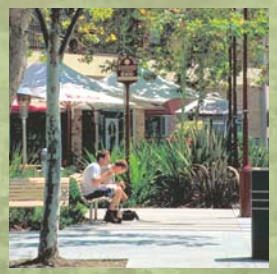
Rio del Oro

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES


August 2016 Draft

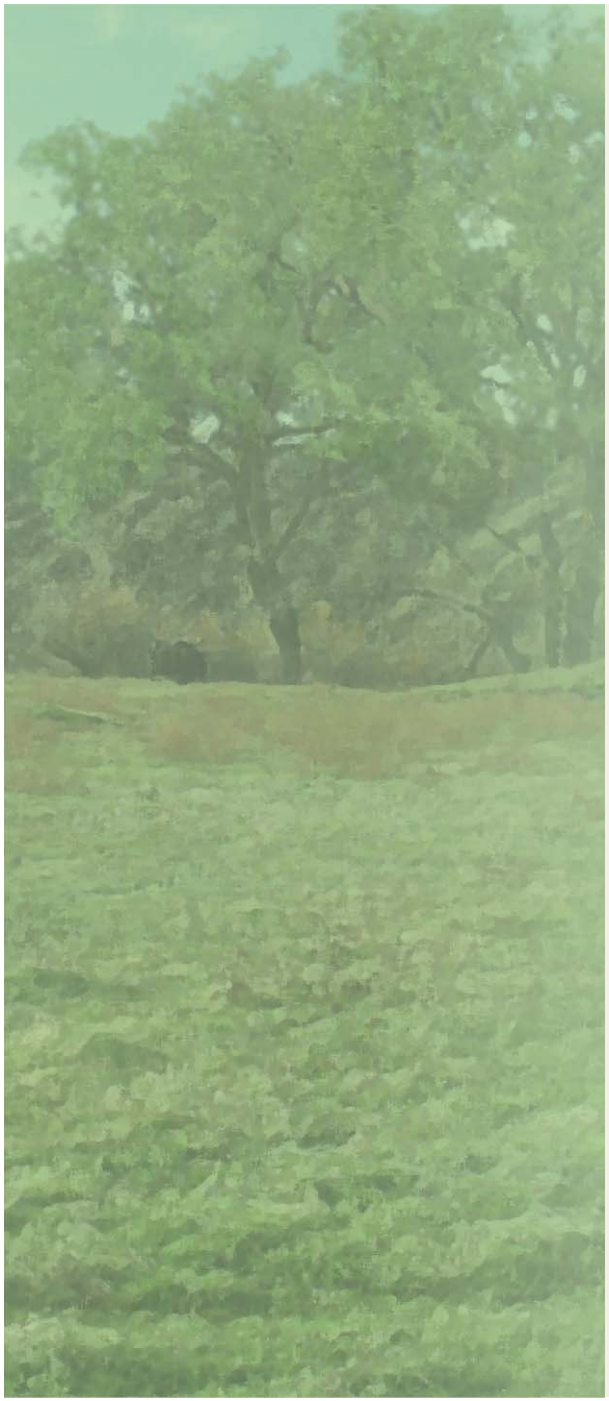
Elliott Homes GENCORP

Introduction

Development Standards

Design Guidelines

INTRODUCTION



1.1 PURPOSE OF THIS DOCUMENT

The *Rio del Oro Development Standards and Design Guidelines* are an appendix to the *Rio del Oro Specific Plan* (Specific Plan) and provide direction for the development of the project.

These development standards and design guidelines have been developed in accordance with the City of Rancho Cordova's (City's) development standards and design guidelines; *Trails, Greenways, and Gathering Places*; the Specific Plan; the Urban Design and Land Use Elements of the *Rancho Cordova General Plan* (General Plan); and other relevant documents. If conflicts arise between any of these documents, the Specific Plan and these development standards and design guidelines shall control.

1.1.1 DEVELOPMENT STANDARDS

The purpose of the Rio del Oro Development Standards (RDODS) is to provide the regulatory framework for implementing the Specific Plan's goals and policies. Adopted by ordinance, the RDODS serve as a stand-alone document governing development, improvements and construction within the Rio del Oro Plan Area.

The development standards contained herein are provided for design review purposes and shall be implemented by the Rancho Cordova City Council or its designated approval authority. The approval of this document is required before issuance of building permits or site improvement plans.

This document should be used in conjunction with the Specific Plan, Rancho Cordova Municipal Code, *Rancho Cordova General Plan*, and *City of Rancho Cordova Design Guidelines* to implement the goals and objectives of the Design Review Ordinance.

Along with the Specific Plan, this document shall be adopted by the City as a means to execute the design review process.

The project is also subject to evaluation under the California Environmental Quality Act (CEQA).

1.1.1.1 Scope of Development Standards

The RDODS is intended to replace the City's Zoning Ordinance and serve as the zoning and use regulations for the Specific Plan area. Mitigation measures governing the use, development, and construction in the Specific Plan area have been incorporated where appropriate.

The development standards contained in the RDODS are intended to apply exclusively to the Specific Plan area and govern its development. Where no standards are provided in the document, the standards contained in the City's Zoning and Subdivision Ordinances shall apply. If any provision contained in the RDODS conflicts with those contained in the City's Zoning and Subdivision Ordinances, the RDODS shall control.

The City's planning director or designee shall determine the consistency between any development proposal in the Specific Plan area and the Specific Plan. Appeals of the planning director's determination may be made to the City Council.

1.1.1.2 Development Standards Interpretation and Modification

The RDODS is subject to Zoning Code Section 1.17.050, item B, which states, "Where no specific standard is contained in a Special Planning Area Ordinance (e.g., parking, landscape standards, signs), the applicable provisions of the Zoning Code shall apply as determined by the Director."

The RDODS may be revised to meet changing circumstances, as outlined in the Specific Plan. The provisions set forth in the Specific Plan, Sections 8.3.1.1 and 8.3.1.2, shall apply to determine whether a proposed revision is a "modification" that can be approved at the administrative level or whether the proposed revision would require an amendment to the Specific Plan.

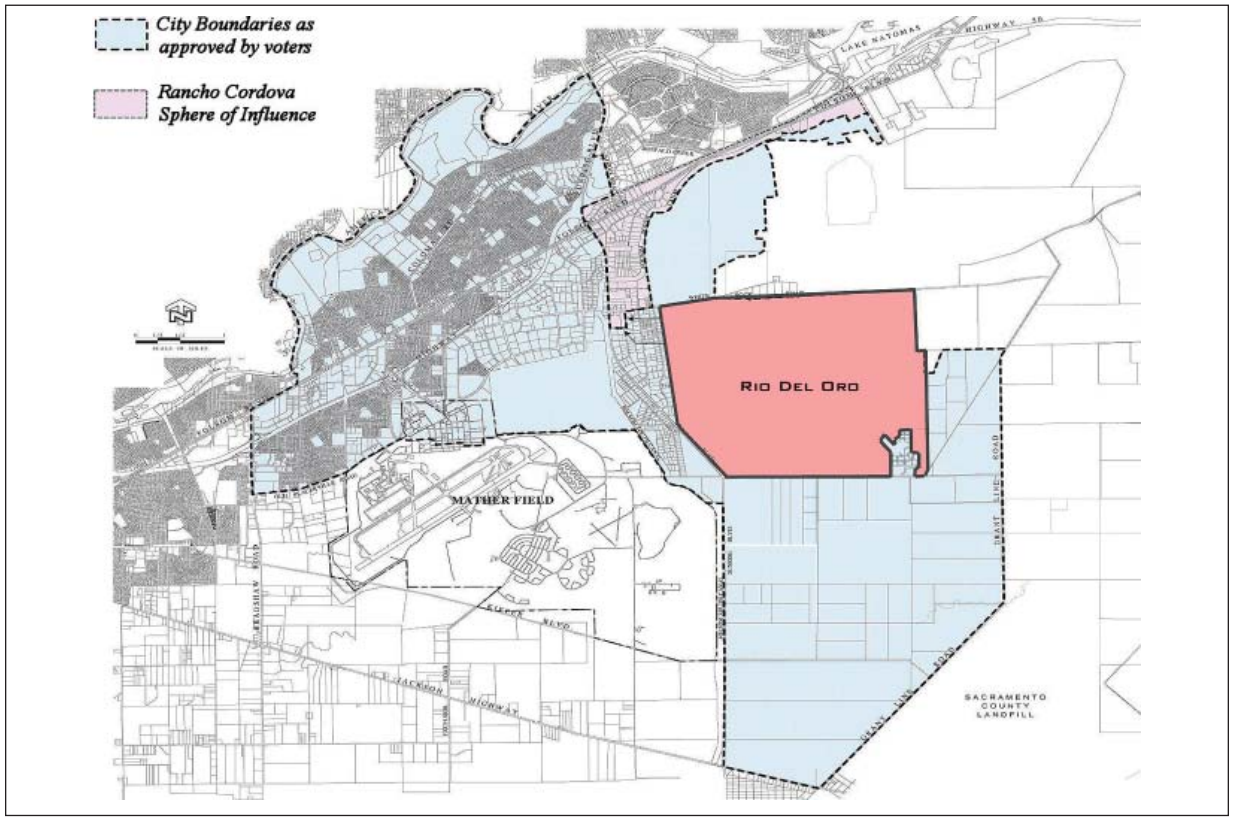
1.1.2 Design Guidelines

These design guidelines identify general principles and are intended to be advisory in nature. They address the design of parks and open space; circulation and streetscape; residential, commercial, and industrial land uses; and such design details as lighting, fencing, and signage. They serve as criteria for the direction of the community design and character and are intended to implement the owners' high expectations for a quality development. The information reflects the vision for the various elements of the project.

1.1.3 Enforcement

The provisions of the RDODS shall be enforced by the City's planning director or designee in the same manner as other provisions of the City of Rancho Cordova Zoning Ordinance.

Project architecture, conceptual site design, and landscape treatments for projects in Rio del Oro are subject to review by the Rio del Oro Architectural Review Committee (RDOARC) prior to submittal to the City. The City's required design review process will function independently of the RDOARC review process.



Project Location

LAND USE PLAN

RIO DEL ORO

LAND USE SUMMARY

LAND USE		ACRES	DENSITY RANGE	FIXED COUNT	UNITS	UNIT %	% OF RESIDENTIAL ACRES
SF	SINGLE FAMILY RESIDENTIAL	1,566.4	2.1 - 6.0	4.84 DU/AC	7,593	62%	40.9%
MD	MEDIUM DENSITY RESIDENTIAL	283.1	6.1 - 18.0	7.23 DU/AC	2,048	17%	7.4%
HD	HIGH DENSITY RESIDENTIAL	98.0	18.1 - 40.0	26.00 DU/AC	2,548	21%	2.6%
VC	VILLAGE COMMERCIAL	20.1					
LTC	LOCAL TOWN CENTER	24.3					
RTC	REGIONAL TOWN CENTER	112.9					
BP	BUSINESS PARK	90.4					
MP	INDUSTRIAL PARK	269.5					
P/QP	PUBLIC / QUASI PUBLIC	7.5					
FS	FIRE STATION	*					
AFS	ALTERNATIVE FIRE STATION	*					
MS/HS	SCHOOL CAMPUS	78.0					
MS	MIDDLE SCHOOL	20.0					
ES	ELEMENTARY SCHOOL	54.9					
CP	COMMUNITY PARK	121.5					
P	NEIGHBORHOOD PARKS	57.7					
SWD	STORM WATER DETENTION	38.7					
	WETLAND PRESERVE	510.0					
	DRAINAGE PARKWAY	141.9					
	PRIVATE RECREATION	52.5					
OS	OPEN SPACE	22.2					
OS/P	OPEN SPACE/ PRESERVE	12.0					
	LANDSCAPE CORRIDORS*	0.0					
GB	GREENBELTS	50.8					
	MAJOR ROADS	195.5					
TOTALS:		3,827.9			12,189	100%	

*LANDSCAPE CORRIDORS REMOVED FROM LAND USE SUMMARY, ACREAGE ASSIGNED TO ADJACENT PARCEL.
**UNDERLYING ZONING SHALL REMAIN.

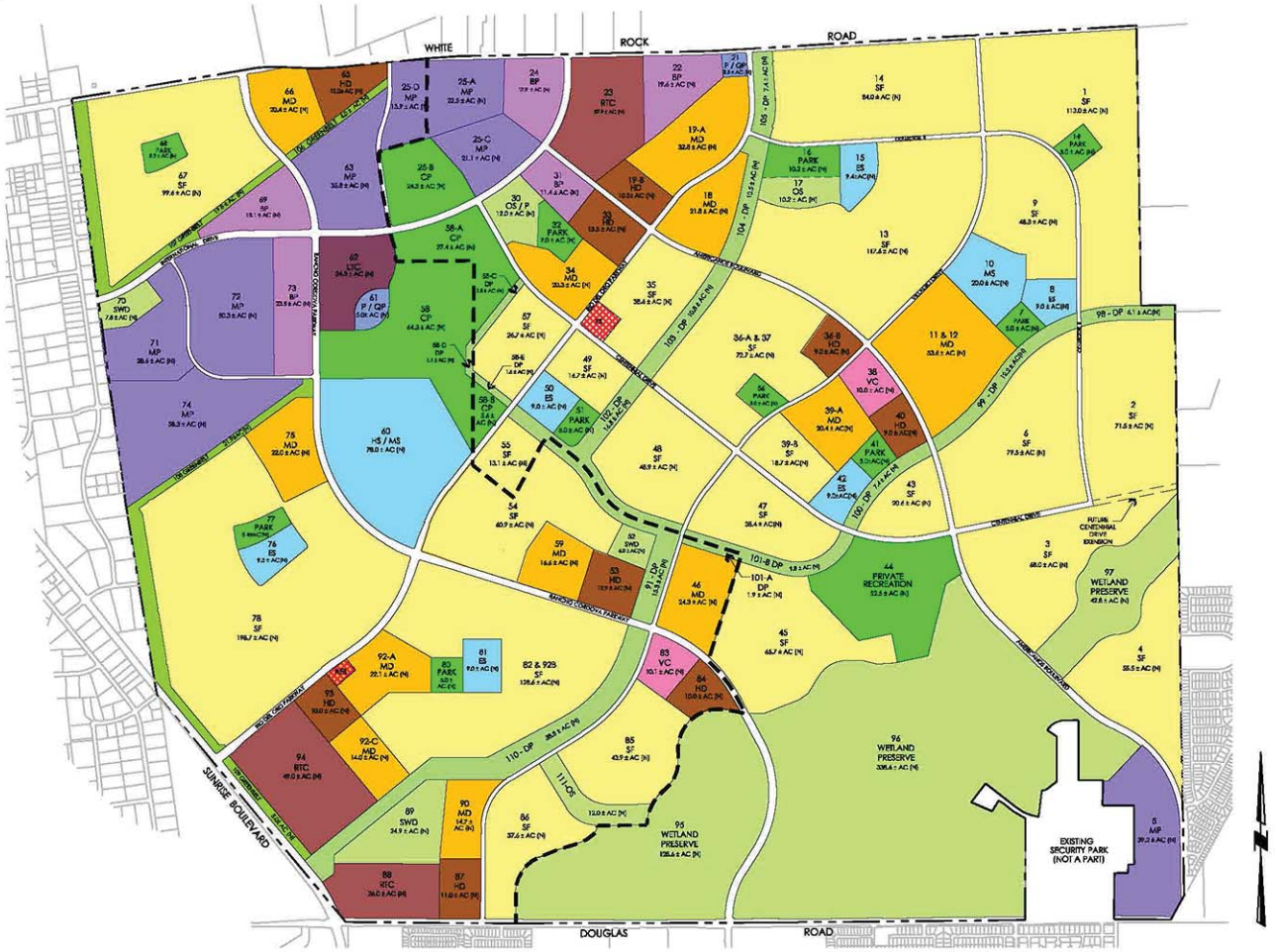


Exhibit 3-2
Land Use Plan
Rio Del Oro Specific Plan

Land Use Diagram


Development Standards

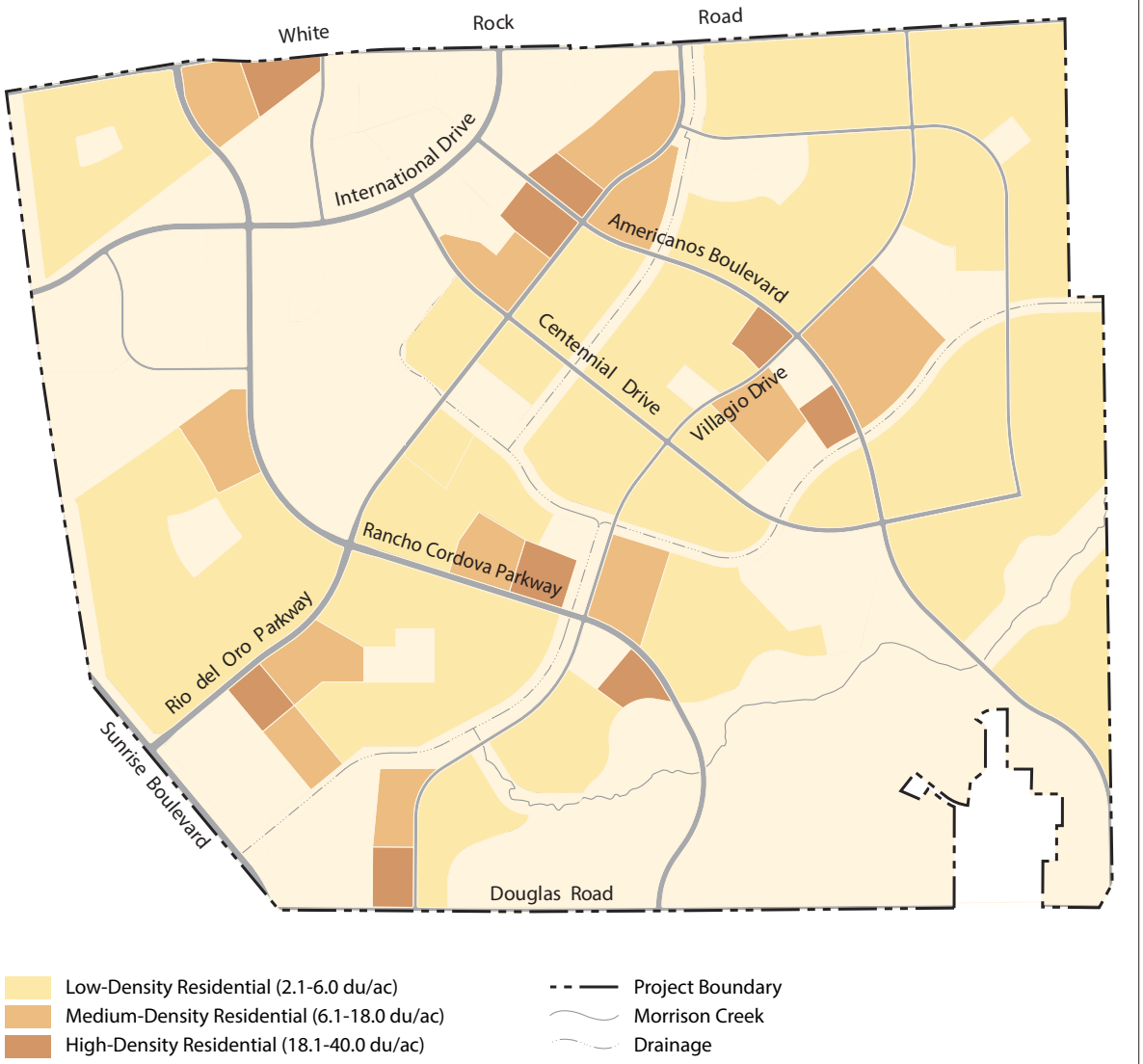
RESIDENTIAL DEVELOPMENT STANDARDS

2.1 RESIDENTIAL DEVELOPMENT STANDARDS

Rio del Oro is a diversified community composed of a mix of residential, commercial, business, and office uses, connected by a system of greenways and open spaces. The residential component includes a range of low density single-family housing types with 2.1-6 dwelling units per acre (du/ac), an assortment of innovative medium-density housing products with a density range of 6.1-18 du/ac, and some higher density housing types allowing densities of 18.1-40 du/ac. Medium-density and high-density sites have been situated near employment districts, shopping centers, and schools with in areas linked by interconnecting pedestrian and bike paths.

The purpose of the residential development standards is to promote high-quality housing projects while allowing for flexibility and encouraging innovative design solutions. The following pages address varying residential lot layouts and building prototypes.

Land use standards are provided for setbacks, building heights, lot coverage, and maximum allowable densities for each residential building type anticipated for Rio del Oro. Minor density adjustments are allowed between residential parcels if they meet certain criteria as described in Section 3.8, "Minor Density Adjustment/ Transfer of Density," of the Land Use Element of the Specific Plan.



In total the HDR sites must average a minimum density of 26 dwelling units per acre per the Affordable Housing Plan for Rio del Oro. If initial HDR projects are developed at a higher density then subsequent HDR projects may be developed at a density lower than the 26 dwelling units per acre minimum provided the average minimum density across all HDR sites is maintained at 26 dwelling units per acre.

Townhomes fronting a paseo with rear garage access

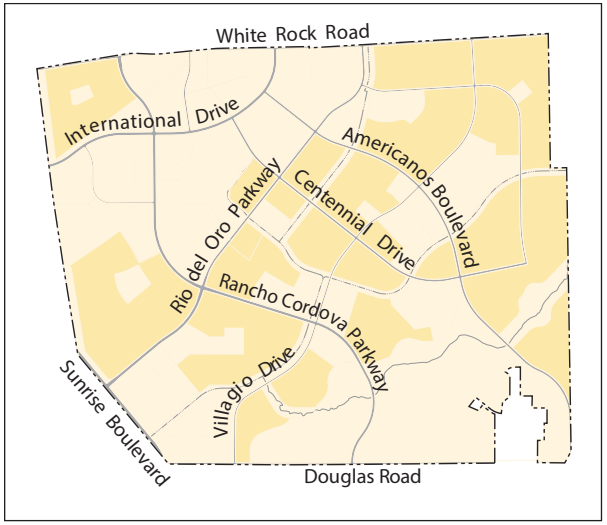
Two-story single-family residences organized around a central parking court

Large-lot single-family residence with front-loaded garage

High-density apartments/condominiums

Single-family residential neighborhood

A variety of housing types will be provided in the Rio del Oro community



Low-density residential locations

2.1.1 LOW-DENSITY RESIDENTIAL

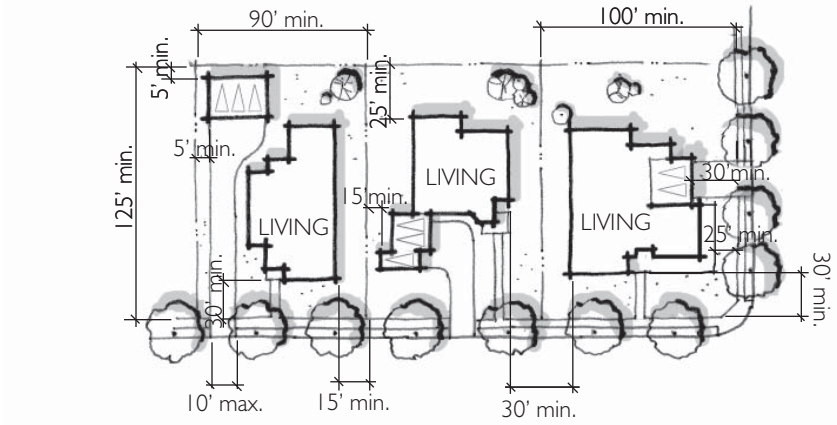
The low-density residential land use (LDR: 2.1-6.0 du/ac) provides for a range of traditional detached single-family housing. The building types in this density range would be in a variety of dwelling and lot sizes. Larger executive homes, at about 2 du/ac, would fall into this category.

A diversity of styles is acceptable in this density range, provided that exceptional quality is reflected in their design and detailing.

Example of an executive home single-family residence on a one-half acre lot

Example of single-family homes in the 4- to 5-du/ac range

Example of a 6-du/ac product



Generous front setbacks with opportunities for enhanced entry treatments

Executive-size home with recessed garage

2.1.1.1 Executive Lot, Single-Family Residential

Density

Dwelling Units/Acre	2.1-3.0

Lot Requirements

Lot Size	15,000 sq. ft. min.
Lot Width90 ft. min.	
Corner Lot Width	100 ft. min.
Lot Depth125 ft. min.	
Lot Coverage	30% max.

Setback Requirements

Front Yard (setback from sidewalk)	
Living Area	30 ft. min.
Open Front Porch	25 ft. min.
Garage	
Setback from Sidewalk	30 ft. min.
Side Yard	
Interior Side Yard	15 ft. min.
Corner Street Side	30 ft. min.
Rear Yard	25 ft. min.

Distance between Main Buildings 30 ft. min.

Maximum Building Height 45 ft. (3 stories)

Accessory Units

Accessory/in-law units, cottages, and units above rear yard detached garages may be permitted subject to the following standards:

Accessory Unit Size	
Living Area	1,200 sq. ft. max.
Side Yards	
Interior Side	5 ft. min.
Rear Yards	
Living Areas	5 ft. min.

Parking

Guest parking should be located in driveway or on the adjacent street.

Off-Street

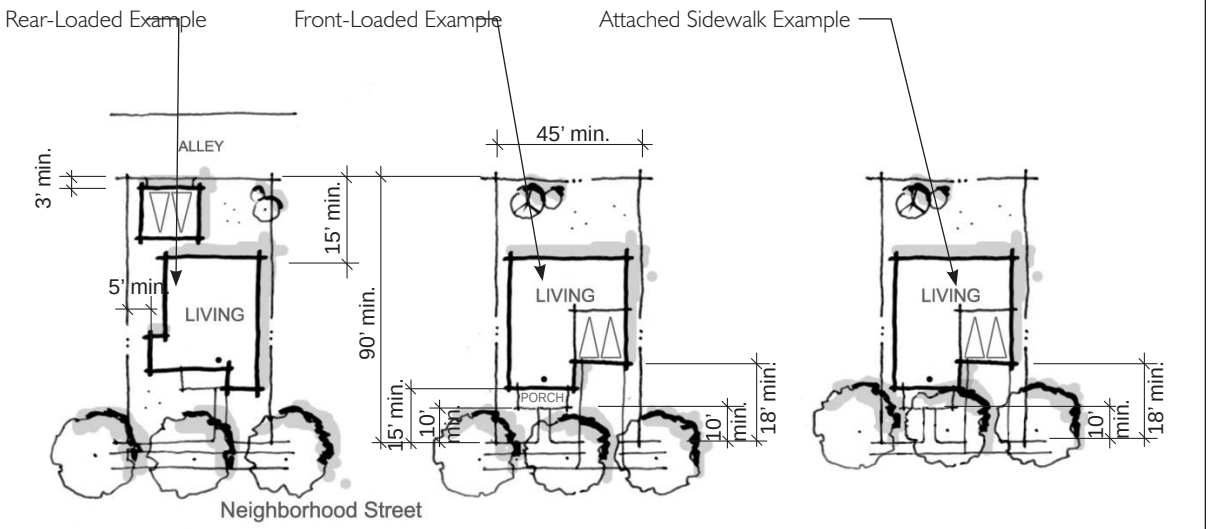
Minimum 2 enclosed spaces per primary unit

Minimum 1 enclosed space per accessory unit

On-Street

Permitted

Side access driveways shall not be located adjacent to each other.



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

Single-family home with recessed garage

2.1.1.2 Typical Lot, Single-Family Residential

Density

Dwelling Units/Acre	2.1-6.0

Lot Requirements

Lot Size	5,000 sq. ft. min.
Lot Width45 ft. min.	
Corner Lot Width	53 ft. min.
Lot Depth90 ft. min.	
Lot Coverage	60% max.

Setback Requirements

Front Yard (setback from sidewalk)	
Living Area	15 ft. min.
Open Front Porch	10 ft. min.
Garage	
Setback from Sidewalk (with roll-up door)	18 ft. min.
Alley-Loaded Garage	3 ft. min.
Side Yard	
Interior Side Yard	5 ft. min.
Corner Street Side	15 ft. min.
Rear Yard	15 ft. min.

Maximum Building Height 35 ft. (2 stories)

Accessory Units

Accessory/in-law units, cottages, and units above rear-yard detached garages may be permitted subject to the following standards:

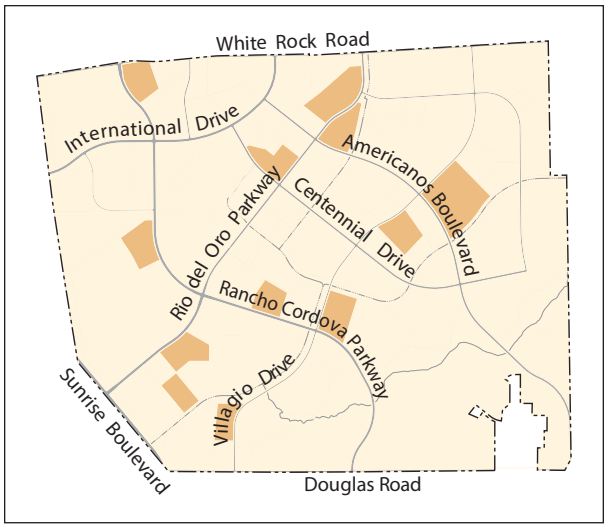
Accessory Unit Size	
Living Area	900 sq. ft. max.
Side Yard	
Interior Side	5 ft. min.
Rear Yard	
Living Areas	5 ft. min.
From Rear-Loaded Alley	3 ft. min.

Parking

Guest parking should be located on the adjacent street.

Off-Street
- Minimum 2 enclosed spaces per primary unit
- Minimum 1 enclosed space per accessory unit

On-Street
- Permitted



Medium-density residential locations

2.1.2 MEDIUM-DENSITY RESIDENTIAL

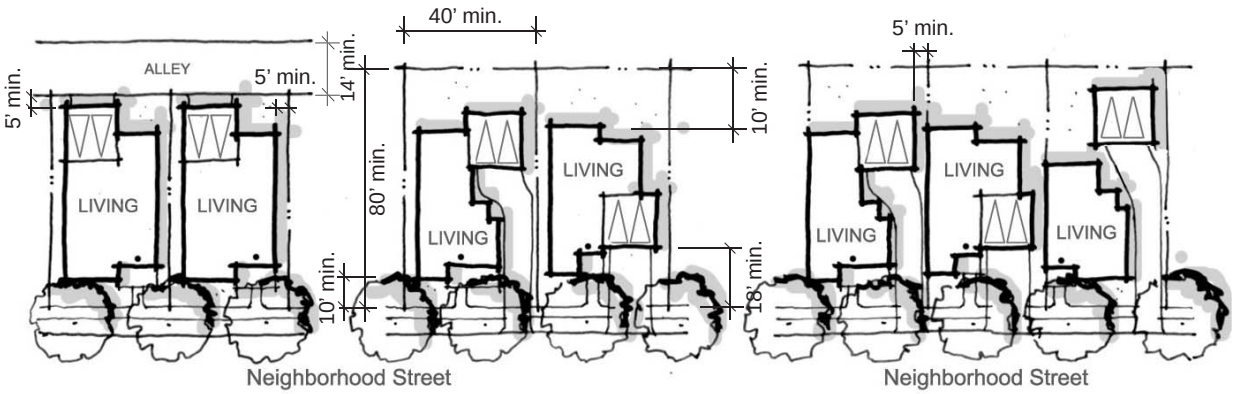
There is continuing innovation in the design and layout of medium-density residential product types (MDR: 6.1-18.0 du/ac). In an effort to promote creative housing solutions, the development standards allow for flexibility, subject to City review. Allowed lot widths in a development should vary up to 5 feet. Right-to-use easements in side-yard setbacks are allowed. The City encourages duet units on corners in single-family detached neighborhoods.

Development standards in the medium-density range may include one of the following examples or other lot/building prototypes that are similar to those included herein:

- Small-Lot Detached Housing (lots less than 50 feet wide)
- Detached Cluster Housing
- Zero-Lot-Line Housing
- Zipper Lot Housing
- Duet Housing
- Detached Townhomes (lots less than 40 feet wide)
- Attached Townhomes
- Three-Story Cluster Housing
- Live/Work Units

Garden court product

Small-lot detached homes



Small-lot single-family homes are traditional detached products with conventional side and rear yards, only at a smaller scale to promote affordability. They may be laid out in zero-lot-line or alley-loaded arrangements.

Rear-loaded homes on small lot

Recessed garage on small lot

2.1.2.1 *Small-Lot Detached Housing*

Density

Dwelling Units/Acre	6.1-12.0

Lot Requirements

Lot Size	3,200 sq. ft. min.
Lot Width	40 ft. min.
Corner Lot Width	45 ft. min.
Lot Depth	70 ft. min.
Lot Coverage	65% max.

Setback Requirements

Front Yard (setback from sidewalk)	
Living Area	10 ft. min.
Open Front Porch	8 ft. min.
Garage (with roll-up door)	18 ft. min.
Side Yard	
Interior Side Yard	5 ft. min.
Corner Side Yard	10 ft. min.
Rear Yard	
Living Area	10 ft. min.
Alley-Loaded Garage	3 ft. min./6 ft. max.*

Maximum Building Height

45 ft. (3 stories)

Accessory Units

Accessory in-law units, cottages and units above rear-yard detached garages may be permitted subject to the following standards:

Accessory Unit Size	
Living Area	600 sq. ft. max.
Side Yard	
Interior Side with Windows	5 ft. min.
Interior Side without Windows	3 ft. min.
Rear Yard	
Living Areas	5 ft. min.
From Rear-Loaded Alley	5 ft. min.

Outdoor Living Area

Dimension	10 ft. width min.
Size	150 sq. ft. min.

Parking

Guest parking should be located on the adjacent street.

Off-Street

Minimum 2 enclosed spaces per primary unit

Minimum 1 enclosed space per accessory unit

On-Street

Permitted in specified areas or street right-of-way

*Where achievable.

2.1.2.2 Detached Cluster Housing

Density

Dwelling Units/Acre	6.1-12.0

Setback Requirements

Front Yard, Setback from Sidewalk	
Living Area	10 ft. min.
Open Front Porch	8 ft. min.
Garage	
Setback from Drive Aisle	5 ft. min.
Side Yard	
Interior Side Yard	3 ft. min.
Rear Yard	10 ft. min.
From Drive Aisle	3 ft. min./6 ft. max.*

Building Separation

From Building to Building	6 ft. min.
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	14 ft. min.

Private Outdoor Space

100 sq. ft. min. (10 ft. min. dimension)

Accessory Units

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

Parking

General

Garages shall be located at the front or side of the unit off the drive aisle. Each unit shall also provide 0.5 guest space per unit, which may be accommodated on the street, as determined by the City on a case-by-case basis.

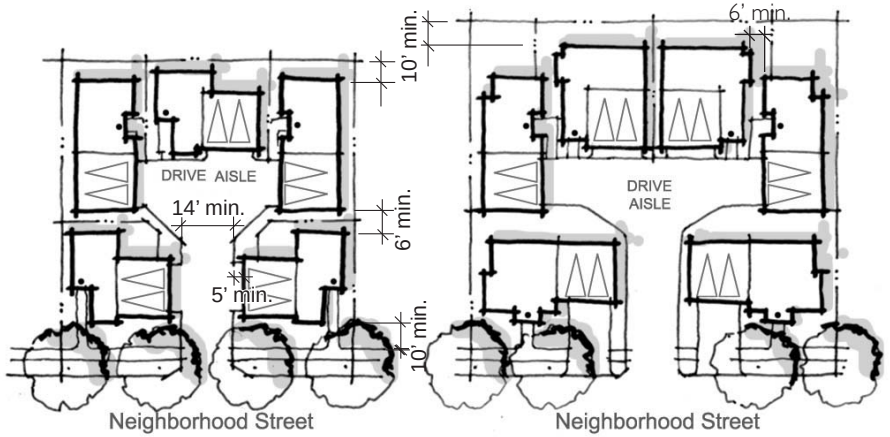
Off-Street

Two enclosed spaces per unit

On-Street

Where permitted on local and collector streets

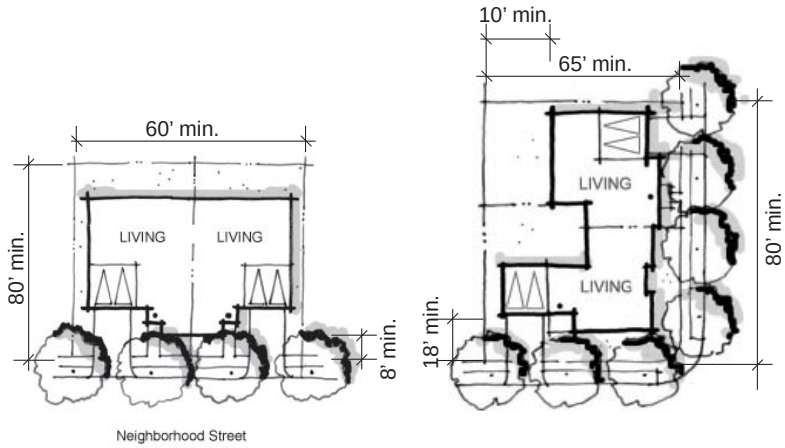
*Where achievable.



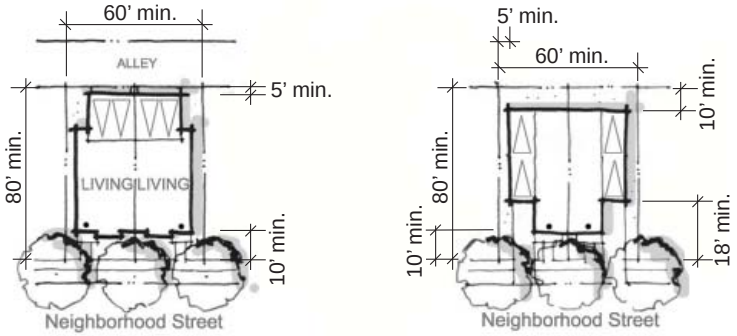
This arrangement of single-family units has the advantage of limiting the number of access points along the street. Buildings are clustered around a shared drive aisle, where garage access typically occurs. Garages for end units adjacent to the street could have direct street access. The homes may be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

Court cluster detached home seen from the drive aisle

Homes fronting an auto court



Duplex units located on corner lots should have driveways accessing both streets.



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

Front-yard street scene of rear-loaded duplexes

Duet housing with garages accessed from the public street

2.1.2.3 Duet Housing

Density

Dwelling Units/Acre	6.1-12.0

Lot Requirements

Lot Size	5,000 sq. ft. min.
Lot Width60 ft. min.	
Corner Lot Width	65 ft. min.
Lot Depth80 ft. min.	
Lot Coverage	65% max.

Setback Requirements

Front Yard (setback from sidewalk)	
Living Area	10 ft. min.
Open Front Porch	8 ft. min.
Garage (with roll-up door)	18 ft. min.
Side Yard	
Interior Side Yard	5 ft. min.
Corner Side Yard	10 ft. min.
Rear Yard	
Living Area	10 ft. min.
Alley-Loaded Garage	3 ft. min./6 ft. max.*

Maximum Building Height 45 ft. (3 stories)

Accessory Units

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

Parking

Guest parking should be located on the adjacent street.

Off-Street

Minimum 2 covered spaces per unit

On-Street

In specified areas or road right-of-way, where allowed

*Where achievable.

2.1.2.4 Detached Townhomes

Density

Dwelling Units/Acre	6.1-12.0

Lot Requirements

Lot Size	2,000 sq. ft. min.
Lot Width32 ft. min.	
Corner Lot Width	37 ft. min.
Lot Depth65 ft. min.	
Lot Coverage	80% max.

Setback Requirements

Front Yard Setback from Sidewalk	
Living Area	10 ft. min.
Open Front Porch	8 ft. min.
Garage	
Setback from Drive Aisle	3 ft. min./6 ft. max.*
Side Yard	
Interior Side Yard	4 ft. min.
Corner Side Yard	12 ft. min.

Building Separation

From Building to Building	8 ft. min.

Maximum Building Height 45 ft. (3 stories)

Drive Aisle Width 14 ft. min.

Paseo Width 20 ft. min.

Private Outdoor Space

100 sq. ft. min. (10 ft. min. dimension)

Accessory Units

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

Parking

General

Required parking shall be located at the rear of the unit off the alley. Parking spaces should be conveniently distributed in relative proximity to the units they serve. Off-street guest parking shall be provided as determined by the City on a case-by-case basis.

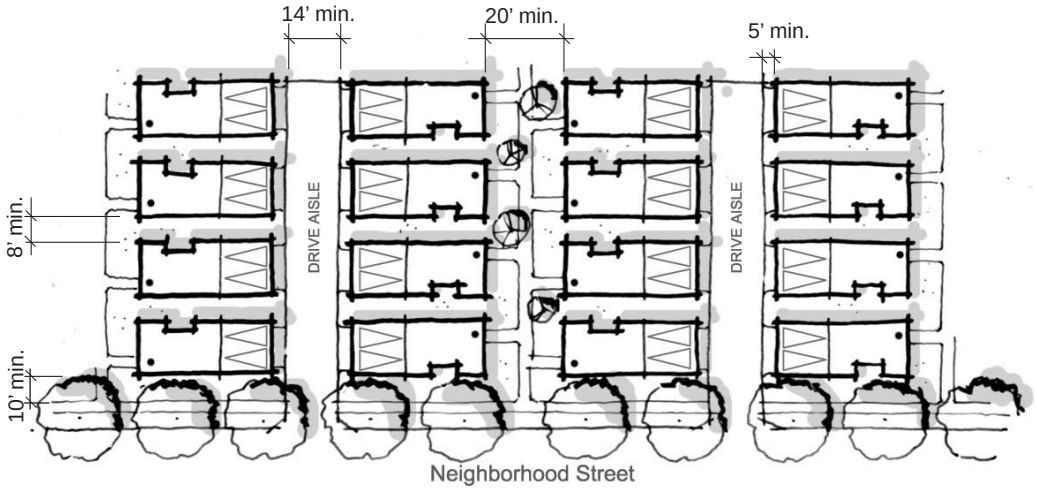
Off-Street

Minimum 2 covered spaces per unit

On-Street

Where permitted on adjacent streets; in designated areas, adjacent to drive aisle with required space for maneuvering

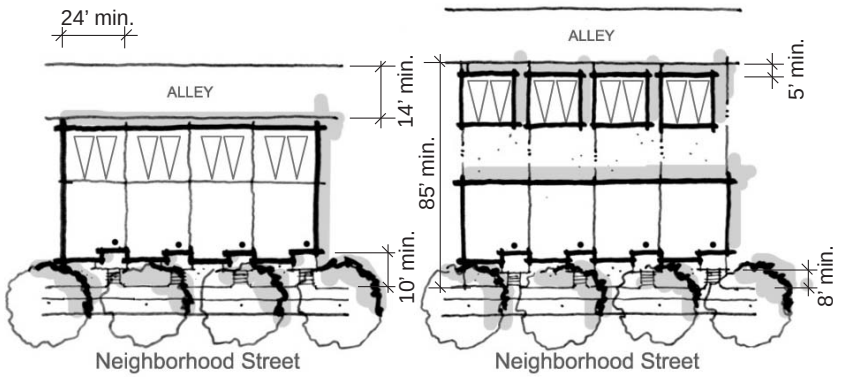
*Where achievable.



This product arrangement features front doors oriented around a common open space or street with garage access occurring at the rear off alleyways. They may be laid out either conventionally or in a zero-lot-line arrangement. Private yard area may be placed at the front, side, or rear.

Detached townhomes with entries from the paseo

View of drive aisle with pocket planters



Rear-loaded attached townhomes with tuck-under or detached garages. Attached units may have private open space in patio deck and/or in the front and rear yards.

Elevated front entries with garages one-half story lower, accessed from alley

Alley access to garages and private yards

2.1.2.5 Attached Townhomes

Density

Dwelling Units/Acre	12.0-18.0

Lot Requirements

Lot Size	1,600 sq. ft. min.
Lot Width24 ft. min.	
Corner Lot Width	29 ft. min.
Lot Depth, Detached Garage	85 ft. min.
Lot Depth, Tuck-Under Garage	65 ft. min.
Lot Coverage	80% max.

Setback Requirements

Front Yard, Setback from Sidewalk	
Living Area	10 ft. min.
Open Front Porch/Stoop	8 ft. min.
Side Yard	
Interior Side Yard	0 ft.
Corner Side Yard	5 ft. min.
Rear Yard	
Living Area	0 ft.
Alley-Loaded Garage	3 ft. min./6 ft. max.*
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	14 ft. min.
Private Outdoor Space	100 sq. ft. min.

Accessory Units

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

Parking

General

Required parking shall be located at the rear of the unit off the alley. Off-street guest parking shall be provided as determined by the City on a case-by-case basis.

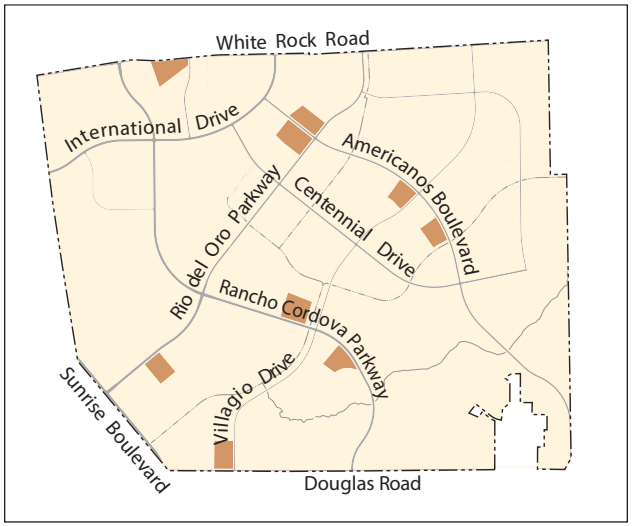
Off-Street

Minimum 2 enclosed spaces per unit

On-Street

Where permitted on adjacent streets and in designated areas adjacent to alleys with required space for maneuvering.

*Where achievable.



High-density residential locations

2.1.3 HIGH-DENSITY RESIDENTIAL

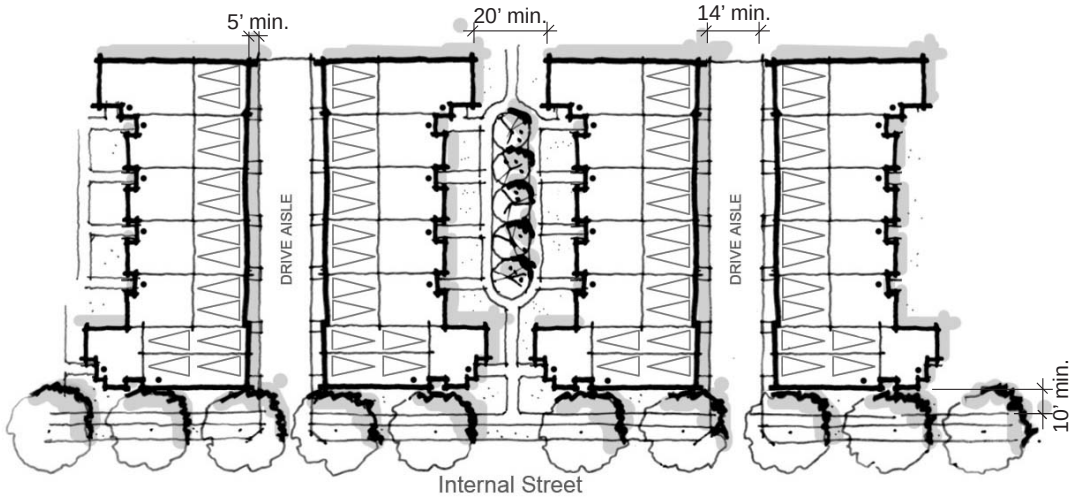
High-density residential housing types (HDR: 18.1-40.0 du/ac) include apartments and condominiums with tuck-under parking, surface parking, and parking located in structures or below podiums with housing units above. Podium-designed residential units include parking decks located above and/or below grade depending on site and economic factors.

A mixed-use arrangement with commercial or office on the street level is allowed in this category, provided that all other land use and zoning conditions are met.


Paseo cluster high-density product


Higher density condominium project with drive aisle to structured parking


Example of garden-style apartments



The arrangement of this housing style is similar to the detached cluster housing (shown on page 15), but is incorporates attached units. Front entries are located off a common open space with garages located along drive aisles at the rear of the units. Some of the units have tandem parking with condominium units above.

Example of high-density housing fronting a public street

Common-area walkway that provides access to units

2.1.3.1 Green Court Townhomes/ Condominiums

Density	
Dwelling Units/Acre*	15.0-20.0
Setback Requirements	
Front Setback from Sidewalk	
Living Areas	10 ft. min.
Open Front Porches	8 ft. min.
Garage	
Setback from Drive Aisle	5 ft. min.
Side Yard	
Interior Side Yard	3 ft. min.
Corner Street Side	8 ft. min.
Alley-Loaded Garage	3 ft. min./6 ft. max.**
Building Separation	15 ft. min.
Front-to-Front	20 ft. min.
Side-to-Side without Openings	10 ft. min.
Front-to-Side	15 ft. min.
Maximum Building Height	45 ft. (3 stories)
Drive Aisle Width	14 ft.
Private Outdoor Space	75 sq. ft. min.

Parking

General

Required parking may be enclosed or covered, and placed within the unit or in designated areas. Off-street guest parking shall be provided as determined by the City on a case-by-case basis.

Off-Street

Minimum 2 covered spaces per unit (may be in tandem configuration)

On-Street

On-site or off-site, at the City's discretion

* Depending on site layout, this prototype may fall below 18.1 du/ac

** Where achievable.

2.1.3.2 Garden Style Condominiums/ Apartments

Density

Dwelling Units/Acre	18.1-40.0

Lot Coverage

Building Coverage	50% max.
Surface Parking Coverage	25% max.
Landscape Coverage*	25% min.

Building Setback Requirements

Major Arterial	20 ft. min.
Other Street	15 ft. min.
Drive Aisle	3 ft. min./6 ft. max.**

Building Separation

From Primary to Primary Elevation†	20 ft. min.
Side to Side without Openings	10 ft. min.
Front to Side	15 ft. min.

Maximum Building Height 60 ft. (4 stories)

Private Outdoor Space

Ground-Level Units	80 sq. ft. min.
Upper-Level Units	40 sq. ft. min.

Parking

General
Required parking may be enclosed or covered within the unit or in designated areas

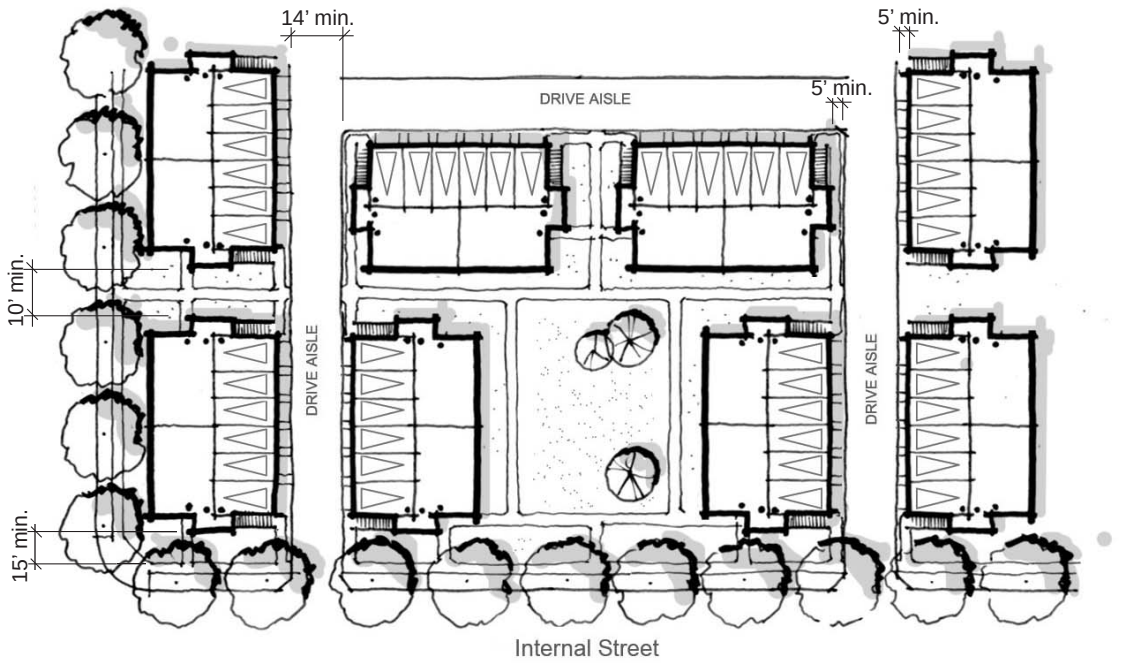
Off-Street
Two spaces for 2+ bedroom unit or 1 space for 1 bedroom/studio units; guest parking shall be provided as determined by the City on a case-by-case basis

On-Street
On-site and/or off-site at the City's discretion

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

** Where achievable.

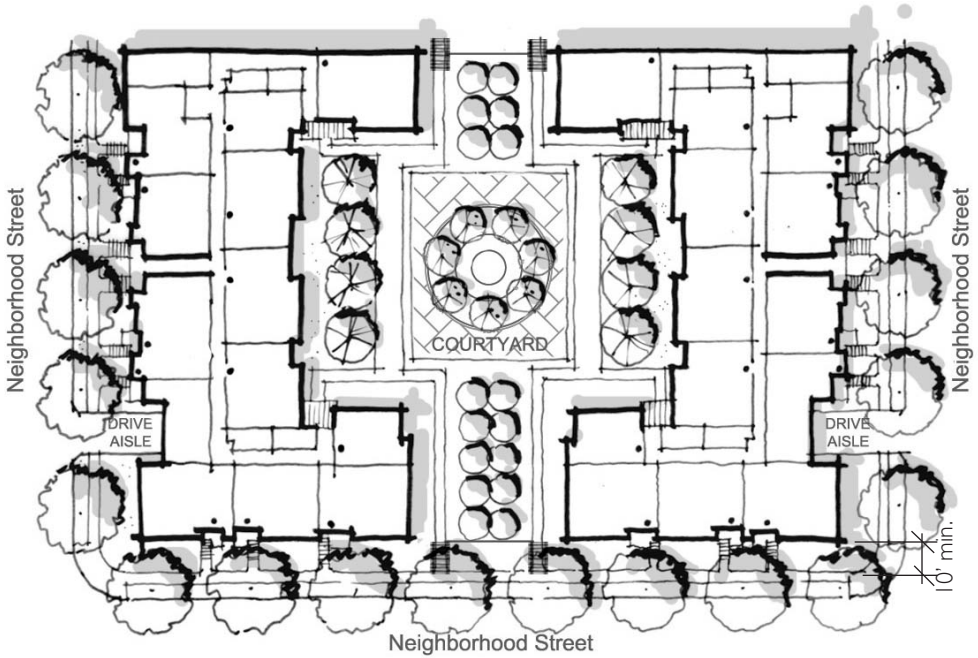
† Primary elevation consists of two or more windows from a major living area.



This building type typically is planned with multiple structures arranged around a common green space with assigned parking either within the building, in parking lots, and/or in detached garage bays. Required parking should be evenly distributed in bays as appropriate.

Units with private outdoor spaces on the upper floors

First-floor units may have direct entry from adjoining streets



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

Courtyard view of podium unit

Variation in roof lines and setbacks can add visual interest to higher density residential prototypes

2.1.3.3 *Podium Apartments/Condominiums*

Density

Dwelling Units/Acre	18.1-40.0

Lot Coverages

Building Lot Coverage*	75% max.
Surface Parking Coverage	15% max.
Landscape Coverage**	25% min.

Setback Requirements from Sidewalk

Front Yard	
Living Area	10 ft. min.
Open Front Porch/Stoop	8 ft. min.
Side Yard	
Corner Side Yard	10 ft. min.
Rear Yard	
Living Area	10 ft.
Parking Lot/Garage	5 ft.

Maximum Building Height 60 ft. (4 stories) max.

Private Open Space 40 sq. ft. min.

Parking

General

Parking is in an enclosed area beneath the first level of units; guest parking at 0.5 space/unit may be located in bays on-site or on surrounding streets, where allowed

Off-Street

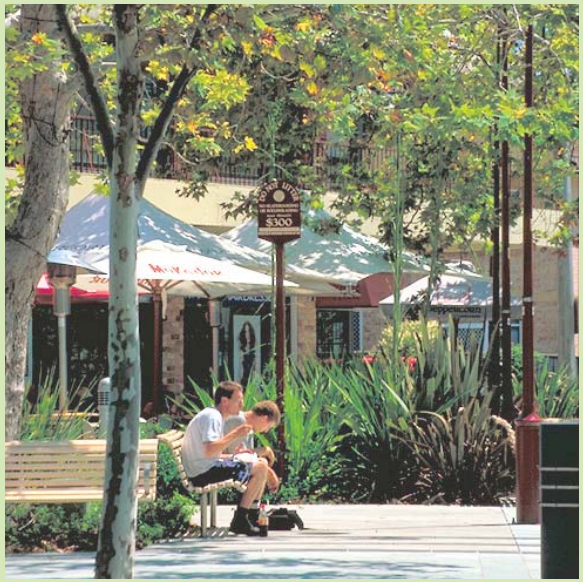
Minimum 2 covered spaces per unit (May be in tandem configuration)

On-Street

No required spaces on public streets

* Building coverage includes the podium footprint as measured at grade

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



COMMERCIAL AND MIXED USE DEVELOPMENT STANDARDS

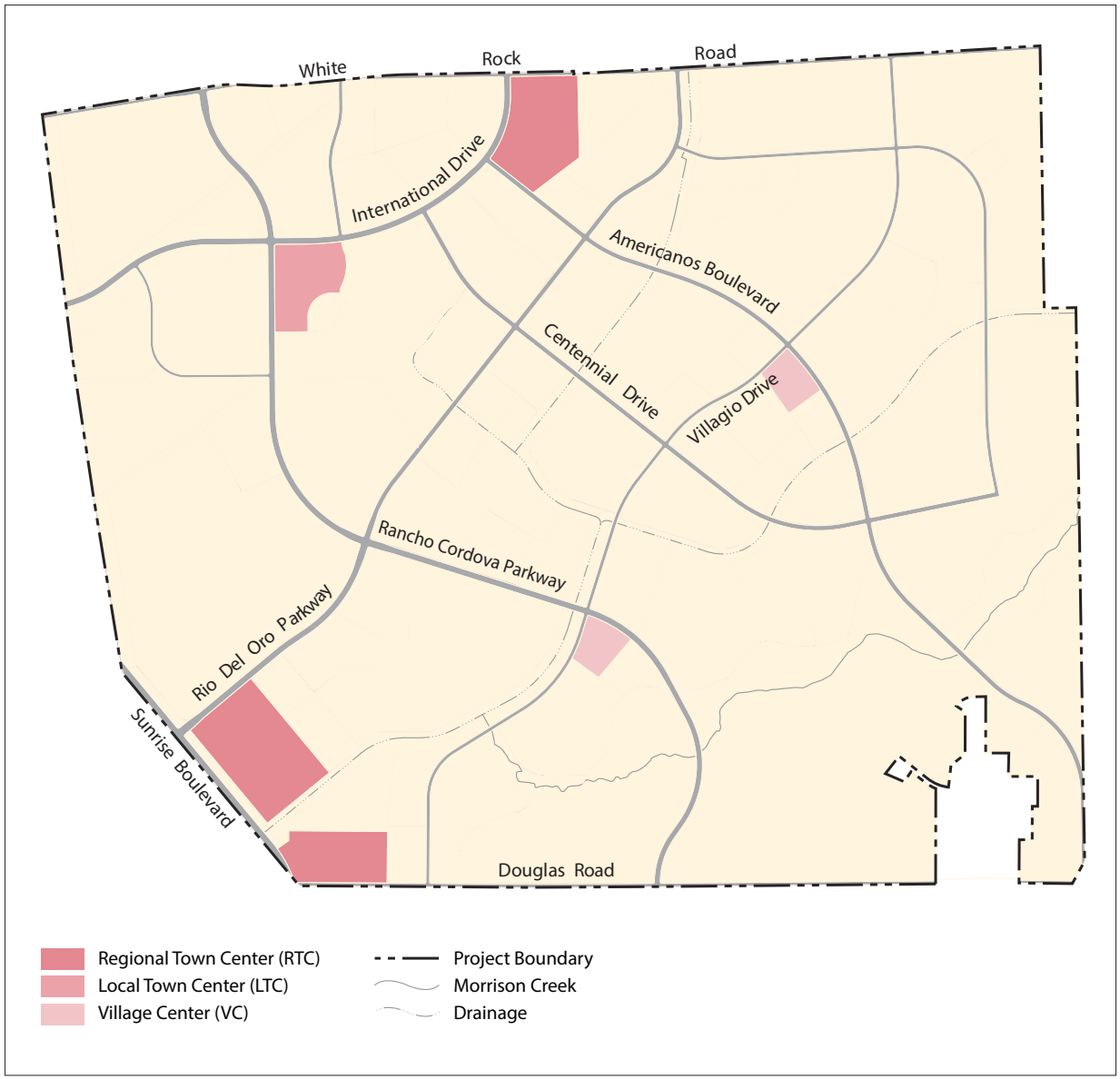
2.2 COMMERCIAL AND MIXED USE DEVELOPMENT STANDARDS

Commercial and mixed use areas in Rio del Oro are categorized into three major types: Regional Town Centers, Local Town Centers, and Village Centers. Each type of commercial and mixed use center serves a specific function within the community and region. The three types differ in their size, scale, types of commercial and other mixed uses, and potential customer base. All commercial centers shall adhere to the high standard of quality of Rio del Oro while allowing opportunities for innovative design. All commercial and mixed use developments shall be pedestrian, bicycle, and transit friendly; conveniently accessible; and situated to serve the projected users. Each commercial and mixed use project shall provide a display case or kiosk that presents a variety of transportation information such as carpools, schedules, and bicycle trails and routes.

Plans for circulation into and within commercial developments must receive approval from the City of Rancho Cordova Department of Public Works. Vehicular access points should be minimized and safely located.

Parking requirements for commercial centers are also provided in these development standards. A reduction in required parking based on proposed uses may be allowed per the Rancho Cordova Municipal Code, Section 23.719.090, "Reductions and Exceptions to Minimum Parking Requirements," and as consistent with the approved *Rio del Oro Air Quality and Emissions Reduction Plan*.

Bicycle parking facilities shall be consistent with the Rancho Cordova Municipal Code, Section 23.719.120, and the approved *Rio del Oro Air Quality and Emissions Reduction Plan*.



Pedestrian-friendly retail street

Articulated large-format retail architecture to reduce apparent size

Local Town Center edge treatment

© DESIGNLENS

Commercial uses adjacent to residential uses

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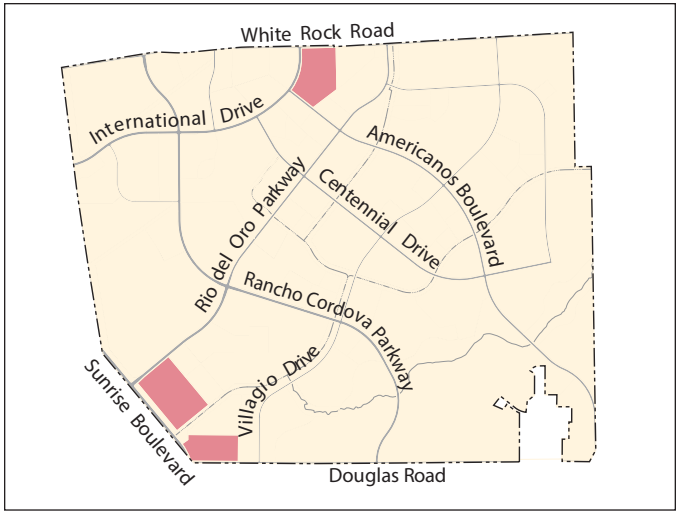
Informal public gathering areas in Regional Town Center

A variety of commercial projects are proposed for Rio del Oro



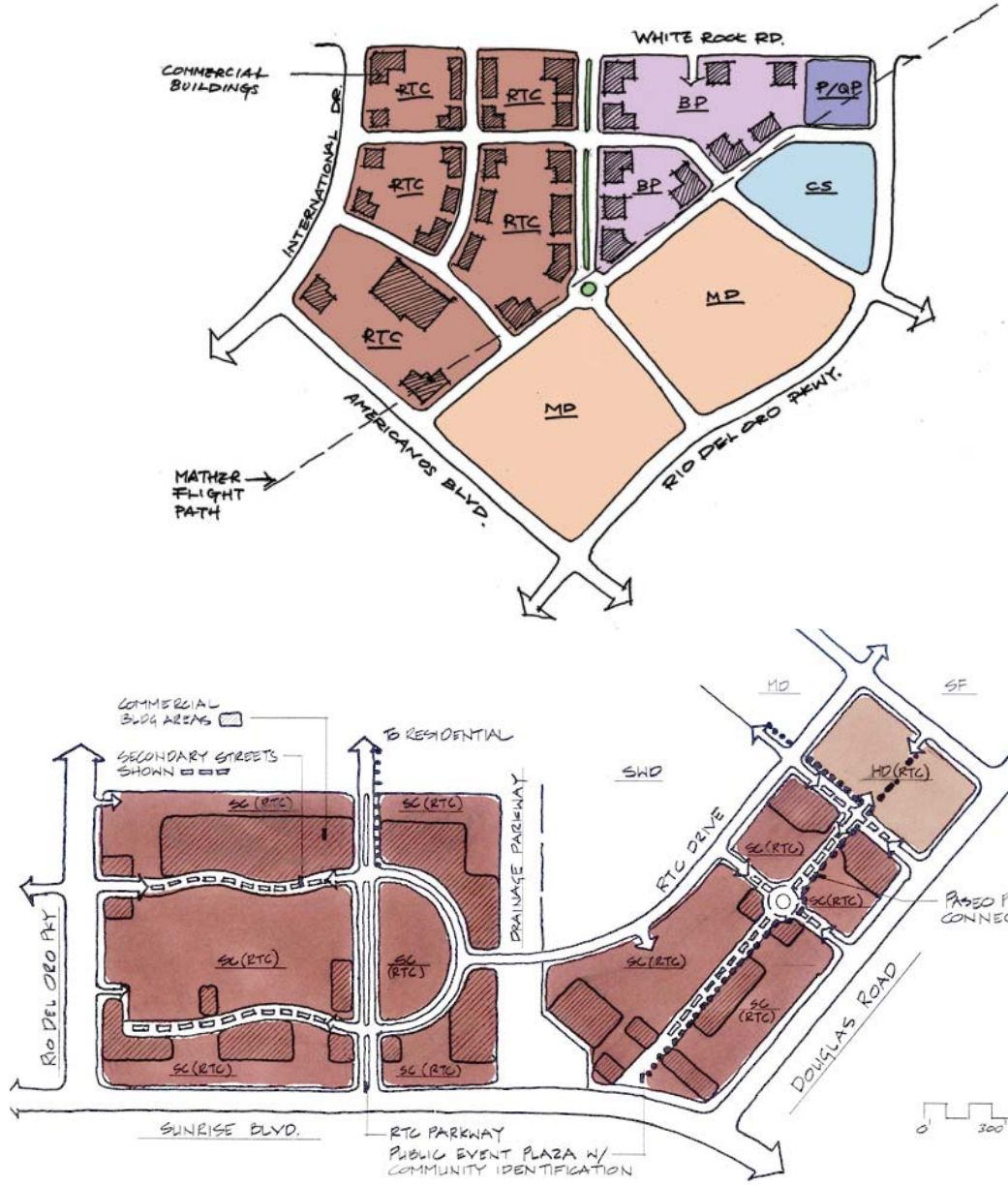
Regional Town Center locations

2.2.1 REGIONAL TOWN CENTERS

Two regional commercial areas are planned for Rio del Oro. One is located along Sunrise Boulevard between Douglas Road and Rio del Oro Parkway. This large retail center is separated by the drainage way that provides pedestrian and bicycle access to the site. The second Regional Town Center is centrally located in the northern portion of the project adjacent to Americanos Boulevard at White Rock Road.

The two Regional Town Centers are envisioned as combination lifestyle centers and "power centers" providing larger format retail stores that serve both Rancho Cordova and the surrounding regional market areas.

Residential uses are not permitted in some portions of the planning area because of Mather Airport noise restrictions. However, residential uses may be allowed in the Regional Town Center in the future as overflight noise is reduced as a result of ongoing efforts, including: implementation of the *Mather Airport Master Plan* and *Mather Airport Comprehensive Land Use Plan*; recommendations by the Mather Airport Aircraft Overflight Noise Abatement Group; and application of new flight practices and procedures.



Regional Town Center conceptual diagram

If the Mather noise contours are amended, the City will consider vertical and/or horizontal integration of high-density residential units in conjunction with nonresidential uses, subject to a Specific Plan Amendment and City Council approval.

The diagrams shown here are conceptual in nature. They represent possible methods to integrate a mixture of land uses into the locations, respecting given site constraints. The on-site circulation systems place retail buildings adjacent to internal main streets or surrounding roadways. These same streets may serve residential or business-professional uses as well. Direct vehicular access from surrounding land uses should align with internal streets and must meet intersection spacing requirements. Other design provisions may be found in Section 3.4 of the design guidelines in this document.

2.2.1.1 Regional Town Center Development Standards

Development Intensity

Floor Area Ratio 0.30 min.

Lot Coverage

Building Coverage 50% max.

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

Building Setback Requirements

Front Yard 0 ft. min.

Side Yard
- Interior Side Yard 0 ft. min.
- Corner Street Side 0 ft. min.
- Rear Yard 10 ft. min.

Yards Adjacent to Residential Areas
- Side Yards 15 ft. min.
- Rear Yards 15 ft. min.

Side setbacks adjacent to residential areas shall be increased ½ foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Landscape Setback from Parking

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

Building Frontage Setback

A minimum of 50% of the primary building frontages shall be placed within the building setback envelope along the main commercial street. The commercial street may be public or private or internal to the center. The building setback envelope shall be 0 ft. to 15 ft. from the back of the sidewalk.

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

Facade Articulation and Wall Surfaces

Ground-Floor Transparent Facade 25% min.

A minimum of 25% of the ground-floor facade fronting a primary retail street shall be designed with transparent wall surfaces such as windows, commercial display windows, and/or doorways.

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

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

Maximum Building Height 65 ft. max.

Parking

Minimum Spaces
4.5 spaces per 1,000 sq. ft. of gross floor area
(may be located in structured arrangements)

The City may grant exceptions or reductions to these standards as part of the design review process.

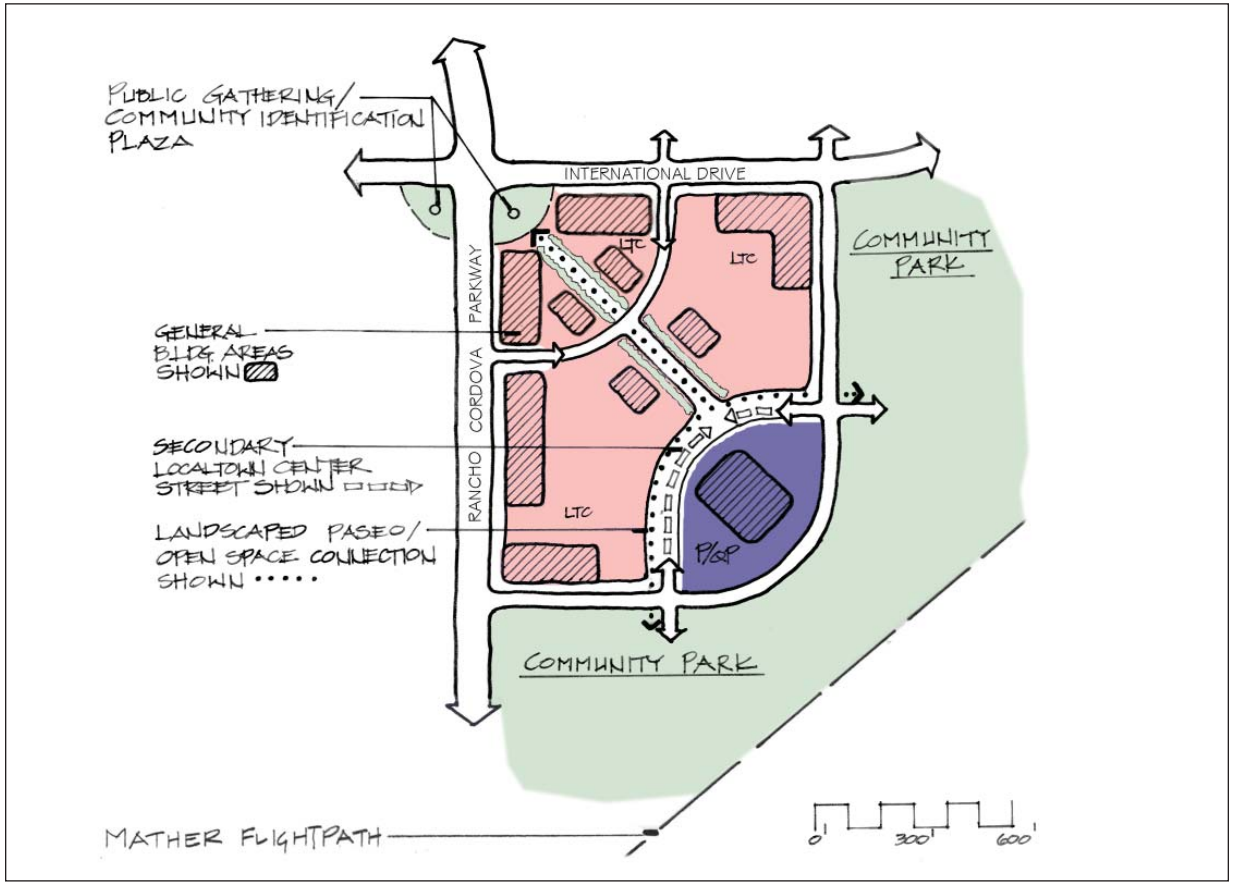
A conceptual site plan covering the entire RTC parcel is required to be submitted and approved by the City Council prior to the approval of the first parcel map to subdivide the RTC area or other any other development permit is issued.

Covered arcades help to provide shade for shoppers

Service area concealed in architecture adjacent to building entry

Roof and building articulation reduces building mass

Local Town Center locations



Local Town Center conceptual diagram

2.2.2 LOCAL TOWN CENTER

The 22-acre Local Town Center, in the northwest area of the community along Rancho Cordova Parkway, is intended to serve the greater Rio del Oro community. The Local Town Center is intended to provide a variety of community and neighborhood-serving retail commercial and office uses. Integration of these uses is encouraged. The Local Town Center is intended to serve a greater area and population than the Village Centers. A limited number of larger scale uses may be located at this site. Office uses may also be incorporated into the project.

Residential uses are not permitted in some portions of the planning area because of Mather Airport noise restrictions. However, residential uses may be allowed in the future as overflight noise is reduced as a result of ongoing efforts, including: implementation of the *Mather Airport Master Plan* and *Mather Airport Comprehensive Land Use Plan*; recommendations by the Mather Airport Aircraft Overflight Noise Abatement Group; and application of new flight practices and procedures.

If the Mather noise contours are amended, the City allows for the vertical and/or horizontal integration of high-density residential units in conjunction with nonresidential uses. Integration of uses may be achieved through a density transfer, as identified in Specific Plan Section 3.8, "Minor Density Adjustment/ Transfer of Density," or a Specific Plan amendment, as defined in Specific Plan Section 8.4, "Specific Plan Amendments."

The conceptual diagram illustrated here shows a mixed-use vision of a larger area, concentrating commercial uses and a project identity feature around the main intersection. The surrounding office uses feed off the local collector street. Buildings will be located close to the proposed roadways. Pedestrian connections are provided from the main intersection toward the community park and adjacent roadways. As depicted in the diagram above, a public, quasi-public use adjoining and integrating with the community park is desirable. This site is ideally located at the terminus of the landscaped paseos and adjacent to the proposed community park. A branch library, church, police facility, post office, day care center, fitness club, or other uses may be proposed at this location.

The commercial area should be designed as an activity core with gathering places that attract day and evening users. Vertical mixed-use layouts with structured parking are allowed if economically feasible.

Other design provisions may be found in Section 3.4 of this document.

2.2.2.1 Local Town Center Development Standards

Development Intensity

Floor Area Ratio 0.30 min.

Lot Coverage

Building Coverage 50% max.

Landscape Coverage 20% min.
(may include public plazas and gathering areas)

Building Setback Requirements

Front Yard 0 ft. min.

Side Yard
- Interior Side Yard 0 ft. min.
- Corner Street Side 0 ft. min.
- Rear Yard 0 ft. min.

Yards Adjacent to Residential Areas
- Side Yards 15 ft. min.
- Rear Yards 15 ft. min.

Side setbacks adjacent to residential areas shall be increased ½ foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Building Frontage Setback

A minimum of 50% of the primary building frontages shall be placed within the building setback envelope along the main commercial street. The commercial street may be public or private or internal to the center. The building setback envelope shall be 0 ft. to 15 ft. from the back of the sidewalk. The setback area may include pedestrian or other amenities, such as plazas, outdoor eating areas, pergolas, or other landscape features. Parking shall not be located within the building setback envelope.

Facade Articulation and Wall Surfaces

Ground-Floor Transparent Facade 40% min.

A minimum of 40% of the ground-floor facade fronting the primary retail street (drive aisle entry from major driveway or public street) shall be designed with transparent wall surfaces, such as windows, commercial display windows, and/or doorways.

Facade Setback Variation - every 75 ft. min. of building length

No building facade along a primary retail street may extend more than 75 ft. in length without variations in the wall surface through setbacks or changes in the wall plane. Changes in the facade wall surface may be accomplished with setbacks or step-backs; arcades; changes in the angle of the facades; and incorporation of pilasters, columns, and other architectural design elements into the building architecture.

Maximum Building Height 55 ft.

Parking

Minimum Spaces
4.5 spaces per 1,000 sq. ft. of gross floor area
(may be located in structured arrangements)

The City may grant exceptions or reductions to these standards as part of the design review process.

Office Park Uses

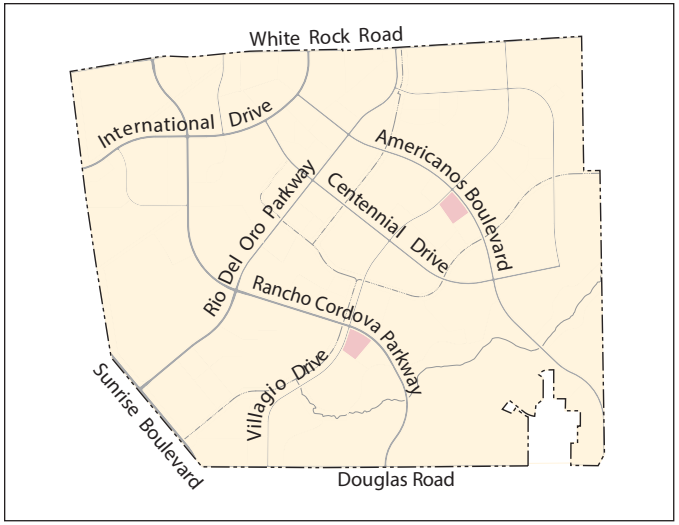
Standards for proposed office park uses should adhere to the business park development standards, Sections 2.3.1 and 3.5 of this document.

A conceptual site plan covering the entire LTC parcel is required to be submitted and approved by the City Council prior to the approval of the first parcel map to subdivide the LTC area or other any other development permit is issued.

Parking in front of the neighborhood grocery promoting a "retail street" atmosphere.


Town Center view at night with decorative street lamps


Example of commercial and office uses fronting local collector road



Village Center locations

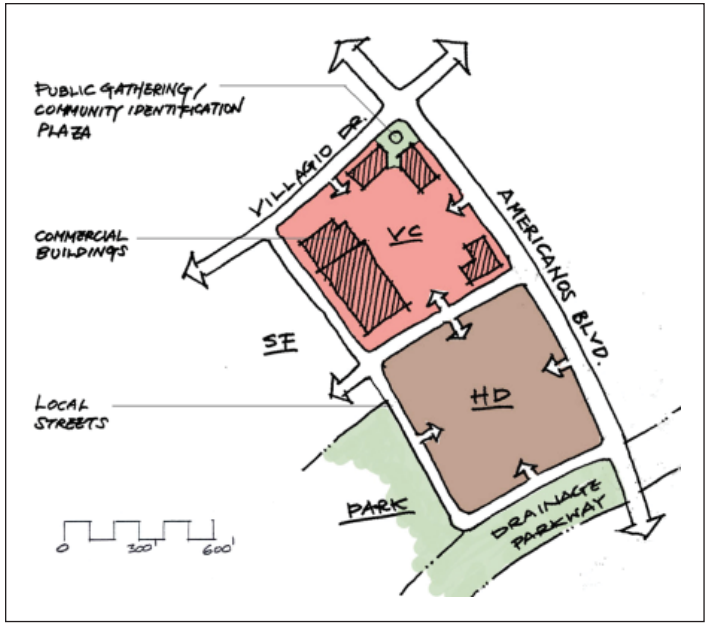
2.2.3 VILLAGE CENTERS

The two Village Centers, located along Rancho Cordova Parkway and Americanos Boulevard, are intended to provide for the needs of the surrounding residential neighborhoods. Providing a variety of retail sales and professional services that residents may access on a daily basis, they are centrally located within each village area. These neighborhood commercial nodes may also contain higher density residential uses and public and quasi-public uses in either a vertical or horizontal mixed-use configuration. A more intimate, pedestrian-scale environment should be created with pedestrian and bicycle connections along streets and greenways connecting the centers to the surrounding neighborhoods.

The conceptual diagram shown at right illustrates how the residential and commercial uses may be integrated. The circulation system provides direct connections to the retail center from the residential areas. For other provisions, refer to Section 3.3, "Residential Neighborhood Guidelines," and Section 3.4, "Commercial Guidelines," in this document.

Residential housing in background adjacent to a commercial area

Seating areas within the building setback



Village Center conceptual diagram

Example of a well-designed parking area, sidewalk, and architectural facades

2.2.3.1 *Village Center Development Standards*

Development Intensity

Floor Area Ratio 0.30 min.

Lot Coverage

Building Coverage 50% max.

Landscape Coverage 20% min.
(may include public plazas and gathering areas)

Building Setback Requirements

Front Yard 0 ft.

Side Yard
- Interior Side Yard 0 ft. min.
- Corner Street Side 0 ft. min.
- Rear Yard 0 ft. min.

Yards Adjacent to Residential Areas
- Side Yards 15 ft. min.
- Rear Yards 15 ft. min.

Side setbacks adjacent to residential areas shall be increased ½ foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Landscape Setback

Setback from Right-of-Way 5 ft. min.

Building Frontage Setback

A minimum of 50% of the primary building frontages shall be placed within the building setback envelope along the main commercial street. The commercial street may be public or private or internal to the center. The building setback envelope shall be 0 ft. to 15 ft. from the back of the sidewalk.

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

Facade Articulation and Surfaces

Ground-Floor Transparent Facade 50% min.

A minimum of 50% of the ground-floor facade fronting a primary retail street shall be designed with transparent wall surfaces, such as windows, commercial display windows, and/or doorways. Building entry foyers, courtyards, and outdoor seating areas for restaurants may be calculated as part of the 50% surface area requirement.

Facade Setback Variation - every 50 ft. min. of building length

No building facade along a primary retail street may extend more than 50 ft. in length without variations in the wall surface through setbacks or changes in the wall plane. Changes in the facade wall surface may be accomplished with setbacks or step-backs; arcades; changes in the angle of the facades; and incorporation of pilasters, columns, and other architectural design elements into the building architecture.

Maximum Building Height 45 ft. max.

Parking

Minimum Spaces

4.5 spaces per 1,000 sq. ft. of gross floor area
(may be located in structured arrangements)

The City may grant exceptions or reductions to these standards as part of the design review process.

The City encourages flexible parking schemes that encourage joint use, on-street parking, or other techniques in smaller clustered arrangements that provide sufficient pedestrian access.

A conceptual site plan covering the entire VC parcel is required to be submitted and approved by the City Council prior to the approval of the first parcel map to subdivide the VC area or other any other development permit is issued.

BUSINESS AND INDUSTRIAL PARK DEVELOPMENT STANDARDS

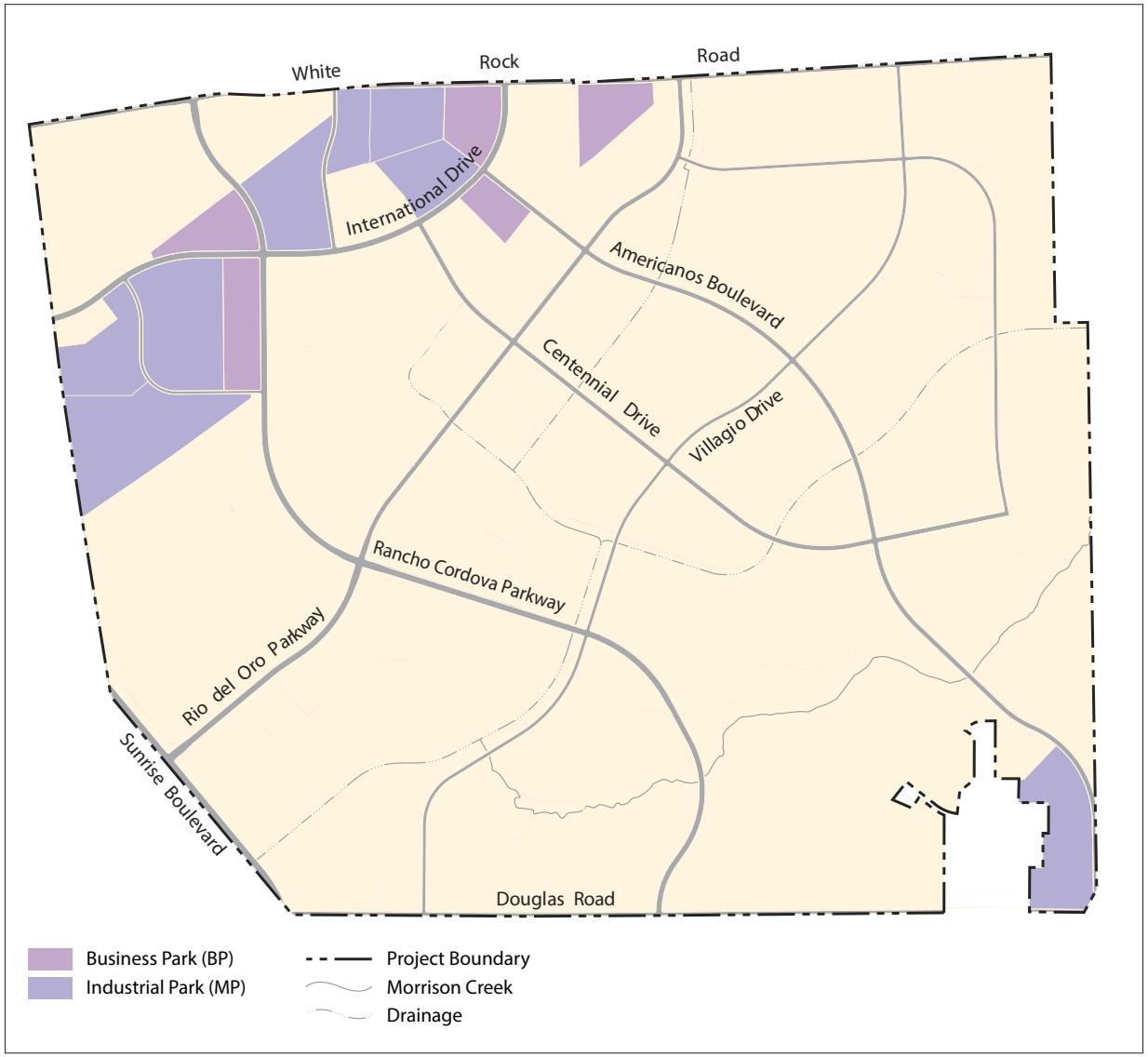
2.3 BUSINESS AND INDUSTRIAL PARK DEVELOPMENT STANDARDS

Light industrial development and business parks are similar uses that may incorporate research and development, offices, and light manufacturing, and require similar site and facility design. They may also provide for a limited amount of smaller scale commercial uses to serve the surrounding uses. A separate and distinct identity for an individual project may be allowed as long as it complements the overall district and community image. Office and industrial parks should be designed with landscaped setbacks adequate to create an attractive public edge along the major and secondary roads within the area.

This chapter provides development standards for industrial and business parks, which act as minimum site and building development requirements. Corresponding design guidelines are intended to be flexible and encourage new and innovative building design solutions.

Both large- and small-plate buildings will be developed in Rio del Oro. Small plate buildings are suggested in locations near residential land uses.

Office and industrial parks shall provide parking facilities for bicycles, shower and locker facilities, and carpool and vanpool parking, in accordance with Chapter 23.719, "Parking and Loading," of the Rancho Cordova Municipal Code and as consistent with the approved *Rio del Oro Air Quality and Emissions Reduction Plan*. Office and industrial parks are also subject to the stipulations of Chapter 10.64, "Trip Reduction Programs," of the Rancho Cordova Municipal Code, which seeks to reduce the number of employee vehicle trips.



Guest parking identified by special paving at building entry

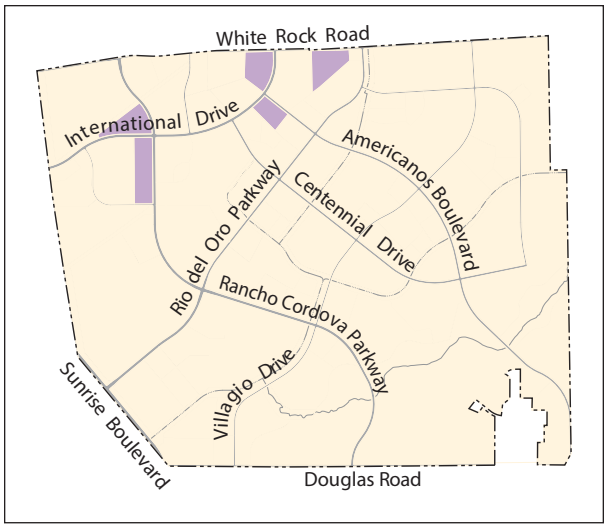
Contemporary architecture within a richly textured landscape

Planters defining pedestrian access in a setback area

Central green in campus environment

Example of main entry treatment to an office building

Examples of representative business and industrial parks



Business Park locations

2.3.1 BUSINESS PARKS

The business and office park districts are located along Rancho Cordova Parkway, Americanos Boulevard, and White Rock Road in the northern quadrant of the Rio del Oro community.

Business and office park uses include research and development uses; corporate offices for industry, banking, and insurance companies; and high-tech industrial offices or light-industrial and assembly uses. Supporting retail and service uses, such as small cafes, restaurants, printing and reprographic services, office supply stores, and other business services, are allowed within business park districts. These support services are beneficial when creating a campus-like office park environment, a type of development that is encouraged within this district.

Business centers may also provide storage and warehousing uses as a portion of the overall business and office park facilities. The intended uses within the business and office parks are to occur entirely within enclosed buildings.

Positioning smaller plate office buildings adjacent to residential areas is desirable. Such positioning must be considered when locating individual projects.

2.3.1.1 Business Park Development Standards

Development Intensity

Floor Area Ratio	0.25 min.

Lot Requirements

Lot Area	10,000 sq. ft. min.
Lot Width	80 ft. min.
Corner Lot Width	80 ft. min.
Lot Depth	no min. requirement

Building Setback Requirements

Front Yard	0 ft. min.
Side Yard	
Interior Side Yard	20 ft. min.
Corner Street Side	30 ft. min.
Rear Yard	10 ft. min.
Yards Adjacent to SF and MD Residential Areas	
Side Yards	15 ft. min.
Rear Yards	15 ft. min.

Side setbacks adjacent to SF and MD residential areas shall be increased ½ foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Maximum Building Height 60 ft. max.

Landscape Requirements*

Side and Rear Yard Landscaping Adjacent to Industrial, Commercial, or Office Uses	5 ft. min.
Adjacent to Residential Uses	15 ft. min.
Landscape Coverage *(may include outdoor public spaces)*	20% min.

Parking

Minimum Spaces

Three spaces for 1,000 sq. ft. of net floor area or 1 for every 2 occupants based on Uniform Building Code maximum load, whichever is less.

The City encourages flexible parking schemes that encourage joint use, on-street parking, or other techniques in smaller clustered arrangements that provide sufficient pedestrian access.

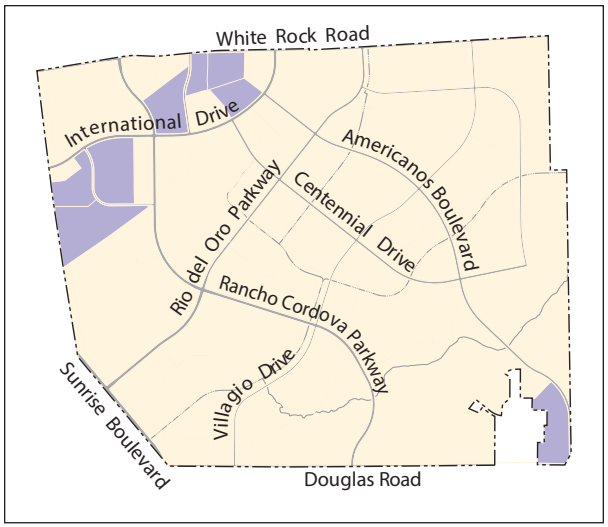
The City may grant exceptions or reductions to required parking as part of the design review process.

* *Except where parking areas, driveways, and outdoor pedestrian areas are shared between adjoining properties.*

Example of open space in a business park or campus setting

Office building architecture displaying a base, middle, and top that are appropriately scaled

Privately constructed and maintained pathways offering use to the public through corporate campus environments



Industrial Park locations

2.3.2 INDUSTRIAL PARKS

The industrial park districts are located adjacent to the business park areas in the northern quadrant of the Rio del Oro community, between White Rock Road and the western project boundary. An industrial manufacturing district is located at the far southeast corner of the community, adjacent to similar uses along Douglas Road.

Industrial parks are intended to provide sites for major light-industrial users, high-tech manufacturing and assembly facilities, and storage and warehousing uses. Business sales and service uses, such as cafes and restaurants, office supply stores, printing and repographic centers, and other businesses serving the primary users may also be located within the industrial parks.

Building and landscape design for each industrial park shall be consistent with the overall style and character of the industrial park district, as well as the community of Rio del Oro.

Loading docks and company vehicle parking should be located at the back of the site and should be sufficiently screened from surrounding uses. Loading of trucks and parking of company vehicles should not occur here, but at the side or an internal location on the site when the back is adjacent to proposed residential uses.

Parking for industrial and manufacturing uses is normally provided in surface lots. The following standards apply to the design and location of those parking facilities:

- Parking shall be dispersed throughout the site.
- Pedestrians shall be provided with direct, safe, and convenient access to entry locations.
- Sharing of parking and entry drives is encouraged between adjoining sites, wherever feasible.
- Conflicts between pedestrian and vehicular movement shall be minimized.
- All drive and parking areas shall be designed to the City's improvement standards.

All parking and drive areas must be screened from public view in accordance with the landscape requirements on the following page.

2.3.2.1 Industrial Park Development Standards

Development Intensity

Floor Area Ratio	0.2 min.

Lot Requirements

Lot Area	10,000 sq. ft. min.
Lot Width	80 ft. min.
Corner Lot Width	80 ft. min.
Lot Depth	no min. requirement

Building Setback Requirements

Front Yard	20 ft. min.
Side Yard	
Interior Side Yard	20 ft. min.
Corner Street Side	30 ft. min.
Rear Yard	10 ft. min.
Yards Adjacent to Residential Areas	
Side Yards	20 ft. min.
Rear Yards	20 ft. min.

Side setbacks adjacent to residential areas shall be increased ½ foot for each 1 foot the building exceeds 20 ft. in height, to a maximum required setback of 30 ft.

Maximum Building Height 60 ft. max.

Landscape Requirements*

Side and Rear Yard Landscaping Adjacent to Industrial, Commercial, or Office Uses	5 ft. min.
Adjacent to Residential Uses	15 ft. min.
Landscape Coverage *(may include outdoor public spaces)*	15% min.

Parking

Minimum Spaces

Three spaces for 1,000 sq. ft. of net floor area or 1 for each employee and company vehicle, whichever is less.

The City encourages flexible parking schemes that encourage joint use, on-street parking, or other techniques in smaller clustered arrangements that provide sufficient pedestrian access.

The City may grant exceptions or reductions to required parking as part of the design review process.

* *Except where parking areas, driveways, and outdoor pedestrian areas are shared between adjoining properties*

Example of clearly defined pedestrian access route

Multiple-tenant industrial complex anchored by common lobby area

A variety of materials and design elements used to separate industrial building functions

PERMITTED USES

2.4 PERMITTED USES

2.4.1 INTRODUCTION

These development standards and permitted uses describe, in precise terms, what is allowed and what criteria must be followed to shape the form of the proposed development.

The primary uses permitted in this document are subject to approval by the City's planning director, who shall make an interpretation as to their consistency with the Rancho Cordova Municipal Code. For any uses not listed, the planning director shall be the approval authority.

Conditional use permits may be granted based on Rancho Cordova Zoning Code stipulations in effect at the time of the request for the conditional use permit.

When a use is not specifically listed in this section, it shall be understood that the use may be permitted if the planning director determines that the use is similar to other uses listed. It is further recognized that every conceivable use cannot be identified in this section and new uses will evolve over time. Those uses that are currently anticipated are therefore listed by way of example. In determining "similarity," the director shall make all of the following findings:

(a) The characteristics of, and activities associated with, the proposed use are equivalent to one or more of the listed uses and will not involve a higher level of activity or population density than the uses listed in the district.

(b) The proposed use will be consistent with the purposes of the applicable zoning district.

(c) The proposed use will be consistent with the General Plan and any applicable specific plan, including the *Specific Plan*.

Determinations shall be made in writing and shall contain the facts that support the determination. The City shall maintain all such determinations on record at the public counter for review by the general public. All determinations shall be provided to the Planning Commission, City Council, City Manager, City Attorney, and City Clerk as an information item within 30 days of the planning director's determination. The planning director's decision may be appealed to the City Council.

Where conflicts between the Development Standards and the Zoning Code occur, the Development Standards shall apply.

2.4.2 PARKS AND OPEN SPACE PERMITTED USES

2.4.2.1 *Parks and Open Space (OS)*

The following uses are permitted within the OS land use area:

1. Park and recreation facilities
2. Bicycle/pedestrian trails
3. Underground utility installations for local service
4. Public/Quasi-Public uses
5. Drainage improvements
6. Overhead utility installations
7. Public buildings and facilities
8. Water storage (reservoirs)
9. Maintenance access roads, as required
10. Emergency vehicle access, as required
11. Project signage
12. Walls (limited use for sound buffer or screening—permitted only as reviewed and approved by the Rio del Oro Architectural Review Committee and City agencies)
13. Water wells
14. Open fences (allowing through views)
15. Interpretive signage
16. Appropriate landscape planting (with water efficient irrigation where appropriate) to buffer uses adjacent to open space or enhance native environments
17. Groundwater remediation

The following uses are permitted with a conditional use permit:

1. Temporary uses (construction offices and facilities).*

* *Allowed use in Parks only; there are no permitted uses in Open Space with a conditional use permit*

2.4.2.2 *Landscape Corridors (LC) and Greenways (GW)*

The following uses are permitted within the LC and GW land use areas:

1. Drainage improvements
2. Bicycle/pedestrian trails
3. Underground utility installations for local service
4. Activity nodes/trail staging areas
5. Overhead utility installations*
6. Water wells
7. Project signage†
8. Maintenance access roads, as required
9. Emergency vehicle access, as required

10. Walls (limited use for sound buffer or screening—permitted only as reviewed and approved by the Rio del Oro Architectural Review Committee and City agencies)
11. Solid fences (only permitted as reviewed and approved by the project Rio del Oro Architectural Review Committee and City agencies)*
12. Open fences (allowing through views)
13. Interpretive signage
14. Appropriate landscape planting (with water efficient irrigation where appropriate) to buffer uses adjacent to open space or enhance native environments.

* *Allowed use in Greenway only*
† *Allowed use in Landscape Corridor only*

The following uses are permitted with a conditional use permit:

1. Temporary uses (construction offices and facilities)
2. Transit stops

2.4.3 RESIDENTIAL PERMITTED USES

2.4.3.1 Low-Density Residential (LDR)

The following uses are permitted within LDR land use areas:

1. Single-family detached homes
2. Alley-loaded homes
3. Halfplexes or duplexes (encouraged on corner lots)
4. Detached garages
5. Secondary dwelling units
6. Home offices*
7. Temporary real estate sales office
8. Temporary construction office and equipment yards

* *With the required business license and if City Zoning Code requirements have been met*

The following uses are permitted within LDR areas with a conditional use permit:

1. Nursery school and/or day care facilities
2. Religious institutions
3. Public use
4. Public or private elementary, middle, or continuation high school

2.4.3.2 Medium-Density Residential (MDR)

The following uses are permitted within the MDR land use areas:

1. Single-family detached homes
2. Zero-lot line homes
3. Alley-loaded homes
4. Cluster configuration homes
5. Halfplexes or duplexes
6. Townhomes or row houses
7. Detached garages
8. Secondary dwelling units
9. Home offices*
10. Temporary real estate sales office
11. Temporary construction office and equipment yards

* *With the required business license and if City Zoning Code requirements have been met*

The following uses are permitted within MDR areas with a conditional use permit:

1. Nursery school and/or day care facilities
2. Religious institutions
3. Public use
4. Public or private elementary, middle, or continuation high school

2.4.3.3 High-Density Residential (HDR)

The following uses are permitted within the HDR land use areas:

1. Attached homes
2. Townhomes and row houses
3. Condominiums
4. Apartments
5. Detached garages
6. Secondary dwelling units
7. Home offices*
8. Temporary real estate sales office
9. Temporary construction office and equipment yard

* *With the required business license and if City Zoning Code requirements have been met*

The following uses are permitted within HDR areas with a conditional use permit:

1. Nursery school and/or day care facilities
2. Religious institutions
3. Public use
4. Public or private elementary, middle, or continuation high school

2.4.4 COMMERCIAL AND MIXED USE PERMITTED USES

2.4.4.1 Regional Town Center (RTC)

The following uses are permitted within the RTC land use areas:

1. All uses permitted in Local Town Center and Village Center
2. One- and two-story specialty anchor retail stores, including but not limited to:
   a. Home improvement and furnishings
   b. Appliance and household goods
   c. Grocery and specialty food
3. Specialty retail:
   a. Soft goods and clothing
   b. Bed and bath
4. Banking and financial services
5. Restaurants and/or bar/tavern
6. Cinemas and other entertainment venues
7. Professional offices, including medical and dental
8. Structured parking (may be integrated with retail frontage shops and vertical circulation courts that directly serve the retail environment)

At second floor and above:

9. Hotel and/or bed and breakfast
10. Residential Units

The following uses are permitted within RTC areas with a conditional use permit:

1. Recreation facility (indoor)
2. City government-owned buildings and facilities
3. Public or private elementary, middle, or continuation high school
4. Membership organizations
5. Automotive retail and services:
   a. Auto sales and/or leasing
   b. Auto parts and/or accessory sales
   c. Tire, lube, and/or muffler service
   d. Gasoline sales

2.4.4.2 Local Town Center (LTC)

The following uses are permitted within the LTC land use areas:

1. All uses permitted in Village Commercial
2. One- and two-story specialty anchor retail stores
3. Grocery and specialty food markets
4. Drug stores and pharmacies
5. Banking and financial services
6. Personal and professional retail services
7. Restaurants, cafes, food court plazas, (including drive-through restaurants)
8. Well-designed, structured parking integrated with retail frontage shops and vertical circulation courts that directly serve the retail environment
9. Professional offices, including medical and dental

At second floor and above:

10. Hotel and/or bed & breakfast

The following uses are permitted in the LTC areas with a conditional use permit:

1. Recreation facility (indoor)
2. City government-owned buildings and facilities
3. Public or private elementary, middle, or continuation high school
4. Membership organizations

2.4.4.3 Village Commercial (VC)

The following uses are permitted within the VC land use areas:

1. Specialty food retail (50,000 sq. ft. bldg. max.):
   a. Grocery store
   b. Candy shops and ice cream parlors
   c. Bakeries and/or pastry shops
   d. Wine store (may include wine tasting)
2. Special goods retail (50,000 sq. ft. bldg. max.)
   a. Housewares
   b. Cooking/culinary supplies
   c. Specialty furniture and/or hardware
   d. Clothing and/or shoe stores
   e. High-end antique stores (except thrift and/or secondhand stores)
   f. Photography supplies
   g. Music stores and/or bookstores
   h. Jewelers
   i. Florists

3. Restaurants:
    a. Restaurants and/or cafes
    b. Bars and/or taverns
4. Personal Services:
    a. Hair and/or nail salons
    b. Photography studios
    c. Cobbler shops
    d. Dry cleaners
    e. Dog grooming
5. Recreation equipment retail:
    a. Athletic equipment and/or sporting goods
    b. Bicycle sales and/or rental
    c. Swimming pool supplies, service, and/or sales
6. Business services:
    a. Banks and/or other financial institutions (except check cashing centers)
    b. Computer repair
    c. Office supply
    d. Photocopy shops
    e. Photo finishing
7. Offices:
    a. Business and/or professional offices
    b. Medical and/or dental
8. Common lobby to residential above

At second level and above:

9. Residential dwelling units
10. Hotel and/or bed & breakfast

The following uses are permitted with a conditional use permit:

1. Recreation facility (indoor)
2. City government-owned buildings and facilities
3. Public or private elementary, middle, or continuation high school
4. Membership organization

2.4.5 BUSINESS PARKS AND LIGHT INDUSTRIAL PERMITTED USES

2.4.5.1 Business Park (BP)

The following uses are permitted within the BP land use areas:

1. Office
2. Business:
    a. Research and development
    b. State-of-the-art business and communications services/e-commerce
    c. Professional services
    d. Small business incubation/start-up facilities
    e. Corporate home or branch offices
3. Structured parking facilities
4. Multiple-tenant and corporate office headquarters with flex-space floor plans and service courts with loading facilities at one side or at rear of building
5. Limited convenience and service retail uses at ground floor locations
6. Exemplary “signature” corporate headquarters or branch offices
7. Public/quasi-public facilities

The following uses are permitted within the BP areas with a conditional use permit:

1. Religious institutions
2. Associations or membership organizations
3. Hospitals

2.4.5.2 Light Industrial (MP)

The following are permitted uses within the MP land use areas:

1. Light industrial research and development
2. Light manufacturing and assembly
3. Office/industrial flex space
4. Warehouse and/or local and regional distribution facilities with multiple-bay shipping and receiving truck loading docks at one side or at rear of buildings

The following uses are permitted with a conditional use permit:

1. Automotive retail and services:
    a. Auto sales and or leasing
    b. Auto parts and/or accessory sales
    c. Tire, lube, and/or muffler service
2. Park and recreation facilities (indoor and outdoor)

2.4.6 PUBLIC/QUASI PUBLIC (P/QP) PERMITTED USES

The following uses are permitted within the P/QP land use areas:

1. City government-owned buildings and facilities:
    a. Police station
    b. Fire station
    c. Post office
    d. Library
    e. Community center
    f. Museum
    g. Corporation yard
    h. Comparable public facilities
2. Public or private preschool, elementary, middle, or continuation high school


Design Guidelines

PARKS AND OPEN SPACE GUIDELINES

3.1 PARKS AND OPEN SPACE

The Rio del Oro community includes an interconnected system of parks and open space that provides access and recreational opportunities while preserving existing natural features. Rio del Oro's parks and open space system reinforces the concept of "placemaking" to create community-oriented places that foster interaction between people and nature. In addition, it is designed to ensure preservation of local character, public health, and visual beauty.

The Rio del Oro parks and open space framework is divided into three categories: Parks, Community Places, and Green Infrastructure. Each component works in concert with other types of parks or open spaces to form a cohesive and connected system throughout the Rio del Oro community.

The State of California's Quimby Act and City Ordinance 53-2004 stipulate that 5 acres of parkland per 1,000 residents shall be distributed throughout the Rio del Oro community. In addition, the City of Rancho Cordova Open Space Guidelines direct an additional 1.00 acres of green space per 1,000 residents be set aside for Community Places, which may be comprised of neighborhood greens, urban plazas, community gardens, or community-wide open space. Green Infrastructure consists of bike and pedestrian trails, green streets and separated sidewalks, trails, greenbelts, paseos, open space nodes, drainage parkways and detention basins, and other open space features.

The following sections outline specific objectives and design guidelines for the various types of parks and open space within the Rio del Oro community. Although the parks and open space components are addressed separately, each component should ultimately be designed and implemented as part of an interconnected system, rather than as an isolated element. The interface between parks and open space and adjacent development is also addressed in the subsequent sections to enable the creation of a functional and aesthetically pleasing transition between parks and open space and adjoining public and private uses.

3.1.1 PARKS

Parks are an outward reflection of a community's values. They are places where people come together to enjoy recreational activities, appreciate the

Spaces for community interaction

Sport fields for team-oriented activities

Access to preserved natural areas

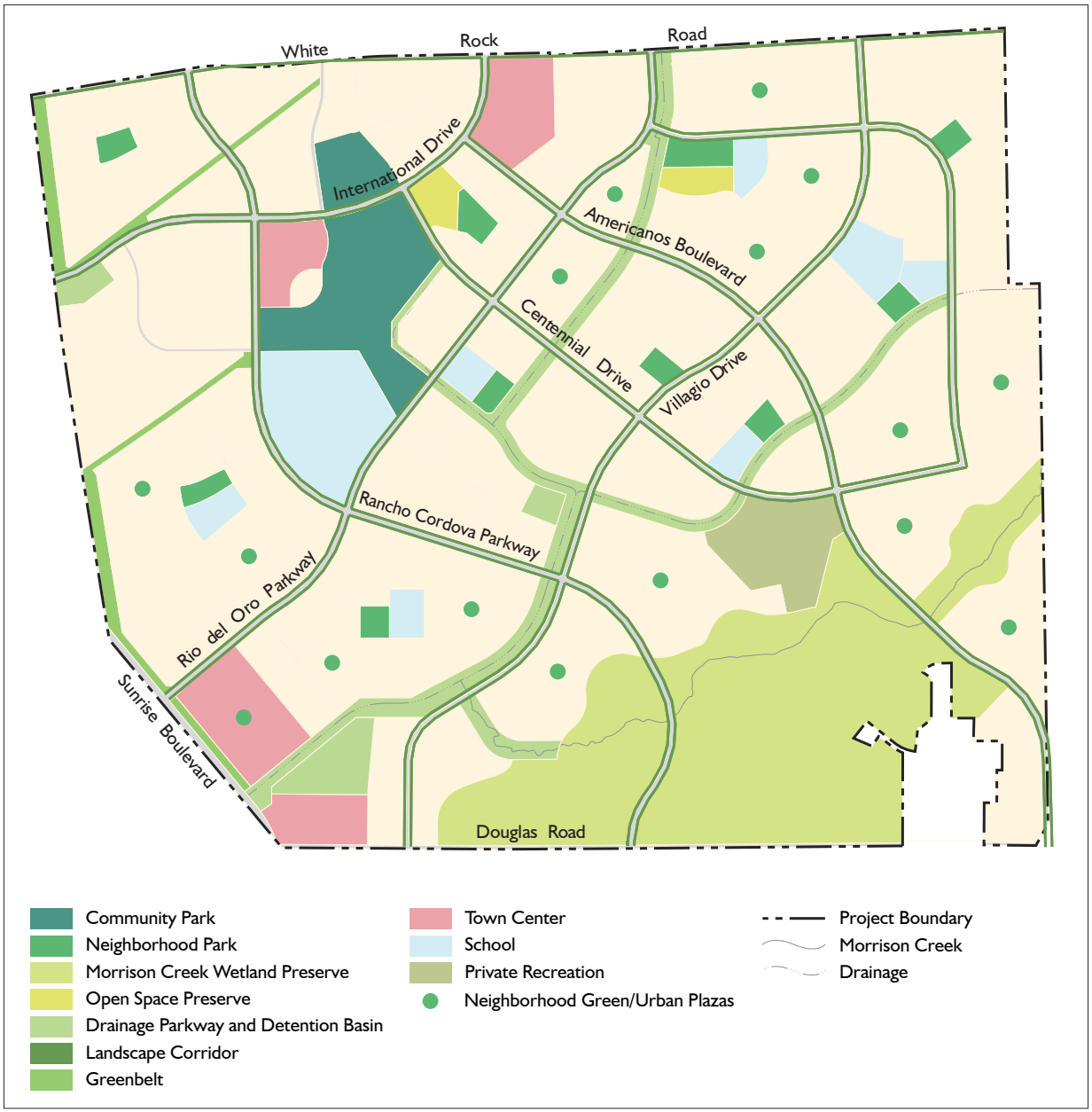
beauty of nature, relieve stress, learn about the natural environment, and feel a sense of identity and connectedness to nature and their community. The intent is to incorporate this sensibility into the Rio del Oro park system and to locate parks to maximize access from high-activity areas, such as town centers, schools, and other public uses, as well as residential neighborhoods.

Rio del Oro includes one community park that serves the broader population and ten neighborhood parks that are intended to house smaller scale activities. For the purposes of the Land Use Plan and these design guidelines, the parks and open space are shown separately. However, the requirement for Community Places is allowed to be combined with proposed parks or utilized to create separate neighborhood greens or urban plazas. Additionally, Green Infrastructure may also be located close to or along the periphery of parks in the form of drainage parkways and paseos. Refer to the conceptual plan for Neighborhood Park in Section 3.1.1.2 of this chapter.

The design of parks in the Rio del Oro community must adhere to the detailed park programming and design specified by the Cordova Recreation and Park District (CRPD) and/or the City.

3.1.1.1 Community Park

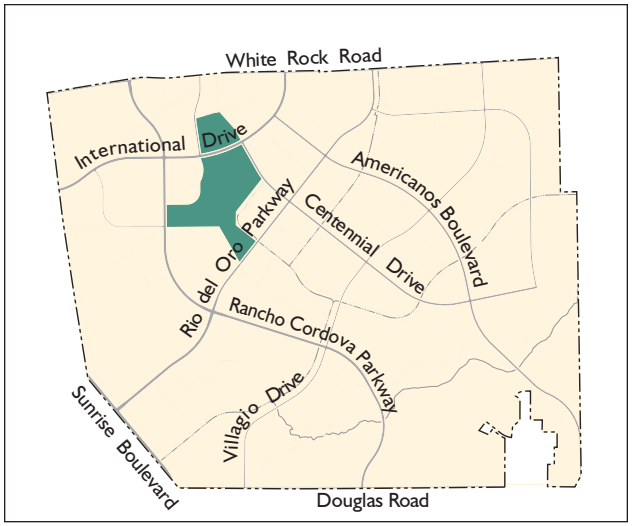
The Rio del Oro Community Park (Community Park) is approximately 121.5 acres in size. It is centrally located within the project area, adjacent to the Local Town Center and the combined campus of the High/Middle School. The Community Park is easily accessible; it can be reached by automobile, bicycle, and pedestrian travel via Rancho Cordova



Rio del Oro's Parks and Open Space Plan

Parkway, Rio del Oro Parkway, and International Drive, as well as by trails located within the Drainage Parkway and Greenbelt. See the "Drainage Parkways" and "Greenbelts" sections of this chapter.

The Community Park is intended to serve the diverse needs of Rio del Oro residents by offering a wide variety and high intensity of active and passive recreational uses, based on CRPD and/or the City's program and design requirements. The focus of the Community Park should be on accentuating the unique cultural and natural character of the community, while achieving a balance between active and passive uses. Active recreational facilities may include sports fields, multiuse turf areas, tennis and basketball courts, playgrounds, and other facilities. Passive facilities may include picnic tables, benches, an amphitheater, trails, interpretive exhibits, open space areas, and other facilities. Refer to the CRPD Master Plan for New Development in Incorporated Areas for recommended recreational uses in Neighborhood and Community Parks and the CRPD Design Guidelines for park standards.



Community Park — Location Map

The Community Park should be designed in accordance with the following guidelines:

- The Community Park should have its own distinctive set of uses to allow for a diversity of experiences. Community Park facilities should be programmed and designed to create activity settings where people may share experiences with each other and their environment.
- The Community Park shall be designed to include multiuse areas that can flexibly accommodate such communitywide events as holiday, art, or food festivals and celebrations.
- The Community Park is colocated with the High/Middle School campus and should be designed to accommodate joint-use facilities. The park program should be coordinated with CRPD, Folsom Cordova Unified School District (FCUSD), and/or the City.
- Existing natural features, such as mature trees, should be preserved where feasible.
- Landscaping shall be used to enhance the Community Park's visual quality and character. Durability and aesthetics are prime considerations when choosing plantings in park areas. Refer to the guidelines for plantings in Section 3.1.3.4 of this chapter.
- The Community Park should be designed using a blend of ornamental plantings in areas intended to be more formal or to have a higher activity level; native plants should be used in informal and passive areas, especially where adjacent to open space. Emphasis should be placed on providing shade trees in sitting areas and open turf areas for structured and informal play.

Community Park plaza

Outdoor tennis courts

Amphitheater/gathering space

- To the extent feasible, and in keeping with design goals for the park, plantings should emphasize native plant species. Park design should seek to minimize total irrigation demands through low-water-use plant species and landscaping designs.
- Sports fields and other areas that are lit at night should not produce light spillover into adjacent residential areas. Refer to the guidelines for lighting in Section 3.1.3.7 of this chapter.
- Access from adjacent uses, such as the Local Town Center, Middle/High School, and residential neighborhoods, should be provided for bicycle and pedestrian traffic via trails and paseos, where feasible. Refer to the Bikeway and Trails Plan (Exhibit 4-5 in the Specific Plan) and to the guidelines for trails and pathways in Section 3.1.3.1 of this chapter.
- Vehicular parking facilities should conform to parking standards identified in the Rancho Cordova Municipal Code, Title 23, Chapter 23.719, "Parking and Loading."
- Bicycle parking spaces should be provided within parks in accordance with Rancho Cordova Municipal Code, Title 23, Chapter 23.719. The number of bicycle spaces should be confirmed with CRPD and/or the City as park designs are developed.
- Art and signage should be integrated into functional features when feasible to assist with branding and providing unique experiences.
- Easily accessible and adequate drinking fountains, restrooms, lighting, signage, and trash receptacles should be provided when appropriate.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

3.1.1.2 Neighborhood Park

Rio Del Oro contains ten Neighborhood Parks that are evenly distributed throughout the community to maximize accessibility. Neighborhood Parks range from approximately 5 to 10 acres in size and are intended to provide a smaller scale park experience than the Community Park. Like the Community Park, these Neighborhood Parks should offer a balance of

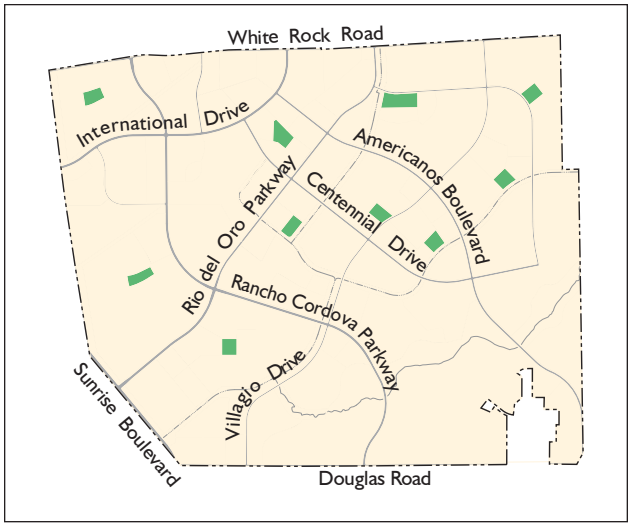
Junior baseball field

Large pavilion for picnics, barbecues, and other community events

Large play area with adjacent restroom facilities

active and passive recreational opportunities that are suited to the neighborhoods they serve; however, the focus should be placed more on immediately adjacent residents and on smaller scale activity settings, emphasizing service to areas that are farther away from the Community Park. Active amenities may include basketball courts, sports fields, water spray areas, tot lots, and other amenities. Passive amenities may include small picnic pavilions for family gatherings, ornamental gardens, places for public art, and other amenities.

The neighborhood park proposed for parcel 80 is located on a site that was central to the project area's historic rocket testing operations. The park may therefore be suitable for special design treatment conveying the site's historic interest through the inclusion of interpretive exhibits or other appropriate design features.



Neighborhood Park — Location Map

In addition to the applicable guidelines listed above for the Community Park, Rio del Oro Neighborhood Parks should be designed in accordance with the following guidelines:

- Each park should be designed with its own unique character and activities, providing opportunities for identification with the surrounding neighborhoods. The design of the amenities, monumentation, plant materials, and site configuration should play a part in the branding of these areas. No two parks should look identical.
- Most of the Neighborhood Parks in Rio del Oro are located next to schools. These parks should provide facilities that support and complement those of the schools, such as baseball diamonds, soccer fields, and playground equipment for elementary school–age children.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

3.1.2 OPEN SPACE

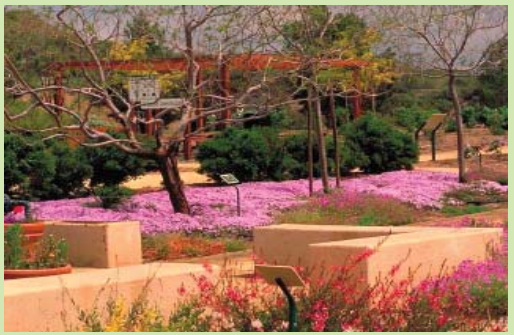
Open space in Rio del Oro provides passive recreational opportunities, preservation of existing natural features, drainage corridors and detention areas, and connections within and between land uses in the community. Open space is distinguished

Neighborhood Park entry signage

Basketball court

Playgrounds as a passive use amenity

Neighborhood Park — conceptual plan (Source: The HLA Group)



Ornamental gardens

Pathways providing connections within parks and to the surrounding community

Picnic tables distributed along park pathways

from parks in that it is intended primarily for passive recreational use that does not involve organized teams or formal competition, whereas community and neighborhood parks can offer a mix of active and passive uses. In many cases, passive recreation will include informal active play and is not limited to passive activities, such as nature observation. Open space in Rio del Oro is divided into two categories: Community Places and Green Infrastructure, as described below. Community Places may include neighborhood greens, urban plazas, community gardens, or community-wide open space. Green Infrastructure may include bike and pedestrian trails, green streets with separated sidewalks, or detention basins and drainage parkways.

3.1.2.1 Community Places

Community Places consists of public land in urban areas that supplements the Community Park and Neighborhood Parks. It will be distributed throughout the community at an amount of 1.00 acres per 1,000 residents. This acreage will in turn be distributed as allowed by the City Open Space Guidelines to the Community Park to augment its size, to neighborhood greens and urban plazas.

Neighborhood Greens

Neighborhood Greens are small, landscaped gathering locations sited within urban development to supplement parks by providing the immediate neighborhood with space for small-scale passive-use activities. They should generally not be located adjacent to parks but in other areas to ensure that park and open space amenities are distributed evenly throughout the community. Neighborhood Greens shall be 0.5–2.0 acres in size, and generally all internal dimensions shall be a minimum of 100 feet. They may include a maximum of 0.1 acre of adjacent trail corridor.

Neighborhood Greens in Rio del Oro should be designed in accordance with the following guidelines:

- Proposed uses in Neighborhood Greens should complement park facilities and must be coordinated with CRPD and/or the City.
- Existing natural features, such as mature trees, should be preserved where feasible.
- Landscaping in urban spaces should enhance the visual quality and character. As with plantings in park areas, durability and aesthetics are prime considerations. Refer to the guidelines for plantings in Section 3.1.3.4 in this chapter.
- Ornamental plantings should be used in areas intended to be more formal or that have a higher activity level; native plants should be used in informal and passive areas, especially when adjacent to preserves or other natural areas. Shade trees should be provided in sitting areas and open turf areas for structured and informal play.
- Access should be provided for bicycle and pedestrian traffic via trails and paseos, where appropriate and feasible.
- When appropriate, Neighborhood Greens should incorporate easily accessible drinking fountains, lighting, signage, and trash receptacles.
- Neighborhood Greens that are lit at night should not produce light spillover into adjacent residential areas. Refer to the guidelines for lighting in Section 3.1.3.7 in this chapter.
- Art and signage should complement nearby parks and be integrated into functional features when feasible to assist with branding and to provide unique experiences.

Intimate space for seating

Small play area

Open multiuse lawn area

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

Other Community Places

Other Community Places include one or both of the following components:

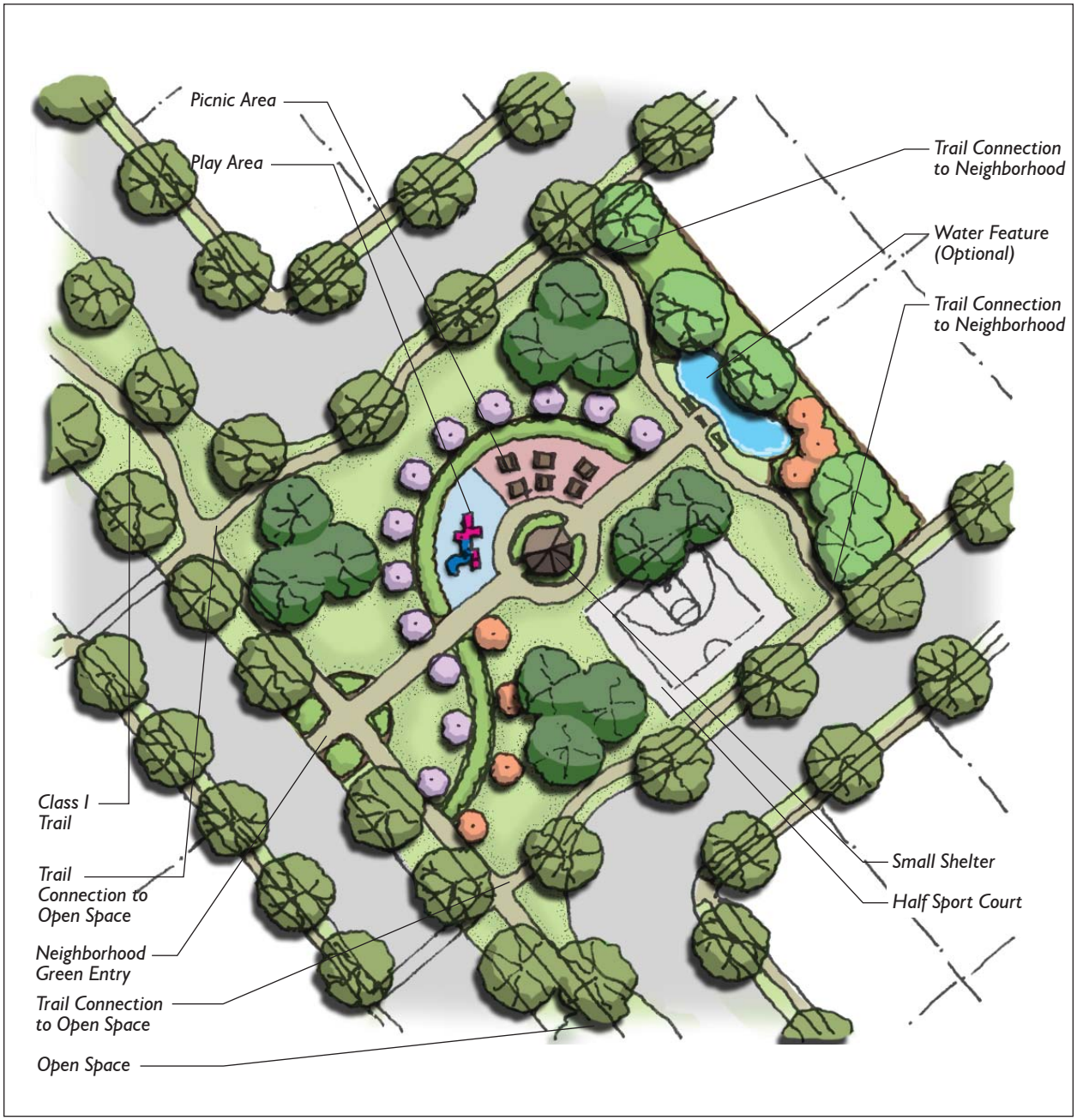
- Open turf that incorporates grass-covered or similarly covered open play areas and that does not include athletic fields configured for competitive or organized sports; and/or
- Tree canopy that consists of lands with landscape features that include trees, shrubs, and ground cover and are generally programmed for passive recreation.
- Urban plazas with hardscape areas, planters, outdoor seating, trees and other features that provide a focal point within a commercial project.

Refer to Neighborhood Greens guidelines, above, for all other Community Place areas.

3.1.2.2 Green Infrastructure

Green Infrastructure can include trails, greenbelts, paseos, open space nodes, drainage parkways, and related features. It is intended to create spaces, areas, amenities, or facilities that complement those included in parks and Community Places. Green Infrastructure in the Rio del Oro community will provide opportunities for linkages to a communitywide trail system and areas for wetland mitigation and preservation, elderberry habitat conservation, stormwater conveyance, flood detention, utility easements, and transition between different land uses. It will consist of the following features:

- Drainage parkways and basins



Neighborhood Green — conceptual plan (Source: The HLA Group)

- Landscape corridors, green streets, and separated sidewalks
- Greenbelts
- Paseos, bike trails, and greenbelts
- Open space nodes (Section 3.1.3.2)

All of these open space features will include passive recreational opportunities and will be open to public access where appropriate. The open spaces will actively interact with adjoining developments, affording spectacular views and multiple access points. Open space nodes will serve to connect trails and open space with neighborhoods, and will include amenities such as seating and may include recreational opportunities such as tot lots.

Drainage Parkways

The Drainage Parkways in Rio del Oro will be constructed along natural drainage corridors, with the addition of some new channels and modification of existing channels, where necessary. These channels will receive stormwater runoff from the surrounding areas and will serve as detention basins and sources of groundwater recharge. Additionally, areas for wetlands mitigation will be included within the Drainage Parkways. The width of the Drainage Parkways ranges from approximately 250 to 300 feet.

Several Class I trails will be constructed along the Drainage Parkways, with bridges and low-flow crossings provided at suitable intervals to allow for access to both sides of the corridor. Additionally, undercrossings will be provided at appropriate points where the trails intersect with and/or pass underneath roads. These trails will provide significant connectivity within the Rio del Oro community and will link with other open spaces at the perimeter of the project area.

The Drainage Parkways should be designed in accordance with the following guidelines:

Preserved open space

Bridge crossing over drainage channel

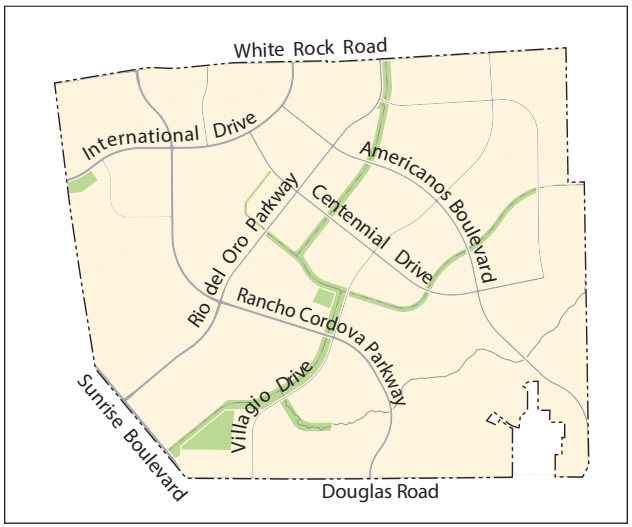
Sinuous pathway through landscape corridor

Natural drainage parkways

Trail providing access from open space to adjacent neighborhoods

Pathway connecting open space to adjacent commercial and office areas

- Trails will be designed to ensure both regional and community connectivity and shall conform to the Rio del Oro Bikeway and Trails Plan (Exhibit 4-5 in the Specific Plan). Additionally, the trails within drainage parkways will maintain a minimum 50-foot setback from the wetland mitigation areas. Refer to the guidelines for trails/pathways in Section 3.1.3.1 of this chapter.
- Nodes, access points, kiosks, signs, and interpretive areas should be located along the trail system where appropriate to maximize convenience and accessibility. Refer to the guidelines for open space nodes in Section 3.1.3.2 of this chapter.
- A good balance should be developed between major high-use trails on one side of the drainage parkways and a minor trail system on the other. Trails may periodically switch sides to provide design flexibility, as well as a variety of experiences and access points for the user. At a minimum, major trails should be included on one side of the drainage parkways.



Drainage Parkways — location map

- Native plants should be used where feasible. When nonnative ornamental plantings are used, preference should be given to low-water species that do not require supplemental irrigation when mature. Refer to the guidelines for plantings in Section 3.1.3.4 of this chapter.
- Walls and fencing that border or are within the Drainage Parkways should conform to the guidelines for walls and fencing in Section 3.1.3.5 of this chapter.
- Drainage channels should be sinuous and designed to avoid straight flow lines. The overall channel corridor should vary in width to create a more organic footprint. The drainage channel itself should also vary in width, and level terraces within levees and banks should be provided. All mature vegetation should be provided adequate channel volume. Refer to the guidelines for grading and planting in Sections 3.1.3.3 and 3.1.3.4 of this chapter.
- Detention basins should also conform to the guidelines for grading and planting in Sections 3.1.3.3 and 3.1.3.4 of this chapter. Level terraces should be provided within levees/banks and contour bottoms with low-flow wet areas and mounds. Naturalized vegetation should be incorporated into the design. Plantings in and adjacent to basins should provide wildlife forage/cover. In general, detention basins should be designed with organic rather than rectilinear forms.
- A coordinated drainage design program specifying standards and design elements consistent with these design guidelines will guide design of drainage facilities. The drainage design program will be submitted to the City for review and approval.

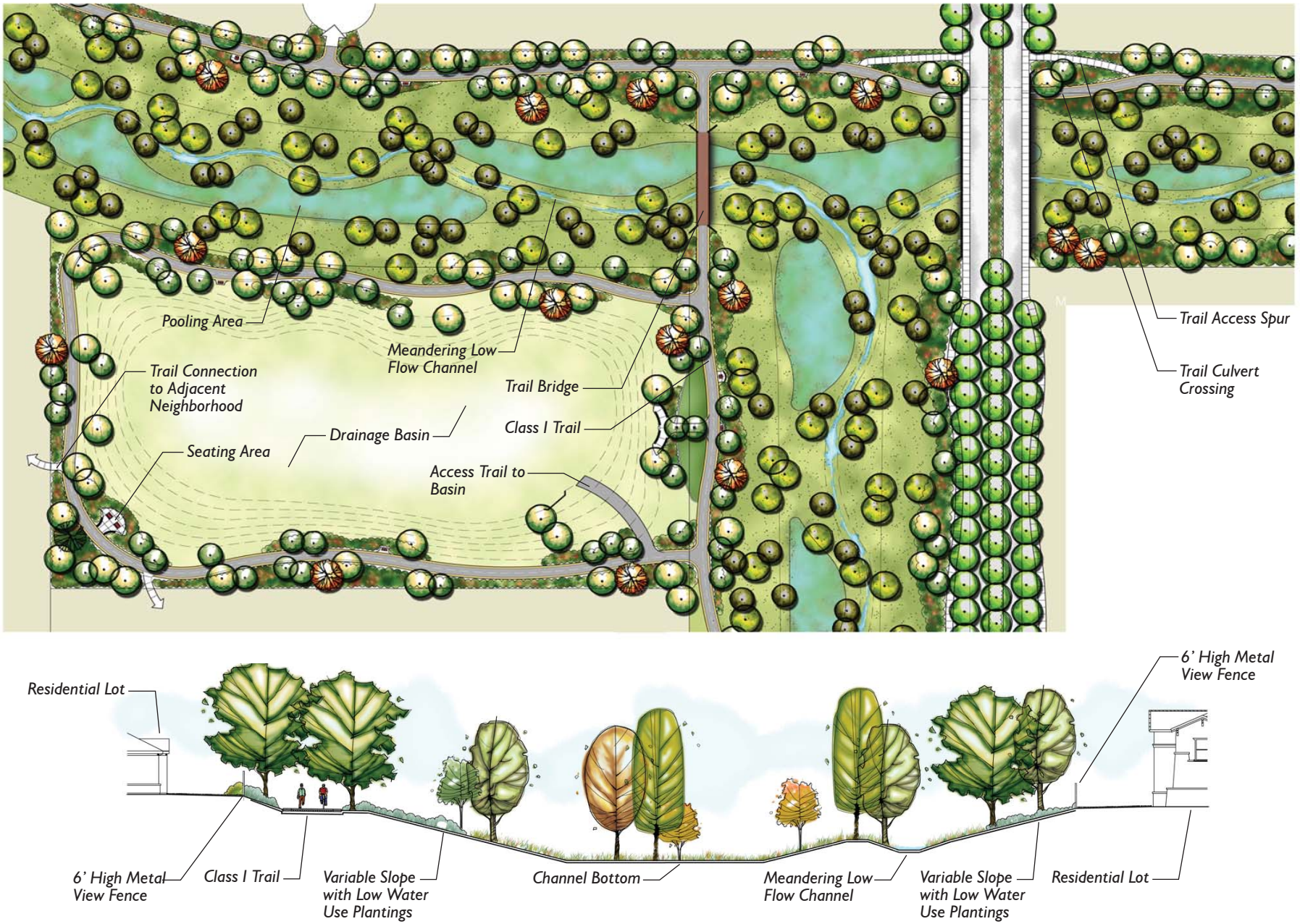
Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

Landscape Corridors and Green Streets

As stated in the Specific Plan, Landscape Corridors are enhanced setbacks that buffer adjacent land uses from the roadways and improve the aesthetics of the community. They also contribute to establishing project identity. Landscape Corridors will be provided along all six- and four-lane major and two-lane limited-access arterials and two-lane secondary roadways, typically where adjacent to Single Family and Medium Density land uses. Each corridor will be designed with respect to the corresponding street classification. The landscape setbacks will range in width from 15 to 39 feet, with the exception of the special sections of Rancho Cordova Parkway and

Naturalized drainage channel

Permeable metal fencing

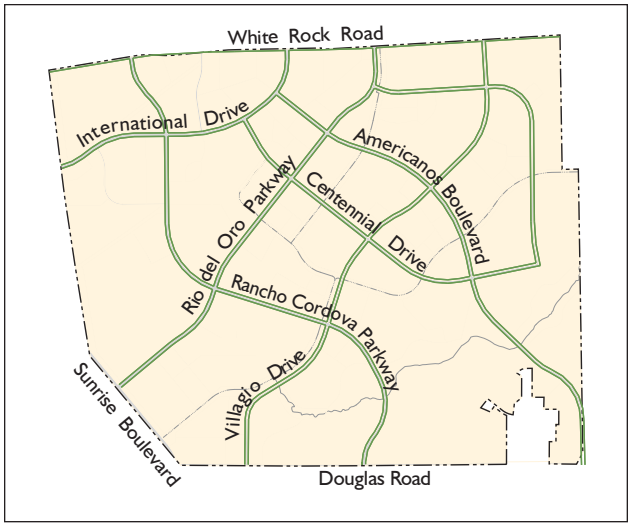


Drainage Parkway and Detention Basin — conceptual plan and cross-section (Source: The HLA Group)

Americanos Boulevard that traverse the Wetland Preserve. Refer to Section 4, "Circulation Element," of the Specific Plan for typical roadway sections and respective Landscape Corridor widths.

The Specific Plan defines Green Streets as roadways that enhance the pedestrian experience by connecting destinations in the project area with landscaped streets that are pleasant and comfortable for all users. Green Streets typically provide separate accessways for motorized vehicles, cyclists, and pedestrians. Curb cuts are minimized to reduce the interaction between different modes of travel, increasing comfort and safety. Green Streets are incorporated at the community, urban, and neighborhood levels.

Community-level Green Streets are located along all arterial and secondary roadways and include a landscape setback of approximately 15 feet or greater. Green Streets at this level are identified in the Specific Plan as Rancho Cordova Parkway, Rio del Oro Parkway, Americanos Boulevard, International Drive, Centennial Drive, and Villagio Drive.



Landscape Corridors — Location Map

Urban-level Green Streets may be found in the Regional and Local Town Centers and in residential areas abutting the Town Centers. An urban-level Green Street is created by the use of outdoor furniture, such as benches and aboveground planters, to limit pedestrian and automobile interaction in lieu of more traditional parkway strips. Neighborhood-level Green Streets provide connections to neighborhood amenities or to community- and urban-level Green Streets.

Techniques employed to create neighborhood-level Green Streets may include fronting alley-loaded or other types of rear-accessed housing on roadways and dedicating predominantly continuous landscape lots to pedestrian uses. Both urban- and neighborhood-level Green Streets will be designated as part of the neighborhood tentative maps. Refer to Section 7, "Public Services Element," of the Specific Plan for additional detail on Green Streets.

The Landscape Corridors should be designed in accordance with the following guidelines:

- Landscape Corridors shall be the minimum width indicated in the Specific Plan, with hard-surface paths that pass through the buffer area.
- Soundwalls are highly discouraged and may be used only where the impact on residential development from roadway noise cannot be otherwise successfully mitigated. Soundwalls should be articulated to include cutouts or other openings that allow pedestrians to pass from the development to the public right-of-way. Landscaping that softens the visual impact of the wall shall be provided between the soundwall

Lighted Landscape Corridor with bicycle/pedestrian trail

Well-planted Landscape Corridor with turf and trees

Soundwall along Landscape Corridor with plantings to soften the wall's visual impact

and the sidewalk. When required for sound attenuation, perimeter fencing or boundary walls should conform to the guidelines for walls and fencing in Section 3.1.3.5 of this chapter.

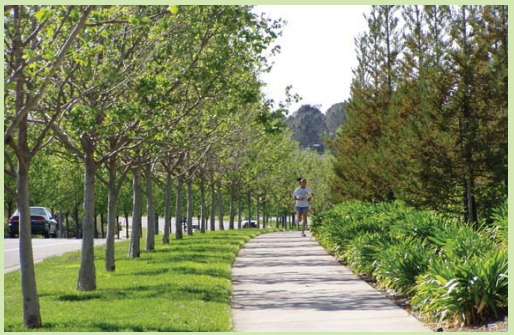
- Street trees should be planted on both sides of the sidewalk and should be appropriately spaced to allow for mature growth but no farther than 50 feet apart. A list of recommended street trees has been provided in the "Circulation and Streetscape" chapter of this document.
- Automatic irrigation with rain shut-off valves shall be provided throughout the landscaped portions of the corridor.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

Greenbelts

Greenbelts are provided in the Rio del Oro community to serve the dual purpose of utility corridors and transition areas between residential and nonresidential uses that provide greater connectivity within the project area. They are located along the western perimeter of the project area and on portions of the northern and southern boundaries of the Mather Airport flight path. The width of the Greenbelts ranges from approximately 100 to 200 feet.

The Greenbelt along the western edge of Rio del Oro will provide an attractive landscaped buffer between the project area and the adjacent existing light-industrial uses to the west. A 6-foot-high boundary wall will run along the western project boundary. The West Trail (see Exhibit 4-5 in the Specific Plan), a 12-foot Class I off-street regional



Community-level Green Street

Urban-level Green Street

Neighborhood-level Green Street

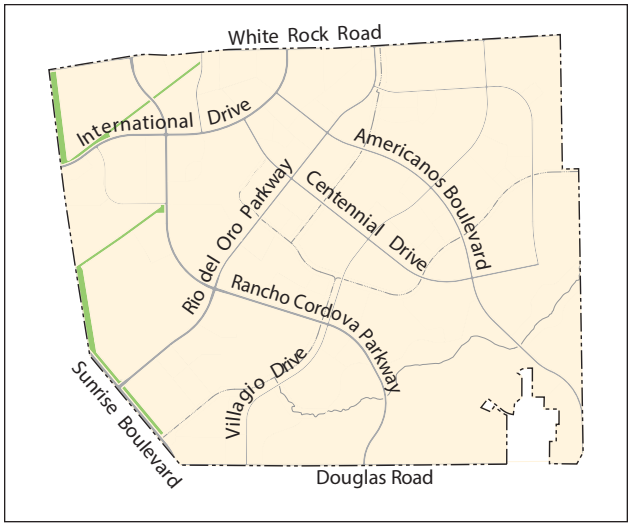
trail, runs through the Greenbelt along the western edge and serves as a connection to other trails within Rio del Oro and adjacent communities to the north and south.

The two Greenbelts north and south of the manufacturing parks follow the Mather Airport flight path and contain the North Trail and the Village Trail (see Exhibit 4-5 in the Specific Plan for trail locations and details), respectively. Both are 10-foot Class I trails and serve as off-street connections within the western portion of the community.

Greenbelts should be designed in accordance with the following guidelines:

- Shade trees should be provided in informal groupings when possible to convey the appearance of a more natural setting. Refer to the guidelines for grading in Section 3.1.3.3 of this chapter.
- Nodes, access points, kiosks, signs, and interpretive areas should be located along the trail system where appropriate to maximize convenience and accessibility. Refer to the guidelines for open space nodes in Section 3.1.3.2 of this chapter for specific design recommendations.
- Walls and fencing that border Greenbelts should conform to the guidelines for walls and fencing in Section 3.1.3.5 of this chapter.
- Adequate lighting should be provided at the proper scale and appropriate locations so as not to intrude into neighboring residential areas. In general, lighting should be located only in more urban areas, access points, and nodes. Refer to the guidelines for lighting in Section 3.1.3.7 of this chapter.
- Maintenance roads should be designed to function as safe and attractive pedestrian and bicycle trails. Refer to the guidelines for trails/pathways in Section 3.1.3.1 of this chapter.
- Low-growing trees and plants should be planted in areas where interference with utility lines is of concern.
- Future excavation should be planned for in areas with existing or planned underground infrastructure to minimize impacts on open space improvements from future construction.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.



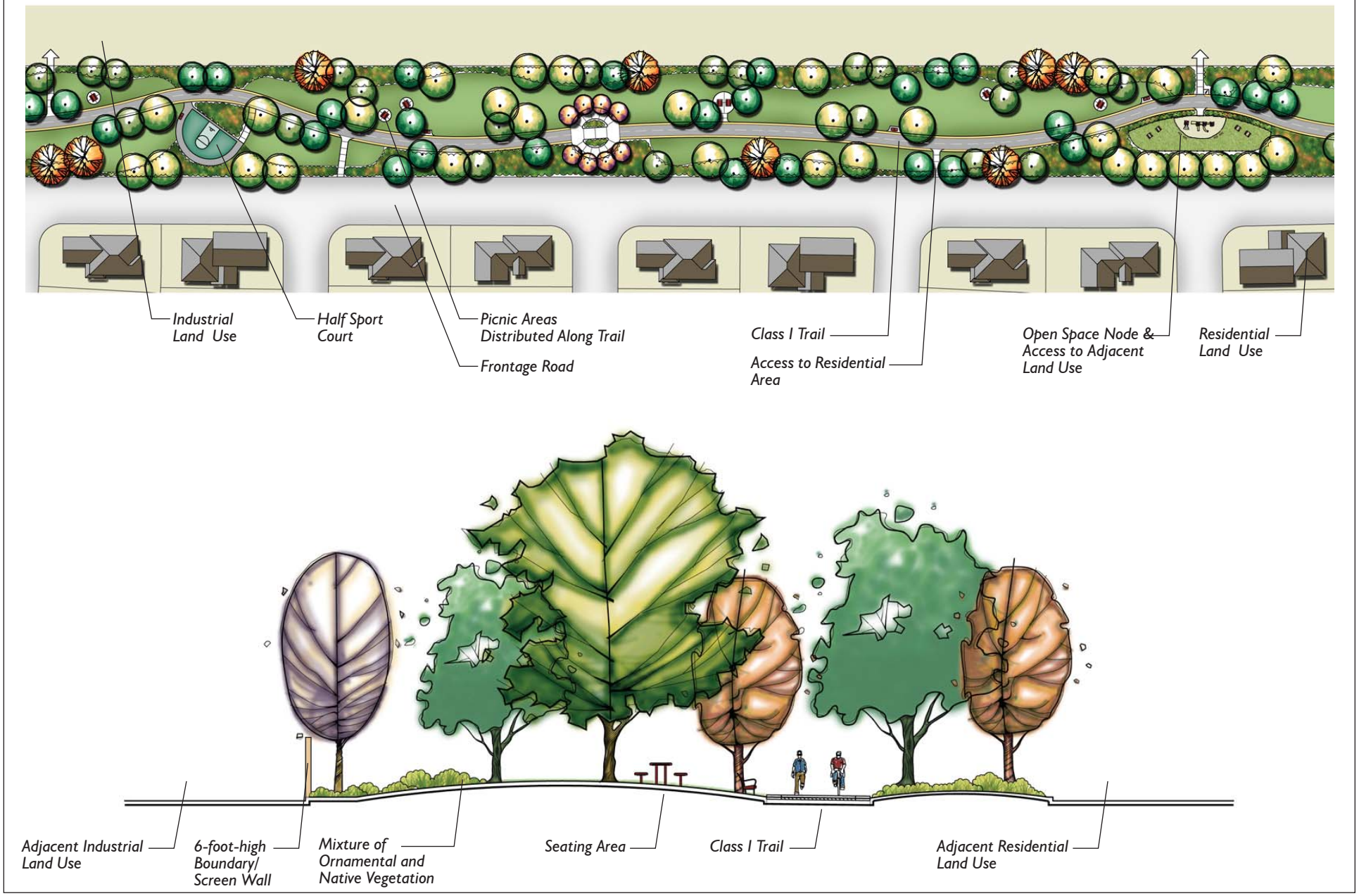
Greenbelts — location map

Paseos

Paseos are neighborhood-scale open space amenities that provide bicycle, pedestrian, and visual linkages within the immediate area. Paseos are an important link in the community trail system because they provide access from land uses adjacent to parks and open space. Paseos may connect to open-ended cul-de-sacs and other roadways, create off-street connections between adjacent neighborhoods, or serve as access points in other locations. Paseos are distinguished from Neighborhood Greens primarily by their size. As stated earlier, Neighborhood Greens are 0.5–2.0 acres in size with a minimum width of 100 feet, whereas Paseos could be smaller in size and narrower in width. Paseo locations will be designated as a part of the individual neighborhood subdivision maps and are not shown in the Land Use and Parks and Open Space Plans.

Class I trail meandering through Greenbelt

Well-landscaped Greenbelt serving as buffer for adjacent residential use



Greenbelt - conceptual plan and cross-section (Source: The HLA Group)

Paseos should be designed in accordance with the following guidelines:

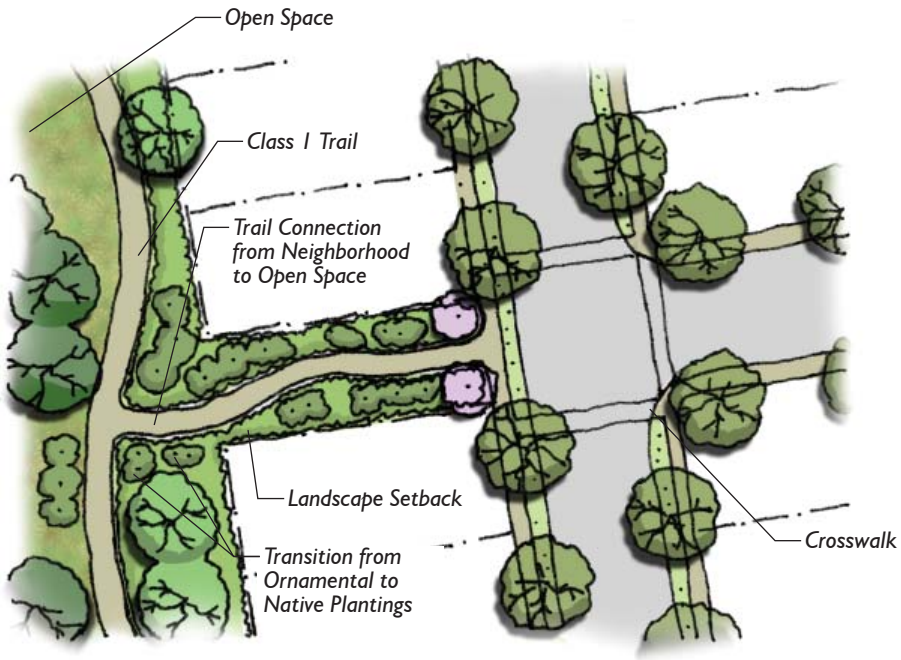
- A bicycle/pedestrian path should be located within the Paseo and provide at least two convenient access points to facilitate its use as an alternative to using an automobile. Design of the pathway should be appropriate to the type of connection it provides and to adjacent uses. Refer to the guidelines for trails/pathways in Section 3.1.3.1 of this chapter.
- Paseo should typically be wide enough to accommodate the width of the path and landscaping on either side. Refer to the guidelines for plantings in Section 3.1.3.4 of this chapter.
- The edge of the Paseo should include attractive fencing. Refer to additional guidelines for walls and fencing in Section 3.1.3.5 of this chapter.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

Morrison Creek Wetland Preserve

The Morrison Creek Wetland Preserve (Wetland Preserve) consists of approximately 510 acres located in the southeastern portion of the project site. The primary natural feature of the Wetland Preserve is Morrison Creek, an intermittent creek that flows east to west through the project area. The Wetland Preserve will conserve the creek in addition to the large number of vernal pools, seasonal wetlands, ponds, seasonal wetland swales, and other ephemeral drainages located within it. Refer to Section 5, "Environmental Resources Element," of the Specific Plan for more details.

The Wetland Preserve will be the premier natural and scenic open space area in Rio del Oro, providing



Paseo — conceptual plan (Source: The HLA Group)

Paseo connecting single-family residential areas

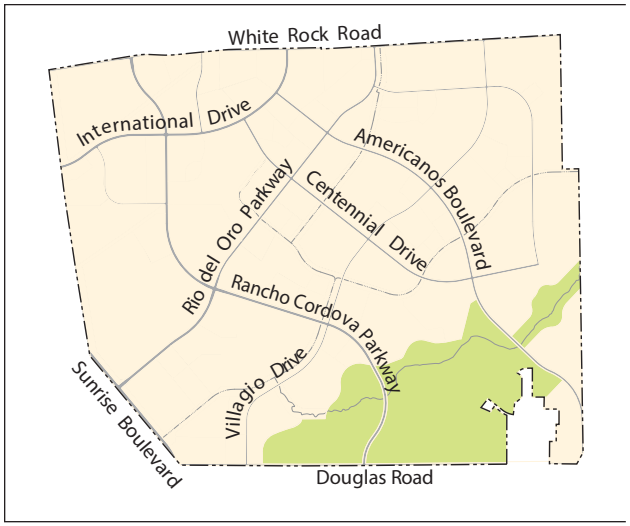
Paseo providing passage through multi-family housing

community. It will be maintained as a high-quality natural area while also affording connectivity and recreational values.

The Morrison Creek Wetland Preserve should be designed in accordance with the following guidelines:

- As shown in the Bikeway and Trails Plan (Exhibit 4-5 in the Specific Plan), the Morrison Creek Trail will be located along the northern perimeter of the Wetland Preserve, extending from Americanos Boulevard on the east to the Drainage Parkway abutting the southwestern boundary of the project area. This perimeter trail is a PBOS feature located in other adjacent land use parcels to minimize intrusion into the area while ensuring connectivity. Smaller trails are not allowed within the preserve. Refer to the guidelines for trails/pathways in Section 3.1.3.1 of this chapter.
- Metal fencing shall be placed around portions of the perimeter of the Wetland Preserve, where they abut residential and commercial uses. A simple post and cable fence can be employed adjacent to public roadways and other open space or park uses.
- Open space nodes along the Morrison Creek Trail should include lighting, structures, signage, and interpretive displays where appropriate. Refer to the guidelines for open space nodes in Section 3.1.3.2 of this chapter.

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.



Wetland Preserve — location map

Open Space Preserve

An Open Space Preserve located in the northern portion of Rio del Oro will provide habitat for the valley elderberry longhorn beetle. The Open Space Preserve is located adjacent to the Community Park and has a significant elderberry population that will be preserved without modification. The Open Space Preserve is located adjacent to the Loop Trail (see Exhibit 4-3 in the Specific Plan), affording connectivity and access to the Community Park and the Regional Town Center.

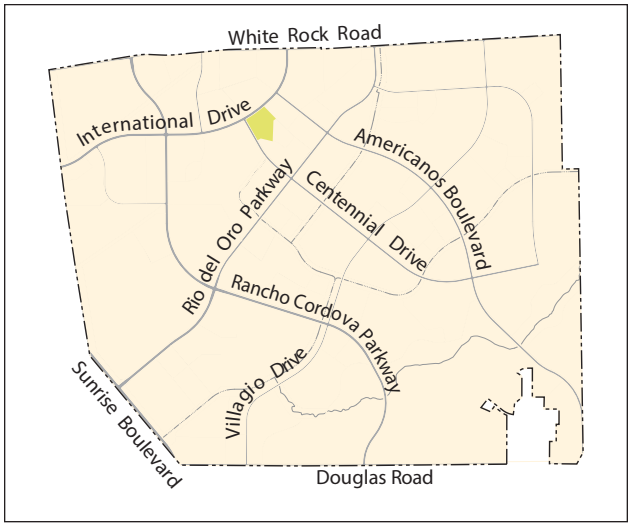
The Open Space Preserve should be designed in accordance with the following guidelines:

Morrison Creek

Vernal pool in the Morrison Creek Wetland Preserve

Perimeter fence example between residential land use and preserve

- The Park Loop Trail adjacent to the Open Space Preserve will be located as shown in the Rio del Oro Bikeway and Trails Plan (Exhibit 4-5 in the Specific Plan) and designed according to the guidelines for trails/pathways in Section 3.1.3.1 of this chapter.
- Additional trails within the Open Space Preserve may not be feasible due to elderberry conservation easement restrictions but they may be considered. The location of these trails could be determined at the design phase, in conjunction with the mitigation planting.
- Existing flora should be maintained in the Open Space Preserve wherever possible. When existing flora is supplemented with additional plantings, preference should be given to native species with minimal water requirements. Refer to the guidelines for plantings in Section 3.1.3.4 of this chapter.



Open Space Preserve — location map

Refer to Section 3.1.3, "Guidelines for Parks and Open Space Design Elements," in this chapter for all other design-specific recommendations.

3.1.3 GUIDELINES FOR PARKS AND OPEN SPACE DESIGN ELEMENTS

As previously described, different types of parks and open space are proposed in the Rio del Oro community. Although they may differ in function and aesthetics, many of the same design elements will be included in each park or open space area. The following guidelines are intended to set a standard for how these elements in parks and open spaces will be designed to reach an acceptable level of quality.

Open Space Preserve adjacent to residential land uses

Protected elderberry shrub

Elderberry fruit and flowers

3.1.3.1 *Trails/Pathways*

Trails or pathways as defined here are distinguished from sidewalks in that they provide off-street access within parks and open space and connections to adjacent urban land uses, allowing users the option of conveniently traveling within Rio del Oro and to adjoining communities without motor vehicle use. In addition to providing biking access, they are intended to allow for other activities, such as walking, running, and hiking. Many of the larger off-street trails will also provide vehicle access for emergency and maintenance purposes.

Trails should be designed in accordance with the following guidelines:

- Trails are divided into four categories based on intended use: Class 1, 12-foot off-street regional paved trail; Class I, 10-foot off-street paved trail; paved multipurpose trail; and natural surface trail.
- The Class I, 12-foot trail is an off-street regional paved trail with 2-foot decomposed granite shoulders on either side. This trail type is primarily intended for the West Trail and the Americanos Trail. These trails are shown in Exhibit 4-5 of the Specific Plan, Bikeway and Trails Plan. The Class I trail will be designed for biking, jogging, and walking and will be Americans with Disabilities Act (ADA) accessible unless otherwise noted.
- The Class I, 10-foot off-street trail is a paved trail with 2-foot decomposed granite shoulders on either side. This trail type is primarily intended for major trails within Rio del Oro, including the North, Rio del Oro, Park Loop, and Morrison Creek Trails (see Exhibit 4-5 of the Specific Plan). These trails will be designed for biking use, with jogging and walking as secondary uses. They will be ADA accessible unless otherwise noted.
- The paved multipurpose trail is intended as an intermediate trail between Class I trails and smaller hiking trails and roadways. The trail's width depends on factors such as use and design speed and should be determined at the design stage. Decomposed granite shoulders may be included where accessibility and maintenance factors are an issue. Uses include biking, jogging, hiking, and walking. These trails may or may not be ADA accessible, depending on whether universal accessibility is appropriate and/or feasible.
- The natural surface trail may be used in areas where hiking or other low-impact uses are desired. These trails are typically not ADA accessible because of the type of surface and grade variation. Surface types may include wood chips, crushed rock, decomposed granite, or bare earth with an added stabilizer. The trail's width should be determined at the design stage.
- Trails shall be open to the public. They may not be closed off with gates. Bollards or other similar devices may be used if they meet the operational standards of emergency service providers for response to areas along the trail.
- Trails should be located within the community to provide multiple linkages between adjacent land uses, open space nodes, parks, open space, and the regional trail system.
- Trails should be placed to complement proposed sidewalks rather than duplicating them.
- Entrances to trails and pathways should be clearly marked and identifiable. Where the trailhead meets a street, a standard vertical curb should be used to separate the trail from the street. Parking should not be allowed in front of the trailhead.

Class I trail with post and cable fencing defining the trail edge

Bollards limit vehicular access

Multipurpose pathway for bicycles and pedestrians

- Trails should be placed at a lower elevation than the finished grade of adjoining land uses where a visual separation is desirable. This point particularly pertains to trails located within Drainage Parkways and Greenbelts. A minimum grade difference of 3 vertical feet is recommended.
- Trails should be set back a minimum of 10 feet from adjacent properties, although a larger setback is possible, depending on site conditions.
- Class I trails should be located at an elevation that is primarily above high-water flow and on one side of a drainage channel. Occasional crossings should be included where low-flow channels occur. These crossings may be inundated in high-water events.
- Where trails may be inundated by stormwater drainage, they shall be constructed to withstand erosion. Concrete, rather than asphalt, shall be the primary material, and decomposed granite shoulders may be modified or omitted.
- Nodes, access points, kiosks, signs, and interpretive areas should be located along the trail system where appropriate to maximize convenience and accessibility.
- All areas adjacent to trails must include landscaping or native flora where other uses are not designated. Landscaping adjacent to trails should be appropriate to the type of land use through which the trail corridor travels. Trails in urban areas should generally include more ornamental plants, whereas a trail corridor in a natural area should primarily consist of native vegetation.
- Trails should meet requirements for ADA accessibility whenever possible and necessary to provide equal access.
- At-grade crossings where trails intersect with roadways shall be designed to enhance the visibility and safety of the pedestrians and bicyclists. Improvements may include, but are not limited to, crossing signs, raised crosswalks, colored paving materials, and roadway chokers.

3.1.3.2 Open Space Nodes

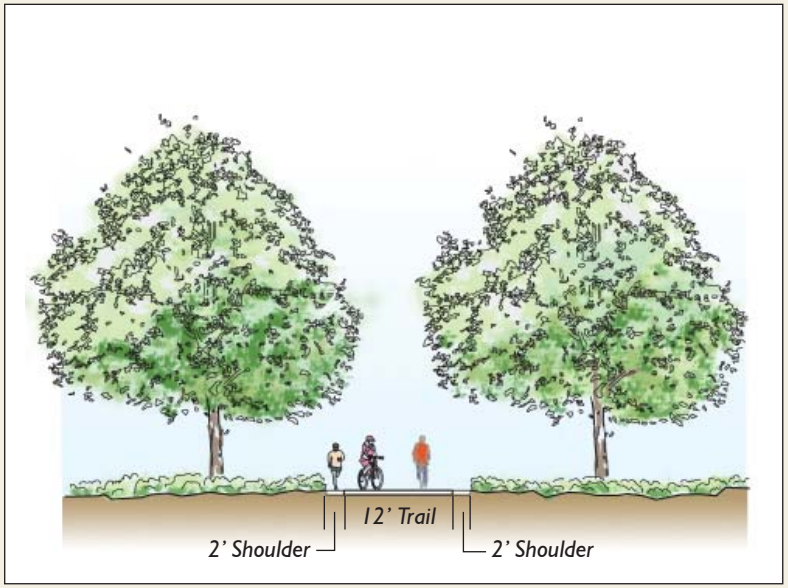
Open space nodes serve as access points and convenience areas to users along the trail system and should complement rather than duplicate park amenities. Open space nodes are areas that are less than 0.5 acre in size. Areas that are larger than 0.5 acre shall be considered Neighborhood Greens. Two types of open space nodes exist in the Rio del Oro community: major nodes and minor nodes. The most significant differences between major and minor nodes are size and the number of amenities provided, as described below.

Open space nodes should be designed in accordance with the following guidelines:

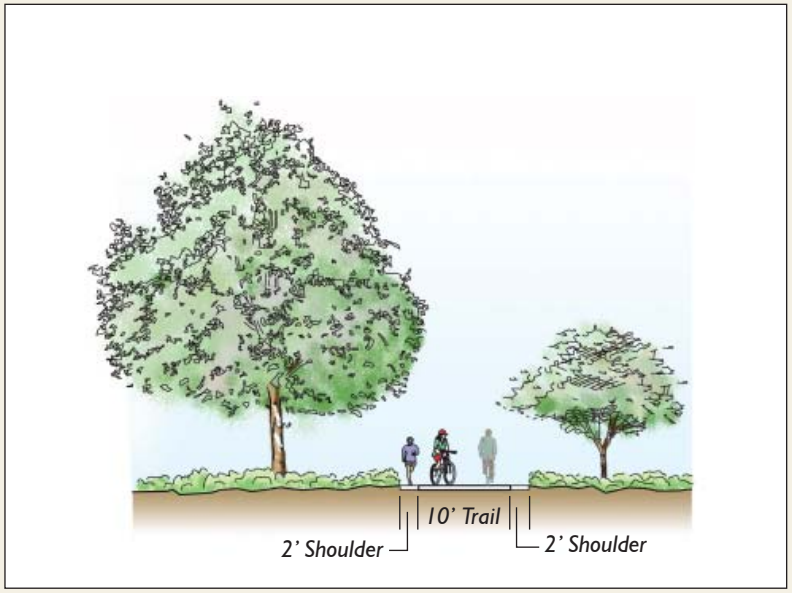
Trail crossing

Midblock at-grade crossing

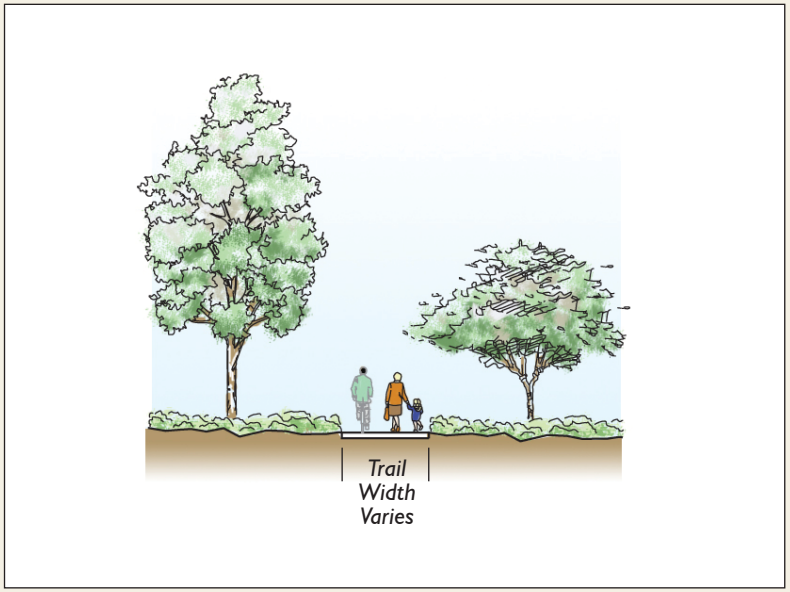
At-grade crossing of trail along drainage parkway



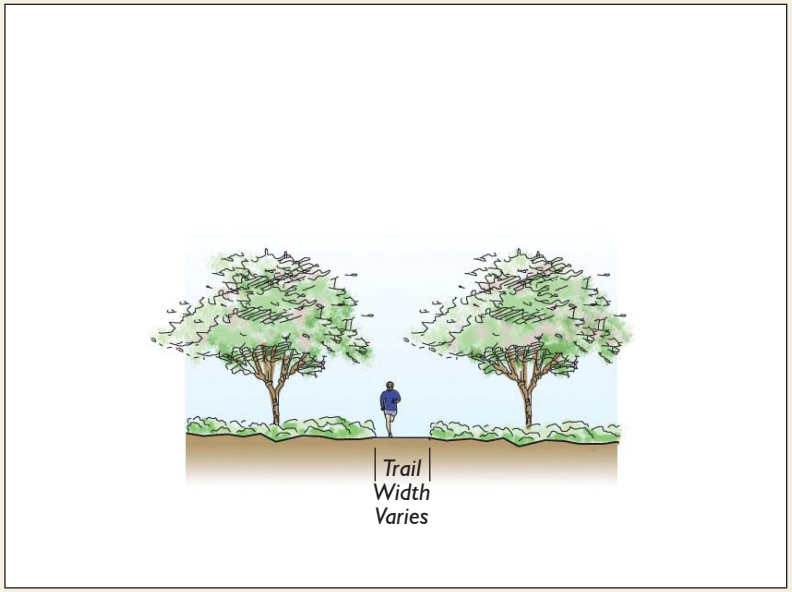
Class I, 12-foot trail — cross-section



Class I, 10-foot trail — cross-section



Paved multipurpose trail — cross-section



Natural surface trail — cross-section

Trails — conceptual sections (Source: The HLA Group)

- Major nodes should typically be located along Class I trails at intersections with other Class I trails and roadways and at entry points to open space. These nodes should be larger and could include amenities such as enhanced paving, seating areas, native plant gardens, scenic overlooks, shaded/picnic areas, informal play areas, drinking fountains, trash receptacles, bike racks, interpretive signs, kiosks, and other amenities.
- Minor nodes should serve as secondary convenience areas and access points along Class I trails between major nodes, at intersections with paved multipurpose and natural surface trails, and at points of interest along the trail. Minor nodes would be smaller and could include amenities such as those noted above that are appropriate to the amount of use, accessibility, and location.

3.1.3.3 Grading

Grading contributes significantly to the aesthetics of a place. How the terrain is sculpted within parks and open space will largely determine whether the landscape looks natural and visually pleasing.

Grading design and construction should occur in accordance with the following guidelines:

- Grading should be designed to emphasize creation of safe, usable areas with transitions to open space that appear natural and harmonious with the surrounding terrain.
- Long-term stability and appearance should be considered while grading. Impacts on existing trees, natural drainage channels, and wetlands should be avoided.
- Slopes should be generously rounded at their tops and bottoms.

Open space node with turf and seating area

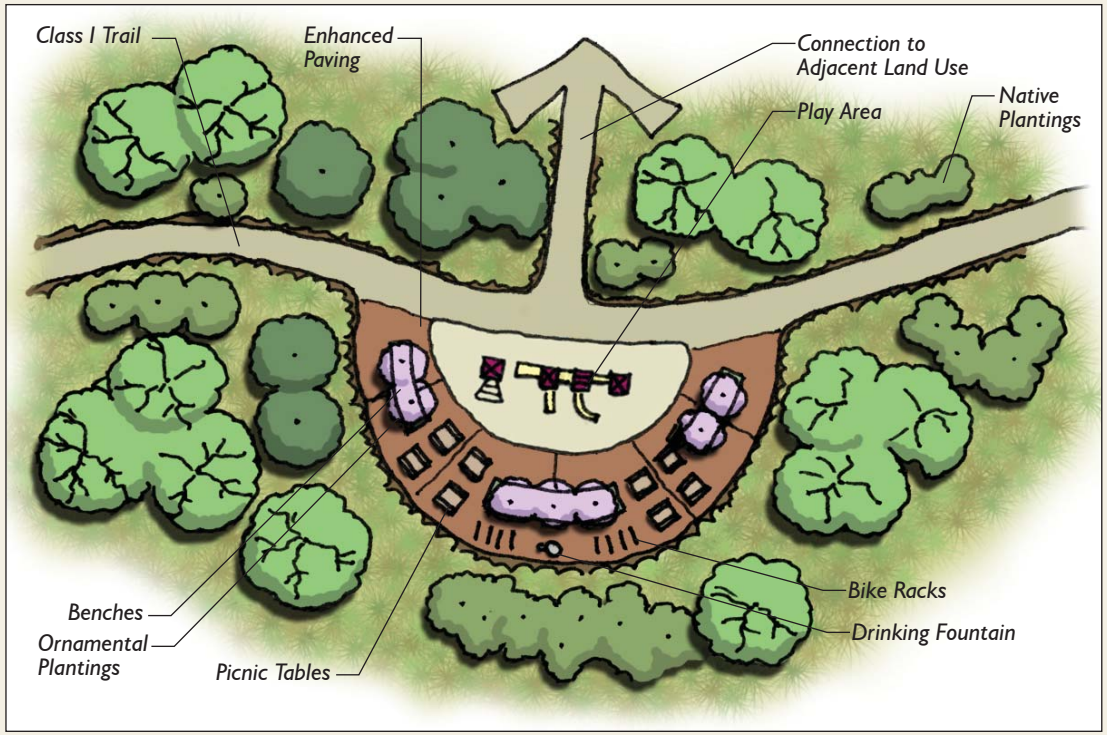
Wetlands observation and information area

Interpretive signage located within open space

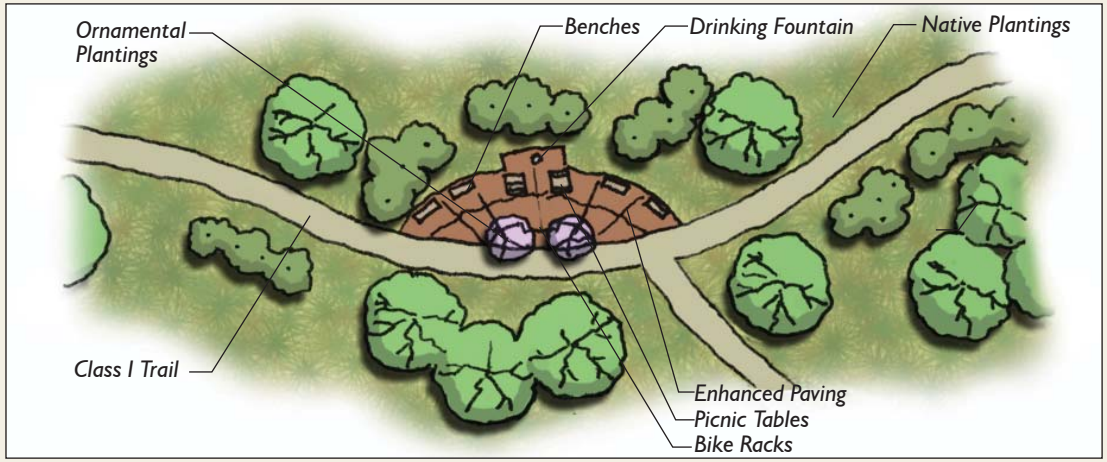
Minor node providing a resting place for trail users

Informal play areas

Enhanced paving, drinking fountain, bike racks, and trash receptacles



Major open space node — conceptual plan



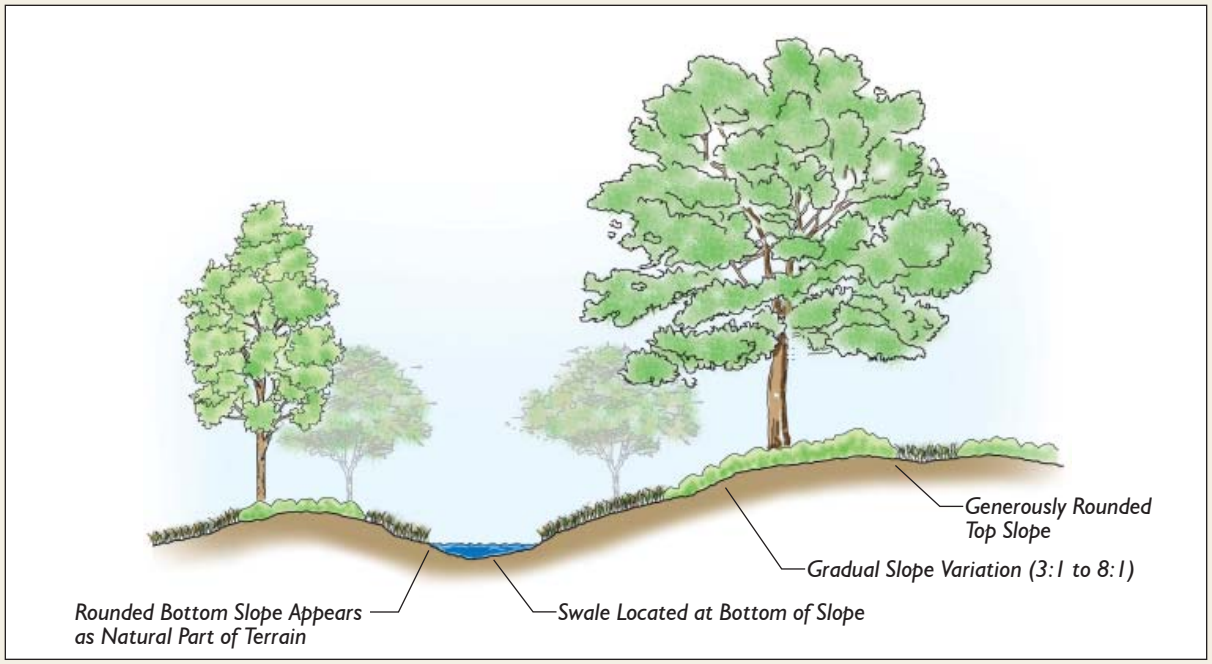
Minor open space node — conceptual plan (Source: The HLA Group)

- Variable slope grades should be created wherever possible. Undulating slopes and curvilinear alignments should be provided to minimize the appearance of an engineered slope with a uniform grade.
- Slopes should vary from 3:1 to 8:1. Slopes of 2:1 or engineered vertical drops may be considered in isolated locations where space is constrained.
- Drainage swales and structures that blend with the terrain should be designed.
- Existing swales and variations in slope should be retained to the extent possible. If new swales are added, they should preferably be located at the bottoms of slopes.

3.1.3.4 *Plantings*

Whether in an urban or a natural setting, vegetation has a significant impact on how an area functions ecologically and the types of visual experiences it provides for the user. The appropriate plantings will provide shade, soften the hard surfaces of the built environment, provide interest in color and texture to outdoor spaces, help to blend natural and developed land, and provide habitat for animals and insects. Plantings in urban areas are inherently different from those in natural areas. Whereas urban areas are typically more formal and manicured, natural areas are informal, loose, and irregular.

To enhance the quality of plantings in parks and open space, plantings should occur in accordance with the following guidelines:



Grading example — conceptual section (Source: The HLA Group)

Natural sloping lawn area

Drainage swale located at bottom of slope

Sinuous drainage channel with varying side slopes

- Planting design should be appropriate to the location. Trees, shrubs, and ground cover in urban areas should evoke a more formal appearance; in natural areas, emphasis should be placed on informal and irregular plant groupings.
- Suitable plantings should be chosen based on the setting in which they will be planted. In urban areas, plants should be selected for their durability, ornamental appeal, and ease of maintenance; in natural areas, emphasis should be placed on native plants.
- Whenever possible, native and/or drought-tolerant plants should be used instead of nonnative and/or high-water-use vegetation.
- Irrigation with rain sensors should be provided in areas where regular watering maintenance is required for plant survival.
- The use of nonnative, invasive species that may spread into permanent, natural open space areas should be avoided.
- In open space, informal shade and ornamental tree clusters should be provided to emphasize the edge of open space while preserving views from adjacent uses. Spacing between trees should be increased as distance from adjacent land uses increases.
- Trees, shrubs, ground cover, and vine plants that present year-round seasonal interest should be selected.
- Vegetation should be planted in all landscape areas that are not covered by hardscape. Bark mulch may be used under tree and shrub plantings, but it should not be placed on slopes where erosion could occur or within wetland areas in the drainage parkways.
- Root barriers should be provided where tree planting occurs within 5 feet of curbs or walkways with linear barriers along the edge of the pavement. Root barriers should be extended a minimum of 8 feet in each direction from the center of the tree along the curb or walkway.
- Plantings should be chosen based on soil analysis and to minimize potential damage from animals.

3.1.3.5 *Walls and Fencing*

Walls and fencing serve several functions. Soundwalls will be used for sound attenuation, deflecting noise from busy streets or adjacent land uses. Boundary walls are used to define a clear separation between two adjacent land uses and/or restrict access. Screen walls may be used to conceal on-site activities that detract from the overall visual appearance of the site, among other possible reasons. Decorative, seat, and retaining walls are typically used for aesthetic purposes, seating, and grade separation, respectively. Similarly, fencing is used as a decorative feature, to convey a sense of privacy and ownership for property owners and/or for screening purposes.

Ornamental plantings for urban areas

Transitional planting between urban and natural areas

Native vegetation in natural areas

While there are many positive uses for walls and fencing, if not properly used, they may physically and visually disconnect adjacent land uses and detract from the overall appearance of the community.

To ensure an acceptable level of quality in design and implementation, walls and fencing should be designed in accordance with the following guidelines:

- Walls should be designed so that they do not detract from a sense of openness and obstruct desirable public views of open spaces.
- Soundwalls are highly discouraged and may be used only where the impact on residential development from roadway noise cannot be otherwise successfully mitigated.
- The use of boundary walls, soundwalls, and screen walls along open spaces should be limited. When their use is necessary along industrial/commercial uses and utility areas, the design should incorporate tree, vine, shrub, and hedge plantings to soften their appearance and completely cover the wall within 5 years.
- Frequent breaks should be incorporated into walls that are no more than 300 feet apart. These breaks should coincide with street intersections, live-end cul-de-sacs, and trail connections.
- Walls should be designed with a maximum height of 6 feet. Wherever changes in elevation occur, the wall should be stepped in equal, vertical intervals that do not exceed 12 inches.
- Activities such as refuse collection and use of loading areas, outdoor storage areas, and mechanical equipment are necessary to the operation of industrial, commercial, office, and residential uses. These activities detract from the overall visual appearance of the site and are often sources of undesirable noise. Screening of service functions should be incorporated into the overall design of the building and the site landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from parks and open space. When screen walls or fencing are used for this purpose, they should be made of the same material and contain the same architectural elements as on-site buildings and should include landscaping along their outer face to help break up their massing and scale.
- Stone, brick, split-faced block, and solid wood are preferred for boundary walls, sound walls, and screen walls.
- Decorative and seat walls should not be stand-alone objects but should be integrated into and accentuate their surroundings.
- Decorative, seat, and retaining walls should be designed with a maximum height of 3 feet. Where more grade retention is necessary, terracing or similar options should be considered. Materials such as natural or face rock should be used for these walls for a more natural and aesthetically pleasing appearance.
- Fencing should be installed adjacent to open space areas where the protection of sensitive species is required, where public safety is a concern, or where the boundary between public and private property should be defined.
- Fencing along the edges of parks and open space should be visually permeable to provide uninterrupted views from adjacent land uses and allow observation of public areas to aid security.

Soundwall with foundation planting to soften appearance

Permeable fencing bordering residential area

Glass soundwall used as innovative way to minimize noise while maximizing visibility

- Solid fencing may be used along the side/rear yard of homes adjacent to parks and open space with high usage levels to address privacy concerns.
- Fencing along the perimeter of parks and open space should be designed with a maximum height of 6 feet. Fencing used to direct pedestrians or used for decorative or other purposes within parks and open space should be a maximum of 3 feet in height.
- Metal or wooden fencing may be used within parks and open space or along the adjacent residential property lines. Chain-link fencing is prohibited in these areas. The selected fencing should be simple and elegant in design, emulating the character of surrounding buildings and structures.
- All fencing should be painted or stained in a neutral color that blends with the surrounding landscape.
- Fencing along the perimeter of parks and open space is not required unless there is a safety issue, but it may be used for increased privacy, to define ownership, or for other purposes.
- Private owners are prohibited from planting vegetation or constructing fences or other structures on public open space.
- Walls and fencing shall be consistent with an overall wall and fencing program that specifies standards and design elements, consistent with these design guidelines. The wall and fencing program will be submitted to the City for review and approval along with submission of the final small lot subdivision map.

3.1.3.6 *Signage and Public Art*

Signage in parks and open space is intended primarily to provide information to the visitors, including identification, wayfinding, interpretation, and rules and regulations. Signage and public art will be treated by the City as elements that can enhance the landscape and provide focus within public spaces. Public art may include sculptures or other artwork, mosaics on structures or integrated into paving, lighting, site furniture, and other elements. In its broadest context, public art could include any element in parks and open space. When integrated into the project design, public art will help create an identity and character for both the community and the City. It improves the visual environment for all residents while strengthening identity and boosting community pride.

Decorative wooden fence between residential and open space area

Decorative use of retention walls

Seat wall in urban area used as planter

Signage and public art should be integrated into a park or open space in accordance with the following guidelines:

- Signs and kiosks should be simple and easy to read. Their overall size and orientation should complement the surrounding landscape, and their location should allow them to be easily read or accessed.
- Unique identification signs should be provided that establish or otherwise reinforce the character and identity of a park or open space. Signs, kiosks, and monumentation at park and open space entries or at trailheads should operate as landmarks and clearly define the transition from one space to another. They may be complemented with special lighting, plantings, and enhanced paving to reinforce the entryway.
- In addition to entryways, signs and kiosks should be located at staging areas, open space nodes, and other points of access along the trail system.
- Directional or directory signs and kiosks should be incorporated into parks and open space to help orient and direct the user around the site. Creative solutions such as integrating directions into paving features are encouraged.
- Signage should be provided to present trail information, such as trail names, routes, distances, special features, conditions, regulations, and/or restrictions.
- A coordinated sign program specifying standards and design elements, consistent with these design guidelines, will guide sign development. The sign program will be submitted to the City for review and approval along with submission of the final small lot subdivision map.
- Public art or other aesthetic improvements should be designed in context with the development around it.
- Exterior artwork should be adequately lit so that it is clearly visible from pathways and trails during evening hours.
- Artwork should be a permanent part of the park or open space.

3.1.3.7 Lighting

Lighting in parks and open space is intended to contribute to safety and security by providing minimum light levels during the evening hours. It will also be viewed as an artistic element and will complement the character of a place.

Lighting in parks and open space should be designed in accordance with the following guidelines:

- Lighting should be designed as an integral part of the building, structure, or landscape. Fixtures should be architecturally consistent with the overall site design and character. Creativity in fixture design is encouraged.
- The location of lighting should reflect the anticipated use and not exceed the amount of required or appropriate illumination. Lighting should be limited to activity centers, such as

Wayfinding signage

Sculpture centerpiece in a park

Bench in urban area designed as an art piece

restrooms, parking lots, plazas, and kiosks where both daytime and nighttime activities occur. Additionally, lighting may be used as a design element at entryways, trailheads, and other points of interest. Lighting should not be located along trails, except for the above-mentioned locations, or in urban areas where safety and security are a concern.

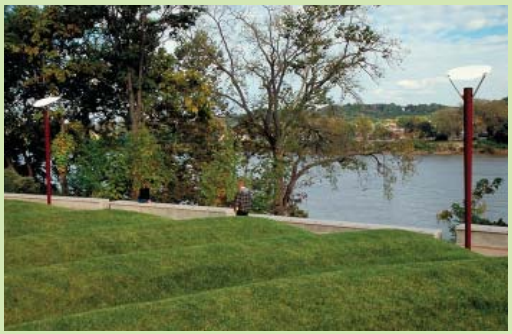
- Lighting in parking areas should be limited in scale and height and should be consistent with the overall site architecture and style.
- When possible, light sources and fixtures should be placed in areas that are hidden from direct view.
- Lighting should be spaced regularly to reinforce visual order.
- Fixtures should be shielded or screened to direct the light downward and prevent light spill onto adjacent properties or into areas in parks and open space where it is not necessary. Light trespass onto residential properties should not exceed the moon's potential ambient illumination of one-tenth foot-candle.
- When possible and allowed by other regulations, the lowest lamp wattage feasible should be used. Other ways to limit light pollution are using motion sensors or incorporating light curfews. Refer to the "Dark Sky" principles set forth by the International Dark-Sky Association.
- Light fixtures taller than 6 feet should be separated from trees with canopies greater than 20 feet in diameter so that potential damage to the fixture and tree pruning is minimized.
- Light fixtures that are durable and easily maintained and that have a consistent character through the community should be used.
- Light fixtures should be vandal resistant.

3.1.4 GENERAL GUIDELINES FOR ADJACENT USE INTERFACE

Parks and open space in Rio del Oro provide an integrated network of places where people can recreate, interact with one another, and travel between land uses without the use of an automobile. Additionally, parks and open space enhance the visual character of the community. To facilitate this integration, adjacent development will allow for adequate transition between uses. Multiple view corridors and regularly spaced access to parks and open space for both residents and visitors will be provided. The two primary adjacent uses, residential and commercial, will create an active and visually pleasing edge along parks and open spaces. This relationship will occur at the community level and at the architectural and landscape level. The following guidelines will serve as a measuring stick for future development within the Rio del Oro community.

Pedestrian-scale lighting along a pathway

Bollard lighting



Lighting chosen for its aesthetic value

3.1.4.1 Community-Level Interface

Community design will strongly influence how parks and open space are integrated into the community. The most significant elements are street and lot orientation, physical access, and the ability to interact with parks and open space from adjacent uses.

An active interface should be created in accordance with the following guidelines:

- Most residential lots should either front or side onto parks and open space. Back-on lots should be minimized.
- In commercial and mixed-use areas, the number of buildings oriented toward parks and open spaces should be maximized. When the rear of the building is facing a park or open space, it should be well articulated to create a visually pleasing appearance.
- Single-loaded neighborhood streets that run along the edge and/or streets that are laid perpendicular to parks and open space should be provided to maximize view corridors from the neighborhood.
- Perpendicular roads should end with live-end cul-de-sacs that have access to trailheads.
- Access points to parks and open space should be located at meaningful locations typically every 500–600 feet.
- Bicycle and pedestrian connections should be provided between neighborhoods and the open space trail systems.
- Developments bordering parks and open spaces should be subject to additional architectural and landscape controls, given their high visibility from multiple viewpoints.

For additional guidelines on community-level design principles, refer to Section 3.3, "Residential Neighborhood Guidelines"; Section 3.4, "Commercial Guidelines"; and Section 3.5, "Business and Industrial Parks Guidelines," of this document.

3.1.4.2 Architecture and Landscape Interface

When designed appropriately, architecture and landscape elements can greatly enhance the interaction between the built environment and adjacent parks and open space. This interaction will be accomplished by creating a continual transition from the private building interior and facade to semiprivate outdoor space and finally to public outdoor space.

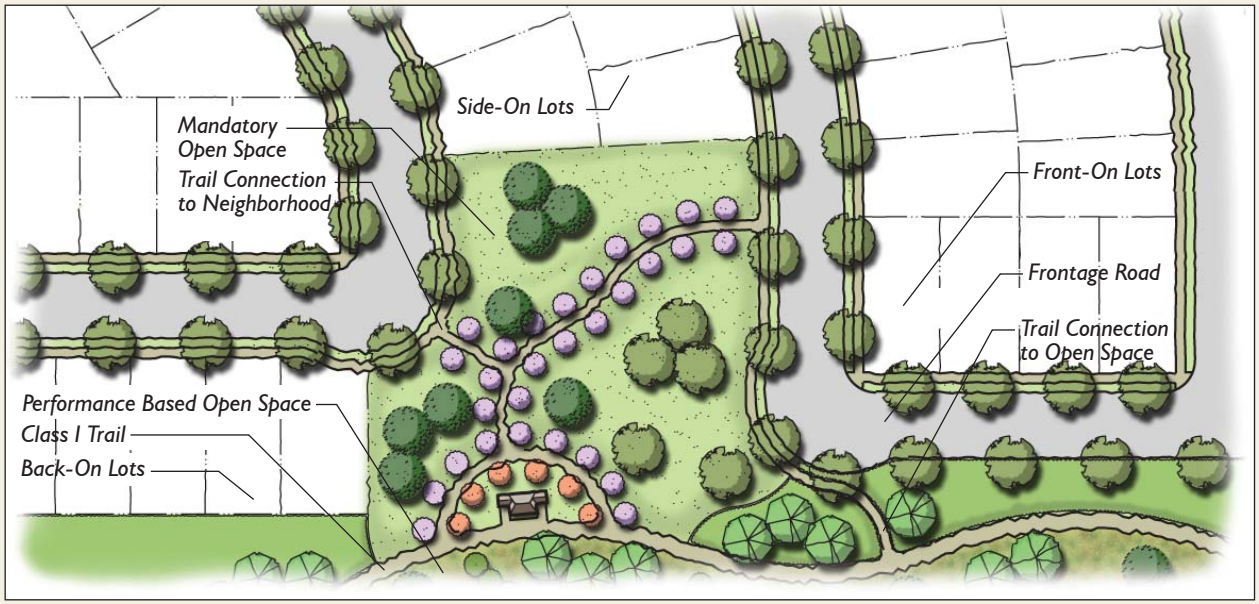
Architectural and landscape interface elements should be designed in accordance with the following guidelines:

- Building facades that are oriented toward parks and open space should be articulated using architectural elements, such as windows, balconies, and recesses.

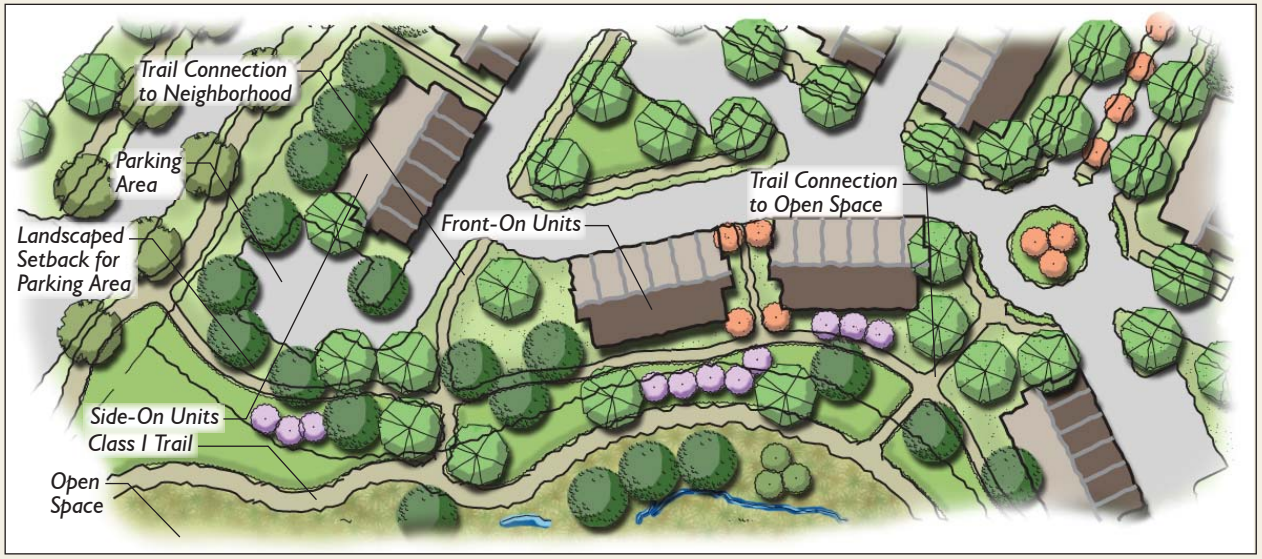
Commercial buildings fronting onto open space


Single family homes fronting onto a park

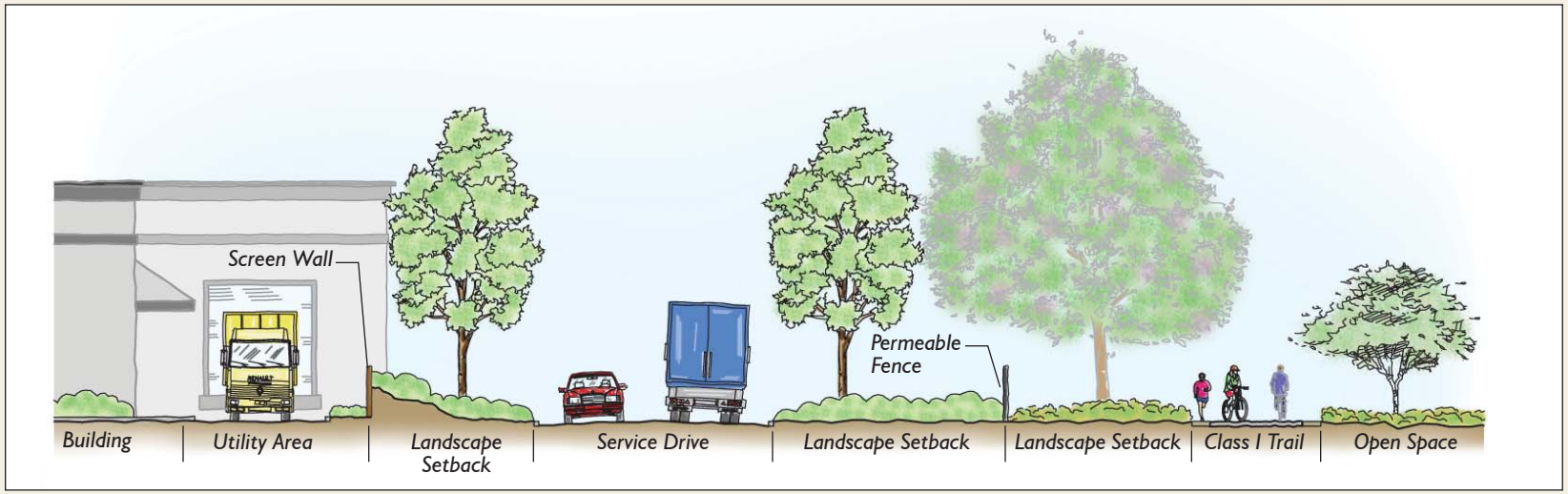

Interactive interface between residential areas and open space



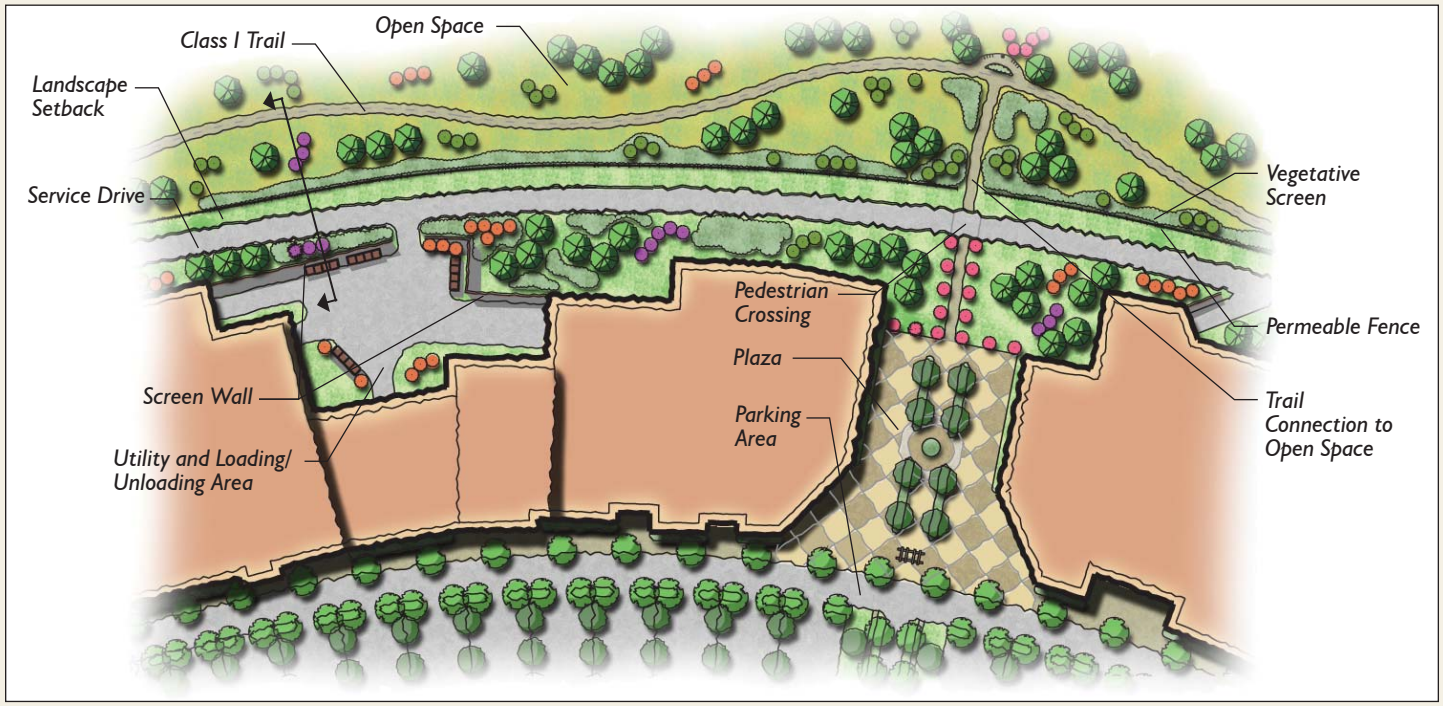
Interface between Single Family Residential and Open Space — conceptual plan



Interface between Multifamily Residential and Open Space — conceptual plan (Source: The HLA Group)



Interface between Commercial Land Use and Open Space — conceptual section



Interface between Commercial Land Use and Open Space — conceptual plan (Source: The HLA Group)

- Blank walls that do not offer any visual interest should be avoided.
- Interactive semi-indoor/outdoor spaces, such as decks, plazas, patios, sunrooms, and spas, oriented toward parks and open space should be included to enhance the visual connection.
- As mentioned previously, visually permeable fencing should be provided along the edge of parks and open space when it is necessary or desirable.
- Placement of utility structures along building facades oriented toward parks and open space should be minimized. When necessary, screen walls, fencing, and landscaping should be provided adjacent to buildings that back onto parks and open space, especially along service and loading areas. Refer to the guidelines for walls and fencing in Section 3.1.3.5 of this chapter.
- Plantings along the edge of parks and open space should be blended with vegetation on adjacent uses where feasible to avoid an abrupt visual change. This point should be particularly adhered to in areas that do not contain walls or fences between land uses.

For additional guidelines on architecture and landscape design principles, refer to Section 3.3, "Residential Neighborhood Guidelines"; Section 3.4, "Commercial Guidelines"; and Section 3.5, "Business and Industrial Parks Guidelines," of this document.

Semi-outdoor space creating a transition from private house interior to public open space

Rear of commercial buildings with screen wall

Lighting and ornamental plantings accentuating pathways leading to open space

CIRCULATION AND STREETSCAPE GUIDELINES

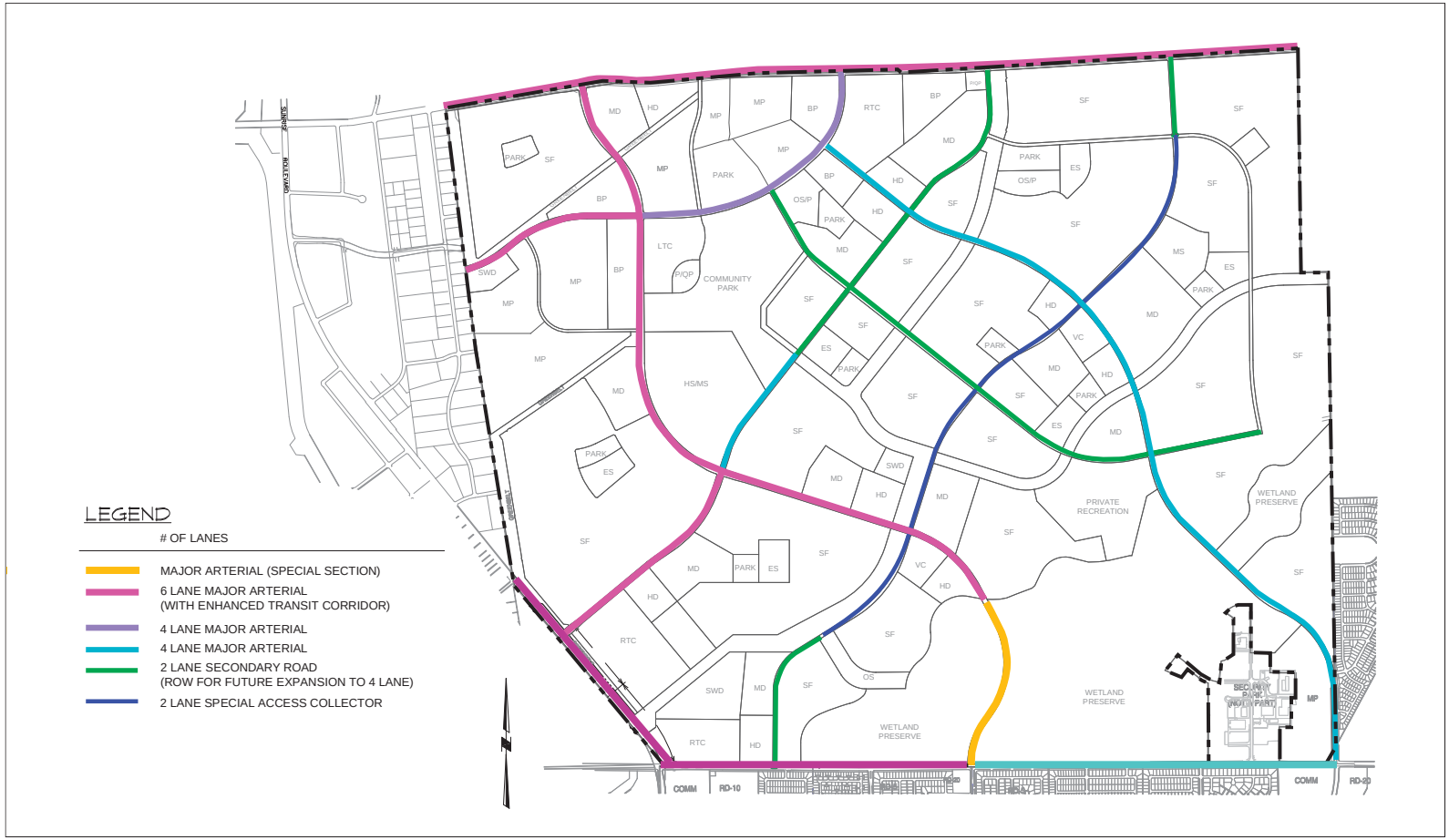
3.2 CIRCULATION AND STREETSCAPE

These design guidelines promote a circulation system that supports regional and local connectivity. The hierarchy of streets, trails, paths, and sidewalks will accommodate a variety of transportation methods, including automobile, bicycle, and pedestrian traffic.

This section of the design guidelines augments Section 4, "Circulation Element," of the Specific Plan. The guidelines address entry monumentation, conceptual design details, materials, and street trees.

3.2.1 STREET SECTIONS

Street sections are addressed in the Specific Plan, which includes a hierarchy of proposed streets consistent with the intent of the City of Rancho Cordova's current standards. Refer to Section 4.3 of the Specific Plan for street classifications, locations, and cross-sections. Proposed street sections shall meet the City's minimum standards for the appropriate road classification.



Major roadways and circulation framework

3.2.2 ENTRIES AND GATEWAYS

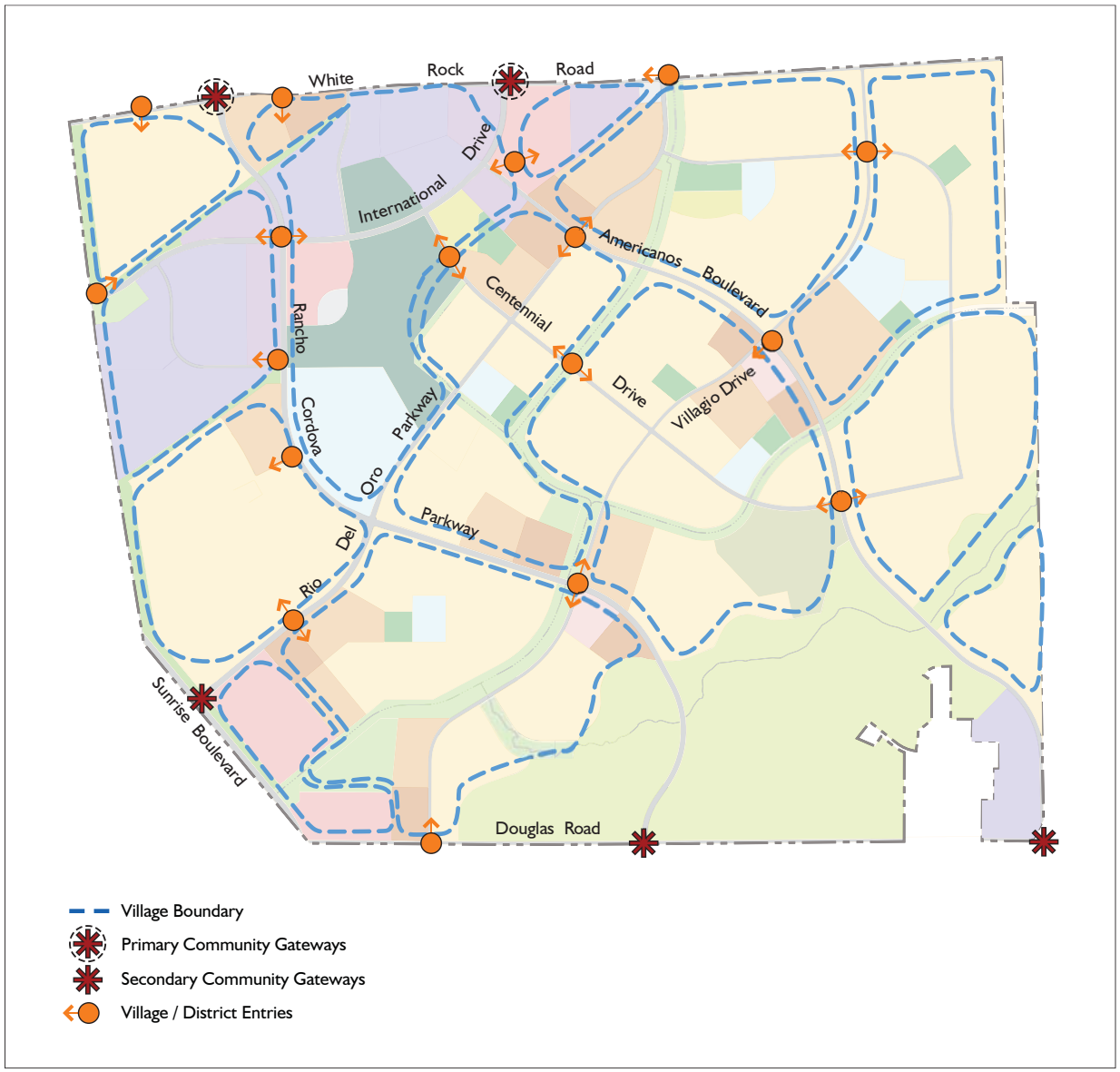
Entry and gateway signs provide visual landmarks and wayfinding cues along the major streets and roadways. In addition to providing identity to each district, village, neighborhood, and individual project site, these markers help establish an overall style, character, identity, and quality for the Rio del Oro community as a whole. Rio del Oro represents a vibrant new community that is connected with nature through the surrounding environment.

The entry/gateway concept embodies the notion of creating a visual language that uses architectural elements and the landscape materials to orient, inform, and give a sense of place for residents and visitors.

The entry/gateway system proposes a hierarchy of visual elements that together will project a level of quality and consistency that is unique to this community.

The entryway concept establishes the overall impression of Rio del Oro. Bold landscape and signage elements are organized as a hierarchy of entry experiences that are coordinated with the street layout and street landscape treatment. The hierarchy of Rio del Oro entries includes community gateways and monument signage for villages and business districts, and project-level entries for commercial centers and individual residential neighborhoods.

Entry monumentation may vary between Easton neighborhoods and those not associated with Easton.



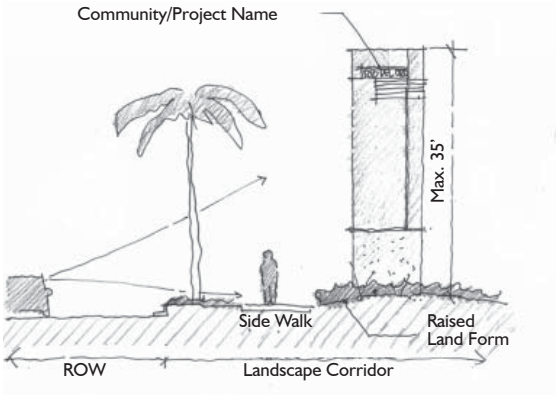
3.2.2.1 Community Gateways

Rio del Oro is a part of the greater Easton community and will be consistent with its overall development standards and design guidelines. To establish a sense of unique local character, a significant portion of Rio del Oro may establish a slightly different style but will incorporate elements that complement the Easton theme. Community gateways, the highest level of identification, occur along the major and secondary roadways at the northern, southern, and western edges of the community. The gateway signage is envisioned as grand entry statements at major intersections and are designed in harmony with the overall Easton image while creating a distinctive character for Rio del Oro.

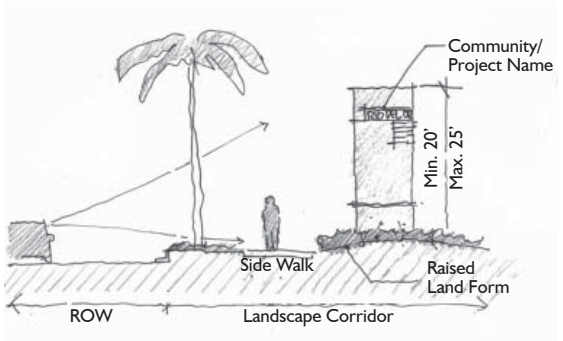
Community gateways will define the edges of the community and establish a sense of quality throughout the development. As the first visual element, community gateways are envisioned as tall, vertical architectural features framed by landscape elements that serve to define a portal to the community. The community gateways should be designed to meet the following criteria:

- Community gateways will use consistent materials, colors, and forms in a way that provides visual continuity to the area.
- Gateways will be designed to highlight the transition into Rio del Oro with vertical elements as visual landmark entry monuments on the corners of major and minor arterials.
- The ground plane entering into the community shall be highlighted from the street with colored and textured paving integrated with the entry landscape design.
- Lighting and artistic elements may be integrated into the entry monuments to help create a high-quality visual character for the community.

Conceptual community gateway design



Conceptual primary community gateway



Conceptual secondary community gateway

A tall, vertical element can be very effective in announcing the arrival to the community.

3.2.2.2 *Village/District Entries*

At the intermediate level, gateways along the major and minor arterials within Rio del Oro are located to identify transitions between neighborhoods. These village entries also contribute to establishing an overall project theme and identity. Entry monumentation may also distinguish one project area from another, as designed by different development entities. Neighborhood entries should be designed in coordination with the overall Easton theme. These entries will be incorporated into the landscape areas at major intersections and should include materials, styles, and design characteristics similar to those of the larger community entries. The neighborhood entries should be designed to include a coordinated palette of materials, landscape and plant varieties, signage, lighting, decorative walls, and other architectural forms.

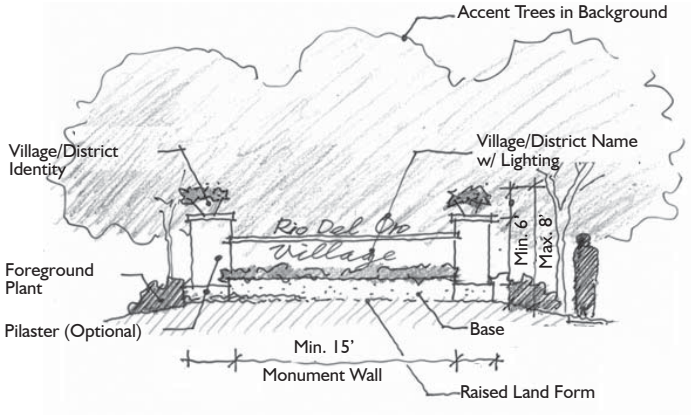
Village/district entries will define several distinct residential enclaves and thus will have a fundamental design structure. However, the design framework has the flexibility to respond to different aesthetic objectives.

Neighborhood and district entries should include the following design elements:

- Entry designs should incorporate pedestrian streetscape elements, such as streetscape furniture, lighting, and bus stops, where appropriate.
- Vertical elements featuring taller landscape elements, arbors, and stone walls may be used to define the entrance to each district.
- Surface textures and colored paving materials should be incorporated into the ground plane.

Business, industrial, and larger scale employment districts may also be identified by gateway monuments and entry features at the same level of hierarchy as residential villages. Business and industrial districts should be representative of the Easton and Rio del Oro branding, but they may have elements that incorporate design details reflecting the character of individual business or industrial parks. Business and industrial park entries should be consistent with the overall style of other entry monumentation.

Conceptual village/district entry design

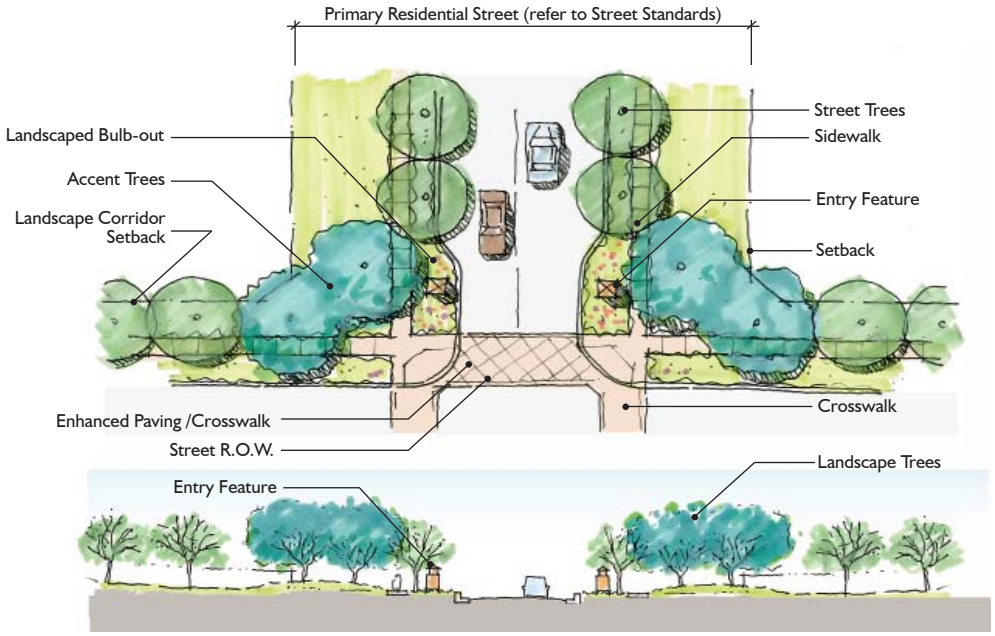


Conceptual village entry

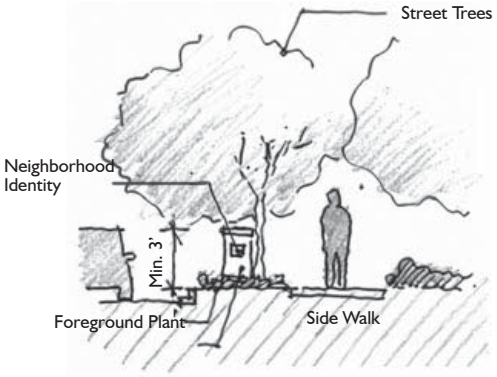
3.2.2.3 *Residential Neighborhood Entries*

Residential neighborhood entries will be designed to reflect the individual character of a particular development within a defined palette of materials, colors, and finishes. Residential neighborhood entries will reflect a higher level of attention to details and convey a sense of individuality for each neighborhood.

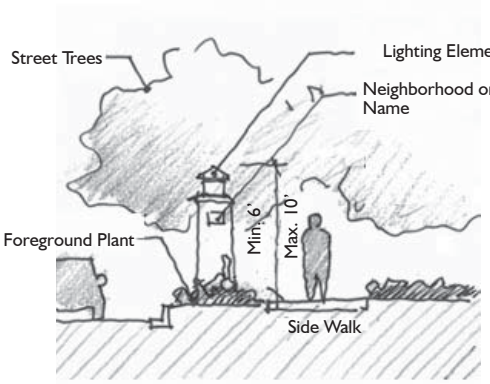
Smaller scale neighborhood entry features may be created along the internal street systems of individual residential areas. These landmark locations identify transitions into the residential areas and provide recognition for each residential project. These smaller scale neighborhood entries help create the special identity and character of each residential project and may include special lighting and plantings. Surface materials at the neighborhood entries should include enhanced colored and textured paving to reinforce the public realm along the street and to help emphasize the distinctive visual character. To support the pedestrian environment, neighborhood entry features should incorporate into their design pedestrian elements such as seating, pedestrian furniture, walls, lighting, and other architectural treatments.



Conceptual residential village entry design

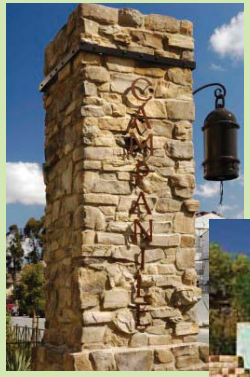


Conceptual residential neighborhood entry Type I (Short)



Conceptual residential neighborhood entry Type II (Tall)

Community Gateways



Village/District Entries

Residential Neighborhood Entries

3.2.2.4 Commercial Centers

Within each village and district of Rio del Oro are several commercial centers. Identification monuments at this level also provide opportunities for entry landmarks and signage. Identification signs for each retail center should include monuments scaled appropriately to the retail center framework: Regional Town Centers, Local Town Centers, and Village Centers.

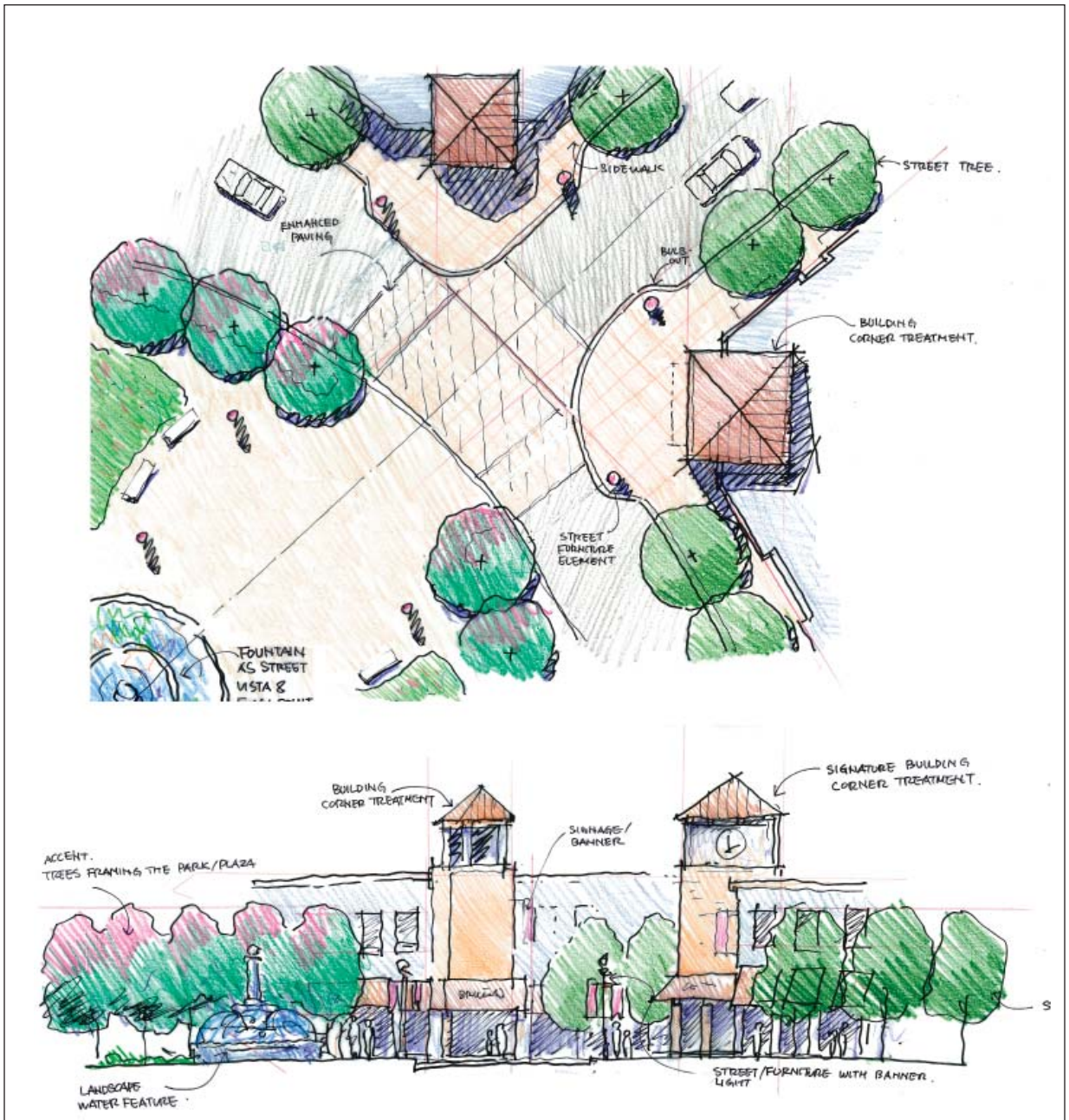
Entrances to commercial centers involve careful composition of both landscape and architectural elements to form gateways and help orient and welcome visitors and residents. Pedestrian-scaled landscape amenities, such as fountains, special paving, lighting, signage, and landscape materials, will be designed to reflect the specific characteristics of each location. Guidelines for entries and monument signs for these centers are provided below.

Regional Town Centers

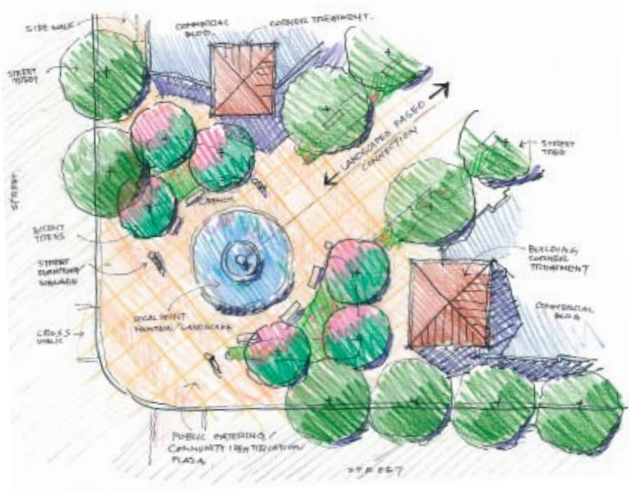
Large-scale identification signs for the Regional Town Centers should be located on the major arterials adjoining the center sites. The primary identification sign for the Regional Town Centers should be integrated into the building architecture and site landscaping. Smaller monument entry markers may be located at other entryways into the site. All identification signs and entry features shall be coordinated with the overall center sign program using similar sign styles, colors, materials, and lighting.

Local Town Center

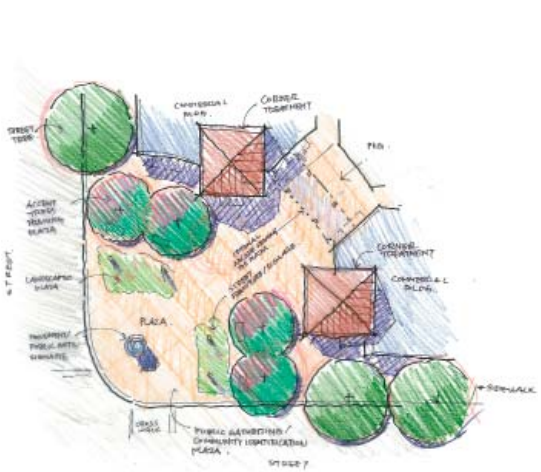
The Local Town Center shall be identified with an appropriate-scale entry monument sign. Located at the intersection of Rancho Cordova Parkway and International Drive, the main identification sign should be designed as a monument coordinated with an overall Local Town Center sign program. Smaller individual monuments may be located at each secondary entry to the Local Town Center. Local TowCenter identification



Conceptual Regional Town Center entry design

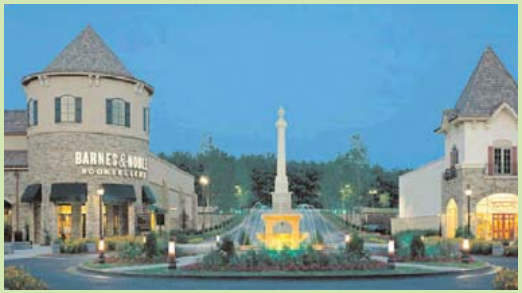


Conceptual Local Town Center entry design



Conceptual Village Center entry design

Sidewalk areas can be pleasant places for people to gather while shopping.



Distinctive architecture can adds to the entry experience.

Water is a powerful design element to bring calm, attract people, and animate a public space.

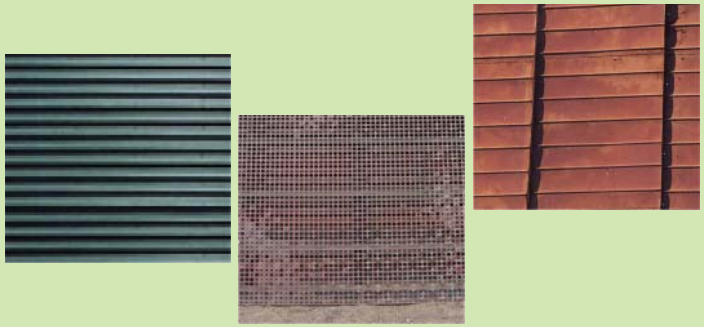
Signage provides an added flair and sense of place to entry elements.

signs may be incorporated into the architecture of the Local Town Center as tower elements; on primary wall facades; or as other tall, vertical architectural features.

Village Centers

Each Village Center should provide at least one major identification landmark located along the major roadway adjoining the site. The identification sign should be designed as a monument or taller architectural feature consistent with the overall Rio del Oro theme. Village Center identification signs may also be incorporated into the building architecture on tower elements, roof forms, or the center's most prominent façade. Smaller entry monuments may be located at other entry drives.

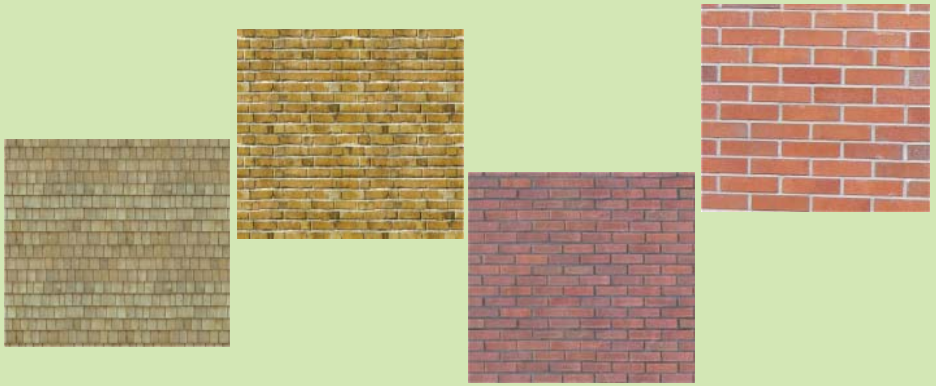
Entry features shall be coordinated with the overall Village Center sign program using similar sign styles, colors, materials, and lighting. Because the City of Rancho Cordova has not adopted an approved street tree list, the list in Section 3.2.4 has been compiled from recommended lists prepared by the City of Sacramento, the Sacramento Tree Foundation, and Sacramento Municipal Utility District.



Metal

Concrete

Stone



Brick

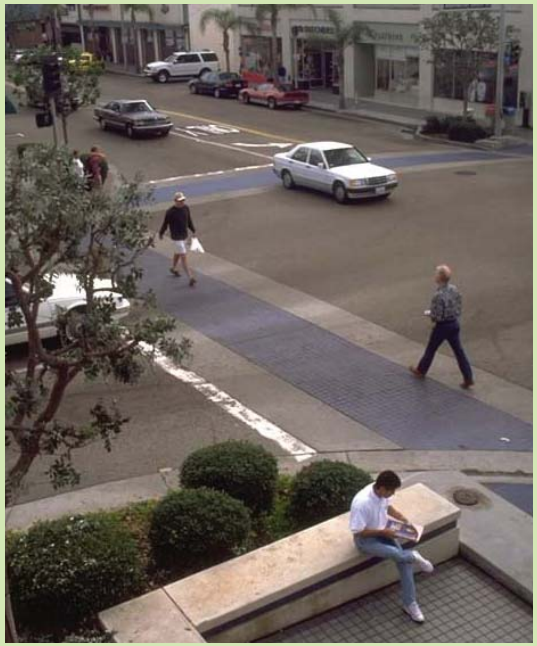
GATEWAYS AND ENTRIES	FORM*	MATERIALS*	LIGHTING	PLANTING
Community Entries	Tall Vertical	Metal/Concrete/Stone	Internal	Informal/Native/Low Water Use
Village/District Gateways	Horizontal Wall with Pilaster (opt.)	Stone/Concrete/Brick	External	Formal/Native/Ornamental/Low Water Use
Residential Neighborhood Gateways	Monument Pilaster	Stone/Brick/Concrete	Internal or None	Informal/Native/Ornamental/Seasonal Color
Regional Town Center Entries	Part of Plaza/Architecture	Varies	Internal & External	Formal/Ornamental/Seasonal Color
Local Town Center Entries	Part of Plaza/Architecture	Varies	Internal & External	Formal/Ornamental/Seasonal Color
Village Center Entries	Part of Plaza/Architecture	Varies	Internal & External	Informal/Native or Ornamental/Seasonal Color

** Note: Form, materials, and colors shall be coordinated with the community theme and architecture styles.*

3.2.3 BICYCLE AND PEDESTRIAN FEATURES

Rio del Oro has been designed to be a bicycle- and pedestrian-oriented community. The circulation and streetscape design has influenced the preparation of design standards under consideration by the City, and the design guidelines set forth herein are intended to satisfy any subsequently adopted City requirements. Streetscapes will include many bicycle and pedestrian amenities that should be featured in helping create the project character and identity:

- Bicycle trails, lanes, and routes should be designed and constructed in accordance with the standards of the American Association of State Highway and Transportation Officials.
- Bicycle parking should be provided at all transit stations, parks, and at commercial, office, mixed use, and civic destinations.
- Pedestrian streets identified in the Specific Plan have been designed to meet the policies under preparation by the City for pedestrian facilities. These design guidelines are intended to satisfy any subsequently adopted City requirements.
- Sidewalks on residential streets should be at least 5 feet wide. Eight-foot-wide multiuse paths are provided on all secondary and major roads. Urban sidewalks along major roads abutting building entries shall be 12 feet wide minimum. Pedestrian paths shall remain unobstructed.
- Pedestrian amenities, including benches, trash cans, other street furniture, and signage should be placed at regular intervals outside the road right-of-way and along sidewalks and paths where appropriate. The required minimum sidewalk width shall not be obstructed.



Crosswalk highlighted by enhanced paving

Bicycle and pedestrian crossing marked with signage

Bicycle parking

Street furniture incorporated with landscape elements

Commercial street

Parkway median

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

3.2.4 STREET TREES

Street trees enhance the pedestrian experience by providing shade and improving the visual appearance of streets. Street trees should be selected based on the intended locations, such as residential areas, commercial areas, or office parks. District, village, and project identity must be considered along with street hierarchy when making street tree choices. Street trees should be selected and maintained in accordance with the following guidelines:

- Large-canopy trees that provide dense shade at maturity should be chosen for placement along pedestrian routes. Narrow, columnar trees are more suitable for street medians.
- Street trees should be easy to maintain. They should thrive in an urban environment where tree roots may be affected by sidewalks and other obstacles. Trees should be selected to reduce sidewalk damage, and species with spreading or invasive roots should be avoided.
- Street trees should be planted at sufficient intervals to accommodate mature growth. The appropriate interval will depend on the species and variety of tree. When trees are planted in formal patterns, maximum spacing shall be no farther than 50 feet on center.
- Planting intervals can be modified to create interest, with clusters of trees placed near intersections, neighborhood greens, or neighborhood parks.
- Accent trees displaying seasonal interest are encouraged at entryways or important intersections.

Street Tree List

Botanical Name	Common Name
Deciduous Street Trees	
Acer fremanii	Autumn Blaze Maple
Acer plananoides	Norway Maple
Acer rubrum	Red Maple
Carpinus betulus	European Hornbeam
Celtis australis	European Hackberry
Celtis occidentalis	Common Hackberry
Celtis sinensis	Chinese Hackberry
Koelreuteria paniculata	Goldenrain Tree
Ginkgo biloba	Maidenhair Tree
Pistacia chinensis	Chinese Pistache
Platanus acerfolia	Plane Tree
Populus bolleana	Bolleana Poplar
Quercus coccinea	Scarlet Oak
Quercus douglasii	Blue Oak
Quercus lobata	Valley Oak
Quercus macrocarpa	Bur Oak
Quercus phellos	Willow Oak
Quercus rubra	Red Oak
Tilia americana	American Linden
Ulmus parvifolia	Chinese Elm
Zelkova serrata	Saw-Leaf Zelkova
Evergreen Street Trees	
Cedrus deodara	Deodar Cedar
Eucalyptus microtheca	Coolibah
Magnolia grandiflora	Southern Magnolia
Maytenus boaria	Mayten Tree
Pinus canariensis	Fern Pine
Pinus halepensis	Aleppo Pine
Pinus patula	Jelecote Pine
Podocarpus gracillior	Fern Pine
Quercus ilex	Holly Oak
Quercus suber	Cork Oak
Sequoia sempervirens	Redwood
Small/Medium Accent Trees	
Acer buergeranum	Trident Maple
Acer palmatum	Japanese Maple
Arbutus unedo	Strawberry Tree
Cercis occidentalis	Western Redbud
Crataegus phaenopyrum	Washington Hawthorn
Lagerstroemia indica	Crape Myrtle
Malus ioenis	Bechtel Crabapple
Nyssa sylvatica	Sour Gum
Prunus cerasifera	Purple Leaf Plum
Pyrus calleryana	Ornamental Pear
Pyrus kawakamii	Evergreen Pear

RESIDENTIAL NEIGHBORHOOD GUIDELINES

3.3 RESIDENTIAL NEIGHBORHOOD GUIDELINES

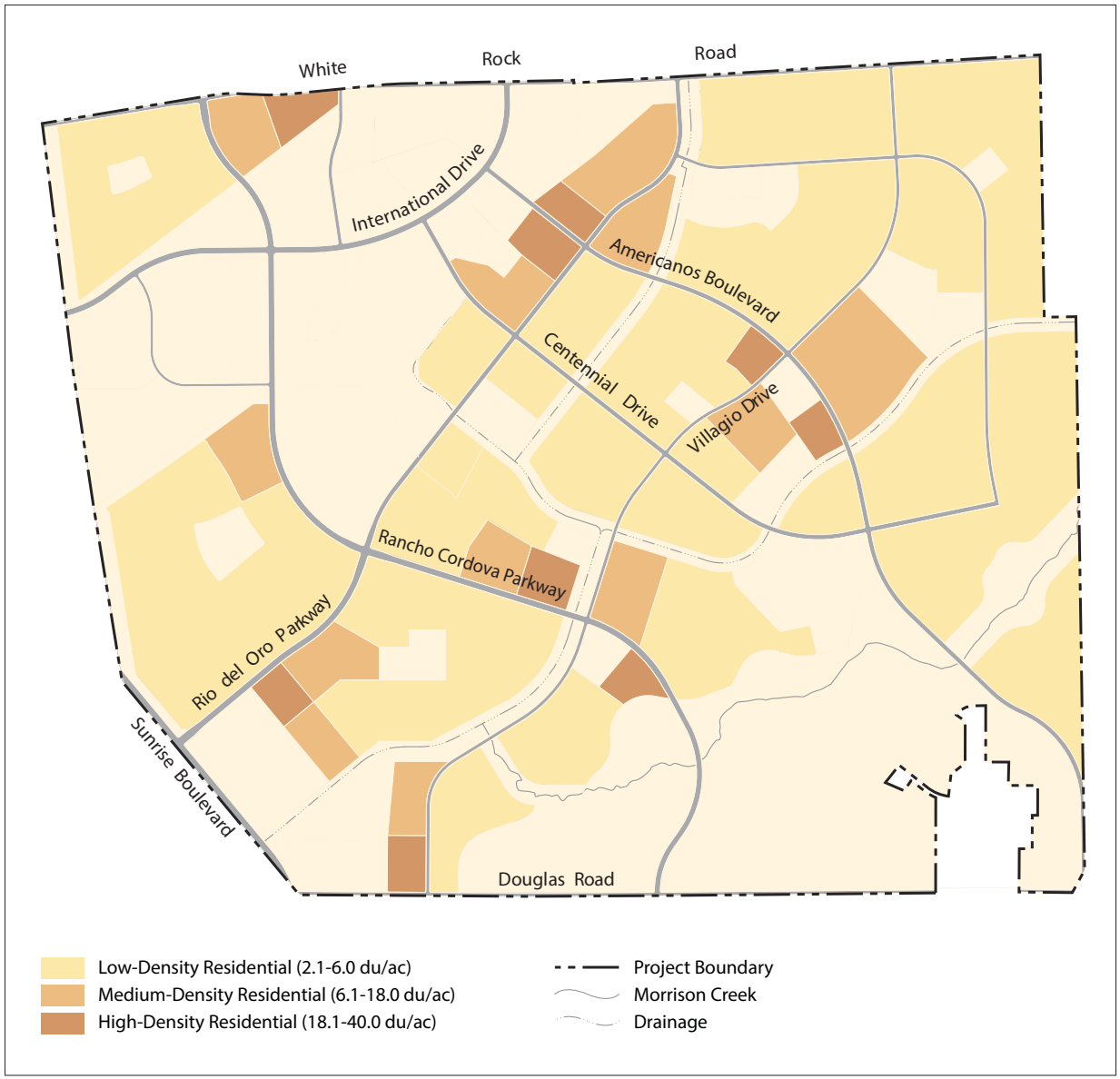
3.3.1 RESIDENTIAL DEVELOPMENT FRAMEWORK

Rio del Oro is organized as a community of neighborhoods and villages with distinct characteristics. Each village is planned as a unique place connected by greenways and key community roadways. A typical village contains an elementary school, neighborhood park, commercial site, and other amenities for the surrounding residents.

The community will be composed of several villages that will be designed to create a unique character while still maintaining the community theme. The villages are composed several individual neighborhoods that should respect the Rio del Oro brand while creating individual character. Villages may contain a variety of residential product types.

3.3.2 RESIDENTIAL DESIGN GUIDELINES

The following design guidelines cover residential site and building design. The guidelines are intended to provide general direction for the siting of homes in all residential areas of Rio del Oro. The design of residential buildings, streets, and open spaces contributes to creating a strong sense of place for each neighborhood. The goals are to create a desirable, high-quality environment that is walkable, pedestrian friendly, and safe, with convenient access to parks, commercial centers, and community facilities. They are also intended to promote high-quality design and to create a cohesive residential environment for a wide variety of single-family (detached and attached) and multifamily housing types.



3.3.2.1 Neighborhood Organization

Residential lots should be organized in short block layouts with a modified grid/curvilinear pattern that encourages walking, biking, and the use of alternative modes of transportation:

- Access walkways should be provided to open spaces, parks, schools, and commercial centers from neighborhoods and within approximately one-third mile of each residence.
- As described in the Circulation Element of the General Plan, Policy C.1.10, the City's preferred block length is 600 feet. This encourages multiple vehicular paths and pedestrian circulation at the neighborhood level. Block lengths between 600 and 800 feet may be acceptable on a case-by-case basis. Blocks longer than 800 feet are discouraged and should incorporate midblock pedestrian and emergency vehicle connections where allowed.
- Residential blocks and local streets should be pedestrian oriented and in a pattern that reduces regional through traffic.
- Residential neighborhoods should provide a variety of smaller open spaces with seating areas for informal gatherings.
- Neighborhoods should be organized into smaller recognizable subareas where feasible. The local elementary school and neighborhood park should be near the center, within approximately one-third mile walking distance of surrounding homes.

3.3.2.2 Focus on Open Space

Rio del Oro's neighborhoods will include open space areas conveniently interconnected by trails and open space corridors.

Neighborhoods should provide access to open spaces and encourage alternative modes of transportation.

Informal seating area on residential street

Homes should face the street and include attractive front entry features.

Interior private spaces can be screened by fencing at the rear of the home.

- Each residence should be designed with a usable, private outdoor living area. All ground-floor homes must have an outdoor living space, yard, courtyard, or patio.
- A coherent and connected open space system should be provided within all neighborhoods.
- Buildings should be placed and oriented such that open space is visible and accessible.
- Private outdoor living spaces may be enclosed or screened to provide privacy from surrounding homes and public spaces. Private space may be enclosed with a fence, wall, landscaping, trellis, or other type of architectural device that is designed with materials and colors in keeping with the overall building style. In situations where a view or homeowner surveillance of public spaces is desirable, permeable fencing should be used.

Architectural elements that clearly define entries from the street

Example of functional front porches

Varied setbacks and architectural treatments that lend interest to facades

3.3.2.3 Building Setbacks

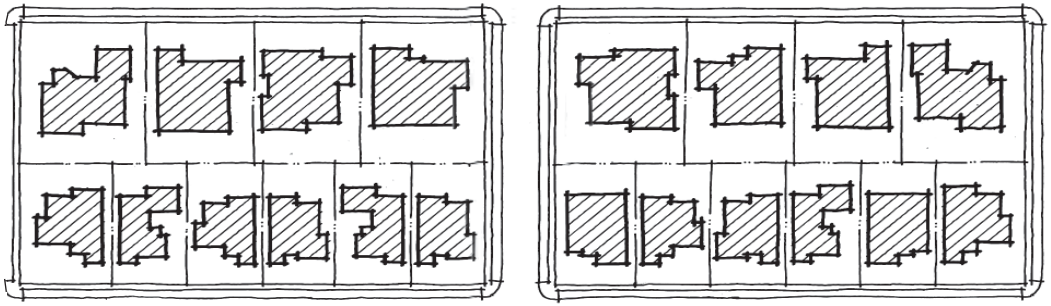
Residential building setbacks are a key element in defining private residential space and the public realm along streets. Setbacks should vary from neighborhood to neighborhood, adding to the neighborhood's residential character. Setback lines should adhere to the minimum requirements as provided in the development standards in this document:

- Building setbacks along residential streets should vary to create visual interest and a changing street scene.

3.3.2.4 Building Orientation

Streetscapes should be designed as pedestrian-friendly places that provide residents with a sense of belonging, encouraging community interaction:

- Homes should be oriented toward the street, with entry areas and major indoor activity spaces facing onto the street.
- Large expanses of blank walls, garage doors, and utilities along the front areas of buildings and lots should be reduced.
- Lots, blocks, trails, and walkways should be organized to encourage residents to walk and enjoy the neighborhood setting and nearby areas and facilities, such as parks, open spaces, schools, shopping, and places of worship.
- Building facades should be designed to provide visual surveillance of the public streets, public spaces, sidewalks, and open space areas from inside the buildings to promote safety and security of the public realm with "eyes on the street."
- Building facades facing streets and walkways should be designed with entries, porches, and other architectural elements that create a more human-scale environment and provide transitions from public to private spaces. A clear entry sequence for ground-floor units extending from the public sidewalk to the front door may be accomplished through:
  - Use of functional front porches (at least 6 feet deep and 8 feet wide) or front stoops;
  - Clearly defined site and building entries that are in scale with the dwelling and are oriented directly to the street frontage;
  - Clearly identifiable front doors of each unit from the adjacent street, with the use of distinctive architectural elements and materials to denote the permanence of the entry;
  - Doors and windows that complement the architectural style of the building; and
  - Use of lighted building address numbering so that it is visible from the street at night.



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

3.3.2.5 Neighborhood Character

Rio del Oro is a diversified community composed of a mix of residential, commercial, business, and office uses, connected by a system of greenways and open spaces. The residential villages provide for a wide range of densities and product types. Medium- and high-density sites have been situated near employment centers, shopping districts, and schools with interconnecting pedestrian and bike paths to encourage alternative modes of transportation.

Single-family residential neighborhoods should be created with a mix of densities and lot sizes to achieve a diversity of housing products.

Executive home sites are proposed in the 1/3- to 1/2-acre range, allowing for a wide diversity of building setbacks, massing, and individual site character.

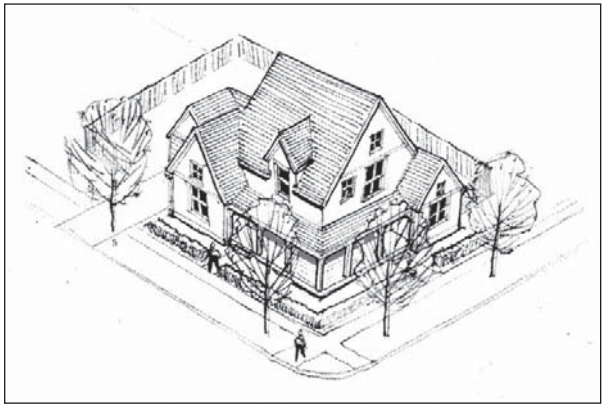
The goal of the development standards is to promote high-quality housing projects while allowing for flexibility and encouraging innovative design solutions. The neighborhood character should be considered in all aspects of the design process.

3.3.2.6 Presentation at Corners

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

The following factors should be considered for corner lots:

- Wraparound porches are encouraged for corner lots.
- Corner lots provide opportunities for larger building heights and forms to create a visual anchor at intersections.
- Side elevations should be generally equal to front elevation in detail and articulation.
- Garage access from an alley or the side street is encouraged.
- Building length should be maximized along the side yard to minimize fencing. Side-yard fencing on corner lots should not exceed 35% of the lot width along the side street.
- The housing facade facing the side street on corner lots should provide architectural features that create a presence to the street and improve the visual surveillance of the public realm.
- Duet housing placed on corner lots shall locate entries and driveways on opposite streets.
- Any fencing occurring in the front or street side yard shall be less than 4 feet high.



A wraparound porch treatment addresses both streets.

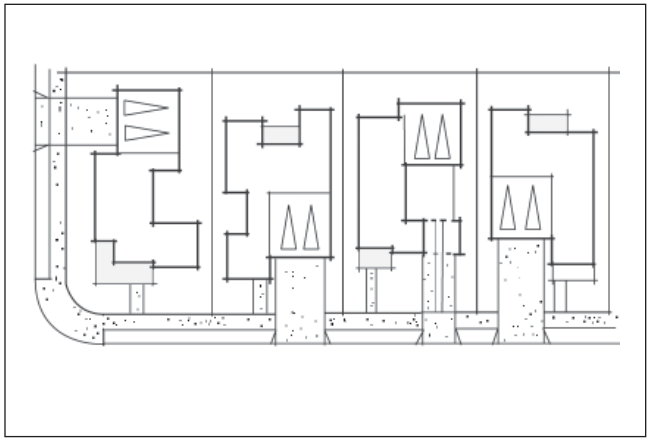
3.3.2.7 *Streetscape Diversity*

Older, traditional neighborhoods contain consistent streetscape elements coupled with a diversity of building architecture. Although the whole neighborhood's composition is unified, individual homes present considerable opportunity for variation in style, massing, detailing, and color. Primary techniques in creating a sense of variety within a street scene are to vary the building styles, building heights, and massing and to include single-story elements in the profiles of the front facade:

- Each block elevation should contain at least four different models and if necessary, up to three elevations for each floor plan. Different models are defined as those with significant variation in floor plans, configurations, heights, and massing, and minor variations in size or number of bedrooms.
- No more than two of the same model with the same architectural style should be used on a single block face.
- Similar models with similar architectural styles should not be placed next to or across from one another.
- Architectural variety may be achieved by using a minimum of three basic colors, house materials that are texturally different yet visually compatible, and detailed window treatments, trim, porch elements, door design, and other variations in architectural ornamentation.
- Variations in first-level building massing may be achieved by introducing entry porches and courtyards. Integrating higher vaulted or cathedral ceilings into the building facade at the entry can provide a transitional element that adds distinction to the front elevation.
- Varying building heights by mixing one- and two-story models also creates diversity along the street.
- Use of building styles with greater massing and height on corner lots helps to visually anchor the block and reinforces the sense of entry into a neighborhood.
- Staggering the building massing along the block elevation is encouraged. The techniques used may differ depending on the product types, ranging from two-story setbacks on higher density products to varying ground-floor setbacks on lower density housing types. A staggered setback should be achieved without sacrificing back-yard depth and usable open spaces. At least 25% of units should provide a 3-foot minimum staggered setback along each block.
- Roofline design should incorporate changes in direction, pitch, architectural styling, and configuration to ensure a varying street scene.

3.3.2.8 *Residential Street Face*

The primary "living" areas of the home should visually dominate the street scene. House design should place entries, windows, front porches, covered terraces, and living areas directly facing the street on at least 60% of all residential elevations.



Staggered front-yard setbacks

Use of different models and architectural treatments to achieve streetscape diversity

3.3.2.9 *Diversity in Neighborhoods and Blocks*

Character and diversity can be enhanced with the following variations:

- House sizes and models (number of bedrooms, square feet, number of stories) within a single block or neighborhood;
- Lot widths and lot sizes on adjacent blocks within a neighborhood; and
- House types dispersed within single-family neighborhoods, such as duet models located on corner lots with access from both streets.

3.3.2.10 *Building Form and Massing*

A variety of building styles, forms, and types should be provided within each neighborhood to create visual interest and a more appealing street scene. Variety in building forms and styles can be achieved through a number of design approaches, including the following:

- Building facades should contain setbacks, overhangs, changing rooflines, and other design elements that provide shadows and depth to the building facades.
- The use of architectural design elements is encouraged to create an inviting and interesting street scene.

Massing of larger residential buildings should be broken down into smaller components. Building forms and massing can be articulated to help identify individual dwelling units using architectural techniques and treatments such as:

- Use of dormers, overhangs, balconies, wall projections, and covered entries;
- Varied roof forms, pitches, styles, and heights in keeping with the overall style of the building;
- Changes in materials and color;
- Staggering, offsets, and changes in the building elevations between units;
- Clearly defined entry features that provide an inviting, human-scale transition from the street;
- High-quality front doors that are visible from the street, complement the architectural style, and use distinctive upgraded hardware and materials denoting prominence; and
- Use of architectural elements, such as special trim, window boxes, brackets, trellises, molding, window frames, sills, and lattice work.

Articulation of building facades allows for shade and shadow to give the elevation variety and interest.

Architectural detailing and articulated facades lend interest to building form.

Color can be used to minimize the appearance of mass.

Vertical windows of varied size and shape help to minimize the appearance of mass.

3.3.2.11 Building Styles

One specific architectural style is not required for Rio del Oro; rather, architectural styles may vary to create visual interest and variety that contribute to the character of the neighborhood and community. The objective is to ensure quality in building design. The following guidelines relate to building styles:

- All homes or residential units in a single multifamily development should be designed with a similar architectural style.
- Single-family homes along the same street should use a complementary and coordinated "family" of styles. Variation of architectural styles along the same street is appropriate if the overall massing, form, and setbacks of the homes are similar. Complementary colors, materials, and landscape treatments will help provide a cohesive identity to the neighborhood.
- Authentic application of architectural styles is encouraged. Historical reproduction of styles is not necessary or encouraged. Architectural styles should be visually compatible with each other, possess general market appeal and community acceptance, be capable of interpretation and variation, and have a historic background and precedence.
- Use of unique, contemporary, or experimental design styles can be appropriate in selected locations within Rio del Oro. Landmark sites at some key intersections within the neighborhoods and Local Town Center, public buildings, places of worship, and commercial buildings may be appropriate for more contemporary and creative design solutions. Innovative design approaches and expressions provide opportunities to create community landmarks, can aid in wayfinding, and provide an artistic element and point of interest within the physical setting.

Historical styling applied to multifamily building
© DESIGNLENS

Contemporary application of English cottage-style residence
© DESIGNLENS

Similar massing, form, and setbacks used to create a cohesive street scene
© DESIGNLENS

Complementary design used to coordinate different styles
© DESIGNLENS

Tuscan-style architecture with distinctive character for individual units
© DESIGNLENS

Craftsman-style homes facing a central green

3.3.2.12 Material and Finishes

Building materials, colors, and finishes provide interest and variety and help to create a more human scale to the building form. The selection of materials and finishes should be consistent with the building's architectural style and the character of the residence:

- Building materials and colors should be complementary, promoting a more harmonious appearance and style. Frequent changes in materials should be avoided.
- Use of stone and other masonry materials, particularly for accents, creates a more solid and permanent appearance for the building facade and neighborhood.
- Where practical, buildings should integrate resource-friendly technology and green building practices into the building design. Use of energy-efficient building design is encouraged. A more sustainable development can be achieved by incorporating passive and active solar systems.
- Windows, especially those facing south and west, should be designed to reduce energy losses while maintaining the architectural integrity and quality of the building design.
- Reflective or mirrored glass should be avoided.

A combination of materials and colors appropriate to the building style and design may be used:

- The primary building material should be expressed around all sides of the building. The public-facing facade should allow for additional material and details.
- High-quality, durable, and low-maintenance materials that project a sense of permanence should be used.
- Accent materials should be used to add interest and variety to the building design. Materials may include but are not limited to brick, tile, stone, wood, and stucco. Use of T-111 siding, "stucco stone," and plastic/fiberglass materials that may fade or weather should be avoided.
- Use of awnings and overhangs may be appropriate for some building styles.

Multifamily residential structures should use a variety of techniques to create visual interest and consistency and help reduce the building mass and scale, including:

- Use of complementary color accents throughout the project with a minimum of three colors on each elevation;
- Gutters and downspouts with designs integral to the architectural design and color scheme;
- Varying roof forms, heights, and pitch; and
- Architectural articulation, window fenestration, and facade detailing.

3.3.2.13 Utility Boxes

- The placement and installation of utility boxes and similar appurtenances shall be coordinated with utility companies to identify unobtrusive locations and avoid potential conflicts with other uses. Wherever feasible, utility boxes should be screened to minimize visual impacts.

Stone bases, wood, siding, and color variation provide for an interesting streetscape.
© DESIGNLENS

Brick or stone facades provide authenticity and richness to the building.
© DESIGNLENS

The use of color and detailing on multifamily structures helps to convey the appearance of a single-family home.
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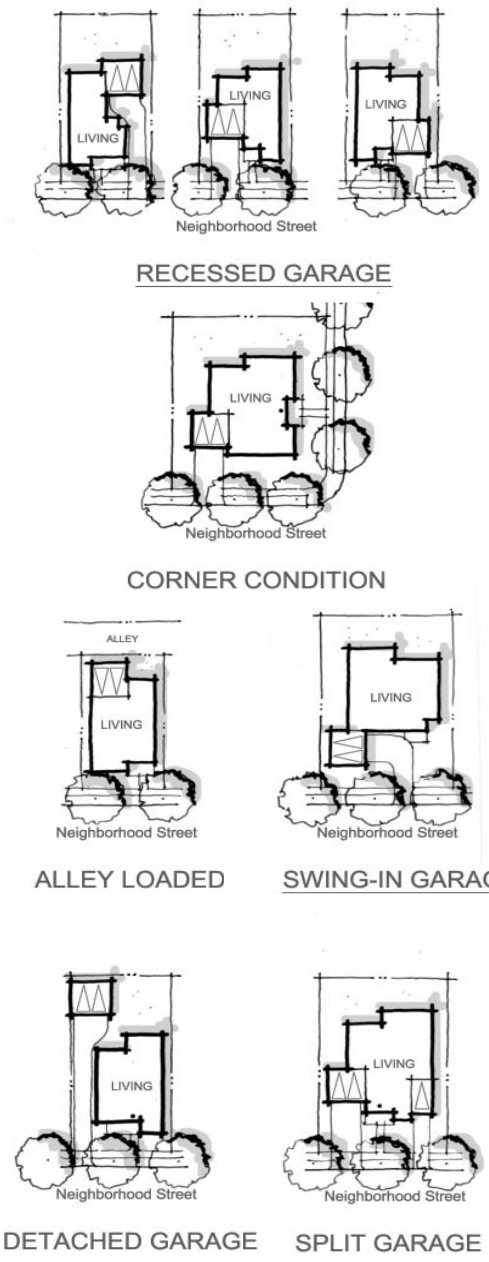
3.3.2.14 Parking and Garage Placement

The location of parking provides another opportunity to vary the street scene and encourage interaction. The following techniques should be considered when appropriate:

- Parking areas for residential neighborhoods should not dominate the views from public streets and sidewalks.
- Large parking areas should be reduced to avoid excessive expanses of asphalt or other paving material that may overpower the landscape.
- Where feasible, parking should be conveniently located in smaller parking areas or parking courts dispersed throughout the site.
- Parking should be landscaped and screened from adjoining uses and public streets.
- Whenever possible, parking lots should be located behind residential units rather than along primary frontages. Use of common driveways, private streets, or alley-loaded access is encouraged for small-lot and attached prototypes.
- Convenient, accessible walkways with short and direct access from designated parking areas to dwellings should be provided. Ideally, residents should be able to see their assigned parking areas from their units.
- The appearance and prominence of the garage doors in the building facade should be minimized, particularly when facing the public streets and open spaces. A variety of garage placements should be created within a residential project to de-emphasize the automobile and avoid domination of the streetscape by garage doors. The following standards for garage placement may be applied:
  - Garage doors should be set back a minimum of 2 feet from the front facade.
  - Garage doors should be articulated with windows, paneling, or other high-quality detailing and design elements that complement the building architecture.
  - Garage doors should be recessed a minimum of one foot from the door frame.
  - Garages may be placed at the rear of the lot with access from side streets, the alley, or a side-yard driveway.
  - Garages may be placed perpendicular to the street (swing-in garage), where feasible, with windows along the street elevation.
  - Garages may be placed within cluster or multifamily developments within an interior parking court accessed through a gateway, portico, or courtyard entry.
  - Appropriately landscaped carports that are screened and set back from the front building facade may be used as an alternative to garages.
  - The second story may be cantilevered over the garage.
- Garage doors in a row facing the street should be minimized where possible; in no case should the garage door exceed 60% of the building width. When more than two garage doors are included within the house design, the following techniques should be explored:
  - Orientation of the garage may be shifted so that one or more garage doors do not face the street.
  - Offsets between garage doors may be provided for architectural interest.
  - Tandem parking may be used to minimize the number or width of garage doors.



Examples of acceptable garage and driveway orientations

COMMERCIAL GUIDELINES

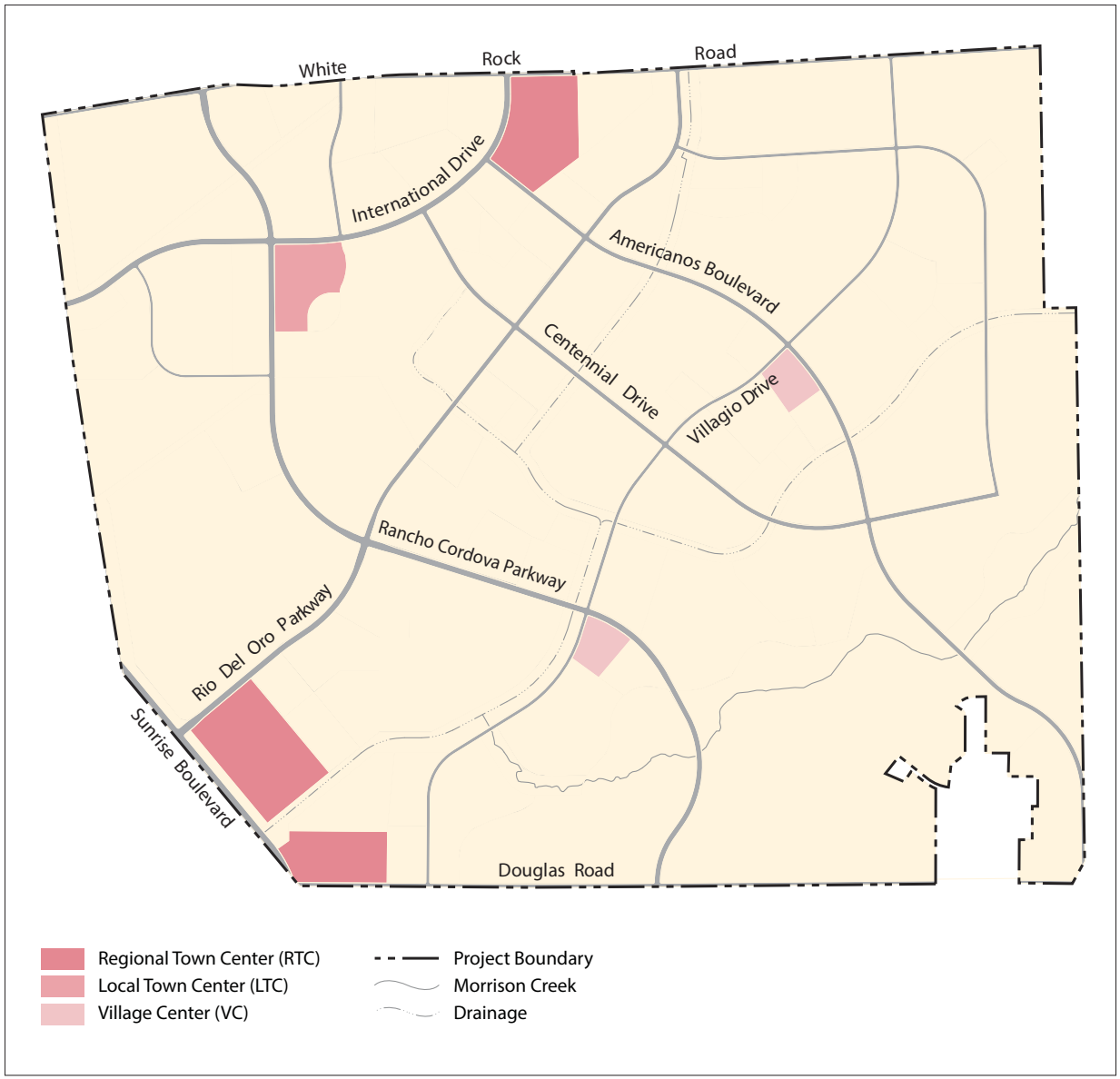
3.4 COMMERCIAL GUIDELINES

3.4.1 COMMERCIAL FRAMEWORK

Rio del Oro provides a variety of commercial retail centers to serve local residents and a broader regional clientele. The commercial framework creates a hierarchy of retail and business uses organized into a Local Town Center, two Village Centers, and two Regional Town Centers. The regional commercial uses are located along Sunrise Boulevard in the southern portion of the site and on Americanos Boulevard to the north. A Local Town Center is located along Rancho Cordova Parkway, adjacent to the Community Park and the business and industrial districts. The organizational framework provides locally serving retail uses within two major Village Centers located on major roadways in Rio del Oro.

Commercial, retail, and office centers are integrated into the community of Rio del Oro, with connections to surrounding neighborhoods, and are accessible to pedestrians, bicyclists, and motorists. Each center is designed to have its own unique character while contributing to the overall theme of Rio del Oro.

The commercial centers should be designed to integrate well with the adjacent streets, open space, and residential neighborhoods. These design guidelines are written to achieve good urban design. This approach is intended to create a more harmonious relationship with the surrounding environment. Pedestrian-friendly orientation of the buildings to the street shall be emphasized. Both vertical and horizontal mixing of uses within the site is encouraged. Convenient, inviting on-site auto and pedestrian circulation will be stressed, which will help lessen congestion on surrounding roadways. See Section 2.2, "Commercial and Mixed Use Development Standards," in this document for performance guidelines and conceptual layouts.



3.4.1.1 *Regional Town Centers*

The Rio del Oro Regional Town Centers provide destination-oriented retail uses for the region. Uses include large-scale major retail tenants, hotels (in nonrestricted areas), conference centers, arts and cultural activities, and recreation facilities. Located along the major roadways, the Regional Town Centers can accommodate large-format retailers that provide a range of products, such as home furnishings, hardware, office and computer supplies, sporting goods, auto supplies, clothing, appliances, toys, and garden supplies. The Regional Town Centers may provide restaurants, cafes, and food stores that cater to visitors and surrounding neighborhoods. Residential uses are allowed where not affected by the Mather Airport flight path noise restrictions. Business-professional office uses may also be included. Although these centers may be more auto oriented than other types, an inviting pedestrian experience must also be a design goal. The importance of proper treatment of project edges and their relationship to adjacent land uses, such as residential, is important.

Comfortable-width sidewalks and decorative amenities encourage pedestrian use.

Parking accommodated at building entries creates the feel of an urban street.

Stores clustered around a public plaza create a community gathering place.

Inviting retail street has parking to the side and rear of the building.

3.4.1.2 *Local Town Center*

The Local Town Center in Rio del Oro serves as a communitywide location for commercial activity. Situated along Rancho Cordova Parkway, it provides a 22-acre site for a range of community-serving commercial uses, including general retail uses such as clothing stores, book/music stores, food/grocery stores, drugstores, restaurants and cafes, banks and savings and loan offices, small specialty retailers, and entertainment uses arranged around a pedestrian-scale main street. Larger scale retail tenants (more than 60,000 square feet of gross floor area) would be limited in the Local Town Center and would be more appropriately placed in the Regional Town Centers of Rio del Oro. Community gathering spaces are required; the mix of uses should encourage activities throughout the day and evening. The inclusion of public art into these areas is desirable. The Local Town Center is located close to surrounding office and light-industrial parks, providing opportunities for a number of office service retailers to support the employment uses in the community.

Residential uses are not permitted in the Local Town Center because of Mather Airport noise restrictions. However, residential uses may be allowed in the future as overflight noise is reduced as a result of ongoing efforts, including implementation of the *Mather Airport Master Plan* and *Mather Airport Comprehensive Land Use Plan*, recommendations by the Mather Airport Aircraft Overflight Noise Abatement Group, and application of new flight practices and procedures. Future residential uses must be integrated with nonresidential uses in vertical and/or horizontal configurations to preserve the employment focus of the business and industrial park area. Integration of uses may be achieved through a density transfer, as identified in Specific Plan Section 3.8, "Minor Density Adjustment/ Transfer of Density," or a Specific Plan amendment, as defined in Specific Plan Section 8.4, "Specific Plan Amendments."

3.4.1.3 *Village Centers*

Village Centers are smaller retail activity nodes integrated into adjoining residential neighborhoods. The Village Centers provide goods and services to the local residents and are clustered with higher density residential uses and linked through the open space and trails systems. Residential uses may be incorporated into the Village Center design. The Village Centers provide neighborhood-serving commercial uses, such as grocery stores and drugstores, cafes, bakeries, ice cream shops, banks, restaurants, and other locally serving retail. Neighboring residences should open onto the retail sites where feasible, blurring the development edge and providing convenient access.

3.4.2 GENERAL GUIDELINES

3.4.2.1 Circulation

The circulation system into and within a retail site is extremely important to the success of the project. The following recommendations must be addressed in the planning of commercial areas:

- Centers should be designed with internal circulation systems that include well-defined pedestrian and bicycle paths and allow for convenient, efficient, and safe slow-speed vehicular movement.
- Parking lots should be designed with a clear hierarchy of circulation, with few or no parking spaces backing onto major access drives.
- Service areas and loading functions should be integrated into a circulation pattern that minimizes conflicts with vehicles and pedestrians. Service areas should be screened from public view and located away from adjacent residential land uses.
- Pedestrian circulation patterns within the vehicular rights-of-way should be clearly delineated with a change of paving, use of paving color, and special signage and lighting.
- The overall site design should be organized around pedestrian activity and circulation. Building entrances should create a visually inviting storefront with direct, identifiable, and safe access from streets and pedestrian walkways.
- On-site amenities for bicycle parking that do not intrude into walkways shall be provided at each center. Parking shall also be located so as to provide direct, safe, and convenient access to adjoining path systems.
- If necessary because of route alignments, transit stops shall be provided in a convenient location within each center and designed as an integral part of the site. Bus transit stops shall include amenities that create an attractive, safe, and comfortable place for transit users.

3.4.2.2 *Building Orientation*

The orientation of commercial buildings may vary, but in all instances should be oriented for best visibility and access to attract and facilitate use.

- Residential areas adjacent to commercial projects may be integrated into the retail component where allowed. Both vertical and horizontal mixing of these uses is encouraged.
- Buildings should be oriented to the street and pedestrian circulation system with well-defined and inviting entries.

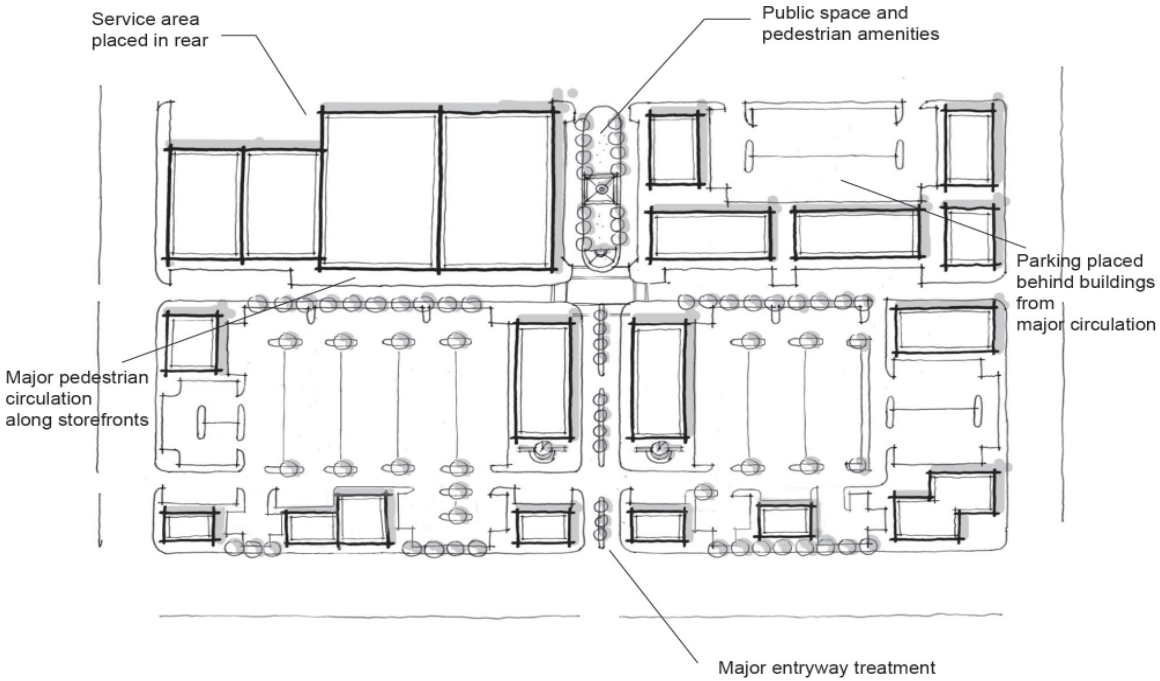
Pedestrian walkways are defined through the use of planters, bollards, and decorative paving at crosswalks.

Seating areas can be integrated into pedestrian circulation areas.

Building entries are clearly defined near pedestrian walkways.

Strong architectural treatment at this corner defines the entry area.

Awnings at doors and windows help to create pedestrian-scale visual and architectural interest.



Typical commercial site design

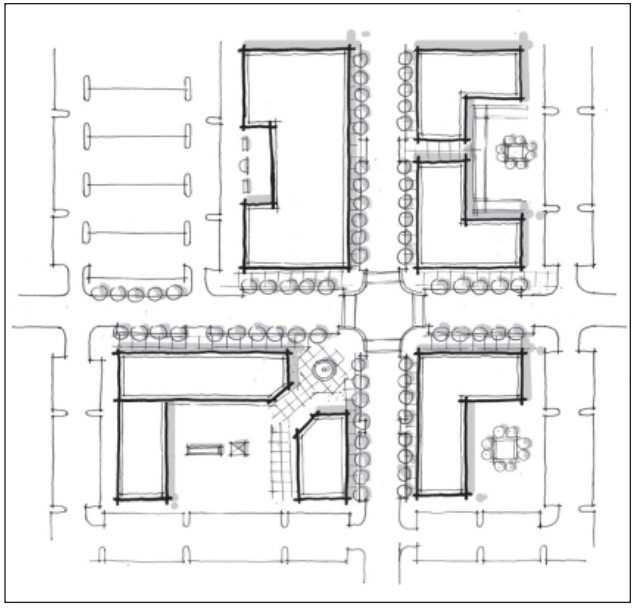
- All sides of buildings visible to the public should be detailed and designed with interesting facades. Service areas and facades not visible to the public may be simpler in architectural treatment and should be located where they do not affect the public spaces or neighboring residences.
- Buildings should be clustered to create a positive urban environment, with a well-defined public realm and a high-quality pedestrian experience.
- Buildings should be oriented toward a public street or pathway with parking areas located behind the structures.
- Buildings should be grouped to create a concentrated, positive outdoor setting with parking placed in appropriate and unobtrusive locations.
- The drive aisle in front of the retail stores should feel like a street with sidewalks and parking in parallel or angled configurations.

3.4.2.3 Setbacks

Building setback requirements vary depending on the type of center and location relative to the adjoining streets. Refer to Section 2.2, "Commercial and Mixed Use Development Standards," in this document for building setback requirements.

A variety of street furniture adds comprehensive design elements to commercial areas

A large public-amenity feature such as a fountain provides enjoyment to gathering places



Buildings clustered to form public spaces with clear pedestrian circulation

3.4.2.4 Entries

- Entries to commercial buildings should be clearly articulated and accessible from parking lots and structures and, where appropriate, from public transit stops.
- Entries to buildings that front walkways and gathering places should include awnings, overhangs, arcades, or other architectural treatments to articulate the entry and provide protection from the weather.

3.4.2.5 Public Spaces and Pedestrian Amenities

- A vibrant pedestrian environment is a significant goal that all commercial centers must strive to achieve.
- Centers should include public art as part of the citywide program described in the Urban Design Element of General Plan Policy UD.3.4.
- The centers provide opportunities for district identity. Consideration of the site design in the amenities provided can be unique for each commercial location.
- Each center should be designed with pedestrian-oriented public features and amenities that allow for public gatherings.
- Public pedestrian spaces, plazas, or public greens should contain pedestrian furniture; seating, lighting, a water feature, or public art; and landscaping to create a friendly, safe, and comfortable space that encourages public use.
- Active uses such as restaurants, building entries, storefront display windows that encourage window shopping, outdoor eating areas, and bus stops should front onto public spaces.
- Tree wells and landscaping in planters should be provided along pedestrian walkways and drive aisles at building frontages to create an urban retail street image.
- Public gathering spaces are appropriate and encouraged in the Local Town Center and Village Centers. Regional Town Centers are more oriented toward the purchase of larger goods and therefore are less likely to attract casual outdoor users, although places for public gatherings are encouraged.
- Pedestrian connections shall link public places in the commercial areas to surrounding neighborhoods through a contiguous pedestrian circulation system.

3.4.2.6 Building Form

Village Centers, the Local Town Center, and Regional Town Centers should create a human-scale form that encourages walking and reduces the mass and bulk of large buildings.

- Buildings in retail centers should be oriented close to the street (either the public street or an internal parking court) with detailed elevations along the public walkways.
- Buildings should be sited to create outdoor spaces and pedestrian access and amenities. A lively street environment can be created at the ground-floor level with retail uses, entries, display windows, bay windows, roof overhangs, awnings, arcades, and outdoor eating areas fronting the street.
- Large buildings should be designed to reduce the scale and bulk by varying setbacks and heights and by breaking building volumes into smaller components. Long, unarticulated facades facing public streets must be avoided.
- Changes in the building form should be articulated to add interest and reduce the appearance of building height and bulk. This can be achieved through the following design techniques:
  - Vary building materials, colors, and architectural elements, such as windows, entries, overhangs, awnings, arcades, recesses, trellises, and roof lines.
  - Use moldings, building lines (seams), and setbacks to accentuate various floors or levels.
  - Create a building base at the pedestrian level with high-quality materials that visually anchor the building to the ground plane.
- Individual tenant spaces in commercial centers should be easily identifiable. A number of architectural techniques can be used to achieve this objective:
  - Place columns, piers, or pilasters between building bays.
  - Vary the building facades with recessed entrances, creating niches for landscaping and pedestrians.
  - Use arcades and roof overhangs.
  - Change building or roof heights between tenants.
- Commercial frontages should provide a transparent facade area, such as windows, entries, and storefront displays, along the commercial street (see Section 2.2 "Commercial and Mixed Use Standards," in this document for percentages). In large-format retail spaces, other methods to articulate the facade may be used, such as varying roof heights and setbacks, covered walkways, column and pilaster placement, and detailed entry treatments.
- Integration of a landmark feature into the building design is encouraged. Such features could include steeples, towers, or other vertical architectural elements providing physical symbols visible from surrounding neighborhoods and major roadways to help define the community image. Special treatment for corner buildings is encouraged.
- Building materials and colors should complement the architectural style of the community but may be used in a way to create a distinctive identity.

Variable roof heights and arcades reduce building bulk.

Building articulation along the public sidewalk creates extra depth to allow for outdoor dining and adds visual relief.

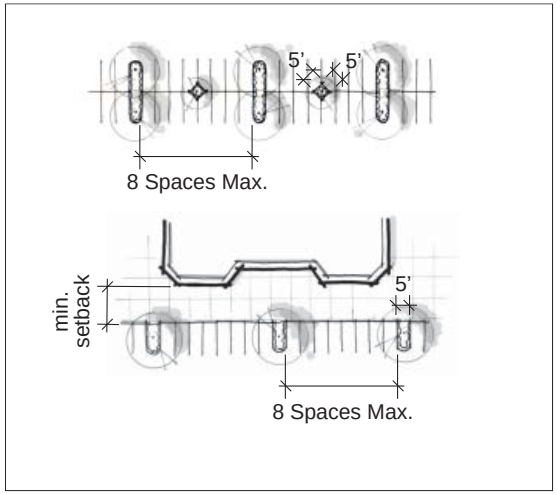
3.4.2.7 *Materials and Finishes*

- High-quality, attractive, and durable materials should be used for all buildings, landscaping, paving, and signage.
- The district and community style and theme should be reflected in the choice of specific building materials.
- Material changes should generally occur horizontally, with vertical changes occurring at building articulations.
- Lighter materials should be placed above materials of a heavier weight.
- Materials and colors should not contrast with the natural environment in Rio del Oro.
- Accent materials, such as brick, stone, or wood, should be used to highlight architectural elements.

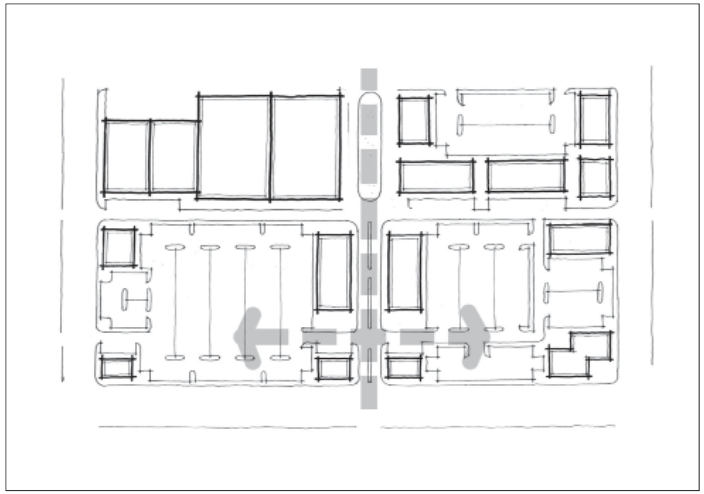
3.4.2.8 *Parking*

- Limited on-street parking along building frontages for short-term retail users is encouraged.
- Surface parking lots should be designed with clear visible access ways to major building entries.
- Parking lots must contain landscaped areas with large shade trees of sufficient size and spacing to provide shade to surrounding parking spaces. For specific tree coverage requirements, refer to the City of Rancho Cordova's current standards.
- Shared parking arrangements and driveway access between adjoining commercial and office projects are encouraged to avoid excessive parking. Parking requirements may be reduced using measures allowed in Article 2 and Section 330-07 of the Rancho Cordova Zoning Code.
- Where feasible, large surface parking lots should be located behind buildings and should be accessed from side streets and driveways rather than the main street.
- Dispersion of parking into smaller units is encouraged.
- A green landscaped buffer should be located between parking areas and public sidewalks.
- Clearly delineated pedestrian walkways shall be provided from the primary street, transit facilities, and parking areas to the main building entrance. The pedestrian walkway should be centrally and conveniently located within the parking field, be landscaped with shade trees, and include other landscape and pedestrian amenities.

Clearly defined pedestrian access



Typical parking lot tree layouts



Shared driveway and parking

Light fixtures contribute to the overall unity of the landscape.

Wall-mounted fixtures are combined with pedestrian-scaled street fixtures.

3.4.2.9 Lighting

Lighting contributes to the safety and security of the commercial centers and adds to the character and quality of the place.

- Lighting must be designed to contribute to the high quality of the project image. Creative fixture design is encouraged.
- Light fixtures must be at the appropriate scale and location so as not to create spillover or glare into surrounding areas. No fixtures more than 18 feet high may be placed on the site.
- Light fixtures should be chosen as part of the overall building and landscape theme.
- All fixtures must be high quality, attractive, durable, and vandal resistant.
- Lighting along public roadways must meet or exceed the standards of the City of Rancho Cordova Department of Public Works for footcandle illumination. Internal illumination should not exceed the users' needs.

Artistically designed signage adds color and interest.

Lighting and signage may be combined into one element to reduce clutter.

3.4.2.10 *Signage*

Commercial signs are intended for identification and wayfinding and to help orient visitors and direct them to the appropriate activities in the center.

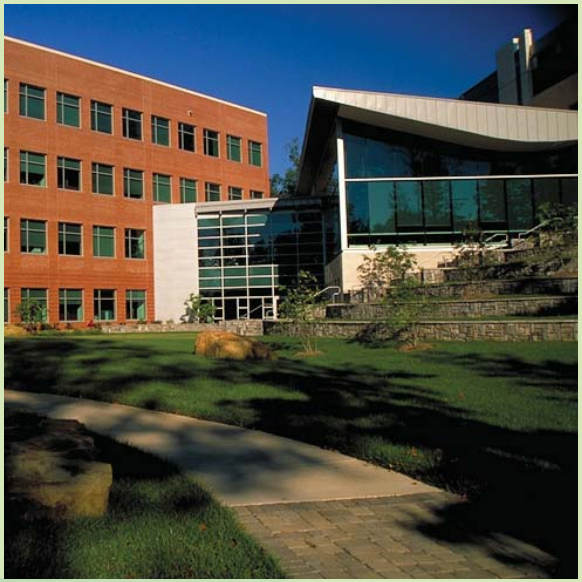
- Project identification features should be located at high-traffic areas and set back from the public right-of-way no less than 10 feet.
- Signs should be simple and easily readable, enhance the center's environment, and not contribute to visual clutter. Illuminated signs are prohibited.
- A sign program that is compatible with the overall theme and character of development should be established for commercial areas.
- Informative signs for orientation, traffic control, or street names are acceptable.
- Signs should be in scale with the buildings and the surrounding pedestrian environment. They shall not exceed 6 feet above the surrounding ground surface or higher than the roofline. Temporary subdivision signs may be 10 feet above grade.
- Unique identification signs that reinforce the character, branding, and identity of each center are encouraged. These signs should be incorporated into an overall center sign program. Signage includes building signs, banners, awnings, blade signs, canopy signs, and freestanding monument signs. The maximum number and location of signage are subject to the City standards established for the intended use.
- Use of creative original signs or distinctive monuments to identify each center is advocated.

Service area hidden by architectural feature

- A coordinated sign program specifying standards and design elements, consistent with these design guidelines, will guide sign development. The sign program will be submitted to the City for review and approval.

3.4.2.11 *Service Areas*

- Loading and trash areas should be located behind or at the side of buildings, away from residential areas.
- Service areas must be sufficiently screened from public view with fencing, walls, and landscaping or a combination of these elements.
- Service areas should be situated to provide an adequate maneuvering area for the intended user. Service vehicle activity must not impede the flow of other site traffic.

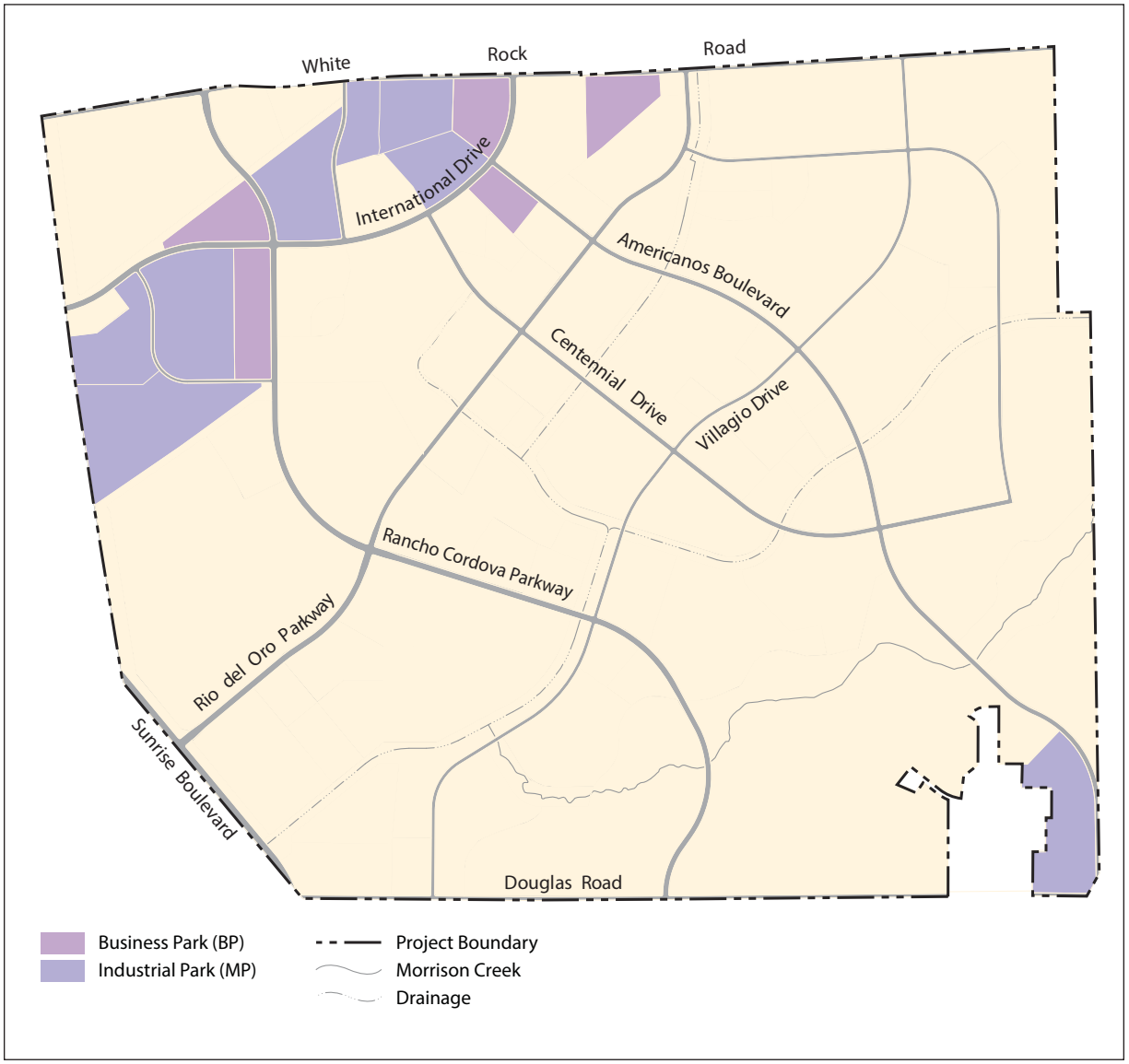


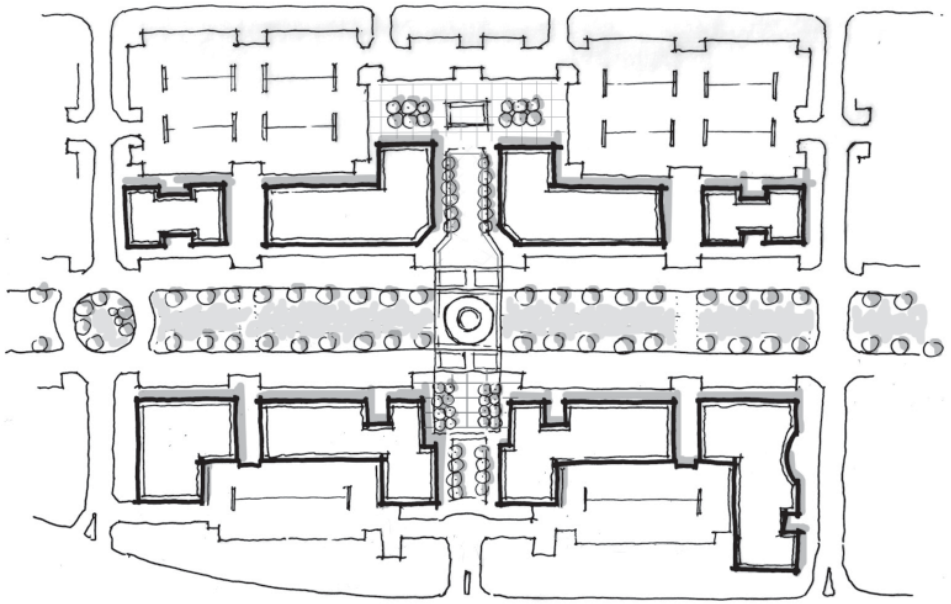
BUSINESS AND INDUSTRIAL PARK GUIDELINES

3.5 BUSINESS AND INDUSTRIAL PARK GUIDELINES

Rio del Oro will be a major employment center in the region, providing sites for industrial, office, and business park uses. Located on either side of Rancho Cordova Parkway and south of White Rock Road, the employment centers provide for a range of uses, including high-tech light-industrial use, offices, light-industrial manufacturing, and warehousing.

These design guidelines address both the site design and the building form. The employment centers are high-quality environments within well-landscaped industrial and office parks. The site design is characterized by business activities that occur entirely within an enclosed building. Types of uses may include office, research and development, light manufacturing, and warehousing and assembly. Accessory retail uses may be included as part of an office park, industrial park, or business park setting. Although industrial parks are intended primarily for manufacturing uses and associated storage facilities, business parks are intended primarily for office uses and research and development facilities. Both small- and large-plate architectural forms may be proposed throughout the employment centers; smaller plate building forms are more compatible with residential uses.





Building in relation to the street, with articulation identifying the main entry and parking located at the back

3.5.1 GENERAL GUIDELINES

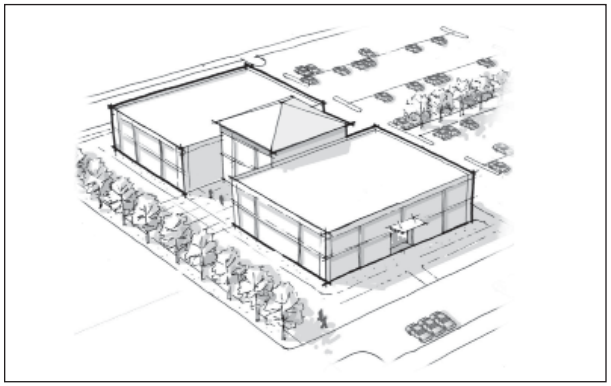
3.5.1.1 Site Design

The industrial and office parks should provide for the aesthetic and functional arrangement of site components, buildings, parking and circulation, landscaped buffers, and pedestrian spaces.

- Organizing buildings for business and industrial parks along a major circulation spine is encouraged. This enables pedestrians to walk between buildings and to nearby commercial establishments.
- The street network within industrial and office parks should be designed as a well-landscaped pedestrian environment with clear visual connections to building entries. Connections to local transportation stops and the communitywide trails and open space network must be provided, where necessary.
- All buildings in a multiple-building campus-type development should have a similar style and design and should cluster around an open space area that provides circulation and amenities for the user.
- Separated sidewalks are to be provided on business park roadways within the landscape easement. Industrial park streets will have sidewalks adjacent to the right-of-way within the front yard setback. Sidewalks have a 6-foot minimum width.

The formal entry of this industrial building relates well to the street.

This pedestrian path connects building entries as well as a regional trail system.



The building relates to the street with articulation identifying main entry and parking at the side and rear.

3.5.1.2 Orientation

Site activities and buildings should be designed to provide an attractive appearance from public streets while minimizing potential impacts on adjacent uses. The following criteria should be followed when designing industrial and office parks:

- Formal public access or entries to buildings should be created with a strong relationship to the primary fronting street.
- Parking should be broken up into manageable sizes that relate to the users' needs.
- Undesirable site elements should be screened through architectural treatments, decorative fencing or walls, and landscaping.
- Service bays, loading areas, and company vehicles should be located within the buildable area at the rear of the lot, where feasible, away from residential uses and screened from public view.
- Circulation should be organized to provide safe, convenient, and accessible routes for motorists, trucks, deliveries, and pedestrians.
- Circulation patterns should minimize conflicts between motorists and pedestrians; visitors and employee traffic; and shipping, service, and delivery vehicles.
- Shared access drives between adjacent parcels are encouraged to reduce curb cuts.
- Primary entry drives for automobiles, especially for visitors, should be designed to emphasize the sense of identity, entry, and arrival with special landscaping, signs, lighting, and decorative paving materials.
- Building placement should take into account solar access to help lower heating and cooling costs.

3.5.1.3 Setbacks

Setbacks should be designed with landscaped buffering of building, parking, and storage areas associated with the industrial uses on the site. When planning business and industrial sites, the following setback suggestions must be considered:

- Buildings, parking areas, and other paved areas should be set back from the front property line along streets to allow for sidewalks and sufficient landscaping to establish a strong streetscape presence.
- Landscaped setbacks with trees, shrubs, and ground cover should be provided on the perimeter of industrial parks to create a strong visual presence and buffer between the industrial uses and surrounding neighborhoods. The use of low walls and landscaped berms to help screen parking areas is encouraged.
- Buffers between industrial uses and adjacent residential uses may include landscape berms, trees, shrubs, and decorative walls and fences. A minimum setback from residential uses must be provided as indicated in the Development Standards in this document.

3.5.1.4 Entries

- Entries should provide strong visual identity from the street, pedestrian connections, and safe and functional vehicular movement.
- Prominent entry locations should be clearly visible from the street.
- Guest parking should be located close to the main entry.
- Public gathering spaces may be located near entries.
- Entries should provide shade and protection from the weather.

3.5.1.5 Circulation and Parking

Circulation and parking should be arranged to create safe, convenient, and pleasant movement around the site.

- Pedestrian and vehicular access locations should be emphasized with high-quality landscape treatments and signage.
- Connections between the industrial park and Community Park and open space are encouraged.
- Convenient and direct access to proposed transit stops shall be incorporated into the circulation system.

The main entry of the building is defined by a change in materials and is located on an axis with a major pedestrian path.

Clearly identifiable entry with well-defined vehicular and pedestrian access.

A prominent walk and architectural treatment define the main entry to an office building.

3.5.1.6 *Landscaping*

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

- A theme, character, and identity should be established for individual project. These should be compatible with the overall design of the community and emphasize areas visible to the public. More intense focus on high-use areas, entries, gathering areas, and public rights-of-way is appropriate.
- Landscape style and materials should blend in with compatible adjacent land uses and the circulation system.
- Shade should be provided to the buildings to help reduce cooling needs.
- At least one exterior amenity space should be provided on each site where employees and visitors can take advantage of the outdoors. Such amenity spaces include seating and eating areas or recreational activity areas. Pedestrian gathering areas, such as plazas, patios, or other usable landscaped amenities, should be in scale with and appropriate for the potential users' or facility's needs. Including public art into these spaces is encouraged.
- A combination of screens, walls, berms, and landscaping may be used to mitigate objectionable views, which generally occur toward the rear of the project site. Any walls or fencing must occur behind a landscaped area.
- All plant materials should be adaptable to local conditions, low maintenance, and aesthetically pleasing and should fit the intended function and location.

Landscaped planters screen parking or other uses from the street.

A heavily landscaped buffer area softens the building adjacent to a walkway.

Informal design solutions can be effective in campus environments.

Trees provide shade adjacent to outdoor gathering areas.

Outdoor amenities can feature sports facilities for common use.

3.5.2 ARCHITECTURE

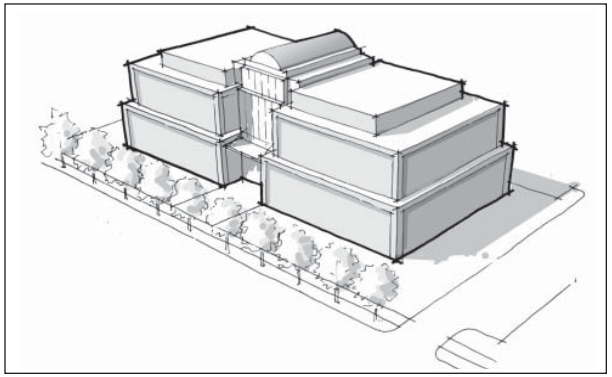
Architectural design in industrial and office parks should contribute to project identity and should help provide an attractive and high-quality environment for the area.

3.5.2.1 Building Form

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

3.5.2.2 Building Materials, Color, and Details

- Buildings should be constructed of durable, high-quality materials that reflect permanence, such as stone, tile, stucco, concrete, metal, and glass.
- Color should be used to create visual interest and enhance the appearance of the building from the street.
- Large expanses of smooth, undifferentiated surfaces should be broken up with building lines, joints that reveal changes in texture, and color and wall surfaces that create shadows.
- Highly reflective building materials, such as mirror glass, are not permitted.



A variety of architectural techniques reduces building scale.

High-quality materials enhance overall project value.

Modern architectural styling with glass and steel at the building entry helps to break down the mass of the concrete panels.

Building mass is reduced by emphasizing the building base, entry, materials and detailing.

3.5.3 LIGHTING AND SIGNAGE

3.5.3.1 Lighting

- Lighting should be provided to ensure a sufficient level of illumination for safe night orientation.
- All light fixtures should be of an attractive, contemporary design consistent with their surroundings and complementary to the project theme.
- Fixtures should be adequately spaced and scaled without interference from landscaping and shielded to prevent spillover to the adjacent properties.
- Lighting along public roadways shall meet the requirements of the City of Rancho Cordova Department of Public Works.
- Please refer to Section 3.4.2.9 for other requirements.

Area lighting enhances architectural style.

Uniform lower level lighting that is distributed provides higher visual comfort than a single high-output luminaire.

Use of lighting should be minimized but adequate for safety, security, and identification of the project.

3.5.3.2 Signage

- A sign program that is compatible with the overall theme, character, and scale of development should be established for business and industrial parks.
- Signage should be organized with a consistent style to orient users and clearly identify the associated businesses.
- Signage location, illumination, and size are subject to City Municipal Code standards.
- Signs should be durable, legible, and vandal resistant.
- Signage may be combined when appropriate to create a more orderly appearance.

Simple informational signage

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