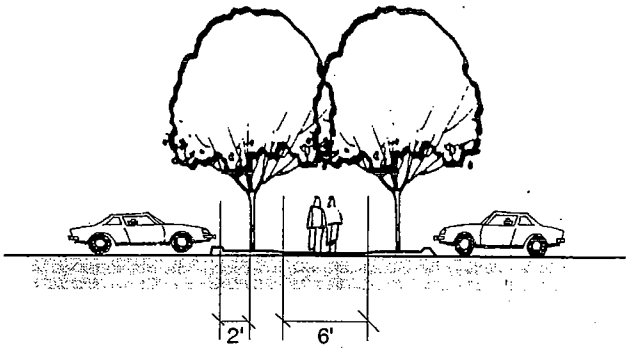


FIGURE 4-7
PATHWAY IN COMMERCIAL PARKING LOT

as illustrated in Figure 4-7. (Refer to Appendix A, Design Standard 111 and 112).

4.3.3 Bikeways Along the Street

Bicycle facilities are generally categorized into three distinct classes.

- Class I Bikeway: (Bike Path) - Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.
- Class II Bikeway: (Bike Lane) - Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway: (Bike Route) - Provides for shared use with vehicle traffic on a street.

A Class II bikeway will be included along both sides of the arterial streets and collector streets. (Refer to Figures 4-1, 4-2 and 4-3).

4.3.4 Pedestrian and Class I Bikeways in Open Space Corridors

Class I bikeways will be routed through open space corridors where permitted. A Class I bike trail will be routed through and along the north side of, the SunRidge Conservancy wetland preserve. Pathways and bikeways in open space will typically be twelve (12) feet wide Class I bikeways with 8 feet of pavement and 2 foot wide shoulders on both sides.

Bikeways may also occur in linear parkways created in some villages to provide direct connections to schools and parks. These linear parkways, or promenades, will typically be thirty-five (35) feet wide and will terminate at a park or school, but may also provide a small pocket park along the route. (Refer to Appendix A, Design Standards 56 through 59).

The pedestrian paths and bikeways will typically be adjacent to residential uses. Residences adjacent to open space should be oriented with the side or front toward the corridor to take advantage of the visual open space and to provide informal surveillance. Cul-de-sacs and short loop streets provide opportunities for homes to front on a low traffic residential street and be oriented to the open space. Residential streets will intersect the pathway at intervals to provide access to the corridor and to connect link all portions of neighborhoods.

4.3.5 Bikeway Connections to Regional Bikeway Systems

There are no regional bicycle routes presently within the boundaries of the Specific Plan Area. The nearest route is the Class I Bikeway adjacent to the Folsom South Canal

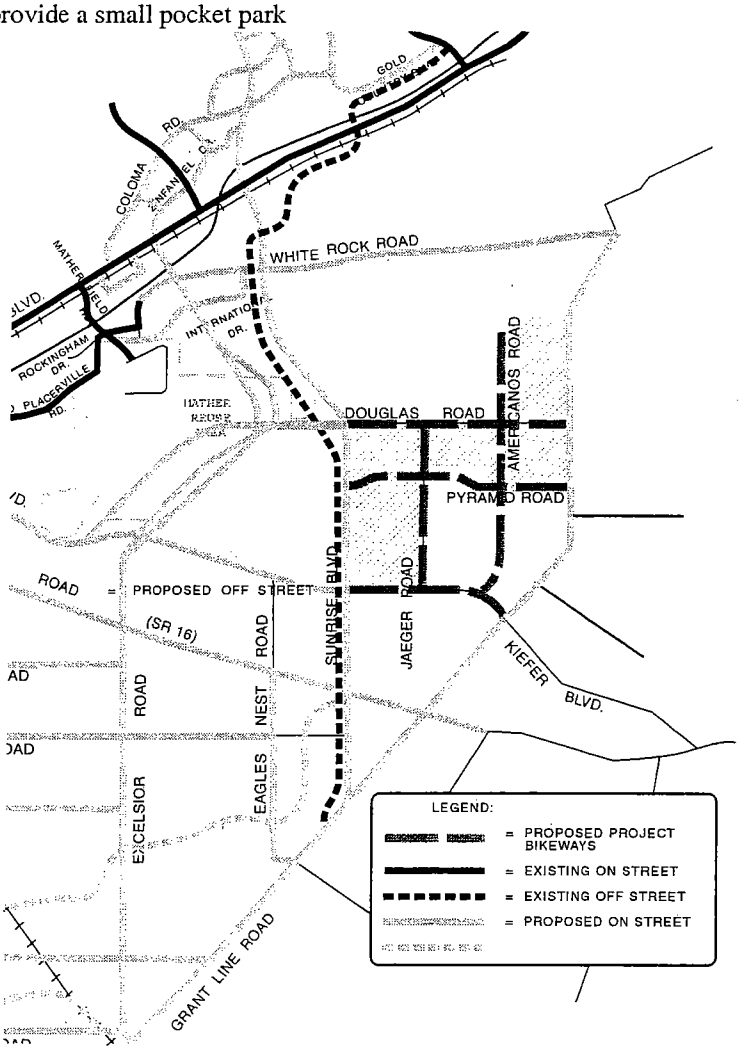


FIGURE 4-8
MASTER BIKEWAY ROUTES

on the west side of Sunrise Boulevard.

The bikeway system within the Specific Plan Area will provide a connection to the Folsom South Canal which will link to US Highway 50 to the north and Highway 16 to the south. The connection is provided at the existing bridges across the canal at Douglas Road and Keifer Boulevard. A Class I bikeway in the landscaped corridor along the east side of Sunrise Boulevard will provide the connection between the crossings and the SunRidge plan area. The bikeway system will also connect to the future regional bikeway along the north side of Douglas Road. The extensive bikeway system within the Plan will provide opportunities to connect with any future bikeways in the area. These include Grantline Road, Highway 16, and the open space corridors designated in future development within the Sunrise-Douglas Community Plan Area.

4.3.6 Bikeway Connections to Regional Transit

Connection to the Sunrise LRT station may be possible on commuter bicycle routes through the connections to the off-site bike path along the Folsom South Canal and along the future Sunrise Boulevard reliever. Connection to a future LRT station in the Mather Airport would be provided by extension of the regional bikeway planned along the north side of Douglas Road in the 2010 Sacramento City/County Bikeway Master Plan.

4.4 Public Transit

There is presently no direct transit service to the project site. The closest transit routes provided by Regional Transit are routes 1, 28, 78, and 109. They generally follow Folsom Boulevard and Highway 50 as main travel routes, with Route 28 traveling closest to the project site on White Rock Road west of Sunrise Boulevard.

In the absence of development, no service is proposed to locations in the Specific Plan and Community Plan by Regional Transit. Future expansion of RT transit to the area will depend on adequate funding and suitable residential density to support transit service.

4.4.1 Private Transit (Shuttle System)

No near term plan exists for Regional Transit to expand its service into the Plan Area. The Plan proposes the creation of a private transit (shuttle) system specifically designed to serve the Plan Area and its residents. The shuttle system will have the capability for evolving into then-current technology as the community matures.

This system would complement the design concept of pedestrian and bicycle accessibility included in the Plan. As such, residents of the Plan area would find that a privately funded shuttle system would be conveniently available to them. Using pre-designated, centrally located stops along the local arterial and collector street system route, the shuttle buses would provide service to major employment centers along the Highway 50 Corridor west of Sunrise Boulevard, and to the proposed Light Rail Station at Mather Field Road (Figure 4-9).

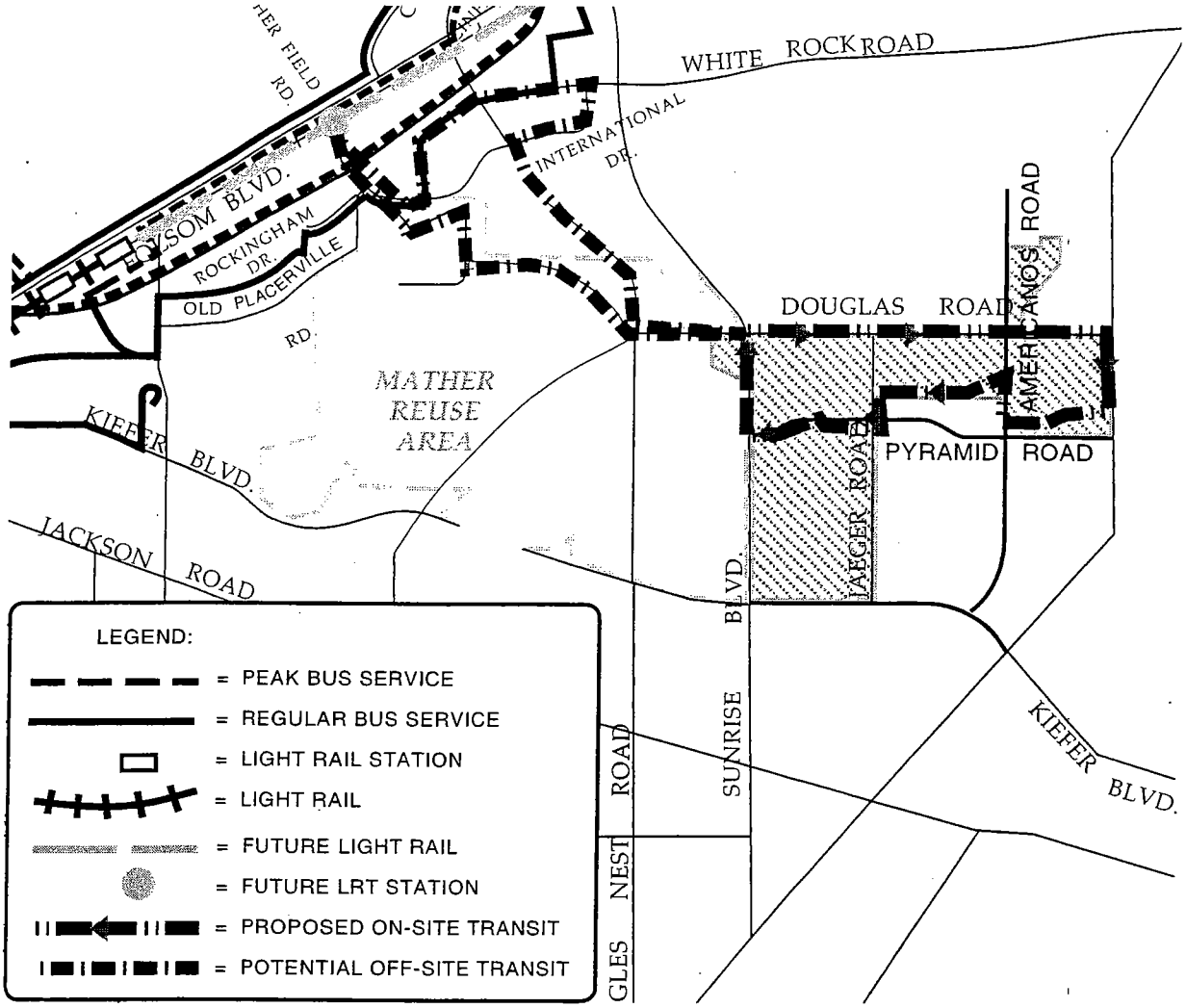
Travel outside of the Plan Area will likely be concentrated in two trip purposes: to access employment in the Highway 50 corridor, and to access entertainment or shopping destinations in the Sunrise or Mather Field areas. Commuters traveling similar patterns each day will take these trips. The shuttle system will connect the individuals to final destinations in the Highway 50 corridor or to a public transit station or transfer point.

Travel within the Plan Area may include some internal shuttle usage to access local shopping facilities. However, the primary internal shuttle usage will likely be by school age children. This pattern is typical of transit generally and is particularly so in a secure self contained community. Public school bus service is generally not available. Thus, students travel to school via walking, parents driving, or bicycling. The availability of a shuttle bus system in such a community provides another very acceptable option for travel to school. Such service is often configured to allow the route to serve local schools efficiently. Buses will arrive within a few minutes of the school bell times. Ridership can be high on such shuttles as they provide protection in inclement weather for children who would otherwise walk, or relieve a parent of the obligation to drive a student to school.

School ridership is typically very dependent upon the cost of the service. Higher fares equate to lower ridership. Fare policy becomes a very important consideration in the marketing of such a community service. Policy makers have used fare level changes as a tool to increase or decrease ridership. For short trips, a significant fare can be a major deterrent to bus use.

Alternative Service Approaches

There are three alternative levels of shuttle system operation applicable to the SunRidge Plan area. The first is a fixed route shuttle operating on a published schedule over a defined route. The second is a route deviation system. The shuttle bus leaves its established route to pickup a passenger on demand then returns to its route to continue to



Source: Fehr & Peers, Transportation Consultant

FIGURE 4-9
CONCEPTUAL TRANSIT ROUTE

its destination. The final configuration is a full general public dial-a-ride system in which all service is operated on a door-to-door basis with reservations made by calling a central dispatch office.

Fixed Route Shuttle

A fixed route shuttle system would operate on an established timetable along a specific route. In such a system, stops are generally identified with posted signs and are spaced at approximately one half-mile interval. Different approaches can be taken to identifying the specific arrival time of the bus at a particular stop. A printed schedule will specify the arrival times at a particular stop. This is very precise and allows the user to arrive at the stop with the least wait time. Another method is to simply specify a standard headway (the time between bus arrivals), specify the start and end times for the route, and ask the user to interpolate the estimated time of arrival at an intermediate stop. With either approach, it is advisable to operate on evenly divisible "clock headways." This means having the key time points such as the route start and end times on the hour, the quarter hour, or another easily remembered time such as 10 minutes or 20 minutes after the hour.

The fixed route system would be configured such that it serves important destinations at appropriate times. This means coordinating its schedules with the departures of the light rail trains at the proposed Mather Field Road Station or the Sunrise Station. If possible, connections would also

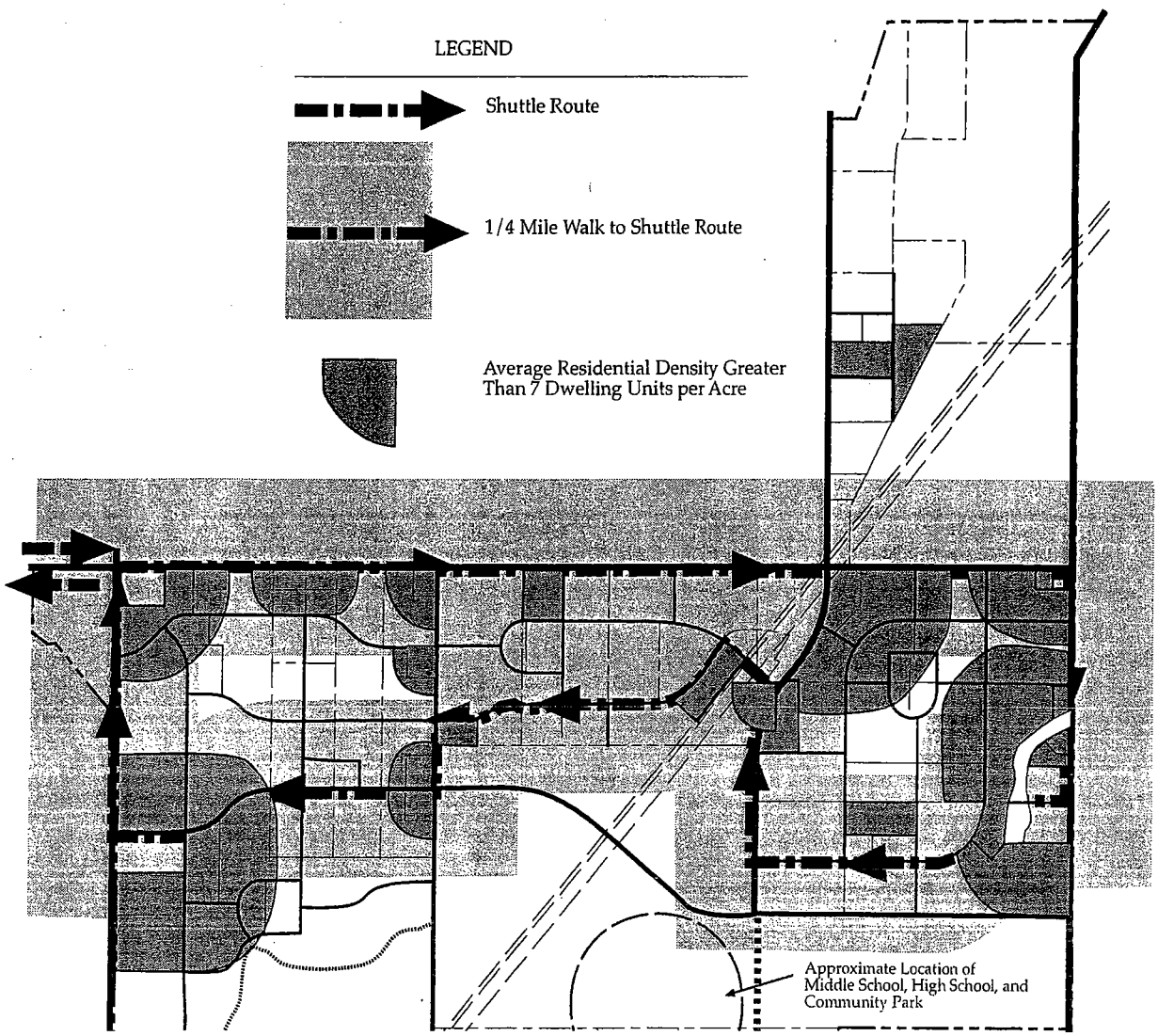


FIGURE 4-10
PRIVATE TRANSIT ROUTE AND AVERAGE RESIDENTIAL DENSITY AT 7 DWELLINGS PER ACRE

be coordinated with Regional Transit bus service on White Rock Road or other important points.

Route Deviation Service

Route deviation services use a fixed route as the basis of the service pattern. Similar to the standard fixed route configuration, a route deviation service includes a route with time points and established bus stops. The significant difference is that within certain limits, the bus will travel off the route and pickup or drop off passengers near their home or other destination. Once the deviation is made and the passenger is picked up or dropped off, the bus returns to its route and continues to meet its established time points. Riders can call a central number in advance to request an off-route pickup. The deviation information is then passed on to the driver through either voice radio or digital communication using a Mobile Data Terminal (MDT).

General Public Dial-a-Ride

This service approach entails the provision of door to door service without the use of any fixed route or schedule. The service pattern changes daily based on calls received on the day of service. Persons calling a central dispatch center schedule trips. This is the most labor intensive of the three service options because it requires a central office on duty to accept calls and to schedule service in real time. Scheduled trips are communicated to buses operating on

the street through either voice radio or digital communication using MDT's.

Recommended System Approach

If the route is going to travel to the Mather Field Station on each loop, then the route length on each loop will be approximately 12 miles. This is about the maximum distance that a fixed route bus can travel in an hour including stops and a very brief driver break. This running time further limits the opportunity to introduce route deviations into the operating plan. Thus, a standard fixed route will be introduced first with the possibility that other variations such as route deviation be considered at a future date.

Service should start with one bus. A vendor could be required to offer a backup bus as a part of its bid. If the backup bus were an older vehicle in the vendor's current fleet, the cost of the bus could be kept to a minimum. Additional primary vehicles could be added as the Plan area develops. With increasing demand, the need for shorter headways for service to the rail stations would be likely. At this point, there should certainly be interest by employers in supporting the service.

Vehicle Issues

The SunRidge Plan is sensitive to environmental issues. An important element of this is the type of vehicle chosen as the shuttle bus for the project. While there are vehicles available today powered by alternate fuels such as Compressed Natural Gas (CNG) or electricity, the most common bus engines continue to be gasoline or diesel powered. Diesel is the preferred engine/fuel configuration for most bus applications due to its widespread availability, proven technology, durability, and operating cost. Major advances have been made in developing clean burning diesel engines. In combination with state-of-the-art fuel blends, diesel is increasingly recognized as an environmentally acceptable long-term fuel choice.

The selection of alternate fuel technology for the SunRidge shuttle project would limit the fueling options, raise the operating cost, and limit the available vendors capable of offering the service. The use of a vendor contract for the operation with a modest base term of 2-3 years plus options would allow for consideration of alternate technologies, as they are refined. They could be introduced into the Plan area at a future date.

The initial vehicle should be a bus in the 25-foot size range built on a cutaway chassis. This would accommodate the passenger loads during commute periods traveling to the transit stations and the number of potential school students using the system. A number of manufacturers build such vehicles. They typically seat 20 to 25 passengers depending upon the configuration. The vehicle would typically be equipped with a wheelchair lift to accommodate disabled passengers but have folding seats in the wheelchair spaces for use by ambulatory passengers when the spaces are not occupied.

The vehicle could have a headsign to identify its destination to passengers. This would be especially useful in a bi-directional loop system. The Vehicle would also have a farebox if fares were charged and a radio or cell telephone for communication. A vehicle of this type would cost approximately $55,000 depending upon final interior amenities.

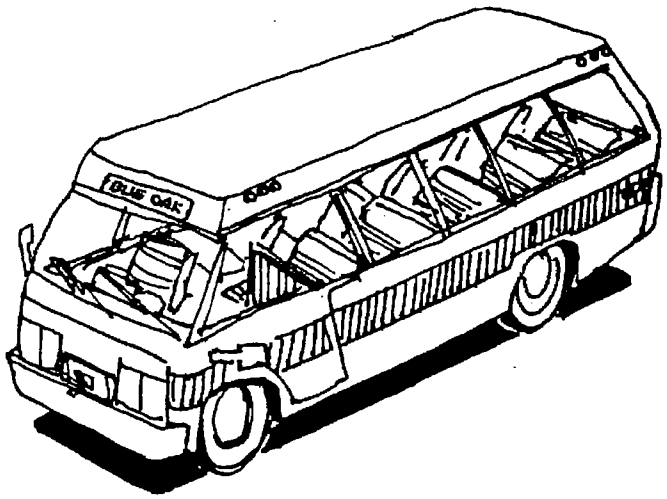


FIGURE 4-11
SHUTTLE BUS

Management Structure

The typical method for providing a community shuttle service is to contract the operation to a local vendor with experience in such operations. There are a number of vendors in the Sacramento area with the experience and capability to provide such service. A contractor would provide all of the following:

- Drivers
- Fuel
- Maintenance
- Insurance
- Administrative support (including dispatch, driver training, fare accounting, etc.)

- Vehicle(s): The vehicle cost could be built into the rate charged by the contractor with the contractor retaining ownership of the equipment. Alternately, the vehicle could be purchased as a capital item by the TMA, Homeowners Association or other entity and made available to the contractor for operation. This latter approach would eliminate the vehicle cost from the pricing, keep the vehicle available in the event of a necessary change in contractors, and possibly take advantage of favorable purchase options such as Air District funding or other sources.

The process to retain a contractor should begin with drafting a specification for the project. Once available, this specification becomes either an RFP soliciting proposals from various vendors or the basis for sole source procurement with a specific vendor. With either approach, the result should be a contract lasting at least 2-3 years with options to renew at the entity's discretion.

Initiation of Shuttle Service

The timing for introducing a shuttle service into the Plan area is dependent upon a number of factors of which only some are quantifiable. As the project is built out, residents' habits and patterns begin to take shape. In order to achieve a level of shuttle ridership that makes it successful, it is important that it be available to as many residents as possible when they are forming these patterns. The influence of these factors is difficult to quantify. They must be balanced with the size of the potential riding population to make the shuttle worthwhile.

The introduction of the shuttle system would be appropriate in conjunction with the employment of the Transportation Coordinator. This is scheduled by completion of the 1000th residence in the Plan area. The responsibility to oversee the contract with a vendor providing this service should be entrusted to the Transportation Coordinator. Responsibilities would include some marketing effort throughout SunRidge as well as to major employers in the Highway 50 corridor.

Completion of the 1000th residence would result in a large enough potential ridership base to start the service without introducing it so late that travel patterns have been completely established.

Shuttle System Cost

The costs associated with providing a shuttle bus service include capital and operating expenses. The cost of a state-of-the-art diesel powered bus suitable for the SunRidge Shuttle will be approximately $55,000. Such a bus will come with the latest in safety features and support equipment necessary for the operation. This would include a farebox, radio or cell telephone, destination sign, and wheelchair lift.

The pricing of the vehicle can vary substantially depending upon approach taken to its purchase. If the TMA, Homeowners Association, or similar entity purchases the vehicle(s), then it will be a lump sum expense with no capital risk being incurred by the vendor. If the vendor supplies the vehicle, that company will price the capital relative to the risk associated with the investment.

The number of service hours defines the operating cost of the project and the life span expected of the vehicles. A vendor rate for a fixed route operating pattern would likely cost between $25 and $30 per service hour not including the cost of the vehicle. The variance in the rate results from the nature of the vendor (some companies may be better located to operate and support this relative to competitors).

The typical average operating speed for a fixed route transit system such as the SunRidge shuttle is 12 to 14 miles per hour. This includes time for stops and assumes travel primarily on local streets rather than including significant freeway miles. One round trip loop through the SunRidge Plan area connecting to the Mather Field rail station would cover approximately 12 to 15 miles. This means that one bus would only be able to make one trip per hour. This means that only 1 to 2 trips would occur during peak hours. This service is presumed to operate 5 days per week.

A complete loop serving the light rail station would travel between 12 and 15 miles. The bus would accumulate approximately 25,000 miles per year if it operates 40 hours per week. At such a rate of mileage accumulation, a bus on a cutaway chassis in the 25-foot size range would have a service life of 5 to 7 years.

In order to operate on less than 1-hour headways on the complete loop to the rail station, two buses would be required. Two buses running on the same loop with a total travel time per loop of 1 hour would cut the interval between buses (headway) to 30 minutes.

Transit Center Facilities

Each telecommuting facility and commercial mixed-

use location will have a centrally located, on-site transit informational kiosk to dispense transit information and schedules to encourage ridership.

4.5 Transportation Systems Management

4.5.1 Transportation Coordinator

By the completion of the 1000th residence in the Plan Area, a Transportation Management Association, Homeowners Association management, or combination thereof, shall be responsible for encouraging and facilitating travel by carpool, rideshare, bicycle, public transit, and private transit service.

The Transportation Coordinator shall manage the shuttle system, develop liaisons with neighboring employment centers, regional ridesharing programs and coordinate the transit needs of the residents of the area.

The Transportation Coordinator shall also provide residents with information packets regarding car pool, rideshare, shuttle and public transit and bicycle routing available in the Plan Area.

Commercial and retail developments located within the Specific Plan typically fund the Transportation Coordinator. As an alternative, a mechanism similar to that selected to fund the private shuttle system would fund the Transit Coordinator.

4.5.2 Transportation Management Association

The 50 Corridor Transportation Management Association (TMA) is a private, non-profit organization that provides services, coordination and programs to benefit transit efforts for employers, employees, businesses, building owners, developers and local government agencies. The TMA provides the following programs and services: Carpool and Vanpool Matching, Telecommuting, Transit Pass and Ticket Sales, Emergency Ride Home Program, Bicycle Discount Program, Marketing Programs, Advocacy and a Quarterly Newsletter.

The SunRidge Transportation Coordinator will work closely with the TMA to maximize usage of programs, services and facilities available in the area. The 50 Corridor Transportation Management Association (TMA) could function as the Transportation Coordinator for the Specific Plan.

4.6 Light Rail

Light rail is planned to extend along the Highway 50 corridor to the City of Folsom. The local shuttle bus system described in Section 4.4 can connect the SunRidge Specific Plan Area to the light rail station at Mather Field Road.

If a light rail spur is extended into Mather Airport, the planned Specific Plan circulation system will enable additional shuttle connections. In the long term, the proposed Specific Plan development would allow the opportunity to extend the Mather LRT spur farther east along Douglas Road, ultimately linking to a Folsom spur.

4.7 Light Electric Vehicles

The Plan accommodates both alternative vehicles and contemporary cars and trucks. The alternative vehicles are smaller than conventional cars, and powered by electric or electric-gas hybrid systems. The vehicles would accommodate two adults and a small cargo area. The range between charges would be approximately 30 miles; sufficient to travel throughout the Plan Area.

These will be compatible with cars on low speed residential streets, but may not be safe when mixed with higher speed or heavier traffic on collector or arterial streets. The vehicles would typically operate on streets posted at speeds of 25 mph or less.

Alternative vehicles will not replace automobiles. However, alternative vehicles can be viable within the Plan Area for the short-range convenience trips that generate a large component of the vehicle emissions in the Sacramento region. The two lane collectors within the villages will accommodate lower speed traffic. Alternative vehicles will be compatible with the normal traffic within the villages and would not require any special design consideration.

The alternative vehicles may be displayed in the residential sales areas to introduce the vehicles and their use to future residents within the plan area.

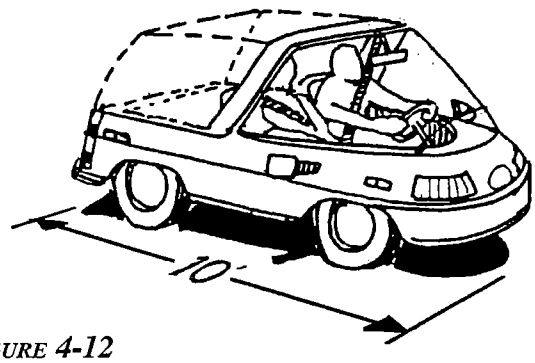


Figure 4-12
Concept Neighborhood Vehicle

4.8 SPECIFIC PLAN POLICIES

The Specific Plan policies reflect the Guiding Principles adopted by the Citizens Advisory Committee for the Sunrise-Douglas Community Plan Area. These principles include:

Policy CI-1: Provide a safe, efficient and convenient circulation system for motorists, cyclists, and pedestrians and provide for transportation modes appropriate to authorized land uses.

Policy CI-2: To the extent practical, minimize air quality impacts resulting from automobile use.

Policy CI-3: To the extent practical, conserve energy used in transportation.

Policy CI-4: To the extent practical, minimize traffic congestion on city streets.

Policy CI-5: Maintain traffic safety.

Policy CI-6: Provide an aesthetic environment for pedestrians and bicyclists.

Policy CI-7: Provide pedestrian circulation in open space areas

Policy CI-8: To the extent practical, minimize the impacts of major circulation system improvements on natural resources.

Policy CI-9: Enhance cost effectiveness of circulation improvements

Policy CI-10: Where permitted and feasible pedestrian circulation should be provided within open space recreation areas.

Policy CI-11: Each park, school, commercial, office and multi-family use must provide at least one connection to the bikeway and pedestrian network. The connection will take the form of a pedestrian portal or similar paved and landscaped route between the main pedestrian path in the project and the adjacent bikeway.

Policy CI-12: Residential neighborhoods shall provide a direct connection to the nearest bikeway along an arterial or collector street.

Policy CI-13: The primary designated bikeway will meet the standards set forth in the 2010 Sacramento City/County Bikeway Master Plan.

Policy CI-14: Pedestrian and bicycle routing shall have priority over the routing of local residential streets.

SUNRIDGE SPECIFIC PLAN

SECTION 5. PUBLIC SERVICES

At full development, the SunRidge Specific Plan will be home to approximately 25,417 residents. A full range of urban services will be available to these residents.

5.1 SCHOOLS

The SunRidge Specific Plan Area is located within the Elk Grove and Folsom/Cordova Unified School Districts.

5.1.1 Estimated Enrollment

The number of school sites required in the Plan Area is based on the projected number of students and each district's standard for the number of students per school. Each district applies a distinct student yield rate (average number of students per dwelling) that reflects the enrollment history in the district. The average number of students in low density (single family) housing differs from the average number of students in medium density (multi-family) housing.

Table 5-1 indicates the need for three elementary schools, and portions of a middle school and a high school at full development in the Elk Grove district. The Land Use Plan (Figure 3-2) shows three elementary schools located to serve individual neighborhoods.

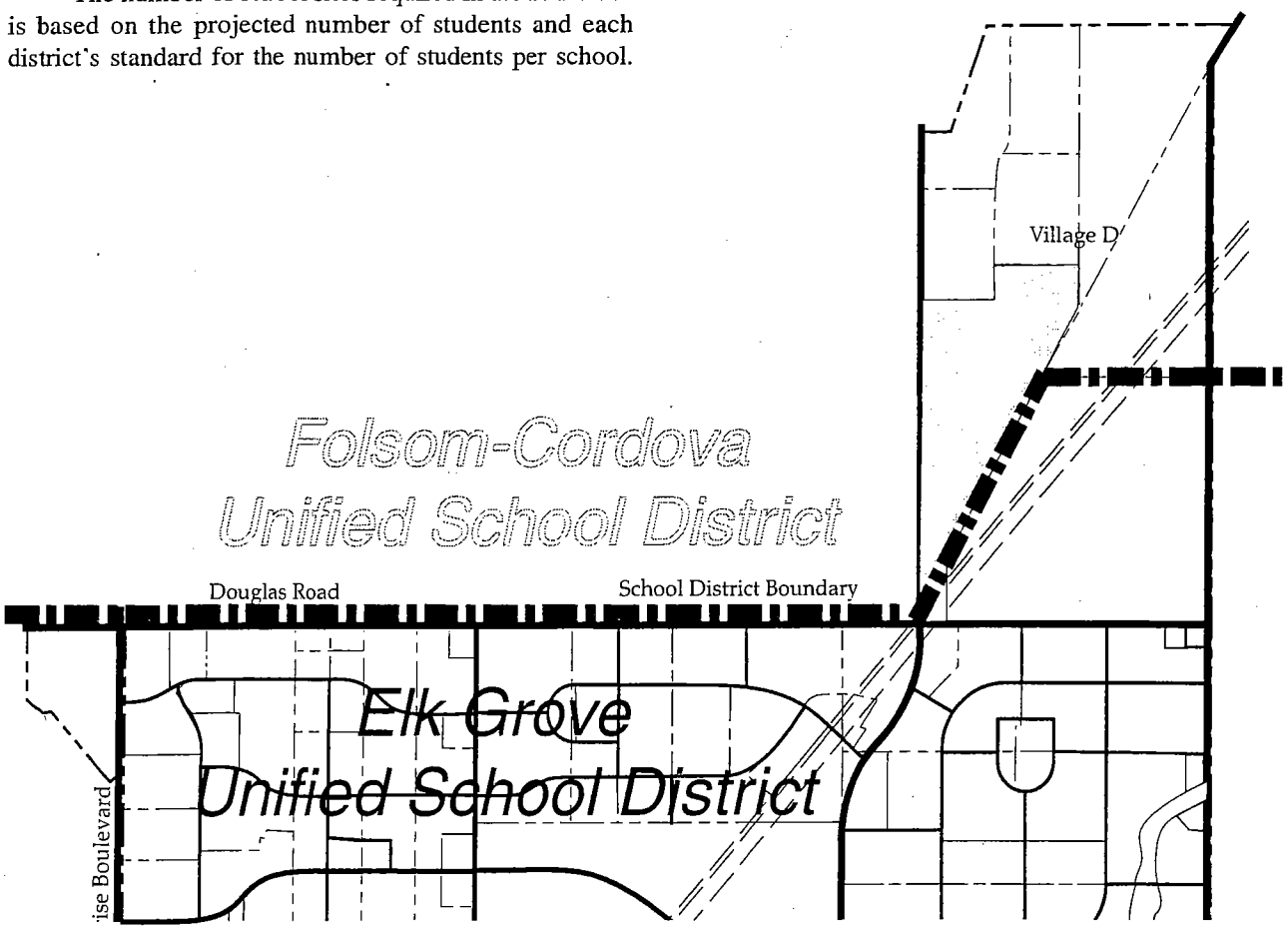


FIGURE 5-1
SCHOOL DISTRICT SERVICE AREAS

TABLE 5-1
ELK GROVE UNIFIED SCHOOL DISTRICT FACILITIES REQUIREMENT

Estimate Of Total Enrollment

Residential Category	Dwelling Units	Student Yield Rates			Estimated Enrollment		
		K-6	Middle	High	K-6	Middle	High
Low	7,656	0.3872	0.1088	0.1786	2,964	833	1,367
Medium	385	0.3872	0.1088	0.1786	149	42	69
High	1,210	0.3249	0.0755	0.1053	393	91	127
Total	9,251				3,507	966	1,564

Estimate Of Facilities Required

	Enrollment Capacity			Schools Required		
	K-6	Middle	High	K-6	Middle	High
	850	1,200	2,200	4.1	0.8	0.7

Estimate of Land Area (Acres) Required

	Acres Per School			Acres Required		
	K-6	Middle	High	K-6	Middle	High
	10	20	40	40	0	0

TABLE 5-2
FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT FACILITIES REQUIREMENT

Estimate Of Total Enrollment

Residential Category	Dwelling Units	Student Yield Rates			Estimated Enrollment		
		K-6	Middle	High	K-6	Middle	High
Low	519	0.39	0.1	0.12	202	52	62
Medium	40	0.39	0.1	0.12	16	4	5
High	76	0.2	0.06	0.07	15	5	5
Total	635				233	60	72

Estimate Of Facilities Required

	Enrollment Capacity			Schools Required		
	K-6	Middle	High	K-6	Middle	High
	700	1,000	2,000	0.3	0.1	0.0

Estimate of Land Area (Acres) Required

	Acres Per School			Acres Required		
	K-6	Middle	High	K-6	Middle	High
	10	20	40	0	0	0

A campus encompassing a middle school and high school to be operated by the Elk Grove Unified School District is proposed in the central portion of the Plan Area. This location is intended to serve the eastern portion of the school district extending to the Sacramento County boundary.

The planned elementary schools are typically adjacent to a neighborhood park on sites that are level and square in shape with not more than 3 to 5 width-to-length ratios. The schools are located to serve as a center of activity for the neighborhood and are located along primary residential or collector streets that provide access for buses and neighborhood residents. The street also provides a separate pedestrian path for children to walk to school.

The schools are located away from the major power line corridor that traverses the Plan Area. The schools are not located within an existing or proposed noise contour line of CNEL/LdN 65 or greater and all portions of the site are mitigatable to 60 LdN.

The schools are not located within any aircraft accident exposure or airport safety areas, nor do they conflict with any ALUC, FAA, AICUZ, or California Division of Aeronautics policies or regulations.

The school site and adjacent lands affecting the use of the site are free of any significant environmental constraints, including but not limited to protected habitats or species, water courses, wetlands or vernal pools, potentially toxic and hazardous substances, and geologic, seismic, topographic, or soil restrictions.

The schools are not on land under a Williamson Act Contract. Schools will have timely access to all utilities and services, including sewer, water, gas, electric and drainage.

5.2 PARKS

The Plan Area is within the Cordova Recreation and Park District that operates neighborhood and community scale parks. The District requires a combination of parkland dedication and fees for park construction equivalent to approximately 5 acres per 1,000 residents. The area required to meet the District's total requirement for parkland as established in the County's Land Development Ordinance (SCC Sec.22.40.045) is shown is Table 5-3 as is the area required to meet the minimum parkland requirement of 3 acres per 1000 residents established by the Quimby Act.

The District standards require a total of 123 acres of dedicated parkland or equivalent in-lieu fees. As in other growth areas, the District will be dependent on the public facility financing plan process for establishing new development impact fees to generate funds for improving parks. Consequently, the District policy is to maintain its established ratio of park acreage per1000 residents by relying on Quimby land dedication and in-lieu fee revenues to fund parkland acquisition to serve the SunRidge Specific Plan Area. The District also prefers that the developer (or home builder) improve the park sites in exchange for credits toward the new park impact fees.

TABLE 5-3
PARK AREA REQUIREMENT

Dwelling Unit Types	Park Acre Required per Unit		Total Dwelling Units	Total Equivalent Park Area Required (acres)
Single Family	0.0134	x	8,175	110
Cluster	0.0099	x	425	4
Multi-family	0.0075	x	1,286	10
Total			9,886	123

Park Type	Acres Required Per 1,000 Residents		Total Population	Total Park Land Required (acres)
Neighborhood	1	x	25,417	25
Community	2	x	25,417	51
Total				76

Table 5-3 indicates that the Specific Plan will provide onsite parks in excess of the minimum standard level of 76 acres of parks for its projected population of 25,417 residents. Table 5-4 shows that the Specific Plan provides a total of 99.8 acres that will be used to fulfill the requirement for neighborhood and community parks. The additional in-lieu and park impact fee revenues from SunRidge will be used to help fund the acquisition and improvement of the community park located offsite in the Sunrise-Douglas Community Plan as shown in Figure 3-6.

TABLE 5-4
PARK AREA PROVIDED IN THE SPECIFIC PLAN

Parcel	Designation	Zone	Acres
B-28	Detention/Water Quality	RD-5	9.4
B-11	Park	O	6.7
B-16	Park	RD-5	4.5
B-23	Park	O	5.7
B-26	Park	O	21.6
J-4	Park	O	4.8
K-5	Park	AG-20	11.7
K-11	Park	AG-20	0.8
M-6	Park	O	5.0
P-3	Park	O	7.1
R-12	Park	O	8.8
S-12	Park	O	10.2
E-4	Park./Detention Basin	O	4.0
D-5	Park/Detention Basin	O	4.2
Sub-Total			95.1
	plus 50% of Parcel B-28		4.7
TOTAL PARK CREDIT			99.8

The District's formal facilities will include both active sports parks and smaller, neighborhood parks. The Specific Plan includes two sports parks that will include ball fields,

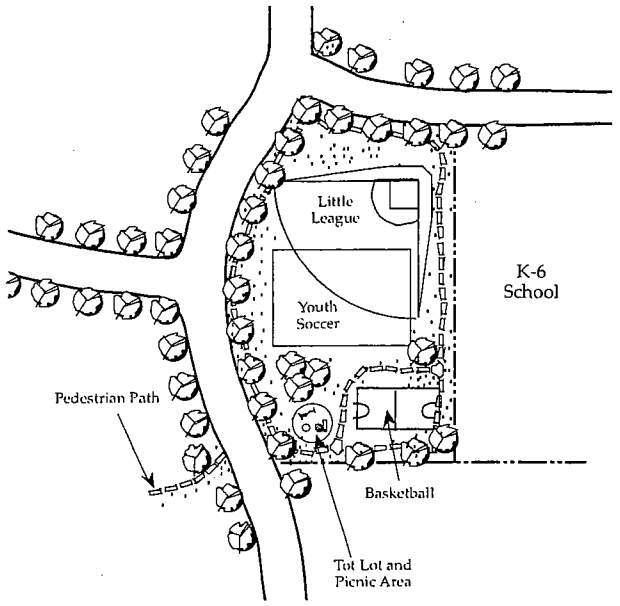


FIGURE 5-2
CONCEPTUAL NEIGHBORHOOD PARK

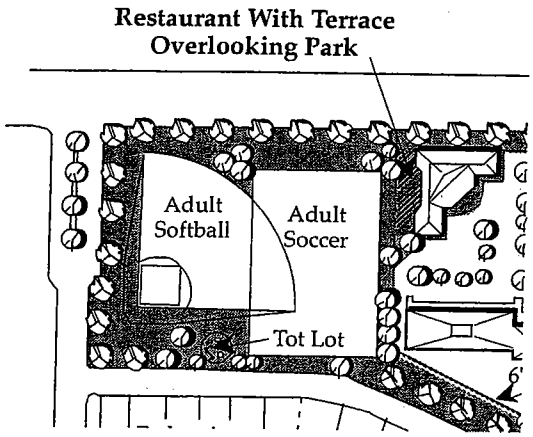


FIGURE 5-3
NEIGHBORHOOD PARK ADJACENT TO COMMERCIAL

restrooms and parking areas. These are 16.7 and 21.6 acres respectively and will be suitable for recreation leagues for soccer, softball and similar active recreation facilities. The parks are located near major roads to provide access for the entire community. Lighted ball fields may be suitable in these parks depending on the design of the facility.

In contrast, the neighborhood parks range from 4.5 to 10.2 acres in area. A total of 9 neighborhood parks are indicated in the Specific Plan. These are typically located within a residential area adjacent to a school. The parks may include a ball field or soccer field, but are primarily intended for informal recreation, Little League, youth soccer, and similar small-scale activities. The parks will not include restrooms, parking or lighting. The parks may include detention basins that are not part of the formal park, but may serve as adjacent, informal turfed recreation areas.

5.3 LAW ENFORCEMENT SERVICES

The Sacramento County Sheriff will provide Law enforcement. No facilities are proposed in the Specific Plan Area.

5.4 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE

The Sacramento Metropolitan Fire Protection District will provide fire protection and emergency medical response in the Specific Plan Area. The nearest existing fire stations are Station 58 located at 7520 Sloughhouse Road and Station 66 located at 3180 Kilgore Road. Station 58 is approximately 5 miles from the southern boundary of the Specific Plan Area and Station 66 is approximately 4 miles from the northern boundary.

Station 66 on Kilgore Road is likely to provide first response. Under optimum conditions, this station may be within the preferred four minutes response time the intersection of Sunrise Boulevard and Douglas Road, but traffic on Sunrise Boulevard is likely to slow response times. Moreover, as development occurs in the south and east portions of the Specific Plan Area, and subsequently in the central and southern portions of the Community Plan Area, the response time will exceed four minutes from Station 66. Thus, a station will ultimately be required in or near the Community Plan Area. A permanent station location will be selected to serve the Plan Area and the adjacent lands. The completed fire station will provide an engine/water tender, a wildland fire engine and an ambulance.

During the development of the Specific Plan Area, the primary calls for the fire district are likely to be for emergency medical response and wildland fires. The new construction will be subject to modern fire codes and is less likely to require structure fire response.

5.5 ELECTRICITY

The Community Plan Area is within the Sacramento Municipal Utility District (SMUD). SMUD owns and maintains power lines within the Plan Area including:

- 69 KV and 12 KV along the east side of Sunrise Boulevard;
- 69 KV along the Jackson Highway;
- 12 KV along Douglas Road to Jaeger Road and south along Jaeger Road; and
- overhead electric service lines along the existing roadways through the Plan Area, providing electrical service to the existing residences and wells.

Two 230 KV transmission lines traverse the Plan Area, northeast to southwest, in a 280 foot wide corridor. PG&E own the other one line is owned by SMUD.

Initial development in the Plan Area may receive limited service from the existing substation located near Sunrise Boulevard and Jackson Highway through one of three existing circuits. One circuit feeds the existing 12 KV line running along Sunrise Boulevard. This circuit may serve approximately 400 residential units, but the available service on this circuit may be reduced by future development to the south and west of the Plan Area.

Two or three new substations will need to be constructed to meet the anticipated power demands in the Specific Plan Area. The preferred location of these substations is within commercial areas along arterial streets.

SMUD has indicated a preference to locate one future substation near the intersection of Sunrise Boulevard and Douglas Road, another one near Douglas Road and a possible third station near the future intersection of Sunrise Boulevard and Pyramid Boulevard. The existing 69 KV powerline on Sunrise Boulevard is planned to be extended eastward on Douglas Road to Grantline Road.

5.6 Natural Gas

Pacific Gas and Electric Company (PG&E) will provide natural gas service. PG&E owns and operates an 8-inch feeder main along the entire Plan Area frontage on Sunrise Boulevard. This feeder main is currently operating at 60-psi pressure, but is intended to be a future high pressure main near the Plan Area. PG&E also owns and operates 6-inch diameter gas mains:

- north of Plan Area on Sunrise Boulevard;
- along Kiefer Boulevard west of Sunrise Boulevard; and
- along White Rock Road north of the Plan Area.

PG&E has indicated that a new pressure regulation station will be required on the existing 8-inch diameter feeder main near the intersection of Sunrise Boulevard and Douglas Road. The existing 8-inch main will be upgraded from the current 60 psi pressure to a proposed operating pressure of 150 psi. Six-inch diameter transmission mains will extend from the new regulation station along Douglas Road and then along the major north/south roadways, (Jaeger Road and Americanos Boulevard). Smaller diameter feeder mains will extend off the 6-inch transmission mains into the individual development projects.

5.7 Telephone

Pacific Bell Telephone Company will provide telephone service to the Plan Area. Pacific Bell owns an existing fiber optic cable in Sunrise Boulevard near the intersection with International Drive, north of the Plan Area.

Pacific Bell is planning to extend the fiber optic cable south along Sunrise Boulevard to the intersection with Douglas Road. Fiber optic service lines will be extended to controlled environment vaults (CEV's) located in exclusive Pacific Bell easements measuring 20 feet by 30 feet. From the CEV, smaller backbone cables will be extended along the major roadways to service cabinets that will accommodate up to 5,000 individual telephone lines. Pacific Bell will determine the location of these service cabinets at the time of tentative map approval. Under current practices, copper telephone lines will then be extended from the service cabinets within developments.

5.8 Cable Television Service

Sacramento Cable will provide cable television service within the Plan Area. Sacramento Cable owns and operates a hub facility, including fiber optic and microwave feeds near the intersection of Sunrise Boulevard and Folsom Boulevard.

New fiber optic cables will be extended from the existing hub facility along Sunrise Boulevard and then along the major roads within the Plan Area. Coaxial cables will extend from the optic lines into developments with the public utility easements (P.U.E.'s) at the back of walks.

5.9 Solid Waste

Refuse collection and solid waste disposal service within the SunRidge Specific Plan area will be provided by the Waste Management and Recycling Division of the Sacramento County Public Works Department.

The County's landfill is located to the southeast of the Specific Plan, at the intersection of Kiefer Boulevard and Grant Line Road. The landfill currently contains approximately 232 acres, and is proposed to expand to 660 acres.

The landfill has a remaining useful life of four years. Approval of the land fill expansion project will extend the life of the landfill by an additional 39 years.

A buffer area to the landfill is proposed at the southeast portion of the Sunrise-Douglas Community Plan. This buffer area is planned to remain as non-irrigated grazing land.

The primary access route to the landfill is via Kiefer Boulevard. Douglas Road and Grant Line Road provide additional access. Expansion of the landfill is not expected to result in a significant change in this traffic pattern, although the number of trips per day will increase.

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SUNRIDGE SPECIFIC PLAN

SECTION 6. INFRASTRUCTURE

The backbone infrastructure system includes sewer, water and stormwater management. Urban sewer and water systems will serve the Specific Plan Area. Stormwater will be managed through a system of on-site detention basins and drainage corridors.

6.1 SEWER

The majority of the Specific Plan Area lies within the Morrison Creek drainage shed, and approximately 10 percent lies within the Laguna Creek drainage. Ultimately, the entire Sunrise Douglas Community Plan Area will be served by either the Mather Interceptor or the Laguna Interceptor. Until such time that these facilities are operational the SunRidge Specific Plan will be served by interim and permanent facilities described in this section.

The existing sewer system located on Mather Air Force Base is insufficiently sized to provide service to the proposed development.

Master Plans for regional sewer service are currently being updated. As part of the establishment of ultimate service to the Sunrise Douglas area, SRCSD has identified potential routes for several future interceptors. To the extent that these interceptors may extend into the SunRidge Specific Plan area, it will be necessary to preserve sufficient right-of-way to construct these lines. When specific project maps (e.g., tentative subdivision maps) and sewer studies are processed, the requirements of SRCSD can and must be incorporated into the projects. Substantial construction corridors could be required at that time.

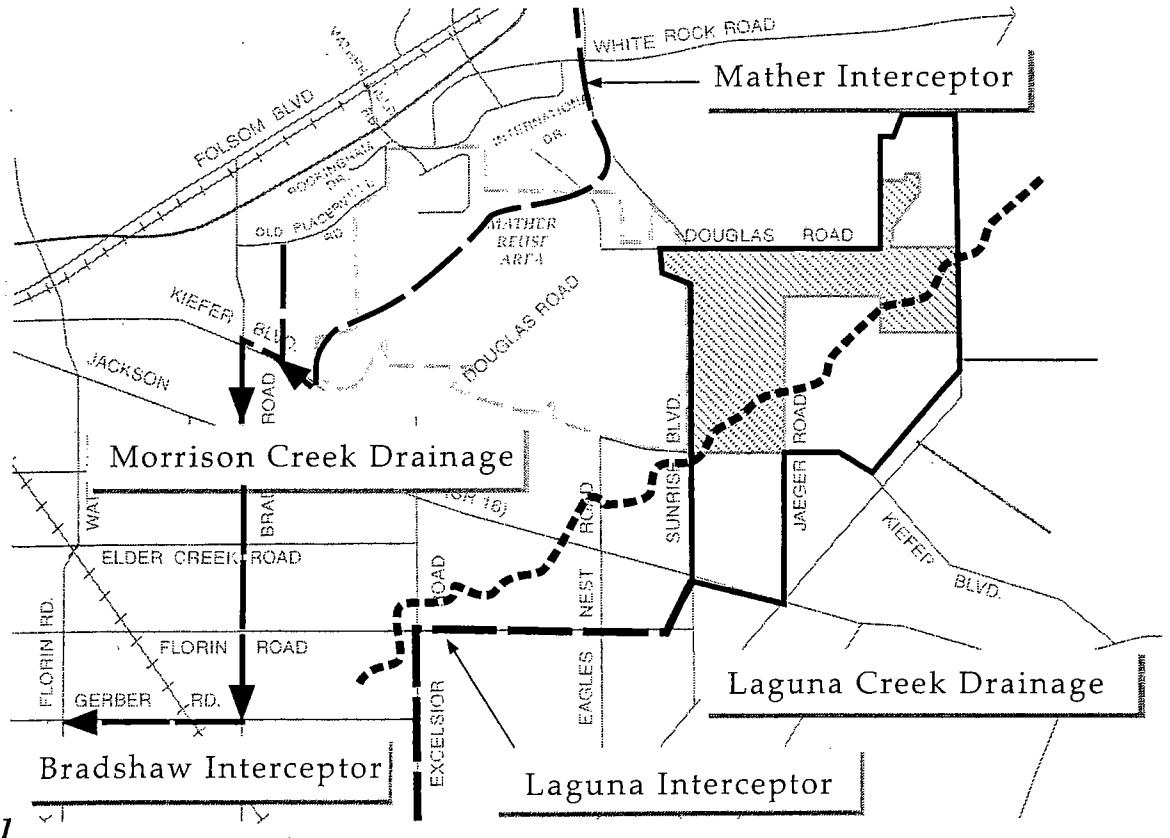


FIGURE 6-1
REGIONAL SEWER SERVICE SYSTEM

6.1.1 Regional Sewer Service

County Sanitation District No. 1/ Sacramento Regional County Sanitation District

The Sacramento Regional County Sanitation District (SRCSD) and County Sanitation District No. 1 (CSD-1) provide public sewer service to the urbanized portion of the unincorporated area of Sacramento County. In September of 1998, the Sacramento Local Agency Formation Commission (LAFCo) modified the Sphere of Influence boundaries for these two sanitation districts. They now include all land with the General Plan Urban Service Boundary (USB) and also approved a mass annexation into the service boundaries for these two sanitation districts for all lands within the General Plan Urban Policy Area (UPA). Therefore, since the entire Sunrise Douglas Community Plan area is with the General Plan USB and UPA, it has already been included with these Districts' Sphere of Influence and service boundaries.

The SRCSD's facilities include interceptors and the Sacramento Regional Wastewater Treatment Plant. CSD-1 provides local sewage collection and transport from its facilities to the regional sewage transmission, treatment, and disposal facilities operated by SRCSD.

The SunRidge Specific Plan Area will be annexed into the Sacramento County Sanitation District No. 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD). CSD-1 and SRCSD own and operate the Sacramento Regional Wastewater Treatment Plant (SRWTP), trunk and interceptor sewer systems throughout Sacramento County.

Sacramento Sewerage Expansion Study

In November of 1996, the SRCSD and CSD-1 Board of Directors approved the Sacramento Sewerage Expansion Study (SSES) project (Control No: 93-PWE-0834). This identifies the interceptor and trunk sewer projects that will be needed to remedy deficiencies in the existing system and to accommodate planned growth within the General Plan Urban Service Boundary through 2014.

The Master Plan depicts two major conveyance facilities that will provide sewer service to the subject area – the Mather Interceptor Sewer and the Laguna Creek Interceptor Sewer. The Master Plan identifies the Mather Interceptor as a Phase III project (construction anticipated 2004 through 2009) and the Laguna Interceptor as a Phase IV project (construction anticipated 2009 through 2014).

Both the Mather Interceptor and Laguna Interceptor have been sized by Sacramento County to ultimately provide service to areas located upstream of the Specific Plan Area, east of Grant Line Road. This is consistent with County General Plan Policy PF-9.

GP Policy PF-9: **Design trunk and interceptor systems to accommodate flows generated by full urban development at urban densities within the ultimate service area. This could include phased construction where deferred capital costs are appropriate.**

The General Plan Urban Services Boundary establishes the area where future development may occur. The Urban Services Boundary extends east of the Plan Area along the west side of the Deer Creek/Cosumnes River floodplain. Sizing water and sewer systems to accommodate future development east of Grant Line Road is consistent with General Plan Policy PF-9, as well as with Policy LU-60.

GP Policy LU-60: **Sewer and water treatment and delivery systems shall not provide for greater capacity than authorized by the General Plan.**

6.1.2 Flow Estimates

The Specific Plan Area at full buildout will generate an estimated peak wet weather flow of 10.39 million gallons per day (MGD). Wastewater from the plan area will delivered to the Regional Treatment Plant near Freeport via the Bradshaw Interceptor.

6.1.3 Planned Sewer Facilities

The sewer service plan prepared for the project (Final Sanitary Sewer Study [Sanitary Sewer Master Plan] for Sunrise Douglas Specific Plan and Community Plan, Spink Corporation, September 25, 1998) establishes limits of areas which will contribute flow to future interceptor sewer facilities. The sewer service plan identifies the necessary extension of trunk and interceptor systems and extensions of smaller, non-trunk pipelines (laterals) to the limits of each subshed area.

Interim Service

Interim sewer outfall will be needed to serve the Sunrise Douglas Specific Plan due to the timing of construction of the Mather and Laguna Interceptors. There

are two alternatives to provide interim sewer outfall to allow development of the Plan Area prior to construction of the Interceptors. WQD policy is to not construct interceptor facilities of 10 MGD or more capacity until at least 50 percent of that capacity exists in the form of service connections. Any interim off-site sewer outfall should be designed to handle 5 MGD prior to the construction of the Mather Interceptor sewer. Prior to construction of the Mather Interceptor the Specific Plan area will be served by interim facilities with an ultimate capacity of 5 MGD which will translate into approximately 6,900 EDUs (assuming the proposed land use density of approximately 5.48 EDUs per acre.

Alternative A

This alternative would utilize a lift station and 16-inch diameter force main to convey up to 5 MGD of Specific Plan area generated sewage from the intersection of Douglas Road and Sunrise Boulevard. Sewage would be conveyed to the proposed point of connection with the Bradshaw Interceptor near the intersection of Jackson Road and Bradshaw Road. The proposed alignment would follow the future Mather Interceptor alignment and associated 100-foot wide easement west along Douglas, and then south along Mather Boulevard. Just west of the existing Mather housing area the force main would veer off to the west and parallel the existing Mather gravity system up to the existing SRCSD lift station at Kiefer Boulevard. The force main would continue westward to Bradshaw Road, at which point it would turn south to intercept the proposed Bradshaw Interceptor.

An alternate alignment, if required, would continue the force main south along the western edge of the Mather housing area up to Mather Boulevard. It would then parallel Mather Boulevard up to Kiefer Boulevard, at which point it would follow the alignment described above to the proposed point of connection. This alignment is not preferred as it adds approximately 1,890 feet to the already lengthy

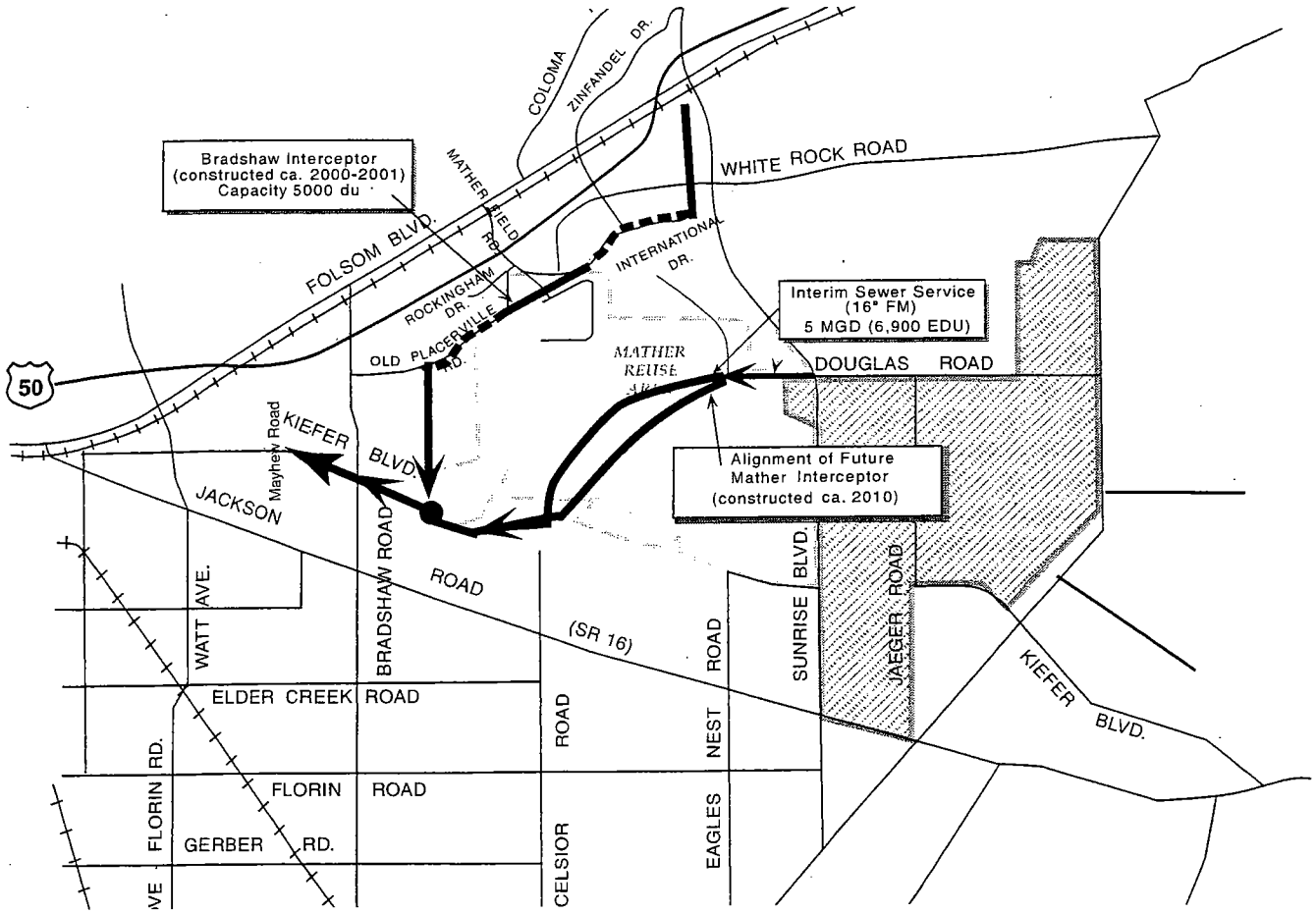


FIGURE 6-2
LOCAL SEWER SERVICE (INTERIM ALTERNATIVE A)

alignment of 34,950 feet.

If this extension of the interim sewer outfall and force main from the project site occurs in the 2001 and 2002 time frame, the interim force main will need to be extended to just south of Jackson Road in order to connect to the Bradshaw Interceptor. If the extension is delayed, the force main could be shortened as the Bradshaw Interceptor continues to get extended north toward and past Kiefer Boulevard.

Based on the 1994 SSES, the Bradshaw Interceptor segment 1BR-B is scheduled to be extended from Bradshaw Road at Fruitridge Road, to the intersection of Sunrise Boulevard and Folsom Boulevard, in the 1999 to 2004 time frame, as a part of the County's Phase II projects.

Alternative B

The Bradshaw Interceptor is currently under construction and should be extended to Sunrise Boulevard at Folsom Boulevard by 2004, according to the 1994 SSES Update. If development within the Plan area is delayed such that the extension of the Bradshaw Interceptor to the north occurs prior to the need for sewer service within the project area, then Alternative B is proposed. Under this alternative a 24-inch diameter gravity sewer would be constructed starting at Sunrise Boulevard and continuing along Douglas Boulevard west to Mather Boulevard. The sewer outfall would then continue in a northwest direction along the Mather Boulevard right-of-way. The 24-inch pipe would continue to just past the existing water treatment plant on Mather Boulevard and then continue north approximately 2,100 lineal feet, where it would connect to Bradshaw Interceptor.

Ultimate Service

The Plan area will ultimately receive gravity sewer service from two future interceptor sewers: the Mather Interceptor and the Laguna Interceptor.

Most of the Specific Plan area outfalling at the intersection of Sunrise Boulevard and Douglas Road, will ultimately connect to the Mather Interceptor. The Sacramento Sewerage Expansion Master Plan identifies the Mather Interceptor to be extended from the Bradshaw Interceptor just south of Jackson Highway in a general northeast alignment across the former Mather Air Force Base up to the Sunrise Boulevard/Douglas Road intersection. It is to be extended as a 54-inch pipe as part of the County's Phase III projects (2004 to 2009). This interceptor will ultimately provide sewer service to the Morrison Creek shed area, including most of the Specific Plan area, the northeast portion of the Community Plan area, and areas beyond Grant Line Road in the Morrison Creek drainage.

To sewer the shed area located in the Laguna Creek shed area, just south of the Morrison Creek shed area, the Sacramento Sewerage Expansion Master Plan has identified an interceptor to generally follow the Laguna Creek alignment. The Laguna Interceptor extends into the project area across Sunrise Boulevard as a 60-inch pipe. It is currently scheduled to be constructed as part of the County's Phase IV projects in the 2009 to 2014 period. Most of the Sunrise Douglas Community Plan area, outside of the Specific Plan, is located within this interceptor's shed area.

There is a potential for some of the southern portion of the Specific Plan area located within the Laguna shed to develop prior to the extension of the Laguna Interceptor into this region. In such case, interim connections to the Mather Interceptor will allow these areas of the Specific Plan to develop ahead of the planned construction of the Laguna Interceptor. The southeast corner of the Specific Plan within the Laguna shed will be able to gravity sewer into the Mather system, whereas the southwest corner of the Specific Plan area within the Laguna shed will require a lift station and force main to tie into the Mather system.

6.2 Hydrology & Drainage

The Specific Plan topography falls gently to the west and southwest with average slopes of approximately 0.006 feet per foot (ft/ft). The rolling grasslands are interspersed with grassy swales. These seasonal drainage courses naturally provide significant storm water storage. Morrison Creek conveys storm water southwest through the Plan Area towards Mather Field through poorly defined intermittent grassy swales. Laguna Creek conveys storm water southwest towards the junction of Sunrise Boulevard and Jackson Highway in well defined grassy swales.

The Folsom South Canal is located immediately west of the SunRidge Specific Plan Area. Concrete over-chutes convey the branches of Morrison Creek over the Folsom South Canal at two locations along the west side of the Plan Area. Where the Laguna Creek channel encounters the Folsom South Canal, the canal flows under the creek by means of a concrete siphon structure. The over-chutes have limited capacity and enlargement of the over-chutes is deemed not to be feasible. Under existing conditions, any flows more than the maximum capacity of the over-chutes spill into the Folsom South Canal. The drainage system for the Specific Plan Area is designed to not exceed the capacity of the existing chutes.

6.2.2 *Design Standards*

Typically, development of vacant land results in increased peak runoff flow rates and increased volume. County guidelines indicate that post development peak flows may not exceed pre-development peak flows. Analyses performed for the SunRidge Specific Plan Area indicate peak runoff flows and volumes will increase as a result of the development. On site, multiple detention facilities will be employed to reduce post development peak flows to pre-development levels.

The Specific Plan model develops only a portion of the Morrison Creek and Laguna Creek watersheds. Areas outside of the Specific Plan Area will be required to mitigate for their increases in storm drainage runoff on site in order to proceed with development.

6.2.3 *Detention Facilities*

Detention facilities will be designed to ensure that the peak post development flows are attenuated to the pre-development peak flow. By combining multiple detention facilities for each watercourse throughout Specific Plan Area, effective peak flow attenuation can be achieved at the basin outlet. In addition, multiple detention facilities allow for phased development of the Plan Area. In addition to permanent wet detention basins, detention facilities may include joint use recreation facilities, where possible.

Final design of each detention basin will occur as individual neighborhoods are developed and the need for mitigation of flows arises.

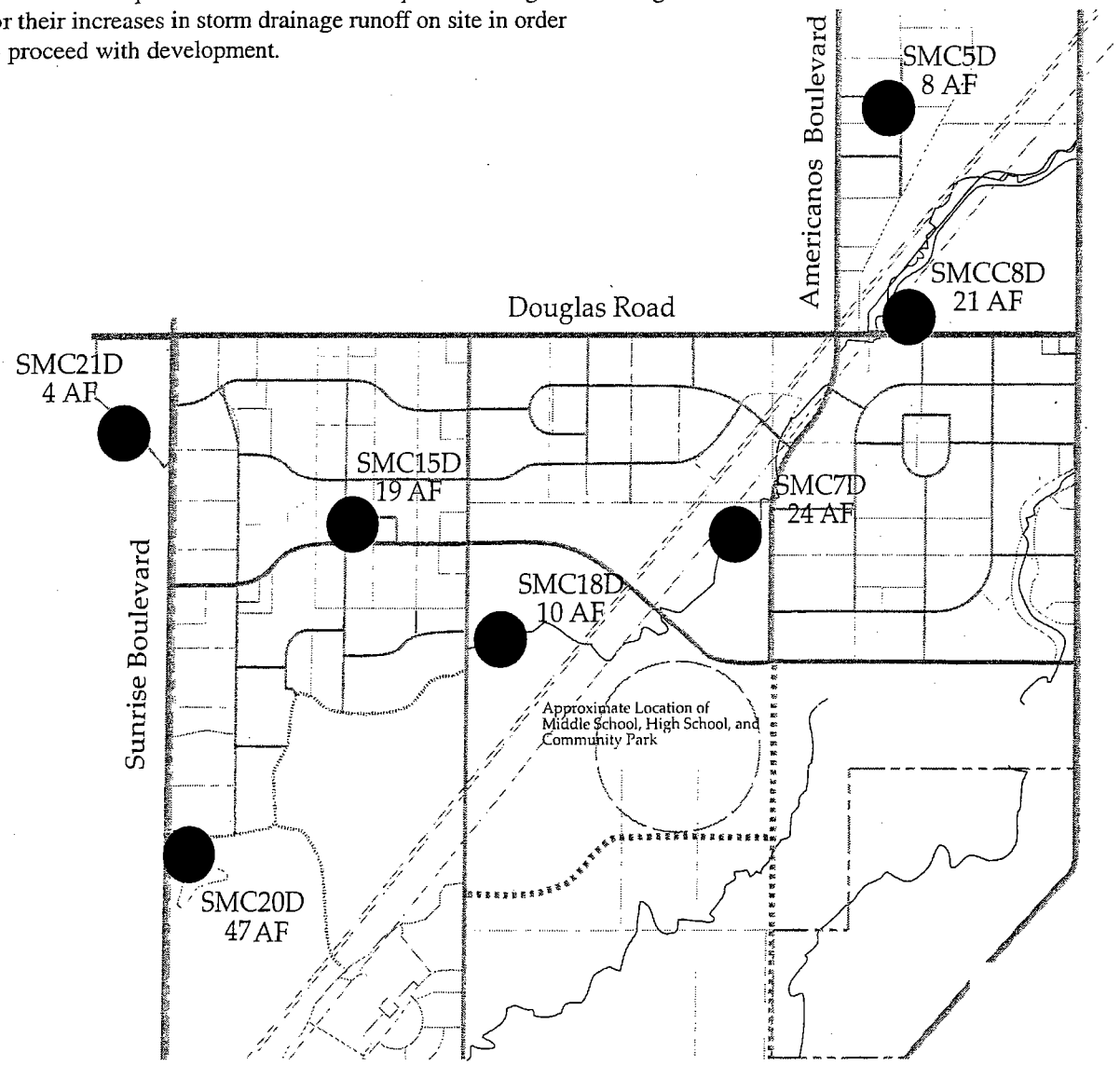


FIGURE 6-3
DETENTION BASIN LOCATIONS

For the lower Morrison Creek watershed the developed flows would be rerouted from the detention basin along the northern edge of the wetlands area and then south to basin SMC20D in the SunRidge Conservancy wetland preserve area. The routed channel will remain at or below existing grade and the detention basin specified in the 404 Permit on the AKT Development Corporation property will be utilized. The other detention basins in general would be smaller due to the utilization of this basin.

Sunrise Boulevard shall remain passable in a 100 year flood water event through construction of a berm along the east side of the road, raising the road elevation, design of the detention system or a combination of these methods.

6.3 WATER

The SunRidge Specific Plan Area lies within the service area of the Sacramento County Water Agency (SCWA). The SCWA will be the provider of potable water supplies to SunRidge, and will own and operate the facilities required to deliver those supplies.

For planning purposes, the SCWA refers to its service area south of the American River as "Zone 40". Zone 40 water supply facilities proposed to provide service to SunRidge, and the policy considerations related to the construction and operation of those facilities, are discussed below.

6.3.1 Policy Considerations

The supply of water to the SunRidge Specific Plan area will be influenced by two principal policy considerations: the Water Forum Plan (WFP) and CO-20.

Water Forum Plan (WFP)

The WFP is the result of a consensus-based process involving representatives from water purveyors, local governments, the environmental community, and the business community. The WFP describes a "conjunctive use" program that requires a mix of surface water and groundwater supplies to meet demand. In particular, the WFP prescribes the surface water/groundwater mix of the "Zone 40 Conjunctive Use Program". The SCWA has developed a portion of the surface water supplies identified in the WFP, and is currently in the process of developing the remainder of those supplies.

CO-20

CO-20 states, "In new development areas, as identified in Figure III-1 of the Land Use Element, entitlements for urban development shall not be granted until a Master Plan for water supply has been adopted by the Board of Supervisors and all agreements and financing for supplemental water supplies are in place. The land use planning process may proceed, and specific plans and rezoning may be approved."

The basis for "water supply master planning" for the SunRidge Specific Plan area, and in fact for all Zone 40, is the "Zone 40 Conjunctive Use Program". In the long-term, the "Zone 40 Conjunctive Use Program" anticipates construction of the facilities required to deliver surface water diversions from the Sacramento River throughout Zone 40. Those facilities are expected to be operational by the year 2010. In the interim, the SCWA has made a wheeling agreement with the City of Sacramento for the delivery of surface water to Zone 40.

The surface water supplies developed by Zone 40 to date provide the supplemental supplies needed for the SunRidge Specific Plan area to comply with CO-20. Based on supplemental water supplies which have been acquired to date, a development cap within the General Plan Urban Growth Areas of 12,000 equivalent dwelling units is currently in place, and approximately 6,000 equivalent dwelling units (EDUs) currently remain available under the cap. The number of EDUs available under the cap is dynamic; it depends upon the number of entitlements approved within the Urban Growth Areas and the amount of supplemental water supplies required. However, future entitlements for urban development within the Sunrise Douglas Plan area shall not be approved unless either: (a) sufficient EDUs are available under the CO-20 development cap; or, (b) additional supplemental water supplies are acquired and the CO-20 development cap is sufficiently expanded, if needed.

It is important to note that the WFP and CO-20 address the balanced use of surface water and groundwater in a conjunctive fashion throughout the entirety of Zone 40. In particular, a major focus of Zone 40 is to deliver the surface water supplies secured in the agreement with the City of Sacramento described above to areas other than SunRidge. Delivery of those surface water supplies in large part makes possible the development of the groundwater extraction facilities to meet the water demands of SunRidge in a manner consistent with the WFP and CO-20.

6.3.2 *Proposed Water Supply Facilities*

The preferred alternative supply plan includes construction of a well field to extract groundwater from the basin underlying Zone 40 at a location sufficiently down-gradient to significantly reduce or eliminate the possibility of contamination of the well field by known contaminant plumes. The well field is also sufficiently down-gradient to prevent groundwater extraction at the site from having a significant impact on the migration of known contaminant plumes.

Groundwater would be extracted and treated, then conveyed to the SunRidge Specific Plan. The potential also exists to extract groundwater at this location to meet water demands of existing and proposed development at Mather Field, the Sunrise Corridor Water Maintenance District (WMD), and the Citizens Water Resources Security Park franchise area. In the long term, the well field would become an integral part of the Zone 40 Conjunctive Use Program for the region as envisioned in the Water Forum Plan.

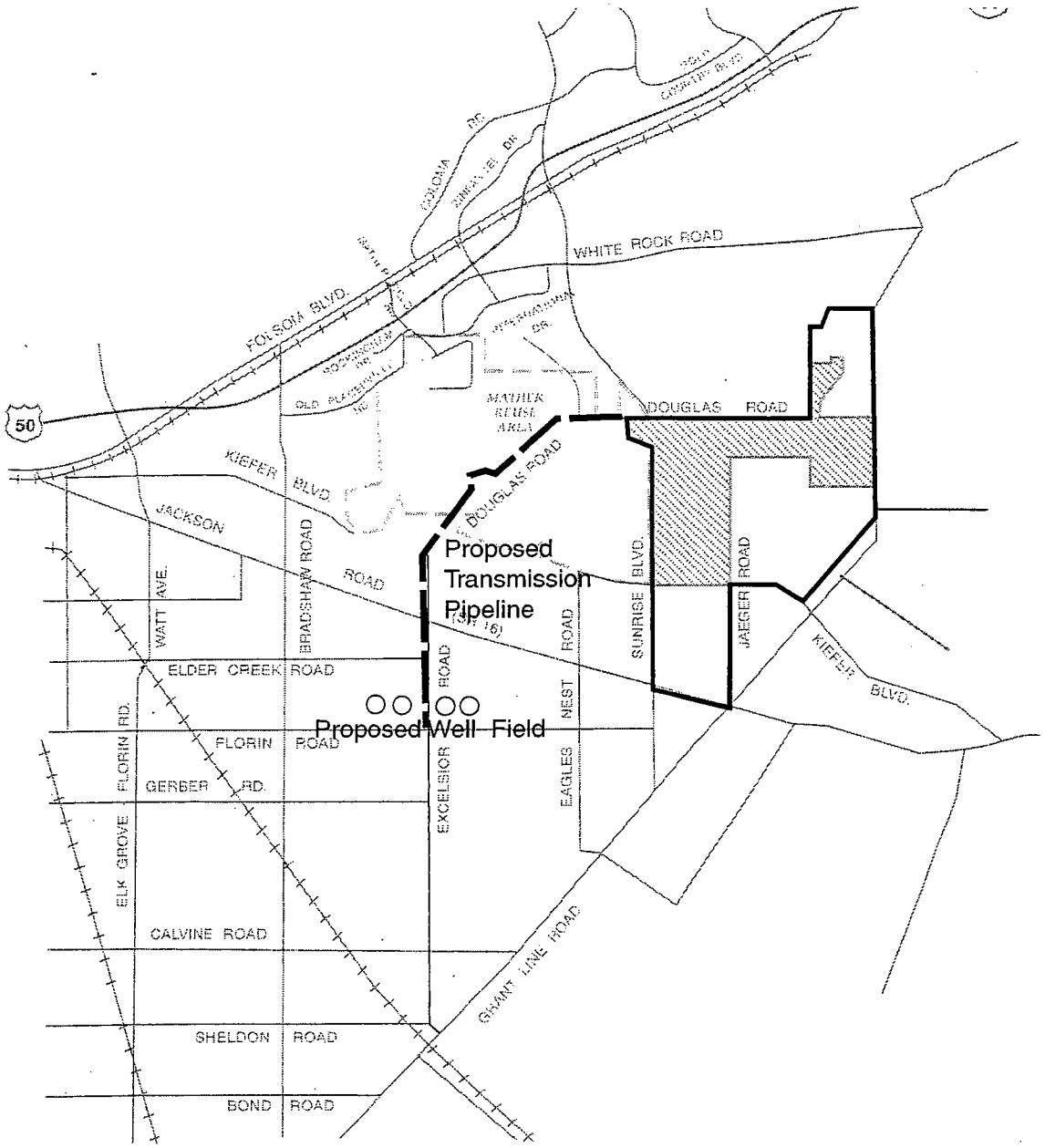


FIGURE 6-4
VICINITY MAP OF PROPOSED WELL FIELD AND TRANSMISSION LINE

The preferred alternative includes construction of water supply facilities in phases according to increases in water demand. The "initial phase" would include construction of water supply facilities with sufficient capacity to deliver up to approximately 2,265 acre-feet per year (AF/year) on a typical residential water use pattern. This corresponds to a maximum day flow rate of approximately 4.0 million gallons per day (mgd). Groundwater extraction and treatment, pumping, and pipeline conveyance, and water storage facilities would be included in this "initial phase".

A "second phase" would include expansion of the "initial phase" facilities as required to provide sufficient capacity to deliver an additional 3,262 AF/year (for a total delivery capacity of approximately 5,527 AF/year). This corresponds to a maximum day flow rate of 10.0 mgd. "Second phase" construction would include expansion of the groundwater extraction and treatment, pumping, and water storage facilities. [Note: Adequate pipeline conveyance capacity would be constructed during the "initial phase".] Additionally, the second phase would include construction of a pipeline to connect the proposed groundwater extraction facilities to the existing Zone 40 Vineyard Springs water system.

Subsequent phases (that is, after the full capacity of the "initial" and "second" phase facilities has been utilized) would include the construction of additional groundwater extraction and treatment, pumping and pipeline conveyance, and water storage facilities on an "as-needed" basis. These facilities, as well as the "initial" and "second" facilities would be integrated with the planned Zone 40 surface water and groundwater conjunctive use program described by the *Water Forum Plan.* The "initial" and "second" phase facilities are described in additional detail below.

In the initial phase, the well field would include three wells (including one standby well) constructed along Excelsior Road between Florin Road and Elder Creek Road. These wells would be connected by a 12-inch diameter steel pipe manifold system. This manifold would convey raw groundwater to a 4.0-mgd groundwater treatment facility. Anticipated groundwater treatment for planning purposes includes removal of iron, manganese, and arsenic, as well as disinfection. Treated groundwater would be pumped and conveyed via a 24-inch diameter pipeline to the intersection of Sunrise Boulevard and Douglas Road. [Note: The nominal capacity of the 24-inch diameter pipeline is 10.0. mgd. However, pumping capacity of 4.0 mgd (corresponding to the capacity of the treatment facility) is contemplated for the initial phase.] The pipeline would deliver treated water to the SunRidge water distribution system and to a 1.0-million gallon (MG) water storage tank located at or near the intersection. This storage tank would be used to balance deliveries to the SunRidge water distribution system, as well as provide supply to meet peak hour, fire flow, and emergency water demands. A network of groundwater monitoring wells would also be constructed during the initial phase to measure the potential impact of the proposed extraction wells and groundwater elevations and water quality both on-site and on adjacent properties.

The second phase would include construction of three additional groundwater extraction wells along with the associated interconnecting 12-inch diameter manifold system. The groundwater treatment facility would be expanded by 6.0 mgd, for a total groundwater treatment capacity of 10.0 mgd. The expansion of the treatment facility would provide for the removal of iron, manganese, and arsenic, as well as disinfection. Treated water pumping capacity would be increased by 6.0 mgd; however, the 24-inch diameter conveyance pipeline would not require expansion. An additional 1.0 MG of water storage would be constructed at the terminus of the 24-inch diameter pipeline (at or near the intersection of Sunrise Boulevard and Douglas Road).

SUNRIDGE SPECIFIC PLAN

SECTION 7. NATURAL RESOURCE MANAGEMENT AND CONSERVATION

Urbanization inherently impacts the existing conditions in the Plan Area and places demands on environmental resources; air, water, soils and habitat. However, urban development can be designed to preserve certain key elements of the natural environment and to minimize the demands on natural resources.

7.1 APPROACH TO RESOURCE PROTECTION AND CONSERVATION

The purpose of this section of the SunRidge Specific Plan is to identify those resources that are affected by the proposed development and describe the methods used to minimize the impacts. The objective is to not merely minimize the impacts, but to incorporate the on-site resources in the urban development pattern such that the resources are an integral part of the built community.

Resources affected by the Plan can generally be grouped in two categories, although there is overlap between them. The first category includes on-site resources. This includes the native flora and fauna, habitat, soils and cultural resources. The second category includes resources that can be addressed on site, but are in fact regional resources. These include air quality, water quality and supply, and energy.

The approach applied to the resource management and preservation for the SunRidge Specific Plan is:

1. Establish open space areas to protect sensitive habitat areas and provide natural drainage corridors.
2. Merge open space with the adjacent urban land use.
3. Facilitate walking, bicycling and public transit use as alternatives to auto use as a means of reducing air quality and energy impacts.
4. Conserve water through landscape design standards.

This approach is consistent with the Guiding Principles adopted by the Citizens Advisory Committee for the Sunrise-Douglas Community Plan Area. These principles are incorporated in the Specific Plan policies in this section.

Management and preservation of natural resources is extensively addressed in specific policies in the County General Plan. The policies applicable to this Specific Plan Area are recited in this Plan. Specific policies for resource management and conservation were also adopted by the Citizen's Advisory Committee for the Sunrise Douglas Community Plan. These are incorporated in the Specific Plan policies in this section. In addition, Appendix A provides more detailed Design Standards that will influence resource conservation and management.

The SunRidge Specific Plan Area is not distinguished by major waterways, land features or woodlands. The area encompasses gently rolling grassland crossed by shallow natural drainages. Various wetland types, including vernal pools are found in concentrated areas scattered throughout much of the area. Grazing of domestic animals and the naturalization of Mediterranean grasses have led to the displacement of most native species, resulting in a grassland dominated by non-native grasses and herbs.

The plant and wildlife species are typical of those found in the lower foothill grasslands except that there are no oak trees in the Specific Plan Area. The few trees occurring within the grassland provide limited thermal and visual cover, roosting sites, and nesting habitat for a number of species.

7.2 WETLANDS

Development which impacts wetlands will be subject to a Federal Clean Water Act (CWA) Section 404 permit as authorized by the US Army Corps of Engineers (Corps). The permitting process is designed to regulate the unauthorized fill of materials into waters of the US, including swales and drainages, and to define mitigation requirements in the event that fill and related impacts to wetlands cannot be avoided. The mitigation must comply with US Fish and Wildlife Service standards for the preservation of the pools, and associated species such as vernal pool fairy shrimp.

The County General Plan provides detailed policies for the preservation and management of wetlands. The following key policies apply to the Sunrise Douglas Community Plan and all subsequent specific plans, including the SunRidge Specific Plan.

GP Policy CO-71: *"Community and Specific Plans shall identify potential areas, if any, where marsh or riparian habitat restoration/creation can be undertaken".*

GP Policy CO-78: *Focus vernal pool preservation in permanent open space areas beyond the urban policy area.*

GP Policy CO-79: *Strive to link preserves in the County system and create a network that encompasses all vernal pool types.*

GP Policy CO-80: *Select vernal pool preserves based on the following evaluation criteria: representativeness, habitat quality, watershed integrity, defensibility, buffer, preserve size, plant species variety, and presence of special status species.*

GP Policy CO-81: *Ensure that vernal pool preserves are large enough to protect vernal pool watersheds, provide an adequate buffer, have sufficient number and extent of pools to support adequate species populations and a range of vernal classes.*

GP Policy CO-82: *Establish criteria and guidelines addressing the need for siting and management of natural preserves. At a minimum, the following should be considered:*
-resource(s) to be lost, restored and/or replaced,
-functional values,
-mitigation alternatives, including mitigation banks.

GP Policy CO-83: *Ensure no net loss of vernal pool acreage, values, or functions. and mitigate any loss in relation to the values of quality of habitat.*

GP Policy CO-84: *Evaluate feasible on-site alternatives in the environmental review process that reduce impacts on vernal pools and provide effective on-site preservation in terms of minimum management requirements, effective size, and evaluation criteria identified in the report "Sacramento County Vernal Pools." (1990)*

GP Policy CO-85: *Require in-kind compensation for the type and functional values of vernal pools eliminated by development.*

GP Policy CO-86: *When on-site preservation or mitigation is infeasible or biologically undesirable, require off-site mitigation at County-approved mitigation banks within Sacramento County.*

GP Policy CO-87: *Mitigation for vernal pool loss shall be considered in the environmental review process, and mitigation shall be required based on information contained within the environmental documents on the quality of those resources and their ability to b sustained within an urban setting.*

GP Policy CO-88: *Foster competitive pricing for mitigation bank credits by allowing government agencies, non-profit organizations, and private landowners to establish vernal pool preserves, designate mitigation areas, create and restore vernal pools, and sell credits to developers for off-site mitigation.*

GP Policy CO-89: *Proposed mitigation banks shall be consistent with evaluation and size criteria for vernal pool preserves identified in the report "Sacramento County Vernal Pools" (1990), unless compelling circumstances justify otherwise.*

GP Policy CO-97: *Limit land uses within established preserves to activities deemed compatible with maintenance of the vernal pool ecosystem, which may include ranching, grazing, passive recreation, scientific study and education.*

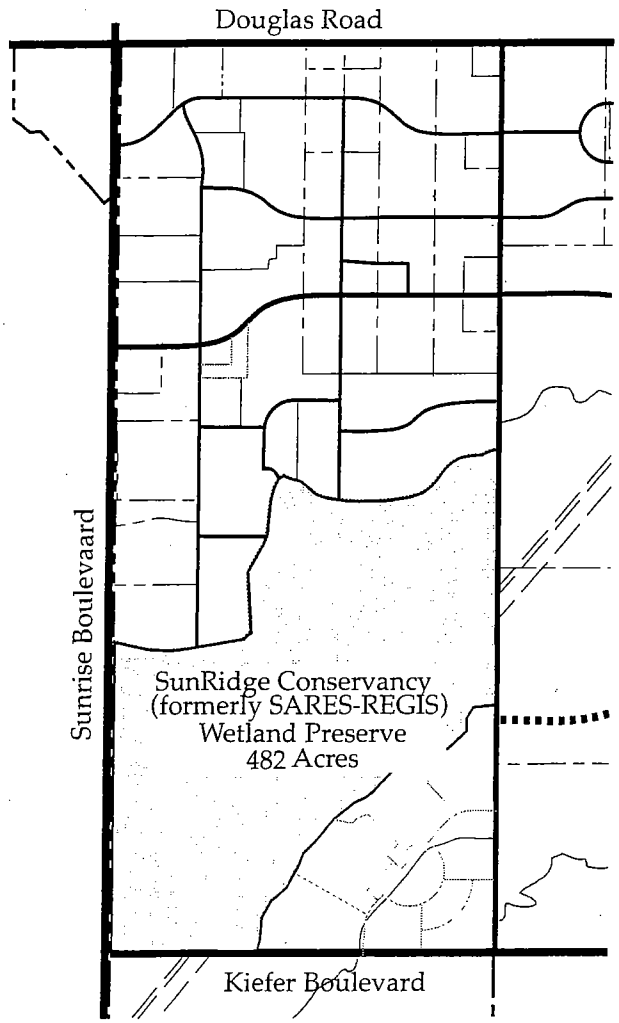
GP Policy CO-99: *Ensure that minimum management requirements for vernal pool preserves and mitigation banks include protection in perpetuity through acquisition of fee title or a permanent conservation easement; a funding source for long-term operation, maintenance, and management preparation and implementation of a management plan; and establishment of an interagency oversight committee.*

A wetland investigation was conducted for the Specific Plan Area to determine the relative distribution and extent of areas potentially subject to jurisdiction of the US Army Corps of Engineers under the Federal Clean Water Act. For all Specific Plan parcels, wetland delineations were

conducted utilizing the methods outlined in the Corps of Engineers Wetland Delineation Manual (1987). These methods include on-site investigation and characterization of waters and wetlands using specific hydrologic, soils and vegetative criteria.

Five jurisdictional wetland types were identified within the Specific Plan Area including seasonal wetlands, seasonal marsh, vernal pools, intermittent drainage and man-made stock ponds. The vernal pools are generally grouped in two locations. The westerly grouping is primarily on the AKT Development Corporation (formerly SARES REGIS) property which has already received a permit under Section 404 of the Clean Water Act (404 permit) allowing for the impact of approximately seventeen of the sixty acres of vernal pools which exist on-site. The balance of the vernal pool acreage is to be set-aside in a 482-acre preserve area to be held by the SunRidge Conservancy through the use of a conservation easement (Figure 7-1).

FIGURE 7-1
WETLAND PRESERVE WITHIN PLAN AREA



The easterly grouping is located primarily along the east side of Americanos Boulevard. The disposition of these pools and others within the Specific Plan Area will be determined through the Corps permit process and the tentative map approvals consistent with the County General Plan policies. Alternatives include avoidance and on-site mitigation, and off-site mitigation.

Wetlands that are impacted (filled) must be compensated (replaced) at acreages and value types that will insure no net loss of the resource. Construction of compensation wetlands may occur in preservation areas and open-space corridors within the Plan Area and in mitigation banks outside of the Plan Area. The AKT Development Corporation set-aside area is established as a preservation bank which will be authorized to sell credits for the mitigation of vernal pool habitat elsewhere in the Plan Area.

Off-site mitigation locations will be determined through the Corps permit process. Preliminary discussions with the Corps have yielded locations which would be suitable for this type of mitigation. The locations being considered are within Sacramento County and have many of the same characteristics as the Specific Plan Area.

Possible adoption of a South Sacramento Habitat Conservation Plan may provide additional alternatives for mitigation of the effects development will have on the wetlands resources.

The Specific Plan shall be amended if deemed necessary by the Planning Director, following completion of wetland studies and permitting requirements on properties within the Specific Plan, to identify additional wetlands/ open space requirements. Development shall be consistent with such requirements and conducted in a manner to achieve a continuous open space corridor from the westerly portion of SunRidge to the easterly/northeasterly side of SunRidge (including intervening property), including a bicycle trail system.

7.3 SOILS

Key issues regarding geology and soils are erosion of soils needed to support plant life and siltation of wetlands and stream channels. Erosion potential will be mitigated by design and placement of storm sewer discharge points and the design of channels as prescribed in the policies set forth in this Specific Plan. Where feasible and compatible with the adjacent land use, stream channels will be left in their existing configurations, although realignment to

provide surface drainage systems is anticipated and allowed in the Plan Area.

7.4 Water Quality

Stormwater and other drainage will be carried in open channels through much of the Specific Plan Area. The Environmental Protection Agency (EPA) requirements for construction activities and new uses pursuant to the National Pollutant and Discharge Elimination System (NPDES) will include the use of Best Management Practices (BMP) to prevent pollutant run-off during a storm occurrence. The BMPs available for use on project sites during construction activities to decrease stormwater discharge include both non-structural and structural measures. The non-structural measures include grading controls and "housekeeping" techniques. Typical grading controls involve timing, staging, setbacks and buffers, and restrictions on open areas. Housekeeping techniques involve limitations on material storage and disposal, soil stabilization of all roads and entrances, dust control, and mandatory site cleanup.

Design of the drainage systems in the Specific Plan Area will specifically consider the appropriateness of the following measures: first flush diversion; stormwater retention or detention structures; infiltration of run-off on-site; oil/water separation; use of open vegetated swales and natural depressions; porous pavement; or a combination of these practices. The project will place erosion control and velocity dissipation devices at all detention or retention structures and along the length of any outfall structure as necessary to limit erosion into and within water courses. Furthermore, the project will utilize management practices consistent with all local post construction stormwater management requirements, policies, and guidelines.

7.5 Water Conservation

Water is a limited resource and drought remains a recurrent environmental concern which is addressed within the overall landscape design. Landscaping materials shall be selected with consideration for water requirements over the lifetime of the plants. The use of plants with low water requirements, particularly plants that are considered drought-tolerant, and the use of efficient irrigation systems is required by the design standards in Appendix A.

All Plan Area watering systems shall be properly designed to conserve water and minimize the amount of runoff, and drought-tolerance should be considered when making plant selections. Conservation techniques such as the use of drip irrigation should be explored and, given the soil constraints, may be the most effective means of irrigating the Plan Area landscape. Wastewaters from buildings, for example air conditioning units, may be reclaimed and used for landscape irrigation purposes.

7.6 Air Quality

Air quality in the Sacramento Valley is recognized as a significant environmental concern which influences the quality of life for all residents. The Sacramento County General Plan includes a policy (AQ-15) designed to reduce by at least 15 percent air pollution emissions resulting from new development. The SunRidge Specific Plan is designed to implement this policy through land use and circulation design features that shorten or reduce vehicle trips and by other design and operation policies as described in this section. Short range (less than six miles) vehicle trips are a major factor in the deterioration of air quality, and new urbanization can influence the degree to which air quality impacts the region by reducing the need to use automobiles for certain trips. The location of new residential and employment areas, and the spatial layout of communities can play a role in the effectiveness of efforts to maintain air quality over a period of many years. The SunRidge Specific Plan also establishes a land use pattern which provides retail services to support the residential component. This land use pattern will help reduce automobile traffic and exhaust emissions by limiting the travel trip lengths between shopping and residential destinations, thereby reducing the average daily vehicle miles traveled (VMT) throughout the community.

The SunRidge Specific Plan provides a number of opportunities for alternative transportation modes. These include walking, bicycling, public transit, and zero emission alternative vehicles. These alternative modes can contribute to a reduction in vehicle trip rates compared to that of conventional residential development. This lower vehicle trip rate translates into lower long-term air quality impact.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has developed a preliminary list of measures and corresponding credits that can be applied to the required 15% reduction in emissions. The following measures incorporated in the SunRidge Specific Plan are contained in the SMAQMD's list of acceptable measures.

1. A mixture of complementary uses (i.e., commercial or residential zones for office uses; commercial or office zones for residential uses) are contained within the project site and/or within 1/2 mile of project boundaries.

The SunRidge Specific Plan is composed of relatively small, well defined residential neighborhoods. Each neighborhood includes, or is near a commercial mixed use shopping center. The distribution of shopping centers and commercial mixed use centers ensures that seventy-five percent of all dwelling units will be within a 1/2 mile radius of shopping and services.

2. Project is located within 1/4 mile of a bus stop.

Within the Plan Area, a local shuttle system route described in Section 4.4.1 will provide a simple, direct loop system connecting the higher density housing, commercial and mixed use areas. Approximately 90 percent of the Plan Area (exclusive of the "pan handle" north of Douglas Road, and the area south of the SunRidge Conservancy (formerly SARES-REGIS) wetland preserve) is within 1/4 mile of the route. Moreover, Figure 4-10 illustrates the portions of the Plan Area where the average residential density is at least 7 dwelling units per acre. These areas (shown as the lighter shaded areas in Figure 4-10) are distributed along the transit route.

3. Bus service provides headways of 15 minutes or less for stops within 1/4 mile.

The shuttle system will be designed to operate on 15 to 30 minute headways within the Plan Area in off-peak hours. The commute route schedule connecting to the Light Rail station at Sunrise Boulevard will operate on a 30 to 45 minute headway. The system may operate in conjunction with, or independently of, the Regional Transit schedule.

4. Project provides essential bus stop improvements (i. e., route information and benches) within 1/4 mile.

Bus stops will be provided as part of the landscape corridor improvements for the local shuttle route.

5. Project provides additional bus stop improvements (i. e., shelter and lighting) within 1/4 mile.

Each commercial mixed use location will have a centrally located, on-site transit informational kiosk to dispense transit information and schedules to encourage ridership.

6. Project is located within 1/2 mile of a Class I or Class II bike lane, as defined by the City/County Bikeways Master Plan and provides a comparable bike lane connection.

A Class I bike lane is planned along Douglas Road, the northern boundary of the SunRidge Specific Plan Area. Class I bike lanes will connect the Plan Area with this Class I Master Plan Bikeway.

7. Project provides Class I or Class II bike lanes in addition to those listed above.

Class I bikeways will be routed through open space corridors where permitted. A Class I bike trail will be routed through, and along the north side of, the SunRidge Conservancy wetland preserve. Pathways and bikeways in open space will typically be twelve (12) feet wide Class I bikeways.

Bikeways may also occur in linear parkways to provide direct connections to schools and parks. These linear parkways, or promenades, will typically be thirty-five (35) feet wide and will terminate at a park or school, but may also provide a small pocket park along the route. (Refer to Appendix A, Design Standard 56 and 59).

Class II bike lanes will be provided along all collector and arterial streets throughout the Plan Area.

8. Project provides multiple and/or direct pedestrian access between adjacent, complementary land uses throughout the project.

Where soundwalls separate a residential neighborhood from a major arterial street, pedestrian access to the sidewalk along an arterial street will be provided at intervals of approximately one quarter mile. Access will typically be provided by the intersection of a residential street with the arterial street. Access through a sound wall may be provided by a pedestrian walkway connecting between an interior street and the arterial street sidewalk. Pedestrian access shall be provided between the interior of neighborhoods and the arterial street sidewalk near all transit stops if accepted by the Sacramento County Sheriff. (Refer to Appendix A, Design Standard 51).

The pedestrian paths and bikeways will typically be adjacent to residential uses. Residences adjacent to open space should be oriented with the side or front toward the corridor to take advantage of the open space and to provide informal surveillance. Cul-de-sacs and short loop streets provide opportunities for homes to front on a low traffic residential street and be oriented to the open space. Residential streets will intersect the pathway to provide access to the corridor and to connect link all portions of neighborhoods.

9. Project provides multiple and/or direct automobile access (i.e., minimizes use of cul-de-sacs, meandering streets, etc.) throughout the project.

The residential streets are intended to accommodate automobiles at low speeds and in low volumes that will not conflict with the pedestrian use of the sidewalks and resident's use of their front yards. To achieve this the traffic may be slowed by use of traffic calming devices such as corner extensions at intersections, traffic circles and limitations on the length of straight aways. These design features are described in Appendix A, the Design Standards.

10. Project provides state-of-the-art telecommunications capabilities.

Within neighborhoods small Commercial Mixed Use sites will be designated, which will include small work centers and residential uses. The work centers are envisioned as places where neighborhood residents can conduct business, use telecommunications equipment, and otherwise supplement their home occupation or telecommuting employment activities.

Pacific Bell is planning to extend a fiber optic cable south along Sunrise Boulevard to the intersection with Douglas Road. Fiber optic service lines will be extended to controlled environment vaults (CEV's) located in exclusive Pacific Bell easements measuring 20 feet by 30 feet. From the CEV, smaller backbone cables will be extended along the major roadways to service cabinets that will accommodate up to 5,000 individual phone lines.

11. Day care facilities are provided on-site or within 1/2 mile of project.

Opportunities for day care facilities are provided within all residential and non-residential zones in the project. The distribution of shopping centers and commercial mixed use centers ensures that seventy-five percent of all dwelling units will be within a 1/2 mile radius of shopping and services (Figure 3-10).

12. Setback distance is minimized between development and existing/designated transit or pedestrian corridors.

As outlined in the Design Standards (Appendix A) of the SunRidge Specific Plan, setbacks are minimized between development and existing/designated transit or pedestrian corridors.

In addition to these standards and design features the Specific Plan includes design features developed in collaboration with the Sacramento Metropolitan Air Quality Management District to fulfill the objectives of Policy AQ-15. These additional features include:

1. Modification of the collector street to reduce the width of the travel lanes thereby reducing the speed of vehicles and making the street more pleasant for pedestrians.
2. Seeking to connect the bicycle route along Pyramid Boulevard with the existing bike route along the west side of the Folsom south canal. Such a connection would require construction of a pedestrian/bike bridge over the canal and a long ramp down to the bike path. In addition to this alternative approach a Class I bike path could be constructed on the west side of Sunrise Boulevard adjacent to the canal. This bike path would lead to the existing canal crossings at Keifer Boulevard and Douglas Road.
3. Funding a local transporation coordinator or contributing to the local transportation management association.
4. Clarifying the design policy that limits the distance from the curb to the front of commercial buildings in order to encourage pedestrian access.

The cumulative effect of these measures will ensure compliance with AQ-15. The SunRidge Specific Plan Compliance with AQ-15 is summarized in Table 7-1. The AQ-15 measures will be implemented in part through a CSA established for this purpose in Policy OSC-28.

TABLE 7-1
SUNRIDGE SPECIFIC PLAN COMPLIANCE WITH AQ-15

Specific Plan Features	Points
Bicycle/ Pedestrian and Transit Measures	
1. Non-residential projects provide bicycle lockers/racks	0.25
2. Bicycle storage (Class 1) at apartment complexes/condos without garages	0.25
3. Entire project located within 1/2 mile of existing Class I or Class II bike lane	1.00
4. Provide display case/ kiosk with transportation information at non-residential sites	0.25
5. High density residential, mixed use or retail/commercial uses within 1/2 mile of planned transit	0.56
6. Bus stop-route information and benches within 1/2 mile	0.28
7. Bus stop shelter and lighting	0.28
8. Project provides Class I or II bike lanes in addition to those in the Bike Master Plan	1.50
9. Multiple direct pedestrian access	1.50
10. Setback distance is minimized between development and existing transit	0.10
11. Participation in local shuttle or other CSA funded transportation strategies	5.00
SUBTOTAL	10.97
Parking	
12. Provide preferential parking for carpools/vanpools	0.25
13. Loading and unloading facilities for transit, carpool, vanpool users	0.25
SUBTOTAL	0.50
Residential Development and Mixed Use	
14. Multiple and direct street routing	2.50
15. Mixed use on and/or within 1/2 mile of residential, retail, open space	1.00
16. Neighborhood serving as focal point with parks, school and civic uses within 1/2 mile	0.50
17. Separate, safe convenient bike and pedestrian paths connecting residential commercial and office uses	0.50
SUBTOTAL	4.50
Other Measures	
18. Install Category V telecommunications wiring in homes	0.5
19. Install Energy Star certified furnaces	0.5
20. Install natural gas or EPA Phase II compliant fire places	1.00
SUBTOTAL	2.00
Total Points	17.97

7.7 CULTURAL RESOURCES

Research was completed by Peak & Associates, Inc., on known and potential cultural resources for the Specific Plan areas. Field inspection was conducted in the following areas:

1. areas that have been identified as potential resource locations by the North Central Information Center of the California Historic Resources Information System at California State University, Sacramento; and
2. areas designated as public, recreational or commercial zones on the SunRidge Land Use Plan.

The background research for the Community Plan and Specific Plan areas indicates that no persons or events of historic significance are associated with this area.

No prehistoric or historic resources have been identified, nor archeological deposits recorded in the Specific Plan area. There are no areas that have been identified as

potential resource locations within the Specific Plan area. The residential areas of the Specific Plan will be examined further for cultural resources when Tentative Subdivision Maps are submitted.

7.8 Specific Plan Policies

The Specific Plan policies reflect the Guiding Principles adopted by the Citizens Advisory Committee for the Sunrise-Douglas Community Plan Area. These policies include:

Policy OSC 1: Protect and preserve environmentally sensitive areas.

Policy OSC 2: Avoid and preserve natural resources by careful allocation of land use and designation of permanent open space.

Policy OSC 3: Provide contiguous open space corridors. Reduce impacts of fragmentation by preserving and enhancing existing corridors and linking re-created or replanted mitigation areas.

Policy OSC 4: Promote the diversity of species through habitat enhancement and preservation, and re-establishment of native grassland and understory species.

Policy OSC 5: Provide access to open space.

Policy OSC 6: Design neighborhoods, residences and commercial areas to conserve resources including energy, air and water quality through landscaping and building design.

Policy OSC 7: Pools known to contain vernal pool fairy shrimp shall be avoided. All know populations shall be designated within preserve areas. If fairy shrimp are subsequently identified in areas to be filled they shall be compensated through movement of eggs into vernal pools within the preserve area.

Policy OSC 8: No net loss of wetlands shall be permitted. All jurisdictional wetlands will be subject to review by the responsible federal and state agencies, and approval of all applicable permits, prior to any development activity on any portion of the plan area site. Preservation of wetland areas shall occur in compliance with the required permits and the project EIR.

Policy OSC 9: Compensation wetland areas shall be monitored pursuant to the provisions of the applicable permit(s).

Policy OSC 10: Buffer zones shall be provided around wetland preserve areas in accord with the applicable permits. Development adjacent to preserve sites shall ensure that no run-off water flows into or through any part of the contributing area of any existing or constructed wetland unless suitably treated through BMP methods as defined by the 404 permit.

Policy OSC 11: Wetland preserve areas shall be limited to passive recreation activities compatible with the natural communities. Motorcycles, hunting, dumping or any other activities which could be detrimental to the ecosystems are prohibited.

Policy OSC 12: Direct access to the wetland preserve from adjacent residential lots shall be restricted to designated pathway areas.

Policy OSC 13: Where required, periphery fuel breaks shall be maintained in a manner to ensure minimal damage to the wetlands pursuant to State and Federal guidelines.

Policy OSC 14: In sensitive resource areas, minimize construction during the spring and early summer breeding season and restrict construction activities to daylight hours. Instruct all construction workers regarding wildlife and habitat sensitivities. Use temporary fencing, flagging, signs and other marking devices as necessary to define sensitive resource areas.

Policy OSC 15: If an active raptor nest is located in any tree slated for removal, a qualified biologist shall be consulted. It shall be determined by the biologist whether the nest can be recreated in a nearby tree not slated for removal, or whether removal should be canceled or postponed until the young have "fledged" and the nest is determined by the biologist to be inactive.

Policy OSC 16: All grading activity shall occur in conformance with the County of Sacramento grading regulations. All development plans submitted for County review and approval shall provide an erosion and sediment control plan. Specific erosion control measures shall be adopted for all development plans to protect area waterways

from erosion and debris during construction.

Policy OSC 17: Site grading for structures and streets shall preserve natural land forms to the maximum extent possible. Construction techniques including, but not limited to, stepped footings and retaining walls are encouraged as a means of preserving native topography.

Policy OSC 18: Areas that present potential structural limitations such as expansive soils, high shrink-swell potential and limited load-bearing strength soils shall require site specific geotechnical evaluation as part of the development review process per the determination of the Public Works Director.

Policy OSC 19: The Specific Plan stormwater management plan shall comply with the standards and requirements of NPDES, the County of Sacramento's grading and erosion control and improvement standards, and the project EIR.

Policy OSC 20: Paved parking areas will be designed to provide the minimum amount of paving area necessary to meet required parking standards.

Policy OSC 21: Drainage problems resulting from poor soil permeability shall be reduced through creation of gravel subdrains, swales and channels to convey run-off. Such drains shall be designed with consideration of impacts to wetland areas, both existing and created.

Policy OSC 22: Construction of stream crossings or other improvements in the Morrison Creek corridor shall be kept to the absolute minimum necessary to provide reasonable access to developed areas adjacent to either corridor. Department of Fish and Game Stream Alteration Agreements will be obtained prior to commencement of any such construction of proposed stream crossings in the specific Plan Area. In general:

a. Areas adjacent to the finished improvements in Morrison Creek which were disturbed during construction will be hydroseeded and revegetated to reduce erosion potential. All disturbed areas that are not actively being developed shall be planted, mulched or otherwise protected by an acceptable means for the duration of the winter. In no case shall activity be permitted within the creek or flooding channels or shall disturbed areas be left exposed between October 15 and March 15.

b. Grading plans shall be designed so as to minimize the area of disturbance. A specific schedule of inspection and maintenance of construction sites shall be identified by the County to ensure erosion control measures are operative through the winter period.

c. Construction roads across creek systems shall be kept to a minimum. Such roads shall have culverts if they are required to remain through the winter season.

d. All permanent roadway stream crossings (excluding bicycle path crossings) shall be designed at a minimum for a 100-year event.

e. Stream crossings shall be designed such that approaches are as close to a right angle as possible. Crossings should be designed to reduce erosion and stream degradation by the proposed placement of such structures.

Policy OSC 23: Rock energy dissipaters or other methods shall be used at the outflow points of any culverts.

Policy OSC 24: A conservation habitat preservation, flow and maintenance easement shall be dedicated to the County over all portions of the Plan Area within the 100-year "future" flood plain as determined by the Public Works Director. Such easement shall include areas required for access and preservation of associated open space habitat corridors.

Policy OSC 25: Residential areas shall be examined further for cultural resources when Tentative Subdivision Maps are submitted.

Policy OSC 26: As a condition of approval for discretionary projects which are in areas of cultural resource sensitivity, the following procedure shall be included to cover the potential discovery of archeological resource during development or construction: Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Sacramento County Department of Environmental Review and Assessment shall be immediately notified. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the site with appropriate specialists, as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to

Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

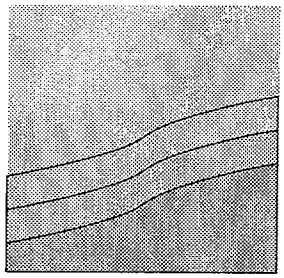
Policy OSC 27: The Sunridge Specific Plan shall have a targeted goal of a 30% reduction in daily vehicle trips. In support of that goal, the SunRidge Specific Plan shall participate in a County Service Area (CSA), or an equivalent financing mechanism to the staisfaction of the Board of Supervisors, for the purpose of funding a variety of transportation demand management strategies, including, but not limited to a transit shuttle service, which will contribute to SunRidge's targeted 30% reduction in daily trips.

The Purpose of this CSA, or equivalent financing mechanism, is to fund programs and services to implement trip reduction measures that improve mobility and coincidentally reduce air quality impacts, including but not limited to:

- incentives for alternative mode use
- programs encouraging people to work close to where they live
- onsite transportation coordinators
- school trip pool programs
- maintenance and improvement of the Folsom South Canal bikeway
- transit shuttle system

The budget for the CSA (or equivalent financing mechanism) shall include a component to insure that annual monitoring is performed to evaluate the effectiveness of the programs and services, including the progress in achieving the goal of a 30% reduction in daily vehicle trips.

Any strategy implemented through the CSA (or equivalent financing mechanism) may be revised or discontinued if a strategy is proven to be ineffective with annual monitoring. Additional strategies may be implemented as appropriate to assist in achieving a 30% reduction in daily trips.



SUNRIDGE

Development Design Standards

Appendix A to the
SunRidge Specific Plan
Sacramento County

July 17, 2002

SUNRIDGE SPECIFIC PLAN

APPENDIX A: DEVELOPMENT DESIGN STANDARDS

1. INTRODUCTION

These design standards apply in the SunRidge Specific Plan area, a part of the Sunrise-Douglas Community Plan.

The purposes of these design standards include:

- assure cohesiveness, continuity and quality development;
- create a distinctive, noteworthy environment and enhance the sense of community;
- enhance the pedestrian environment; and
- create an orderly and desirable living environment.

Urban development throughout Sacramento County is guided by standards and policies embodied in several County documents, including:

- Sacramento County Zoning Ordinance,
- Sacramento County Improvement Standards
- Sacramento County Standard Construction Specifications.

1.1 Application

These Design Standards supplement the existing improvement standards, and are intended to encourage creativity in solutions to specific design opportunities. The standards address architectural and landscape design features that are beyond the requirements of the County, but are desired by the project applicants to ensure the enduring quality of design and fulfillment of the concepts in the Specific Plan.

A two-step approval system will apply to all significant construction projects within the Specific Plan Area. The first step in the approval process requires non-governmental design approval by an Architectural Control Committee (ACC or Committee) established by each property owner, or master developer, for their respective properties. Each ACC shall be comprised of the representatives of the owner, or master developer, and/or their successors in interest. The individual ACC shall determine compliance with these Design Standards, except those design features otherwise regulated by a County ordinance or standard.

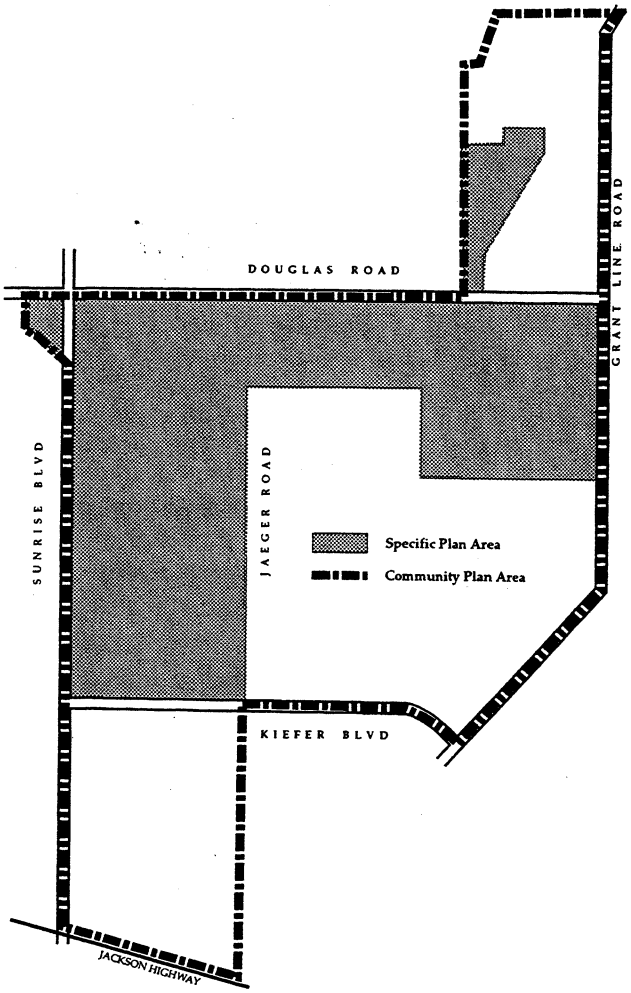


FIGURE A-1
SPECIFIC PLAN AREA SUBJECT TO DESIGN STANDARDS

If approved by the ACC, the plans may then be submitted to the County of Sacramento for review to determine compliance with applicable portions of the Design Standards, Specific Plan, County Zoning Ordinance, CC&Rs, and other relevant County ordinances and policies.

Applications to each ACC will typically include information required for review by Sacramento County and supplemental information as required to illustrate the proposed development plan relating to these Design

Standards.

Except for those standards that fulfill the requirements of zoning and improvements standards established by County ordinance, or are necessary to achieve the purposes of this Specific Plan, each Architectural Control Committee shall have the right to grant approval and variances to the standards where the proposed design is consistent with the intent of the Specific Plan. In any case, the determination of a project's consistency with this Specific Plan shall be made by the County, or by the hearing body authorized to conduct public hearings on any requested entitlements.

For each of the design standards included in this section the primary responsiblity for review and approval is indicated by a symbol adjacent to the standard. The symbol " ❒A " indicates that the responsibility for review and approval lies with the master developer's Architectural Control Committee. The symbol " ❒C " indicates that the responsibility for review and approval lies with the County. All of the standards are grouped according to the responsible party in a table at the end of this section. This table can serve as checklist for project review.

1.2 Organization

The Design Standards are organized by subject matter. Features found throughout most of the Plan Area are discussed first to establish the overall character of the community design. These include the common area elements such as landscaping, fences and walls, lighting and project entries. Later sections address the more detailed features of the plan relating to specific land uses; residential design and commercial design.

2. Overview of the Community Design Concept

2.1 Physical Setting

The SunRidge Specific Plan Area encompasses rolling grass land. The land rises gradually east from the valley floor and, in the current state, provides views to the distant Sierra and Coast ranges. Winter rains flow through shallow, unnamed swales that drain to the northwest toward Morrison Creek. Wetland conditions, including vernal pools, are found in clusters and bands near the drainages.

The soils are thin and do not support much more than the seasonal grasses. Few native trees are found. There are no blue oak woodlands, typical of the foothill areas, and the dominant trees are cottonwoods in the major drainages and a scattering of planted exotic trees and an old orchard or two.

In general, the site is relatively unconstrained for urban development. Wetland conditions pose the most significant environmental factor. Conversely, there are few natural features that provide a dominant theme for community design. The plan must create visual interest by enhancing the natural drainages as amenities and providing interest in the built environment.

2.2 Community Identity

The design of the common area features is essential to the identity of the community that will develop here. The neighborhoods will establish the overall sense of order and feel of the community. The schools, parks and commercial areas will become the neighborhood landmarks. The landscaping along the streets will provide trees to shade and soften the community, and define the neighborhoods. The major boulevards are oriented to maintain the distant views and, thus, will help to maintain a sense of internal orientation and direction. The natural drainage corridors and the future stormwater detention areas will become green open space that will further enhance the community.

2.3 Neighborhood Concepts

The design standards are intended to support the essential urban design features of this Specific Plan: pedestrian access, mixed use and well-defined neighborhoods. The land use plan distributes the destination uses (school, parks and commercial) in proximity to the residences so that they are within a reasonable distance to walk. The design standards ensure that the basic land use pattern and pedestrian circulation systems will work well together and that residents will be encouraged to use them as intended.

- The Plan Area is comprised of distinct neighborhoods defined by the primary arterial street system.
- Each neighborhood is approximately one mile in length and three-quarters mile in width to allow for distinct, walkable neighborhoods.
- Each neighborhood includes an elementary school, neighborhood park(s), and a mixed use commercial area. The intent is to provide the type of facilities residents will need within a reasonable walking distance of their homes.
- An extensive pedestrian and bikeway system comprised of sidewalks and bike lanes along streets and trails through the open spaces will connect the residences to the school, parks and commercial areas. The pedestrian trail system provides many alternative routes for walking through the Plan Area.

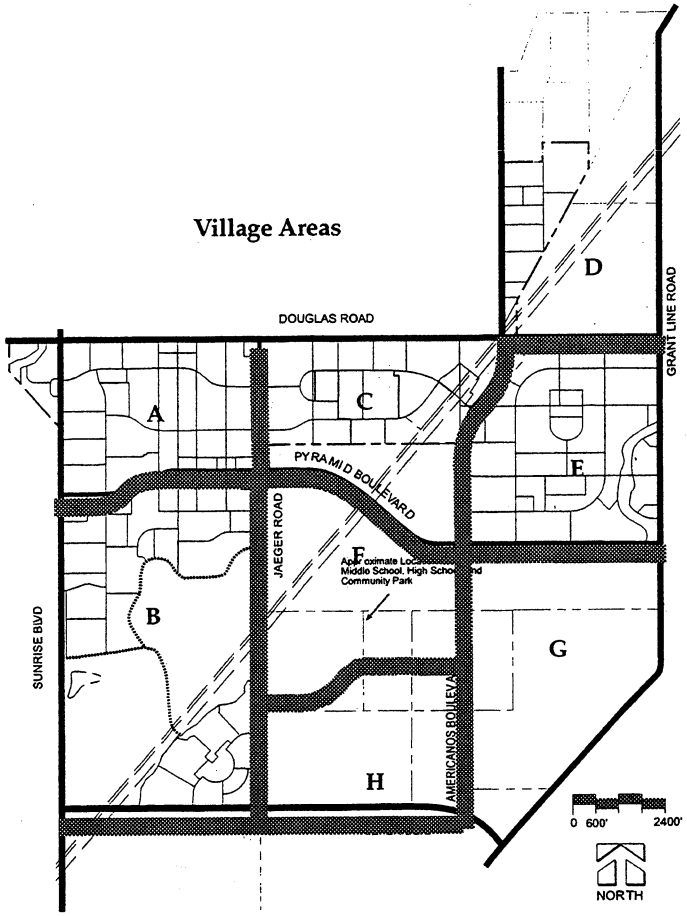


FIGURE A-2
VILLAGE BOUNDARIES

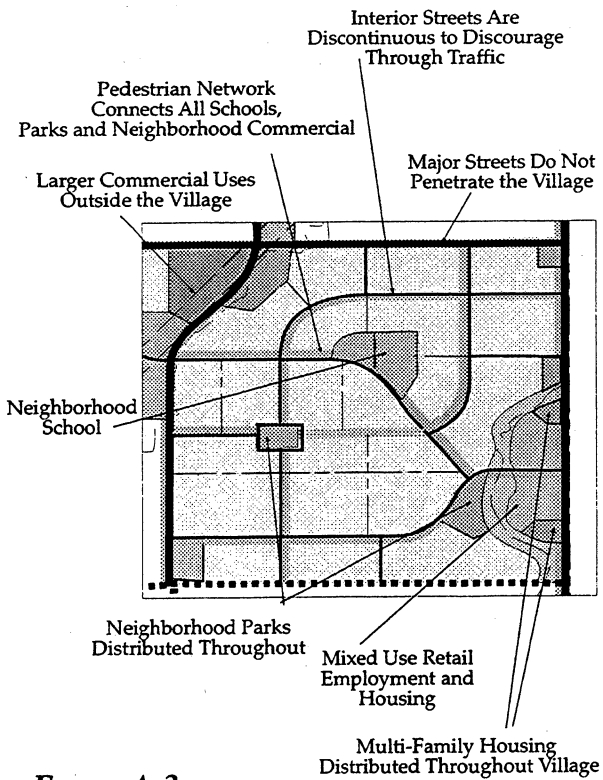


FIGURE A-3
SCHEMATIC OF CONCEPTUAL VILLAGE

- The Specific Plan is intended to be an integrated design with pedestrian and vehicular circulation which will connect to future development within the adjacent Community Plan.

The detailed design standards for the arterial streets, the neighborhood circulation system and the orientation and features of each building type will help implement the inherently pedestrian friendly design of the community design. The design standards will make the pedestrian system convenient and pleasant to use.

3. MAJOR ARTERIAL AND COLLECTOR STREETSCAPE

The major arterial streets within the SunRidge Specific Plan Area include Sunrise Boulevard, Douglas Road, Americanos Boulevard, Pyramid Boulevard, Jaeger Road, Grantline Road and Kiefer Boulevard. The streetscape along these major public thoroughfares is one of the strongest visual elements in a community. The quality of the landscaping, the orientation and character of buildings and signs, and the sidewalks set the character and the sense of place for the community.

In the SunRidge Specific Plan, the intent is to provide an attractive, notable streetscape that fulfills the following objectives.

- Establish a sense of quality development.
- Establish an identity for each neighborhood.
- Provide signs and an organizational structure to help orient and guide pedestrians and motorists.
- Provide a comfortable, safe environment for pedestrians, including shade and separation from traffic.
- Provide seasonal color.
- Filter contaminants in urban runoff before such drainage reaches natural water courses.
- Conserve water.

3.1 Arterial Street Landscape Corridor

Objectives

The landscaping along arterial streets will vary in response to the adjacent land use. The most common condition will include formal landscaping with regularly spaced dominant street trees adjacent to urban land uses. A wall or fence will be placed at the back of the corridor when adjacent to single family dwellings. Where the adjacent use is non-residential or higher intensity residential (apartments), no wall is required, but the landscape corridor will widen and merge with the landscaping in the adjacent

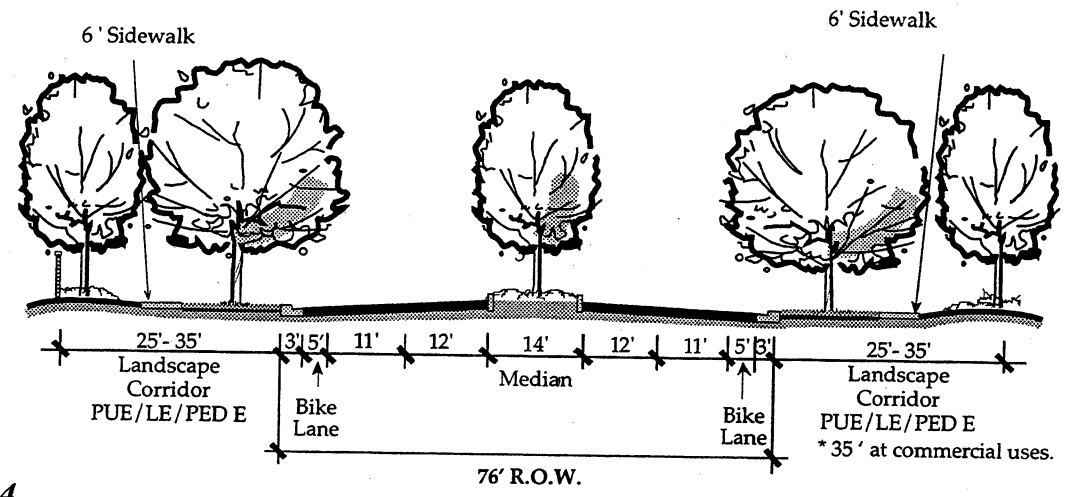


FIGURE A-4
TYPICAL 4 LANE ARTERIAL STREET

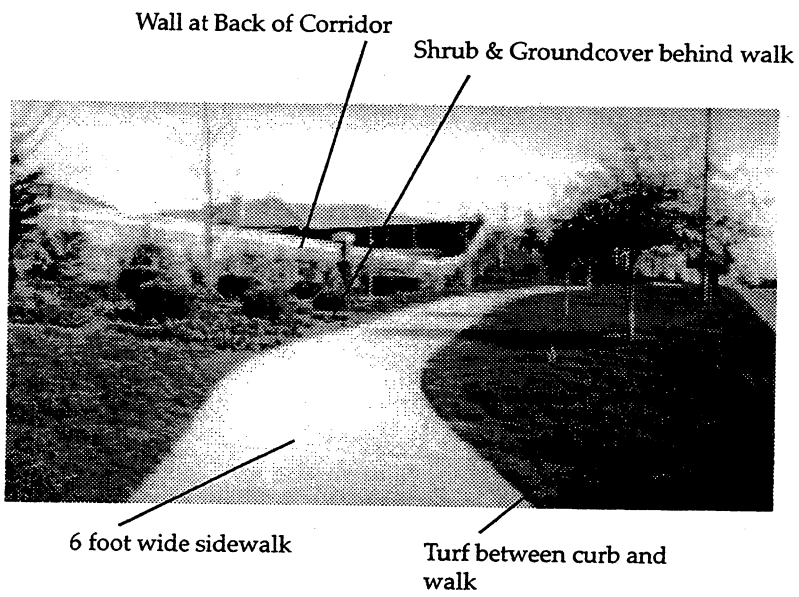


FIGURE A-5
TYPICAL LANDSCAPE CORRIDOR

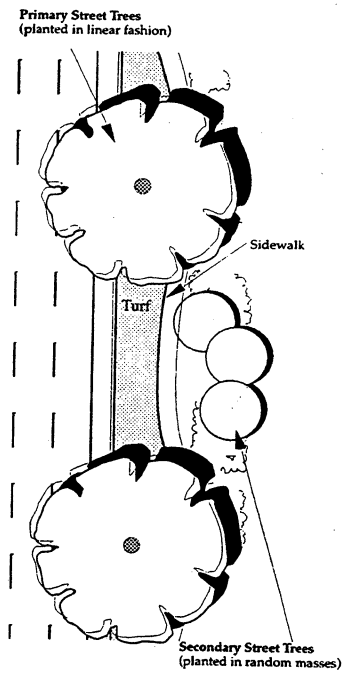


FIGURE A-6
PLAN VIEW OF TYPICAL LANDSCAPE CORRIDOR

land use.

A third condition may occur when open drainages are located along the edge of the arterial. In these conditions the drainage way will be landscaped to appear as a more natural stream corridors. A portion of the landscape area may be depressed to form a channel and the sidewalk may be located on either side of the corridor. The landscape will have an informal look and the primary trees may be grouped in irregularly spaced clusters.

In all conditions the pedestrian system will be a constant element in the landscaping.

Arterial Street Standards

☐C *DS 1:* All arterial streets shall have a 35 foot

landscape corridor adjacent to commercial, business-professional and medium and high density residential uses and a 25 foot landscape corridor adjacent to low density residential uses, except that Sunrise Boulevard shall have a 35 foot corridor adjacent to all land use. No landscape corridor is required adjacent to open space.

❒A *DS 2:* The typical landscape configuration shall include turf between the back of curb and the sidewalk. However, alternative landscape materials (such as low groundcover plants) may be allowed for the area between the curb and the sidewalk. Low shrubs, mulch or other ground cover shall be used between the back of walk and the edge of the landscape corridor. Where no wall is required the landscape edge will be defined by a six-inch wide concrete mow strip.

❒A *DS 3:* Where the interior lotting pattern of a residential subdivision will create acute angles at the rear or side of a lot, the portion of the lot in excess of the minimum lot area requirement may be transferred to the adjacent landscape corridor and the corridor may be widened accordingly.

❒C *DS 4:* The landscape corridor shall include a six-foot wide sidewalk on both sides of the street. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb around street trees, except at intersections and bus stops.

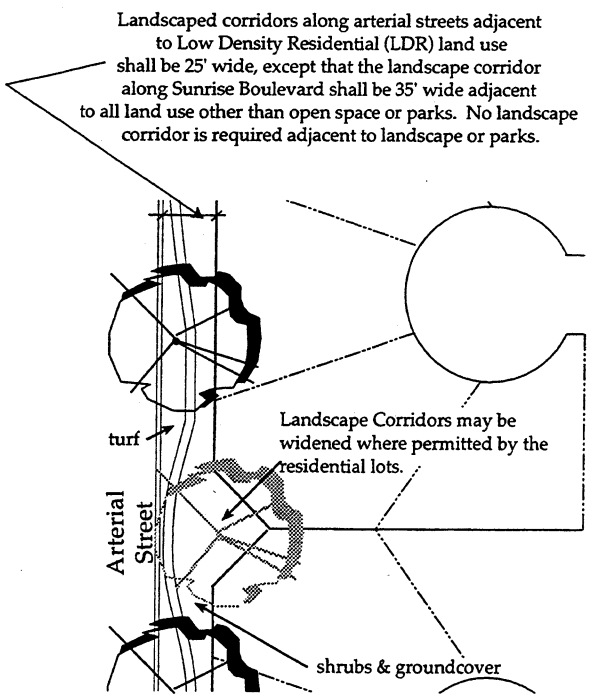


FIGURE A-7
EXPANSION OF LANDSCAPE CORRIDOR

❒A *DS 5:* The sidewalk may be allowed to meander from a straight line for aesthetic effect and to avoid trees and shrubs. However, the intent is to provide a relatively direct walking path. The sidewalk alignment is to be limited to not more than eight feet from a straight line in a 100-foot long distance, except as required to accommodate street furnishings, trees and light standards or when required due to grade difference between back of curb and outside edge of landscape corridor.

3.2 Primary Street Trees in Landscape Corridors

Primary street trees will be the dominant visual element in the street scene. They will be deciduous, broadleaf species to provide substantial shade over the landscape corridors and sidewalks. The landscape corridor along each arterial and collector street shall include a dominant tree. Candidate species include London Plane Tree (Sycamore) (Platanus acerifolia) and Chinese Hackberry (Celtis sinesis). Other street trees used in a secondary role shall be selected from the list of street trees approved for planting in the County rights-of-way and public easements in the County Improvement Standards, Section 4-26.

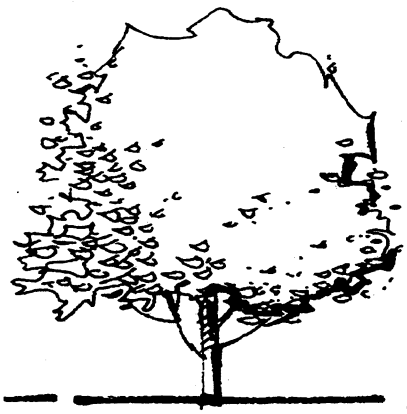


FIGURE A-8
TYPICAL DECIDUOUS TREE

❒A *DS 6:* Primary street trees shall be:

- drought tolerant
- spaced an average of 30' to 40' on center according to size at full growth
- planted from a minimum 15 gallon container.
- planted in a regular linear fashion.

❒A *DS 7:* Primary street trees shall be located between the curb and sidewalk. The distance between the sidewalk and curb may vary such that the sidewalk may abut the curb at intersections and

other locations to accommodate landscaping, but the sidewalk shall be at least 6 feet from the curb around trees to accommodate their ultimate growth.

☐C *DS 8:* Where the arterial streets pass through the major power line corridor, all trees within the powerline corridor shall be limited to species that will not exceed 20 feet at maturity and shall comply with any other standard requirement by the power line owner.

3.3 Secondary Street Trees in Landscape Corridors

Secondary street trees are used to add contrast and background to the linear plantings of primary street trees. Secondary trees also provide form and color accents at neighborhood entries and create points of interest along the street corridor. Secondary and accent street trees shall be selected from the approved street tree list in the County Improvement Standards, Section 4-26.

☐A *DS 9:* Secondary and accent trees shall be:

- planted in informal fashion as determined by space and tree species.
- distinctive in form and/or color.
- complementary to the form of the dominant street trees.
- planted from a minimum 15 gallon container.

☐A *DS 10:* Secondary and accent trees shall typically be located behind the sidewalk, but may be integrated with the primary street trees.

3.4 Shrubs and Groundcover in Landscape Corridors

Shrubs in the landscape corridor provide color, texture, and seasonal interest and provide a visual barrier to fences, walls and utility equipment. Shrubs and foliage-type groundcovers may also be used in project entries to soften the ground plane and visually link other landscape materials. Lawn type groundcovers are recommended if the area is intended for active pedestrian use, such as in the parks and pedestrian corridors. In areas that will not receive active pedestrian use, such as along major streets, both lawns and foliage type groundcovers may be used. Groundcovers may also include mulch, flower beds or naturalized groundcover including native grasses and shrubs. Bark, cobble and larger stones may be used as groundcovers to reduce maintenance and water usage. Groundcover that includes a mix of native and non-native compatible species in informal planting configurations is particularly suitable where a major street crosses adjacent to open space areas and drainageways.

☐A *DS 11:* Shrubs shall be:

- a minimum 1 gallon container.
- placed to not obstruct important pedestrian or vehicular sightlines.

☐A *DS 12:* Groundcover selection shall be appropriate to the overall pedestrian use of the area.

☐A *DS 13:* Water conservation shall be considered in the selection of groundcover materials.

3.5 Street Furniture in Landscape Corridors

The purpose of street furniture in the landscape corridors is both aesthetic and functional. Well designed street furnishings (including benches, trash receptacles, bollards, planters, bus shelters, trellises, entry signage and other similar amenities) provide a consistent identity element throughout the Plan Area.

☐A *DS 14:* A single standard design shall be selected by the ACC for street furniture to be used on all arterial streets throughout the Plan Area.

☐C *DS 15.* Street furnishings shall not interfere with clear vision standards for street intersections or pedestrian movement along the sidewalk. (See Improvement Standards Section 4-10).

☐A *DS 16:* Street furnishings shall be a low maintenance and vandal resistant design.

☐A *DS 17:* Art works located in the public right-of-way and landscape corridors shall be scaled to the pedestrian setting.

☐A *DS 18:* Benches shall be located on a concrete pad set back of the sidewalk within the landscape corridor at intervals of approximately 1,000 feet measured from the intersection of arterial streets.

☐C *DS 19:* Bus stops with paved shelter pad areas shall be required on all intersections of all streets with 50-130 foot rights-of-way. (Improvement Standards Section 4-13 and Standard Drawings H-24, H-24A and H-25).

3.6 Street Lighting in Landscape Corridors

☐A *DS 20:* Lighted features including, but not limited to, lighted bollards, lighted shelters, back-lighted planters, accent lighted wall surfaces and lighted signs are permitted. Such light sources shall be low level and screened from adjacent streets, walkways, and homes.

☐C *DS 21:* Street lighting shall occur at intersections at such intervals and on opposite sides of the street as required by the County Improvement Standards Section 8-7 and Standard Drawings TS-9, TS-14 and TS-15.

3.7 Masonry Walls in Landscape Corridors

The landscape materials should become the dominant element in the corridor. Therefore, masonry walls should be a simple design that will eventually be a background element screened by landscape materials. Masonry walls will be required along major arterial streets where it is appropriate to shield single family residences from the effect of adjacent traffic, especially noise, as set forth in the Improvement Standards Sections 4-34 and 10, and in the Zoning Ordinance Title III, Chapter 1, Article 5, Section 301-61.

It is intended that the walls be of a consistent design throughout the Plan Area to provide an overall sense of continuity in the community. However, the walls need not be identical in design. Individual subdivisions will have the option to use alternative designs provided that they include a simple, attractive wall surface pattern. Details should articulate the wall cap and columns or pilasters to mark the wall ends and changes in direction.

☐C *DS 23:* The minimum height of masonry walls along arterial streets (Sunrise Boulevard, Douglas Road, Americanos Boulevard, Pyramid Boulevard, Jaeger Road, Grant Line Road and Keifer Boulevard) shall be not less than six feet above the back of curb. Where the wall is located on a landscape berm, the total height of both wall and berm must be at least six feet. Wall height may be reduced to four feet where it is part of a landscape feature in a project entry area and it is not needed for noise attenuation.

☐C *DS 24:* Wall materials shall have a textured face such as cast patterns, split faced, comb-faced or stucco finished which is easily maintained. Graffitti and other forms of vandalism shall be discouraged by defensive planting at the base of the wall. Where defensive planting is not practical the wall material shall be such that can be easily recoated or painted if required to repair vandalism. Variations in wall designs from location to location within the Plan Area are acceptable, however, continuity in theme and use of the materials is important.

☐C *DS 25:* Masonry walls shall have a masonry or architectural cap made of complimentary masonry or precast concrete. The cap shall extend over the wall a minimum of 2 inches to create a reveal detail and a shadow line along the top of the masonry.

☐C *DS 26:* Pilasters or columns in masonry walls shall be used to visually define the openings at each side of neighborhood vehicular entrances and pedestrian passages, and at each angle point (change in direction). Pilasters and columns, except as described above, shall occur at a minimum of 50 feet. Variances are permitted by the ACC where more attractive spacing can be

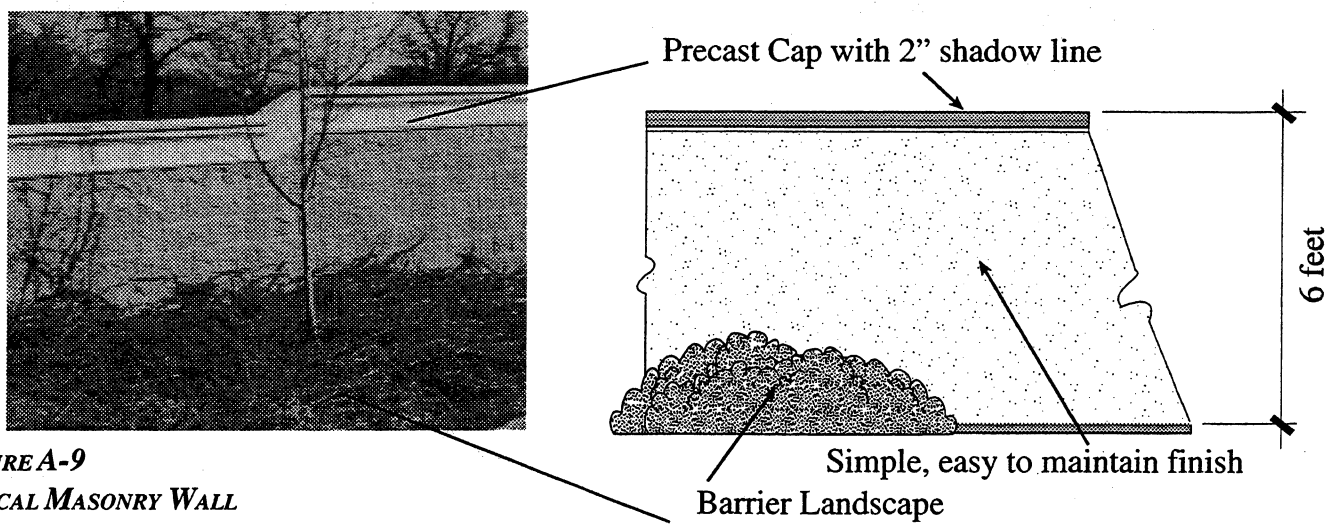


FIGURE A-9
TYPICAL MASONRY WALL

achieved.

☐C *DS 27:* Pilasters and columns shall be constructed of materials complimentary to the masonry wall. Acceptable materials include masonry block, brick, stone, cobble and stucco finish.

3.8 Wood Fences in Landscape Corridors

Wood fences may be used along arterials streets where masonry walls are not required for sound attenuation.

☐C *DS 28:* The minimum height of solid wood fences shall be six feet above the elevation of the nearest sidewalk. Wood fences may be placed on a berm not more than 24 inches above the elevation of the backof curb.

☐A *DS 29:* Columns in wood fences shall be used to visually define the openings at each side of neighborhood vehicular entrances and pedestrian paseos, and at each angle point (change in direction) to enhance wall aesthetics.

☐A *DS 30:* Columns shall be constructed of materials complimentary to the wood fence. Acceptable materials include masonry block, brick, stone, cobble and stucco finish. The pilaster material and design shall be consistently applied throughout individual subdivisions.

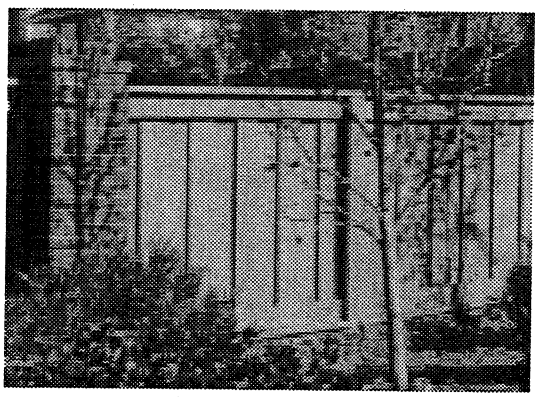
☐A *DS 31:* Wood fences shall be of high quality materials with a consistent design feature included in the wood fence facia.

3.9 Open Fences in Landscape Corridors

Typically, the landscape edge along streets abutting open space will not require a fence. However, open fence styles (such as tubular steel and mesh) may be used along streets adjacent to open space, where a fence is required.

☐A *DS 32:* Open fencing will be from four to six feet in height, and constructed of tubular steel, wrought iron, or other approved types of open fencing.

☐A *DS 33:* Brick or other masonry columns



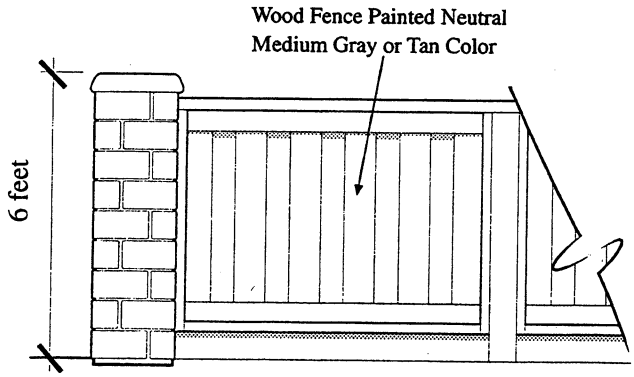
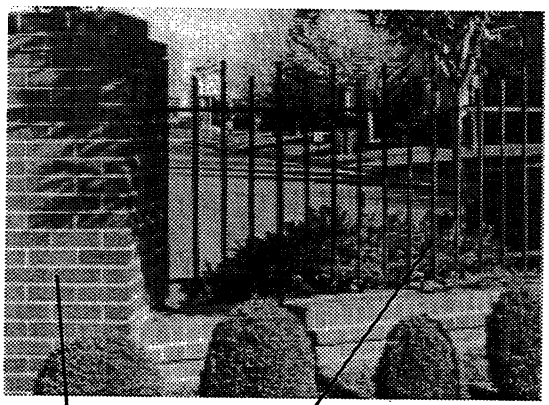


FIGURE A-10
TYPICAL WOOD FENCE ON COLLECTOR STREETS



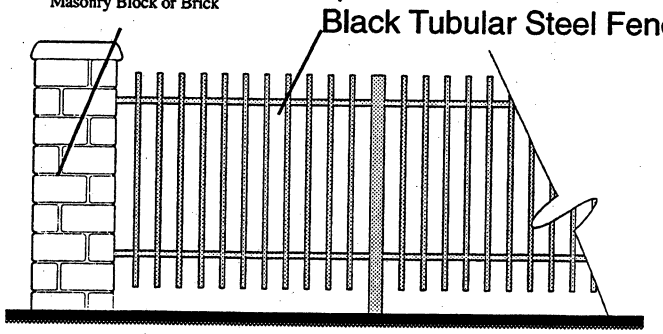


FIGURE A-11
OPEN STYLE FENCE ADJACENT TO OPEN SPACE & PROJECT ENTRIES

consistent with the design of the walls in the vicinity may be used as an optional detail with open style fences.

3.10 Landscaping Adjacent to Open Space Edges

Landscape corridors may abut open space such as drainage areas, parks or wetland preserves. In these locations the intent is to provide a visual transition between the formal landscape and the natural open space.

❑A DS 34: The type and location of trees and shrubs shall be selected so as to retain view corridors from the street to the open space. Trees adjacent to open space shall be:
- planted in a clusters in an informal fashion.
- spaced according to size and to permit a view to the open space.

❑A *DS 35:* Landscape materials within planting areas adjacent to the natural open space areas shall be non-invasive species compatible with the natural habitat of the areas.

❑A *DS 36:* Vehicle access to open space and parks will be prevented by barriers such as a post and cable fence.

3.11 Neighborhood and Project Entry Features in Landscape Corridors

Entries to neighborhoods and individual projects may be identified by increased landscaped areas added to the landscape corridors. These entry features are intended to provide a distinct gateway for each neighborhood as well as a common design element that visually distinguishes the SunRidge Specific Plan Area. Designs may differ from neighborhood to neighborhood, but will be consistent within a single property ownership.

❑A *DS 37:* The neighborhood entry feature will include the landscape corridor plus an additional triangular setback area. The corners of the triangle shall be not less than 35' from the street edge of the required landscape corridor.

❑A *DS 38:* Landscaping in the neighborhood entry may include accent trees, colorful annual plants, turf, artwork, signs and special landscape elements such as enhanced paving and seating areas.

❑C *DS 39:* One main entrance sign shall be placed in each of the neighborhood entrances as regulated by the Zoning Code Chapter 35, Article 1, Section 335-04.

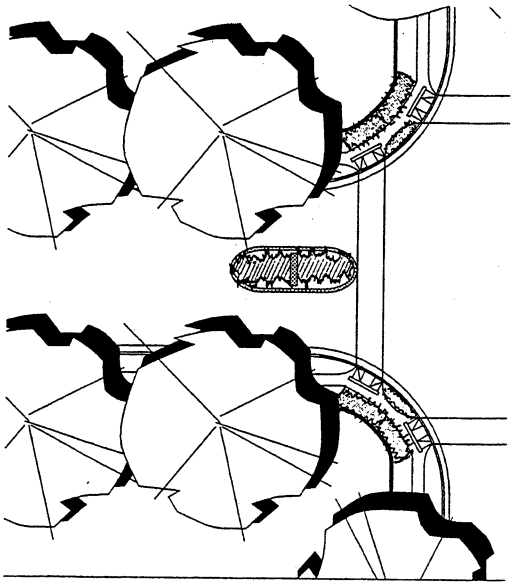


FIGURE A-12
PLAN VIEW: TYPICAL ENTRY MEDIAN

❑A *DS 40:* Neighborhood entries shall include median entry islands with landscaping consistent with the adjacent entry feature. Entry medians may include one identifying monument sign.

4. NEIGHBORHOOD CIRCULATION NETWORK

The neighborhood circulation network includes both pedestrian paths and streets. In many cases the pedestrian and vehicular circulation systems are adjacent, but separate. The pedestrian path system is intended to be independent of the vehicular system and more direct in linking residences to the neighborhood destinations. The pedestrian system shall have precedence over the vehicular system in the design of routes and features. For example, local streets may be routed to prevent direct access through a neighborhood to discourage non-resident traffic from using local streets as a de facto collector street. However, direct and convenient pedestrian routes will be encouraged. The pedestrian system will be provided with pedestrian-only passages to ensure a direct route.

4.1 Residential Streets

The design of the residential street system can encourage and facilitate pedestrian circulation. Small scale streets will permit traffic to flow directly to residences, but at slow speeds and low volumes. This should make the streets safer for children and pedestrians. The internal street

system can be designed to allow residents to walk easily to neighborhood schools, parks and convenience commercial.

Neighborhood streets can also be used to enhance the sense of community in a neighborhood. This is achieved by providing opportunities for pedestrians to meet with their neighbors along the sidewalks in front of residences, along landscaped corridors, and in gathering places such as the school, park and commercial areas. The street system also can enhance the sense of neighborhood by providing views to such public spaces and leading pedestrians to them.

❑A *DS 41:* No residential street shall provide a direct route from one arterial street to another such that motorists use the residential street as an alternate to the arterial route.

❑A *DS 42:* Typically residential streets should not exceed 800 feet in length unless it is interrupted by a change in direction of not less than 10 degrees, or other feature designed to slow traffic speed. Such features may include, but are not limited to a controlled intersection, a curb bulb (such as illustrated in Figure A-13) or traffic circle (roundabout). Speed bumps are not an acceptable alternative. Visibility requirements at intersections shall be maintained (Improvement Standards Section 4-10 and Figure H-30).

❑A *DS 43.* Residential streets shall be designed to provide a reasonably direct route to neighborhood public spaces such as parks, schools and neighborhood commercial uses.

❑A *DS 44.* Residential streets shall provide a direct connection to the commercial uses so that it is not necessary to exit the neighborhood to reach the commercial use.

❑A *DS 45:* Neighborhood parks should front on at least two residential streets where possible to provide visibility and ready access by the neighborhood residents.

❑A *DS 46:* The residential street system shall provide direct access to the school so that buses and parents delivering children will not interfere with the neighborhood circulation.

❑A *DS 47:* Residential streets that access the parks, schools and neighborhood commercial uses shall be designed such that these uses become the visual terminus of the street.

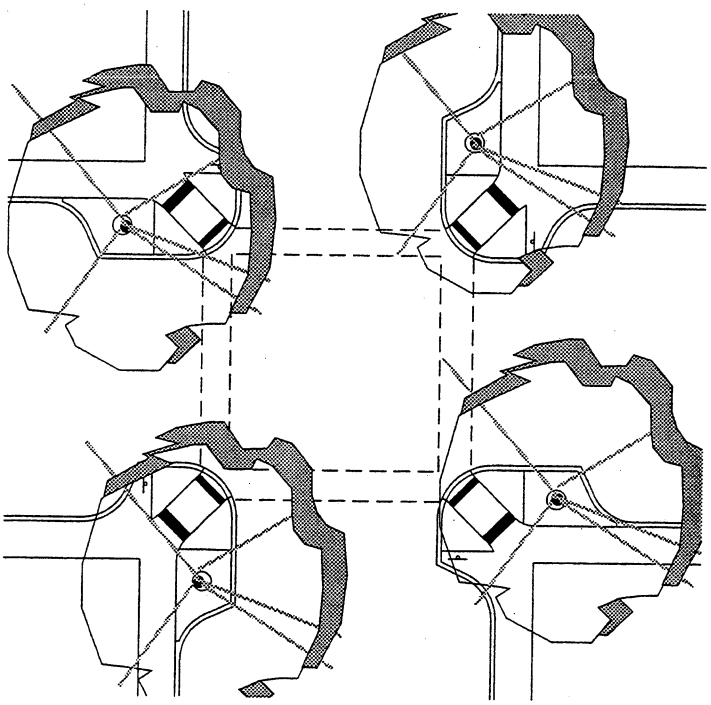


FIGURE A-13
CURB BULBS AT RESIDENTIAL STREET INTERSECTION

❑C *DS 48:* Service lanes (alleys) must have a minimum 20 foot right-of-way with a minimum paved section of 20 feet.

4.2 Sidewalks

Pedestrian routes (sidewalks) through the Plan Area will primarily be along streets. The intent is to provide convenient, safe, and highly visible routes.

❑A *DS 49:* Pedestrian routes shall have priority over vehicular routes in providing access to neighborhood parks, school and commercial uses.

❑A *DS 50:* Where soundwalls separate a residential neighborhood from a major arterial street, pedestrian access to the sidewalk along an arterial may be provided at intervals of approximately one quarter mile, if accepted by the Sacramento County Sheriff. Access will typically be provided by the intersection of a residential street with the arterial street. Access through a sound wall may be provided by a pedestrian walkway connecting between an interior street and the arterial street sidewalk. Pedestrian access may be provided to the arterial street sidewalk near all transit stops if

accepted by the Sacramento County Sheriff. Variances will be permitted by the ACC to facilitate pedestrian circulation.

❑A *DS 51:* Where neighborhoods abut permanent

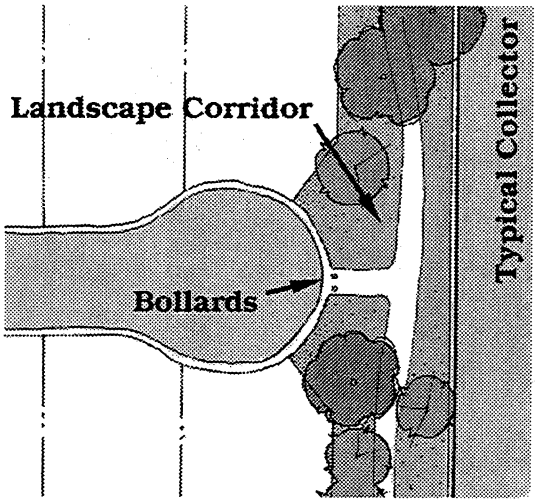


FIGURE A-14
PEDESTRIAN PORTAL TO BIKEWAY ALONG STREET

open space the residential streets shall be designed

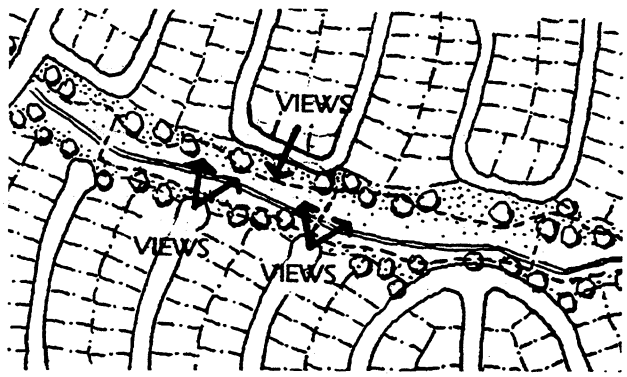


FIGURE A-15
LOTS ORIENTED TO PEDESTRIAN PATH IN OPEN SPACE

to connect to the open space to permit a direct link to the designated bike path within the adjacent open space. The connection may be achieved through a cul-de-sac, a loop street or a single loaded street abutting the open space, as illustrated in Figure A-14 and A-15.

4.3 Pedestrian Paths in Open Space

Pedestrian paths may also be routed through and adjacent to open space areas and, when permitted, through wetland preserve areas. Pedestrian and bike paths can be routed through residential neighborhoods in dedicated linear parkways or "pedestrian promenades". Parkways will provide bike and pedestrian routes, but will also provide neighborhood open space and small recreation amenities, such as tot lots and views of natural amenities.

❑A *DS 52:* Pathways in open space areas shall be visible from neighborhood streets and adjacent residences to provide adequate surveillance.

❑A *DS 53:* Hiding places in the landscape that obscure the view from adjacent streets or pedestrian paths are prohibited.

❑A *DS 54:* Residences and residential areas should avoid long stretches of solid fencing or walls along the open space edge. Vertical wrought iron or similar fencing is highly recommended. Solid fencing or walls may only be used where privacy, security and/or noise attenuation require their use.

❑A *DS 55:* Cul-de-sac heads, loop streets and single loaded streets may be used to connect to the promenade. The intent is to provide one side opening to a public access street, park or school for the entire length.

❑C *DS 56:* Open space corridors which include pedestrian paths shall be not less than 35 feet wide. A 12- foot wide, hard surface, all weather pavement suitable for light maintenance vehicles and Sheriff's patrol vehicles shall be installed. The corridors will be open at both ends to provide access for security and emergency vehicles.

❑C *DS 57:* Removable vehicle barricades (bollards), vertical curbs, and signs prohibiting parking shall be located at all entrances to the corridor, as shown in Figure A-16.

❑A *DS 58:* Entries to open space may be gated to prohibit entry after dusk. Where evening access is permitted, illumination for security shall be maintained along the foot path. Fixtures shall be vandal resistant and have shields to prevent light from spilling toward adjacent residences.

5. OPEN SPACE

Open space in the Specific Plan includes formal parks, wetland preserves and drainage corridors. Portions of

Morrison and Laguna Creek that flow through the Plan Area may be left in open channels to provide drainage and stormwater detention.

These major channels and portions of their tributaries will convey drainage water and provide open space corridors. The corridors may be configured as naturalized, planted drainage channels. The drainageways may be broadened to provide detention basins at certain locations. Several of these basins will be integrated with a public park. Such joint uses provide a visual amenity for the adjacent residential and commercial uses.

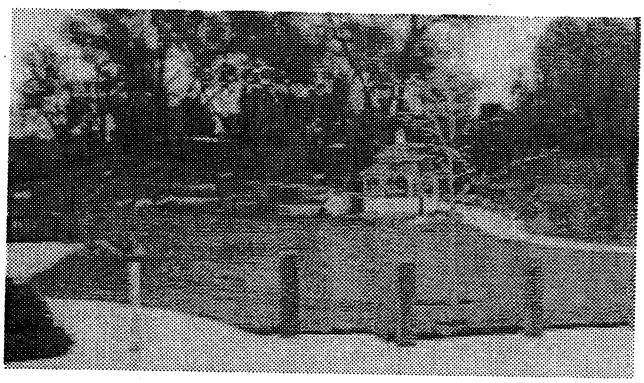


FIGURE A-16
BOLLARDS ADJACENT TO OPEN SPACE & PARKS

Existing drainageways may be realigned according to the land use plan, subject to permitting by State and Federal agencies. Areas designed for detention of high winter storm flows create an opportunity for seasonal wildlife habitat, while simultaneously providing a natural filtering mechanism for the storm water.

❒A *DS 59:* Where realignment of open drainageways is permitted, the realigned drainage shall be designed to provide a natural configuration in cross section and plan view, as illustrated conceptually in Figure A-17.

❒A *DS 60:* Where feasible and permitted, the drainage corridor shall include a bike/pedestrian trail.

❒A *DS 61:* Materials planted in the drainages shall be compatible with the native vegetation and appropriate to the naturalized drainages.

6. SINGLE FAMILY RESIDENTIAL

The low density residential land use designation in the RD-4, RD-5, RD-7 and RD-10 zone districts will provide a mix of housing types and intensities. The housing types may include, but are not limited to conventional single family dwellings, small lots, courtyard housing, halfplexes and duplexes, and small groupings of attached single family dwellings such as rowhouses and townhouses.

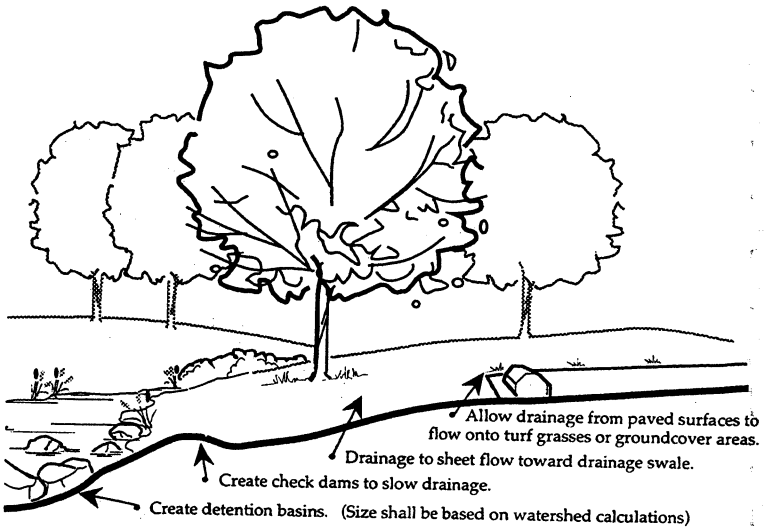


FIGURE A-17
CONCEPTUAL NATURALIZED DRAINAGE CORRIDOR

6.1 Design Standards for All Single Family

The following standards apply to all residential development in the RD-4, RD-5, RD-7 and RD-10 zones.

6.1.1 Solar Access and Shading

The temperature within and around single family dwellings can be moderated by proper orientation and shading. Simple orientation of the residences, location of windows, and use of trees and shading devices can substantially mitigate normal heat gain in the summer.

Conversely, solar gain during the winter can be used to maintain warmer interior temperatures. Winter heating with solar energy can be improved through building orientation and use of materials.

County policy supports the concept of a dispersed system of small scale solar collectors that feed energy into the electric delivery system. (Policy PF-81, Energy Facilities Siting Policy.)

It is intended that the opportunity to apply this technology shall not be precluded as the Plan Area develops

over time. Certainly within the time frame of this Specific Plan there will be improvements in photo-voltaic and other solar technoligies. Preserving the opportunity to apply these technologies can be achieved primarily through building orientation and ensuring that properly oriented roof areas are not shaded.

Dwelling Orientation

The objective is to orient dwellings such that the least surface wall area of the dwelling is exposed to the direct rays of the sun. This can be achieved in a variety of configurations. Generally, an east-west oriented street will permit the dwelling to be shaded by the adjacent dwelling. However, the type of dwelling, the configuration of the residential parcel and the availability of shade trees will often have more significance than the orientation of the street.

❒A *DS 62:* Dwellings are encouraged to be oriented to provide the least exposure to the west sun. Where suitable orientation is not feasible, this may be mitigated by shade trees and/or shading devices.

❒A *DS 63.* Dwellings are encouraged to be designed to include a roof plane oriented to permit use of photovoltaic cells throughout the year.

❒A *DS 64:* Photovoltaic cells and supporting structure panels shall not be visible from the street in front of the residence unless designed as an integral element of the roof and made part of the primary roof plane.

Shading Devices

Awnings, arbors, porches, sun screens and other shading devices are encouraged to limit exposure of walls and windows to the sun.

❒A *DS 65:* Shading devices may project up to twenty-four inches into required side yard setbacks.

❒C *DS 66:* Shade structures that extend into the rear yard setbacks shall have a minimum three foot setback from any property line and shall not exceed 25% of the usable open space of the lot.

Shade Trees

Deciduous trees located on the south and west side of dwellings provide shade that can substantially mitigate summer heat.

❒A *DS 67:* Each residential parcel should provide a tree located to provide summer shading of the windows on the south and/or west side of the house. The tree shall be a deciduous, drought tolerant species with a mature height of not less than 30 feet.

6.1.2 Orientation to the Street

One means of facilitating interaction among neighbors is to provide a common area where neighbors are likely to see one another on a regular basis and, thereby, establish relationships. Residential streets provide a common area where the dwellings are oriented toward the street.

❒A *DS 68:* Dwellings shall be oriented with a portion of the more active living space (living room, kitchen, family room) located toward the street/ sidewalk side of the dwelling.

❒A *DS 69:* Provide a transition space between the public space (sidewalk) and the private interior space of the dwelling. The traditional raised porch is closely identified with such transition space, but there are alternatives such as extended entry paving surrounded by a low fence, wall or landscape materials.

6.1.3 Security of Individual Dwellings

The security of individual dwellings can be enhanced by providing a visual connection with the street.

❒A *DS 70:* The primary entry to any dwelling shall be visible from the primary access street.

6.1.4 Orientation to Open Space

The Specific Plan includes urban uses adjacent to open space, such as pedestrian parkways, drainageways, permanent wetland preserves and power line corridors. Typically, these open space areas will be left natural with native grasses and occasional trees as the dominant features. The exceptions will be landscaped drainageways, pedestrian parkways and bikeways along the powerline corridor, and edges of wetland preserves. The interface between open space and urban uses provide a visual amenity for the uses along the open space edge. However, there are issues regarding wildland fire, privacy and security that need to be addressed.

Wildland fires are controlled by providing access to the open space for fire suppression, providing fire breaks along the edge of the open space and limiting combustible materials along the edge.

Security and privacy are provided by limiting access to the rear yards of residences, providing surveillance along public access routes, and allowing solid fences or view-screening plant materials in selected locations.

❒A *DS 71:* Orientation of the front or side yard of residential lots to the open space is encouraged.

❒A *DS 72:* Where the rear yards of residential lots are adjacent to an open space corridor, the use of open type fencing, such as wrought iron, is encouraged. However, the use of solid fencing is permitted where privacy, security and/or noise attenuation are problematic.

6.1.5 Residential Use Adjacent to Agricultural Use

The historical agricultural use in the Plan Area has been grazing and dry land grain farming. Tilling, spraying and other intensive agricultural activities are not commonly conducted in this area. It is intended that all of the Specific Plan Area will ultimately be converted from agriculture to urban or open space uses. The Community Plan Area is also intended to be urbanized in due course. There will be no agricultural use at full development of the either Plan Area. Agricultural use beyond the Plan Areas will continue for some time, but these areas will be separated from the urban areas by existing or planned arterial streets.

6.1.6 Residential Use Adjacent to Powerline Corridors

It is a County objective to develop new land uses adjacent to transmission facilities without compromising the safety and health of residents (Energy Facilities Siting Policy). It is County policy not to locate public schools or grant entitlements for day care projects within 150 feet of the edge of a 220-230 kV powerline easement. The policy does not address residential or commercial land use.

6.2 Conventional Single Family Design Standards

In general it is intended that the conventional single-family residential use will comply with development standards such as setback requirements and lot coverage for each residential zone district are set forth in Section 3.4.4 of this Specific Plan and in Title III, Chapter 15 of the Zoning Code. However, the Specific Plan also intends to provide flexibility in residential design to achieve the dwelling units allocation shown in Figure 3-2, the Land Use Allocation Map.

❒C *DS 73:* The minimum front yard setback will be 16' for livable area of the house and/or porches. The garage shall be set back a minimum of 19 feet from the back of sidewalk. The minimum corner side street yard setback shall be 16 feet on primary residential streets with split sidewalks and 12.5 feet on other streets. The minimum interior sideyard setbacks shall be 5 feet on one side and 4 feet on the other. The minimum sideyard distance between homes shall be 9 feet. Please refer to Figure A-19 for an illustration of these standards.

6.3 Small Lot Residential Design Standards

The RD-7 and RD-10 zoned sites provide an opportunity to experiment with housing types and accommodate a rich, diverse housing mix. Flexibility and creativity is encouraged in designing housing configurations that meet the needs of a diverse population. Consequently, the design standards are intended to enable designers to try alternative housing configurations with few limitations. The primary focus of the limitations in these standards is to avoid the visual effects of merely replicating the conventional housing pattern at higher densities.

Residential designers are encouraged to consider alternatives that emphasize the quality of design and the livability of individual dwellings and the neighborhood. The fundamental objectives include:

- quality, distinctive design
- privacy for individual residences
- access to private open space (a small yard, patio or terrace)
- orientation to public space (the street, a parkway or courtyard)
- minimize the visual presence of garages.

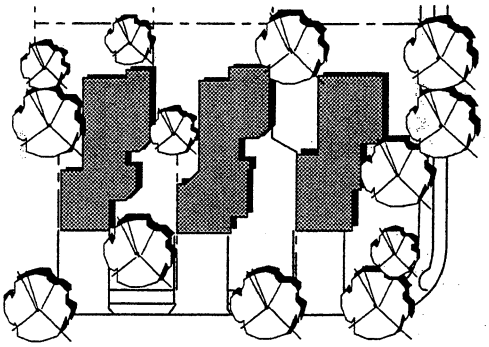
Examples of small residential types appropriate to this zone district include, but are not limited to:

- narrow parcels with alley access
- carriage style housing
- small garden apartment clusters
- courtyard housing
- open green housing
- bungalow court
- manor housing.

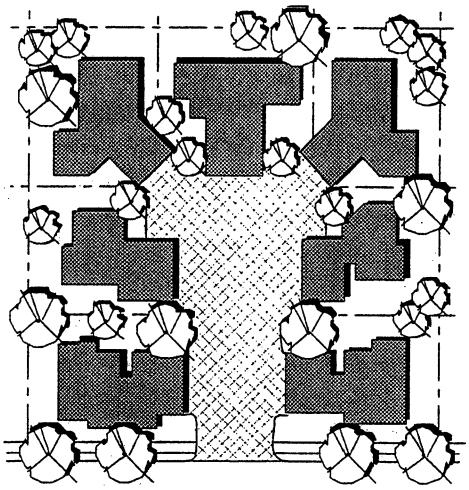
6.3.1 Residential Streetscape

Small residential lots with the garage doors dominating the view present an unattractive streetscape. The following standards are intended to provide a positive image of the street by creating a sense of openness and diversity along the street front, establishing a building scale in

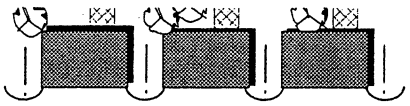
FIGURE A-18
APPROPRIATE RESIDENTIAL CONCEPTS



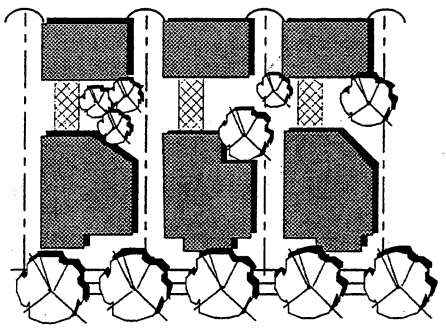
Z Lots



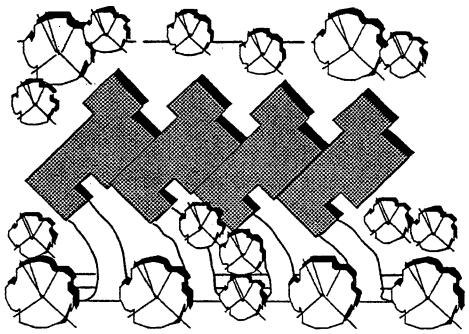
Courtyard Style



(Alley)



Rear Loaded Lots



Small Lot Attached

proportion with the pedestrian scale and diminishing the visual presence of garage doors.

☐C *DS 74:* Single family residential units shall be limited to 35 feet in height, with a maximum of three stories.

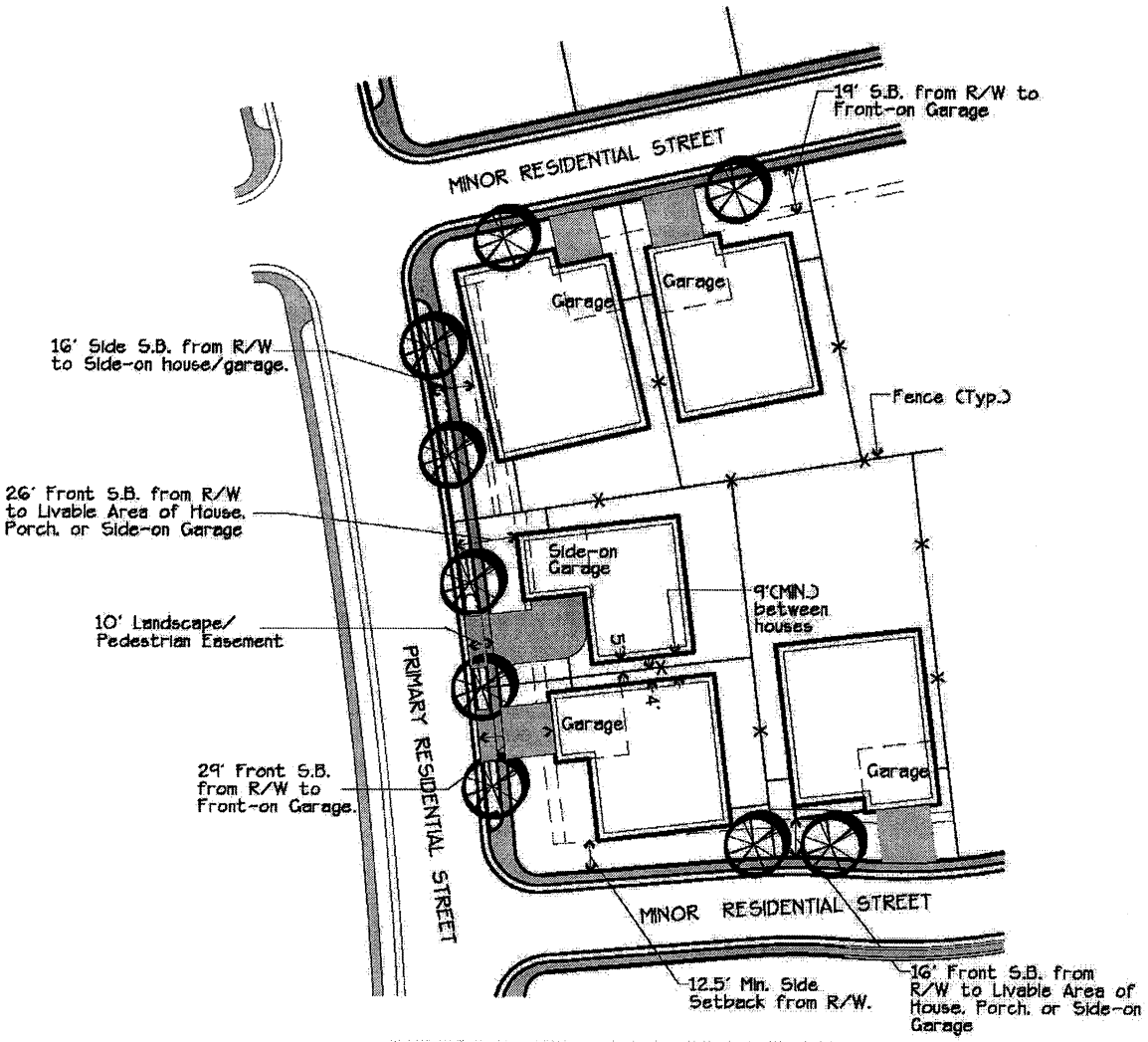
☐A *DS 75:* Two story residences shall not be located on more than three adjacent lots along a street frontage.

☐C *DS 76:* The minimum front yard setback will be 16 feet for the livable area and/or porches measured from the back of sidewalk. The garage shall be set back a minimum of 19 feet from the back of sidewalk for front-on garages and 16 feet for side entry garages.

☐A *DS 77:* In order to encourage an attractive variation in residential facades along the street frontage it is encouraged that a portion of the residences in each subdivision have garages located behind the livable area or porch. Residences fronting along the street are encouraged to be staggered such that the front setback to the garage front of any two contiguous dwellings will vary. The intent is to avoid the appearance of a solid facade of building fronts, particularly garage doors, along the street frontage, where practicable.

☐A *DS 78:* Where the face of the garage is even with, or protrudes in front of the livable area or porch, it is encouraged that the garage width should not dominate the total building frontage. It is encouraged that the garage be set back behind the front edge of the dwelling, and/or the facade of the garage be broken in two distinct bays with an offset between bays.

TYPICAL SETBACK EXHIBIT



TYPICAL SETBACK EXHIBIT

CONCEPTUAL PLAN VIEW

Notes:

On primary residential streets with split sidewalk:

1. Minimum 26' front setback from R/W to livable area of house, porch, or side-on garage. (16' from back of walk)
2. Minimum 29' front setback from R/W to front-on garage. (19' from back of walk)
3. Minimum 16' side setback from R/W.

On minor residential streets and primary residential w/o split sidewalks:

1. Minimum 16' front setback from R/W to livable area of house, porch, or side-on garage.
2. Minimum 19' front setback from R/W to front-on garage. (Minimum 19' driveway)
3. Minimum 12.5' side setback from R/W.

On all conventional single-family lots:

1. Minimum interior sideyard setbacks are 5' on one side and 4' on the other.
2. Minimum 9' between houses.

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☐A *DS 79:* Alternative driveway designs are encouraged to reduce the repetitive appearance of driveways along residential streets. Alternative material types, driveway widths and curved driveways are encouraged.

6.3.2 Side Yard and Rear Yard

Small lot residential units may use a variety of dwelling configurations, such as courtyard housing, wide shallow lots and carriage housing. In such configurations the general standards will apply, but can be varied to accommodate the characteristics of a specific dwelling unit type. The design of most single family residential dwellings is expected to follow the common configuration of a single dwelling on a single lot oriented to a local residential street, and shall meet the following standards:

☐C *DS 80:* Side Yard Setbacks

a. Buildings shall be separated by not less than 9 feet.

b. The typical minimum side yard setback for single family detached dwellings is 5 feet on one side and 4 feet on the other.

c. For zero lot line residences the minimum side yard setback shall be 9 feet on one side, and zero feet on the other.

☐C *DS 81* Corner Lot Side Yard Setback

a. The minimum side yard adjacent to a primary residential street with a split sidewalk shall be 16 feet from the back of curb, as illustrated in Figure 4-4(A and B). The minimum sideyard adjacent to other streets shall be 12.5 feet.

b. Side yard fences shall be located in the side yard setback not closer than five feet (5') from the back of sidewalk.

☐A *DS 82:* Architectural Projections

a. Architectural projections such as roof eaves, fireplaces, box-outs, etc. are permitted to extend up to 2 feet into the front, side and rear yard setbacks.

6.3.3 Outdoor Space

It is intended that interior living space for each dwelling unit have direct access to a usable private outdoor living space such as a yard, terrace or patio.

☐C *DS 83:* Rear Yard Area

Minimum useable rear yard shall be per Sacramento county Zoning code, Title III, Chapter 5.

☐C *DS 84:* Rear Yard Setbacks

Rear yard setbacks shall be per Sacramento County Zoning Code, Title III, Chapter 5.

7. Multi-family Residential

The Specific Plan land use includes sites for conventional multi-family residential use. The development standards for multi-family dwellings are set forth in the Zoning Ordinance Title III, Chapter 5, Article 2. The design standards in this Specific Plan address the multi-family development orientation to open space.

☐C *DS 85:* The minimum setback from multiple-family buildings to the edge of parks or open space areas shall be twenty feet (20'). Balconies, patio and parking areas shall have a minimum setback of fifteen feet (15').

☐A *DS 86:* Open space shall be directly accessible from adjacent units and shall consider wind and sun factors.

☐A *DS 87:* Multiple-family residential units adjacent to open space corridors should be oriented toward the open space and may incorporate such corridors into their project design.

☐C *DS 88:* Parking areas adjacent to parks and open space shall not exceed fifty percent (50%) of the common boundary frontage.

☐A *DS 89:* Berms, landscaping, and setbacks may be used in lieu of walls when a separation between the multiple family and park or open space uses is required.

☐C *DS 90:* Roofing material shall be tile, concrete tile or other materials similar in appearance and durability.

☐C *DS 91:* Carports and enclosed parking structures shall have a roof slope comparable to the residential units.

8. Non-Residential Design: General Standards

The design standards for non-residential land uses are

intended to establish an overall framework for consistent quality yet allow for flexibility and creativity in architectural design and site layout. These standards apply to the Commercial Mixed Use (LC zoned) sites and the Shopping Center (SC zoned) sites.

Development standards will be consistent with the standards set forth in the Zoning Ordinance, Title II, Chapter 25, Article 4 and Title III, Chapter 15, Article 5. In addition, the following development standards apply to the SC designation of this Specific Plan.

The Plan Area is likely to be developed over a period of time by different developers. Each will propose a design that suits the individual objectives, economic conditions and aesthetics of the project proponents. There is no single standard that dictates consistent design, however, compatible design can be accomplished by applying general design standards in the review of individual development proposals.

8.1 Quality Image

❒A *DS 90:* Exterior materials that convey quality, permanence, and substance are required in all design.

❒A *DS 91:* The use of materials, color and finishes shall be coordinated to achieve a sense of continuity and quality in design.

❒A *DS 92:* Textured material(s) and/or architectural details shall be used to articulate the surface of walls. Untextured, untreated concrete tilt-up buildings lacking detail and architectural style are not appropriate in this Plan Area.

❒A *DS 93:* Artificial materials representing a natural material are generally discouraged.

❒A *DS 94:* Where the rear or side of a non-residential building is visible from a public thoroughfare or public space, such elevations shall be constructed of the same materials, colors, and details as the primary frontage.

❒A *DS 95:* Natural light and external night lighting shall be used to enhance and articulate the buildings without off-site glare.

❒A *DS 96:* All primary building and project entries shall afford a sense of entry and be well-defined by varied textures, forms, materials, colors, and landscaping.

❒A *DS 97:* Doors and windows shall be consistent in design and located to present a unified, symmetrical appearance to an elevation, except where the variations are an integral and necessary part of the exterior design.

❒A *DS 98:* All accessory structures shall be compatible in material, color and texture with the main buildings.

8.2 Scale and Massing of Buildings

The massing and form of buildings relates to the overall quality of design and the sense of organization in a grouping of buildings. The objectives for building massing in the Plan Area are to create an interesting view from vantage points both within and from the exterior of the site, and allow "landmark" buildings to stand out above the other buildings and landscape.

8.3 Commercial and Office Use Adjacent to Open Space

The shopping center commercial sites and the commercial mixed use sites are typically (although not in all cases) located adjacent to open space and parks. These sites offer opportunities to overlook the parks (or open space) with windows, terraces, balconies, decks and plazas connecting to the open space.

❒A *DS 99:* Buildings should be located adjacent, and oriented to, the open space so as to take advantage of views and provide pedestrian access opportunities.

❒A *DS 100:* Buildings may include elements such as terraces or balconies oriented to the open space

❒A *DS 101:* Building elevations shall incorporate similar architectural elements on the rear of the building as used on the front when they can be viewed from open space.

❒C *DS 102:* A minimum six-foot high solid masonry wall is required when adjacent to single family residential or multi-family residential uses.

☐C *DS 103:* Non-residential land use projects adjacent to residential land use may be subject to performance conditions as part of the project review process. Such standards may include, but are not limited to, noise generation, type of use, building orientation and hours of operation.

8.4 Pedestrian Relationship to Buildings

The land uses anticipated in the Plan Area are planned to attract pedestrian traffic around buildings. The pedestrian experience will be enhanced by integrating pedestrian elements (walkways, plazas and terraces) with the buildings.

☐A *DS 104:* Architectural elements that contribute to a building's character, aid in micro-climate control, and enhance pedestrian scale are encouraged. Examples include canopies, roof overhangs, projections or recessions of stories, balconies, reveals, and awnings.

☐A *DS 105:* Entryways shall be clearly defined and integrated into building and landscape design. The use of distinctive architectural elements and materials to denote prominent entrances is required.

☐C *DS 106:* Each commercial mixed use and shopping center use shall provide a public pedestrian plaza in scale with the proposed commercial use. Pedestrian plazas shall include landscaping, seating, drinking fountains, and points of interest, such as water elements and art.

☐A *DS 107:* A pedestrian link between adjacent open space and the commercial use is encouraged.

☐C *DS108:* A clearly defined pedestrian way, separated from vehicle traffic, shall be provided through the parking area to the main buildings from each major street frontage.

☐A *DS109:* Distinctive paving treatment should be used to emphasize special areas and to guide pedestrians.

8.5 Parking

Parking standards for all land uses are addressed in the Zoning Ordinance Title III, Chapter 30.

☐A *DS110:* Parking lots are to be located away from adjacent open space and parks where feasible.

8.6 Security

Public spaces inherently require consideration of public security in design of individual buildings and the adjacent spaces.

☐A *DS111:* Locate potential crime risk uses, such as automatic teller machines, in highly visible and well-lighted areas.

☐A *DS112:* Maximize the visibility of parking area entrances from adjacent uses and public streets.

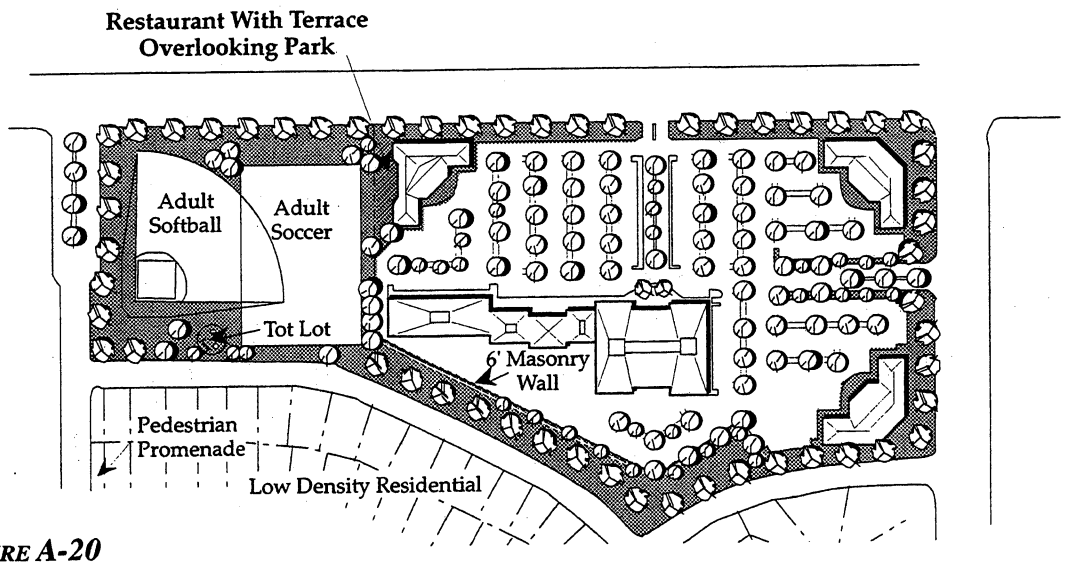


FIGURE A-20
COMMERCIAL ADJACENT TO OPEN SPACE OR PARK

❑A *DS113:* Maximize opportunities for surveillance of structures and public activity areas. Heavy landscaping near structures and on the periphery of parking areas shall be restricted to maintain view corridors. The ground floor of non-residential structures shall include a minimum of 15% window area.

❑A *DS114:* Provide adequate site and parking lot decorative lighting.

❑A *DS115:* Crime prevention techniques shall be incorporated into commercial, office, shopping and multi-family residential projects.

8.7 *Energy and Climatic Considerations*

❑A *DS116:* Passive solar design is encouraged. Design of buildings should consider energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

❑A *DS117:* Buildings adjoining public spaces shall be designed to provide sunlight to gathering areas in the winter.

❑A *DS118:* Solar collectors shall be screened or hidden from public view, or designed as an integral element of the roof structure.

8.8 *Visual Screening of Utilitarian Elements*

Given the strong emphasis on pedestrian access and visual quality in this Plan, it is important that the less attractive utilitarian areas are separated or screened from public use areas.

❑A *DS119:* Commercial service areas shall be located to minimize visual impacts from pedestrian corridors and adjacent streets. Exterior storage shall be confined to portions of the site least visible from public view and subject to site plan approval.

❑C *DS120* All exterior storage, including refuse collection areas, shall be screened from public view and shall not be directly visible from six feet above any ground or ground floor elevations at a distance closer than 500 feet. Screen heights shall be at a maximum of six feet high.

❑A *DS121:* Refuse collection areas shall be:

- designed and located for the convenience of users and refuse collection agencies.
- located in rear and/or interior side yards. Refuse areas are not permitted between a street and the front of a building or abutting a residential use.
- constructed and contained to eliminate odors, insects and rodents, dust or other potential nuisances.
- self-contained to prevent spillage or leaching of liquids or other materials, and sized to contain all refuse deposited between collections.

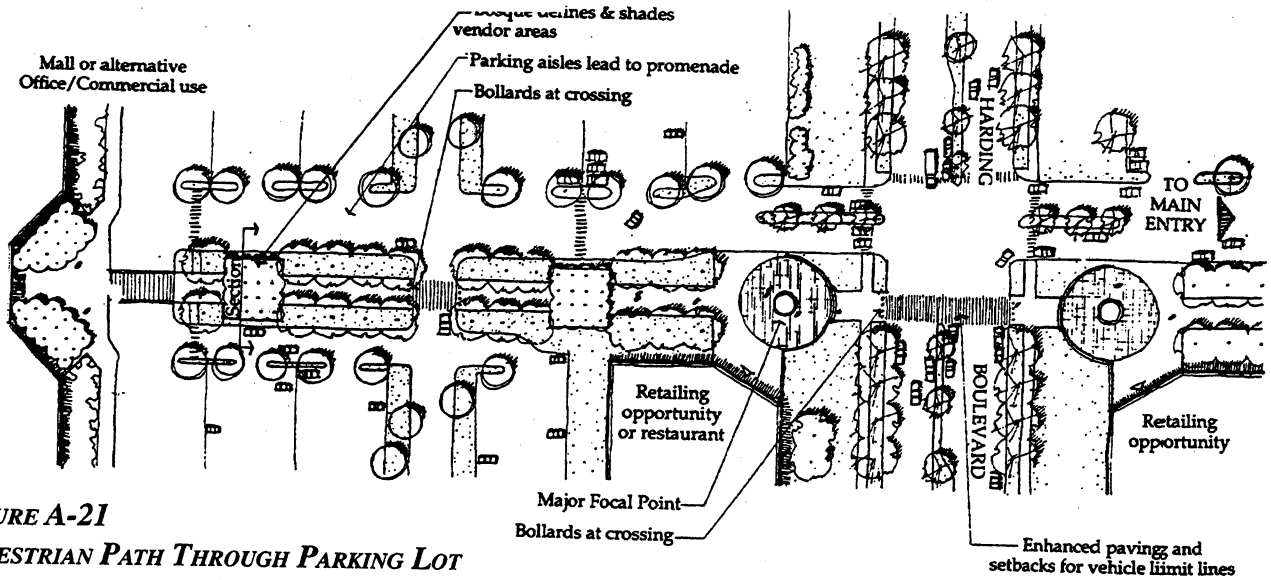


FIGURE A-21
PEDESTRIAN PATH THROUGH PARKING LOT

❑A *DS122:* Auxiliary buildings such as kiosks, maintenance and equipment buildings, pump sheds, etc., shall be integrated into the design characteristics of the larger buildings.

❑A *DS123:* Mechanical equipment and other similar structures should be ground-mounted where feasible. Cellular communication anttenas, satellite dishes, and other similar structures will be allowed on buildings subject to prevailing County standards and permitting processes. Such equipment shall be screened from the view of streets, adjacent properties, and areas open to the general public through the use of decorative parapet walls, roof wells, or other means incorporated as an integral part of building design.

❑A *DS124:* All noise-generating mechanical devices shall be muffled, and may include noise reduction barriers so that the potential for nuisance to abutting properties is minimized.

9. Commercial Use

The commercial use sites are intended to provide a special setting for retail, civic, professional and small scale service uses. The sites may also provide multi-family housing opportunities. The housing may occur as a separate element within the site, or may be integrated with other uses. The combination of uses and the design of the spaces is expected to make these sites centers for community activity. The sites will be used not just for commerce, but as social centers; a place where people will congregate for companionship, neighborhood events and relaxation. In addition to providing day-to-day services and supplies, the sites are envisioned to fill the role of the "town square". They will provide pleasant indoor and outdoor spaces where people can sit and enjoy conversation with friends.

The commercial mixed use sites are designed to serve residents who work at home, telecommute, work in small satellite work centers, stay at home parents, and the retired.

To service these functions, the sites shall be located within reasonable walking distance of the neighborhood and have excellent pedestrian access. The commercial mixed use sites are typically located next to a park or open space area. These green spaces will provide a visual amenity and may enhance the social activity of the site. Where a park is adjacent to the site, neighborhood sports activities should be visible from the pedestrian areas of the site. The sites must be integrated with, and provide for, direct access to adjacent neighborhoods, yet must respect the privacy and security of the adjacent dwellings.

9.1 General Development Standards

Development standards will be consistent with the standards set forth in the Zoning Ordinance, Title II, Chapter 25, Article 5 and Title III, Chapter 15, Article 2 and 5. In addition, the following development standards apply to the LC zone in this Specific Plan.

9.2 Architecture

Commercial mixed use sites are specifically intended to discourage development in a conventional "L" shape or strip commercial configuration. The site design should provide interest and a strong relationship to the surrounding neighborhood. The sites shall place strong emphasis on quality design, pedestrian access, and gathering spaces.

❑A *DS125:* The scale and massing of buildings shall be compatible with the surrounding area, but may include signature landmark elements such as towers that extend above the primary roof line of the buildings and create identifying architectural elements (such as clocks or bell towers).

❑A *DS126:* Wall surfaces shall be architecturally interesting, with well articulated sections, including architectural detailing, lighting and color use to define the facade elements. The mass of a wall may be broken by awnings, arcades and other projections.

❑A *DS127:* Trademark buildings dictated by chain or franchise businesses are discouraged. The architectural design of such businesses shall be of high quality and consistent with the overall project design.

9.3 Site Design

❑C *DS128:* The combined floor area of all uses in a single parcel shall not exceed a floor area ratio of .30.

❑A *DS129:* Terracing and grade separation for building pads and parking is encouraged to provide visual interest to the site.

❑A *DS130:* It is intended that retail and service commercial uses shall be oriented to the adjacent collector street. The building facade shall be not

less than 15 feet from the back of curb for a distance of not less than twenty percent (20%) of the frontage. Where a neighborhood commercial use is adjacent to an arterial street and a collector street, the buildings shall be located adjacent to, and oriented to, the collector street frontage.

❒A *DS131:* Where the neighborhood commercial space is adjacent to a park or open space, the buildings should be designed to permit a plaza or courtyard to overlook the open space.

9.4 Pedestrian Spaces

The commercial mixed use developments are intended to be designed as a "campus" that includes outdoor spaces such as a plaza or courtyard.

❒A *DS132:* Provide outdoor spaces for seating, which can be used as a setting for organized events or informal gatherings.

❒A *DS133:* Pedestrian spaces shall:
- be highly visible from the street or adjacent pedestrian promenades,
- provide ample public seating in a variety of forms,
- be liberally landscaped and appropriately shaded, and
- be linked to other public spaces to form a continuous pedestrian oriented environment.

❒A *DS134:* Push carts and vendors will be permitted in these public spaces. Support for vendors may include electric outlets, shade structures and well defined locations near primary pedestrian corridors.

9.5 Access to Public Transportation

❒A *DS135:* All commercial mixed use developments shall provide a direct, paved pathway from the primary entrance of the buildings to the pedestrian paths leading to a transit stop.

9.6 Parking and Vehicle Access

❒A *DS136:* Parking lots are to be located away from adjacent open space and parks, and to the side or rear of the buildings, where feasible. Parking requirements for mixed use developments may be reduced to facilitate joint use of parking areas.

❒A *DS137:* The use of common driveways is encouraged where multiple uses occupy a single site.

❒A *DS138:* Loading and unloading areas shall be located so that there is minimal conflict with the open space, pedestrian corridors and adjacent residential uses.

❒A *DS 139:* Preferred parking is encouraged to be reserved for neighborhood electric vehicles near the building entrance.

9.7 Residential and Non-Residential Mix

The commercial mixed use district may include multi-family residential. The residential may be separated in small enclaves within each site, or may be integrated with the office, retail and service center elements. Commercial mixed use sites are well suited to the concept of live/work environments where a residence and work place can occur in a single space. Gallery and studio space, professional offices, light assembly and distribution, skilled repair services, and a variety of other low impact, single employee occupations are appropriate for this setting.

❒A *DS140:* The residential component shall provide separate, secured parking sufficient to satisfy the parking standard for multi-family residential.

❒A *DS 141:* The residential component shall provide private outdoor space adjacent to the dwelling, such as a terrace, patio or yard. The minimum outdoor space shall be 400 square feet per dwelling.

❒A *DS 142:* The individual residential units shall have a separate entry from the in-home work space.

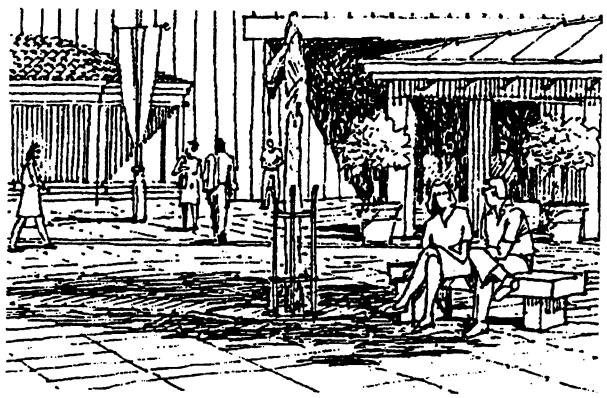


FIGURE A-21
OUTDOOR SPACE IN COMMERCIAL AREA COURTYARD

☐C *DS 4:* The landscape corridor shall include a six-foot wide sidewalk on both sides of the street. The sidewalk location may vary relative to the curb, but shall be located not less than six feet from the back of curb around street trees, except at intersections and bus stops.

☐C *DS 8:* Where the arterial streets pass through the major power line corridor, all trees within the powerline corridor shall be limited to species that will not exceed 20 feet at maturity and shall comply with any other standard requirement by the power line owner.

☐C *DS 15.* Street furnishings shall not interfere with clear vision standards for street intersections or pedestrian movement along the sidewalk. (See Improvement Standards Section 4-10).

☐C *DS 19:* Bus stops with paved shelter pad areas shall be required on all intersections of all streets with 50-130 foot rights-of-way. (Improvement Standards Section 4-13 and Standard Drawings H-24, H-24A and H-25).

☐C *DS 21:* Street lighting shall occur at intersections at such intervals and on opposite sides of the street as required by the County Improvement Standards Section 8-7 and Standard Drawings TS-9, TS-14 and TS-15.

☐C *DS 23:* The minimum height of masonry walls along arterial streets (Sunrise Boulevard, Douglas Road, Americanos Boulevard, Pyramid Boulevard, Jaeger Road, Grant Line Road and Keifer Boulevard) shall be not less than six feet above the back of curb. Where the wall is located on a landscape berm, the total height of both wall and berm must be at least six feet. Wall height may be reduced to four feet where it is part of a landscape feature in a project entry area and it is not needed for noise attenuation.

☐C *DS 28:* The minimum height of solid wood fences shall be six feet above the elevation of the nearest sidewalk. Wood fences may be placed on a berm not more than 24 inches above the elevation of the backof curb.

☐C *DS 39:* One main entrance sign shall be placed in each of the neighborhood entrances as regulated by the Zoning Code Chapter 35, Article 1, Section 335-04.

☐C *DS 48:* Service lanes (alleys) must have a minimum 20 foot right-of-way with a minimum paved section of 20 feet.

☐C *DS 56:* Open space corridors which include pedestrian paths shall be not less than 35 feet wide. A 12- foot wide, hard surface, all weather pavement suitable for light maintenance vehicles and Sheriff's patrol vehicles shall be installed. The corridors will be open at both ends to provide access for security and emergency vehicles.

☐C *DS 57:* Removable vehicle barricades (bollards), vertical curbs, and signs prohibiting parking shall be located at all entrances to the corridor, as shown in Figure A-16.

☐C *DS 66:* Shade structures that extend into the rear yard setbacks shall have a minimum three foot setback from any property line and shall not exceed 25% of the usable open space of the lot.

☐C *DS 73:* The minimum front yard setback will be 16' for livable area of the house and/or porches. The garage shall be set back a minimum of 19 feet from the back of sidewalk. The minimum corner side street yard setback shall be 16 feet on primary residential streets with split sidewalks and 12.5 feet on other streets. The minimum interior sideyard setbacks shall be 5 feet on one side and 4 feet on the other. The minimum sideyard distance between homes shall be 9 feet. Please refer to Figure A-19 for an illustration of these standards.

☐C *DS 74:* Single family residential units shall be limited to 35 feet in height, with a maximum of three stories.

☐C *DS 76:* The minimum front yard setback will be 16 feet for the livable area and/or porches measured from the back of sidewalk. The garage shall be set

back a minimum of 19 feet from the back of sidewalk for front-on garages and 16 feet for side entry garages.

❐C *DS 80:* Side Yard Setbacks

a. Buildings shall be separated by not less than 9 feet.

b. The typical minimum side yard setback for single family detached dwellings is 5 feet on one side and 4 feet on the other.

c. For zero lot line residences the minimum side yard setback shall be 9 feet on one side, and zero feet on the other.

❐C *DS 81* Corner Lot Side Yard Setback

a. The minimum side yard adjacent to a primary residential street with a split sidewalk shall be 16 feet from the back of sidewalk. The minimum sideyard adjacent to other streets shall be 12.5 feet.

b. Fences exceeding four feet (4') in height shall be located five feet (5') from the back of sidewalk.

❐C *DS 83:* Rear Yard Area

Minimum useable rear yard shall be per Sacramento county Zoning code, Title III, Chapter 5.

❐C *DS 84:* Rear Yard Setbacks

Rear yard setbacks shall be per Sacramento County Zoning Code, Title III, Chapter 5.

❐C *DS 85:* The minimum setback from multiple-family buildings to the edge of parks or open space areas shall be twenty feet (20'). Balconies, patio and parking areas shall have a minimum setback of fifteen feet (15').

❐C *DS 102:* A minimum six-foot high solid masonry wall is required when adjacent to single family residential or multi-family residential uses.

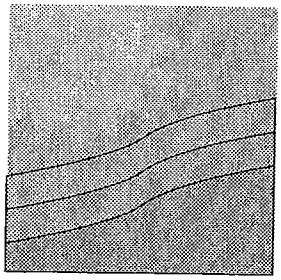
❐C *DS 103:* Non-residential land use projects adjacent to residential land use may be subject to performance conditions as part of the project review process. Such standards may include, but are not limited to, noise generation, type of use, building orientation and hours of operation.

❐C *DS 106:* Each commercial mixed use and shopping center use shall provide a public pedestrian plaza in scale with the proposed commercial use. Pedestrian plazas shall include landscaping, seating, drinking fountains, and points of interest, such as water elements and art.

❐C *DS108:* A clearly defined pedestrian way, separated from vehicle traffic, shall be provided through the parking area to the main buildings from each major street frontage.

❐C *DS120* All exterior storage, including refuse collection areas, shall be screened from public view and shall not be directly visible from six feet above any ground or ground floor elevations at a distance closer than 500 feet. Screen heights shall be at a maximum of six feet high.

❐C *DS128:* The combined floor area of all uses in a single parcel shall not exceed a floor area ratio of .30.



SUNRIDGE

Allocation of Land Use by Ownership

Appendix B to the
SunRidge Specific Plan
Sacramento County

July 17, 2002

SUNRIDGE SPECIFIC PLAN

APPENDIX B: ALLOCATION OF LAND USE BY OWNERSHIP

The maximum number of dwelling units allocated to each parcel is indicated on Figure B-1 in this Appendix. The maximum number of dwelling units on some parcels is less than would be normally permitted by the land use designation or zoning. This is intended to allow for transfer of dwelling units between parcels.

Dwelling units may be transferred between parcels within the same ownership area identified by the parcel letter designation on Figure B-1 pursuant to Section 3.3.4 of the SunRidge Specific Plan. Parcels designated as part of DJ Enterprises shall be treated as a single ownership.

FIGURE B-1
LAND USE ALLOCATION

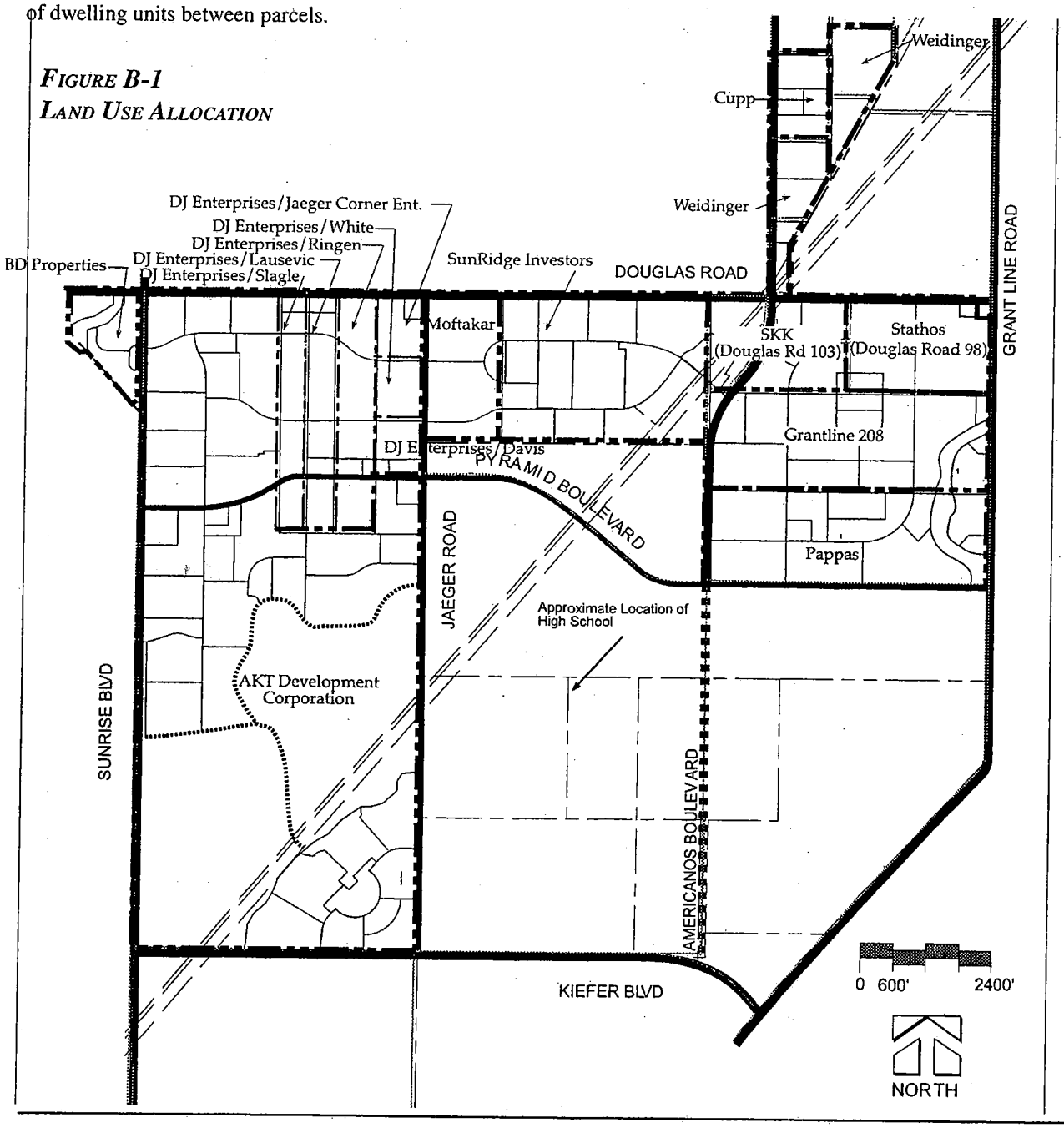


TABLE B-1
LAND USE ALLOCATION

Property Owner	Parcel	Land Use	Zone	Acres	Units	Neighborhood
BD Properties						
	A-1	CMU	LC	4.6	0	A
	A-2	CMU	LC	13.0	0	A
	A-3	CMU	LC	2.2	0	A
	A-4	CMU	LC	11.7	0	A
	A-5	CMU	LC	9.5	0	A
Total Base Allocation				41.0	0	
Potential MDR in CMU				10.3	210	
Maximum Potential Residential Allocation						
AKT Development Corporation						
	B-1	Commercial	SC	16.0	0	A
	B-2	RD-10	RD-10	14.5	145	A
	B-3	RD-7	RD-7	18.3	111	A
	B-4	RD-5	RD-5	17.9	106	A
	B-5	RD-5	RD-5	31.5	149	A
	B-6	RD-5	RD-5	31.9	117	A
	B-7	RD-5	RD-5	21.8	107	A
	B-8	RD-5	RD-5	20.0	109	A
	B-9	RD-7	RD-7	20.4	137	A
	B-10	RD-7	RD-7	19.8	113	A
	B-11	Park	O	6.7	0	A
	B-12	School	RD-5	11.0	0	A
	B-13	Commercial	SC	12.0	0	B
	B-14	RD-20	RD-20	21.4	300	B
	B-15	Private Recreation Center	RD-10	3.7	37	B
	B-16	Park	RD-5	4.5	0	B
	B-17	RD-10	RD-10	9.9	99	B
	B-18	RD-5	RD-5	31.3	152	B
	B-19	RD-5	RD-5	25.5	117	B
	B-20	RD-5	RD-5	11.3	56	B
	B-21	RD-4	RD-4	36.1	124	B
	B-22	School	RD-5	11.0	0	B
	B-23	Park	O	5.7	0	B
	B-24	RD-4	RD-4	26.8	104	B
	B-25	RD-4	RD-4	24.3	92	B
	B-26	Park	O	21.6	0	B
	B-27	RD-5	RD-5	21.4	108	B
	B-28	Detention/Water Quality	O	9.4	0	B
	B-29	RD-7	RD-7	22.1	133	B

TABLE B-1
LAND USE ALLOCATION (CONTINUED)

B-30	Open Space/Wetland Preser	O	481.6	0	B
B-31	RD-5	RD-5	25.2	99	B
B-32	RD-4	RD-4	27.6	106	B
B-33	RD-4	RD-4	27.9	104	B
B-34	RD-5	RD-5	28.7	112	B
B-35	RD-5	RD-5	22.2	107	B
B-36	RD-5	RD-5	21.4	104	B
B-37	RD-5	RD-5	14.3	74	B
B-38	RD-5	RD-5	19.9	73	B
B-39	RD-5	RD-5	21.4	100	B
Total Base Allocation			1218.0	3,295	
Maximum Potential Residential Allocation				3,295	

DJ Enterprises/Slagle					
C-1	RD-10	RD-10	3.0	25	A
C-2	RD-7	RD-7	4.4	29	A
C-3	RD-5	RD-5	16.8	87	A
C-4	RD-4	RD-4	12.7	48	A
C5	RD-5	RD-5	10.2	57	B
Total Base Allocation			47.1	246	
Maximum Potential Residential Allocation				246	

DJ Enterprises/Lausevic					
D-1	RD-10	RD-10	3.0	21	A
D-2	RD-7	RD-7	4.5	27	A
D-3	RD-5	RD-5	17.0	88	A
D-4	RD-4	RD-4	7.9	32	A
D-5	Park/Detention Basin	O	4.2	0	A
D-6	RD-5	RD-5	11.7	69	B
Total Base Allocation			48.3	237	
Maximum Potential Residential Allocation				237	

DJ Enterprises/Ringen					
E-1	RD-5	RD-5	14.6	74	A
E-2	RD-4	RD-4	21.6	78	A
E-3	RD-5	RD-5	11.9	65	A
E-4	Park./Detention Basin	O	4.0	0	A
E-5	Water Quality Pond	O	2.0	0	A
E-6	RD-5	RD-5	17.8	106	B
Total Base Allocation			71.9	323	
Maximum Potential Residential Allocation				323	

TABLE B-1
LAND USE ALLOCATION (CONTINUED)

DJ Enterprises/Jaeger Corner Ent.					
F-1	RD-5	RD-5	19.3	106	A
F-2	RD-20	RD-20	2.8	40	A
Total Base Allocation			22.1	146	
Maximum Potential Residential Allocation				146	
DJ Enterprises/White					
G-1	RD-5	RD-5	22.2	125	A
Total Base Allocation			22.2	125	
Maximum Potential Residential Allocation				125	
DJ Enterprises/Davis					
H-1	RD-5	RD-5	14.4	74	A
H-2	RD-10	RD-10	4.0	28	A
H-3	Water Quality Pond	O	2.0	0	A
Total Base Allocation			20.4	102	
Maximum Potential Residential Allocation				102	
AKT Development Corporation					
I-1	RD-5	RD-5	20.1	104	B
I-2	RD-10	RD-10	5.0	30	B
Total Base Allocation			25.1	134	
Maximum Potential Residential Allocation				134	
Moftakar					
J-1	RD-5	RD-5	31.0	145	C
J-2	RD-4	RD-4	27.4	90	C
J-3	RD-7	RD-7	17.9	111	C
J-4	Park	O	4.8	0	C
Total Base Allocation			81.1	346	
Maximum Potential Residential Allocation				346	
SunRidge Investors					
K-1	RD-7	AG-20	10.8	63	C
K-2	RD-5	AG-20	16.0	80	C
K-3	RD-5	AG-20	16.7	80	C
K-4	RD-4	AG-20	24.6	82	C
K-5	Park	AG-20	11.7	0	C
K-6	RD-7	AG-20	7.9	52	C
K-7	RD-5	AG-20	20.1	102	C
K-8	RD-5	AG-20	26.1	130	C
K-9	RD-5	AG-20	20.0	95	C
K-10	School	AG-20	11.0	0	C

TABLE B-1
LAND USE ALLOCATION (CONTINUED)

K-11	Park	AG-20	0.8	0	C
K-12	RD-5	AG-20	22.8	127	C
K-13	RD-5	AG-20	13.5	76	C
K-14	RD-5	AG-20	11.7	60	C
K-15	Commercial	AG-20	30.5	0	C
Total Base Allocation			244.2	947	
Potential MDR in CMU			7.6	98	
Maximum Potential Residential Allocation				1,045	

[redacted] DOUGLAS ROAD 103				7	
M-1	RD-20	RD-20	11.8	[redacted] 226	E
M-2	RD-5	RD-5	25.3	127	E
M-3	RD-7	RD-7	21.0	147	E
M-4	RD-5	RD-5	14.3	71	E
M-5	Commercial	SC	26.1	0	C
M-6	Park	O	5.0	0	C
M-7	School (ptn)	RD-7	2.3	0	E
Total Base Allocation			105.8	571	
Maximum Potential Residential Allocation				571	

[redacted] DOUGLAS ROAD 98					
N-1	RD-5	RD-5	22.3	100	E
N-2	RD-4	RD-4	28.0	99	E
N-3	RD-7	RD-7	17.3	108	E
N-4	RD-5	RD-5	31.0	136	E
N-5	RD-20	RD-20	2.1	[redacted] 40	E
N-6	School	RD-4	4.1	0	E
Total Base Allocation			104.8	483	
Maximum Potential Residential Allocation				483	

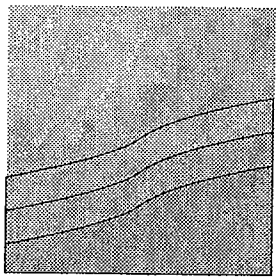
Weidinger					
O-1	RD-5	RD-5	29.7	128	D
O-2	RD-7	RD-7	16	96	D
Total Base Allocation			45.7	224	
Maximum Potential Residential Allocation				224	

Cupp					
P-1	RD-5	RD-5	13.9	70	D
P-2	CMU	LC	6.4	0	D
P-3	Park	O	7.1	0	D
P-4	RD-7	RD-7	13.8	84	D
Total Base Allocation			41.2	154	
Potential MDR in CMU			1.6	32	
Maximum Potential Residential Allocation				186	

TABLE B-1
LAND USE ALLOCATION (CONTINUED)

Weidinger					
Q-1	RD-4	RD-4	16.8	63	D
Q-2	RD-5	RD-5	17.4	78	D
Q-3	RD-10	RD-10	5.3	40	D
Q-4	CMU	LC	3.5	0	D
Q-5	CMU	LC	4.4	0	D
Q-6	CMU	LC	0.7	0	D
Total Base Allocation			48.1	181	
Potential MDR in CMU			2.2	44	
Maximum Potential Residential Allocation				225	
Grantline 208 GRANTLINE 208					
R-1	RD-7	RD-7	13.4	90	E
R-2	RD-5	RD-5	19.9	95	E
R-3	RD-5	RD-5	22.2	101	E
R-4	RD-5	RD-5	24.4	117	E
R-5	RD-5	RD-5	20.0	100	E
R-6	RD-5	RD-5	21.8	108	E
R-7	RD-5	RD-5	20.0	100	E
R-8	RD-7	RD-7	25.4	170	E
R-9	RD-20	RD-20	2.4	44	E
R-10	RD-20	RD-20	2.2	41	E
R-11	CMU	LC	11.7	0	E
R-12	Park	O	8.8	0	E
R-13	School	RD-5	5.0	0	E
R-14	Open Space	O	10.1	0	E
R-15	CMU	LC	2.3	0	C
Total Base Allocation			209.6	966	
Potential MDR in CMU			3.5	70	
Maximum Potential Residential Allocation				1,036	
Arista del Sol ARISTA DEL SOL (PAPPAS)					
S-1	RD-5	RD-5	32.0	160	E
S-2	RD-5	RD-5	27.4	137	E
S-3	RD-7	RD-7	11.6	81	E
S-4	RD-5	RD-5	27.8	139	E
S-5	RD-5	RD-5	22.4	112	E
S-6	RD-4	RD-4	34.6	138	E
S-7	RD-7	RD-7	6.3	44	E
S-8	RD-20	RD-20	2.3	46	E
S-9	CMU	LC	14.9	0	E
S-10	CMU	LC	4.1	0	E
S-11	Open Space	O	15.6	0	E
S-12	Park	O	10.2	0	E
Total Base Allocation			209.2	857	
Potential MDR in CMU			4.8	95	
Maximum Potential Residential Allocation				952	

9886 TOTAL



SUNRIDGE

Avigation Easement

Appendix C to the
SunRidge Specific Plan
Sacramento County

July 17, 2002

AVIGATION AND NOISE EASEMENT

1. Grantor is the owner of certain real property situated in the unincorporated area of Sacramento County, California, hereinafter referred to as the "Servient Tenement" and more particularly described on Exhibit A attached hereto and made a part hereof.

2. Grantee, the County of Sacramento, is the owner of certain real property situated in the unincorporated area of Sacramento County, California, hereinafter referred to as the "Dominant Tenement" and more described on Exhibit B attached hereto and made a part hereof. Grantee operates Mather Airport ("Airport") on the Dominant Tenement.

3. Grantor hereby grants to Grantee an easement and right of way, on the terms and conditions set forth in this agreement.

4. This easement and right of way granted herein are appurtenant to the Dominant Tenement.

5. The easement granted is the continuing perpetual right to cause to or allow upon the Servient Tenement such imposition of light, smoke, air currents, electronic, noise, vibrations, fumes, dust, fuel particles, other emissions, inconveniences, discomfort, interference with enjoyment and other effects as may be caused by or result from the operation of the Airport, including but not limited to take-off, approach and landing, of aircraft; it being understood and agreed that Grantee has and intends to maintain and develop the Dominant Tenement in such manner that said Airport and the easement granted herein will be used at all times and by every type of aircraft which is now in existence or which may be developed in the future for commercial flights; and Grantor, for Grantor and the successors in interest and assigns of Grantor, does hereby fully waive and release any right or cause of action which they or any of them now have or may have in the future against Grantee, its successors and assigns, on account of or arising out of such noise, vibrations, fumes, dust, fuel particles, and other effects heretofore and hereafter caused by the operation of said aircraft.

The term 'aircraft' is defined for the purposes of this easement as any contrivance now known or hereafter invented, designed, or used for navigation or flight in air or space.

6. This grant of easement also includes a right-of-way for the use and benefit of the public and includes the continuing right to fly, or cause or permit the flight by any and all persons, of aircraft, in, through and across or about any portion of the Airspace above the Servient Tenement, with Airspace

being defined as the height which is five hundred feet (500 feet) above any buildings or approved structures which may be constructed upon the Servient Tenement from time to time in accordance with applicable federal, state and local laws.

7. This grant of easement further includes the right to clear and keep clear the Airspace of any portions of structures or improvements of any and all kinds, and of trees or other objects, including the right to remove or demolish those portions of such antennas, improvements, trees or other things which extend into or interferes with the Airspace. Such right shall include the right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which interfere with air transportation or air operation. Such right shall also include the right of ingress to, passage within, and egress from the Dominant Tenement for the purposes described in this Agreement.

8. This easement and all other rights and privileges granted hereunder are granted in perpetuity.

9. This grant of easement shall not operate to deprive the Grantor, its successors or assigns, of any rights, which it may have from time to time against any air carrier, private operator, or Sacramento County or the Airport for negligent or unlawful operation of aircraft.

10. This easement burdens the Servient Tenement for the benefit of the Grantee. It runs with the land under California Civil Code Section 1468. The benefits and burdens created by this instrument apply to and bind the parties' successor, heirs, and assigns. Grantor agrees that in any marketing material regarding transfers, in whole or in part, of the grantor's property, this easement and the terms thereof, shall be disclosed. In addition, Grantor agrees that it will inform all interested parties including, but not limited to, those holding liens or encumbrances on all or a portion of the Property, about this easement and shall provide a copy of this easement if they so request.

11. Grantor, on behalf of itself, its successors and assigns, hereby covenants with Grantee that it will not construct, install, permit or allow any building, structure, improvement, tree, or other object on Grantor's property as described in Exhibit A, to extend into or interfere with the Airspace, or to constitute an obstruction to air navigation, or to obstruct or interfere with the use of the easement and right of way granted herein. Excluding typical residential or commercial uses, Grantor, its successors and assigns, further covenant that it will not use or permit the use of the Servient Tenement in such a manner as to create electrical or electronic interference with radio communication or radar operation between a Federal Aviation Administration control tower at the Airport and any aircraft.

12. The County of Sacramento shall record this document in the Official Records of Sacramento County.