EXHIBIT "A"

ANTELOPE STATION DESIGN GUIDELINES

SECTION 507-25.5

I. INTRODUCTION

A. Purpose and Intent

These design guidelines have been prepared for the Antelope Station mixed-use development in the northeast portion of Sacramento County. The guidelines provide a flexible framework for utilizing innovative design, addressing project-wide issues, and for focusing in on site specific issues. These guidelines present the desired character for future development but are not intended to limit innovations in high quality design.

B. Project Description

Antelope Station is approximately a 50 acre ~~mixed-use office,~~ commercial ~~and industrial~~ project located on the corner of Antelope and Roseville Roads in northeastern Sacramento County. The vision of the project is to develop a ~~transit related mixed use complex~~ which would serve the needs of the surrounding community through creation of a pedestrian friendly environment while providing land uses and intensities to support the use of transit in the area.

COMMERCIAL SHOPPING CENTER →

C. Phasing

The development of the project, over time, ~~is viewed to~~ MAY occur in conjunction with the necessary transit improvements which play an important part in supporting the viability of the site. The initial phases would be primarily oriented toward the commercial ~~office~~ and related support uses that respond to needs of the surrounding community. Development of the initial plan is intended to maintain flexibility in design to ensure compatibility with future phases.

SHOPPING CENTER

II. SITE PLANNING

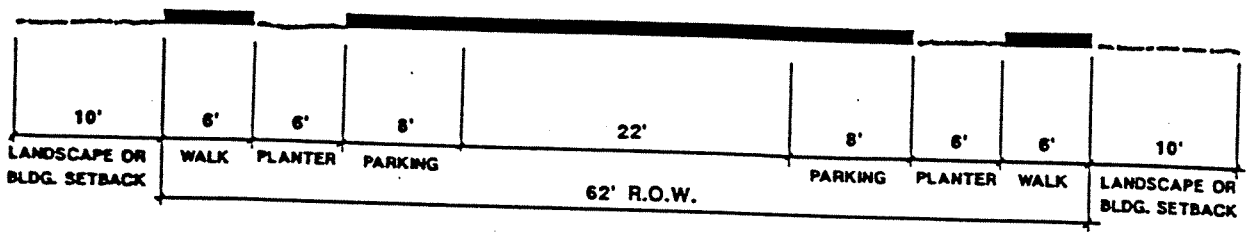
To address the entire development of the site as a cohesive environment, it is necessary to explore all of the following components which create the setting for a pedestrian friendly environment. These components; site planning, architectural character, landscape character and signage/lighting must be addressed to thoroughly understand the desired goals of a coordinated development approach. They are discussed in greater detail, under each section, focusing on the key elements which promote a pedestrian environment.

The primary consideration in creating a site oriented towards pedestrian use is, how it is organized or how the elements are arranged in relationship to one another. The key elements below are those main factors which facilitate the creation of a pedestrian environment.

A. Auto Circulation

In order for a transit related project to operate efficiently, the auto circulation system should provide a safe, direct means of movement throughout the site. The guidelines are as follows:

1. Reduction of typical collector street right-of-way widths is encouraged on all interior streets to promote slower driving speeds and reduce the amount of paving dedicated to auto traffic.



2. Suggested use of speed bumps, signage, cross walks and special ground paving to alert driver of intersections, etc. are encouraged to reduce vehicular speeds in heavy pedestrian use areas.

3. All interior collector roads (main streets) are suggested to converge on a central point terminating at a proposed transit station in proximity to the existing rail line. Cul-de-sac and dead end streets should be avoided.

4. Encourage use of landscape to reinforce, frame and direct linear pedestrian and vehicular systems

B. Pedestrian Circulation

The pedestrian system should provide clear comfortable and direct access to transit stops and between individual land uses. The following guidelines should be considered in the layout and design of all pedestrian systems.

1. Site layouts on individual parcels should provide the opportunities for pedestrian connections between parcels.

2. Walkways should be designed in a linear fashion emphasizing direct access to uses on-site, avoiding a meandering sidewalk layout.

3. Separate raised walkways are encouraged in larger, high-turnover parking lots to provide pedestrian safety.

EXISTING CURBING

4. Sidewalk should begin at the back of ~~a six foot (6') landscaped parkway.~~

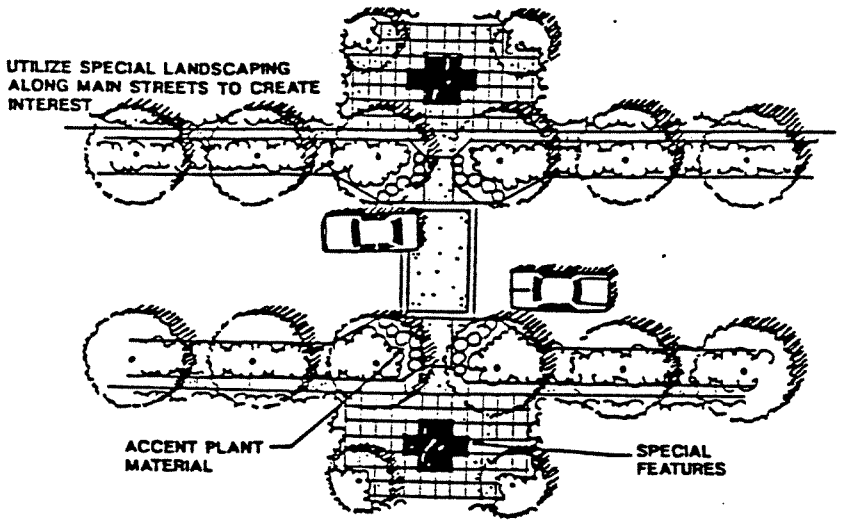
5. Sidewalks are encourage to be at least six feet (6') wide for two people to comfortably walk side by side.

6. Encourage the location of the primary pedestrian paths to be alongside the street system helping to reinforce the configuration of the pathway system.

7. Utilization of textured paving is encouraged to denote pedestrian crossing and to alert drivers of approaching crosswalk.

DRIVE AISLES

8. Landscaping along main ~~streets~~ should break at strategic locations to create a pedestrian landscape feature. Suggested landscape features may include the use of accent plant material with varying color, texture and height to enhance pedestrian scale and create notice of landscape break to be mirrored on the opposite side of street.



9. Benches are suggested to enhance and reinforce the pedestrian environment by providing a resting stop, place to relax and location to gather. Benches should be located along open pathway areas, in central courtyards or plazas and under shade structures, awnings or trees.

10. Bollards may be utilized as hardscape elements to direct vehicles or pedestrians into or out of plaza/courtyard areas. They can also be used for denoting the edges of unmarked areas while maintaining an open, airy feeling. They have a dual purpose of proving light along any location at night.

~~11. Creative use of water and water elements is encouraged as focal points throughout the project.~~

C. Structure Siting

In a pedestrian oriented environment the structural element contributes greatly to how the pedestrian perceives their surroundings. The following guidelines address the relationship between the location of the structure and the pedestrian needs.

1. Orientation of structures should maintain a high level of flexibility to focus on both streetscape~~, and plaza/courtyard areas.~~

~~2. Creative use of open public gathering space is encouraged in large and small areas~~. Maintaining a consistent flow of sidewalks intermingled with buildings and gathering space is encouraged.

3. Pedestrian movement should flow easily to and from potential transit stops. Buildings should enhance the free flowing movement of pedestrian traffic throughout all parcels.

4. Anchor retail buildings may have their entries from off-street parking lots, however, on-street entries are encourage.

5. Ground floor commercial building entrances ~~are encouraged to~~ MAY orient towards streets ~~instead of interior blocks of~~ parking lots. AND/OR THE INTERIOR

6. Accentuate entry areas through the use of awnings, shade structures, canopies, arcades, covered walkways, colonnades, hard and soft landscape accent treatments and lighting.

7. Main building entry areas which lead to ~~plaza/courtyard spaces or~~ multiple commercial uses should be accented by a vertical focal element (i.e. clock tower)

8. Building entrances should incorporate low roof, awning, archway, canopies, landscape accent and lighting treatment to create an inviting focal entrance ~~scaled down~~ for pedestrian use.

9. Building shapes are encouraged that allow visibility into and circulation in front of, major structures. This design would

facilitate linkages between different parcels and encourage designs that prevent structures from restricting on-site pedestrian/vehicular circulation.

10. Building mass should attempt to achieve a variety of facade relief.

11. Building separation should remain within comfortable walking distances to encourage less reliance on vehicular movement within the site.

12. Buildings located on parcel corners are encouraged to orient towards street and promote the flow of pedestrian access into the site.

13. Alternate the placement of buildings within the site to create a variety of pedestrian space opportunities.

14. Building placement should take care to incorporate outdoor green space ~~in large and~~ small pockets dispersed throughout the site.

15. Building placement along arterial streets should provide landscape opportunities and pathways to encourage and invite off-site pedestrian access

D. Parking

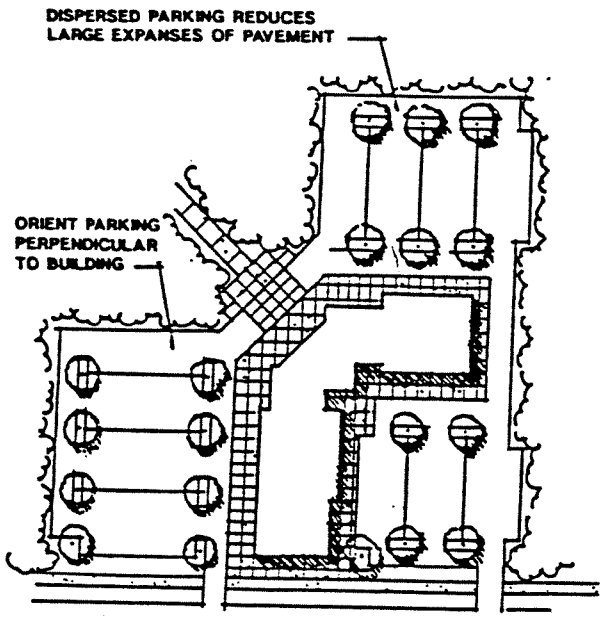
Parking lots can tend to dominate the landscape in most built environments and present the appearance of an auto oriented project. The following guidelines are intended to reduce the general image of endless acres of parking within a project site:

1. Consideration should be given to the amount and placement of parking lot areas.

2. Parking along frontage areas should be scaled down to promote inviting pedestrian level environment.

3. Parking lot access points are encouraged to be kept at a minimum to maintain safe and smooth traffic flow on adjacent main streets.

4. Parking is encouraged around all sides of the buildings to reduce expansive parking lot areas.



5. Orient parking and driving lanes perpendicular to the building to enhance pedestrian safety.

6. Encourage parking lots that are broken up by landscaping, structures, and pedestrian paths.

7. Parking lot areas should not dominate the site area and appear as expansive and never ending.

8. Encourage site uses to share parking facilities reducing site area devoted to parking lots.

9. Unusually long lines of stalls in some parking lots can be minimized by employing slight curves, irregular shapes and interruptions. Care should be given not to create confusion to the alignment of the parking design.

10. Visual impact can be reduced by breaking up the parking area into discrete islands or clusters of space.

11. Utilize landscaping to reduce expansive areas of pavement

E. On-street Parking

Locating parking on-street would help to reduce the amount of land dedicated to parking and create buffers between moving traffic and pedestrians.

1. Encourage on-street parking on interior collector streets to reduce the amount of land area dedicated to parking lot space .

~~2. Promote the location of on-street parking along the contiguous street frontage of retail, office and industrial use sites.~~

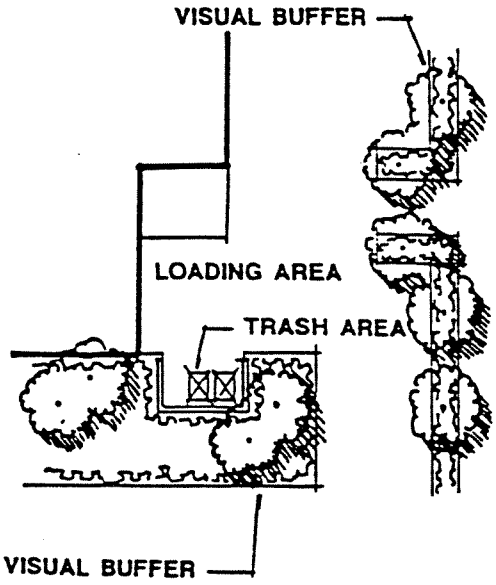
3. Parallel parking is encouraged along main streets within the site and should be oriented in such a way as to minimize the restriction of the free flow of pedestrian and vehicular movement.

~~4. Parallel parking on streets tends to encourage a slower flow of traffic and will support building entry orientation to the street by providing convenient access for patrons.~~

F. Loading Areas

Loading areas at retail ~~or industrial~~ sites can have a negative impact on the community image, requiring mitigation.

1. To maintain aesthetic quality, loading and unloading of transport vehicles, storage of bulk materials and assembly of products should be screened from view.



2. Screening should have adequate access openings for the passage of all transport vehicles.

3. Screening is encouraged to take the form of dense landscaping, masonry or wood materials compatible with the adjacent architectural style.

G. Transit Facility

Implementation and construction of the proposed transit facility should be the responsibility of the Regional Transit Agency and should incorporate the following design objectives to achieve consistency and compatibility.

1. The transit facility should maintain flexibility in its site orientation so as to align with all linear pedestrian walkway and vehicular systems, all of which have been incorporated for the free flow of movement on the site toward the transit facility.

2. The ~~transit facility~~ RAIL STATION should be located at the ~~main intersection where all the roads which feed into the site meet.~~ NORTHEASTERN PARCEL OF THE SITE ADJACENT TO THE EXISTING RAILROAD TRACKS.

3. Plaza areas should be incorporated in the design of the transit facility to encourage more utilization of the facility beyond that of loading onto or off of proposed mass transit vehicles.

4. Plaza areas should incorporate places for gathering and meeting, siting and resting etc. which flows into the utilization of the rest of the site area.

5. Landscaping within the transit facility should be incorporated to blend in with the surrounding existing landscape and should be kept at a pedestrian scale.

6. The transit facility should include, but not be limited to, bicycle storage, pedestrian shelters, seating, information kiosks, locker storage etc.

III. ARCHITECTURAL CHARACTER

In the built environment, architecture is the most prominent element in defining physical space. The intent of these guidelines is not to stifle individual creativity, but rather to create a basic framework for a strong collective statement.

A. Size

The perceived size of a building can contribute greatly to the pedestrians comfort when moving through the project. To this end the following guidelines apply:

1. Architecture along the street should maintain single story appearance but is encourage to step back away from the street with the introduction of additional stories.

2. Arcades, covered walkways, canopies, and colonnades are features that create an aesthetically pleasing building while creating pedestrian scale.

3. Architectural details should be incorporated to break large masses of building facade.

4. Encourage building form that offers diversity in mass throughout the site.

B. Facade Treatment

The exterior shell of a building will be the most noticed part of the built environment. In order to create continuity throughout the site the following guidelines are recommended:

1. Brick or masonry materials are encouraged as the dominant, OR ACCENT facade material for all structures throughout the site

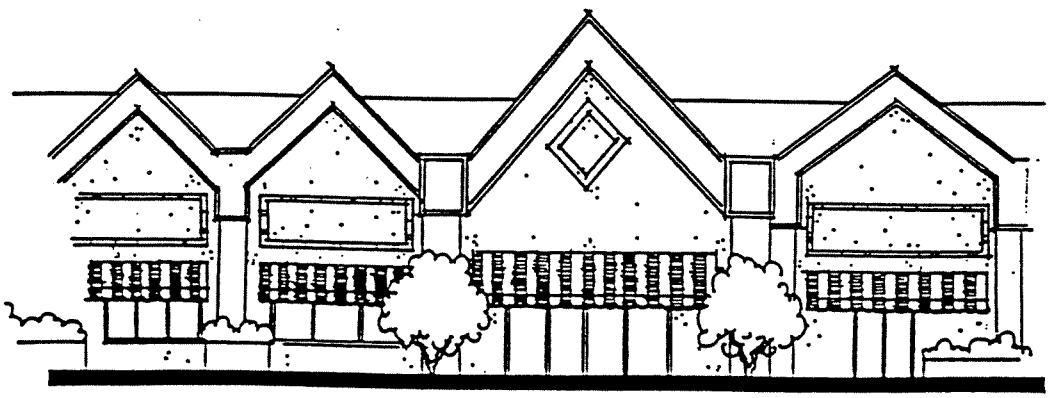
2. Building materials that are utilized should create a definite style, theme or character of architecture and are encouraged to maintain consistency throughout the site.

3. Building materials should be compatible with existing surrounding architectural styles within the project.

4. Building materials that are chosen to reflect a particular architectural style should be appropriate and compatible with the form and mass that the style is trying to achieve.

5. Distinctive buildings are encourage.

6. Facade articulation is encouraged to create visual interest and relief.



FACADE ARTICULATION IS ENCOURAGED TO CREATE INTEREST

7. Interruption of large vertical building masses by architectural details helps to create variety.

8. Appropriate use of false facades, alcoves, projections, and colonnades create unique and diverse building relief.

~~9. Upper stories are encouraged to be appropriately articulated with bays and balconies~~

10. Use of awnings throughout the site provides shading and color which encourages pedestrian use of the site.

11. Arcades, walkways, colonnades, and shaded trellis passageways are encouraged to support linear pedestrian movement along the edge of buildings while proving shade control and an aesthetically pleasing environment to stroll along.

12 .Side and rear building elevations should incorporate the same architectural details which create character on the front elevation whereby eliminating large expanses of blank walls.

C. Roofs

Roof lines are important in defining the visual horizon of the project. The following guidelines should apply.

1. Roof articulation, pitch and material should carry a consistent theme that is compatible to the architectural style that is to be achieved.

2. Flat roofs with simple, horizontal parapets high enough to hide rooftop equipment are acceptable, however rooftop articulation is preferred. Mansard roofs should not be allowed.

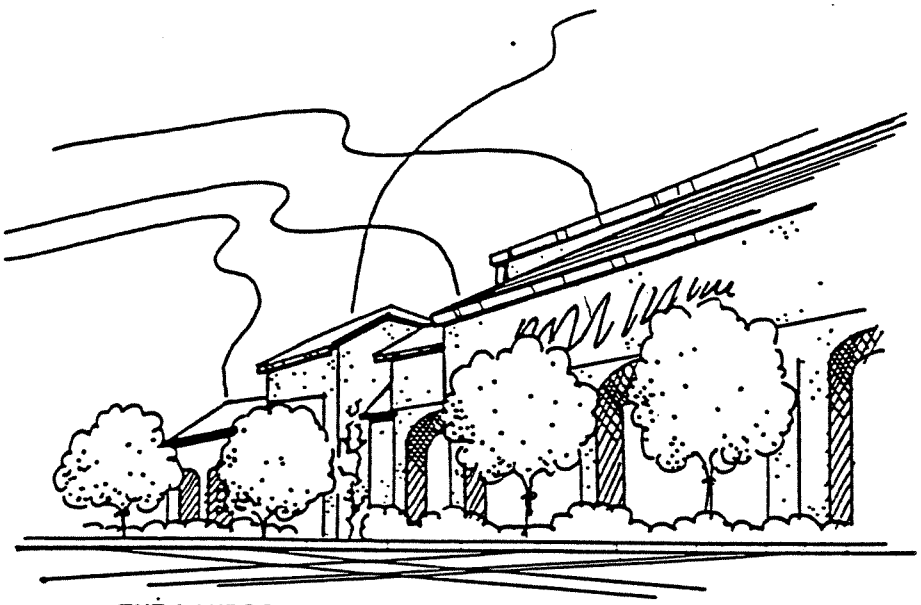
3. Roof materials should maintain a consistent theme with the architecture.

4. Corrugated aluminum, unpainted metal, untreated wood and extremely bright painted roofing materials are some of the roof materials that should not be allowed.

5. Screen all roof mounted equipment from ground viewing

IV. LANDSCAPE CHARACTER

The landscape character is probably the single element most likely to provide a pleasant, inviting experience to any project. Landscape elements not only provide natural living diversity, but also shade from Sacramento's intense summer climate, screening and softening of harsh built environments, and the opportunities for social activities out of doors.



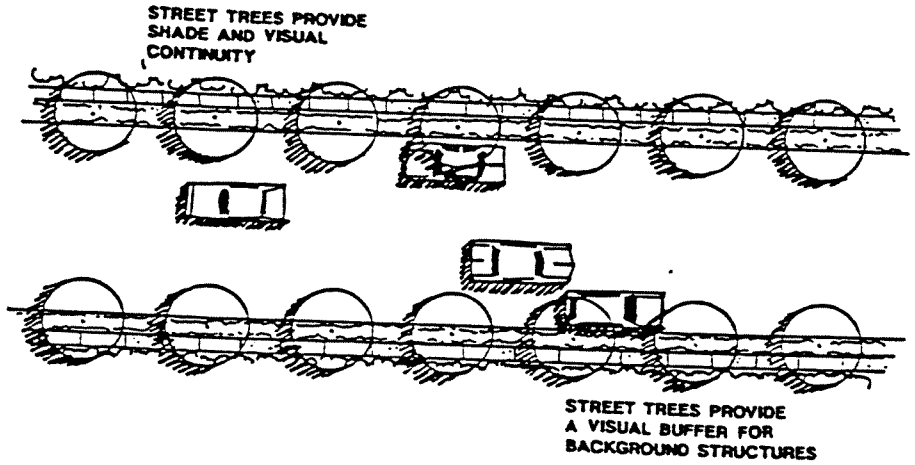
THE LANDSCAPE SOFTENS THE BUILT ENVIRONMENT

A. Street Trees

Street trees will be an important element of the project delineating street edges, providing shade, and adding textural diversity to the site. The following guidelines are suggested.

1. Street trees are encourage to be placed 30 feet on center in a formal arrangement to reinforce the organization of vehicular and pedestrian systems along the arterial ~~and main~~ streets.

2. Street trees are to be located within a planter strip or parkway that is to be provided along the main and arterial streets creating shading and visual relief.



3. Broad leaf deciduous trees should be used to allow for passive solar gain in the winter and cooling in the summer.

B. Plaza Areas

WITH THE EXCEPTION OF THE SHOPPING CENTER COMMERCIAL AREA (WHICH SHALL BE EXCLUDED FROM THIS REQUIREMENT)

Plazas should be provided that are safe, comfortable, and linked to the pedestrian circulation system within the project. The following guidelines apply:

1. A variety of plaza or courtyard type gathering areas should be appropriately designed and located within the development to create focal points and areas of activity.

2. Special consideration should be given to make these spaces not only functionally appropriate but consistent with the character and density of the surrounding area.

3. Consideration should be given to the selection of finished hardscape materials such as stone or brick with the inclusion of fountains and seating areas.

4. Shade structures or shade trees should be appropriately distributed to provide adequate shading for comfortable mid-day summer use and sunny areas for winter use.

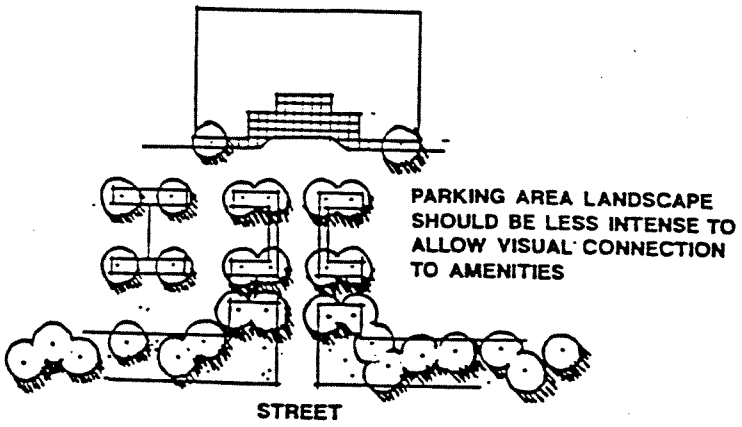
5. Consideration should also be given to providing the appropriate sheltered areas for inclement weather

6. Intermingled with the hardscape should be a variety of plants that introduce color, texture and mass differentiation.

C. Parking Lots

Parking lot visual impact can be greatly reduced by providing an intense landscape program. The guidelines that follow address ways in which impacts can be reduced.

1. Once cars have entered the parking areas, landscaping should be reduced so that motorists can determine where different functional areas (i.e. visitor parking, pick-up or drop-off points, and building entrances) are located.



2. Principle parking lot entries should be enhanced to make a major statement into the development area.

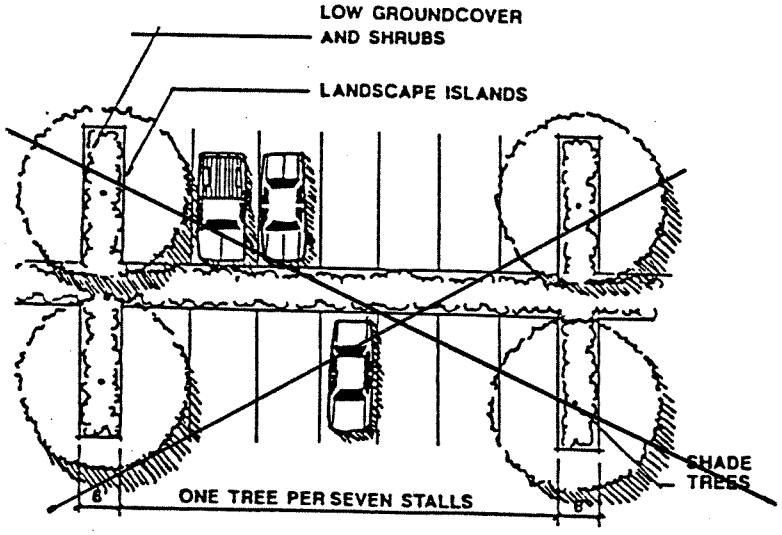
3. Entries should incorporate a theme that is consistent with the architectural style of the structures they serve.

4. Utilizing a combination of large deciduous trees, accent flowering trees, low shrub, ground cover and grasses help to accentuate parking lot entries.

5. Signage is encouraged to be incorporated into the landscape entry statement. Median planting areas are also encouraged at major entries.

G. SHADE TREES SHALL BE INSTALLED TO COMPLY W/ THE SACRAMENTO COUNTY SHADE ORDINANCE AND SHALL BE PLACED NO GREATER THAN ONE TREE EVERY FOURTH STALL THROUGHOUT THE PARKING FIELD. SO LONG AS THE PROJECT COMPLIES W/ THE COUNTY SHADE ORDINANCE, GRASSY WATER QUALITY SWALES MAY BE CONSTRUCTED IN THE PARKING LOT IN LIEW OF THE 8'X16' PLANTER ISLANDS.

~~6. Shade trees are encouraged to be located within parking lots at a rate of one (1) tree per every seven (7) parking stalls.~~

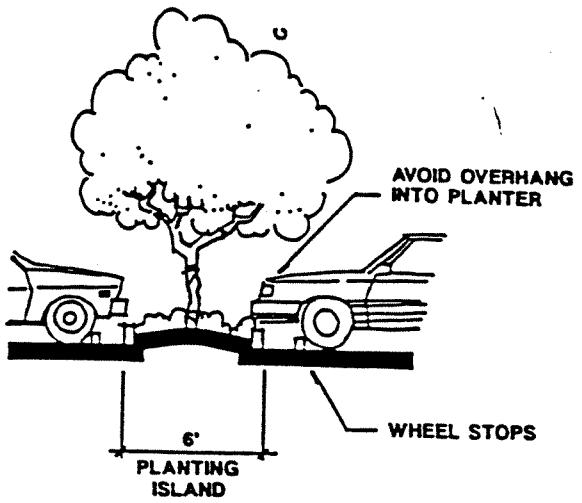


7. Shade trees are encouraged along pedestrian pathways that are located within parking lot areas to reduce heat build-up from large asphalt areas which facilitates a viable walking environment

8. Fifteen (15) gallon minimum tree sizing should be utilized.

9. Trees which make a statement or create an accent with color are encouraged to be incorporated at isle entries.

10. Six foot minimum width landscape islands should be utilized at the end of parking rows.



11. A coordinated mixture of shade trees, low growing shrubs and groundcover are suggested plant material which should reflect an overall landscape theme throughout the development area.

12. Landscape berms are encouraged to screen vehicles in parking areas from pedestrian walkways and off-site views.

13. Low decorative walls may also be utilized as freestanding elements or in conjunction with landscaping to screen parking areas.

C. Hardscape

Hardscape elements should be used in coordination with architecture and landscaping to provide a link between the street edge and individual developments.

1. Clock towers can be used for unique opportunities which help create an identity or character of the development area

2. Flags are encouraged as another form of vertical element that incorporates color, texture and movement. They should be placed in areas that need special emphasis or areas that need a landmark statement.

3. Fountains add an additional landscape texture that can create a comfortable and pleasing pedestrian environment. It can be used in plaza/courtyard areas for gathering around, for focal points from distant views within the site and for entry statements of buildings.

4. Special paving is suggested for use in crosswalk areas, in raised walkway areas and in plaza, courtyard and covered walkway areas to help distinguish between pedestrian and vehicular systems.

D. Plant Palette

The following palette of plant materials is intended to provide ample opportunity to create an interesting, diverse landscape throughout the project. In selecting plant materials, strong consideration should be given to water requirements. Emphasis should be given to materials that require low water needs. Turf should be limited, with other vegetative ground covers used as a substitute.

TREES - EVERGREEN

Botanical Name	Common Name
Cedrus sp.	Cedrus Species
Fraxinus uhdei	Evergreen Ash
Magnolia grandiflora	Southern Magnolia
Geijera parviflora	Australian Willow
Pinus eldarica	Eldarica Pine
Sequoia sempervirens	Coast Redwood
Schinus terebinthifolius	Brazilian Pepper

DECIDUOUS TREES

Alnus cordata	Italian Alder
Cercis canadensis	Eastern Redbud
Cercis occidentialis	Western Redbud
Alnus rhombifolia	White Alder
Celtis occidentalis	Common Hackberry
Lagerstroemeia indica	Crape Myrtle
Prunus spp.	Flowering Plums
Liquidambar styraciflua	Sweet Gum
Fraxinus spp.	Ash
Ginko biloba	Ginko
Liriodendron tulipifera	Tulip Tree
Pistacia chinensis	Chinese Pistache
Platanus acerifolia	London Plan Tree
Pyrus calleryana	Flowering Pear

Quercus rubra	Red Oak
Sapium sebiferum	Chinese Tallow Tree
Robinia ambigua 'Idahoensis'	Idaho Locust

SHRUBS

Abelia grandiflora 'Edward Goucher'	Edward Goucher Abelia
Arctostaphylos	Manzanita
Callistemon	Bottlebrush
Camellia sp.	Camellia
Cocculus laurifolius	Snailseed
Cotoneaster sp.	Cotoneaster
Feijoa sellowiana	Pineapple Guava
Nandina domestica	Heavenly Bamboo
Nandina domestica 'Nana Compacta'	Compact Heavenly Bamboo
Nerium oleander	Oleander
Osmanthus fragrans	Sweet Olive
Photinia fraseri	Photinia
Pittosporum tobira	Tobira
Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Tobira
Podocarpus macrophyllus	Yew Pine
Phormium tenax	New Zealand Flax
Raphiolepis indica	Indian Hawthorn
Xylosma congestum 'Compacta'	Compact Xylosma

SUB SHRUBS

Agapanthus africanus	Lily of the Nile
Arctostaphylos sp.	Manzanita
Ceanothus sp.	California Lilac
Clivia miniata	Clivia
Hemerocallis sp.	Day Lily
Juniperus sp.	Juniper
Liriope sp.	Liriope
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Moraea bicolor	Fortnight Lily
Trachelospermum jasminiodes	Star Jasmine

VINES

Cissus antarctica	Kangaroo Treevine
Clytostoma callistegioides	Violet Trumpet Vine

Macafadyena unquis-cati	Cat's Claw Vine
Ficus pumila	Creeping Fig
Geisemium sempervirens	Carolina Jasmine
Jasminum mesnyi	Primrose Jasmine
Jasminum polyanthum	Pink Jasmine
Lonicera japonica	Japanese Honeysuckle
Wisteria floribunda	Japanese Wisteria
Rosa banksiae	Land Banks Rose

GROUNDCOVERS

Arctostaphylos 'Pacific Mist'	Manzanita
Baccharis pilularis 'Twin Peaks'	Coyote Bush
Duchesnea indica	Indian Mock Strawberry
Euonymus fortunei	Winter Creeper
Gazania sp.	Gazania
Hedera helix	English Ivy
Hypericum calcycinum	Aaron's Beard
Juniperus sp.	Juniper
Lantana montevidensis	Trailing Lantana
Lonicera japonica 'Halliana'	Honeysuckle
Oenothera berlandierii	Mexican Evening Primrose
Potentilla sp.	Cinquefoil
Rosemarinus officinalis	Rosemary
Trachelospermum jasminiodes	Star Jasmine
Verbena sp.	Verbena

E. Irrigation

The use of water conserving irrigation systems is highly encouraged to provide efficient watering for plant needs while reducing the amount of waste.

1. Drip irrigation should be used for all trees, shrubs and ground covers (excluding turf).

2. When spray systems are needed, low gallonage/low flow precipitation spray heads should be used.

3. All landscaped areas should be irrigated with an automatically controlled underground irrigation system.

V. SIGNAGE AND LIGHTING

A signing and lighting program is encouraged to create uniformity for the project. The following guidelines should apply to that program.

A. Consistent Theme

In the design of signage and lighting for the project, careful consideration should be given to the project architectural theme. A consistent theme will provide a sense of identity for the overall project.

1. Lighting and signage materials should be compatible with architectural style and materials used on surrounding buildings.

2. Lighting and signage should incorporate a contemporary theme or a theme that is compatible with the architectural style.

3. Lighting for open and covered pedestrian walkways should be provided for a safer environment at nighttime.

4. Lighting should maintain a soft and appealing quality not a harsh and extremely bright glare.

5. Sidewalk level lighting may be used when integrated with walls or bollards of acceptable design. Lamp elements should not become and important sculptural element on the landscape. They should be uniform and unobtrusive.

6. Signage scale is encouraged to be kept at a pedestrian level in those areas where pedestrian traffic is encouraged.

7. Larger building signage is encouraged for those areas where vehicular traffic is more predominant.

B. Location

The location of signage and lighting is important from a safety and informational standpoint. The following guidelines respond to this consideration.

1. Suspended signage ~~should~~ may be utilized by individual tenants in multi-tenant commercial areas underneath pedestrian arcades or covered walkways

2. Window signage should be kept at a minimum unless it blends in with the architectural theme of the development and is professionally screened and permanent.

3. Signage should be consistent with the architectural style of the buildings

4. One large multi-tenant sign limited in height and size is encouraged for use along a major arterial. SMALLER SINGLE-TENANT MONUMENT SIGNS WILL BE ALLOWED FOR PAD BUILDINGS ALONG ANTELOPE ROAD.

5. Smaller multi-tenant signs should be located in plazas or along walkways that lead to multi-tenant buildings

6. Ground level lighting sources should be concealed by landscape planting or flush with grade.

BE DESIGNED TO BE IN PROPORTION

7. Signage should ~~simply and discretely identify an area rather than create a grand entry statement~~.
TO THE BUILDING AND SHOULD EASILY IDENTIFY THE RETAIL TENANT(S).