

PARKS AND OPEN SPACE

5.1 OVERVIEW

The Delta Shores parks and open space system offers opportunities for a variety of recreational experiences, including informal gathering and socializing in the urban plazas of the Town and Village Centers; organized sports and informal play activities in the playgrounds and sports fields of the community, neighborhood, and mini parks; and options for solitude and nature viewing in spaces adjacent to restored wetlands. These diverse areas are linked by a network of walkable, green trail corridors, paseos, and parkways that provide connectivity to destinations within the community and to the larger region.

The urban plazas in Delta Shores are located within commercial and high-density residential areas and will be designed to create lively and distinctive gathering places. Each park and plaza will also be designed with a character that contributes to local neighborhoods with a distinctive sense of place.

Important site features include a wetland swale running north-south through the neighborhoods, and the wetlands and storm drainage ponds adjacent to the levee in the southern portion of the site and in the Town Center parcel. Trails will provide access to these open-space areas in a controlled manner that protects plants and wildlife habitat while allowing access to scenic values.

Delta Shores provides a total of of parks in accordance with Chapter 16.64 of the Sacramento City Code which establishes a minimum requirement of the Quimby mandated 5 acres of parkland per 1,000 population (Table 5.1). In addition, the Development Guidelines for Parks and Open Space have been developed in accordance with the City Department of Parks and Recreation's *Park Design Guidelines, Maintainable Park Design Guidelines, and City of Sacramento Bikeway Master Plan*. Table 5.2 includes a summary of the park facilities to be included in the Delta Shores community. Because parkland dedication requirements are based on unit type and count, the number of acres of parkland dedicated with the Delta Shores PUD establishes a limit on the number and type of units that may be approved without additional parkland dedication or in lieu fee obligations under Sacramento City Code Chapter 16.64.



Figure 5.1: Park and Open Space Locations

As the urban focus shifts from industry to lifestyle, parks and open spaces are no longer simple supplements to their cities' cultures. They are essential to the evolution of successful and sustainable communities: underscoring civic identity, stimulating development, and providing a respite from the often overwhelming pace of urban life.

Parks and Open Spaces

Table 5.1: Quimby Calculations for Required Park Acreage in Delta Shores

Residential Uses	Du/ac.	Max. No. of Units	Acres	Unit Type Factors*	Parks Area Req'd.
High Density Residential Housing Types (15 -27 du/ac)					
Townhomes	27.0	1,738	64.36	0.0088	15.29
Medium Density Residential Housing Types (8-14 du/ac)					
Attached Single-family Residences	14.0	1,246	88.96	0.0088	10.97
Detached Single-family Residences	14.0	1,246	88.96	0.0149	18.57
Low Density Residential Housing Types (4-7 du/ac)					
Single-family (5,000 sq.ft.)	5.5	437	80.02	0.0149	6.51
Single-family (6,500 sq.ft.)	4.5	178	39.64	0.0149	2.65
Single-family (7,200 sq.ft.)	3.5	60	17.23	0.0149	0.89
Mixed-Use Housing Types					
Mixed-Use podium style housing (25-29 du/ac)	29.0	187	6.44	0.0088	1.65
Park Requirement for target number of housing units		5,092	385.61		56.53

* Source: City of Sacramento Parks and Recreation Department

Note: The park requirement of 56.53 acres is based upon the target number of residential units as reflected in Table 5.1. The park requirement based on maximum residential density and housing types of 5,222 units, is 58.23 acres. In the event the maximum residential density or the housing types are modified as this project develops so as to cause the amount of parkland required to exceed the figures outlined herein, an additional parkland dedication or payment of an in-lieu fee shall be required in accordance with Chapter 16.64 of the City Code.

Table 5.2: Delta Shores Parks Acreage Summary

Parks	Acres
Community Park (Park 1)	26.56
Neighborhood Parks	31.56
Park 2	3.10
Park 3	6.02
Park 4	5.30
Park 5	8.60
Park 6	5.05
Park 7	3.49
Mini-parks	3.08
Park 8	1.76
Park 9	1.32
Total Parks	61.2



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5.2 COMMUNITY PARK

Size: 26.9 acres

Service Area: 1- to 2-mile radius

Population Served: Approximately 20,000 residents

Number in Delta Shores: 1

Delta Shores provides a site for one Community Park located south of the future Cosumnes River Boulevard, between the Town Center and the SRCSD property. The Community Park's proximity to the SRCSD site maximizes opportunities to provide a full complement of active and passive recreational uses within the area.

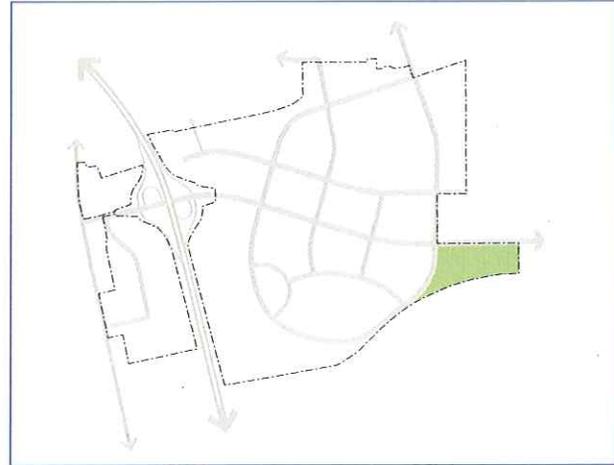


Figure 5.2: Park 1 Conceptual Plan — Community Park

Parks and Open Spaces

A Community Park is intended for a wide variety of higher intensity recreational uses, both passive and active, and may include unique amenities such as a community center, or natural features. Community Parks are larger than Neighborhood Parks and are intended to serve several neighborhoods. Typical amenities/facilities may include large turf areas used for open space, destination playgrounds, interactive water-play features, group picnic facilities, lighted and unlighted sports fields for organized sports, tennis courts, a community center, a senior center or teen center, concession/restroom facilities, and off-street parking lots. More passive uses are often incorporated into a Community Park, such as walking, interpretive displays, community and research gardens, and public art displays.

The Delta Shores Community Park site is strategically located at the southern end of the 24th Street extension/loop road adjacent to the Town Center. Trails through the site ultimately connect to the Pannell Meadowview Community Center located at 24th Street and Meadowview Road to the north, and are adjacent to the future proposed City Regional Park to the east.

Community Park Development Guidelines

- Park circulation is designed to provide pedestrian access from the Town Center and from neighborhoods north of Cosumnes River Boulevard (outside of Delta Shores) via trails and paseos.
- Parking facilities will provide for a variety of transportation methods, including bicycles, and automobiles. Bike racks shall be provided for parking and storage of bicycles.
- Parking will be designed in accordance with the City's current parking standards, including the Parking Lot Tree Shading Design and Maintenance Guidelines.
- Easily accessible and adequate restrooms, lighting, signage, drinking fountains, trash/recycling receptacles, and other pedestrian amenities shall be provided within the park.



Baseball diamond



Outdoor stage area



Tennis courts with lights

5.3 NEIGHBORHOOD PARKS

Size: 3.0 – 6.5 acres

Service Area: 1/2-mile radius

Population Served: 2,000 – 5,000 residents

Number in Delta Shores: 6

Delta Shores includes sites for six Neighborhood Parks, two of which are conveniently located adjacent to schools to maximize joint-use opportunities. Facilities within these Neighborhood Parks should support adjacent proposed school sites, and could include unlighted baseball diamonds and soccer fields, half-court basketball courts, tot lots, and play areas.

Three other Neighborhood Parks are located along major parkways or paseos to maximize connectivity and access to the parks from surrounding neighborhoods. Each Neighborhood Park should be designed with amenities, site design, colors, materials, furnishings, and landscaping that resonate with the character of the surrounding neighborhoods. Like the Community Park, Neighborhood Parks should include passive recreational facilities such as individual and group picnic areas and trails.

A Neighborhood Park functions as the core recreational and open space facility within each neighborhood. It seeks a balance between active

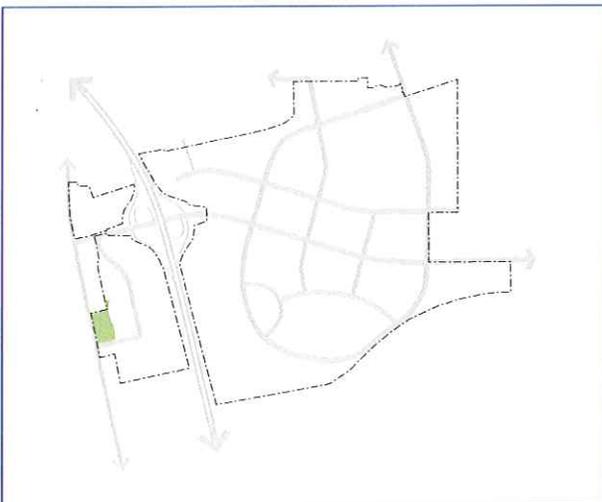


Figure 5.3: Park 2 Conceptual Plan — Neighborhood Park

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and passive recreational uses, and creates a sense of place for the neighborhood. Recreational facilities could include sports fields, multiuse turf areas, hard-court games, children's play areas, picnic structures and tables, and social gathering areas.

Neighborhood Parks should be easily accessible to neighborhood residents, centrally located within neighborhoods, and within a safe walking and/or biking distance of surrounding residences.

Neighborhood Park Development Guidelines

- Each Neighborhood Park should have its own distinctive set of uses to allow for a diversity of experiences within the Delta Shores community.
- Residential units should front predominantly onto Neighborhood Parks, although side-on designs are acceptable under some circumstances.
- Landscaping should be used to enhance the visual quality and character of each

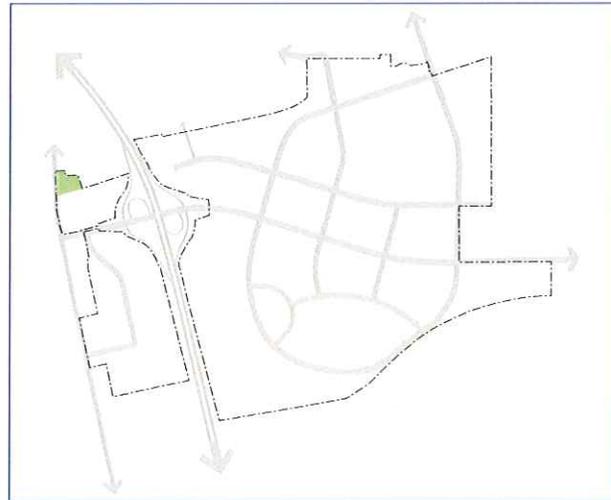
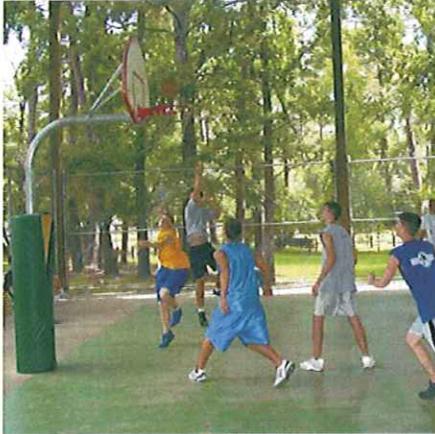


Figure 5.4: Park 3 Conceptual Plan — Neighborhood Park

Parks and Open Spaces



Basketball court



Tot lot with picnic shed



Tot lot within a Neighborhood Park



Residential units fronting onto a neighborhood park

A Neighborhood Park seeks a balance between active and passive recreational uses, and creates a unique sense of place for the neighborhood.

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park. Durability and aesthetics are prime considerations when choosing plantings in park areas.

- Easily accessible and adequate lighting, signage, drinking fountains, benches, and trash/recycling receptacles shall be provided.
- The sports facilities will not be lit for night-time use to prevent light spillage to surrounding residential neighborhoods.

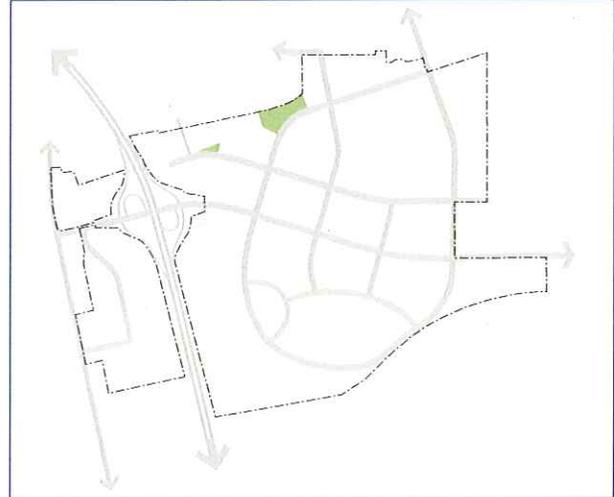


Figure 5.5: Park 4 Conceptual Plan — Neighborhood Park



Figure 5.6: Park 5 Conceptual Plan — Neighborhood Park

Parks and Open Spaces



Soccer field

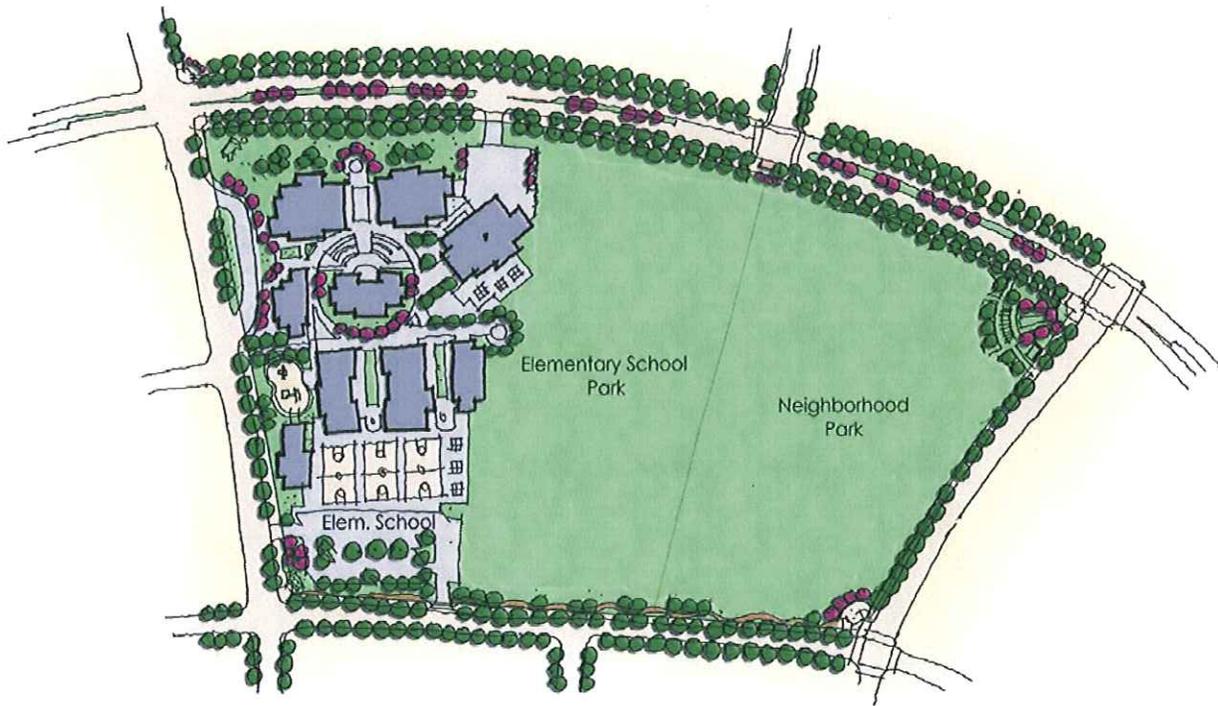
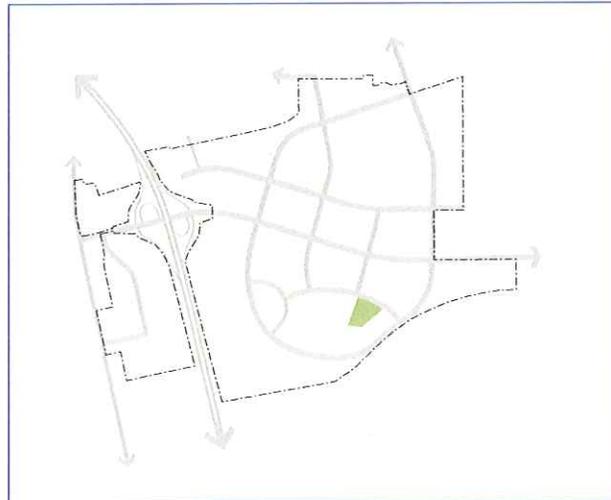


Figure 5.7: Park 6 Conceptual Plan — Neighborhood Park

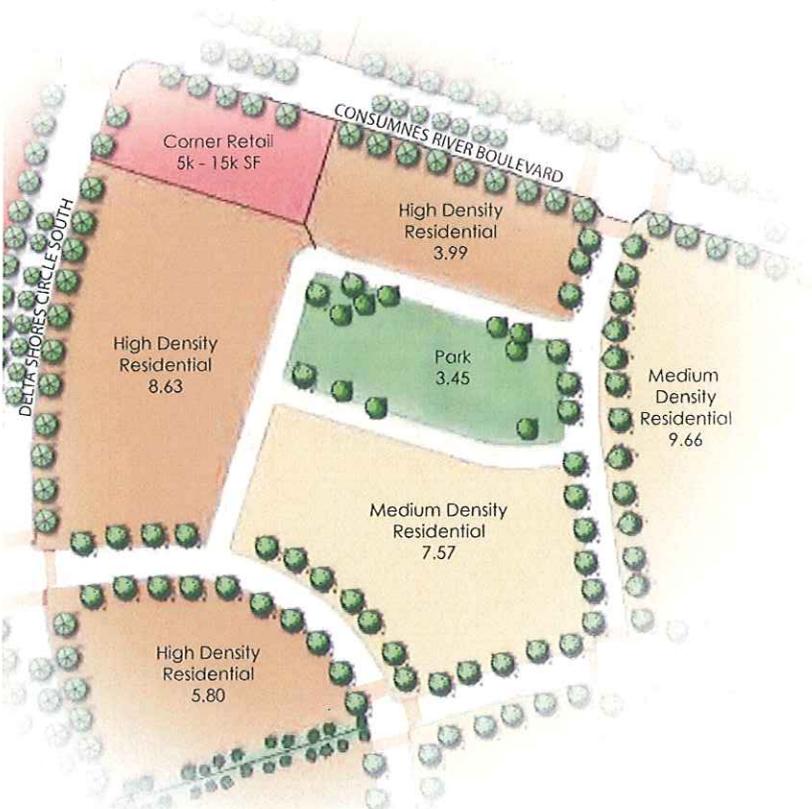


Figure 5.8: Park 7 Conceptual Plan — Neighborhood Park

Parks and Open Spaces

5.4 MINI PARKS

Size: 1.0 – 2.5 acres

Service Area: 1/4-mile radius

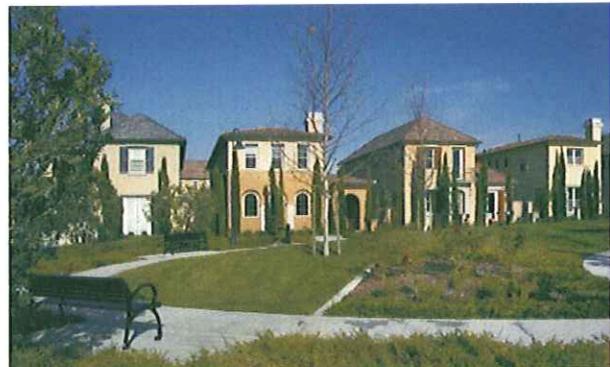
Number in Delta Shores: 2

Two mini-parks will be centrally located within higher density neighborhoods of Delta Shores, and are intended to serve as gathering areas for informal neighborhood social interaction. Mini-parks are designed to serve a concentrated or limited population surrounding the park. Mini-parks are also beneficial along open-space corridors or where arterials or other site features such as drainage corridors or trails bisect neighborhoods.

Mini-parks provide for a range of local recreational amenities such as a small turf area, seating, picnic facilities, half-court basketball courts, a volleyball court, a hard-court play area, and a small tot lot or children's playground. Mini-parks provide a small open-space respite within higher intensity residential areas where residents can easily enjoy an afternoon walk with small children, walk the family dog, meet neighbors, or play a small "pickup" game of Frisbee, football, soccer, or basketball. Mini-parks may be designed with high-amenity-value features within a neighborhood, including special design treatments, surfaces and materials, artwork, signage, lighting,



Mini-parks provide a small open-space respite within higher intensity residential areas.



Mini-parks provide for a range of local recreational amenities.

Mini parks provide a small open-space respite within higher intensity residential areas where residents can easily enjoy an afternoon walk with small children.

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and landscaping, that create a distinct identity for a neighborhood.

Mini Park Development Guidelines

- Gathering places and amenities that appeal to a variety of ages should be included (e.g., seating areas for seniors or young parents watching children and small playgrounds for preschool-age children).
- Monument signage, lighting, and other design elements may contribute to park and neighborhood identity.
- Seating, drinking fountains, and trash/recycling receptacles shall be provided.
- Lighting should be carefully designed to provide safety during night but prevent light spillage to surrounding residential neighborhoods.

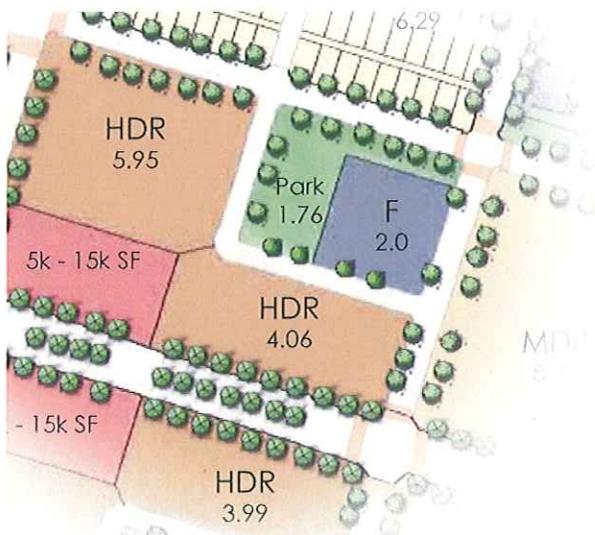


Figure 5.9: Park 8 Conceptual Plan — Mini Park



Figure 5.10: Park 9 Conceptual Plan - Mini Park

Parks and Open Spaces



Mini-parks along key roadways enhance the quality of the residential neighborhoods.



Mini-parks help to develop a unique character for neighborhoods.

5.5 POCKET/IMAGE PARKS

Size: 0.05 - 1.0 acre or less

Service Area: 1/4- mile radius

Number in Delta Shores: multiple

Pocket/Image Parks will be located throughout Delta Shores at locations to be determined at the individual subdivision design stage. Pocket/Image Parks provide opportunities for branding and identification of neighborhood or project character, as well as providing additional open-space amenities affording visual relief and recreational opportunities. Pocket/Image Parks are maintained and managed by homeowner or project management associations. Pocket/Image Park features are proposed as entry features to each neighborhood, such as along Freeport Boulevard, along the existing power line and utility corridors, and along the edges of wetlands and drainage canals.

Pocket/Image Parks include landscape features such as monument signs, entry signs, and entry architectural features, and special open-space amenities to take advantage of the unique characteristics of a site. These small Pocket/Image Park features can be included along pedestrian paths and exclusive trails, along key roadways, or incorporated into commercial centers as well as residential neighborhoods. These small open-space amenities can include small seating and gathering areas, a small children's tot lot, public art feature, community garden, or scenic overlook to a natural area.

Pocket/Image Park Development Guidelines

- Signage and other design elements should contribute to park and neighborhood identity.
- Signage, landscaping, and seating should be included in each Image Park.



Residences fronting on to greenways



Small seating area within an image park



Pocket park with a tot lot

Parks and Open Spaces

5.6 GENERAL DEVELOPMENT GUIDELINES FOR ALL PROGRAMMED PARKS

The following guidelines apply to all programmed parks within Delta Shores, including the Community, Neighborhood, Mini, and Pocket/Image Parks.

- All park facilities and amenities shall be designed in accordance with the Sacramento City Code and all relevant City standards and guidelines.
- Parks should be designed to emphasize the character of each site, including landforms, existing trees, and rock outcroppings.
- Primary park entrances should be located near bus stops and/or crosswalks.
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Playgrounds, picnic areas, parking, and restrooms (community park only) are complementary uses that should be clustered and connected by logical circulation routes.
- Playgrounds should be designed to comply with the Americans with Disabilities Act, which requires accessible elevated and ground-level components.
- Playground structures and activities are encouraged.
- Amenities such as playground equipment, furniture, signage, and lighting should be designed to be vandalism and graffiti resistant.
- Naturalistic landscape areas incorporating native and drought-tolerant plants should be

used whenever possible in landscaping. Twenty percent of tree species must be California natives per City park design standards.

- Flowering tree species should be clustered at highly visible locations, such as park entries and along streets. Flowering trees and other species that produce high leaf, seed, or flower litter should not be planted near high-traffic areas such as picnic, play, and restroom areas.
- Tree types and planting must conform to the following City requirements:
 - Sacramento Tree Services Best Management Practices Review and Report
 - Sacramento City Code Section 12, "City Tree Ordinance"
 - Sacramento City Code Section 15, "Street Design and Standards"
 - City Urban Forest Services Tree Planting List



Playgrounds, picnic areas, parking, and restrooms are complementary uses that should be clustered and connected by logical circulation routes.

Parks should be designed to emphasize the character of each site, including landforms, existing trees, and rock outcroppings.

5.7 TOWN AND VILLAGE CENTER PLAZAS AND SMALL PUBLIC PLACES

Service Area: 1- to 5- mile radius

Number in Delta Shores: 2

In addition to the more formal public parks, Delta Shores includes two urban plazas located in the Town and Village Centers. These spaces function as outdoor living rooms for the community and provide places for formal and informal gatherings, public events, and meetings. Critical to the success of these more public plazas is their proximity and relationship to surrounding retail uses, food, and restaurants. (For development guidelines specific to the Town and Village Center plazas, see Chapters 3 and 4 of this document.)

These urban public places create a more livable, walkable, and unique urban character in the Town and Village Centers and create a unique outdoor experience supporting an active lifestyle.

Design Criteria

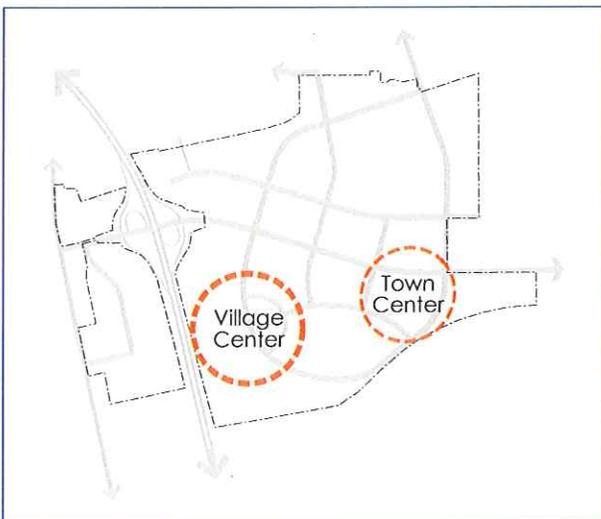
Safety – Eyes on the Plaza. Plazas are designed with safety in mind and arranged to provide for visual surveillance and control of the public spaces. Building entries, windows, and access are organized around the plazas and open on the public spaces.



Plaza design should include elements and organization to allow for and encourage community gatherings, events, and ceremonies.



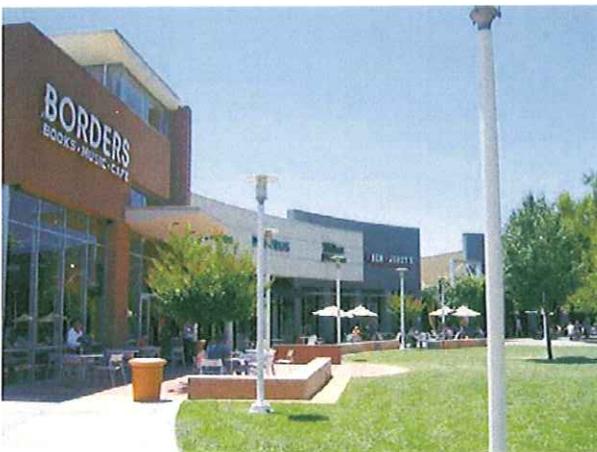
Public places work better with ample outdoor seating areas.



Parks and Open Spaces



Public plazas are intended to help establish the Town and Village Centers as unique destinations within Delta Shores.



Public plazas are arranged to provide for visual surveillance and control of public spaces.

Accessibility – Public plaza spaces are designed as accessible places for persons of all physical abilities. The public plazas are organized to be easily accessible from surrounding retail uses and parking lots, and from adjoining residential neighborhoods. Each public space has direct connections to surrounding neighborhoods with grade-separated pedestrian overcrossings that link to the Delta Shores pedestrian and bicycle trail system.

Visibility from the Street – Successful public spaces have a direct connection to at least one adjoining street. A strong street relationship provides visual connections to the public space for the community passing by, and improves the safety of the plaza through increased visual surveillance by the police and public from the street.

Establishing Town and Village Centers as a Destination – The public plazas are intended to help establish the Town and Village Centers as unique destinations. Destinations are created both by the types of activities in and around the plazas and by the quality of design. Surrounding uses of each plaza include food services, restaurants, and cafes and entertainment. Plaza design should allow for and encourage community gatherings, events, and ceremonies. Smaller scale compact plaza design is better than larger plazas where the human scale and street-level activities may get lost.

Transit-Oriented Center – The Town Center is designed as a transit-oriented center allowing for a variety of modes of transportation, including automobiles, buses, bicycles, and walking. Bus stops and shelters should be located directly adjacent to the public space.

High Levels of Pedestrian Traffic – The public plazas of Delta Shores are located to encourage and support high pedestrian traffic. Higher intensity retail and entertainment uses and higher density housing are located around or near each plaza.

Destinations are created both by the types of activities in and around the plazas and by the quality of design.

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Well-designed public spaces provide places in both shade and sunlight.

Maintenance and Operation for the Public Use and Enjoyment – Higher use areas help activate the public realm, improve the safety of the spaces, and discourage illegal and inappropriate behavior.

Variety of Seating – Public spaces work better if provided with large amounts of outdoor seating in a variety of forms. Benches, chairs, seating walls, and seating planters all contribute to making public spaces more usable on a regular basis. Seating should be located both in shaded areas and in sunny areas in a variety of arrangements. Outdoor eating areas should use movable seating.

Water Feature – Attractive and well-used public spaces are more successful if a water feature, fountain, or water art is incorporated in the design. Water can be used to create a central focus for a public plaza and provide cooling during summer months.

Public Art Displays – Public places provide opportunities for displays of public art in the form of monuments, sculpture, or landscaped elements. Public art can be linked to the local history of the community, special setting, or school programs. Public art helps establish the local identity of place and provide features that encourage discussions and social interaction.

Both Shading and Sunlight for Comfort – Well-designed public spaces provide places in both shade and sunlight. Shading in hot summer months is critical for creating a comfortable outdoor environment in the Sacramento region.

Both Hardscape and Greenscape (High-Quality Paving) – Well-designed public places are designed with high quality hardscape (high-quality paving) and greenscapes. Greenscapes may include trees, turf areas, flowering plants for color, and planters. The overall designs are more open, providing visible and physical connections with adjoining uses.

The image of a great city stems largely from the quality of its public realm ~ its streets, boulevards, parks, squares, plazas, and waterfronts.

- Cyril B. Paumier

Parks and Open Spaces

5.8 OPEN SPACES AND WETLAND RESTORATION

Open space areas are provided in the eastern and southern portions of the site, and along an existing power line easement in the northern portion of the project site. In the eastern portion of the site, there is an existing seasonal wetland drainage swale that flows from the north-eastern boundary of the property to the southern boundary where water drains off of the property and is pumped into the Morrison Creek south of the levee. This features historically and currently is comprised of cultivated farmlands of wheat, safflower and other dry-farmed grain crops with intermittent ruderal (weedy) vegetation typically found in disturbed wetland areas. This drainage swale will be restored as an approximately 28-acre wetland preserve area. The drainage swale will be excavated to provide positive drainage from the surrounding development, and to accept storm water from neighboring developments located to the north of Delta Shores. All water entering the preserve would be subject to either active or passive treatment including the use of storm grates, bio-swales, bio-slopes, water quality basins, and other Low Impact Development strategies incorporated into the surrounding development.

The Wetland Preserve would provide open space for passive recreational use, would provide water treatment through active and bio-filtration, and would store floodwaters following storm events. Wetland restoration within the preserve includes the design of wetland swales, seasonal wetland features, emergent marsh, and detention basins. The existing swale feature will be excavated (deepened and widened), and wetland features more closely the resembling typical historic conditions will be created. The restoration will include creation of a low-flow channel, seasonal wetland features in the adjacent floodway, and the creation of "wet shelves" to accommodate emergent marsh vegetation. The restoration will include planting and seeding of native vegetation to restore a native riparian corridor centered along the low flow channel, and appropriate native grasses, shrubs, and trees in the adjacent seasonally-flooded and upland areas.

The proposed detention basins leading into the wetland areas requires comparatively higher maintenance and will accept storm water from the proposed development as well as the existing neighborhoods located to the north and north east. Currently, storm water collected from those existing surrounding neighborhoods is conveyed through the Delta Shores project site in a 48-inch underground pipe. It is delivered to an off-site pump station where it is discharged south of the levee. Significant improvements in water quality can be expected by the passive treatment in the drainage basins and bio-filtration in the wetland preserve.

Trails along the detention basin and seasonal wetlands will include overlooks and may include educational/interpretive signage constructed along the perimeter of the detention and wetland areas. The Trails will connect the existing small neighborhood park and school to the north of the site south through the residential neighborhoods, across Cosumnes River Parkway on a pedestrian bridge to the mixed-use town center.



Figure 5.13: Location of Open Space Buffers



Alternative wetland preservation schemes may also be permitted subject to the review and approval of state and federal regulatory agencies. Alternative wetland preservation schemes may include adjustments to the size of the open space wetland areas, buffers, and adjustments to the size of adjoining housing areas and thus an adjustment to the total number of housing units that can be accommodated within the Delta Shores project area. In no case shall the total number exceed 5,222 housing units. If an alternative wetland and open space scheme is approved by the state and federal regulatory agencies, parkland dedication areas may also be adjusted to meet the City of Sacramento's parkland requirements per the Quimby Act.

Federal and State Permit Requirements

The provisions of this Section 5.8 may be superseded by the requirements set forth by the US Army Corps of Engineers and other federal and state regulatory agencies pursuant to various permits, including a Federal Clean Water Act Section 404 permit and the Section 401 Water Quality Certification issued by the California Regional Water Quality Board. In the event of any conflict, the provisions and requirements of the Section 404 Permit and the Section 401 Water Quality Certification shall apply.



Restored and preserved wetland



Figure 5.14: Wetland Preserve Area

Parks and Open Spaces

Open Space Development Guidelines

- Off-street multi-use trails will be constructed within buffer zones adjacent to the Open Space Restoration area (See Figure 6.13).
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Permeable fencing should separate the residential neighborhoods along the trails from wetland areas. Access points to the trails should be provided at suitable locations.
- Residential uses adjacent to the wetland areas should face onto the open space across a road or driveway. Residential uses shall not back onto open space/wetland areas with rear yard fences.
- Rear-yard fencing adjacent to open space should allow for observation of public areas to aid security.
- Facilities and pedestrian walkways should meet all ADA requirements.

- Dogs and other pets shall not be permitted off-leash near wetland areas.
- Appropriate lighting should be provided at all access nodes.
- Interpretive displays and structures should be installed along the trail systems.



Interpretive displays along wetland



Water quality/detention basin integrated as enhanced water features with the neighborhoods.



Boardwalk along the wetland

A major north/south shared-use trail will run adjacent to the northern wetland swale that will connect neighborhoods north of Cosumnes River Boulevard with the Town Center and nearby parks.

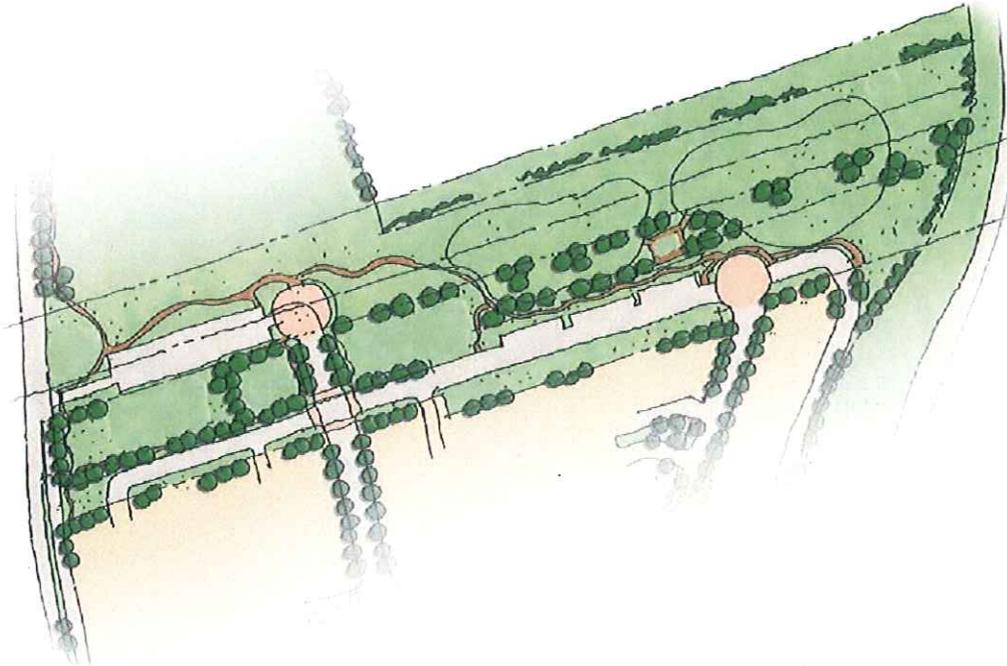


Figure 5.15: Trails Adjacent to Parks

Trails, Paseos, and Bikeways

Delta Shores is internally linked through a system of on- and off-street pedestrian paths, shared-use trails, widened sidewalks and paseos. These paths, trails, and paseos are envisioned as landscaped corridors linking the destinations within Delta Shores. In addition, many of the parks within Delta Shores are located adjacent to these paths, trails, and paseos, maximizing connectivity to residential neighborhoods and enhancing visual access to open-space areas.

Delta Shores trails system is designed to maximize connectivity and bikeways will be integrated with existing and proposed bikeways in the City of Sacramento *Bikeways Master Plan*. The off-street trails system will include a segment of shared-use trail along its eastern perimeter that is intended to provide future connectivity to two trails identified in the City of Sacramento *Bikeways Master Plan*: the

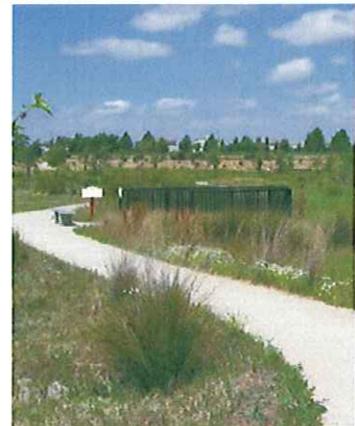
existing North Laguna Parkways Trail, which currently ends at Rexleigh Drive east of the project area, and a proposed rails-to-trails project along the Western Pacific spur, which is also east of the project area. In addition, pedestrian and bicycle access to the Community Park and adjoining potential City Regional Park will be available from the Town Center and adjacent high-density residential areas via a widened sidewalk leading to the Community Park's western boundary.

A major north/south shared-use trail will run adjacent to the Open Space swale that will connect schools, parks and the existing Meadowview Community Center and residential neighborhoods north of the project with the Mixed-Use, Town Center and adjacent schools and parks in Delta Shores. A pedestrian overpass will enable pedestrians and cyclists to safely cross Cosumnes River Boulevard.

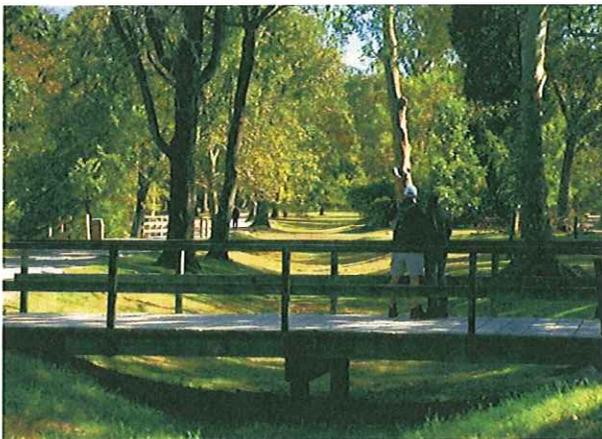
Parks and Open Spaces



Figure 5.16: Trails and Paseos Link to Residential Neighborhoods and Parks



Interpretive displays along trails

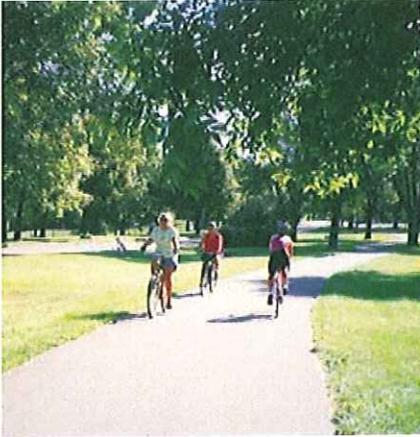


Pedestrian board bridge over an open swale area

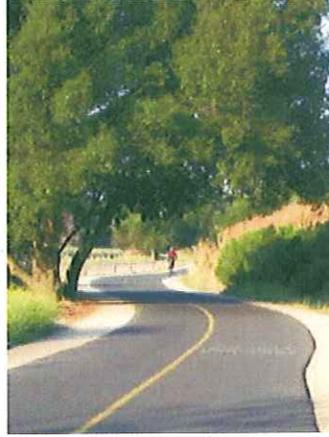


Trail along the open space buffer adjacent to residential areas

Parks and Open Spaces



The development should be interconnected with bike paths.



Shade trees should be planted in periodic groupings along trail corridors.



Buildings should front onto trails and paseos.

An existing electrical utility corridor located along the northern perimeter of Delta Shores provides an opportunity to connect the Regional Retail Center with nearby high-density residential neighborhoods and Neighborhood Parks. The utility corridor is designed as an open space paseo connecting to an existing bike trail in the Meadowview neighborhood north of Delta Shores via on street bike lanes and widened sidewalks. A widened sidewalk loop has been created along the 24th Street loop road connecting the residential areas south of Cosumnes River Boulevard, to the Regional Retail Center via a pedestrian overpass

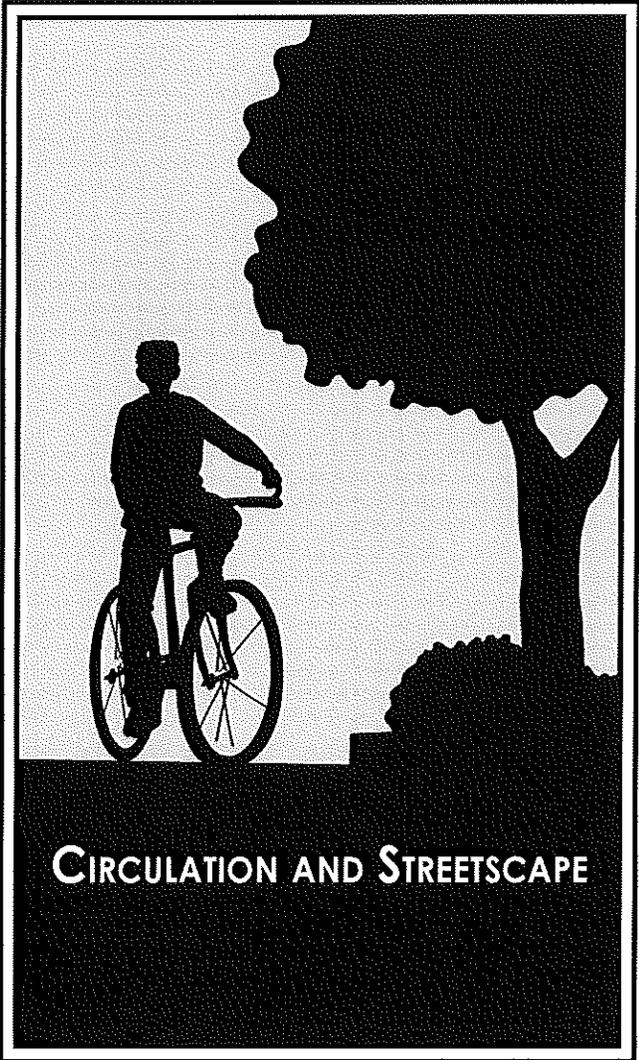
The Town Center Plaza will be connected to the adjacent high-density residential area by a pedestrian overpass. A paseo through the heart of the residential area will connect with on-street bike lanes leading to the Town Center and Neighborhood, and Community Parks.

Trails, Paseos, and Bikeways Development Guidelines

- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Buildings should front onto trails, widened sidewalks and paseos; back- or side-on orientations may be possible depending on site constraints.
- Buildings that front onto trails and paseos should not have front-yard fencing. Partially visually permeable fencing may be installed along residential areas with back- or side-on orientations with 3 feet solid section from ground and another 3 feet permeable section above. This helps in maintaining privacy while also providing a visual link with the trails.
- Trail and paseo corridors will range from 25 to 50 feet in length.

Parks and Open Spaces

- Paved trails should be 12 feet wide with two 2-foot-wide decomposed granite shoulders per City park design standards (except the 15-foot trail next to the restored wetland with 12-foot-wide asphalt and 3-foot-wide decomposed granite next to the wetland feature).
- Trails should be designed in full accordance with ADA requirements for accessibility.
- Pedestrian-scaled street lighting should be provided along paseos providing access to commercial areas, such as the paseo adjacent to the Town Center.





CIRCULATION AND STREETScape

"Great streets do not just happen. Overwhelmingly, the best streets derive from a conscious act of conception and creation of the street as a whole."
- Allan B. Jacobs

Design of the circulation and streetscape for a planned development is perhaps the most critical factor in promoting a healthy, safe and pedestrian-friendly community. The Delta Shores circulation and streetscape plan is designed to enhance the public realm in this community. The streets of Delta Shores will include pedestrian amenities within the public right-of-way such as pedestrian furniture, lighting, and trash receptacles. The streetscape development guidelines will apply to street corridors as well as landscape buffers, medians, and gateways.

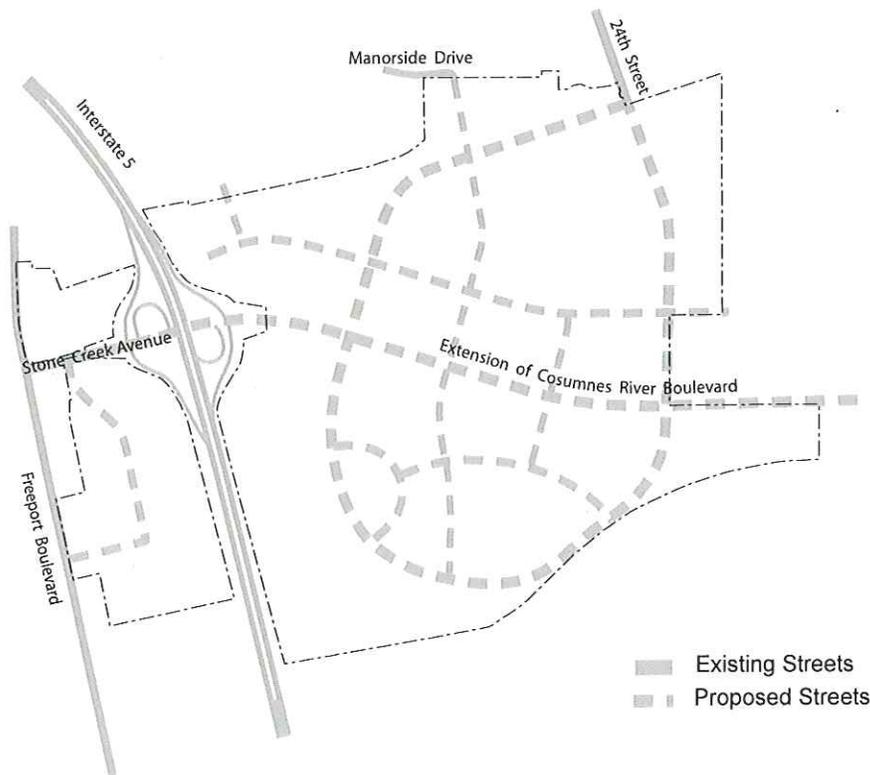


Figure 6.1: Circulation Concept

Circulation and Streetscape

6.1 DESIGN PRINCIPLES

Enhancing community livability is the primary objective of the Delta Shores circulation plan. The circulation design focuses on the following design principles:

- Provide Travel Mode Choice – The plan provides ample choices of travel mode for vehicles, bicyclists, mass-transit providers, and pedestrians. Circulation choices can accommodate the needs of those who drive as well as those who do not, such as seniors, children, the disabled, and low-income families.
- Support Regional Multimodal Travel – The plan supports mass transportation and the regional transit system by accommodating multimodal travel on major travel routes.
- Create Pedestrian and Bicycle Connectivity – The creation of tree-lined sidewalks and off-street trails that connect to the neighborhoods is critical to minimize vehicular trips. The Delta Shores circulation plan encourages walking and biking for short trips.
- Support Public Social Interaction by Creating Activity Nodes – The Schematic Plan considers the creation of various activity nodes such as the Town Center, the Village Center, Neighborhood Parks, Image Parks, and Community Parks. The circulation plan helps integrate these nodal points by providing various interconnected routes to public destinations.
- Provide a Safe Environment – To create a safe environment, the exposure to vehicle accidents and other hazards must be reduced. By using various traffic calming methods, the design speeds on residential streets within the neighborhoods may be controlled to encourage safe driving practices and walkability.



The Delta Shores circulation plan provides ample choices for travel mode for vehicles, bicyclists, mass-transit providers and pedestrians.



Reducing building setbacks enhances the sense of security and decreases the crime rate in neighborhoods.



Circulation and Streetscape



Creating pedestrian-friendly places increases the potential for residents to involve themselves in physical activity.



Various traffic calming methods may be used to encourage safe driving practices and walkability.

- Provide Physical Comfort – Creating attractive, pedestrian-friendly places also increases the potential for residents to involve themselves in more physical activity. The street design considers the need to create comfortable outdoor spaces by including landscape buffers, planting strips, street furniture, and lighting.
- Provide Spatial Definition by Orienting Buildings to the Streets – Providing spatial definition supports pedestrian accessibility and social interaction. Reducing building setbacks so that there are always "eyes on the street" also helps reduce crime in the neighborhood and increases the community's sense of security. It also creates an attractive physical environment that enhances the status and economic value of adjacent properties.
- Include Stormwater Management Practices in parking design – The use of pervious paving techniques in parking areas can effectively reduce the need for and cost of a separate stormwater system.
- Reduce the "Heat Island" Effect – Lane widths have been designed to reflect the City's pedestrian-friendly street standards. Including shade trees along streets helps reduce the heat island effect by keeping down the temperatures of asphalt surfaces and resulting neighborhood temperatures.

The design of streets directly affects the quality of life in a community. Therefore, the Delta Shores circulation plan endorses various good-design principles to enhance community livability.

Circulation and Streetscape

6.2 DESIGN FRAMEWORK

The Delta Shores circulation plan focuses on connectivity and accessibility within the plan area and to the existing surrounding street and freeway networks. The plan provides a network of arterials, collectors, and local streets, throughout the site organized in a modified grid pattern. Delta Shores features a hierarchical network of streets to foster safe and efficient transportation. The roadways shown in the Circulation Master Plan form the primary circulation network throughout the project area. These roadways are the single most important element in influencing a unified development pattern that encourages pedestrian activity, transit usage, and safety. Each roadway is defined in detail within this document with respect to setbacks, locations of trees, sidewalks, etc. The project will have four main types of roads, differentiated by their intended function: regional thoroughfares, community connections, neighborhood streets, and local streets.

Delta Shores will be served by two major regional roadways: I-5 and Cosumnes River Boulevard. 24th Street will provide an important community connection to the Airport-Meadowview neighborhoods to the north. The eastern portion of the Delta Shores site will be accessed through the future I-5/Cosumnes River Boulevard interchange and Freeport Boulevard. The future extension of Cosumnes River Boulevard by the City will serve as a major regional connection between I-5 and SR 99.



Internal street designed with street furniture



Residential collector with separated sidewalks

The Delta Shores streetscape design focuses on connectivity and encourages pedestrian activity, thereby creating a public realm as a vital part of its design framework.



Circulation and Streetscape

6.2.1 Future Extension of Cosumnes River Boulevard

The alignment of Cosumnes River Boulevard bisects the eastern portion of the plan area. It will be a main east-west regional thoroughfare within Delta Shores and will provide access to the light rail station on the Stone Boswell property on the east and to Highway 99 and beyond. There will be several signalized intersections on Cosumnes River Boulevard to allow access to the project site from the north and south. Full turning movements will be restricted to the signalized intersections.

6.2.2 24th Street

24th Street extends southward into Delta Shores to form a main north-south loop road. The northern extension of 24th Street will continue to be two lanes compatible with the existing width and nature of the road. The street will widen near the southern loop along the Regional Retail Center and Town Center to accommodate higher traffic demands. 24th Street will intersect Cosumnes River Boulevard at one point. The eastern intersection will provide access to the Town Center and the western intersection provides access to the regional commercial center.

6.2.3 Connections to Meadowview Neighborhoods

The street that runs north-south (parallel) to the 24th Street loop and connects to Manorside Drive and to the Meadowview neighborhoods in the north. It also connects the two proposed elementary schools on the site to John Still Middle School on the northern edge of the site.

Another connection to the Meadowview neighborhoods, near Cavalier Drive, provides access to the Regional Retail Center within the project site.

6.2.4 Neighborhood Connections on the west Side of I-5

The Delta Shores west side properties will have access from both Freeport Boulevard and the Stonecrest Avenue/ Cosumnes River Boulevard interchange on I-5.

6.2.5 Neighborhood Connections on the East Side of I-5

The east side properties will include two east-west traversing collector streets. The collector north of Cosumnes River Boulevard extends between the Regional Retail Center and the edge of the Stone Boswell property on the west. This street will provide an alternative and easy access to the Regional Retail Center from the Town Center and to the future light rail station to the east.

The second east-west road south of Cosumnes River Boulevard connects the Town Center to the Village Center and the Community Park. Two north-south roads are provided to connect the two east-west arterials. The resulting street pattern forms an interconnected grid, allowing ample choices for reaching any destination as well as helping to disperse traffic evenly throughout the site.

6.2.6 Residential Internal Streets

Residential internal streets will be designed as two-lane roadways with a 53-foot-wide right-of-way. They will provide direct access to the individual dwelling units within each neighborhood. On-street bicycle access will be encouraged without the use of formal, designated bicycle lanes.

Various traffic calming methods to enhance safety within neighborhoods can be employed along minor streets. The use of traffic calming devices in the design of internal streets is encouraged to facilitate pedestrian movement by shortening the pedestrian crossing distance at intersections and reducing vehicle speeds. These devices may include bulb-outs, roundabouts, speed tables, on-street parking, and raised crosswalks.



Circulation and Streetscape

6.3 STREET STANDARDS AND GUIDELINES

6.3.1 Site Access

Site access from adjacent roadways within Delta Shores varies a great deal, depending on the adjacent road and its proximity to proposed intersections. Site access to individual parcels in Delta Shores is general in nature. Specific site access locations and allowed turning movements for driveways will be determined by the City's spacing requirements and access standards through the special permit review process.

The streetscape shall be designed according to the following guidelines:

- Roads shall be designed for their dual roles as vehicular and nonvehicular transportation corridors with landscape berms or open-space parkways, containing bicycle and pedestrian trails.
- Local streets shall be located to facilitate local circulation and discourage regional cut-through traffic. The regional through traffic shall be concentrated on the proposed extension of Cosumnes River Boulevard and the extension of 24th Street.
- Multiple points of access to development areas are encouraged, to maximize the number of streets that carry traffic and the distribution of traffic loads from each development area.
- Neighborhoods should be designed with internal connecting streets to encourage a more open and accessible network for residents and to improve the distribution of traffic throughout the roadway network.

Type	No. of Lanes	Min. Driveway Spacing	Left turn from Street	Left turn to Street
Local Streets	2	per City Code	Allowed	Allowed
Collectors	4	250'	Left turn pocket required	2-way turn lane required
Arterials	6	500'	Left turn pocket required	Prohibited
	8	not allowed	At signalized intersections	At signalized intersections

Circulation and Streetscape



Figure 6.2: Street Type Locations

Circulation and Streetscape

6.3.2 Street Types

1. Delta Shores Circle South

(Along the Regional Retail Center and Village Center)

Traffic Movement: Two-way

Traffic Lanes: 4

Right-of-Way Width: 103 feet

Traffic Lane Width: 11 feet and 12 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

Parking: NA

Parking Width: NA

Planting Strip: 8-1/2 feet (Both sides)

Sidewalk: 6 feet (Regional retail side) and 10 feet
(Residential side)

Landscape Buffer in Front of Retail Property: 12-1/2
feet



Circulation and Streetscape

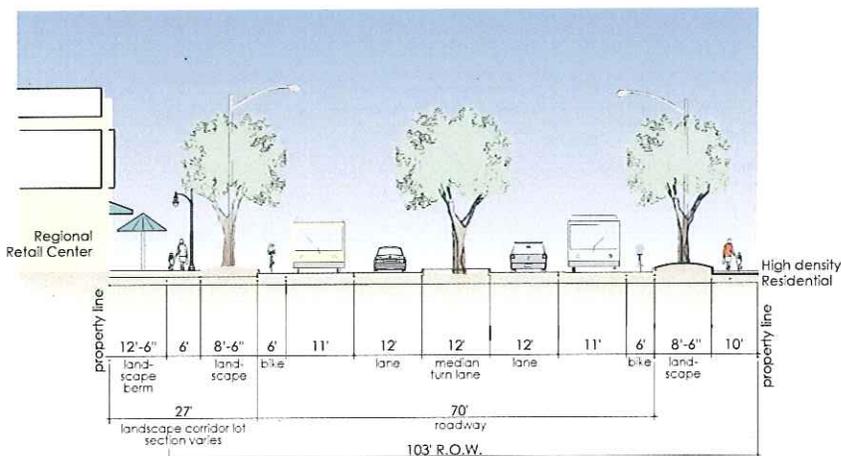
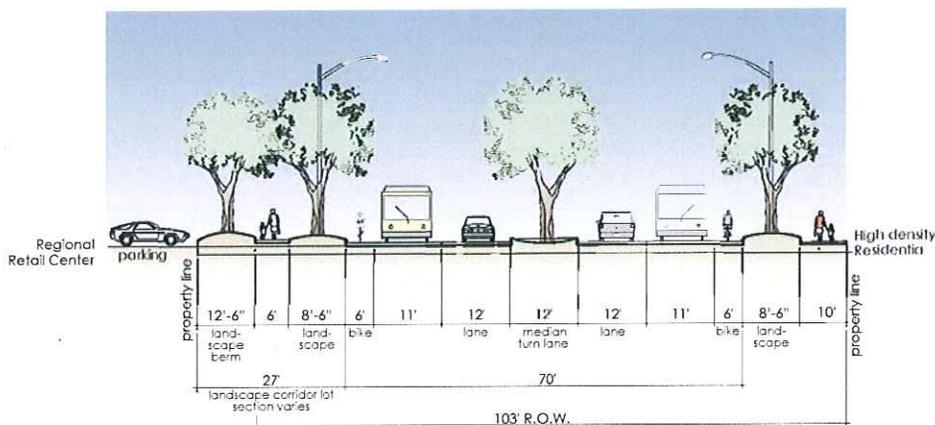
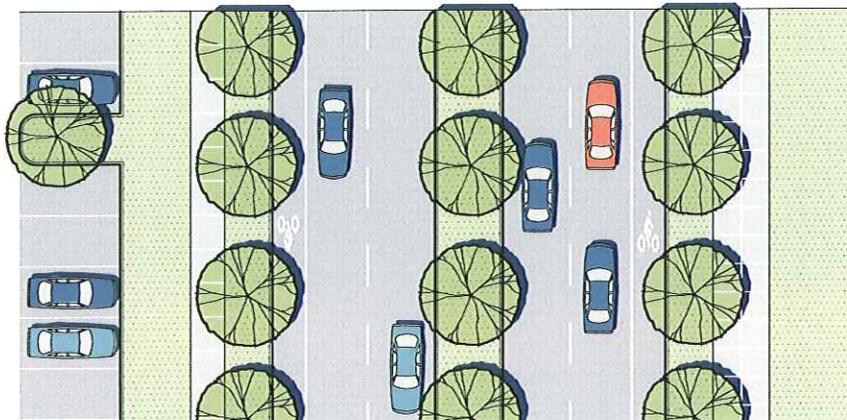


Figure 6.3: Delta Shores Circle North and South (Along Regional Retail Center and Village Center)

Circulation and Streetscape

2. *Delta Shores Circle South* (Adjacent to MDR and Mixed-Use Town Center) –

Traffic Movement: Two-way

Traffic Lanes: 4

Right-of-Way Width: 110 feet

Traffic Lane Width: 11 feet and 12 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

Parking: available only adjacent to MDR

Parking Width: 7 feet

Planting Strip: 8-1/2 feet

Sidewalk: 6 feet



Residential street with open space/park on the other Side.

Circulation and Streetscape

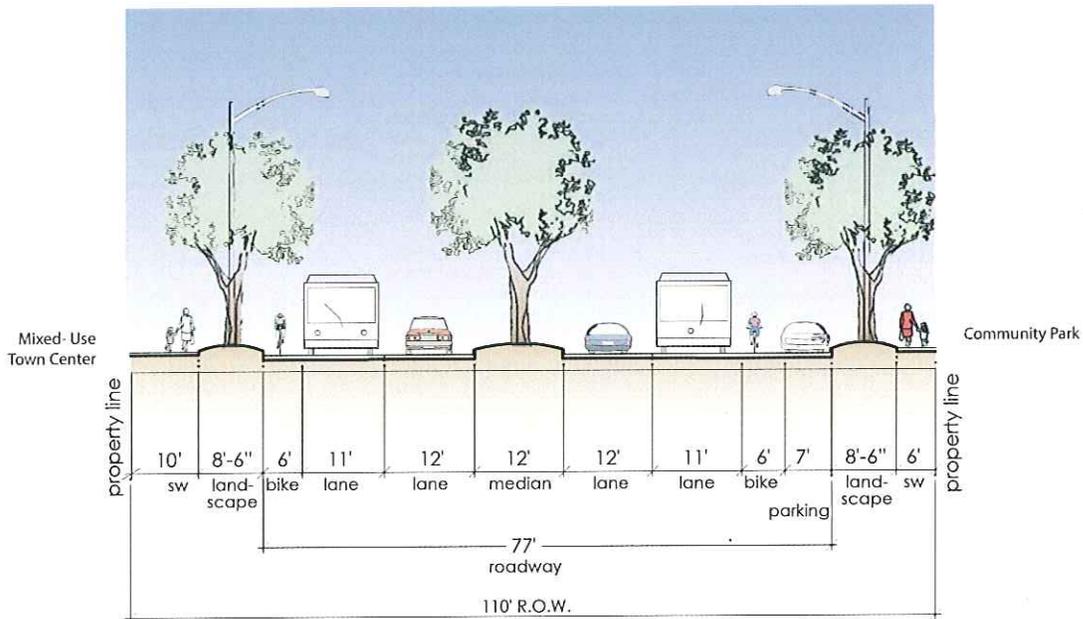
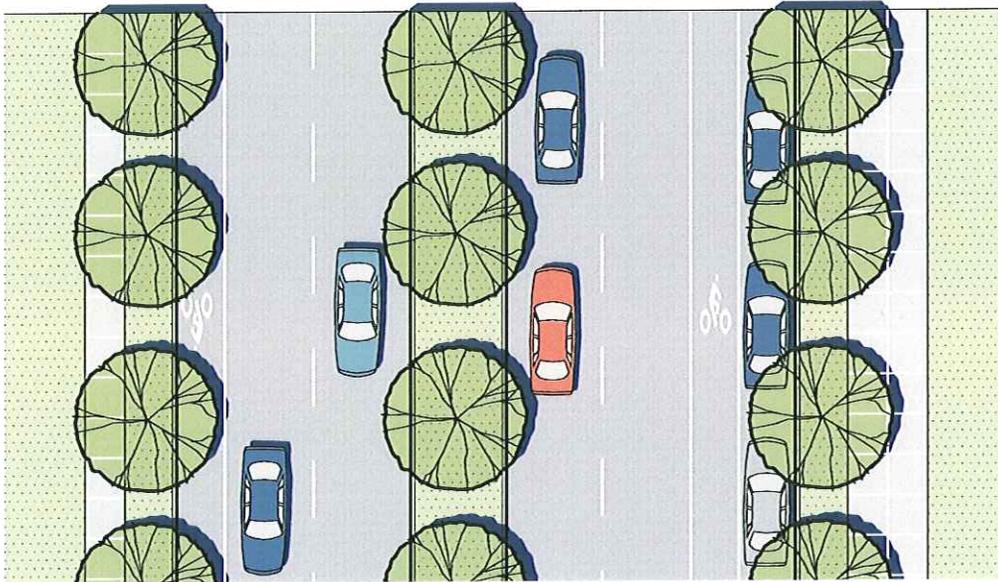


Figure 6.4: Delta Shores Circle South (South of Cosumnes River Boulevard).

Circulation and Streetscape

3. *Delta Shores Circle North* (along electric power line easement)

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 115 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet

Center Turn Lane: NA

Median Width: 44 feet

Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet



Typical photograph of electric towers within median.

Circulation and Streetscape

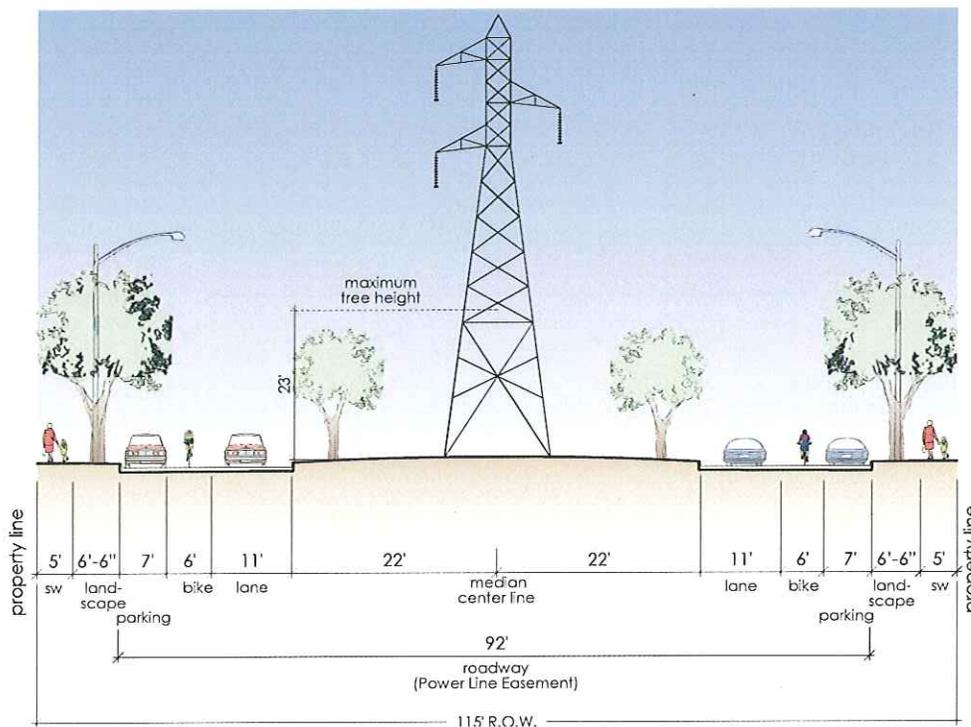
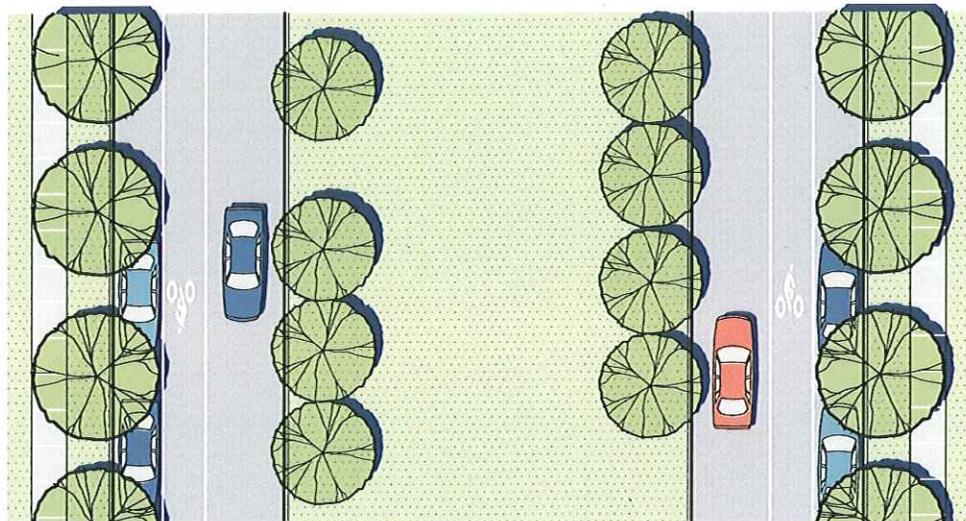


Figure 6.5: Extension Loop of 24th Street (Along Electric Power Line Easement)

Circulation and Streetscape

4. Promenade

(connecting the Town Center to the Village Center)

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 83 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet (both sides of the street)

Center Turn Lane: NA

Median Width: 12 feet

Parking: Both sides of the street

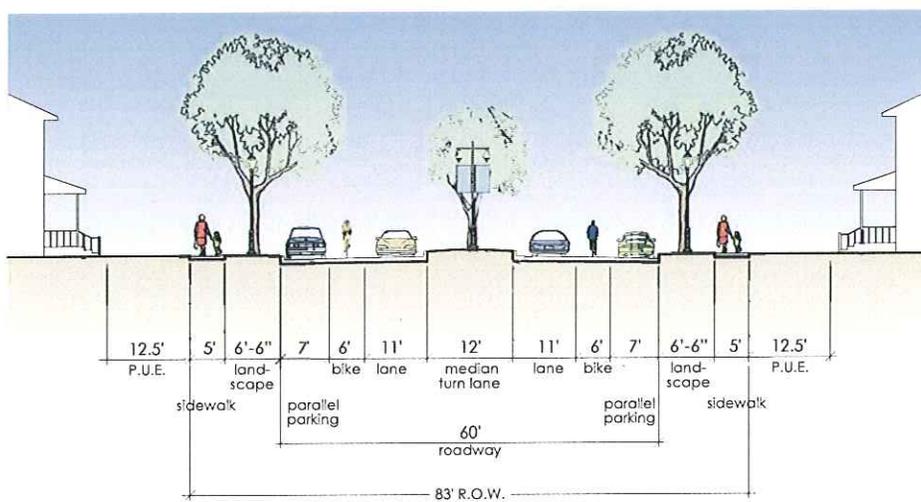
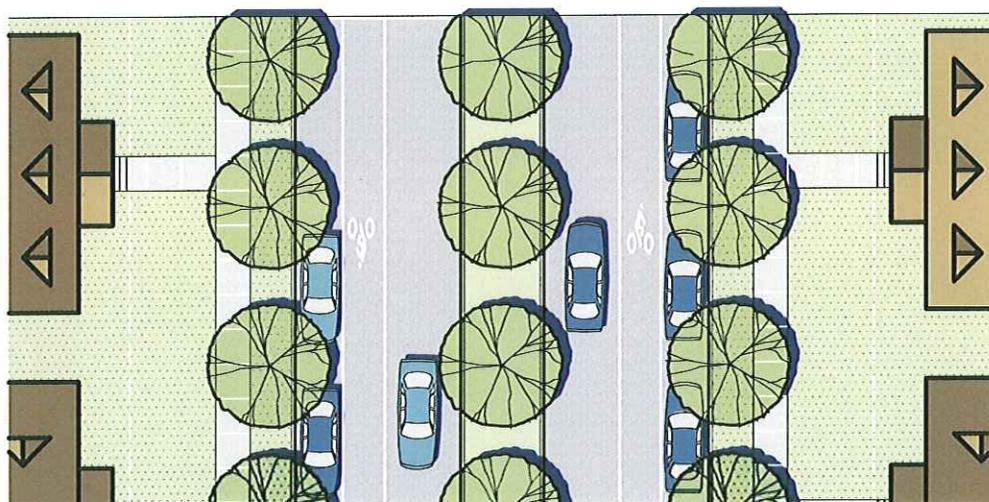
Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet



Designed median



Promenade (connecting Town Center to Village Center)

Figure 6.6: Promenade (Connecting the Town Center to the Village Center)

Circulation and Streetscape

5. Residential Major Collector

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 83 feet

Traffic Lane Width: 10 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet



Typical Residential Collector

Circulation and Streetscape

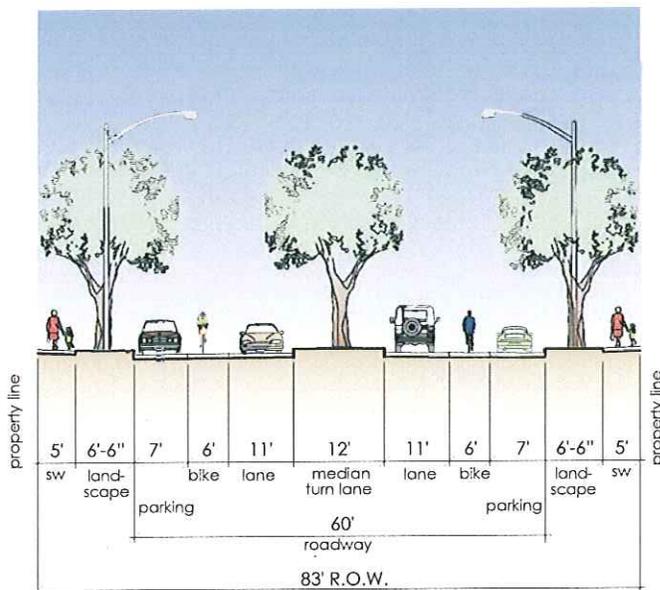
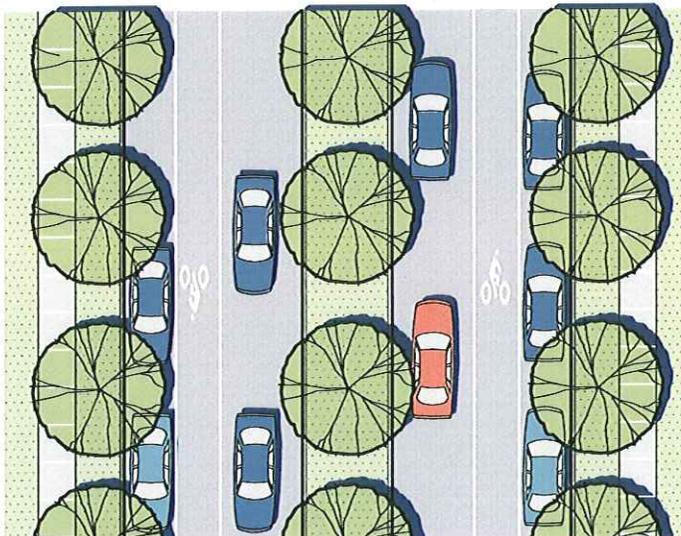


Figure 6.7: Residential Major Collector (Running Parallel north of Cosumnes River Boulevard)

Circulation and Streetscape

6. Residential Internal Streets

Traffic Movement: Two-way

Traffic Lanes: 2

ROW Width: 53 feet

Traffic Lane Width: 15 feet

Bicycle Lane: Within travel lane

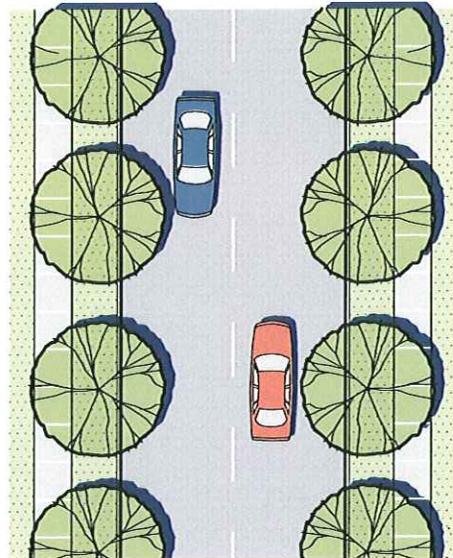
Center Turn Lane: NA

Median Width: NA

Parking : Within travel lane

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet



Typical photograph of a Residential Internal Street.

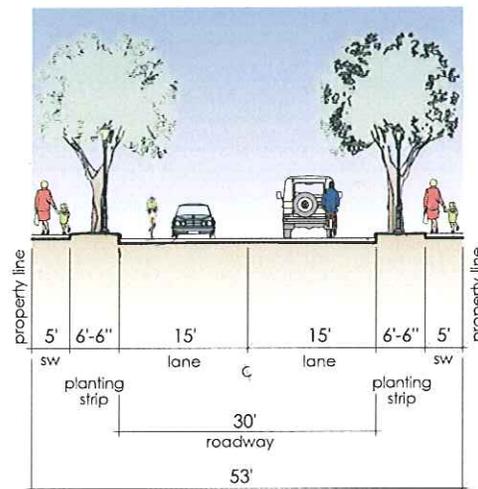


Figure 6.8: Residential Internal Street Section Type A

7. Residential Collector Street Minor

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 71 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet

Center Turn Lane: NA

Median Width: NA

Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6' - 6"

Sidewalk: 5 feet



Roads shall be designed for their dual roles as vehicular and nonvehicular transportation.

Circulation and Streetscape

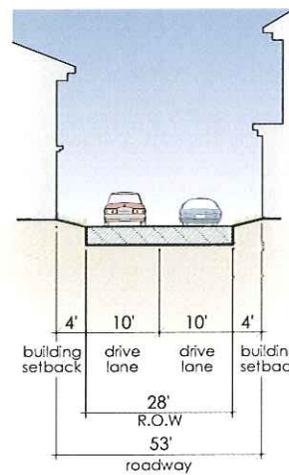
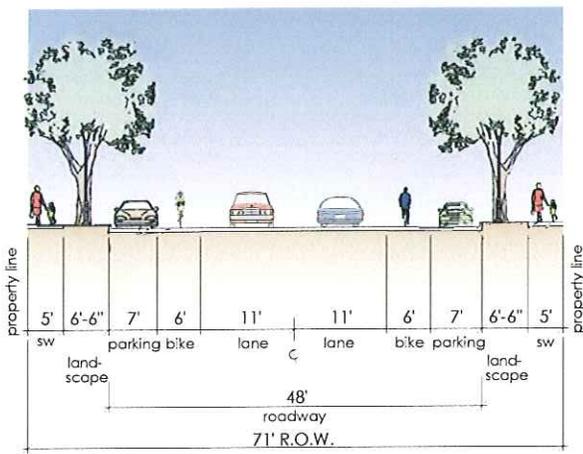
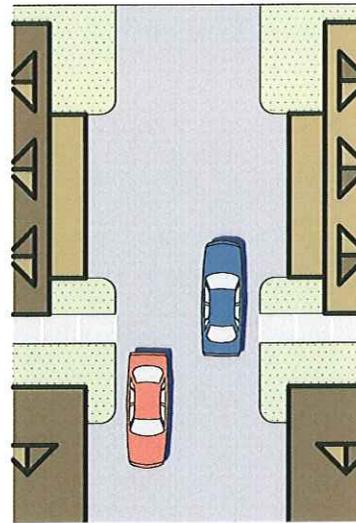
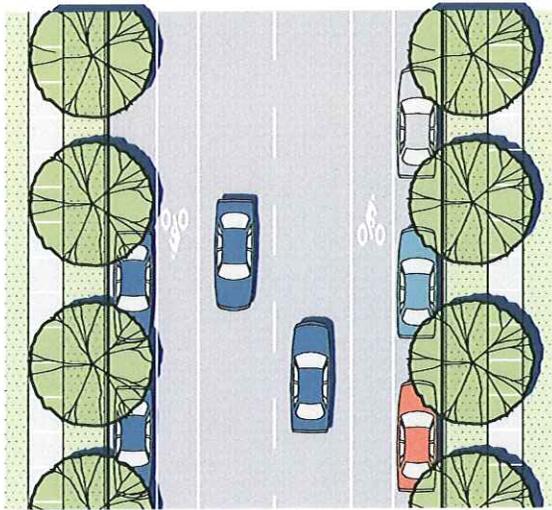


Figure 6.9: Residential Collector Street Minor

Figure 6.10: Typical Alley

6.4 BIKE CIRCULATION SYSTEM

Delta Shores is planned with a network of bike paths, bike lanes, and routes connecting the area internally and to surrounding neighborhoods with a grid of connecting routes that link schools, parks and the Village and Town Centers.

6.4.1 Bike Classification System

Class 1 Off-Street Multi Use Trail

Off street multi-use bicycle and pedestrian paths are located along the major open space corridors in Delta Shores and provide north-south and east-west connections to major destinations including the

Village, Town Center, the future light rail, and Transit Village to the east.

Class II On-Street Bicycle Lanes

Signed bicycle lanes are located within the street right-of-way outside of the parking lanes. Bicycle lanes are provided along all backbone streets within Delta Shores, including Cosumnes River Parkway and the 24th Street extension.

Class III On-Street Bicycle Routes

Bicycle routes are selected streets designated with bicycle signs completing the grid bicycle network throughout Delta Shores. Bicycles share the right-of-way auto within the residential street system.

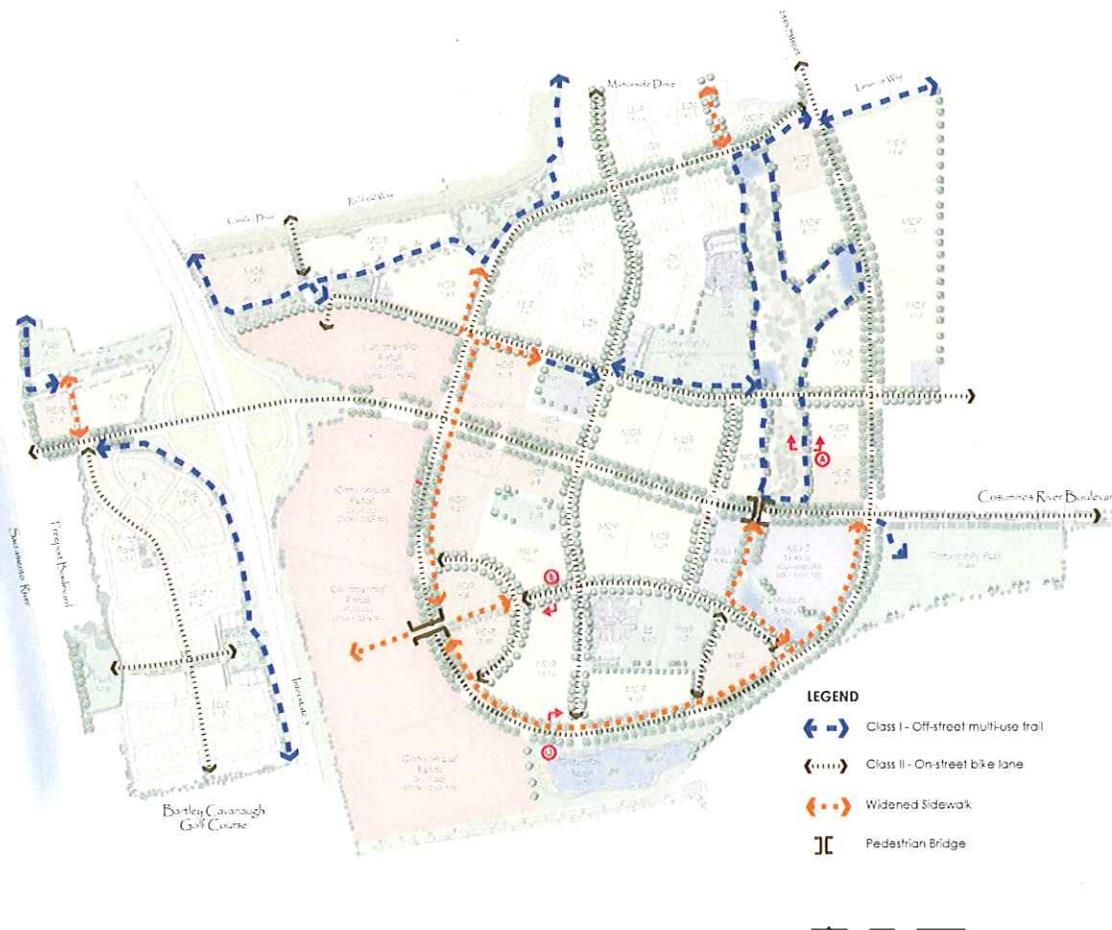


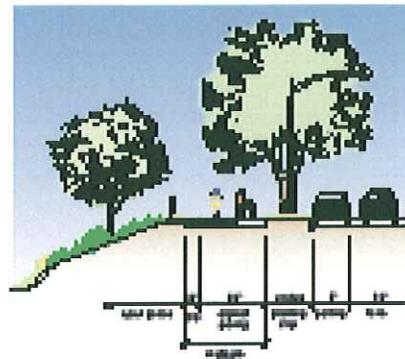
Figure 6.11: Bikeway Circulation Concept

Circulation and Streetscape

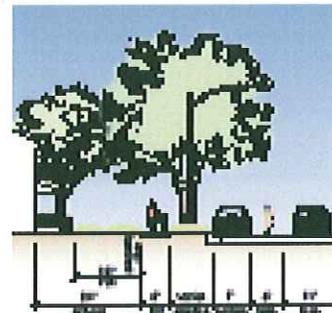
Within the Delta Shores neighborhoods, all residential streets allow for bicycles in shared travel lanes within the street right-of-way. Residential streets are intended for slow, internal trips between residential neighborhoods, parks, schools, and provide access to the local collector streets in Delta Shores. These residential streets are designed as pedestrian and bicycle friendly, tree lined roadways that control the speeds and the amount of automobile traffic with traffic calming design measures. Bicycles and pedestrians are encouraged to share these travel ways on a regular basis.



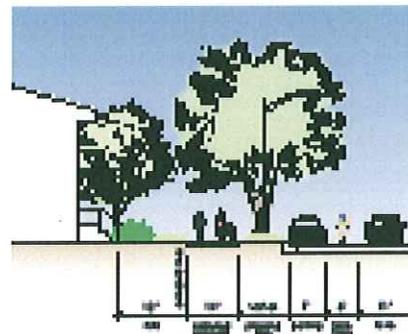
Class II - On-street bike lane



Cross Section A: Class I - Off-Street Multi-Use Trail



Cross Section B: Class II - On-Street Bike Lane

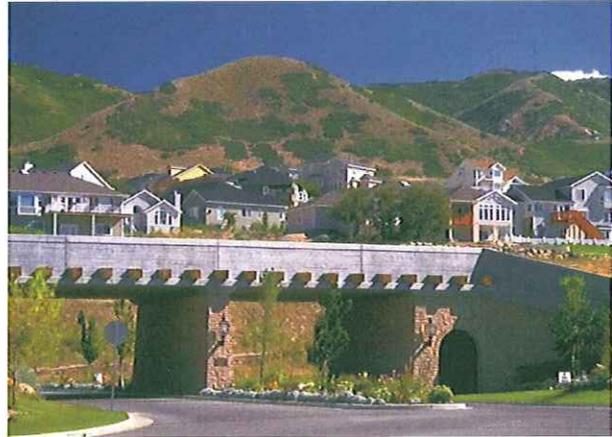


Cross Section C: Widened Sidewalk

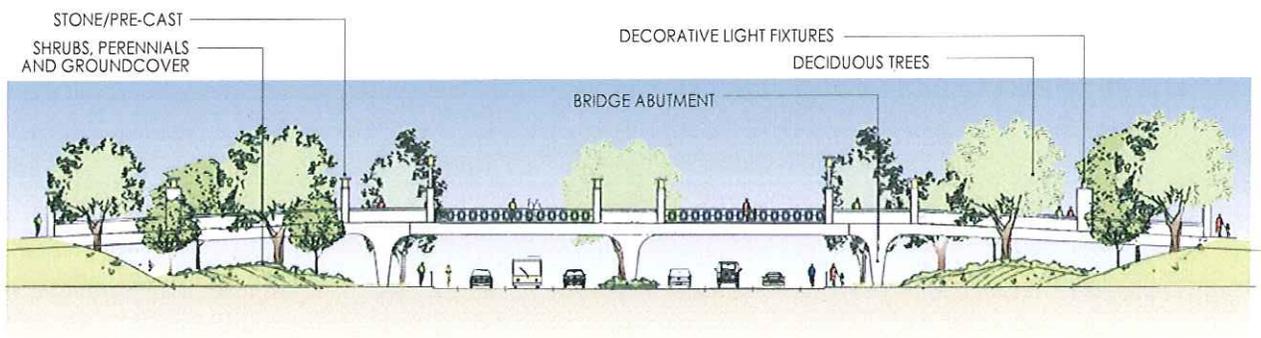
Figure 6.12: Concept trail and widened sidewalk sections

6.4.2 Bicycle and Pedestrian Bridges

Pedestrian and bicycle overpasses are provided at two key points in the system to create a safe, separated connection across Cosumnes River Boulevard leading to the Town Center and the commercial loop roadway leading to the Village Center. Bicycle and pedestrians ways are also provided on the overpass, across Interstate 5 connecting to Freepport Boulevard.



Bicycle and pedestrian bridge



Pedestrian Bridge

Figure 6.13: Conceptual design of pedestrian bridge

Circulation and Streetscape

6.5 COMMUNITY ENTRY FEATURES

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 also help establish a style, character, identity, and quality for the Delta Shores community as a whole.

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. It proposes a hierarchy of visual elements that

together will project a level of quality and consistency unique to this community.

The entry/gateway concept contributes to the overall character of Delta Shores. 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 Delta Shores entries includes community gateways, Town Center and Village Center monument signage, and project-level entries for commercial centers and individual residential neighborhoods.

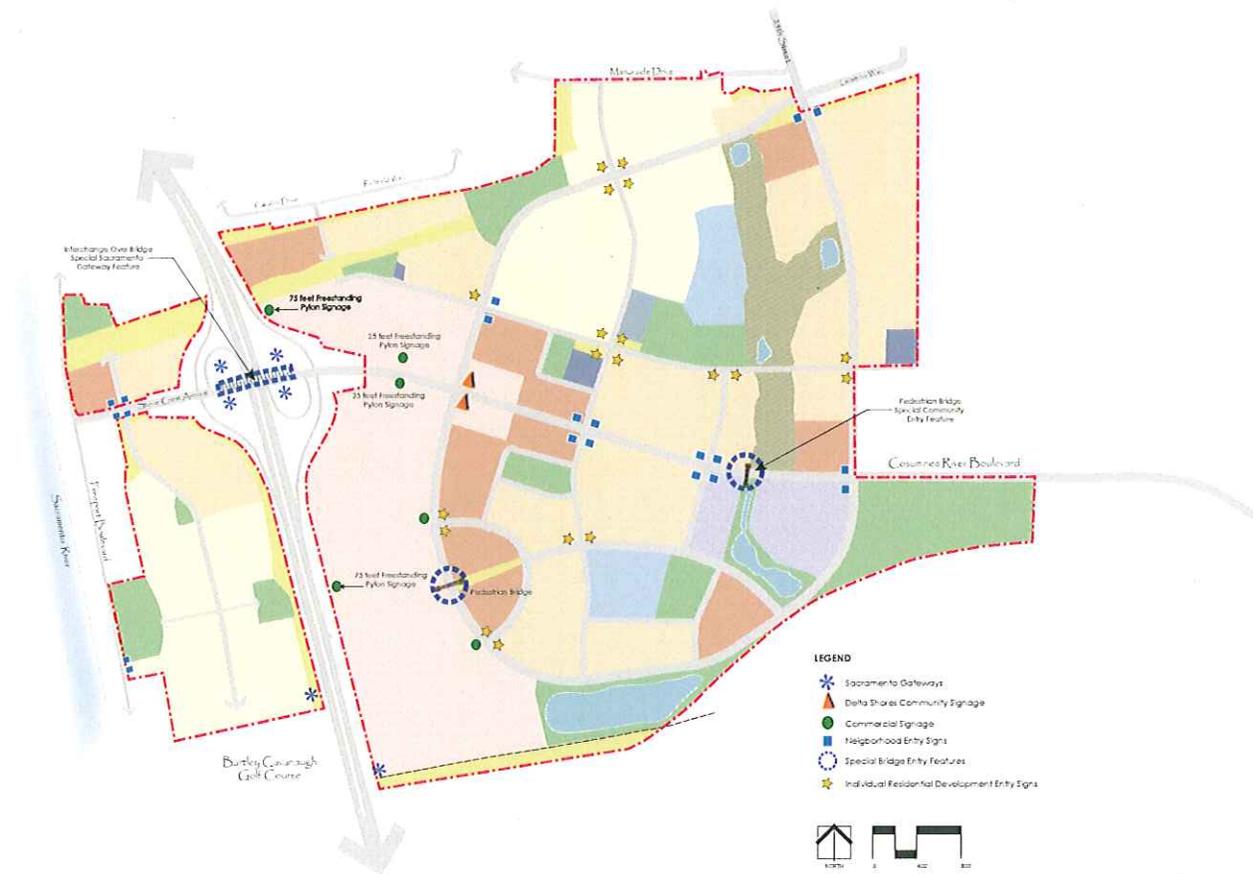


Figure 6.14: Location of Community Signage

Circulation and Streetscape

6.5.1 Community Entries/Gateways

Delta Shores is situated on the southern edge of the city of Sacramento. It is a part of the greater Meadowview community. Community entries/gateways will define both the edges of the city and the community and establish a sense of quality throughout the development. As the first visual element, community entries are envisioned as tall, vertical architectural features framed by landscape elements that define a portal to the community. The community entries should be designed to meet the following criteria:

- Community entries will use consistent materials, colors, and forms in a way that provides visual continuity to the area.
- Entries will be designed to announce the transition into Delta Shores with taller vertical elements as visual landmark entry monuments at the corners of major roads and secondary streets.
- 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 create a high-quality visual character for the community.

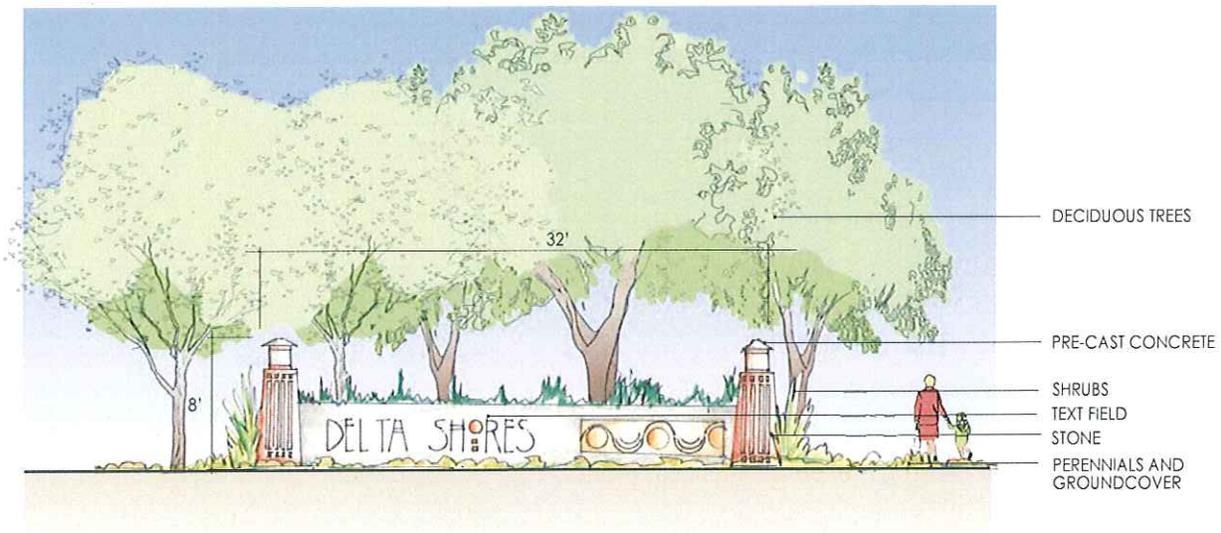
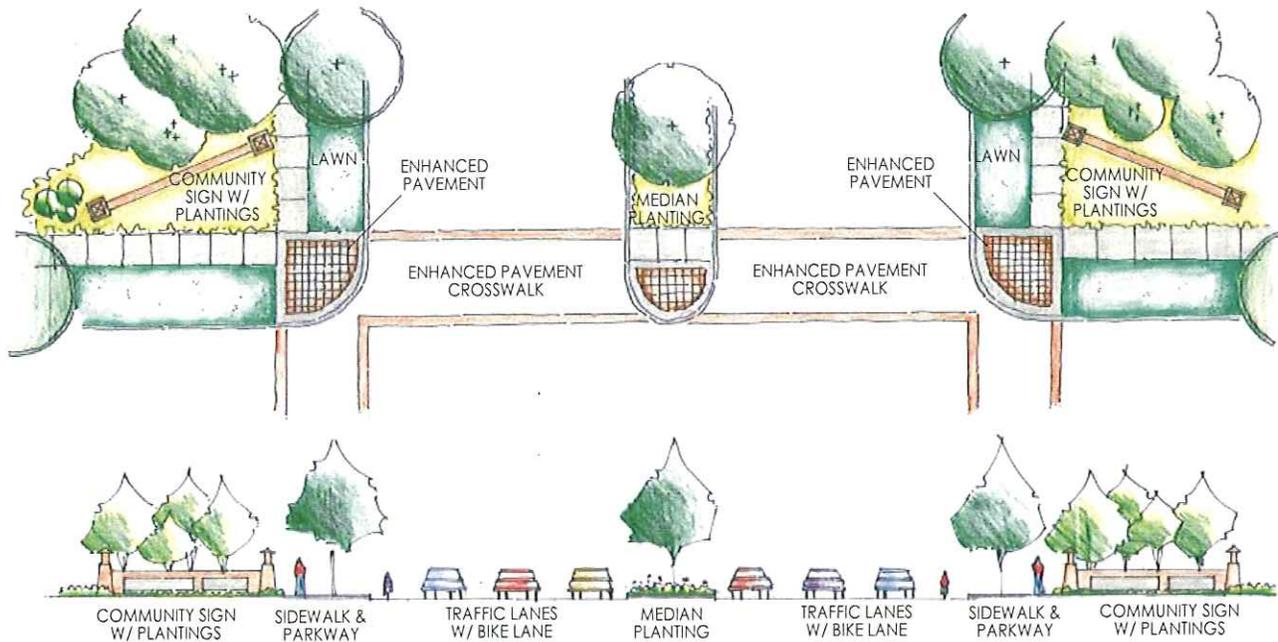


Figure 6.15: Conceptual Illustrations of Community Signage

Delta Shores community entries/gateways define both the entry to the city, the community and the neighborhoods.

Circulation and Streetscape



Community Entry Signage Elevation & Plan



Community Signage - Alternative 1



Community Signage - Alternative 2

Figure 6.16: Conceptual Plan and Elevations of Community Entry Signage Options

Circulation and Streetscape

6.5.2 Neighborhood/District Gateways

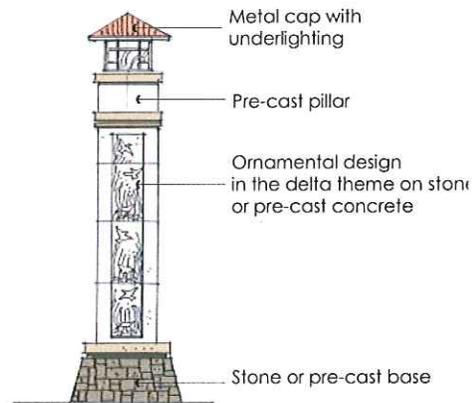
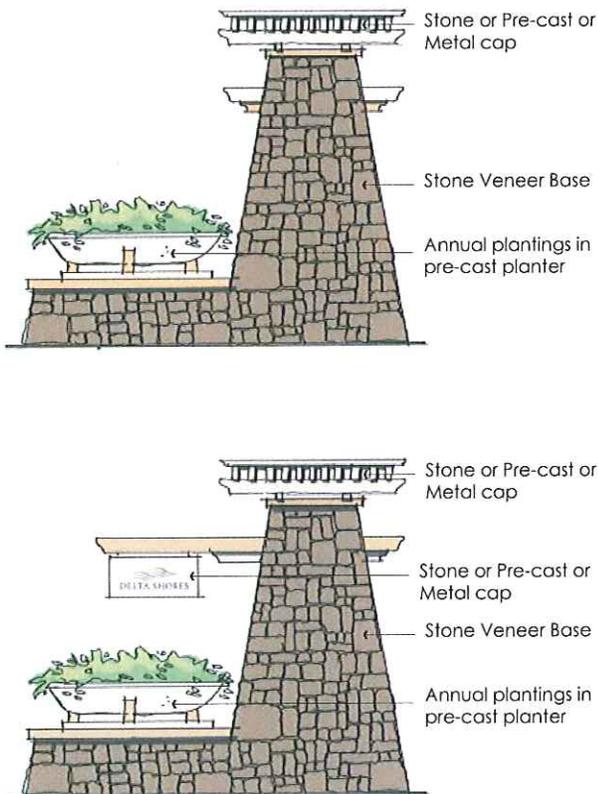
At the intermediate level, gateways occur along the major roads within Delta Shores to identify transitions between one neighborhood and another. The neighborhood entries also establish an overall project theme and identity. Entry monumentation may also distinguish one project area from another. Neighborhood gateways should be designed in coordination with the overall Delta Shores theme. These gateways will be incorporated into the landscape areas at major road intersections and should include similar materials, style, and design character as the much larger community entries.

The neighborhood gateways should be designed to include a coordinated palette of materials, landscape and plant varieties, signage, lighting, decorative walls, and other architectural forms.

Neighborhood/district gateways will define a number of distinct residential enclaves and, as such, will have a fundamental design structure. However, the design framework has the flexibility to respond to different aesthetic objectives.

Neighborhood and district gateways should include the following design elements:

- Gateway designs should incorporate pedestrian streetscape elements, such as streetscape furniture, lighting, and bus stops, where appropriate.
- Vertical elements featuring public art, 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.



Neighborhood gateways are integrated with landscaped areas at major road intersections and complement the style defined by the community entries.

Figure 6.17: Conceptual Elevations of Neighborhood Entry Signage Options

Circulation and Streetscape

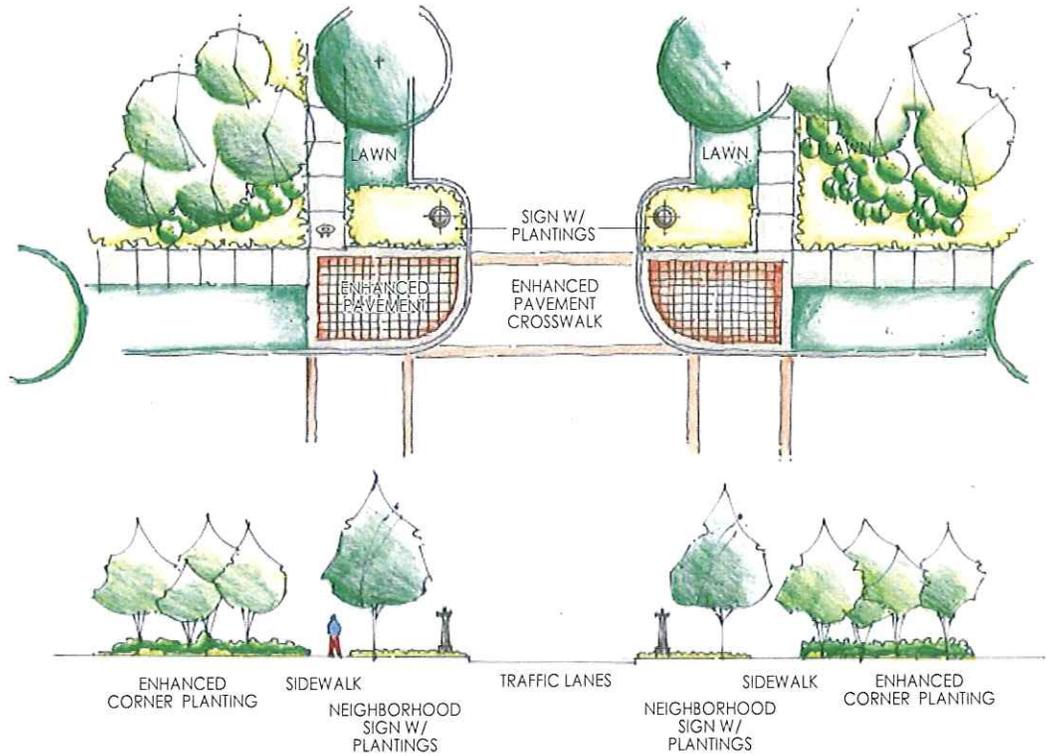


Figure 6.18: Conceptual Plan and Elevation of Neighborhood Entry Signage Options

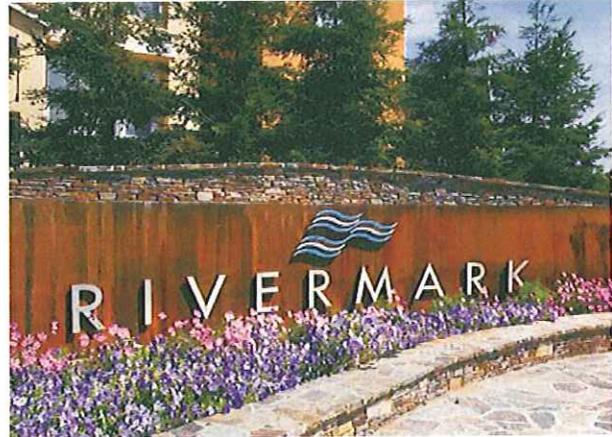


Circulation and Streetscape

6.5.3 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.

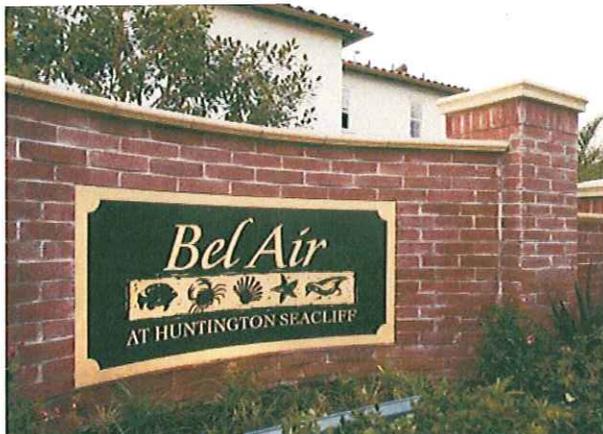
Smaller scale neighborhood entry features may be created along the internal street systems of individual residential areas. These landmark locations identify the transition into the residential areas and provide recognition for each residential project. These smaller scale neighborhood entries help create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



Residential neighborhood entries should reflect the design character of the individual development.



Small scale entry features along internal streets



The color and materials of residential neighborhood entries should match the palette used in the development.

Residential neighborhood entries are intended to personalize each neighborhood and provide them with a sense of identity while tying into the overall community theme for Delta Shores.



PUBLIC FACILITIES

This chapter provides an overview of the public facilities and services that are necessary to serve the buildout of Delta Shores. Public services that will be provided include sites for two elementary schools, a community center, a fire station, two electric substations, and a police substation.

Specific utilities that will be required by the development include sewer, water, stormwater drainage, electricity, telephone, cable, and solid-waste disposal. Utilities will be described in other documents and plans submitted with these PUD Development Guidelines.



Public Facilities Locations

7.1 DESIGN PRINCIPLES AND POLICIES

SACOG Smart Growth principles encourage the implementation of environmentally friendly practices such as energy-efficient design, water conservation, stormwater management, and shade trees to reduce the ground temperatures in summer (i.e., to reduce the heat island effect).

The Delta Shores Schematic Plan endorses these smart-growth principles by implementing an efficient infrastructure system with guidelines that encourage requirements for low-water-use landscape irrigation (xeriscaping) and plumbing systems and promote use of recycled water and green power.

The underlying goals include the following:

- Create a comprehensively planned infrastructure system to serve the needs of future residents.
- Provide public facilities in sync with development phasing to serve new development without adversely affecting existing levels of service.
- Conserve energy and water through the implementation of energy efficient and water conservation designs.
- Use and preserve existing drainage ways as much as possible and design flood control facilities to preserve significant wetlands and avoid areas where sensitive features exist.

The following policies provide the framework for implementation of public facilities:

- New development and public facilities to serve new development shall be planned and developed according to the Sacramento City Code.
- Reasonable efforts shall be made to facilitate future connections to the system of public utilities and roads.
- Utility lines shall be placed underground to the maximum extent feasible.
- Utilities shall be designed and constructed to minimize future operation and maintenance costs to user.

Public Facilities

7.2 ELEMENTARY SCHOOLS

Two school sites are proposed in the Delta Shores Schematic Plan. The school demand has been calculated as per the number of students generated and other adjoining school facilities to the project site. The location of the proposed school sites has been based on easy and safe access for the children as well as distributing the number of students generated by the development. These school sites are proposed sites only. The decision of whether or not to build the elementary schools and where to build them will be made by the school district.

[NOTE: No schematic plan amendment or any other discretionary review is required to develop the school sites pursuant to their underlying zoning should the school district decline to acquire the school sites within applicable time periods.]

The following development guidelines should be used in each school's design:

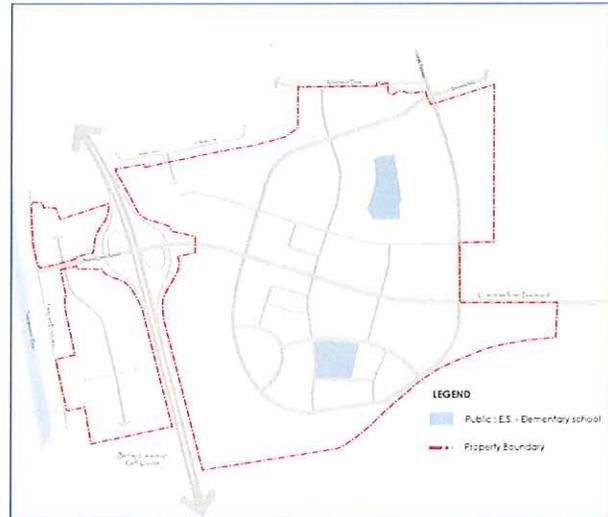
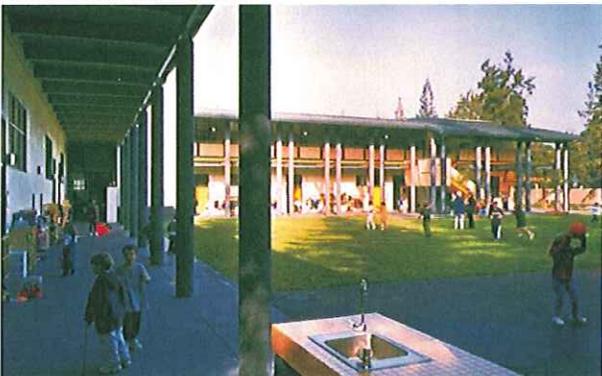


Figure 7.1: Elementary School Locations



The architectural style of schools should complement other civic/community facilities.



Provide sufficient lighting and maintain views of the school grounds to enhance the sense of security.

- Locate outdoor school facilities adjacent to the Neighborhood Park, and the school building close to public streets.
- Integrate outdoor school facilities with the recreation amenities of the neighborhood park to facilitate their joint use.
- Provide sufficient lighting and maintain views of the school grounds from local roadways to enhance security.
- Orient school buildings to maximize daylighting and natural ventilation to reduce energy costs.
- Encourage complementary and varied architectural styles that complement civic/community facilities.
- Provide clearly defined ingress and egress routes to parking and drop-off areas for efficient traffic flow of school buses, private vehicles, pedestrians, and bicyclists.
- Provide safe, well-lit pedestrian and bicycle linkages to adjoining residential neighborhoods, parks, and open space to encourage walking and biking to school.
- Locate joint use parking facilities close to the Neighborhood Park for events in the park during nonschool hours.

7.3 COMMUNITY CENTER

The Delta Shores Schematic Plan includes a site for a private community center for the local residents. The Community center provides a social gathering space for the residents and includes recreational facilities such as a gymnasium, social hall/community room, swimming pool, etc. Design of the facility should reflect the following development guidelines:

- Ensure high visibility and direct access from public streets and surrounding residential neighborhoods.
- Integrate the outdoor recreational features and landscape features of the community center with the adjoining neighborhood park.
- Create an inviting pedestrian and biking environment with prominent building entries and distinct paths and trails joining adjacent parks and open space.
- Locate parking facilities close to the neighborhood park to promote shared parking spaces.



Figure 7.2: Community center location



The private Community Center is envisioned to have state-of-the-art amenities and architectural design.



The outdoor recreational facilities may be integrated with adjoining neighborhood Park.

Public Facilities

7.4 FIRE PROTECTION

Analysis of the necessary station, equipment, staffing, and response time for Delta Shores has been performed by the City Fire Department. The Schematic Plan includes a 2-acre site for a fire station. The chosen location for the fire station is adjacent to the Retail Center east of I-5 and north of Cosumnes River Boulevard.

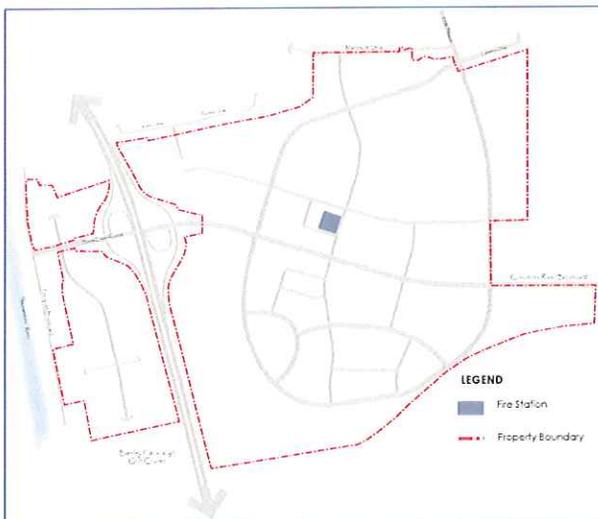


Figure 7.3: Fire Protection Facility Locations



A site for a fire-station will be included within the Delta Shores Plan.

7.5 ELECTRIC SUBSTATION

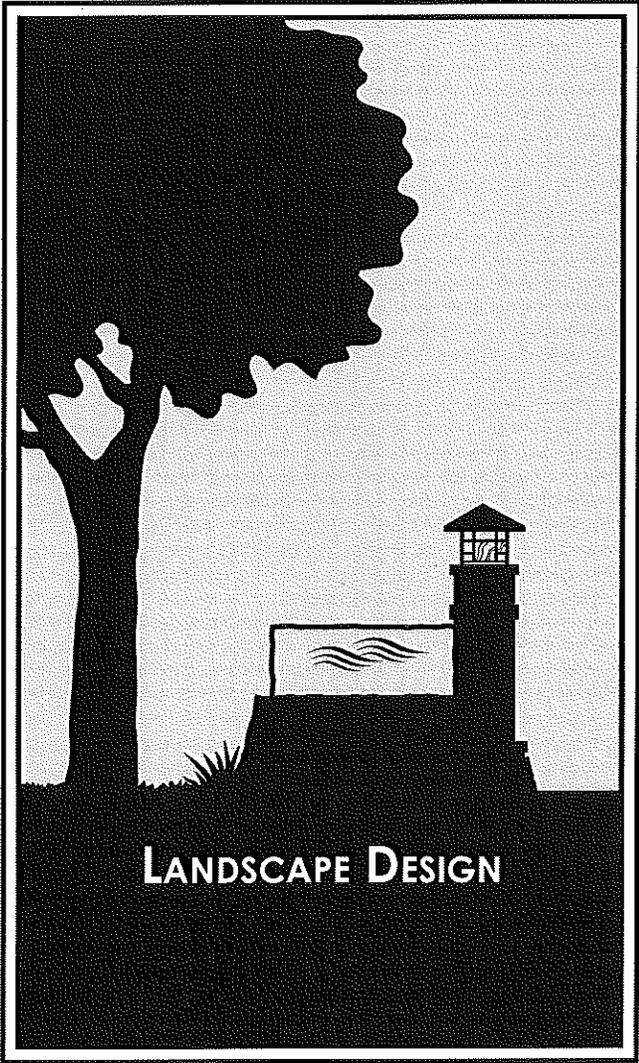
The Delta Shores Schematic Plan accommodates one site for electric substations. The substation is proposed to be built on the project site east of I-5 adjoining a mini park and medium density housing.



Electrical Substation and Water Tank Location

7.6 WATER STORAGE TANK

A 1.65-acre site has been dedicated for the location of the water storage tank on the east most parcels of the Delta Shores plan area.



LANDSCAPE DESIGN

8.1 OVERVIEW

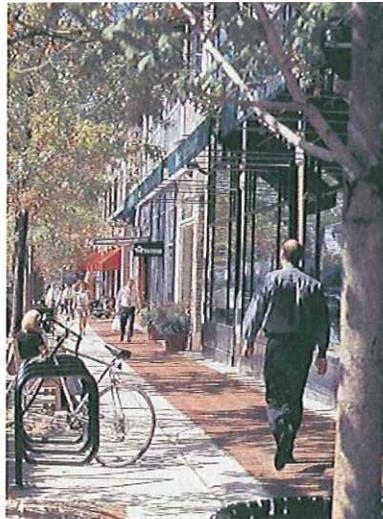
Landscape development guidelines are intended to provide direction for the design and organization of the "public realm," the spaces between buildings and the street. Landscape design covers outdoor spaces and includes planting materials, water conservation, fencing, outdoor furnishings, and public art. The principles and guidelines in this chapter are intended to ensure that Delta Shores provides a cohesive visual experience throughout the community, as demonstrated by design elements along streets and public open spaces. This cohesive appearance is created through the consistent use of landscaping, street furniture, lighting, and signage, among other elements.

At the same time, guidelines have been included to encourage the creation of neighborhoods, parks, and commercial areas with a unique sense of character. These areas should provide an internally consistent design that is distinctive from, but complementary to, the overall design of the Delta Shores community.

Design of Delta Shores also includes practices to support the long-term sustainability of the community. The Sacramento City Council's 2006/07 strategic planning process identified "Sustainability and Livability" as one of five strategic goals for the City, and sets the vision and intent for this chapter. More specifically, the Development Guidelines reflect the influence of "Low Impact Development" guidelines for the City that provide innovative stormwater management techniques for site development. In addition, planting guidelines and plant lists emphasize the use of low-water, native, and ornamental plants and water conservation methods that are in keeping with the City's sustainability principles as identified in the *City of Sacramento Parks and Recreation Master Plan*.



Good landscaping helps to create an integrated neighborhood.



Plants adjacent to buildings should be sited to provide shade during hot months.

Landscape Design

8.2 PLANTING DESIGN

Design Principles

Landscaping should be used to create both a dynamic appearance and visual continuity within Delta Shores, such as along parkways, arterials and collector streets, or to define unique neighborhoods and commercial centers.

Native and ornamental plants with low water needs should be used to save on maintenance costs and reduce the need for irrigation, fertilizer, and pest control, and should be emphasized in landscape planting plans.

Intent

Landscaping in Delta Shores should emphasize the use of low-water ornamental and native plants that contribute to an attractive, appealing environment while minimizing maintenance costs.

The landscape framework for Delta Shores has been organized into three broad approaches – formal, naturalistic, and transitional. This planting concept establishes areas from a more urban character to a more naturalistic open-space character and the transition areas between them. The planting design and plant palette reflect the nature of each area. More formal, linear design patterns are appropriate for urban-street corridors and commercial centers while a more naturalistic approach is appropriate in parks and open spaces. Transitional areas are landscaped spaces between the more urban settings and open spaces. Within this broad framework the guidelines encourage a range of creative design approaches.

Development Guidelines

- Landscaping should be used to reinforce the neighborhood and commercial character. Identifiable changes in street tree and shrub species should be coordinated with other identity-enhancing features such as entry monumentation.
 - Planting plans should emphasize the use of California native plants and low-water ornamentals.
- Landscaping should be selected for year-round interest, offering fall color, interesting groundcover, flowers, or other seasonally changing characteristics.
 - Plants adjacent to buildings should be sited to provide shade during hot months and to allow solar radiation to reach the building during colder months.
 - Turf should be used primarily in active and passive play areas within parks and in small areas within residential front yards. Low groundcover with minimal water and maintenance needs should be used as an alternative to turf whenever possible. Turf use should be minimized in plazas, parkways, and paseos.
 - A minimum of 20% of trees planted in parks should be native species per City planting requirements (see section 8.4, "Plant List").
 - Tree selection for parks, and accents, as well as shrubs suitable to the Sacramento climate, are provided in the Plant List (see Section 8.4, "Plant List").



Street trees should be planted at regular intervals to accommodate mature growth.

8.3 STREET TREES

Design Principles

Street trees should be selected based on the specific location within Delta Shores, such as residential or commercial areas, parks, and the hierarchy of streets. Street trees should be planted on all streets to create a large canopy that visually frames the travel way and public realm, providing shade and comfort to pedestrians as well as motorists. Street tree type and size should be selected based on the size and hierarchy or type of streets within Delta Shores. The streetscape design along each street provides continuity of the image and character within Delta Shores. Cosumnes River Boulevard, arterials such as 24th Street and Freeport Boulevard, and each local collector street should be treated with the same street tree selection. Street trees within each residential neighborhood should be consistent and selected so that the neighborhood can establish its own identity separate from other neighborhoods.

Intent

Street trees provide shade during hot summer months and help to lower the temperature of the surrounding neighborhood. Street trees also provide for filtration of the air, supply oxygen to the environment, and provide habitat for local birds and other species. Street trees help to maintain property values within neighborhoods, and they establish the character and quality of the community. Historically, California Central Valley towns and Sacramento are known for their large-canopy street trees, which have created a healthy, green urban forest.



Accent trees that display seasonal color and interest are encouraged at entryways and at important intersections and medians.



Street trees within residential neighborhoods should be selected to establish an identity for the neighborhood.

Street trees should be planted on all streets to create a large canopy that visually frames the travel way and public realm, providing shade and comfort to pedestrians as well as the motorists.

Landscape Design

Development Guidelines

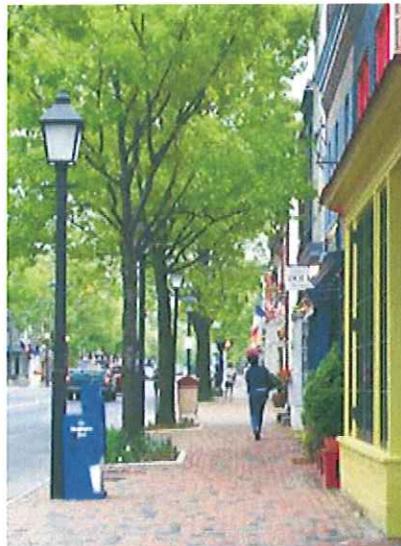
- Street trees should be planted at sufficient intervals to accommodate mature growth. The appropriate interval will depend on the species and variety of tree. When trees are planted in formal patterns, maximum spacing shall be no farther than 40 feet on center.
 - Large-canopy trees that provide dense 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, reduce sidewalk damage, and provide a sufficiently large, wide canopy to shade the sidewalks.
 - Street trees should be pruned to provide a minimum 8-foot clear space between the lower branches and the pedestrian walkway to prevent damage to the tree and to allow passage of pedestrians and bicyclists. In commercial areas, the clear space also provides an unobstructed view of ground-floor signage, windows, and doors.
 - Planting intervals can be modified to create interest, with clusters of trees placed near intersections or entry features, and in transitional areas to parks and open spaces.
 - Accent trees that display seasonal color and interest are encouraged at entryways and at important intersections.
 - Street trees suitable for the Sacramento climate are identified in the Plant List on the following page.
- mulched with wood chips (playground fiber or coarser) to a depth of approximately 3 inches.
- No turf, groundcover or shrubs are to be planted within 3 feet of any tree trunk.
 - Additional tree species are available on the following Web sites:
 - **City of Sacramento Department of Parks and Recreation**
www.cityofsacramento.org/parksandrecreation/urbanforest/index.html
 - **Sacramento Tree Foundation**
www.sactree.com/treeInfo/treesWeOffer.html
 - **Sacramento Municipal Utility District (SMUD)**
www.smud.org/residential/saving/trees/index.html

8.4 PLANT LIST

The following trees and shrubs are the plants recommended for selection for Delta Shores development that meet the intent of the landscape guidelines. Alternative plant choices may be approved by the City.

Planting notes:

- All park strip and surface parking lot trees are to be planted in a gradual mound 2 inches to 3 inches higher than the surrounding grade and



Street trees should be easy to maintain and reduce sidewalk damage.

Landscape Design

STREET AND PARK TREES

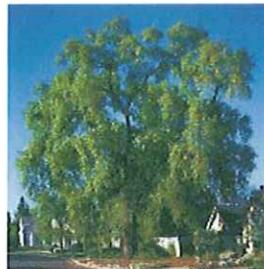
Botanical Name	Common Name (Cultivars)
Deciduous (Ornamental)	
<i>Acer freemanii</i>	Autumn blaze maple
<i>Acer platanoides</i>	Norway maple
<i>Acer rubrum</i>	Red maple ("Red Sunset," "October Glory")
<i>Carpinus betulus</i>	European hornbeam
<i>Cellis australis</i>	European hackberry
<i>Cellis occidentalis</i>	Common hackberry
<i>Ginkgo biloba</i>	Maidenhair tree
<i>Pistacia chinensis</i>	Chinese pistache
<i>Platanus acerfolia</i>	Plane tree ("Bloodgood," "Yarwood," "Columbia")
<i>Quercus macrocarpa</i>	Bur oak
<i>Quercus phellos</i>	Willow oak
<i>Quercus rubra</i>	Red oak
<i>Tilia americana</i>	American linden
<i>Zelkova serrata</i>	Saw-leaf zelkova ("Green Vase")
Deciduous (California Native)	
<i>Acer macrophyllum</i>	Bigleaf maple
<i>Arbutus menziesii</i>	Pacific madrone
<i>Platanus racemosa</i>	California sycamore
<i>Prunus illicifolia</i>	Holly leaf cherry
<i>Prunus i. lyonii</i>	Catalina cherry
<i>Quercus douglasii</i>	Blue oak
<i>Quercus lobata</i>	Valley oak
Evergreen (Ornamental)	
<i>Cedrus deodara</i>	Deodar cedar
<i>Eucalyptus microtheca</i>	Coolibah
<i>Pinus patula</i>	Jelescote pine
<i>Podocarpus gracillior</i>	Fern pine
<i>Quercus ilex</i>	Holly oak
<i>Quercus suber</i>	Cork oak
Evergreen (California Native)	
<i>Abies concolor</i>	White fir
<i>Pinus coulteri</i>	Coulter pine
<i>Pinus torreyana</i>	Torrey pine
<i>Quercus agrifolia</i>	Coast live oak
<i>Sequoia sempervirens</i>	Coast redwood



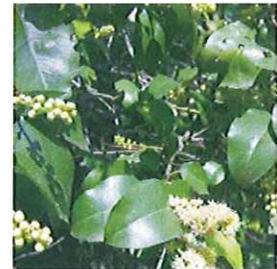
Holly oak



California sycamore



Valley oak



Catalina cherry

Street and Park Tree Examples



Ornamental pear



Sour gum



Toyon



Western redbud

Accent Tree Examples

Landscape Design

ACCENT TREES

Botanical Name	Common Name (Cultivars)
Deciduous (Ornamental)	
<i>Acer buergeranum</i>	Trident maple
<i>Acer palmatum</i>	Japanese maple
<i>Cercis canadensis</i>	Eastern redbud
<i>Crataegus phaenopyrum</i>	Washington hawthorn
<i>Lagerstroemia indica</i>	Crepe myrtle
<i>Malus ioensis</i>	Bechtel crabapple ("Plena")
<i>Nyssa sylvatica</i>	Sour gum
<i>Osmanthus fragrans</i>	Sweet olive
<i>Pyrus kawakamii</i>	Evergreen pear
Deciduous (California Native)	
<i>Cercis occidentalis</i>	Western redbud
Evergreen (Ornamental)	
<i>Xylosma congestum</i>	Shiny xylosma
Evergreen (California Native)	
<i>Heteromeles arbutifolia</i>	Toyon
<i>Umbellularia californica</i>	California Bay



Manzanita



Wild lilac



Heavenly bamboo



Rock rose

Shrub Examples

SHRUBS

Botanical Name	Common Name (Cultivars)
Shrubs (Ornamental)	
<i>Agapanthus africanus</i>	Lily of the Nile
<i>Arbutus unedo</i>	Strawberry tree
<i>Buxus japonica</i>	Boxwood ("Green Beauty")
<i>Cistus</i> sp.	Rock rose
<i>Cotoneaster</i> sp.	Cotoneaster
<i>Euonymus japonica</i>	Euonymus
<i>Lavendula</i> sp.	Lavender
<i>Ligustrum japonica</i>	Privet
<i>Nandina domestica</i>	Heavenly bamboo
<i>Photinia fraseri</i>	Photinia
<i>Pittosporum tobira</i>	Japanese pittosporum
<i>Rhamnus alaternus</i>	Italian buckthorn
<i>Rhaphiolepis indica</i>	Indian hawthorn
<i>Rosemarinaria officinalis</i>	Rosemary
<i>Westringia fruticosa</i>	Coast rosemary
Shrubs (California Native)	
<i>Amelanchier alnifolia</i>	Western serviceberry
<i>Arctostaphylos manzanita</i>	Manzanita
<i>Arctostaphylos uva-ursi</i>	Prostrate manzanita ("Point Reyes")
<i>Carpenteria californica</i>	Carpenteria
<i>Baccharis pilularis</i>	Dwarf coyote bush
<i>Ceanothus</i> sp.	Wild lilac
<i>Cornus sericea</i>	Redtwig dogwood
<i>Fallugia paradoxa</i>	Apache plume
<i>Fremontodendron californica</i>	Flannel bush
<i>Heteromeles arbutifolia</i>	Toyon
<i>Philadelphus lewisii</i>	Western mock orange
<i>Potentilla fruticosa</i>	Bush cinquefoil
<i>Rhamnus californica</i>	Coffeeberry
<i>Rhus integrifolia</i>	Lemonade berry
<i>Rhus trilobata</i>	Skunkbush
<i>Ribes sanguinum</i>	Pink flowering currant
<i>Rosa gymnocarpa</i>	Bald hip rose
<i>Rose woodsii</i>	Wood's rose
<i>Spiraea douglasii</i>	Western spiraea

Efficient water use does not mean changing our lifestyle. It means reducing water waste and innovating different ways to achieve an attractive and comfortable landscape that uses less water.

8.5 IRRIGATION AND WATER CONSERVATION

Design Principles

Plants should be grouped in hydrozones, which are groupings of plants with similar watering needs. Irrigation should be calibrated to the water needs of each hydrozone to avoid over- and underwatering.

Low-water native plants and ornamentals should be used whenever possible, but some supplementary irrigation will still be needed to maintain these plants. The type of irrigation system used should be based on plant type and water use.

Intent

Water use should be minimized whenever possible for water conservation, while maximizing the beauty of landscaped areas.

Development Guidelines

- Automatic irrigation systems with a rain shutoff valve should be installed, as necessary, for planted areas.
- Moisture sensors should be installed at appropriate intervals in commercial and mixed-use areas and along streetscapes to minimize over watering.
- Irrigation controls should be screened from view from the street by landscaping or other attractive site materials.
- Turf and groundcover should be irrigated with a conventional spray system, using head-to-head spray coverage. Misting spray heads in turf areas, which lose a significant portion of their moisture to evaporation, should be avoided.
- Shrubs and trees should be irrigated with a drip system to provide deeper, more even watering and promote water conservation.
- Commercial buildings should be designed to employ a water collection system that can reuse roof runoff for irrigation purposes.
- Soil should be mulched with 3 - 4 inches of organic material, such as wood chips, to reduce evaporation, keep the soil temperature even, and control weeds.
- Perennials should be the predominant planting in commercial and mixed-use areas to minimize water use. Annuals, which have higher water needs, may be planted in selected accent areas, such as around entry monumentation, public plazas and at entries.



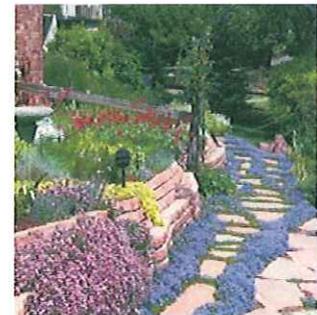
Landscape water conservation may be achieved by combining with a stormwater drainage system.



Soil should be mulched with organic materials to reduce irrigation needs.



Installation of automatic irrigation systems with rain shutoff valves and timers are encouraged.



Xeriscaping can reduce water use by 60% .

Landscape Design

- All park strips should be irrigated on a non-turf station by a minimum of 2 pop heads with 3' radius nozzles installed 30" to 40" from center to trunk line.

8.6 FENCING AND WALLS

Design Principles

High-quality fencing and wall materials should be used to contribute to the character of Delta Shores. Different types of fencing and walls can help define neighborhoods and commercial areas. In general, high masonry walls should be avoided except to screen or prevent access to commercial loading docks or public utility areas. Fencing should be permeable to allow visual access to view corridors, parks, and open space. Wherever possible, high sound walls along collector and arterial streets should be avoided.

Intent

Walls and fences on property lines and elsewhere throughout Delta Shores provide for privacy, security, and sound attenuation, and help to shape the character and image of individual homes and the neighborhoods. Fencing and walls can be used to demarcate specific use areas while creating a welcoming appearance that controls pedestrian movement between residential, commercial, and public use areas. Walls and fencing should not be used to enclose neighborhoods in a way that reduces

connectivity, creating physical and visual barriers between neighborhoods. The design intent is to limit the use of sound walls along arterial and collector roads. To mitigate traffic noise and the possible negative visual impacts of continuous sound or privacy walls, a variety of design treatments and land use relationships are recommended.

Development Guidelines

Residential

- The style, materials, and color of fencing in residential areas should complement the style, materials, and color of homes.
- Front-yard fencing and side-yard fencing in single-family residential neighborhoods should not exceed a maximum of 3 feet in height. Rear-yard fencing should not exceed 6 feet in height.
- Acceptable fencing materials include wood, metal, and mixed materials (e.g., metal posts between custom concrete columns).



Visually permeable fence



Solid fence combined with opening on the top

- Good neighbor fences between residential units along property lines should be designed to be attractive on both sides.

Commercial

- Low, 18-inch-high walls may be used to demarcate special-use areas within the plazas and to serve as seat walls for pedestrian use.
- Trash/recycling areas should be screened by minimum 6-foot-high masonry walls or decorative screen fencing.
- Loading and service areas should be screened by minimum 6-foot-high walls and/or landscaping.

Perimeter

- Use of landscaped setbacks, earth berms, and use of frontage or loop streets and open ended cul-de-sacs can be used to provide additional setbacks and reduce the need for continuous sound walls.



Perimeter walls along I-5 should be constructed of decorative masonry with detailing consistent with entry monumentation.

Plants should be grouped in hydrozones, which are groupings of plants with similar watering needs.



A low height wall may be used for seating in the plazas and parks.

Parks and Open Space

- Where possible, residential buildings should front or side onto parks and open spaces, pedestrian trails, and paths to avoid use of fencing on open spaces .
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Low cable fencing should be provided along the wetland preserve area to limit public access but provide uninterrupted views to the restored wetland area. Alternative fencing designs are acceptable when approved by Army Corps of Engineers.

Landscape Design

8.7 PAVING AND HARDSCAPING

Design Principles

Paving surfaces and hardscape designs should be selected carefully to contribute to the overall design scheme of pedestrian-oriented spaces. Variation of color, texture, and material adds to the visual interest of hardscaped areas, particularly in major public gathering areas such as plazas and along commercial walkways. Visual appeal should be balanced with functionality through the selection of materials that provide for on-site stormwater retention and contribute to groundwater recharge.

Intent

Diverse alternative paving and hardscape treatments are preferred over the monotonous use of impermeable, broom-swept concrete. A range of paving materials should be used to promote visual interest and reduce stormwater run-off.

Development Guidelines

Paving surfaces on residential lots should be limited to the driveway, walkways, and patios. Alternative paving treatments and materials are encouraged. Alternative materials suitable for driveways can be used for walkways and patios, such as flagstone, decomposed granite, or aggregate.

- Paving treatments suitable for residential use include:
 - Concrete paving strips used alternately with turf or groundcover
 - Pervious concrete pavers
 - Stone or brick on aggregate (not concrete) bases
- Paved surfaces in commercial and mixed-use areas may incorporate pervious paving treatments such as concrete pavers (many



Diverse alternative paving and hardscape treatments are preferred.



Visual appeal should be balanced with functionality through the selection of materials that allow stormwater runoff to stay on-site and contribute to groundwater recharge.

Variation of color, texture, and material adds to the visual interest of hardscaped areas, particularly in major public gathering areas such as plazas and along commercial walkways.



Permeable asphalt and concrete paving may be used in parking areas.



Stamped asphalt paving

types) and sandswept brick in the plazas, parking lots and pedestrian walkway areas.

- Pervious paving materials may be used in combination with impervious paving materials such as terrazzo tile and integral-color concrete to create a pleasing effect that will promote groundwater recharge.
- If used, pervious paving treatments must conform with ADA accessibility requirements. Pervious treatments such as grass-concrete should not be used for high-traffic areas and pedestrian walkways.
- Where conventional concrete paving is used, such as for sidewalks adjacent to residential, collector, and arterial streets, recycled and waste products can be incorporated into the construction process for resource conservation and minimizing energy wastage. For example, recycled concrete can be used as aggregate, and fly ash can be added to concrete mixes.

The use of pervious paving treatments in the plazas and pedestrian walkway areas is encouraged.

Landscape Design

8.8 LIGHTING

Design Principles

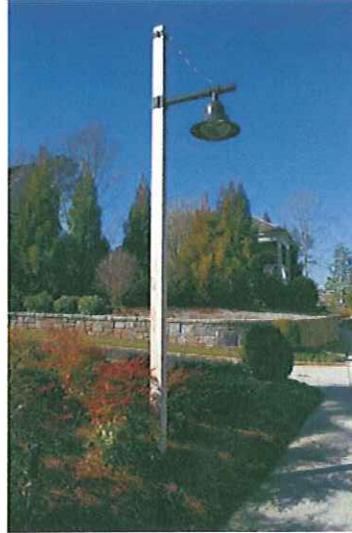
Adequate lighting for streets, parks, open spaces, residential neighborhoods, and commercial centers increases the potential use of these spaces beyond daylight hours. Lighting should be used to improve safety within the community, and it should add to the character of the built environment without creating a nuisance with unnecessary glare, spillover to neighboring lots, or lighting directly up into the night sky. Street lights should contribute to the overall character of neighborhoods, using similar design themes as other streetscape features. Traditional design styles or contemporary interpretations of these styles are highly encouraged for light fixtures. A wide variety of light fixtures may be used depending on their location, intensity, or height requirements. However, it is highly recommended that each neighborhood uses light fixtures from the same family of styles to maintain the sense of integrity and continuity throughout Delta Shores.

Intent

Site lighting is a critical detail in enhancing neighborhood safety and security. The intent is to create the image and character of the traditional neighborhoods of the Sacramento Valley region by incorporating traditional design elements of a "craftsman" or early California style.



Pole-mounted site lighting fixture



Landscaping around site lighting fixtures



Downlighting fixture

Development Guidelines

- Downlighting should be used along public streets to emphasize circulation and reduce nighttime light pollution.
- The use of "bi-lighting" fixtures which combine taller street lights with shorter pedestrian lights is encouraged, except along commercial frontages.
- Lighting fixtures should use materials, colors and design elements of these earlier California styles such as wood, stone, and metal ornamentation.
- All light fixtures in the public areas within Delta Shores should be chosen to reduce glare and spillage onto neighboring properties. Lighting should be appropriately shielded to prevent overspill above the horizontal level.
- Selected light fixtures should meet the City's minimum requirements for ambient light levels.

8.9 STREETScape FURNITURE, WATER FEATURES, AND PUBLIC ART

Design Principles

Street furniture should be attractive, functional, easy to maintain, high quality, and vandal resistant. Water features and public art should not be monumental in scale, but should be easily viewed by pedestrians, providing an additional reason for them to congregate in and enjoy public places.

Intent

Site furniture, water features, and public art contributes to an inviting public realm and provides opportunities for people to gather and interact. Variety in product types within the same family of styles is encouraged to maintain continuity in the design theme while preventing monotony.

Development Guidelines

Plazas

- A variety of seating types should be provided in public places, including café seating, benches, seat walls, and movable seating.
- Seating should be coordinated with shade trees and/or structures.
- Plaza water features should be designed with built-in or nearby seating and tactile features that are appealing to pedestrians (e.g., water flowing over stone that is accessible to children's touch).
- Care should be taken to design water features in a manner that will reduce potential health hazards such as mosquito breeding, stagnant water,, etc.
- Innovative public art should be incorporated into the design of plazas.

Parks

- Site furniture, including benches, picnic tables, and trash/recycling receptacles, should be coordinated with the overall design of the park.



Site furniture including benches, and trash/recycling receptacles should be coordinated with the overall design of parks.



Seating should be coordinated with shade trees or structures.

Landscape Design

- Drinking fountains and trash/recycling receptacles should be placed in high-use areas of parks, such as picnic areas and playgrounds.
- Drinking fountains and barbecue grills shall meet specific City type/style requirements, as defined in the City Park Design Guidelines.
- In addition to site furniture located at picnic areas and playgrounds, seating should also be placed under shade trees or structures at various locations in the parks to offer informal places to sit.
- Public art can be incorporated into the design of entry features and near playgrounds and other high-traffic areas to strengthen the theme of each park.

Trails and Paseos

- Seating, shade trees, drinking fountains, and trash/recycling receptacles should be placed at entry and exit points to trails and paseos, major



Seating, shade trees, drinking fountains and trash receptacles should be placed along trails and paseos.

intersections, and at intervals of approximately 1,200 - 1,400 feet along trails and paseos.

Transit Stops

- Transit stops located at convenient locations along major arterials and collector roads should be provided with bus shelters, seating, lighting, trash receptacles, and other amenities that are attractive, safe, and comfortable for users.



Site furniture contributes to an inviting public realm that provides opportunities to gather, relax and interact.

8.10 PARKING

Design Principles

The visibility of parking areas should be minimized by locating buildings adjacent to the street and dividing large lots into smaller parking clusters. Landscaping, low screen walls, landscaped berms, and other design elements should be used to screen parking areas from the street. Landscaping should be incorporated into the design of parking lots to soften paved areas, reduce heat during the summer months by providing shade, and help filter pollutants from the air.

Intent

Parking areas should be shaded, landscaped areas that provide for circulation by pedestrians and bicyclists, as well as efficient automobile circulation to reduce the visual impact of large expanses of parking and heat gain.

Development Guidelines

Single-Family Residential

- Use of common driveways, private streets, or alley-loaded access is encouraged for small-lot and attached residential building types.
 - Provide offsets between garage doors for architectural interest.

Multifamily Residential

- Parking lots should be located at the rear or in the interior of the development so as not to interfere with access to the street or interior common space.
- Smaller, scattered lots provide better access to residents and are less visually obtrusive than a single large lot.
- Underground parking in private or shared garages accessible from the street is desirable, if appropriate to the design of the structures.

- Garages should be varied in their location to minimize the impact of a row of garage doors. Rows of garages or carports around the perimeter of a development should be avoided.
- Parking should be landscaped and screened from adjoining uses and public streets. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.
- Convenient, accessible walkways should provide short, direct access from designated parking areas to dwellings.
- Garage and carport siding, roofing, and trim should match the materials used on the primary structure. The architectural styling of the garage should also match that used on the primary structures.



Landscaped entries to alley-loaded garages

Landscape Design

Commercial and Civic Uses

- Parking lots should be planted with trees to provide a minimum of 50% shading after 15 years in conformance with Sacramento City Code Section 17.68, "Landscaping and Paving Regulations." Shading should be calculated by using the expected diameter of the tree at 15 years.
- Parking lot stall size and configuration should conform to Sacramento City Code Section 17.64.030, "Development Standards for Parking Facilities."
- Parking lots adjacent to public sidewalks should be screened with appropriate design elements, such as low walls and landscaping. Screening materials should not block views of the parking lot from passing cars to promote safety within the lot.
- Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrians and cyclists.
- Pedestrian routes through parking lots should be clearly designated with paving and landscaping. Entryways to major building entries should also be clearly visible.



Parking lots in commercial areas should be planted with trees that provide a minimum of 50% shade.

- Service loading and service parking areas should be integrated into the pedestrian access and circulation pattern to minimize conflicts with vehicles and pedestrians.
- Parking structures located on primary streets should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.
- Shared parking arrangements that reduce parking requirements are encouraged to avoid excessive parking.
- Major pedestrian access and routes through parking lots should be clearly designated with a change of paving and paving color, landscaping, and the use of special signage and lighting.
- Bicycle parking should be provided at all parks, commercial areas, and civic destinations.



Garage and carport siding, roofing, and trim should match the materials used on the primary structure.



Major pedestrian access and routes through parking lots should be clearly defined with change in the color and material of paving.

Landscape Design

8.11 LANDSCAPE SETBACK BUFFERS

Design Principles

Landscape buffer areas should be provided to increase the compatibility between adjoining commercial and residential land uses to reduce potential conflicts. The buffer area setbacks shall include landscaped screen fences or berms and other features to control potential unwanted noise, light, glare, and odors impacting residents. In addition, landscape buffer setbacks shall be provided between urban activities and natural open spaces including wetlands to reduce potential impacts on natural habitat areas.

Intent

Good planning and design can help to increase the compatibility between the intensity and types of land uses by reducing potential conflicts, and generally make for better neighbors. Compatibility of adjoining land uses is concerned with the potential impacts and nuisances that may be created as a result of different types, intensity and levels of activity. Examples of such nuisances may include unwanted visual intrusions into private yards and windows, noise, light, glare, dust, unwanted traffic and congestion, shade and shadow impacts, and differences in the scale and character of adjoining architecture. Creating greater compatibility between disparate land use activities can be achieved through use of appropriate site design, increased setbacks, and the use of appropriate landscaped buffers.

While landscape buffers help provide greater compatibility between different types of land uses, the intent is also to reduce use of sound walls that can separate neighborhoods and create visual barriers along roadways, parks and open spaces. The land use pattern, street circulation, and site design of neighborhoods and centers is intended to create a more open and connected community and increase visual surveillance of public spaces.

Standards

- Landscaped setbacks shall be provided between commercial and residential land uses to create buffers to control potential conflicts.
- Landscaped buffer areas along rear and side yards shall be at least 10 feet in width, planted and screened with a minimum 6 foot decorative wall or fence.
- Landscape buffer areas between commercial loading docks and public streets and residential areas shall be a minimum of 15 feet in width, landscaped and screened with a berm and/or 6-foot high decorative wall.
- Landscape buffers shall be provided along all commercial parking lots along a public street a minimum of 15 feet in width, landscaped and screened with a low 3-foot wall and/or berm.

Development Guidelines

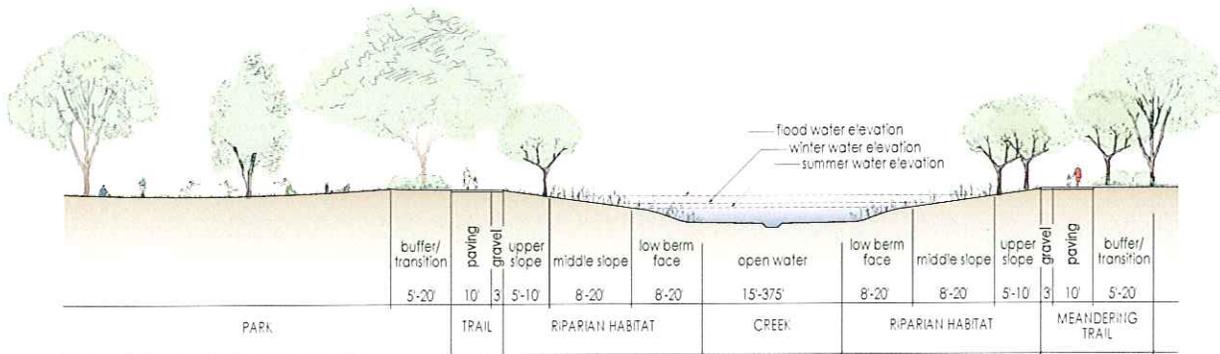
The land use pattern of Delta Shores is organized to provide an appropriate level of compatibility between residential neighborhoods, adjoining higher intensity commercial uses, open spaces and wetlands, and the surrounding community. A neighborhood park is located along Freeport Boulevard, creating a large open space setback to the new residential neighborhood and providing a community amenity to local Freeport residents. In addition, all open spaces and the restored wetland areas are provided with a 50-foot-wide open space buffer area and an additional 30-foot-wide landscaped buffer with trails and landscaping. In general, residential areas that adjoin commercial uses are separated with a roadway with wide landscaped setbacks. The following development guidelines provide direction on the design of landscaped buffers.

Open Space Buffer Design

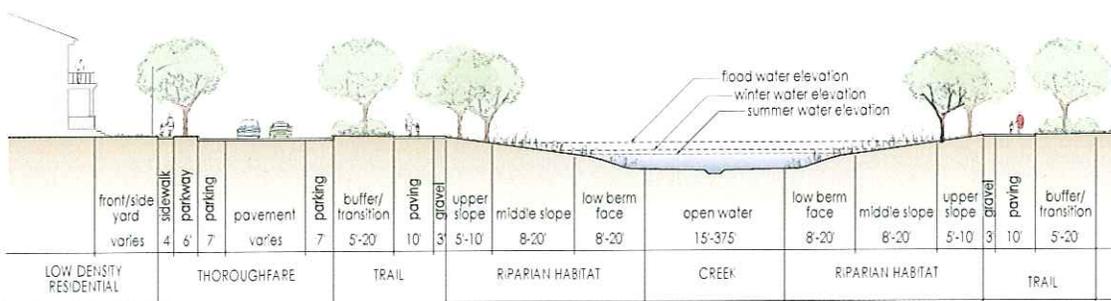
- In general, residential uses should either front onto or have their sides facing open space, parks, and recreation areas to provide visual control and surveillance of public spaces. Residential designs should avoid rear yards backing onto public open spaces, parks, trails, and recreation areas.
- A number of techniques may be employed in residential site design as buffers to adjoining uses such as: frontage roads, loop roads, "live-end" cul-de-sacs, and additional open space setbacks.

Commercial Landscape Buffer Design

- In general, commercial uses should front onto roadways adjoining residential neighborhoods and residential uses should either front onto or have side yards facing across commercial uses.
- Commercial uses and commercial parking areas should provide a sufficient landscaped setback along all roadways to create an overall landscaped boulevard design along the street.
- Landscape buffers should be planted with appropriate trees, shrubs and ground cover to create a visual screen between adjoining land uses.
- Landscape buffers in rear and side yards should be planted with trees, shrubs and ground cover to effectively screen unwanted visual intrusions from commercial areas to private residential yards.



Landscape Buffer Adjacent to Park

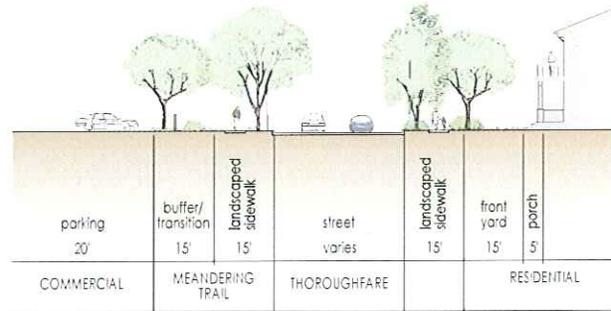


Landscape Buffer Along Residential Adjacent to Wetland

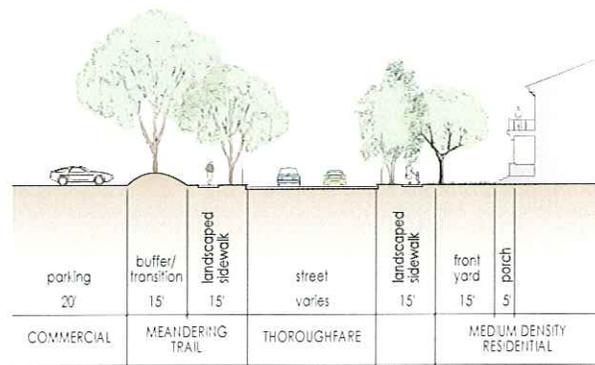
Landscape Design

Fences and Wall Design

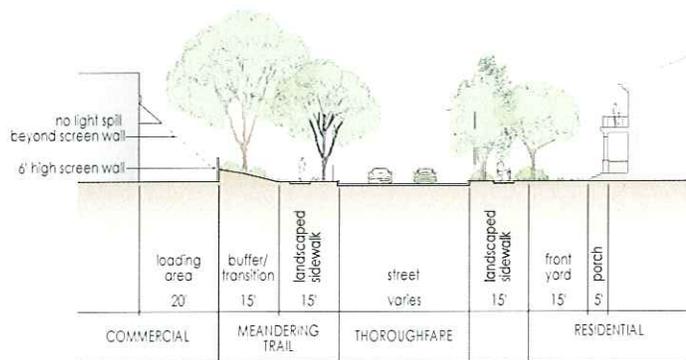
- Landscape buffers along rear and side yards should provide a minimum 6-foot high, decorative screen wall or fence along the property line.
- The visual prominence of walls and fences should be reduced through the use of landscape screening, trees, vines, shrubs, hedge plants and/or berms.
- Landscaped buffers along commercial loading areas shall be screened with a minimum 6-foot high decorative wall, landscaping, and/or berm to block views of loading and trash collection areas, to reduce noise from delivery trucks, and to help to control odors, noise, light and glare.
- Landscape buffers to commercial parking should be planted with trees, shrubs, and groundcover. A 3-foot high wall, fence, and/or landscaped berm should be used to help screen commercial parking lots from surrounding streets and uses. Screen walls, fences and berms should be of sufficient height to block views of the grill and lights of parked cars.
- Design of walls and fences should complement the surrounding residential and commercial architecture. A solid "good neighbor" wall or fence should be constructed of durable materials, and present a finished appearance from both properties.
- Chain link fencing, barbed wire fencing, or razor wire should not be used. Security fences are restricted to enclosure of large utility facilities in the Plan Area such as the power substation, corporation yards, and water tanks
 - Use of wrought iron fences is encouraged. Higher, 8- to 10-foot high fences or decorative block walls may also be appropriate, with surrounding



**Landscape Buffer -
Commercial Parking Area with Fence**



**Landscape Buffer -
Commercial Parking Behind Low Berm**



**Landscape Buffer -
Commercial Loading Area**

Landscape Design

landscaping such as ivy, vines, shrubs and trees to screen the barrier.

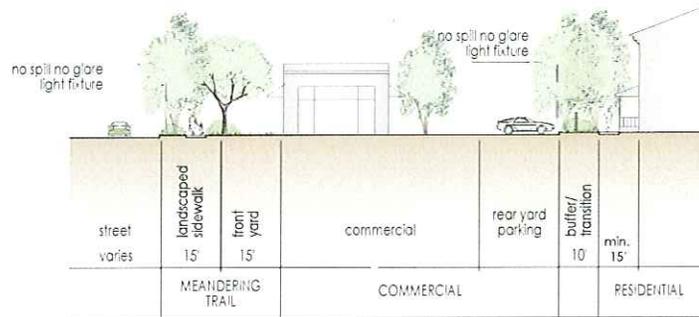
- Security fencing may include wrought iron barriers along the top.
- Commercial storage areas, delivery areas, and outdoor landscape material yards also may be enclosed within a higher 8- to 10-foot high screen wall, in the same style and materials as the main building architecture.
- Walls or fences of uses that abut open spaces should be designed with view fences. View fences are intended to provide privacy separation between land uses yet allow for visual connections into public open spaces, parks, and open spaces for visual surveillance.
 - View fences may consist of decorative metal fences, wood pickets, low cable fencing or rail fences.
 - View fences may be solid below 4 feet in height, with a more opaque or see-through material placed above to a maximum height of 6 feet.
 - See-through materials may include lattice, wrought iron, pickets, glass, or plexiglass, or wire mesh.

Amenities within Buffers

- Landscape buffer areas are encouraged to incorporate on-site drainage swales into the design to reduce storm water run off and increase percolation into the ground water table. On site drainage swales should be designed as attractive landscaped zones with appropriate trees, shrubs and ground cover.
- Pedestrian amenities can also be incorporated into buffer areas such as pedestrian walkways, benches, trellis, planters, and lighting fixtures to create a pleasant place for people.
- Low monument signs, public art, and entry features may also be included in landscaped buffers that add to the overall character and senses of place from the community.

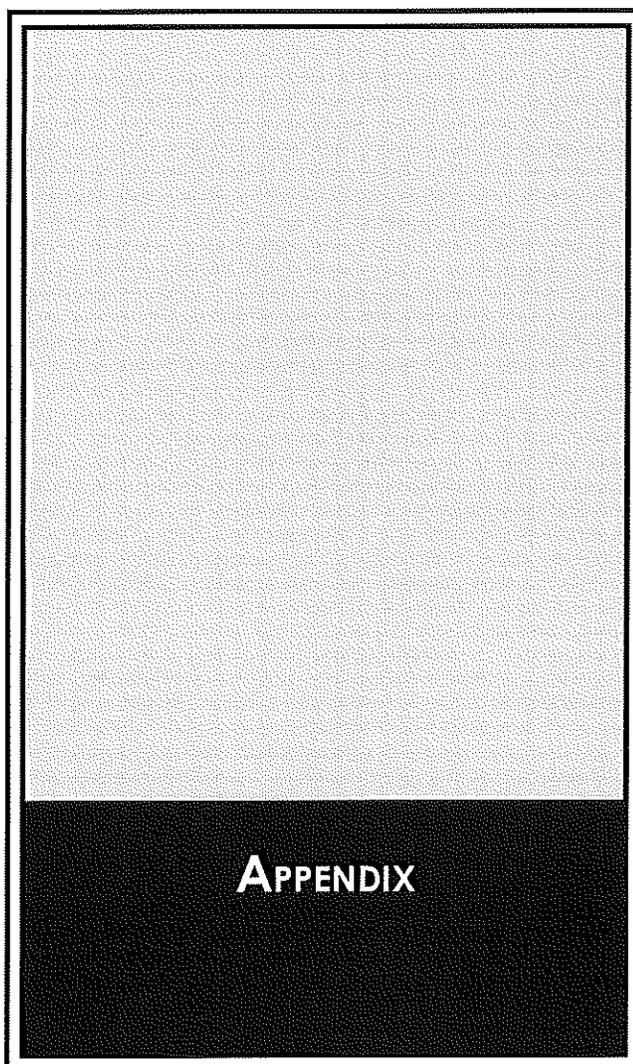
Lighting

- Lighting in commercial centers and commercial parking lots should be designed to limit light spillage and glare onto adjoining residential neighborhoods.
- All existing trees in the Delta Shores neighborhoods adjacent to the Freeport area should be preserved where ever possible and incorporated into parks, open spaces, and the rear yards of residences to maintain a suitable buffer and continuity with the existing Freeport community character.



**Landscape Buffer -
Side and Rear Yard Commercial Area**

Landscape Design





**DELTA SHORES COMMERCIAL CENTER
ANCHOR TENANT CHECKLIST**

Planning Division Authority and Criteria

New anchor tenant buildings within Delta Shores are subject to the Planned Unit Development (PUD) Development Guidelines. Buildings will be reviewed with an expedited review process utilizing the Anchor Tenant Checklist. Projects shall meet the standards identified in the checklist. The purpose of the checklist is to ensure that all new commercial construction within the Delta Shores PUD achieves quality design and adds value to the neighborhood.

Level of Review

If a project meets the checklist standards listed below, Planning Director's Plan Review is the required level of approval. If a specific checklist item cannot be met, the applicant shall provide an alternative and rationale for the use of the alternative. For projects that deviate from the checklist and an appropriate alternative and rationale are not provided, a Planning Commission Plan Review will be required.

	Complies with Guideline	Staff Verification
Delta Shores PUD Development Guidelines		

1.0 Site Design (Sections 3.3, 3.9)		
1.1	Setbacks – Consistent with Zoning Ordinance	
	- Front – 20 feet	
	- Rear – 0 feet	
	- Interior Side – 0 feet	
	- Street Side – 20 feet	
1.2	Primary Façade/Entry Oriented toward interior parking areas or plaza	
1.3	Setbacks vary from adjacent buildings	
1.4	All loading areas shall comply with C2-PUD Zone	
1.5	All trash and recycling enclosures shall comply with C2-PUD Zone	
1.6	Loading, trash, and recycling areas shall be accessible from the side or rear of buildings away from public view and shall be functionally separated from pedestrian walkways	
1.7	Mechanical equipment shall be located away from pedestrian ways. The equipment shall be screened from public view at a ground level in a manner consistent with the character of the building and the overall commercial area	

2.0 Parking and Landscaping (Sections 3.4, 3.10, 3.11)		
2.1	Parking standards are consistent with the C2-PUD Zone	
2.2	Bicycle parking standards are consistent with the C2-PUD Zone	
2.3	Parking lot includes signage and well designed locations for ingress and egress	
2.4	Service loading and service parking areas are integrated into the circulation patten to minimize conflicts	
2.5	The site is designed to encourage pedestrian access and circulation with integrated walkways	

Appendix

Delta Shores PUD Development Guidelines	Complies with Guideline	Staff Verification
2.6 Major pedestrian access routes through parking lots are clearly designated through the use of the following elements:		
- change of paving and paving color		
- landscaping		
- signage		
- lighting		
- shade structures		
2.7 Bicycle routes are clearly marked with paving and signage		
2.8 Bicycle parking is evenly distributed along anchor tenant storefronts with safe, direct access to adjoining pedestrian walkways		
2.9 Bicycle parking (except for designated employee bicycle parking areas) is easily visible from store entries, windows or security stations		
2.10 Street trees should be spaced no farther apart than 30 feet on center, and should be located in either a 6-foot wide planting strip between the curb and sidewalk, or within a metal grated tree planter area of at least 4 feet by 4 feet adjacent to the curb		
2.11 Trees planted in surface parking lots shall be protected with curbs or tree grates or located in landscaped walkways		
2.12 Surface parking lots should be screened from adjacent streets with landscaping. Screening materials should only partially block lot view from passing cars		
2.13 Plant species should be suitable for the Sacramento climate		
2.14 High-maintenance annuals and perennials should be used only as accent elements		
2.15 Automatic controllers with rain shutoff valves should be used to increase water conservation		
2.16 Irrigation controls should be screened from view by landscaping or other attractive site materials		
2.17 Street furniture and pedestrian structures shall be consistent with the character and style of each commercial area		
2.18 Street furniture and pedestrian structure shall be attractive, functional, easy to maintain, constructed of high-quality materials, and vandalism resistant		
2.19 Street furniture shall be installed in visible locations along pedestrian circulations routes		
2.20 Stand-alone street furniture shall be constructed of cast metal with a powdercoated finish in colors and styles that complement the style of the commercial architecture		
2.21 A variety of seating alternatives, including seat walls and café tables, are available in addition to stand-alone benches		
2.22 Brick, stone, textured/stamped/colored concrete, or other decorative paving treatments are incorporated into pedestrian areas to define them and separate them for other uses, and create visual interest		
2.23 Street furniture, pedestrian structures, and hardscaping are designed to endure Sacramento's intense weather conditions		



Delta Shores PUD Development Guidelines		Complies with Guideline	Staff Verification
3.0 Building Design (Section 3.5)			
3.1	Building articulation includes the following elements:		
	- variation in setbacks		
	- variation in height		
	- variation in roof form		
3.2	Building has a recognizable base and top and includes:		
	- use of articulated materials or colors at the base		
	- changes in colors and materials at different levels		
	- Use of ornamental building lines (moldings, cornices, and seams) to accentuate floors and levels		
3.3	Entryways are clearly defined with architectural details such as awnings, canopies, lighting, and signage		
3.4	Windows and doors are clear glass, except where tinted glazing is required by building orientation (avoid use of dark glazing and mirrored glass)		
3.5	All building entryways open directly onto a publicly accessible walkway		
3.6	Facades adjacent to and visible from 1-5 shall be in compliance with the elements listed below to create attractive, visually interesting elevations:		
	- signage		
	- varied roof heights		
	- variation in color		
	- multiple wall surfaces		
	- other architectural features		
3.7	Colors and Materials consistent with color/materials pallet		
3.8	One or more predominant colors used on the building and accented with two or more trim colors		
3.9	The predominate color on a building should be compatible with the overall character of the commercial area		
3.10	Accent colors shall be used on architectural details, signage, lighting, entry features, awnings		
3.11	Durable exterior materials shall be used on all sides of the building (use of vinyl or grooved plywood siding and sprayed-on, textured stucco is prohibited)		
3.12	Awnings and related architectural features are at least 8' above the pedestrian walkway		
3.13	Canopies, awnings, arcades and overhangs over window displays and entries are provided along pedestrian walkways on the ground floor of buildings		
3.14	Awnings are compatible with colors used on the main building		
3.15	Awnings are constructed of canvas, glass, and metal (avoid use of acrylic or vinyl awnings)		

Appendix

Delta Shores PUD Development Guidelines	Complies with Guideline	Staff Verification
4.0 Lighting (Section 3.8)		
4.1 Accent lighting is complementary to the overall lighting style of the commercial center		
4.2 Specialized lighting is located at entries, building towers, and other unique architectural elements		
4.3 Indirect "wall washing" for buildings along I-5		
4.4 All front lighting should be baffled or obscured in channels		
4.5 Exposed fixtures, shades, or other elements are designed to contribute to the design of the storefront		
4.6 All exposed or skeletal neon is backed with an opaque coating		
4.7 Pedestrian areas shall be lighted by pole or bollard-type fixtures that are not more than 14 feet in height for pole lighting or 3 feet in height for bollards		
4.8 Parking lot lighting shall not exceed not exceed 40 feet in height		
4.9 Specialized pedestrian scale lighting shall be provided along pedestrian walkways within the parking lot		
4.10 Landscape lighting is supplemental only and shall not be used to meet safety and wayfinding requirements		
4.11 Uplights must be carefully selected to reduce glare		
5.0 Signage (Section 3.12)		
5.1 Signage is compatible with the character of the Center's signage program		

