

ATTACHMENT 7 – INCLUSIONARY HOUSING PLAN RESOLUTION

RESOLUTION NO. 2007-XXXX

Adopted by the Sacramento City Council

Date

ADOPTING AN INCLUSIONARY HOUSING PLAN FOR THE GREENBRIAR PROJECT

BACKGROUND

- A. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City’s Mixed Income Housing Ordinance, requires that ten percent of the units in a residential development project be affordable to very low income households and five percent to low income households;
- B. The City Council conducted a public hearing on _____, 2008 concerning the above Inclusionary Housing Plan and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
 - 1. The proposed Plan is consistent with Chapter 17.190 of the City Code which requires an Inclusionary Housing Plan setting forth the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the residential development;

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council adopts the Inclusionary Housing Plan for the Greenbriar project, attached hereto as Exhibit A.

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Exhibit A: Inclusionary Housing Plan – 7 Pages

EXHIBIT A – DRAFT INCLUSIONARY HOUSING PLAN



October 10, 2007

Arwen Wacht
Sacramento City Planning Department
915 I Street, 3rd Floor
Sacramento, CA 95814

Re: Greenbriar Complete and Acceptable Inclusionary Housing Plan

Dear Ms. Wacht:

I am writing in regards to the Greenbriar development project, project number IR04-463. As you know, this project is subject to the City of Sacramento Mixed Income Housing Ordinance, Chapter 17.190 of the City Code.

On October 2, 2007, pursuant to Section 17.190.110(A), the Developer, North Natomas 575 Investors, LLC, prepared an Inclusionary Housing Plan (Plan) and submitted it to the Sacramento Housing and Redevelopment Agency (SHRA). SHRA has reviewed this Plan and finds it complete and acceptable under the Ordinance.

SHRA is now forwarding this Plan to the City for final review and recommendation for adoption by the Planning Director, subject to the follow condition.

- The Developer shall enter into an affordable housing agreement with the Sacramento Housing and Redevelopment Agency which will be recorded against the entire development project prior to the recordation of the first final map.

Should you have any questions, please feel free to contact me at (916) 440-1353.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christine Weichert', with a long, sweeping horizontal line extending to the right.

Christine Weichert
Assistant Director
Housing and Community Development

Greenbriar
Mixed Income Housing Ordinance Compliance Plan
October 2, 2007

Proposed Project

North Natomas 575 Investors, LLC, (the “Developer”) is the owner and developer of certain real property in the City of Sacramento [ASSUMES POST SOI AMENDMENT] on which it proposes to develop and construct the Greenbriar Project (the “Project”), a low, medium, and high density residential community. The approximately 577 gross acre Project is generally located northwest of the intersection of State Route 99 (SR 99) and Interstate 5 (I-5). The Project consists of a total of 2,991 dwelling units.

Mixed Income Housing Policy

The Project site is subject to the City’s Mixed Income Housing Policy. The Mixed Income Housing Policy adopted in the City of Sacramento Housing Element and required by the City’s Mixed-Income Housing Ordinance, City of Sacramento City Code Chapter 17.190 requires that ten percent (10%) of the units in a Residential Project be affordable to very low income households and five percent (5%) to low income households (collectively the “Inclusionary Requirement” and “Inclusionary Units”).

Pursuant to City Code Section 17.190.110 (B), an Inclusionary Housing Plan (“Plan”) must be approved prior to or concurrent with the approval of legislative or adjudicative entitlements for the Project. City Code Section 17.190.030 sets forth the guidelines for the number, unit mix, location, structure type, affordability and phasing of the Inclusionary Units in the Project. This document constitutes the Plan, and, as supplemented and amended from time to time, is intended to begin implementation of the Inclusionary Requirement for the Project. All future approvals for the Project shall be consistent with this Inclusionary Housing Plan.

The Inclusionary Requirement for the Project will be set forth in more detail in the Inclusionary Housing Agreement executed by Developer and the Sacramento Housing and Redevelopment Agency (“SHRA”) and recorded against all the residential units in the Residential Project. The Inclusionary Housing Agreement shall be executed no later than the approval of the master parcel map (i.e., Final Map) for the Residential Project and shall be recorded concurrently with the master parcel map. The Inclusionary Housing Agreement will describe with particularity the site and building schematics, phasing and income and sales restrictions for the construction and financing of the Inclusionary Units, pursuant to City Code Section 17.190.110 (C). The Inclusionary Housing Agreement shall be consistent with this Plan.

Number of Inclusionary Units

The Developer, or its successors and assignees, shall construct or cause to be constructed a number of dwelling units affordable to Very Low Income Households (“Very Low Income Units”) and Low Income Households (“Low Income Units”) as defined in the Sacramento City Code Section 17.190.020, equal to ten percent (10%) and five percent (5%) of the total number of housing units approved for the Project, respectively.

Based on the current Project proposal of 2,991 residential units, the Inclusionary Requirement for the Project is 299 Very Low Income Units (10%) and 150 Low Income Units (5%).

Total Number of Residential Units within Project:	100%	2,991 Units
Very Low Income Units:	10%	299 Units
Low Income Units:	5%	150 Units
Total Number of Inclusionary Units:	15%	449 Units

If the Project approvals are amended to increase the number of units in the Project, this Plan will be amended to reflect a number of equal to ten percent (10%) of the increased total residential units in the amended entitlements for Very Low Income Units and five percent (5%) for Low Income Units. If the Project approvals are amended to decrease the number of residential units in the Project, this Plan will be amended to reflect a number equal to ten percent (10%) of the decreased total residential units in the amended entitlements for Very Low Income Units and five percent (5%) for Low Income Units. However, after a building permit has been issued for a structure to contain Inclusionary Units, those Units will be constructed and maintained as Inclusionary Units pursuant to the terms of Chapter 17.190 of the City Code regardless of any subsequent reduction in the number of approved total residential units.

Type and Location of Inclusionary Units

Based on the current Project proposal of 2,991 residential units, the Inclusionary Housing Units shall consist of 449 total rental units divided between Lots A, C and D of the proposed Project and shall be retained by the Developer, its heirs, successors, or assigns as rental units affordable to Low and Very Low Income households. If the total unit count of the Project changes, then the new number of Inclusionary Units will be adjusted upward or downward accordingly. The Developer, its heirs, successors, or assigns shall retain the units for a minimum of 30 years and shall ensure that they are professionally managed by an accredited property management company.

Inclusionary Units shall be located on-site within Lots A, C and D of the Greenbriar Project as part of senior and family oriented multi-family residential developments.

Lot A, consisting of approximately 9.7 net acres, is designated as a Medium Density Residential (“MDR”) and zoned R-3-PUD, which will allow up to 29-units-per acre. Lot C, consisting of approximately 5.1 net acres, is designated as a Medium Density Residential (“MDR”) and zoned R-3-PUD, which will allow up to 29-units-per acre. Lot D, consisting of approximately 3.9 Net acres, is designated as Medium Density Residential (“MDR”) and zoned R-3-PUD, which will allow up to 29-units-per acre. These densities may be increased in the future pursuant to State density bonus law. The buildings will have up to four stories and measure up to 55 feet to the top of the roof, as allowed under the R-3-PUD zoning designation.

It is anticipated that the approximately 449 rental units will be spread across the three parcels. Approximate rental unit types and bedroom counts are as follows:

Approximate rental unit types, bedroom counts and unit sizes for Greenbriar:

Affordability Orientation	Approx. Unit Count	Inclusionary Units	Unit Distribution	Unit Type	Approx. Unit Size
Family Affordable (Lot A)	199	132 very low and 67 low units distributed proportionally by unit type/size	0% to 30%	1 Bedroom	550sf to 800sf
			30% to 70%	2 Bedroom	700sf to 1,000sf
			20% to 40%	3 Bedroom	1,000sf to 1,300sf
Senior Affordable (Lot C)	142	95 very low and 47 low units distributed proportionally by unit type/size	0% to 30%	1 Bedroom	550sf to 800sf
			30% to 70%	2 Bedroom	700sf to 1,000sf
			20% to 40%	3 Bedroom	1,000sf to 1,300sf
Family Affordable (Lot D)	108	72 very low and 36 low units distributed proportionally by unit type/size	60% to 80%	1 Bedroom	550sf to 800sf
			20% to 40%	2 Bedroom	700sf to 1,000sf
TOTAL	449	299 very low 150 low			

Affordability Requirements

The Inclusionary Units will be offered as rental units. These rental units will meet the requirements of City Code Section 17.190.030 regarding tenure and tenancy, number and affordability of units, their location, timing of development, unit sizes, exterior appearance and development standards. The rental units will be available to low and very low income households. Monthly Affordable Rents (including utility allowances) of the Inclusionary Units shall be restricted to Low and Very Low Income Households. A unit whose occupancy is restricted to a Very Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of fifty percent (50%) of the Sacramento area median income, adjusted for family size. A unit whose occupancy is restricted to a Low Income Household has a monthly rent that does not exceed one-twelfth of thirty percent (30%) of eighty percent (80%) of the Sacramento area median income, adjusted for family size. Median income figures are those published annually by the United States Department of Housing and Urban Development. With respect to each Inclusionary Unit, the affordability requirements of this Plan shall continue for no less than thirty (30) years from the time the project is in compliance. Compliance is reached after ninety (90) days have passed with the project at ninety percent (90%) occupancy.

Incentives

The Developer or builder may seek incentives, assistance, or subsidies pursuant to City Code Section 17.190.040 such as the allowance for fee reductions for those units fulfilling the Inclusionary Requirement. The Developer will work with the City to determine the fee reductions and other incentives available.

Marketing

The Developer shall be required to market Inclusionary Units in the same manner as non-Inclusionary Units. Such marketing activities may include newspaper and internet advertisements, toll free project information numbers, and on- or off-site project signage.

Phasing of Development of Inclusionary Units

The Inclusionary Units shall be developed concurrently with the development of the remaining units in the Project, as may be further defined in Sacramento City Code Section 17.190.030(D). The nature of the concurrency is defined by a series of linkages between approvals of the market rate units and the development of the Inclusionary Units.

Market Rate Housing/Inclusionary Unit Linkages

The following describes the relationship of market rate development activity to the Inclusionary Unit development activity. These milestones are outlined to ensure that the development of affordable units occurs concurrent with development of market rate units:

- The Inclusionary Housing Plan shall be approved concurrent with the approval of the Project's Tentative Subdivision Map.
- The Inclusionary Housing Agreement shall be executed prior to the recording of the large lot map (or "Parcel Map") for the Residential Project.
- The Inclusionary Housing Agreement shall be recorded concurrently with the recordation of the large lot map (or "Parcel Map") for the Residential Project.
- Inclusionary Units shall generally be built concurrently with the market-rate units within the Project consistent with the following provision.
- Up to 65% of the market rate for sale residential building permits may be issued prior to issuance of building permits for all buildings containing inclusionary units. The remaining 35% of market rate for sale residential building permits may be issued after issuance of all building permits for the buildings containing inclusionary units.
- Marketing of inclusionary units within the Project shall occur concurrently with the marketing of market rate units.

Amendment and Administration of Inclusionary Housing Plan

The Planning Director, with the advice of the Executive Director of SHRA, shall administer this Inclusionary Housing Plan. The Planning Director may make minor administrative amendments to the text of this Plan as provided in Sacramento City Code Section 17.190.110(B)(2)(d).

ATTACHMENT 8 - GENERAL PLAN AMENDMENT RESOLUTION

RESOLUTION NO. 2007-XXXX

Adopted by the Sacramento City Council

Date

AMENDING THE GENERAL PLAN LAND USE MAP RELATING TO THE GREENBRIAR PANHANDLE PROJECT (M05-046 / P05-069)

BACKGROUND

- A. The Planning Commission conducted a public hearing on _____, 2007, and the City Council conducted a public hearing on _____, 2007 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
1. The proposed land use amendment is compatible with the surrounding land uses;
 2. The subject site is suitable for single-family residential, multi-family residential, parks/open space, schools, and commercial land uses; and
 3. The proposal is generally consistent with the policies of the General Plan.

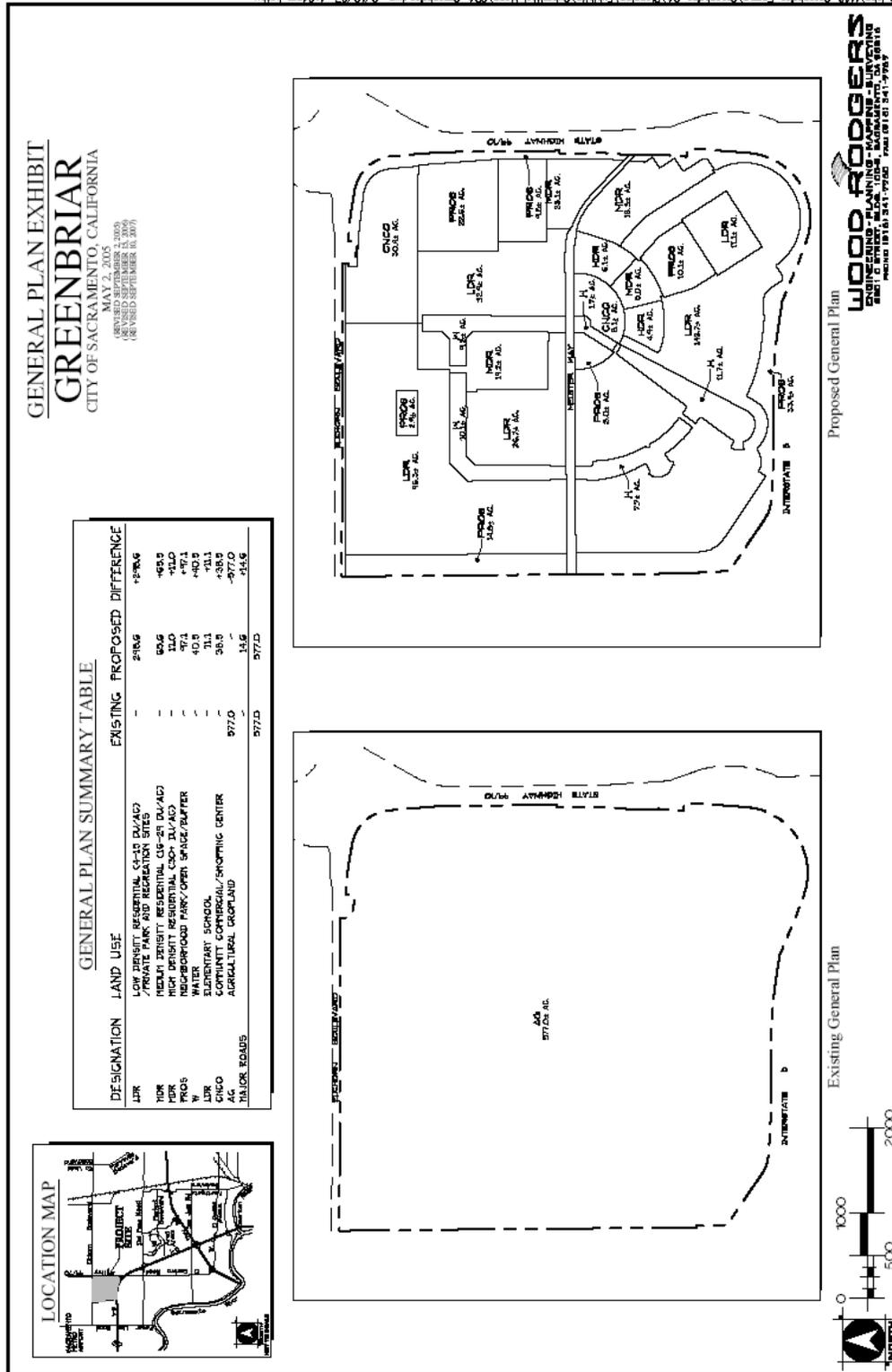
BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council adopts the General Plan Amendment for the property, as described on the attached Exhibit A, and the property is hereby designated on the General Plan land use map for 309.7± acres of Low Density Residential, 65.6± acres of Medium Density Residential, 11.0± acres of High Density Residential, 97.1± acres of Parks-Recreation-Open Space, 40.5± acres of Water, 38.5± acres of Community/ Neighborhood Commercial and Offices, 107.4± acres of Parks-Recreation-Open Space, and 14.6± acres as Major Roadways (APN: 201-0300-049, -067, -068, -069, -070, -071, -076, -077, -079, -080, -081, -083, and -085)

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Exhibit A: General Plan Amendment Exhibit – 1 Page

Exhibit A – General Plan Amendment Exhibit



ATTACHMENT 9 – DRAFT PREZONE ORDINANCE

ORDINANCE NO.

Adopted by the Sacramento City Council

Date

PREZONING CERTAIN REAL PROPERTY STANDARD SINGLE-FAMILY PLANNED UNIT DEVELOPMENT (R-1-PUD), SINGLE-FAMILY ALTERNATIVE PLANNED UNIT DEVELOPMENT (R-1A-PUD), MULTI-FAMILY PLANNED UNIT DEVELOPMENT (R-2B-PUD), MULTI-FAMILY PLANNED UNIT DEVELOPMENT (R-3-PUD) ZONE, AGRICULTURE-OPEN SPACE PLANNED UNIT DEVELOPMENT (A-OS-PUD), LIMITED COMMERCIAL PLANNED UNIT DEVELOPMENT (C-1-PUD), AND SHOPPING CENTER PLANNED UNIT DEVELOPMENT (SC-PUD) ZONES (M05-046 / P05-069) (LOCATED SOUTHWEST OF THE INTERSECTION OF HIGHWAY 99 AND ELKHORN BOULEVARD)

BACKGROUND

- A. The Planning Commission reviewed this proposal on November 8, 2007 and voted to forward the rezone to City Council with a recommendation for denial (the Planning Commission vote was five ayes, three noes, one recusal, and zero abstentions).

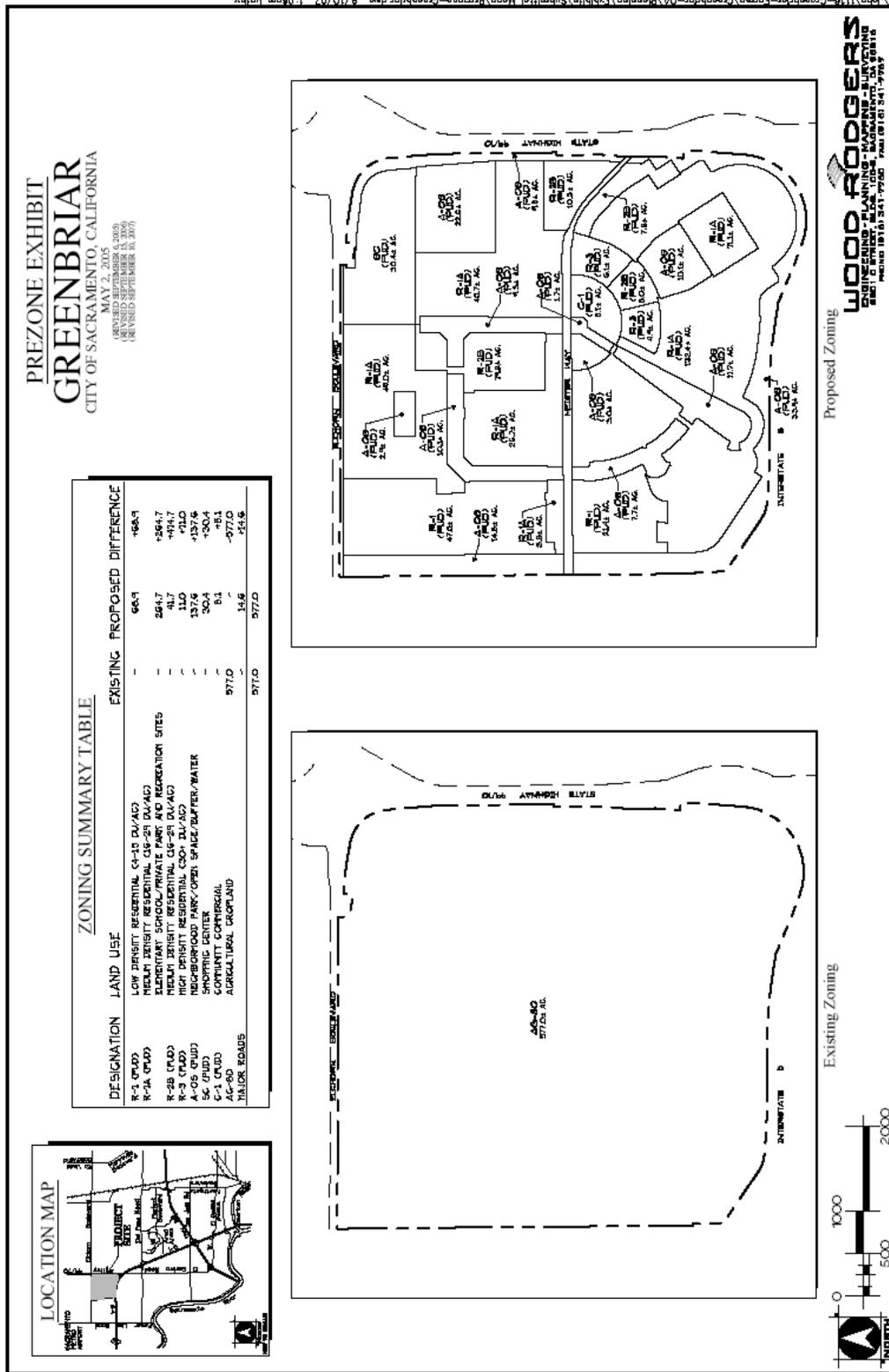
BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The prezoning designations for the properties described by APNs below and as shown and described in the attached Exhibit A are approved.

APNs: 201-0300-049, -067, -068, -069, -070, -071, -076, -077, -079, -080, -081, -083, and -085

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Exhibit 1: Prezone Exhibit – 1 page



ATTACHMENT 10 – PUD GUIDELINES AND SCHEMATIC PLAN RESOLUTION

RESOLUTION NO. 2007-XXXX

Adopted by the Sacramento City Council

Date

ESTABLISHING THE GREENBRIAR PLANNED UNIT DEVELOPMENT GUIDELINES AND SCHEMATIC PLAN, LOCATED SOUTHWEST OF THE INTERSECTION OF ELKHORN BOULEVARD AND HIGHWAY 99, IN SACRAMENTO, CALIFORNIA (M05-046 / P05-069)

BACKGROUND

- A. The Planning Commission conducted a public hearing on November 8, 2007, and the City Council conducted a public hearing on _____, 2007 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:
1. The PUD establishment conforms to the General Plan; and
 2. The PUD establishment meets the purposes and criteria stated in the City Zoning Ordinance in that the PUD assures that new development is healthy and of long-lasting benefit to the community and the City; and
 3. The PUD establishment will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, open space, and commercial uses will not create a negative impact on adjacent uses.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1 The City Council of the City of Sacramento, in accordance with the City Code, Chapter 17.180, approves the Greenbriar Planned Unit Development Guidelines and Schematic Plan (as shown on the attached Exhibits A and B).

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- Exhibit A: Greenbriar PUD Schematic Plan Exhibit – 1 Page
Exhibit B: Greenbriar PUD Guidelines Exhibit - 1 Page

Exhibit A: Greenbriar PUD Schematic Plan Exhibit

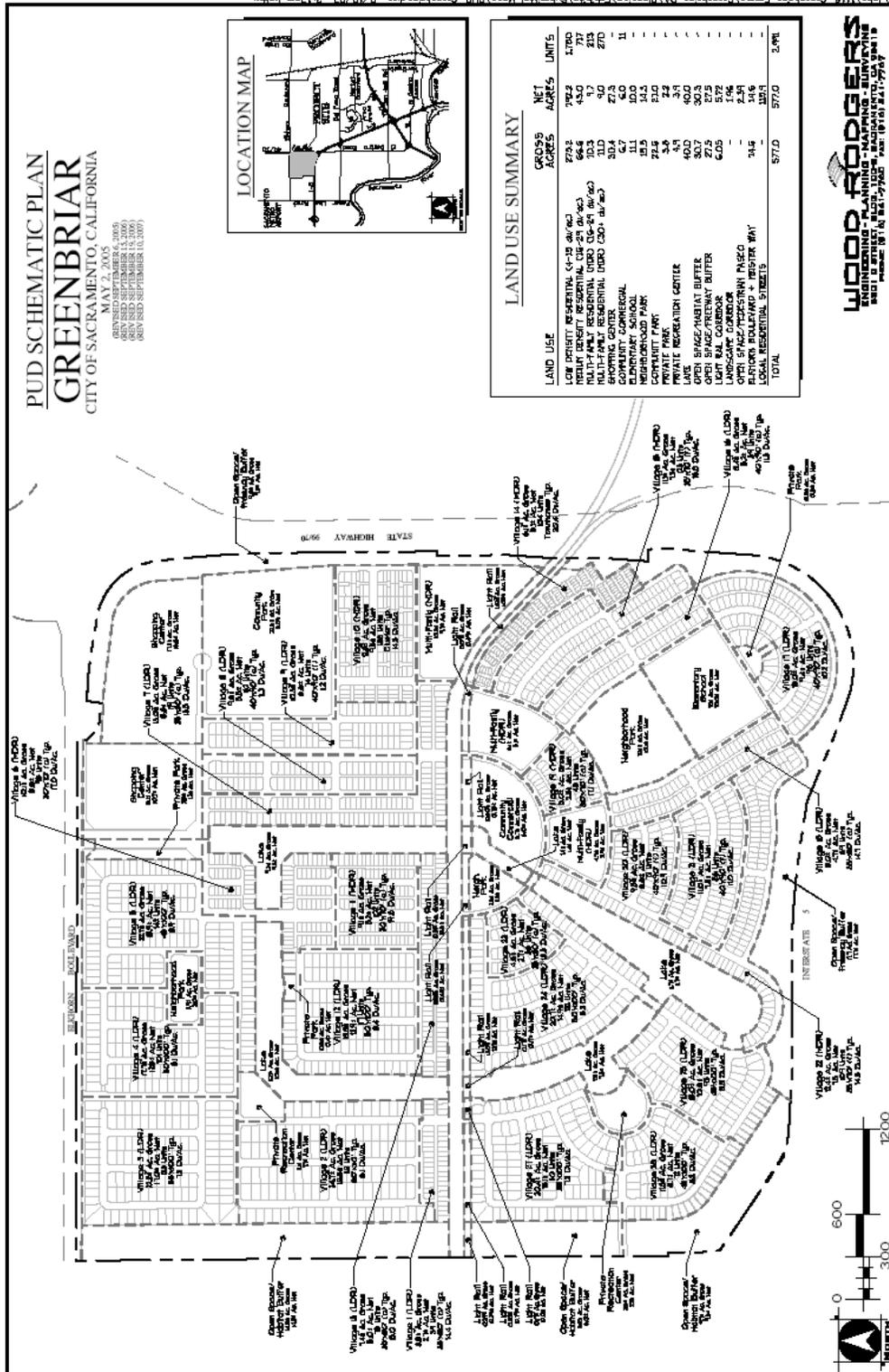


Exhibit B: Greenbriar PUD Guidelines Exhibit



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**Greenbriar
PUD Guidelines**

project team

jurisdiction

City of Sacramento
915 I Street, 3rd Floor
Sacramento, CA. 95814

owner/applicant/developer

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River West Investments

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land planning, civil engineering, surveying

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architecture & site planning

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landscape architecture

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Santa Ana, CA 92705

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PUD Guidelines

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Planning Commission Draft

November 8, 2007

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Greenbriar

PUD Guidelines

section 1 – Overview

1.1 Project Context, Goals and Objectives

The Greenbriar Planned Unit Development (PUD) is located at the northwest intersection of Interstate 5 and Highway 99/70 immediately west and north of the North Natomas Community Plan area in the City of Sacramento. The PUD is bordered by Elkhorn Boulevard to the north, the Metro Air Park employment center to the west, Interstate 5 to the south, and State Highway 99/70 to the east. The approximately 577 acre Greenbriar project is a planned community comprised of single- and multi-family residential neighborhoods, parks, open space, natural habitat, an elementary school, light rail transit and neighborhood-serving commercial areas. The Greenbriar PUD strives to achieve two primary goals. Each of these goals will be pursued using specific design objectives which are listed below.

To capitalize on the setting and location of the site for the benefit of future residents:

- Utilize parks, lake and circulation design to enhance the unique character of each neighborhood.
- Develop a public transportation system that encourages light rail ridership by centrally

locating the Transit Station adjacent to higher density residential neighborhoods and providing a high degree of walkability within the PUD.

To unify the neighborhoods visually and functionally:

- Utilize a consistent set of design standards and details throughout the Greenbriar PUD to develop a sense of place for the neighborhoods.
- Create a fluid circulation system which interlinks areas within the neighborhoods to one another.
- Unify the PUD through the design and location of a convenient and functional light rail system.

With Greenbriar's proximity to the existing City of Sacramento job base and the neighboring Metro Air Park employment center, The Sacramento International Airport, Interstate 5 and Highway 99/70, as well as the site's location at the periphery of the North Natomas Community Plan, the PUD is strongly positioned to be a focal community within the City of Sacramento. In order to accomplish this type of new development, development guidelines and standards must be carefully crafted to allow for flexible retail development, compact design, unique street scenes and unified design among the varied and diverse housing types. It is for these reasons that this PUD Guidelines has been created and why this community will be a unique and model community in the greater Sacramento region.

Greenbriar
PUD Guidelines

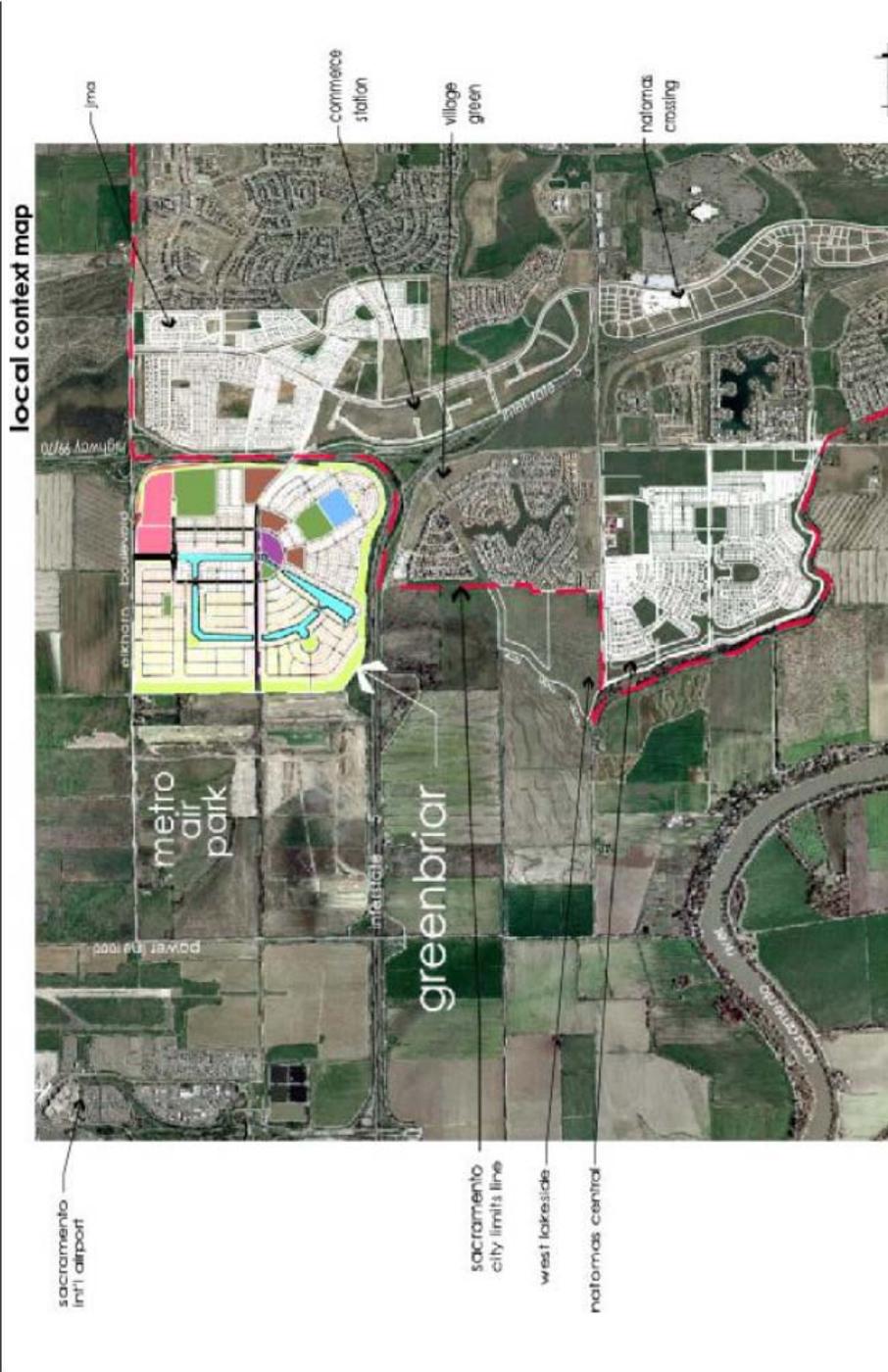


Exhibit #1 – Local Context Map

Greenbriar

PUD Guidelines

The purpose of these PUD Guidelines is to guide future development within the Greenbriar PUD area. This document is organized into 6 Sections as follows.

- The **PUD Overview Section** of the PUD Guidelines provides the local context for the proposed project, the Community Plan Principles and established Goals, Policies and Objectives for the Plan Area. The Overview Section provides a detailed summary of the planned development, Zoning and Land Use designations.
- The **Transit Orientation and Mobility Section** addresses the Transit-Oriented Development (TOD) characteristics and the planned extension of Regional Transit, Non-Vehicular Mobility, and Vehicular Circulation.
- The **Housing Section** of the PUD Guidelines discusses the Housing Alternatives including Market Rate Housing, Affordable Housing, and Senior Housing. This section sets forth Housing Development Standards to ensure consistency in the quality and character of the residential environment.
- The **Commercial Uses Section** discusses the Design and Function of commercial uses, including the Village and Community Commercial sites. This section sets forth Commercial Development Standards to ensure consistency in the quality and character of the commercial environment within Greenbriar.

- The **Parks, Open Space and Recreation Section** discusses the design, uses and access/relationship of the Parks, Open Space, Greenbriar Lake, and the Habitat and Open Space Buffers.
- The **Implementation Section** outlines the processes that will implement the orderly development of the PUD area.

1.2 Future Submittals

These Greenbriar Planned Unit Development (PUD) Guidelines identify the standards necessary to implement successful and quality-image development. This document presents standards to guide the zoning, uses and general development of the PUD, and establishes an appropriate context for the application of more specific tract-level design standards. Future applications will be gauged according to standards prescribed by detailed Design Guidelines, and Planning Director or Planning Commission oversight as necessary.

This PUD Guidelines document acknowledges that the City Planning Commission shall review and consider for adoption a separate yet complementary Design Guidelines document intended to prescribe detailed and comprehensive design standards addressing the following: walls, signage, landscape, single-family and multi-family residential design, commercial site design, and public facility and park/open space design. In addition to these subjects, the Design Guidelines may

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include other optional topics as needed to describe and convey the overall design concept and implementation of the PUD's vision.

The timing for completion and subsequent approval of the future Design Guidelines is intended to be coordinated with the City's review and consideration of the Greenbriar Master Parcel Map, Tentative Subdivision Map and Development Agreement.

The Greenbriar PUD is subject to the City of Sacramento's PUD Development Application process in place at the time of subsequent applications and approvals and/or as specified in Section 6.3 of these Guidelines. Please see Section 6.3 (Consistency Review and Planning Director Discretion) for more detail.

1.3 PUD Schematic Plan

The Greenbriar PUD Schematic Plan is consistent with the patterns for development as set forth in the City's General Plan. The PUD Schematic Plan locates a neighborhood-serving Shopping Center along Elkhorn Boulevard and Greenbriar Boulevard (at the main project entry), a Community Commercial site co-located with the planned RT Transit Station sited centrally in the heart of the neighborhood along Meister Way, and provides varied housing opportunities in close proximity to the Transit Station, shopping and daily services, employment opportunities, the

elementary school and various park and recreation facilities.

The PUD Schematic Plan is comprised of eleven different single-family lot sizes/product types to accommodate various income levels and lifestyle choices within the plan area. Additionally, the PUD provides the opportunity for housing within the Community Commercial site and high-density attached housing, including one senior housing site, in close proximity to transit opportunities.

The Greenbriar PUD Schematic Plan provides many varied recreation opportunities in the location of both publicly- and privately-owned active and passive parks and open spaces. One large Community Park, three Neighborhood Parks, three private parks, two private recreation centers, numerous pocket parks, pedestrian paseos and marina parks (ranging in size), and an elementary school are located within the PUD. These amenities are well-linked by residential streets and trails. Additionally, the PUD boasts an expansive lake with a pedestrian-friendly lakewalk or promenade around the entire perimeter of the lake, and a wide freeway buffer/open space corridor (along the south and east project boundaries) enhanced with pedestrian trails and landscaping.

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The PUD Schematic Plan also includes a wide Wildlife Corridor/Habitat Buffer adjacent to the western project boundary that will be privately maintained in perpetuity for the preservation of threatened and/or endangered species. Due to the possible presence of rare or threatened species, physical access to the Habitat Buffer will be restricted and an on-going maintenance plan will be established.

The following pages illustrate the Greenbriar PUD Schematic Plan and Land Use Summary in detail.

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pud schematic plan



Exhibit #2 – PUD Schematic Plan

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land use summary table

village no./lot no.	general plan	use	acres [a]	acres [a]	units
village 2	LDR	low density residential (50'x110')	24.7	18.6	113
villages 3 & 27	LDR	low density residential (55'x100')	43.2	32.1	233
villages 4, 12, & 24	LDR	low density residential (50'x100')	57.2	41.3	340
villages 5, 25, & 26	LDR	low density residential (45'x100')	49.5	35.2	307
villages 9, 20, & 21	LDR	low density residential (40'x90'-F)	33.0	21.0	232
villages 8, 16, & 17	LDR	low density residential (40'x90'-A)	30.8	20.1	217
villages 1, 7, 13, 18, & 23	LDR	low density residential (35'x80'-A)	36.8	23.9	338
villages 15 & 22	MDR	medium density residential (35'x70'-F)	23.5	14.8	232
villages 6, 11, & 19	MDR	medium density residential (30'x70'-A)	24.2	13.6	245
village 10	MDR	medium density residential (cluster)	12.8	9.5	136
village 14	MDR	medium density residential (townhomes)	6.1	5.1	104
lot a	MDR	multi-family residential	10.3	9.7	213
lot c	HDR	multi-family residential (seniors)	11.0	9.0	133
lot d	HDR	multi-family residential	11.0	9.0	117
lot e	CNCO	shopping center	13.1	10.7	-
lot f	CNCO	shopping center	17.3	16.6	-
lot b	CNCO	community commercial	6.7	6.0	11
lot g	LDR	elementary school	11.1	10.0	-
lots h-j	PRCS	neighborhood park	15.5	14.3	-
lot k	PRCS	community park	22.6	21.0	-
lots l-n	LDR	private park	3.8	2.2	-
lots o & p	LDR	private rec center	4.9	3.9	-
lots q-u	W	lake	40.0	40.0	-
lots v & z	PRCS	open space/freeway buffer	27.5	27.5	-
lots v, w, & x	PRCS	open space/habitat buffer	30.7	30.3	-
lots aa & ff	PRCS	light rail corridor	0.81	0.77	-
lots bb & cc	LDR	light rail corridor	1.0	0.91	-
lots dd & gg	W	light rail corridor	0.48	0.48	-
lot ee	LDR	light rail corridor	1.30	1.27	-
lot hh	CNCO	light rail corridor	0.80	0.75	-
lot ii	HDR	light rail corridor	0.57	0.49	-
lot jj	MDR	light rail corridor	1.1	1.05	-
lots oo, ss, ll, hhh	LDR	landscape lot/pedestrian paseo	-	0.03	-
lots pp-rr, uu, ww-zz	LDR	landscape lot/pedestrian paseo	-	1.68	-
eee-ggg, ii-ppp	MDR	landscape lot/pedestrian paseo	-	0.44	-
lots vv, aa-ddd	LDR	landscape corridor (along elkham Blvd.)	-	1.96	-
lots kk, llmm, nn	LDR	landscape corridor (along elkham Blvd.)	-	14.6	-
elkham boulevard & melister way			14.6	14.6	-
local residential streets			-	115.9	-
total			577.0	577.0	2,991

* landscape corridor totals are included in gross acreages of above parcels.
gross acreages include all streets & landscape corridor lots. net acreages include minor residential streets only.

Exhibit #3 – PUD Schematic Plan (Land Use Summary)

note: see land use plan on previous page for detailed details.

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November 8, 2007

Planning Commission Draft

section 2 – Transit-Oriented and Mobility

2.1 Principles and Objectives

The Greenbriar transit-oriented development (TOD) embraces the following general design principles:

- Balanced mix of land uses (mixed uses)
- Pedestrian scale design (walkability)
- Connected community (variety of movement modes)
- Reduced impact of the automobile (transit, trail, and walks)
- Authentic architecture (reflecting traditional California train depot motifs enlivened with touches of traditional Sacramento neighborhood architecture)

2.2 Transit-Oriented Development

For organizational purposes these guidelines divide the TOD into two primary parts: the mixed-use portions and the rail station.

2.2.a LRT Station Location and Adjacent Land Uses

A community commercial facility is planned adjacent to the future Greenbriar Light Rail Transit (LRT) Station. As LRT stations are prime generators of pedestrian traffic and activity, typical elements of a TOD are a plaza, community and patron-serving uses (for example, retail, community space, housing or office), parking and the station itself. In the case of the future Greenbriar TOD, all of the typical elements are present along with the additional amenities of an adjacent lake and park.

The area around an LRT station (including the street) should be thought of as a single community space or room. Elements of this room shall include:

- Sidewalks and pedestrian paths in the immediate vicinity of LRT station at least ten (10) feet in width.
- Marked pedestrian crossing at stations in a color contrasting the street and of high quality materials in keeping with the design of the station.
- Station area with lush landscaping accompanied by drought tolerant materials.
- Palms or other tall trees planted at the station so that the LRT may be marked from a distance.
- Street trees that provide shade and visual interest in the vicinity of the station.

Greenbriar PUD Guidelines

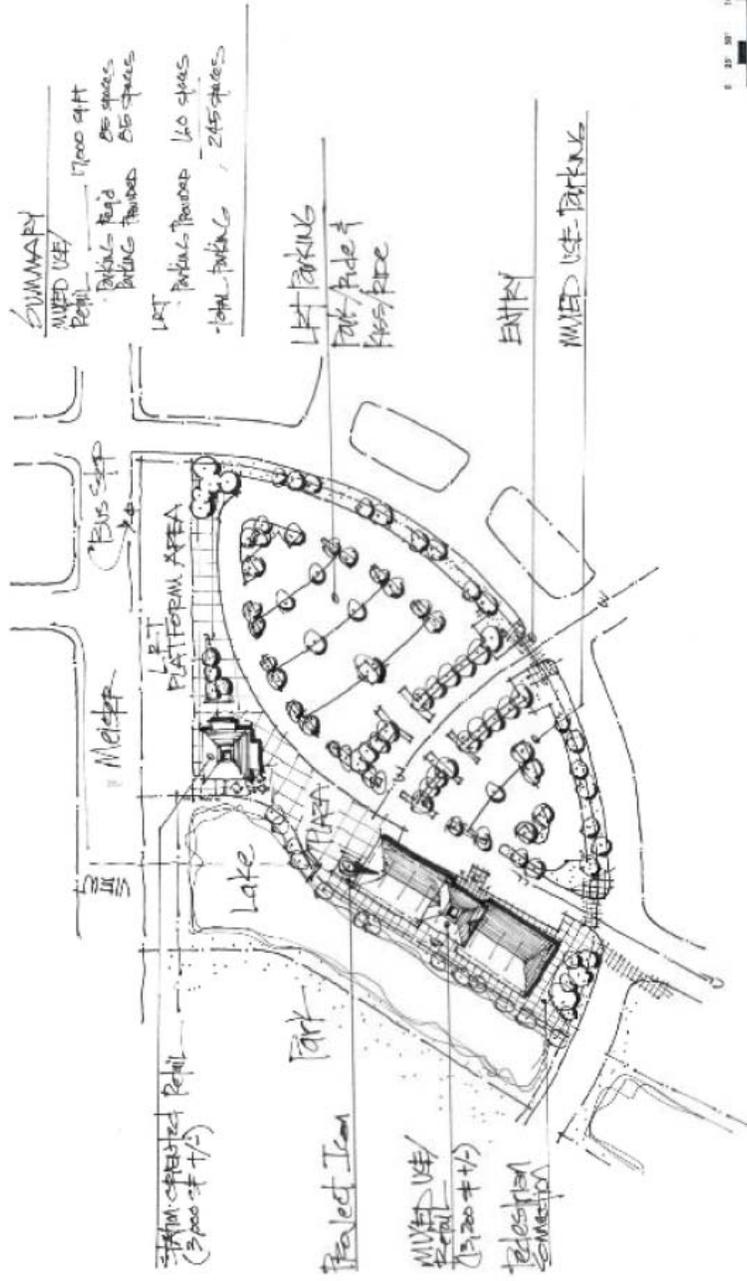
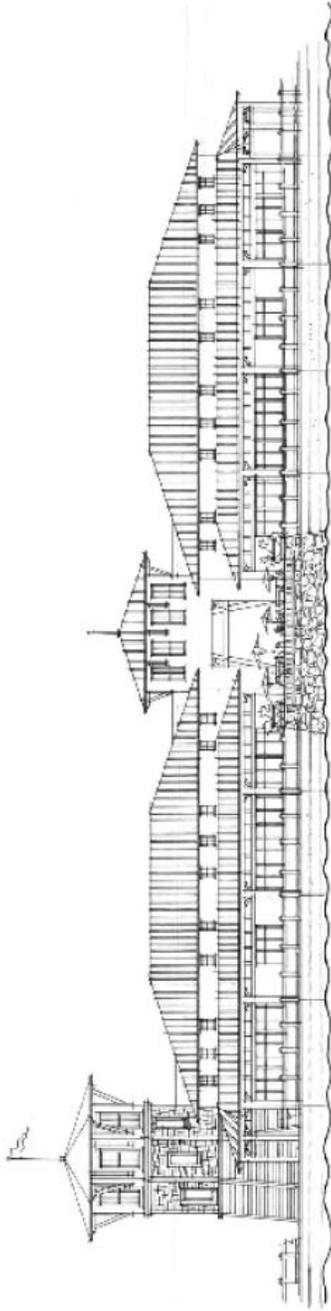


Exhibit #4 - TOD Commercial Site-Concept Plan

2.2.b Mixed-Use Design

Mixed-use may be horizontal or vertical in design. The mixed-use component includes the plaza, mixed-use structures, mixed-use patron/residential parking and pedestrian/bicycle circulation.

Buildings on this site may have retail on the ground floor such as a specialty grocery market, wine shop, salon or specialty gifts/housewares shops. Upper floors may include residential uses, office space or a bed and breakfast.



**Exhibit #5 – One-Story Commercial Building at TOD
Restaurant/Retail/Office-Concept Plan**

LRT stations are generally low in height and long, approximately 380 to 400 feet in length and approximately 60 feet in width. LRT stations are comprised of a grade-level platform, canopies, seating, fare vending equipment, landscaping and signage. At this location, a kiss-and-ride area, bus drop-off area and parking for approximately 150 to 200 vehicles will be provided. Kiss-and-ride refers to LRT riders who are dropped off by another driver at the LRT station for their daily commute. No permanent parking is to be provided in the kiss-and-ride area. It is anticipated that a bus stop(s) will be located in the immediate vicinity of the station.



Exhibit #6 – Light Rail Transit Station

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PUD Guidelines

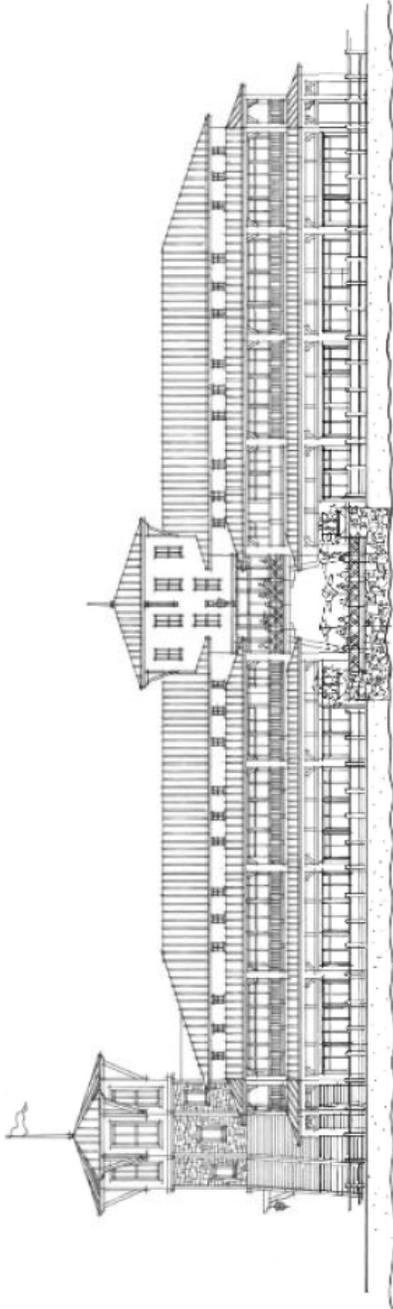


Exhibit #7 – Two-Story Commercial Building at TOD
(Office over Restaurant/Retail)-Concept Plan

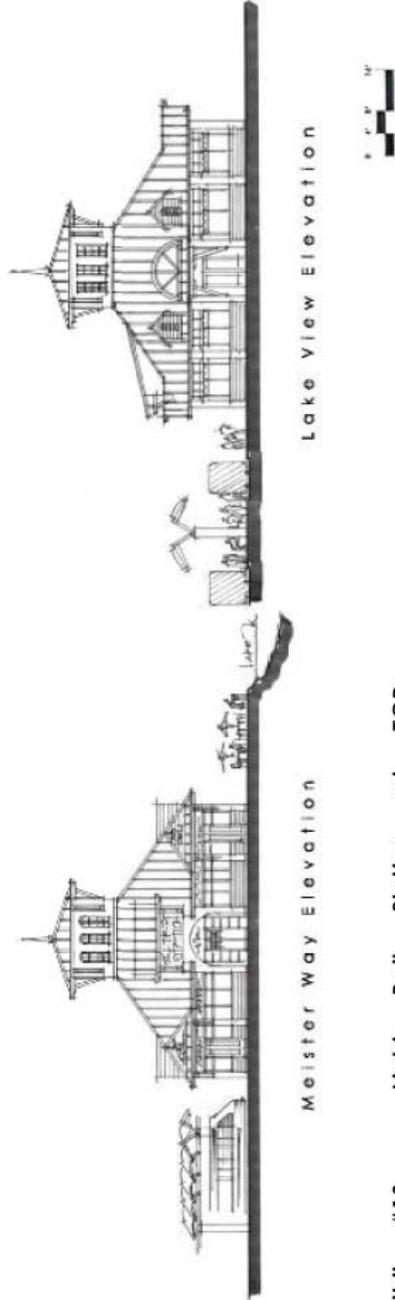


Exhibit #8 – Light Rail Transit Station



Exhibit #9 – Pedestrian/Mixed-Use Circulation

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**Exhibit #10 – Light Rail Station at TOD
(Station/Restaurant/Retail)-Concept Plan**

2.2.c TOD Development Standards

The community commercial designation allows a mixture of retail, commercial and housing opportunities in a single area of the project. Typical housing opportunities, if used on this site, include townhouses, flats or mixed-use buildings with ground-floor retail and second-/third-floor offices and/or housing. Housing may be for-rent or for-sale.

The mixed-use element of this TOD may be developed initially as single use or may transition over time to higher densities and multiple uses once the LRT station is in place.

Permitted Uses (General)

The City of Sacramento's code for C-1 zoning shall prevail with the following explicit addition:

- Farmers Market

Architectural Treatment

The TOD's architectural style shall be a contemporary interpretation of traditional Sacramento styles. This means paying homage to traditional forms while embracing new materials and technologies.

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PUD Guidelines**

The TOD's ambience shall reflect the indoor-outdoor living style that is a hallmark of Northern California. Usable outdoor spaces should be included in the design of structures along with the extensive use of passive solar elements such as awnings, pergolas and trellises.

Street trees should be primary large shade trees while palm trees or other tall trees will be used to mark the location of the station from the freeway and surrounding neighborhoods, subject to approval of Urban Tree Services.

- experience that includes one or more of the following: intermittent trellises, arbors, awnings and/or other overhead structures.
- Entries shall be made prominent through the use of architectural details and accents such as arches, planters, overhead balconies and special doors.
- Roof-mounted communications equipment shall be screened or placed behind roof parapet walls so as not to be visible to motorists and pedestrians.
- Liberal use of a variety of building, accent and trim colors is encouraged.

The following design guidelines apply:

- All structures shall have four-sided architectural treatments.
- All structures shall have paved outdoor patios and/or seating areas located adjacent to at least one side of the building.
- Glass storefronts are encouraged along pedestrian ways.
- All building elevations with pedestrian adjacency shall be designed with pedestrian-scaled details and amenities such as display windows, awnings, trellises and arbors.
- Each structure shall be architecturally and stylistically connected to the overall pedestrian

Plaza

A pedestrian-oriented plaza shall be built as part of the TOD. This plaza shall be designed as an intensively-used gathering place. Spaces shall be designed for public gathering and to accommodate activities such as resting, eating, strolling and people watching.

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Exhibit #11 – Plaza

Guidelines for the plaza include:

- High degree of applied design.
- Adjacency to LRT station.
- Adjacency or accessibility to the Lake.
- Adjacency to the Pedestrian Promenade.



Exhibit #12 – Pedestrian Plaza

- Adjacency to, on at least on one side, some of the community-serving uses such as retail, commercial or restaurant uses.
- Patron seating may encroach into the plaza.
- A range of ample seating opportunities.
- Good visibility to/from surrounding streets.
- Good visibility from the train.
- Visibility from the parking lot.
- Opportunities for pedestrians to shelter in inclement weather.
- Secure bicycle parking and storage.
- Providing area maps for use of LRT patrons and station-area visitors.
- Providing electrical outlets throughout the plaza to facilitate mobile vendors, outdoor performances and the mobile/wireless high-tech population.

**Greenbriar
PUD Guidelines**

- door of the station and adjacent retail/commercial uses. Specific guidelines include:
- Palms or other tall trees planted at the station so it can be seen or marked from a distance (subject to approval of Urban Tree Services).
 - Station area lushly landscaped with drought-tolerant plants and materials.
 - Street trees for shade and visual interest, particularly in the vicinity of the station.

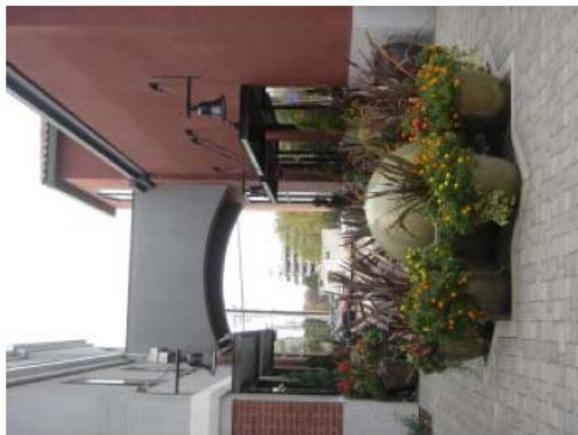


Exhibit #13 – Pedestrian Plaza

Landscape Concept

As LRT stations are prime generators of people and activity, the area immediately adjacent to and including the station should be thought of as a single room or space. Landscaping helps define the edges of the room and, in the case of the Greenbriar TOD, serves as a place marker, leading patrons to the front



Exhibit #14 – Community Icon

Greenbriar
PUD Guidelines

Community Icon

A community icon should be constructed as part of the plaza or lake-facing structures. This community icon is envisioned as a vertical element such as a tower, beacon or other art piece. The icon shall be lighted at night.



Exhibit #15 – Community Icon /Tower



Exhibit #16 – Community Icon

Greenbriar PUD Guidelines

Canopies

Canopies are traditionally used to provide shelter for pedestrians from the elements. Shelters/canopies will be found on the LRT station platform itself as well as in the adjacent plaza.



Exhibit #17 – Building Canopy

Platform canopies traditionally occupy a small percent of the platform area. Both platform and plaza canopies shall reflect traditional California train depot motifs. Shelters and canopies shall be of sufficient size and quantity to provide LRT riders protection during inclement weather and heat. Canopies should also be included as part of the kiss-and-ride facility.



Exhibit #18 – Lake Frontage

Greenbriar

PUD Guidelines

Lake Frontage

A significant amount of the TOD fronts the lake. These guidelines place structures along the majority of this lake frontage.

Design elements include:

- No parking adjacent to the lake shall be permitted.
- All parking shall be separated from the lake with buildings or open space equal to the average depth of buildings fronting the lake.
- All structures adjacent to the lake shall provide the option for patron entries on both the lake and parking sides of the structure.
- A landscaped pedestrian promenade will be provided along the lake edge adjacent to lake-facing development. This lake-fronting landscaped pedestrian promenade shall connect the LRT, the plaza, lake-fronting buildings and neighborhoods to the south. The landscaped pedestrian promenade is recommended to be shared generally with circulation around the lake edge.
- Outdoor seating/dining areas facing the lake and pedestrian way are strongly encouraged.
- Outdoor seating/dining areas built over the lake are encouraged.

Street Frontage

Structures in the TOD do not typically have service drives or loading zones except in the event of a multi-story, mixed-use structure. Except for multi-story, mixed-use buildings, service will be from parking areas during off-hours. The following guidelines apply:

- Service functions shall be screened from general public view by building design and layout, screen walls attached to buildings and plantings at property lines.
- Design of storage and service areas shall be compatible with and, in the case of loading and service areas, integral to building architecture.
- Waste storage and collection areas shall be designed with materials, finishes and colors from the adjacent building. Metal gates are required.
- Trash enclosures are not permitted in the street right-of-way or street-side landscape setback.

2.3 Non-Vehicular Mobility

In addition to the planned extension of the Regional Transit (RT) Light Rail Corridor through the plan area, the PUD provides a varied network of both on- and off-street pedestrian pathways and trails allowing for safe and convenient non-vehicular travel throughout and within the PUD.

Greenbriar

PUD Guidelines

2.3.a Light Rail Corridor

Currently, Regional Transit (RT) does not exist within the area; however extension of existing facilities is planned along the south side of Meister Way. This rail system will bisect the site, directly connecting the plan area to Downtown Sacramento through the North Natomas Community Plan area to the east and to the Sacramento International Airport through Metro Airpark to the West.

The transit station is centrally located within the heart of the Greenbriar PUD area adjacent to high-density residential and Community Commercial land uses. Proposed pedestrian friendly bus shelters will be appropriately located to ensure safe and convenient pedestrian use. The placement of medium- and high-density residential uses, including the provision of seniors housing sites, will allow for convenient pedestrian access via safe and walkable routes.

2.3.b On-Street Pedestrian and Bicycle Mobility

The PUD provides a varied network of both on- and off-street pedestrian pathways and trails allowing for safe and convenient non-vehicular travel throughout and within the PUD. All arterial and collector streets have striped Class II bike lanes. Nearly all sidewalks within the PUD's streets are detached from the street edge and separated from the street by a landscape planter of varying width depending upon the street facility. These pedestrian-friendly streets will provide a safe walkable

route to everywhere in the PUD area under a dense canopy of shade trees.

2.3.c Off-Street Pedestrian and Bicycle Mobility

The open space/freeway buffer along the south and west sides of the plan area will provide Class I trail facilities within a wide landscaped open space area. Additionally, Greenbriar Lake offers an extensive trail system in the form of a 22' wide lakewalk or promenade that surrounds the entire perimeter of the lake. These trail facilities will, in conjunction, facilitate circular movement within the community without ever stepping onto any roadway.

2.4 Vehicular Circulation

The design of the Greenbriar PUD circulation system utilizes an efficient system of streets, pedestrian, and Regional Transit facilities to serve the plan area. The internal street system is designed such that a 'block' or 'grid' system is achieved. Various pedestrian pathways are designed to provide non-vehicular transportation opportunities throughout the project site in all directions linking the projects' many park sites. This creation of a well-connected hierarchy of roadways allows for the efficient movement of vehicular traffic and encourages biking, walking, and other human-powered transportation alternatives to the automobile.

Greenbriar PUD Guidelines

2.4.a Street and Alley Standards

The intent of the circulation system design is to provide a functional and efficient system that balances the needs of automobiles with other forms of transportation including walking and bicycling. In addition to circulation requirements, the street system will be designed for aesthetics and will be an element of the overall project's identity.

Arterial and collector streets are the principal streets that serve the through traffic within the PUD. The arterial street within the PUD is Elkhorn Boulevard located along the northern boundary of the plan area. Meister Way serves the plan area as a collector roadway and bisects the PUD providing an east-west connection through the plan area.

The internal residential streets provide connections into and through the PUD and connect residential neighborhoods with the retail centers, elementary school, and the various park and open space facilities thus allowing residents to travel within and throughout the PUD without traveling along the arterial and collector roadways. Where necessary, traffic control devices will be installed that will facilitate timely and safe pedestrian crossings.

The following pages describe and illustrate the Overall Circulation Plan and individual Street Sections utilized within the Greenbriar PUD; the exhibits are color-coded for convenience and clarity.

Please note: This section and the associated exhibits are illustrative by nature to illustrate the various street sections; For actual approved street sections see the Tentative Subdivision Map and Master Tentative Subdivision Map. If and where there are discrepancies between these exhibits and the Tentative Maps, the Tentative Maps shall prevail.

2.4.b Parking Standards

Parking at the TOD site accommodates patrons of both the LRT station and the community-serving uses within this mixed-use TOD. Parking shall be shared between the light rail users and the community commercial development.

Parking requirements shall be calculated on the assumption that parking shall be shared between the mixed-use and light rail portions of this project. Each portion shall calculate the required amount of parking based on City of Sacramento's requirements.

Parking for the mixed-use portion of the TOD shall be lighted and landscaped according to the standards presented in these guidelines.

If housing is included in the mixed-use portion of the TOD, separate parking shall be identified and set aside for purely residential users.

2.4.c Park/Ride Facilities

The Sacramento Regional Transit Authority (RT), operator of the City's light rail line that will serve Greenbriar Station. Parking spaces should be provided in conjunction with the needs of LRT in close proximity of the light rail station. The parking area shall be lighted for night use and landscaped according to City standards. A pedestrian walkway will traverse the parking lot, culminating at the plaza.

Greenbriar
PUD Guidelines

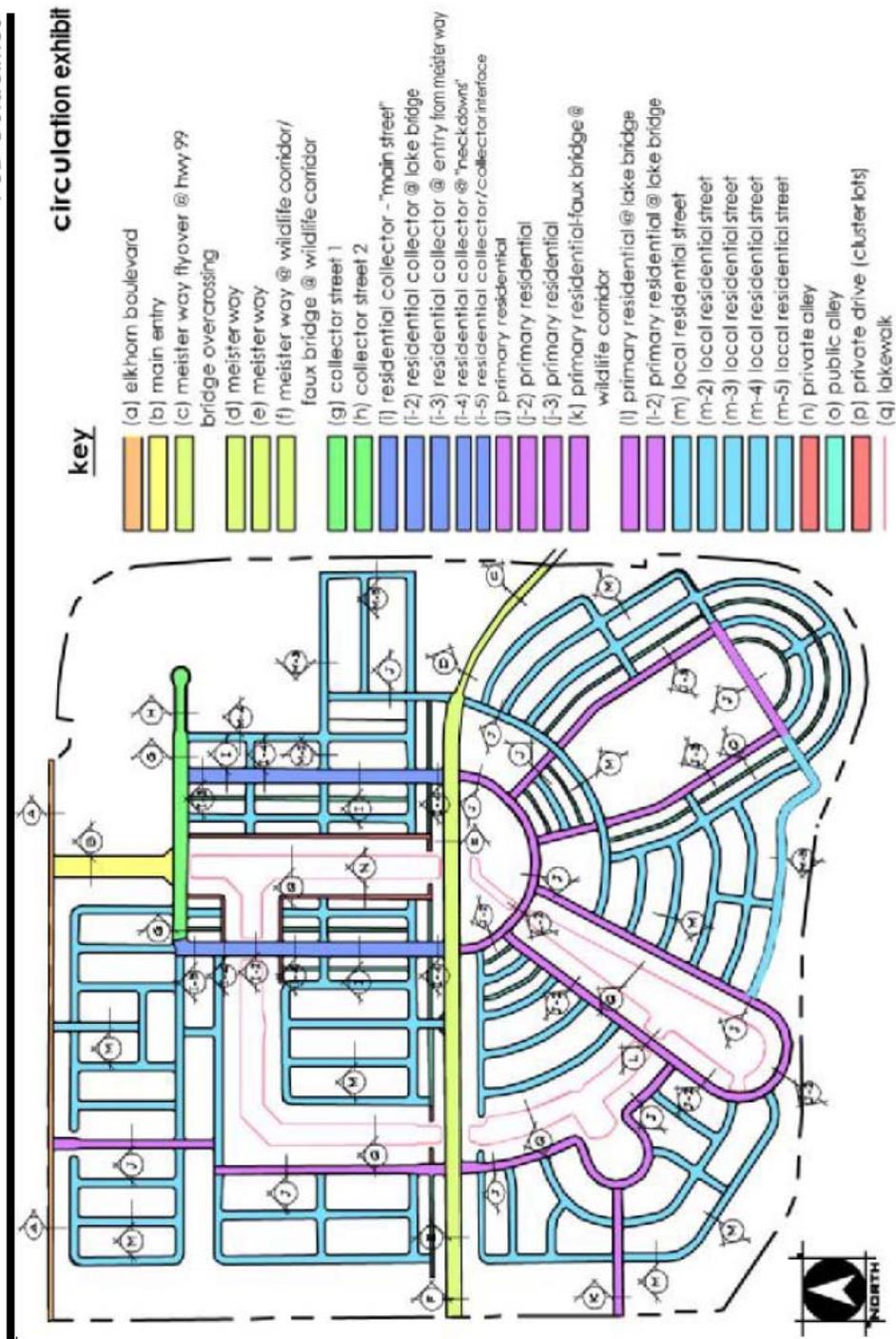


Exhibit #19 - Overall Circulation Plan

Greenbriar PUD Guidelines

Elkhorn Boulevard

Elkhorn Boulevard is the main arterial street serving the plan area and is located along the northern property boundary of the PUD. Overhead powerline facilities are planned for the south side of Elkhorn Boulevard within the 25' P.U.E.

This facility is comprised of the following components.

- 135' ultimate right-of-way
- 26' landscaped median/double left turn lane
- three travel lanes (12', 12' and 11') in each direction
- 6' striped bike lanes
- 8.5' landscape planter with 6' separated sidewalk on each side
- 25' P.U.E. /landscape corridor on the south side of the street
- parking is not permitted

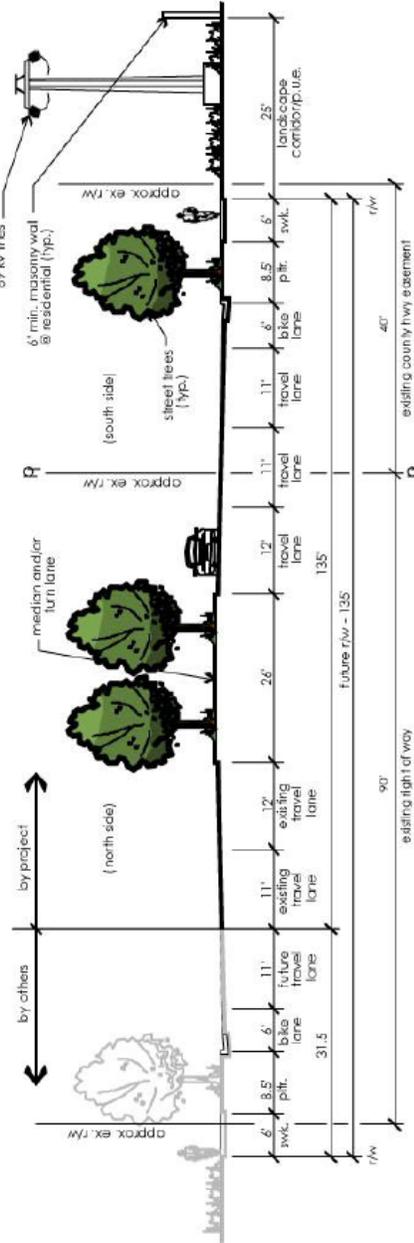
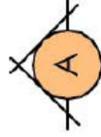


Exhibit #20 - Elkhorn Boulevard

Greenbriar PUD Guidelines

Greenbriar Boulevard (main project entry)

Greenbriar Boulevard is the main project entry street serving the plan area from the north along Ekhorn Boulevard. This 4-lane facility is designed with a very generous landscaped median with landscape corridors and wide pedestrian-friendly sidewalks on each side.

This facility is comprised of the following components.

- 133' ultimate right-of-way
- 30' landscaped median/double left turn lane
- two travel lanes (12' and 11') in each direction
- 6' striped bike lane
- 12.5' landscape planter with 10' separated sidewalk on each side
- 12.5' landscape corridor with 10' P.U.E. on both sides
- parking is not permitted

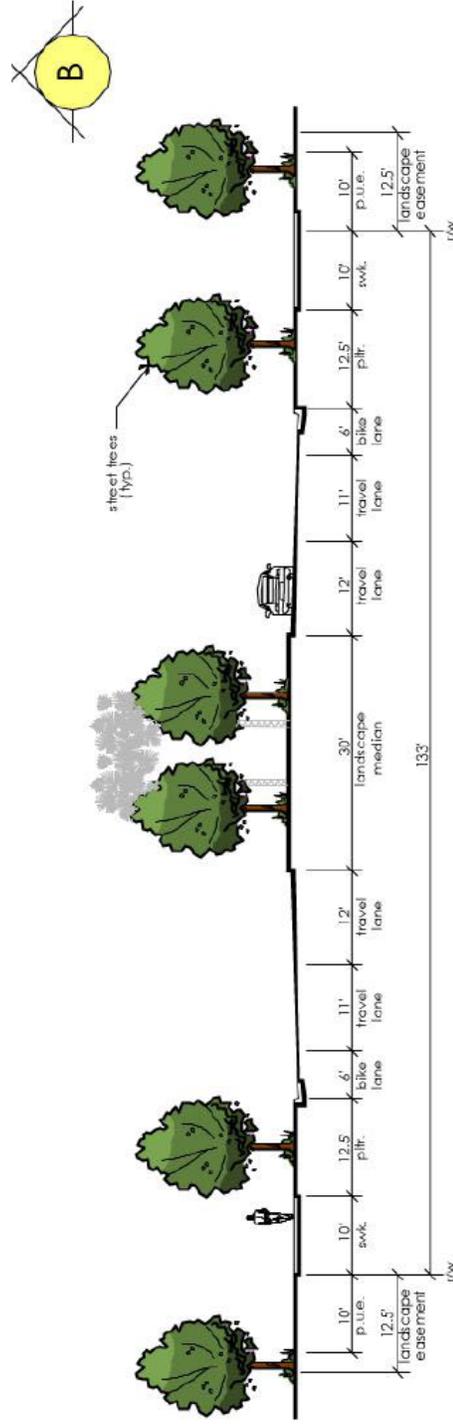


Exhibit #21 - Greenbriar Boulevard (main entry)

**Greenbriar
PUD Guidelines**

Meister Way – 56' ROW

This portion of Meister Way is located near the easternmost portion of the plan area, just west of State Highway 99/70, and is designed consistent with the existing Meister Way in the North Natomas Community Plan Area.

This facility is comprised of the following components.

- 56' right-of-way
- 12' landscaped median/left turn lane
- one travel lane (11') in each direction
- 6' striped bike lanes
- 5' attached sidewalk
- parking is not permitted

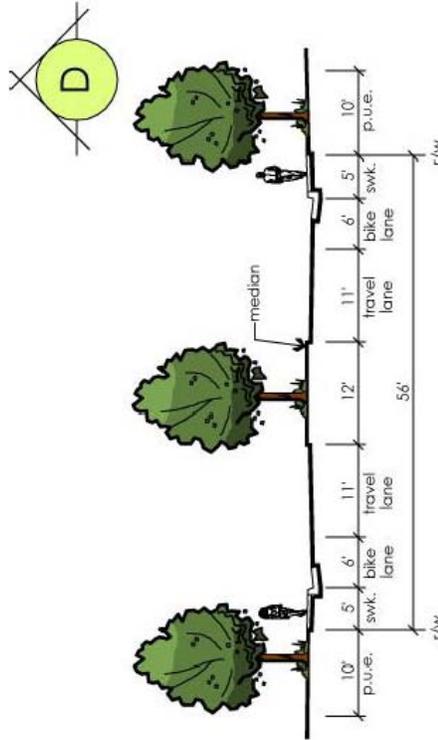


Exhibit #23 – Meister Way – 56' ROW

Greenbriar PUD Guidelines

Meister Way – 106' ROW

Meister Way is an east-west oriented collector roadway that links the plan to Metro Air Park on the west and the North Natomas Community Plan area on the east. This roadway facility is 106' ROW through the majority of the plan area but reduces in width as it moves easterly in the plan area.

This facility is comprised of the following components.

- 106' ultimate right-of-way
- 12' landscaped median/left turn lane
- two travel lanes (12' and 11') in each direction
- 6' striped bike lanes
- 7' parking lane on north side only
- 8.5' landscape planter with 10' separated sidewalk on each side
- 6' detached sidewalk
- parking is permitted on the north side only
- no residential driveway access allowed

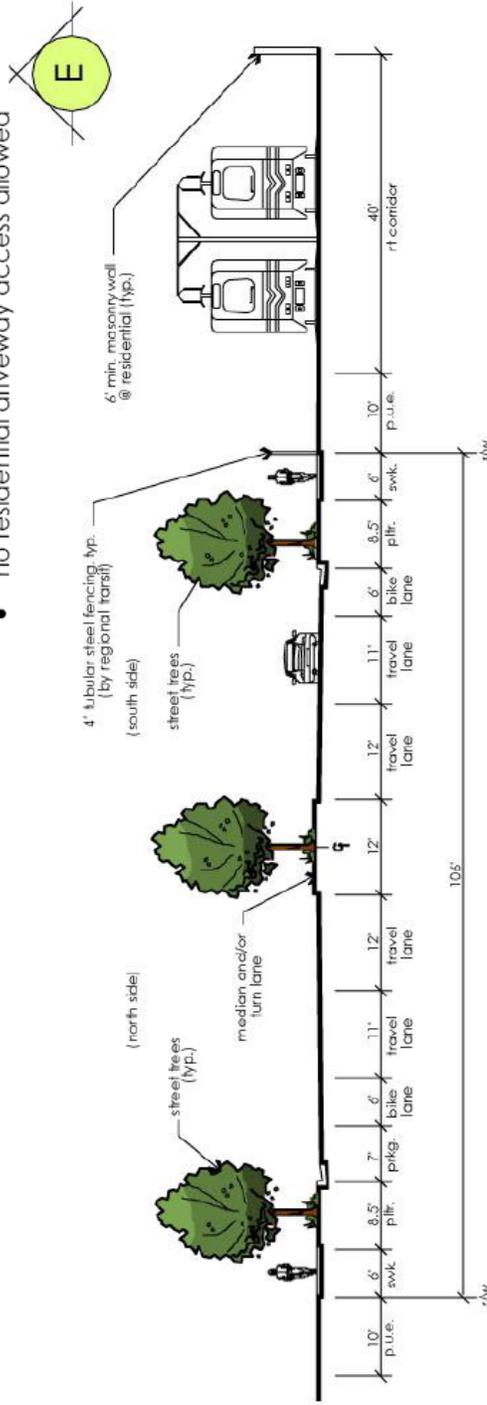


Exhibit #24 - Meister Way – 106' ROW

Greenbriar PUD Guidelines

Meister Way at Wildlife Corridor/Faux Bridge 106' ROW

This portion of Meister Way occurs at the plan areas' westernmost boundary where it crosses the Wildlife Corridor/Habitat Buffer and at all bridge crossings of the lake feature.

This facility is comprised of the following components.

- 106' ultimate right-of-way
- 12' median/left turn lane
- two travel lanes (12' and 11') in each direction
- 6' striped bike lane
- 7' parking lane
- 11' attached sidewalk on each side

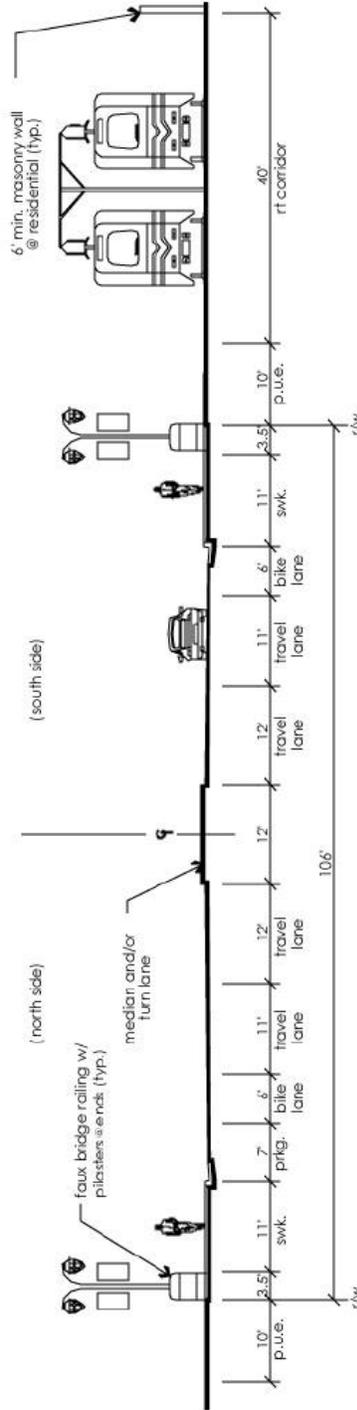
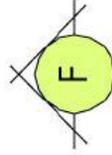


Exhibit #25 - Meister Way at Wildlife Corridor/Faux Bridge 106' ROW

Greenbriar PUD Guidelines

Collector Street 1 – 95' ROW

Greenbriar Boulevard (the main project entry) terminates into this Collector Street, which extends both west and east dispersing traffic into, and funneling traffic out of, the PUD area. This facility is comprised of the following components.

- 95' ultimate right-of-way
- 12' median/left turn lane
- two travel lanes (12' and 11') in each direction
- 6' striped bike lanes
- 7.5' landscape planter with 5' separated sidewalk on each side
- parking is not permitted

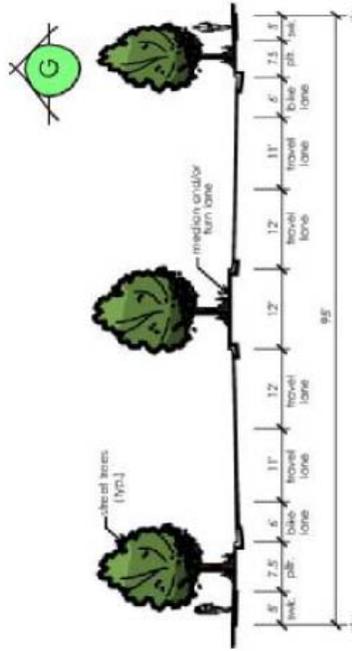


Exhibit #26 - Collector Street 1 – 95' ROW

Collector Street 2 – 65.5' ROW

This collector street is an extension of the 65.5' R.O.W. collector east into the plan area and ultimately terminates into the Community Park. This collector functions as a secondary access into the Village Commercial site and as a primary entry into the Community Park. This facility is comprised of the following components.

- 65.5' ultimate right-of-way
- one 11' travel lane each way
- 6' striped bike lanes
- 7' parking lanes
- 7.5' landscape planter with 5' separated sidewalk on north side (at commercial frontage)
- 5' attached sidewalk (no planter) on south side (at community park frontage)
- parking is permitted

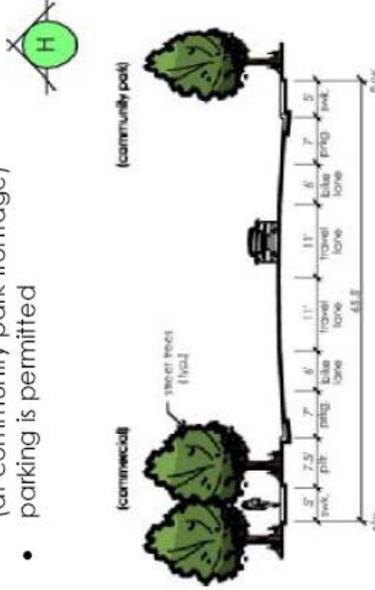


Exhibit #27 - Collector Street 2 – 65.5' ROW

Greenbriar PUD Guidelines

Residential Collector "Main Street" – 94' ROW

This "Main Street" facility occurs in two places within the PUD area and provides direct north/south access through and within the northern portion of plan area. This facility is specifically designed to separate through or commuter traffic from local traffic serving the adjacent front-on residential units. This traffic-calming facility replaces the need for a typical large 4-lane collector with soundwalls with back-on residences that would divide the neighborhood, but rather promotes a more pedestrian-friendly, walkable and aesthetically superior alternative.

- This facility is comprised of the following components.
- 94' ultimate right-of-way
 - one 12' travel lane in each direction
 - 5.5' striped bike lanes
 - 7.5' landscape planters
 - separated 10' one-way travel lane (on each side)
 - 7' parking lanes
 - 5' attached sidewalks
 - parking is permitted

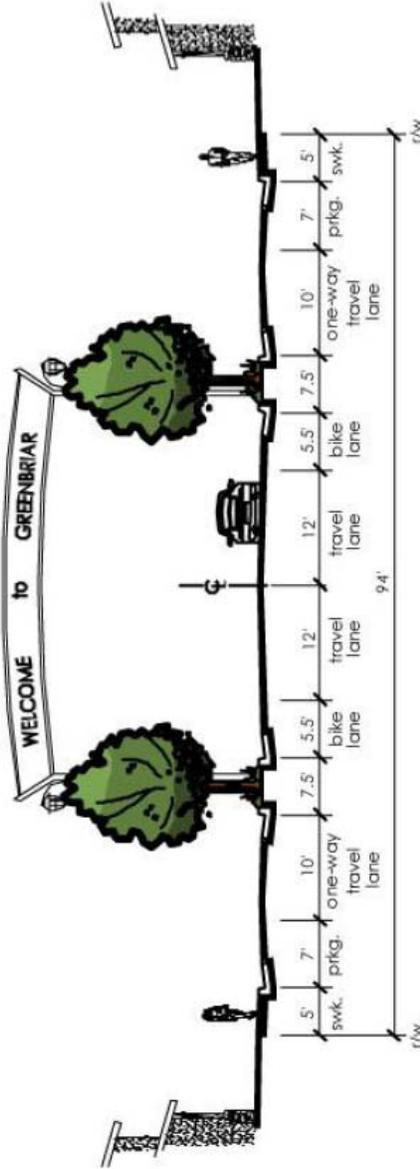
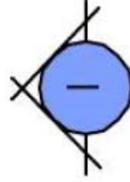


Exhibit #28 - Residential Collector "Main Street" – 94' ROW

Residential Collector "Main Street" at Lake Bridge 60' ROW

This Main Street facility occurs only where the residential collector crosses the lake feature. At these crossings, the 10' travel lanes and associated parking lane are no longer needed so they are removed. This facility is comprised of the following components.

- 60' ultimate right-of-way
- one 12' travel lane in each direction
- 5.5' striped bike lanes
- 9' attached sidewalk on each side
- parking is not permitted

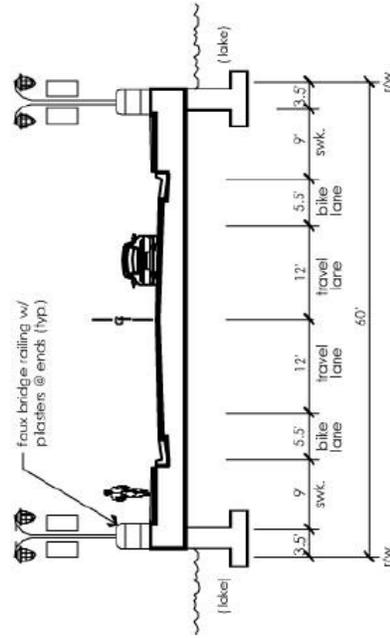
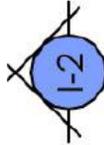


Exhibit #29 - Residential Collector at Lake Bridge - 60' ROW

Greenbriar PUD Guidelines

Residential Collector "Main Street" – Entry at Meister Way - 94' ROW

This "Main Street" facility occurs in two places within the PUD area where this roadway intersects with Meister Way. At this location, the residential-serving frontage roads units are not necessary and instead have been replaced with a southbound left turn lane and wide landscape median that separates traffic.

This facility is comprised of the following components.

- 94' ultimate right-of-way
- one northbound (12') travel lane, and two southbound (12' and 11') travel lanes
- 12' landscape median
- 5.5' striped bike lanes
- 7.5' landscape planters
- 5' detached sidewalks
- 11' landscape corridor on east side of street

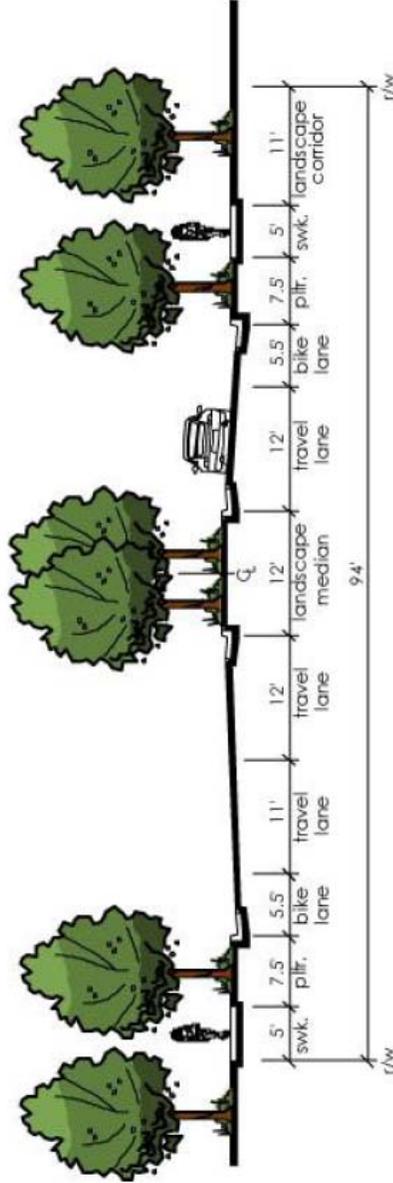
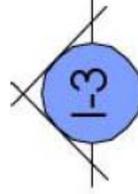


Exhibit #30 - Residential Collector "Main Street" – Entry at Meister Way - 94' ROW