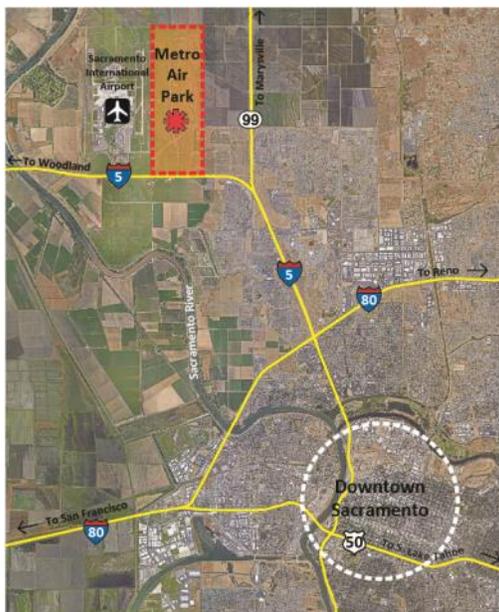


METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES & MASTER SIGNAGE PROGRAM EXHIBIT 100-116



Metro Air Park Land Use Plan



Regional Location

1.0 INTRODUCTION

Metro Air Park as approved by the County of Sacramento under ordinance #SZC 93-0045 created a Special Planning Area (SPA). The requirements of this SPA call for the preparation of Landscape and Design Guidelines to ensure a high-quality business park environment and the establishment of a landscape and lighting district which will provide funding for planting of open space areas, construction of project signage and streetscapes, and ongoing maintenance of common landscaped areas.

The Metro Air Park Landscape and Design Guidelines were prepared so that they will create a cohesive, well designed development. These Design Guidelines are to be used in conjunction with the standards for setbacks, building heights, and permitted and conditionally permitted uses contained in the SPA Ordinance. The Design Guidelines are intended to provide a framework for achieving the high-quality design of the building architecture and landscape design envisioned for the project. The guidelines are not intended to limit innovation, but rather to provide clear direction on design elements that are key to achieving the desired character. The detailed design criteria provided here will support planners, architects and landscape architects in meeting the intent of the SPA Ordinance.

A. Purpose

This document will be used to implement the general intent and spirit of the Metro Air Park Land Use Plan Summary Report as referenced in the SPA ordinance. As an implementation tool, these guidelines will encourage a distinct identity reflecting this project's relationship to the airport and the orientation of parcels towards open space/recreation corridors. This plan acknowledges the mix of land uses approved by the Metro Air Park SPA Zoning Designation. The mix includes: Light Manufacturing and Distribution, Airport Manufacturing and Distribution, Professional and Corporate Offices, High Tech Research and Development, Commercial Uses and Recreation and Open Space.

B. Project Location

Metro Air Park is strategically located eight miles northwest of the City of Sacramento and directly east of Sacramento International Airport between Interstate 5 and Elverta Road, both of which connect to the Highway 99 to the east. Interstate 5 and Elverta Road/Highway 99 provide excellent visibility into the development and access to a regional network of freeways serving the Central Valley and Northern California.

2.0 SUBMISSION REQUIREMENTS AND REVIEW PROCEDURES

The following sections describe the site plan process for Metro Air Park. It is the responsibility of the project lead, and/or developer to obtain all applicable permits and approvals from local governing agencies.

A. Developer Responsibilities

The developer and/or tenant of individual parcels shall be responsible for the improvement and landscaping of the building site, including the parking lot, designated landscape setbacks along all public roads as well as the building. Landscape areas shall be planted in accordance with the landscaping guidelines set forth in this document. Maintenance of private property shall be provided by the property owner, while participation in the Landscape and Lighting District will provide for the planting and long-term maintenance of open space corridors and public rights-of-way.

B. FAA Review

Concurrent with the Sacramento County Design Review process, the architect or applicant shall complete and submit Federal Aviation Administration (FAA) Form 7460-1 to the Northern California office. Design Review Approval will not be granted until reviewed/approved by the FAA.

C. Compliance with Air Quality Mitigation Plan

The applicant must demonstrate compliance with the Metro Air Park Master Air Quality Mitigation Plan (AQMP). To do so, the applicant is required to select mitigation measures from the AQMP to implement as part of the proposed development. The points value of the mitigation measures selected must add up to at least 15.

D. Metro Air Park Property Owners Association (MAPPOA) Architectural Review

Applicants or their representatives must submit a proposal to MAPPOA and gain written recommendation of the project site plan, architecture, and landscape architecture prior to submitting to County staff for any application process with Sacramento County. MAPPOA shall respond to architectural review proposals within fifteen (15) working days.

MAPPOA review is required for any new construction in Metro Air Park, including private parcels on public rights-of-way and easements. This requirement also applies to any exterior additions to buildings, facade and signage remodeling; all changes in building occupancy that question permitted land designations; projects dealing with drainage, walkway, corridor, plaza area, pedestrian and auto circulation patterns; vegetation, building, walk and/or structure replacement; all changes to parking structures and lots; or changes to or proposals for street furniture.

E. Required Plans for MAPPOA Architectural Review:

1. Site Plan

A site plan of the overall project shall be drawn to scale and submitted with the following information:

- Project address, assessors parcel number, and project title
- Scale and north arrow
- Dimensioned property lines, easements, rights-of-way and setbacks
- Square footage of buildings, hardscape, parking and landscape areas
- Building relationships, light illumination patterns, open space areas, circulation, walk and corridor connections
- All areas and/or architectural elements that are to be preserved
- Parking summary with required and proposed spaces provided

2. Architectural Plans

Architectural floor plans and elevations shall be drawn to scale and submitted with the following information:

- Plans shall show all faces of the building and identify materials; colors, finishes and textures; proposed lighting fixtures; and signage elements and placement.

3. Evacuation Plan

The proximity of Metro Air Park to the Sacramento International Airport warrants a plan of emergency evacuation from the site. In its many years of operation, the Sacramento International Airport has developed safety standards, techniques and procedures that have created a safe environment. However, for the utmost protection of the site's daily inhabitants an emergency plan of evacuation shall be submitted. This plan of evacuation shall address and identify pedestrian exits to major corridors and out of the building and circulation routes to show efficient dispersal of traffic.

4. Context Exhibits

In addition to the information required on architectural plans, photographs of the surrounding conditions shall also be submitted. When additions or alterations to existing buildings are planned, architectural plans should be clear how the addition or renovation will blend with the materials and colors of the existing building so that the line between new and old will be indiscernible.

5. Signage

Detailed plans drawn to scale are required for the construction of all on-site signage elements. Submitted plans shall identify materials, textures, colors, lettering size, font style and illumination patterns consistent with these guidelines.

6. Preliminary Design Review Landscape Plans

A full-sized landscape plan shall be submitted. Plans shall meet or exceed Sacramento County Code, see SPA Ordinance relating to water use and water conserving landscape requirements. The following items shall be included in the landscape submittal package:

- Address of the project and title
- Scale and north arrow

- Planting layout showing trees symbols at ¾ mature size
- Plant list and legend
- Table or callouts indicating species of all existing trees to remain and be removed
- Preliminary shade calculation in the County's format demonstrating compliance with County requirements
- Dimensioned property lines, easements, rights-of-way and setbacks
- Square footages of landscape areas
- Proposed and/or existing structures
- Hardscape element locations, dimensions, heights, connections, materials finishes, textures and/or patterns
- All existing conditions and/or vegetation scheduled to be removed from the site shall be identified on the demolition plan. Existing items to remain shall be graphically distinguishable from items scheduled to be removed.
- Name, address, telephone number of licensed Landscape Architect with license number, expiration date, and signature.

Note: All elements of the landscape plans must be prepared by a California Registered Landscape Architect under the jurisdiction of the California Department of Consumer Affairs. Landscape and irrigation plans require additional review for compliance with water efficient landscape standards.

7. Preliminary Grading Plan

A grading plan shall identify all existing and proposed contours, and proposed berming, slope gradients for all graded areas, and berm heights.



Landscaped drive aisles to direct vehicles and pedestrians



Orient office functions of buildings to face public streets



Provide pedestrian-scale lighting along walkways

3.0 SITE DEVELOPMENT GUIDELINES

General Site Development Guidelines

The following General Site Development Guidelines are applicable to all development within each of the Land Use Districts. The guidelines are to be used in conjunction with the SPA Ordinance which provides the standards for setbacks, building height, intensity of development, and the permitted and conditionally permitted uses. Section 505-33 of the SPA Ordinance also outlines the Design Review process that will utilize these guidelines to evaluate development applications in order to make the necessary findings for project approval.

The goal of these design guidelines is to develop facilities that:

- Establish a sense of place for Metro Air Park through quality architecture and well-designed buildings.
- Guide the site planning and building orientation to capitalize on the location and unique opportunities each site presents.
- Establish a consistent landscape theme that creates a unifying design element for all projects within Metro Air Park.
- Provide flexibility to allow for a variety of development options and opportunities to generate jobs in Sacramento County.

Site Planning and Building Orientation Guidelines

- Buildings located at corners and vehicle entries should frame the street and provide pedestrian connections between streets and buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces.
- Main vehicle access drives should be oriented to terminate at the building entrances to provide visitors with a clear pathway to entries, wherever possible.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of buildings.
- Site planning and parking lot design should consider travel speeds and view corridors from the freeway to businesses, placement of signage, and scale and location of special architectural features.

METRO AIR PARK: SACRAMENTO COUNTY, CALIFORNIA



Utilize screen walls and/or landscaping to assist with concealing parking, loading docks, and service doors

- Landscaping at site entries should support the character of the project and provide a sense of arrival. A variety of elements can be used to enhance entries, such as tenant monument signs, low ornamental walls or fences, or accent planting.
- Signage and landscape treatment should distinguish the entries that serve the main building from service entries.
- Service vehicle traffic should be separated from employee and visitor circulation, wherever possible. A clear travel route should be provided between the street and the building or complex entry.
- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflicts.
- The office portions of buildings should be oriented to the main public street or located at the building corner.
- Provide for vehicle circulation and parking in front of buildings. Buildings shall be set back a minimum of twenty-five feet (25') to the face of the building.

Pedestrian Circulation

- Provide clear, convenient pedestrian connections to business entries from public streets, sidewalks, transit stops and trails.
- Distinguish pedestrian pathways from vehicular drive aisles through the use of differing paving textures, colors and/or materials. Where pedestrian pathways cross vehicular drives, provide clearly delineated crosswalks and consider raising the pedestrian paving surface for more visual differentiation.
- Provide adequate lighting for pedestrian safety.
- Design building footprints with offsets and recesses. Orient buildings to create courtyards and/or plazas to provide for a variety of gathering places.



Landscaped berms as screen in industrial area



Screen trash enclosures from public rights-of-way



Screen parking with landscaping and berming where feasible

Screening and Utilities

- Loading docks, truck trailer parking and service doors are allowed to face public streets with the use of screening to include landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Utilize screen walls, fences, landscaping, and berming or any combination of these methods to provide proper screening of parking and loading docks to the extent possible.
- The following uses and equipment are required to be located behind building and/or well screened from public view:
 - Auto/RV repair or storage
 - Boat repair or storage
 - Forklifts and other industrial equipment
 - Construction equipment
 - Storage of materials
- Site planning and utility design should anticipate to the extent feasible the location of above-ground improvements including, but not limited to, PG&E/SMUD transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers, and other on-site utilities. Such utilities when visible from the public right of way shall be screened through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Trash enclosures should be designed with solid doors, interior concrete curbs, and exterior materials and colors shall be compatible with the adjacent building exteriors on a site. All trash enclosures shall be sized to fit all trash and recycling containers that will be necessary to serve the users of the site.
- Enclosed metal trash compactors adjacent to the loading docks should be screened from public view. Screening can be accomplished through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Trash enclosures should be screened from view from all public rights-of-way by buildings and/or landscaping, and shall be located in a manner that allows for accessibility by the trash/recycling vehicles.



Screen loading docks with landscaping and/or screen walls



Provide separate entrances for trucks



Tubular steel fencing example

Parking and Circulation

- Create a clear visual entry to the project by use of signage, entry walls, vertical landscape elements, and accent hardscape/paving.
- Parking located adjacent to public streets should be screened through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Large parking areas should include landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

Parking Lots

- Tree planting in parking areas should create shading and soften the appearance of the parking lot. At least 50% of the paved parking stall area shall be shaded at tree maturity.
- Where practical, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation.
- Where landscape planters are parallel and adjacent to vehicular parking spaces in customer parking lots, the planter areas shall incorporate a twelve inch (12") wide concrete curb along their perimeter that is adjacent to the parking space in order to allow access to vehicles without stepping into landscape planters.
- The Planning Commission may approve a reduction in off-street parking as part of the TSM measures intended to achieve a peak period commute rate of 1.5 persons per vehicle set forth in an adopted TSM plan.

Walls and Fences

- Walls in highly visible areas next to public rights-of-way may be allowed under extenuating circumstances, such as site security.
- Walls and fences should be designed and constructed of high-quality materials compatible with the overall character of the architecture and landscape design. Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, wrought iron, or similar high-quality material. Vinyl-clad wire fencing is allowable in Districts 1 and 2.



Lighting should be consistent with the scale and character of the project

- Fencing for property boundaries backing onto the Recreation and Open Space Corridor shall consist of tubular steel and can include tubular steel with security .
- Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are permitted pursuant to Sacramento County Zoning Code requirements and are subject to a Minor Use Permit.
- Fencing shall be limited to a maximum height of eight feet (8').
- In addition to landscaping and berming, walls and fences may be used to screen the entries to the service and loading dock function of the buildings.
- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material.
- All walls are to be structurally engineered and insured.
- Fencing and walls adjacent to streets shall be located outside of any PUE or PUPFE.

Site Lighting

- Site lighting should highlight building entries, open spaces, walkways, and architectural features.
- Pedestrian lighting should be in scale with the pedestrian walkways to provide the necessary lighting through parking areas.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, should be made of durable materials.
- Pole footings in traffic areas should be designed and installed to protect the light standard from potential vehicular damage.
- Lighting design along public rights-of-way should serve as a unifying element within Metro Air Park as well as provide wayfinding and safety for site users.
- Throughout the development warm white lighting is recommended. No bright colored, blinking or flashing lights will be allowed.
- Lighting elements should accent and highlight the area's architectural features and pedestrian gathering areas, and provide up-lighting for landscape accent trees.



Use lighting to accent pedestrian areas

- Design and placement of lighting should minimize glare onto adjacent properties, buildings, and rights-of-way.
- If neon lighting is to be used in corporate signage design, it shall be limited to single illumination and/or incorporated in corporate graphics. Flashing neon and regular illuminating lights will not be allowed.
- Concrete footings are required for light fixtures placed in planting areas and shall be constructed flush with the ground plane. For poles mounted in parking lots, footings/bases shall extend two feet (2') above a paved surface. Electrical utility and service connections shall be located below grade.
- Light standards are limited to a maximum height of thirty feet (30') for roadways with an eighty-four foot (84') right-of-way or larger street, and thirty feet (30') for other pole mounted light fixtures. A minimum of sixteen feet (16') of clearance shall be provided over all public roadways.
- Trees shall be selectively pruned around light sources to allow for nighttime security illumination. For additional tree pruning information, refer to the Landscape Maintenance section of the Design Guidelines.
- The lighting design shall provide a horizontal luminance on pavement of a minimum 0.8 foot-candles with a lighting maximum uniformity ratio of 6 to 1 for parking and pedestrian areas.
- Interior ambient lighting from architectural sources that spills into outdoor spaces shall be allowed.
- Lighting at building entrances shall provide a minimum of 5.0 foot-candles.
- Holiday lighting may be used for winter holiday display, starting in mid-November and shall be removed by mid-January.
- To provide maximum safety for pedestrian and vehicular movement along travel ways, lighting shall meet the requirements of Sacramento County. A concentration of light sources shall be focused on intersections, crosswalks, pedestrian travel ways and connections.
- For all pedestrian travel ways, the maximum height of light fixtures shall be twenty feet (20') with a minimum clearance of ten feet (10') provided above walkways.



Provide lighting for pedestrian safety



Climate landscape planting

Parking Lot Lighting

- Specific area developments should use lighting elements that complement the development or building theme.
- For all parking areas the maximum height of light fixtures shall be forty feet (40') with a minimum clearance of ten feet (10') provided above parking stalls and pedestrian connections.
- Lighting bases/footings that accent adjacent architecture shall be used. To protect the lighting fixtures a twenty-four (24") base footing shall be used where a vertical curb does not separate the light standard from parking areas.
- Parking areas should have adequate illumination for safety and security. Parking lot lighting fixtures should avoid conflict with tree planting locations.
- Parking lot lighting should be architecturally compatible with the building and site design. Lighting should be low profile and in scale with the setting and may include post lights and/or light bollards.

Plaza Area Lighting

- Plaza and open area lighting is important to allow safe nighttime activity.
- Plaza area lighting should be predominately positioned downward and located to prevent excessive illumination onto adjacent buildings and properties.
- Bases for pole mounted fixtures shall be flush with the ground plane.
- All electrical services to the light fixtures shall be located underground.
- Services to wall mounted fixtures shall be located behind the fixture itself. No external electrical service connections shall be allowed.
- Plaza area lighting may include low voltage fixtures.

4.0 ON-SITE LANDSCAPE GUIDELINES

Landscape design plays an important role in creating a uniquely attractive, sustainable and health-promoting environment for Metro Air Park. Additionally, thematic signage, coordinated furnishings and fixtures, and enhanced hardscape and plant palettes work together to create a “sense of place.” Native and climate-adapted plantings shall be planted in clean, simple designs creating a sophisticated and contemporary character.

METRO AIR PARK: SACRAMENTO COUNTY, CALIFORNIA

The landscape guidelines are intended to provide a framework for achieving the high-quality landscape character envisioned for Metro Air Park. The guidelines are not intended to limit innovation, but rather to provide clear direction on design elements that are key to achieving the desired character. The detailed design criteria provided here will support planners, architects and landscape architects in meeting the intent of the Special Planning Area.



Simple designs of native and climate landscape elements



Landscape strip, sidewalk, landscape setback planting

- Fast-growing trees should be closely spaced in groupings to create visual mass.
- Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape.
- Screening and sound attenuation along roads should be achieved through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Design should be generally consistent with the overall contemporary character of the project.
- Landscape designs with simple plant palettes, such as rows and masses of native and climate adapted grasses and tree plantings are encouraged. There should be a consistency of landscape design throughout a development. Unrelated random placement of plant materials should be avoided.
- Sites should be landscaped in order to optimize the aesthetic appeal and comfort for employees and visitors. All portions of a site not devoted to buildings, structures, parking, outdoor storage or paving should be landscaped, to the extent feasible. Landscapes should be designed to reach a reasonable level of maturity within five years.
- Parking lot trees should be provided at a minimum of one tree per eight (8) parking stalls. Trees may be clustered to define circulation routes, frame site views, and reinforce freeway edge planting. Large scale, high branching shade trees should be used in all parking areas.

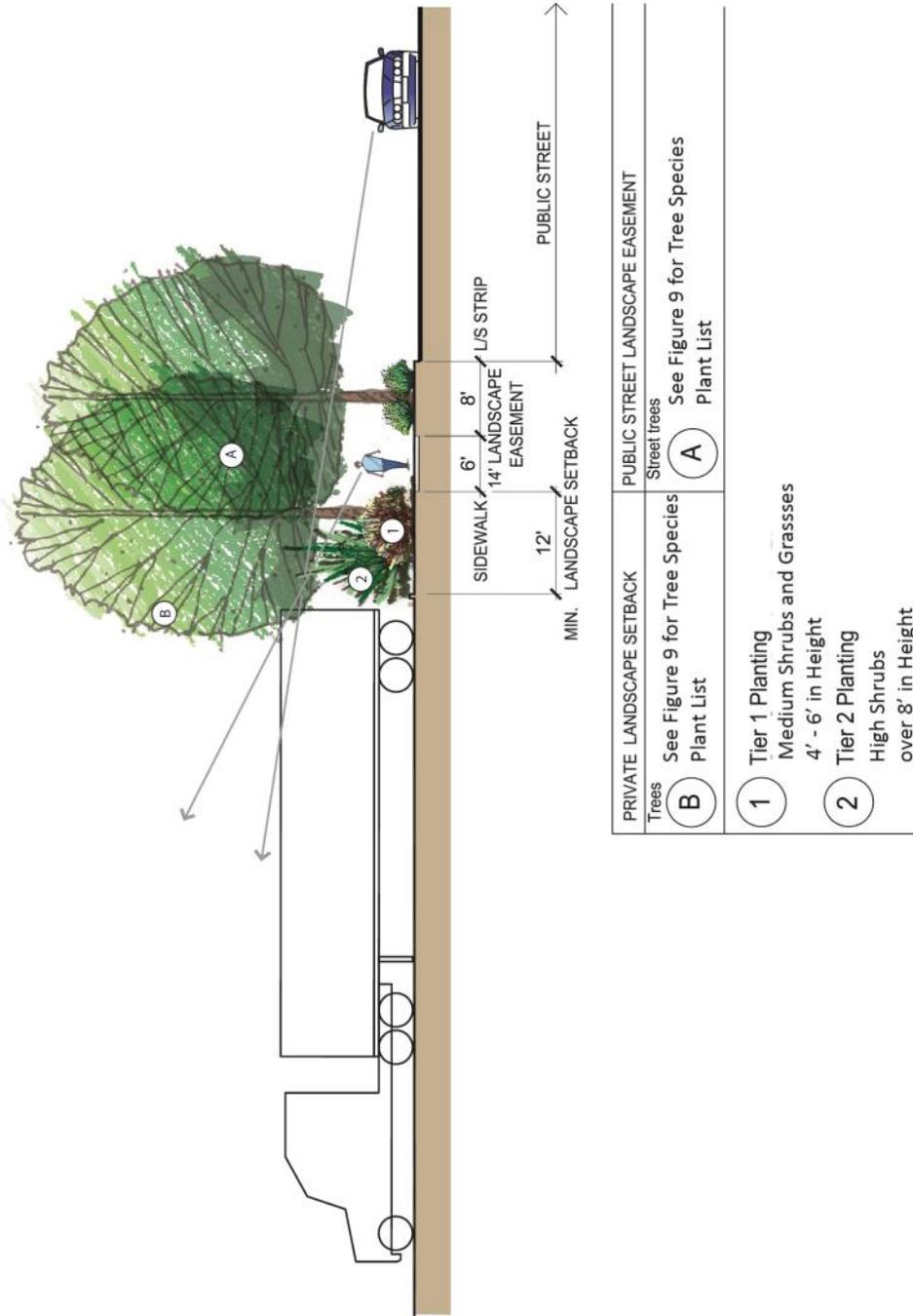


Figure 1—Level Screening Concept

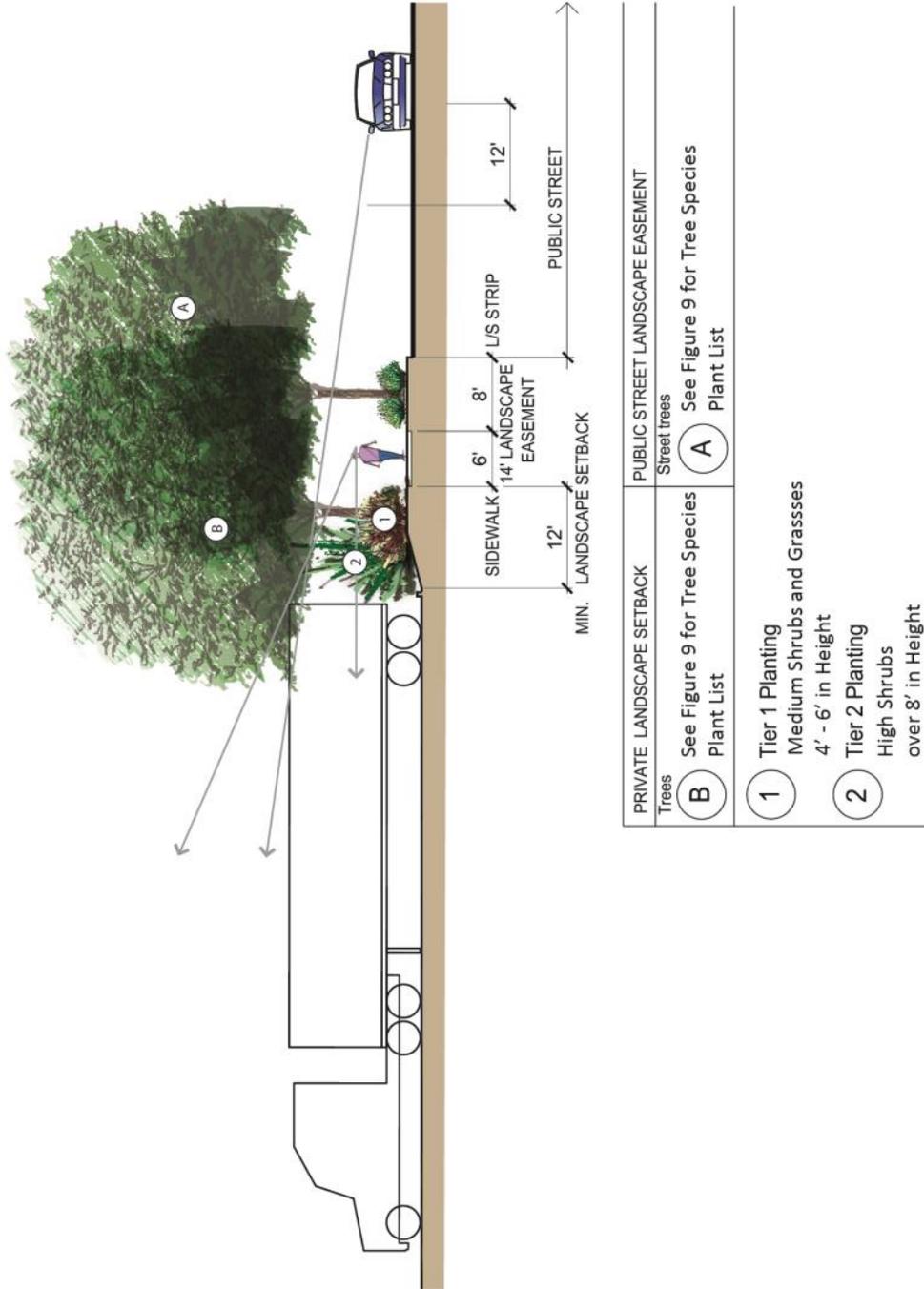


Figure 2 — Down-slope Screening Concept

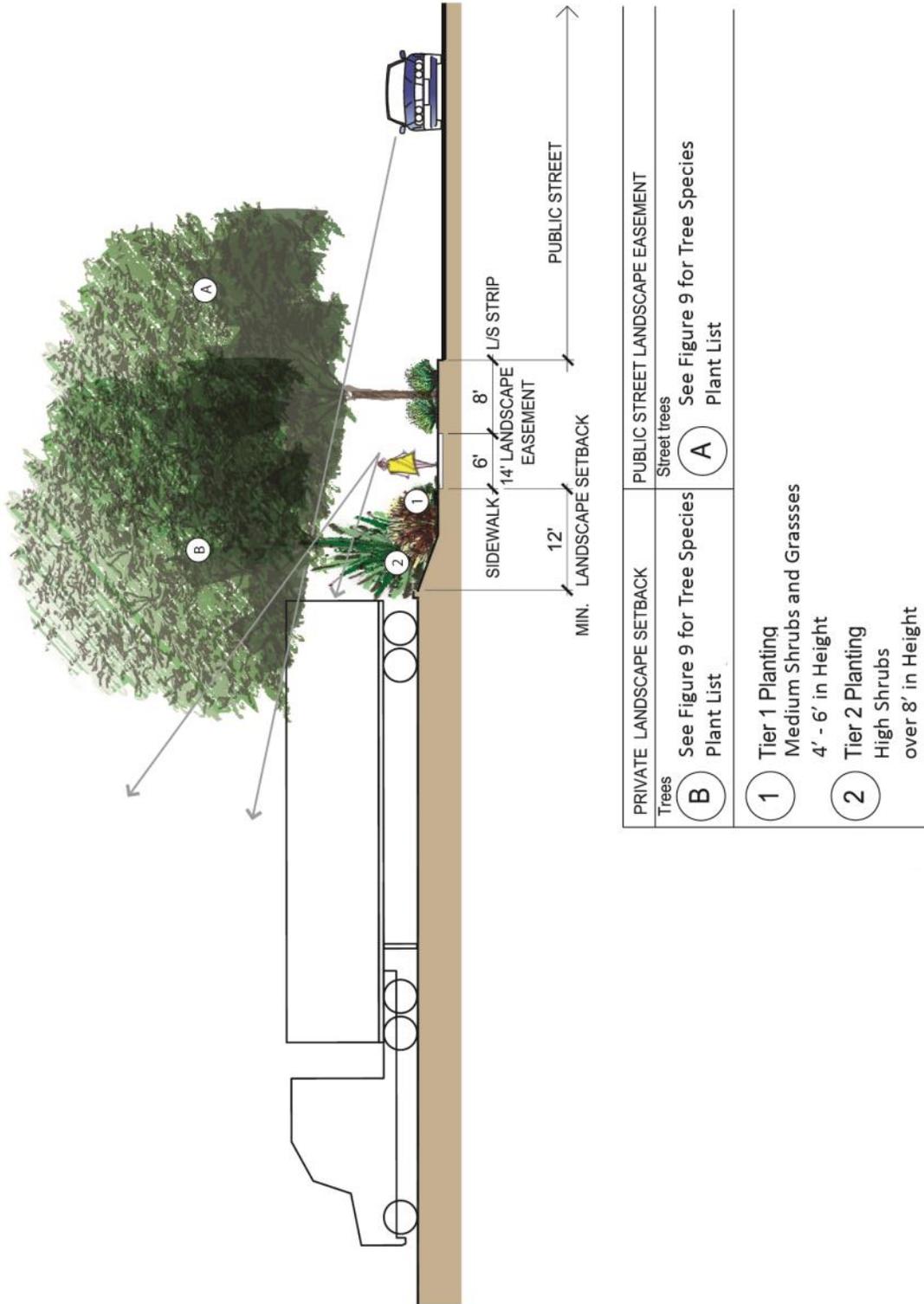


Figure 3—Up-slope Screening Concept



Landscape Screening at Street Edges



Durable and vandal-resistant site furnishings

Materials

- Natural materials that promote the general character of the project are preferred, such as stone and wood.
- The use of native, climate-adapted, and large stature species is encouraged to promote/create habitat, minimize use of water, fertilizers and pesticides, and promote biodiversity.
- Species listed on the CAL-IPC list of invasive species shall not be used in the landscape.
- Turf should be minimized in the landscape, except where required for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.
- Stormwater Best Management Practices, such as bioswales, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.

Screening

- Parking lots and truck loading areas adjacent to and visible from public streets should be screened from view through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible, see Figures 1, 2, and 3.

Sustainability

- Sustainable landscape design that employs the most current technologies is strongly encouraged.
- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives, and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage accent planting in pots or planters, colored paving, spreading shade trees and seating elements.
- Large-scale trees and shrubs appropriate to the scale of the architecture should be emphasized to minimize visual dominance of large architecture.



Typical Open Space Corridor



Transition to Open Space



Incorporate Trail Linkages to Open Space



Provide Bike Trail Linkages

Site Furnishings

- Site furnishings, including bus shelters, benches, trash receptacles, bollards and other elements shall be coordinated with buildings and other structural streetscape features through similar materials and style.
- Site furnishings should be high-quality and contemporary in design and compatible with the overall landscape design.
- Site furnishings should be durable and vandal resistant.

5.0 RECREATION AND OPEN SPACE REQUIREMENTS

A recreation and open space corridor has been designated within Metro Air Park to create a multi-use corridor that allows for a system of interconnecting buffers and green areas. Off-street pedestrian walkways and/or trails will provide connections between uses. Plazas and courtyards are encouraged to emphasize and take advantage of the open space orientation of this project. The recreation corridor north of Elkhorn Boulevard will contain recreational trails and it is uncertain whether the 18-hole golf course and other associated improvements will be included as part of the corridor improvements.

It is envisioned that the recreation and open space corridor shall be developed in coordination with the storm drainage system requirements. An informal design character is encouraged with naturalistic groves of trees and under-story plantings that thrive within the designated stormwater treatment areas and provide dense vegetation to screen adjacent land uses. For a list of approved plant materials refer to Appendix A.

The golf course if included as part of the recreation and open space corridor will be located on the east side of Metro Air Parkway. The front nine holes of the course will have a double fairway and the back nine holes will be designed as a "looping" single fairway course.



Utilize consistent detailing, materials, and color palettes on all building elevations



Design buildings with recessed entries and windows

The corridor south of Elkhorn Boulevard will provide natural open space, incorporating recreation trails and wetland areas. Landscaping along the open space/recreation corridors will be designed and installed to create a cohesive and uniform background for key architectural elements.

Transition to Open Space

Landscaping shall be concentrated along the property boundary between the recreation and open space corridor and the private development to create a buffer and transition between the built environment. Landscaping will include informal plantings of trees and shrubs clustered along this edge to assist with providing screening of adjacent development and vehicle parking.

The office component of industrial buildings, key entries or pedestrian areas such as lunch rooms or plazas are encouraged to connect with the open space corridor and provide trail linkages. The open space corridor will provide a system of recreational trails that aid in pedestrian circulation and lessen automobile reliance within Metro Air Park. These corridor extensions will meander to and through adjacent entrances and use zones, creating a campus-like setting.

Bicycle Lanes and Pedestrian Pathways

In addition to the bicycle lanes provided in the streets throughout Metro Air Park and the pedestrian walkways located adjacent to streets, a system of trails shall be provided in the recreation and open space corridor. Trails or pathways may be used by either pedestrians or bicyclists within the corridor. Golf carts may be provided with a separately designated circulation system within the golf course to avoid the potential conflicts between pedestrians and golfing activity. Trails will be sized and designed to accommodate a multi-use function. Creating separate but parallel trails in immediate proximity to each other (within thirty feet (30')) that would result in the unnecessary duplication of trails shall be avoided. An eight foot (8') bike/pedestrian trail with a two foot (2') decomposed granite shoulder on each side of the pavement shall be provided through the recreation and open space corridor.

6.0 BUILDING DESIGN GUIDELINES: ALL DISTRICTS

The architectural design guidelines are intended to provide direction for the development of well-designed structures through the use of high-quality materials and attention to detail that will meet or exceed the high standards envisioned for Metro Air Park. These guidelines will assist in ensuring a base level of quality of architecture consistent with the vision and goals of the SPA Ordinance.

- Building base materials may consist of, but not be limited to, wood, stucco, stone, brick, concrete or slump block, and concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, brick, wood, stucco and metal. All buildings should utilize a variety of colors and materials.
- Visual interest on buildings with simple shapes shall be provided through the use of both vertical and horizontal façade breaks that should be visible from street view, including, but not limited to, varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- The use of architectural elements such as recessed entries and windows, columns and walls shall be balanced to create visually interesting structures.
- Each structure on a particular site should have consistent architectural details and design elements to create a visually cohesive development. It is not necessary or desirable for buildings to “match”, but they should utilize similar architectural elements, colors and materials, or styles.
- Exterior materials for buildings should reflect and expand on the character of Sacramento and reflect a contemporary image.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other wall-mounted utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.



Screen roof top equipment from public streets



Office functions should face the street



Include public spaces and plazas in the site design



Establish visual links to building entries



Include Recesses and Change in Materials

- All buildings shall be designed to completely screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights, and dishes from public view. Parapets on flat roofs shall be high enough to hide roof top equipment from the pedestrian level.
- Windows on structures shall line up with adjacent windows to create design consistency and express human scale.
- Windows facing south or west should be recessed or incorporate shade structures and/or shading from trees. Shade structures should be visually consistent across all windows, and the design should be contextually appropriate for the building
- Building entrances should be architecturally apparent, visible from the street, and accessible from parking lots.
- Balconies or terraces on multi-story buildings are encouraged to add visual interest and create environments conducive to a variety of uses.
- All sides of a building shall receive the same level of detail and architectural enrichment. Loading or distributing areas may provide less detail if effectively screened from public view.

Safety Guidelines:

- A 24-hour private security service will monitor and provide police service to the Metro Air Park development. Included with this service, each tenant shall be provided with the name, phone number and on-site address of the security firm providing the safety service.
- A dialogue with the Sheriff's Department Crime Prevention Unit shall be established by the tenant's architect/designer and security service to ensure the implementation of appropriate crime prevention construction and design.
- Provide one acre of land for a fire protection facility. The exact facility, location and timing thereof, equipment and operating costs to be provided shall be determined in the Public Facilities Finance Plan (PFFP) to be approved by the Board of Supervisors.



Design buildings with recessed entries and windows



Landscaping to screen loading docks

Noise Attenuation

- Special consideration shall be given to noise attenuation due to Metro Air Park's proximity to the Sacramento International Airport and runway facilities. Interior noise levels of buildings within Metro Air Park shall be a maximum of 45 decibels. During the construction documents phase, the project applicant shall submit to the Sacramento County Planning and Environmental Review identification of design measures that will reduce interior noise levels of the proposed building(s).
- All noise attenuation measures shall utilize approved industrial standards and pose no harmful impacts to the surrounding environment and building occupants.

7.0 I-5 FRONTAGE GUIDELINES

As the "front door" to Metro Air Park, the I-5 corridor freeway edge provides opportunities for highly visible freeway development. The vision is to create a strong thematic entry and gateway to the project from I-5 at Metro Air Parkway, and create a development fabric of well-designed buildings that are oriented to the freeway that will establish a visually interesting project edge. The following guidelines have been established to guide development of parcels along the I-5 project frontage, and apply to parcels in any District with I-5 frontage.

- Building architecture should include additional articulation including offsets and recesses, change in heights of roof/parapet and wall design, and change in materials and colors.
- Site planning should provide for berming and variation in plant palette and height of the landscape buffer adjacent to I-5 for the 25' minimum buffer required from the property boundary.
- Landscaping of the 25' minimum buffer area parallel to I-5 shall adhere to the concept plan of trees and shrub planting in masses as depicted in Figure 7.
- Parking and/or frontage/access driveways should be located adjacent to the freeway to create a greater building setback from the property line at I-5 to assist in reducing the visual massing of buildings.
- Screen walls shall be utilized to obscure views of interior service doors and loading docks.



Typical high tech/commercial building example



Retail Services Example

- Screening should be designed and constructed of materials complementary to the primary building.
- Trash enclosures, compactors, and truck courts are not allowed to face I-5 unless they are screened from view with screen walls and landscaping or combination of both.

8.0 DISTRICTS 1 & 2: LIGHT MANUFACTURING, DISTRIBUTION, AND AIRPORT MANUFACTURING AND DISTRIBUTION DESIGN GUIDELINES

Manufacturing, Distribution, and Airport Related industries will generally consist of large parcels that will allow for large buildings. Buildings should be designed to face office functions and building entries to the street and provide screening of truck and trailer parking, loading docks, and service doors, as defined below.

- Buildings should be setback from the property line to allow for employee and customer parking adjacent to the building.
- Buildings with an office function should be oriented to the main public street or located at the building corner, wherever possible.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public streets.
- Include landscaping to reduce the visibility of the loading docks, truck trailer parking, and service doors from public streets.
- Parking located adjacent to streets shall be screened from view by the siting of buildings and through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Where possible, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation. In some cases, shared vehicle access may be necessary.
- Parking areas for truck trailer parking are allowed to face public streets with the use of screening to include landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Allow for adequate truck stacking length at the street entry and any security buildings to limit conflicts with site circulation.

9.0 DISTRICTS 3A & 3B: OFFICE-RETAIL/ HIGH TECH/R& D DESIGN GUIDE- LINES

Development will be allowed to be multiple stories in height and will frame the streets and corners. Parking is encouraged to be located behind buildings and screened with landscaping and berming.



Utility equipment screened with planting

- Buildings at corners and vehicle entries should frame the street and include plazas or gateway openings and pedestrian connections between the street and the campus of buildings.
- Buildings should be oriented to include adequate setbacks to create public spaces and plazas.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of office buildings.
- Large parking areas should include dedicated landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.

10.0 DISTRICTS 4, 5A, 5B, & 5C: OFFICE/HOTEL/RETAIL/ PROFESSIONAL SERVICES DESIGN GUIDELINES

Note: Industrial uses proposed in Districts 4 and 5 shall comply with Design Guidelines listed under Section 8.0 above, rather than the guidelines in this section.



Wall mounted signage example

- Buildings should be oriented to face the primary highway/street frontage and/or entry drives to maximize exposure for businesses.
- Parking should be located behind buildings and/or screened with landscaping and berming.
- Drive aisles should be oriented perpendicular to the buildings to provide for easy pedestrian access to the buildings. In large commercial developments, a pedestrian pathway should be incorporated into the parking field to provide a linkage and clear pathway for safe pedestrian access between buildings.
- Buildings should be clustered to create plazas, and framed spaces for seating, fountains and other design amenities.

METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES
& MASTER SIGN PROGRAM EXHIBIT 100-116

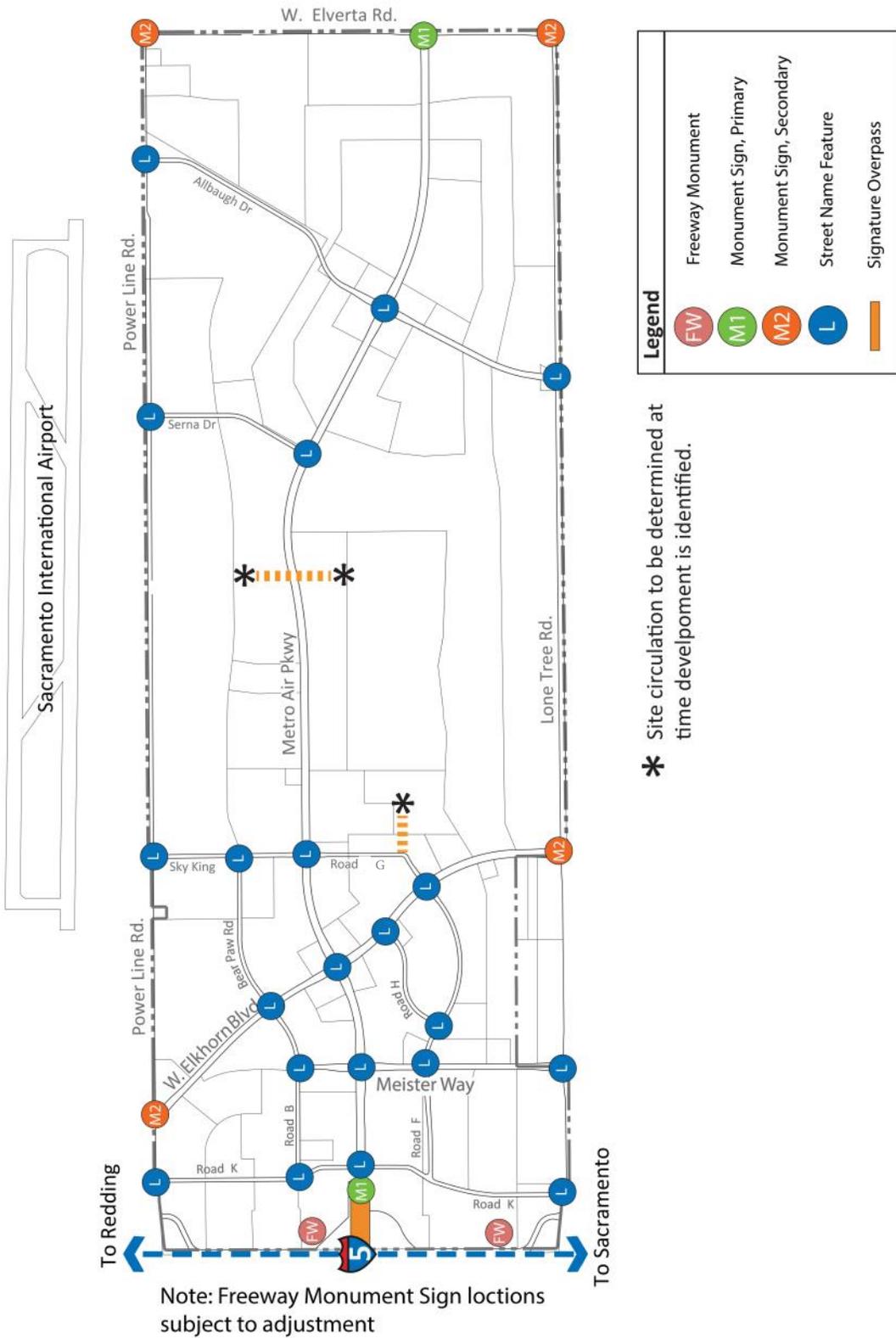


Figure 4—Sign Locations

- Building facades can be oriented to face either the freeway frontage or the main public street so that businesses and commercial uses are highly visible.
- Vehicle parking fronting a street shall be screened through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.
- Building footprints shall be designed with offsets and recesses. Orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.
- Trash enclosures shall be screened from public streets with landscape and green screen walls and located to allow for collection vehicle turning and access.
- Site planning and utility design shall anticipate to the extent feasible the location of above-ground improvements including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers, and other on-site utilities. Such utilities when visible from the public right of way shall be screened through the use of landscaping, berming, screen walls, or any combination of these methods to the extent possible.

11.0 MASTER SIGNAGE PROGRAM

Consistent application of sign criteria will be utilized throughout Metro Air Park. The guidelines below establish a hierarchy of criteria to regulate and control the size, location, type and quality of signage. The intent of these guidelines is to create a consistent identity and branding for Metro Air Park that provides uniform wayfinding and vehicle circulation with clear points of entry to individual developments throughout the plan area.

General Guidelines

- Individual tenant and wayfinding signage can be located within the required landscape setbacks provided that it is not located in conflict with the sight distance requirements for Sacramento County Engineering.
- Signage shall be of professional quality, utilizing high quality and durable materials and finishes.
- All signs shall be maintained in good condition, including the display surface. Signage shall be legible, and kept clean and free of graffiti and/or other disfigurement.

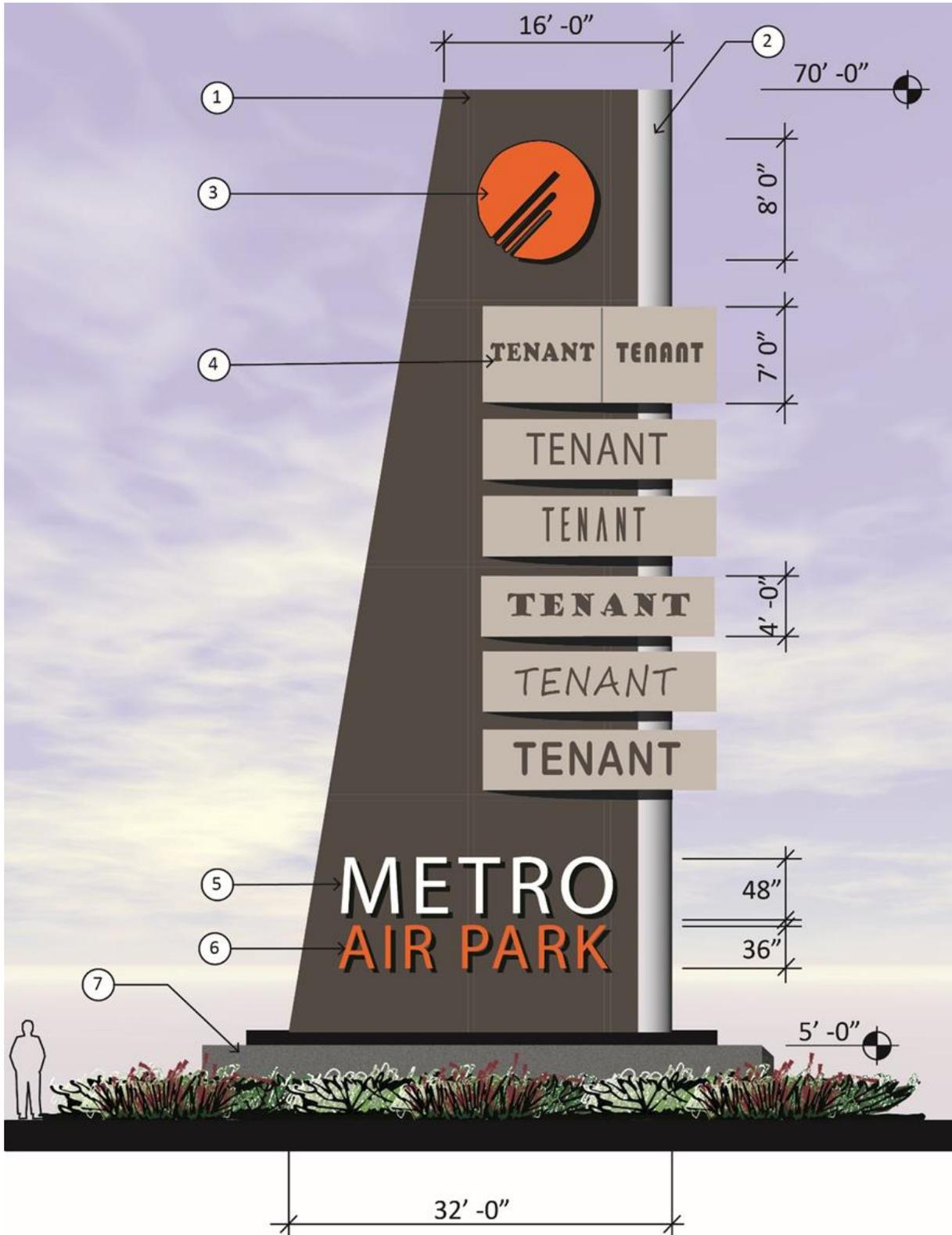
Freeway/Commercial & Primary and Secondary Monument Signage Materials & Colors

- ① Aluminum constructed pole cover painted to match to color below.
- ② Aluminum bullnose painted silver to match color below.
- ③ Pan channel logo/ white plexiglass face with orange vinyl overlay, aluminum returns painted silver. Internal white LED illumination.
- ④ Aluminum tenant cabinets painted silver, rout out tenant copy and font (TBD), white plexiglass backer with dark grey color vinyl overlay. Internal white LED illumination.
- ⑤ Pan channel letters / white plexiglass face, aluminum returns painted silver. Internal white LED illumination.
- ⑥ Pan channel letters / white plexiglass face with orange vinyl overlay, aluminum returns painted silver. Internal white LED illumination.
- ⑦ Aluminum base / paint and textcoat grey

	SW 7020 Black Fox
	SW 7649 Silverplate
	SW 6884 Obstinate Orange
	Textcoat Grey

METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES
& MASTER SIGN PROGRAM EXHIBIT 100-116



Freeway Monument Sign

- All signage shall be designed free of bracing, angle-iron, guy wire, cables and/or similar devices.
- Structures that accommodate several tenants shall utilize a single monument sign that identifies the overall project name and individual tenants.
- Color palettes shall match the material and colors shown for the various signage types to achieve project consistency.
- The height and width of all signs shall be measured from the highest and widest point of the sign and the area of signs shall be calculated from the height and width of the sign surface.
- Corporate logos and font styles with a single color scheme are allowed for all signs in public rights-of-way.
- All signs shall conform to these standards and shall be approved by MAPPOA prior to submittal to Sacramento County .
- Signs shall be located as per the Signage Plan; see Figures 4, 5, and 6.

Metro Air Park Master Signage Program

The guidelines below shall regulate the location, development and maintenance of permanent directory and monument signage within Metro Air Park. The hierarchy of signs are as follows:

Freeway Monument Sign

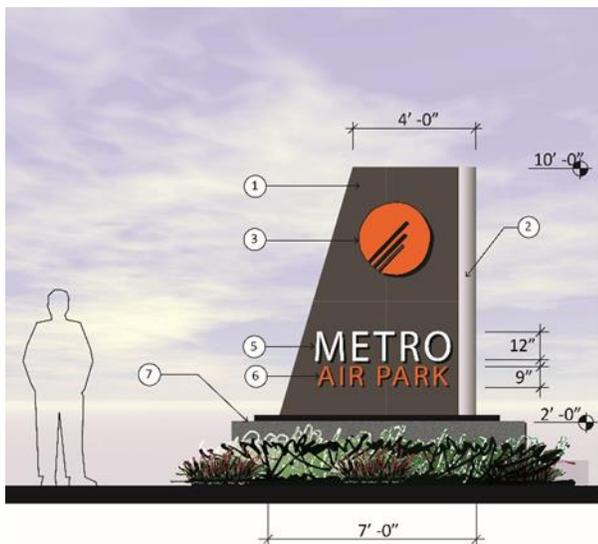
- Two Freeway Monument signs will identify Metro Air Park from I-5 near the east and west property boundaries and adjacent to I-5; see Figure 4.
- The maximum height of the signage wall shall be a 70 feet.
- The maximum area of a directory sign shall not exceed 3,000 square feet.
- The dimension and design of the signage shall be consistent with the Freeway Monument Signage depicted.
- Corporate logos and font styles are allowed in a dark grey color as part of the tenant panels.



Commercial Retail Monument Sign



Primary Monument Sign



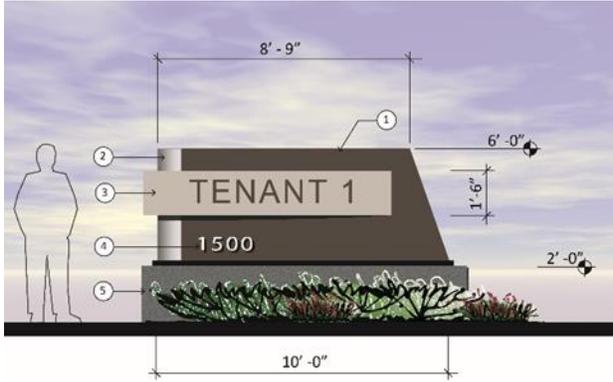
Secondary Monument Sign

- The signage shall be limited to the identification of "Metro Air Park" and the commercial retail tenants only.
- Accent lighting should be concealed behind the text or located flush with grade to provide up lighting.
- Vegetation used in these areas should be developed in a hierarchy and planted in groupings to make strong highlighting statements that will serve as a backdrop and accent the signage.
- See Freeway/Commercial & Primary and Secondary Monument Signage Materials & Colors.

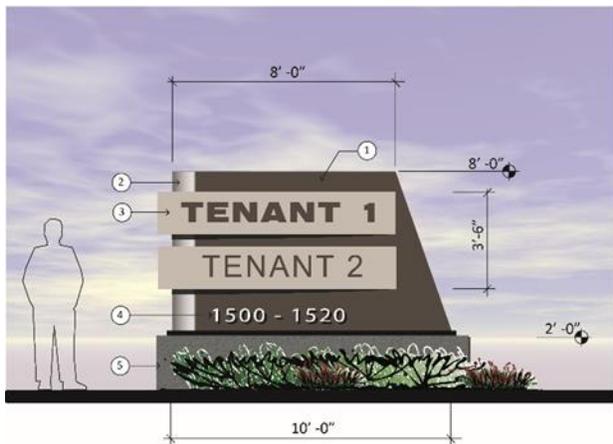
Commercial Retail Monument Sign

The Commercial Monument sign will denote the main project entry and tenants within a typical large format retail shopping center. The design is similar to the Freeway and Monument signage in creating a uniform look of the signage for the various retail uses.

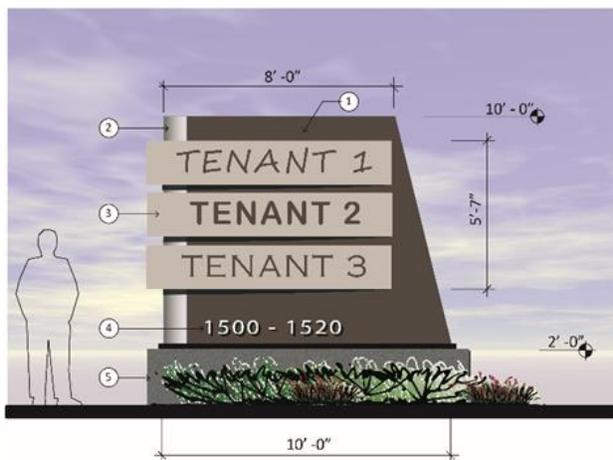
- The maximum area of a directory sign shall be 300 square feet.
- Computation of Area. Freestanding signs are to be computed as total height by the total length of the sign or signs for one side for double faced signs, excluding framework of separate single wood post or masonry column and single wood or masonry beam. The base of a monument sign is not part of the sign when of wood or masonry.
- Freestanding signs that are spread with three faces shall be computed by the greater of either the area of one side, or the projected area of two or three sides.
- Freestanding signs that are four sided shall be computed by the greater of either the area of two sides or the projected area of two sides.
- Commercial retail monument signs shall be located so that the part of the sign located closest to the street right-of-way line, including supporting structure, shall be set back not less than 10 feet (If PUPF easement: 16 feet) from existing public street improvements or right-of-way line.
- The maximum height of a directory freestanding sign shall be 25 feet.
- The dimension and design of the signage shall be consistent with the Commercial Retail Monument Signage depicted.
- Corporate logos and font styles are allowed in a dark grey color as part of the tenant panels.



Tenant Monument Sign—Single Tenant



Tenant Monument Sign - Two Tenant



Tenant Monument Sign - Three Tenant

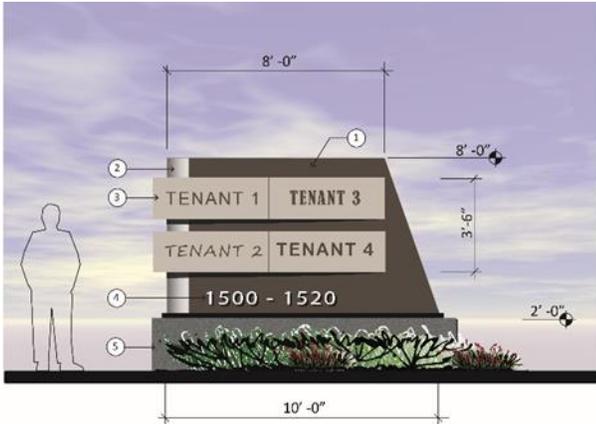
- Accent lighting shall be concealed behind the text or located flush with grade to be used as signage up-lighting.
- See Freeway/Commercial & Primary and Secondary Monument signage materials and colors.

Primary Monument Sign

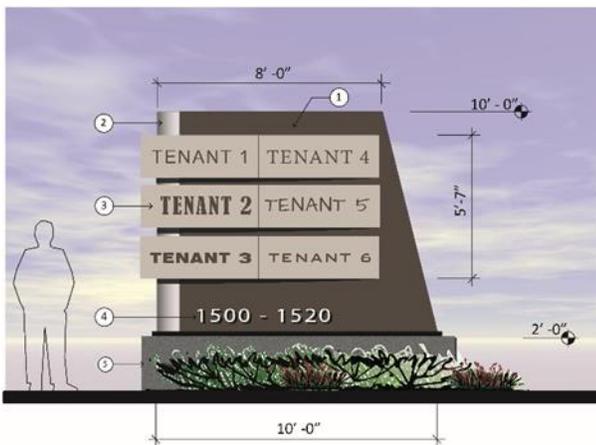
- Primary monument signs will identify Metro Air Park at its primary entrances; see Figure 4.
- The maximum height of the signage wall shall be 15 feet.
- The dimensions and design of the signage shall be consistent with the Primary Monument Sign depicted.
- The gateway/entrance monument signage shall be limited to the identification of "Metro Air Park" only.
- Accent lighting shall be concealed behind the text or located flush with grade to provide up-lighting.
- Vegetation used in these areas should be developed in a hierarchy and planted in groupings to make strong highlighting statements that will serve as a backdrop and accent the monument signage.
- See Freeway/Commercial & Primary and Secondary Monument Signage Materials and Colors.

Secondary Monument Sign

- Secondary Monument Signs will identify Metro Air Park at its secondary entrances; see Figure 4.
- The maximum height of the signage wall shall be a 10 feet.
- The dimensions and design of the signage shall be consistent with the Secondary Monument Sign depicted.
- Secondary Monument Signs will be symmetrically placed at corners as specified for the intersection, except where the corner is located off-site.
- Accent lighting should be concealed behind the text or located flush with grade to be used as signage up-lighting.
- Vegetation used in these areas should be developed in a hierarchy and planted in groupings to make strong highlighting statements that will serve as a backdrop and accent the monument signage.
- See Freeway/Commercial & Primary and Secondary Monument Signage Materials and Colors.



Tenant Monument Sign - Four Tenant



Tenant Monument Sign - Six Tenant

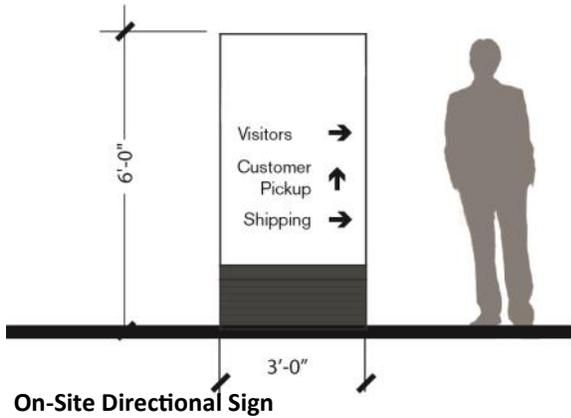
Tenant Monument Signage Materials & Colors

- ① Aluminum constructed pole cover painted to match to color below.
- ② Aluminum bullnose painted silver to match color below.
- ③ Aluminum tenant cabinets painted silver, rout out tenant copy and font (TBD), white plexiglass backer with dark grey color vinyl overlay. Internal white LED illumination.
- ④ Rout out push thru white plexiglass address numbers / Internal white LED illumination.
- ⑤ Aluminum base / paint and textcoat grey

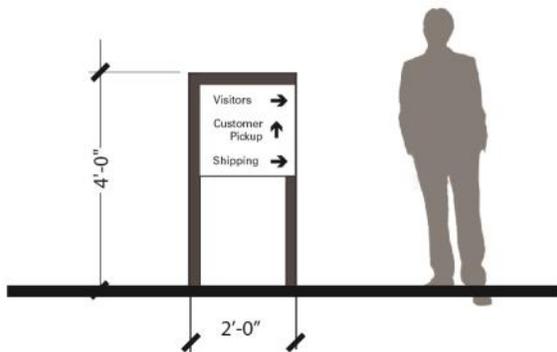
①	SW 7020 Black Fox
② ③	SW 7649 Silverplate
⑤	Textcoat Grey

Tenant Monument Sign

Tenant Monument signs will assist visitors in wayfinding at Metro Air Park and to denote the vehicle entry points to warehouse and distribution facilities or businesses that are not located within a typical large format retail shopping center configuration.

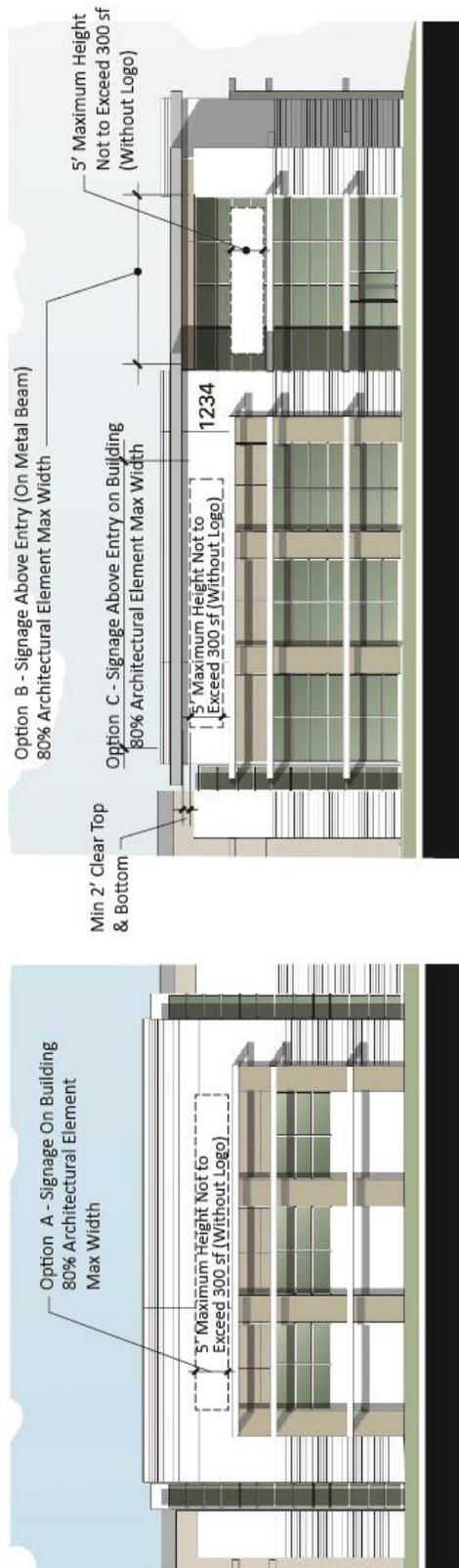


- Tenant Monument Signs will provide street addressing and tenant identification for buildings at major street driveway entries.
- The signage dimensions shall be a maximum of 10 feet in height and 10 feet in width excluding the signage base.
- The maximum area of signage shall be 80 square feet for the area of signage identifying the tenants only
- The dimension of the signage and design shall be consistent with the Tenant Monument Signage depicted and shall indicate the street address number and identify single or multiple tenants, if desired.
- Corporate logos and font styles are allowed in a dark grey color as part of the tenant panels.



- Accent lighting should be concealed behind the text or located flush with grade to be used as signage up-lighting.
- For individual parcels or a group of parcels with one user, one sign is required at the major entry (ies) for each street. The signage shall be positioned perpendicular to, but located outside, the street right-of-way in the landscape easement area. Signage shall be located outside the sight line requirements, as per the County of Sacramento standards.
- See Tenant Monument Signage Materials and Colors.

Tenant Monument Sign - Three Tenant example



Automotive Service Station Fuel Price Monument Signs

- There shall be no more than one fuel price sign per automotive service station roadway frontage.
- The automotive service station may also be identified with a separate tenant monument sign, as described above. If there are other businesses on the same parcel as the automobile service station, both the service station and the other businesses shall be identified on the same tenant monument sign.
- The maximum area of the sign shall be 40 square feet.
- Fuel price signs shall be located so that the part of the sign located closest to the street right-of-way line, including supporting structure, shall be set back not less than 10 feet (If PUPF easement: 16 feet) from existing public street improvements or right-of-way line.
- The maximum height of the sign at the minimum setback from the street right-of-way shall be 6 feet. The height of the sign may be increased one (1) foot for each foot the setback of the sign is increased, provided, however, that the maximum height of the sign shall not exceed 10 feet in any case.
- Lighting shall be so arranged so as not to produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or public street.
- Corporate logos and font styles are allowed in a dark grey color as part of the tenant identification.
- See Tenant Monument Signage Materials & Color guidelines. Fuel price signs shall follow the style of the Master Sign Program.

On-Site Directional Signs

- On-site directional signage shall be used to provide directional and wayfinding information.
- The maximum sign face shall be four square feet (4 s.f.). The signage dimensions shall be a maximum of six feet (6') in height and three feet (3') in width. The depth is limited to one foot (1').
- Lighting, if desired, shall be flush with finish grade and be used as signage up-lighting.

Figure 5—Wall Sign

Single Tenant Building Signs

It is important that wall signage be proportional to the building scale and mass in order to provide appropriate identification of businesses and building entrances within the project. Typical warehouse square footage, building mass, and building setbacks from the street frontages, will require signage large enough to achieve this goal; see Figure 5 for typical building sign designs; sizes and locations.

Single tenant buildings with office, hotel, research and development, high cube warehouse, and light manufacturing uses, or buildings dominated by one tenant will be allowed the following signage:

- Total sign area allowed on each parcel shall be calculated as the sum of all types of signs shall not exceed one (1) square foot of sign area for each linear foot of building frontage of business being advertised.
- Wall signage shall not exceed 300 square feet per individual sign, excluding logo design elements and shall be limited to no more than two (2) wall signs per building frontage
- Wall signage shall consist of individually mounted letters and logo elements to be back lit or halo illuminated only.
- At least one main entrance that faces a public street shall have a wall sign above or adjacent to it.
- Maximum wall sign height on commercial retail, hotel and office buildings shall be five feet (5'). Signs on manufacturing, warehouse and research and development buildings shall not be subject to this height limit but shall be proportional to the size of the building on which they are placed.
- Maximum wall sign width including logo shall be 80% of the background building panel width or architectural detailing; see Figures 5 and 6.
- See Figures 5 and 6 for typical building signage locations.

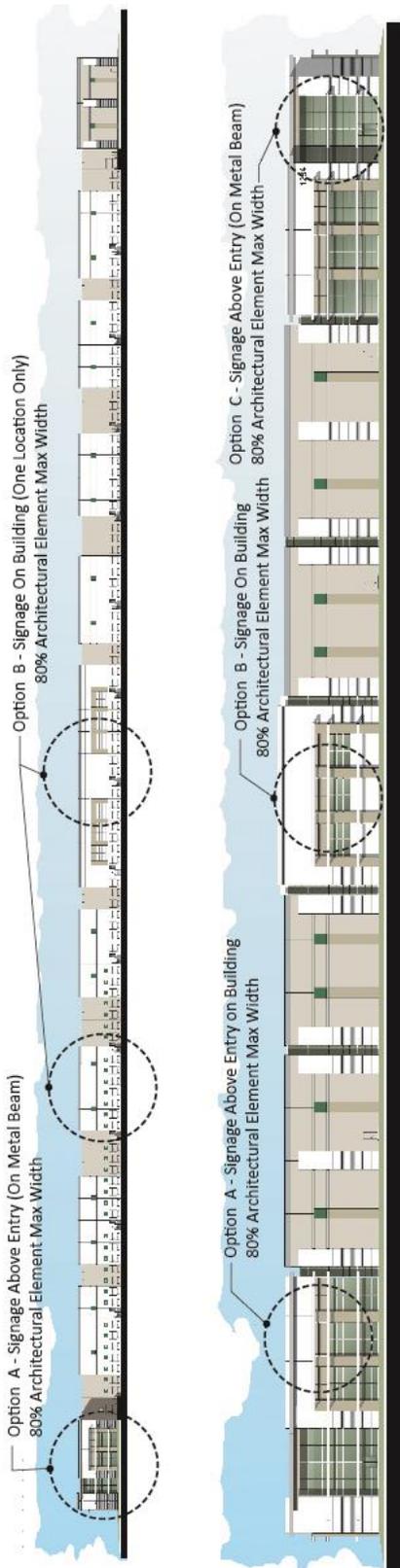


Figure 6—Typical Wall Sign Locations

Multi-Tenant Building Signs

Multi-tenant building signage shall be permitted as allowed per the Sacramento County Zoning Code section 5.10.2.

Building Address Signs

- Address signage shall be permitted and approved per Building Department, Fire and Sheriff Department requirements.

12.0 STREETScape LANDSCAPE GUIDELINES

Streetscape corridors will serve as a unifying element within Metro Air Park and will contribute to the overall sense of design continuity and character. The overall landscape concept has been designed to reinforce a hierarchy of streets within the project including enhancement of key access points.

All landscape elements that are placed within these corridors shall follow the general landscape requirements set forth in this document and are to be maintained by the Metro Air Park Landscape and Lighting Assessment District.

General Landscape Requirements

- An overall integration of planting between streetscapes and the interior of the development is required. Planting design should focus on plant masses of a single species.
- Planting should provide visual interest through use of color and texture at vehicular and pedestrian entries into the project development.
- The use of drought tolerant trees, shrubs, ornamental grasses and groundcover is recommended. Grading and berming shall be used in conjunction with plant materials to effectively screen parking, loading and storage areas.
- Landscaping at entryways shall maintain adequate sight lines for visual safety, visibility and security per County standards.
- All landscape planting shall be watered by an automated irrigation system in conformance with standards and guidelines.
- Refer to the General Landscape and Irrigation Design Guidelines in Section 13 for additional information and requirements.

Metro Air Park Entrances

Five primary entrances or gateways have been identified for special treatment to enhance the sense of arrival into Metro Air Park; see Figure 7. These gateways will feature monument signage with coordinated landscape and hardscape elements to create a unifying, common theme for the plan area. A detailed design of the entry monument signs will be prepared with improvement plans during the first phase of construction. All five entries will receive a similar treatment to create an overall project branding statement. The gateways are located at:

1. Interstate 5 and Metro Air Parkway
2. Elkhorn Boulevard and Power Line Road. (Signage located on both sides of the street)
3. Lone Tree Road and Elkhorn Boulevard
4. Elverta Road and Metro Air Parkway
5. Elverta Road and Lone Tree Road (signage located on the west side of Lone Tree Road only)

Gateway landscape elements are to be designed utilizing the following criteria:

- The enhanced gateways shall make use of a layered combination of plant materials and seasonal color and texture, flowering accent trees, with evergreen backgrounds. Refer to Appendix A for plant selection information.
- Shrubs, perennials, ornamental grasses, groundcovers, and annuals used in these areas should be planted in formal groupings to make a strong entrance statement. Planting shall be carefully selected to avoid obscuring entry signage.
- Gateway monuments shall incorporate vertical and horizontal elements that identify entry into the project development. The location of each entry monument shall be placed outside of site line requirements as specified by the County of Sacramento.
- Monument signage shall include the Metro Air Park logo and name.

Major Intersection Landscape

As part of the overall project branding statement, two key intersections along Metro Parkway have been identified for special treatment; see Figure 7. These intersections are:

1. Metro Air Parkway and Elkhorn Boulevard
2. Metro Air Parkway and Elverta Road

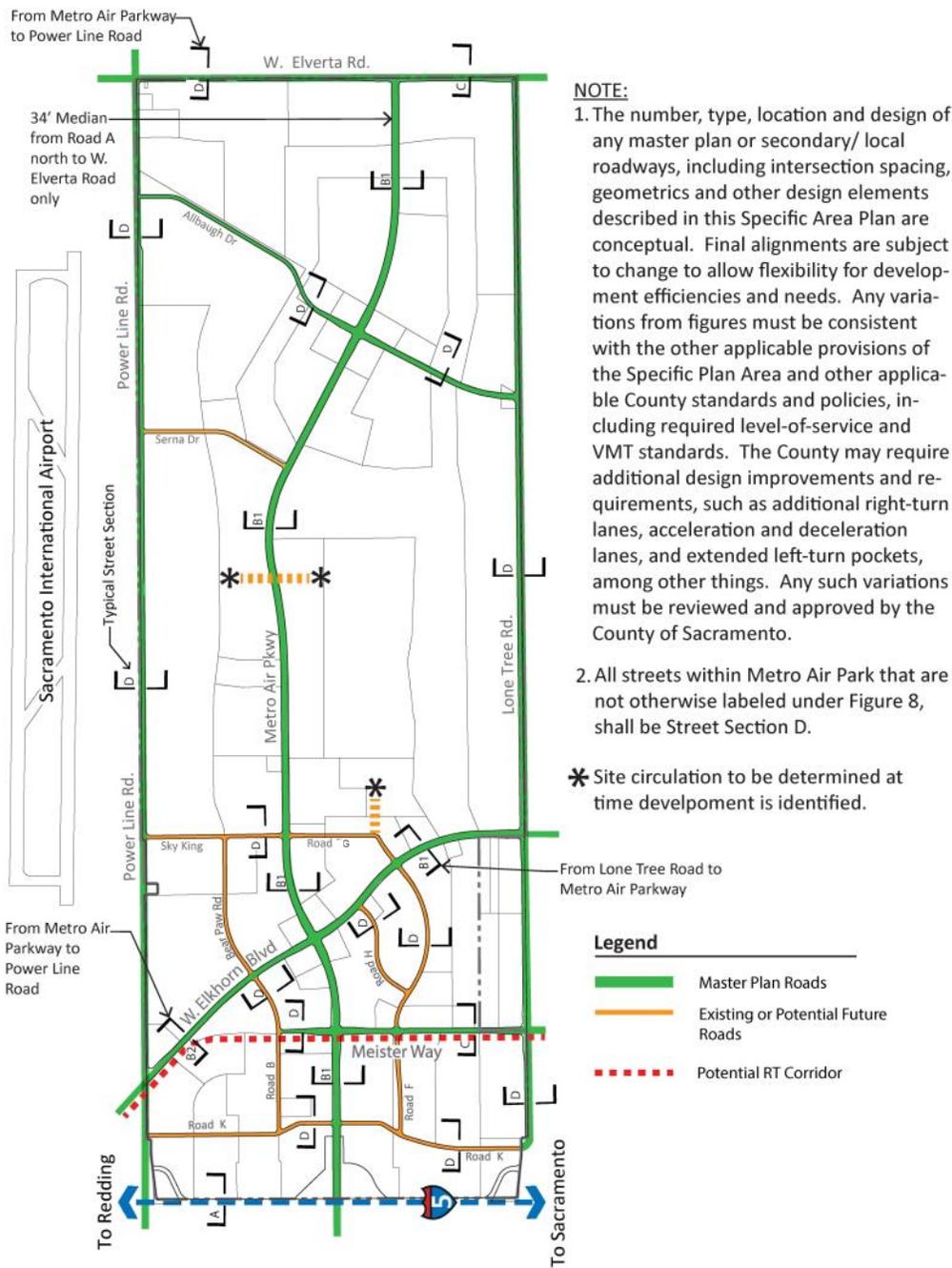


Figure 8—Road Locations

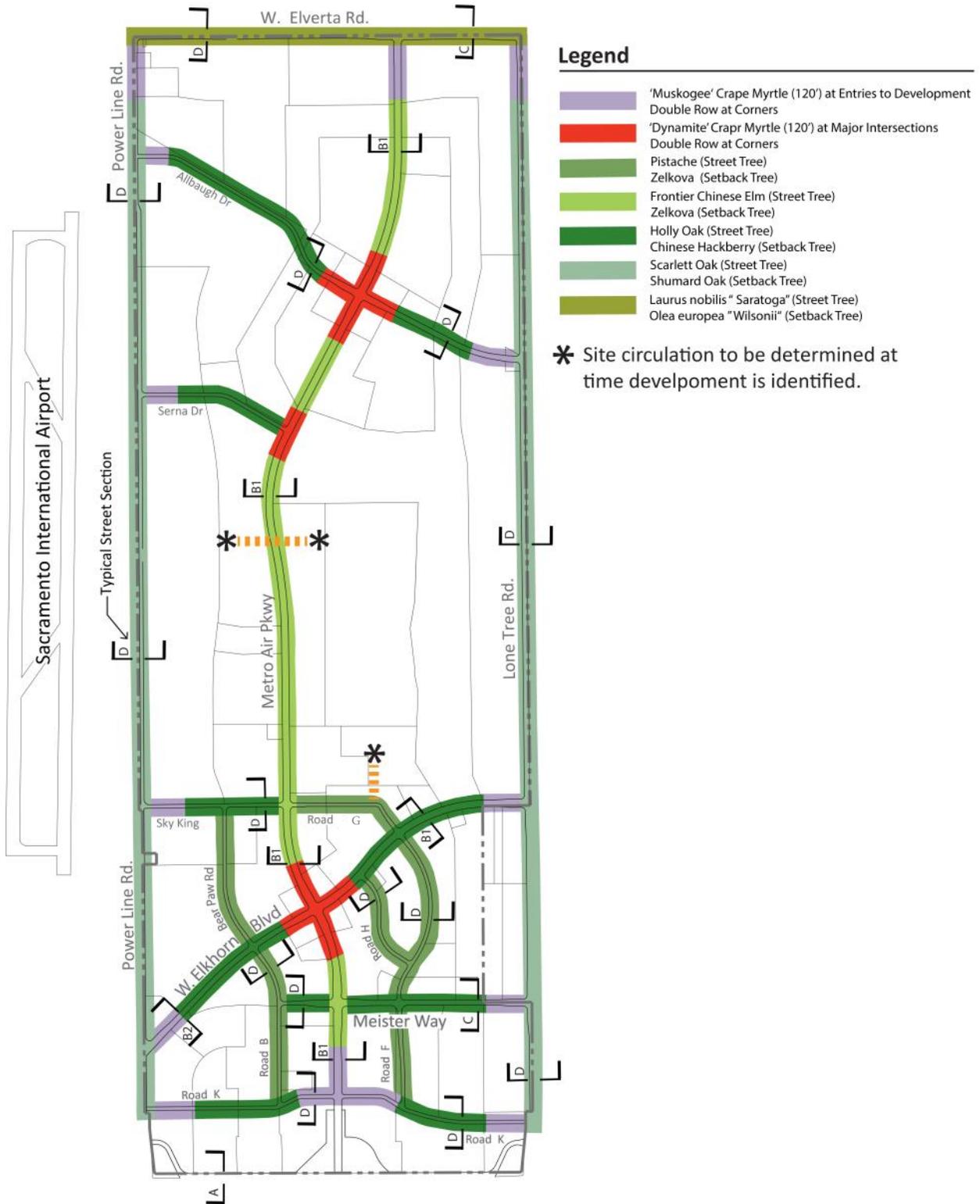
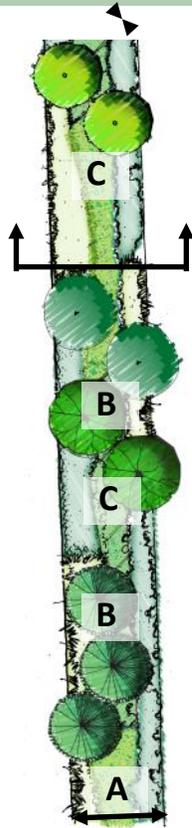


Figure 9—Street Landscape Trees

Section A,
Plan View



- These major intersections should make use of a layered combination of plant materials with seasonal color, strong evergreen background, and flowering accent features.
- Shrubs, perennials, ornamental grasses, groundcover, annuals should be planted in formal groupings to accent intersection and gateway themes. Refer to the approved plant list in Appendix A.
- The intersections are encouraged to incorporate enhanced lighting to provide night visibility of pedestrians.

Freeway Edge - Section A

The landscape themes along the I-5 corridor will enhance the freeway edge and create visual interest; see Figure 9. One theme is more formal consisting of evergreen trees in angled rows inspired by windrows seen in the Central Valley. The second theme is informal tree groupings arranged to allow openings for views into the project. The use of these alternating concepts reflects a contemporary aesthetic. Groupings of shrubs, fescues, and grasses will be planted as understory for trees. The landscaped frontage setback along I-5 will maintain a minimum of twenty-five feet (25') in width. The image to the left depicts the conceptual design.

- Twenty-five foot (25') landscape easement north of the Interstate 5 right-of-way has been created to provide a landscape buffer.
- Landscaping is also proposed within the adjacent thirty-three foot (33') California Department of Transportation (Caltrans) right-of-way to create a landscape corridor over fifty feet (50') wide.
- Plantings proposed within the Interstate 5 Caltrans right-of-way must conform with the Caltrans guidelines for landscape improvements.

Section A

(A) Setback:

25' Minimum Landscape Setback (from property line)

(B) Trees:

Quercus ilex / Holly Oak

24" Box @ 30' o.c

Quercus coccinea / Scarlet Oak

24" box @ 20' o.c.

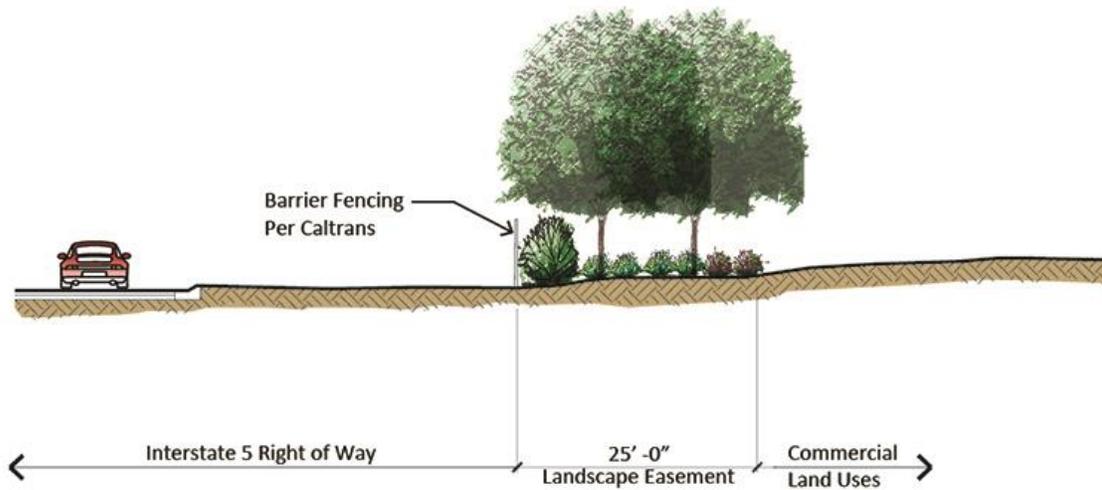
(C) Understory Planting:

Arbutus unedo 'Compacta' / Compact Strawberry Tree

Arctostaphylos 'Howard McMinn' / Howard McMinn Manzanita

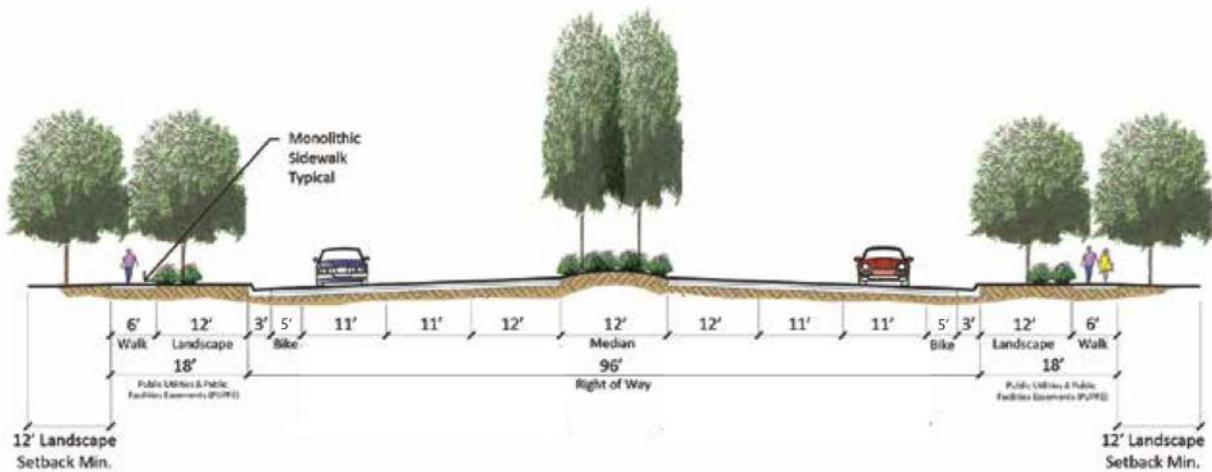
Arctostaphylos 'Pacific Mist' / Pacific Mist Arctostaphylos

Rosmarinus officinalis 'Tuscan Blue' / Tuscan Blue Rosemary



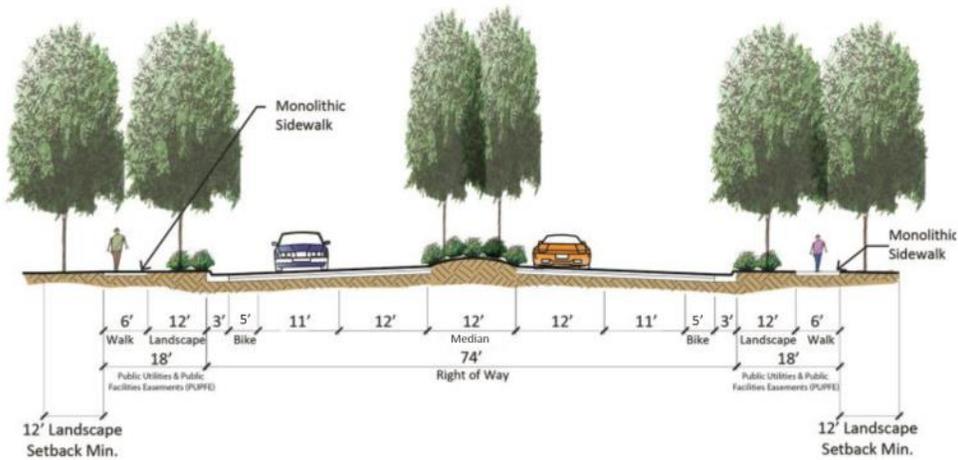
Section A/Private Landscape Setback

- Interstate 5 right-of-way



Street Section B1/Private Landscape Setback

- Metro Air Parkway (34' Median North of Allbaugh Drive to W. Elverta Road)
 - W. Elkhorn Blvd from Lone Tree Road to Metro Air Parkway



Note: Additional PUPFE may be requested by utility providers as need for utilities.

Street Section B2/Private Landscape Setback

- W. Elkhorn Blvd from Metro Air Parkway to Power Line Road

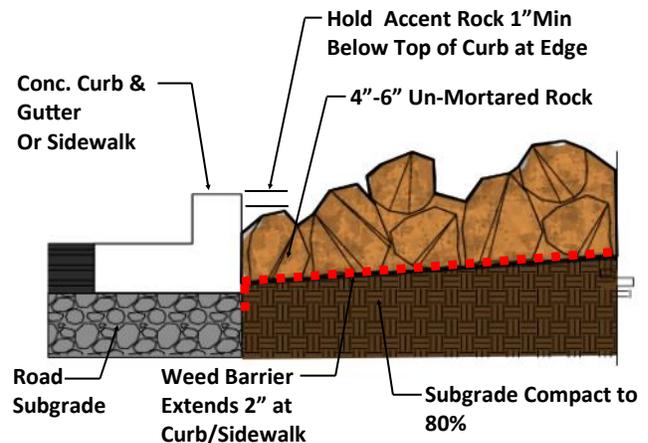
Street Section B1

Metro Air Parkway consists of a six-lane divided thoroughfare from Elverta Road to Interstate 5; see Figure 8. When developed, it will provide a landscape element that will unify the project through the cohesive use of trees and understory plant materials. The road section as illustrated consists of one twelve foot (12') lane and two eleven foot (11') lanes, a five foot (5') wide bike lane, three foot (3') wide curb and gutter, a twelve foot (12') landscape corridor and a six foot (6') wide monolithic walk adjacent to the landscape corridors per travel direction, and a twelve foot (12') wide landscape median. The sidewalk shall be set back twelve feet (12') feet from the face of curb to allow planting, except at intersections and driveways.

- The median shall be planted with the street tree type indicated in Figure 9 along with accent trees, shrubs, perennials, ornamental grasses and evergreen groundcovers. The landscape easement adjacent to the roadway shall be planted with a double row of large deciduous or evergreen shade trees spaced thirty feet (30') on-center. This tree spacing shall provide shade for pedestrians and identify Metro Air Parkway as a primary thoroughfare for Metro Air Park.

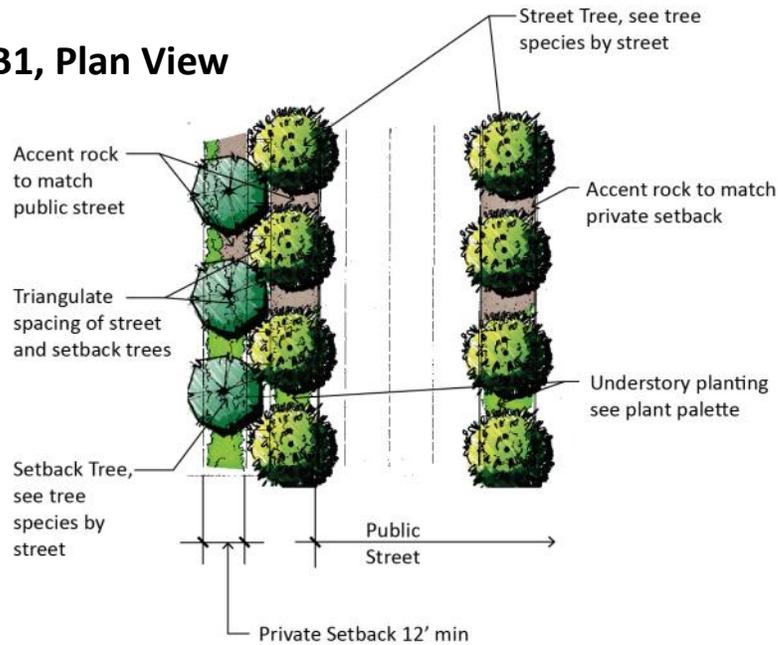


Typical 4"-6" Cobbles



Typical Accent Rock Detail

Street Section B1, Plan View



Street Section B1

Street Trees (both sides of streets)

See Figure 9 for Tree Species
24" Box @ 30' o.c.

Setback (both sides of streets)

12' Minimum Landscape Setback (from back of Walk)

Setback Trees (both sides of streets)

See Figure 9 for Tree Species
24" Box @ 30' o.c.

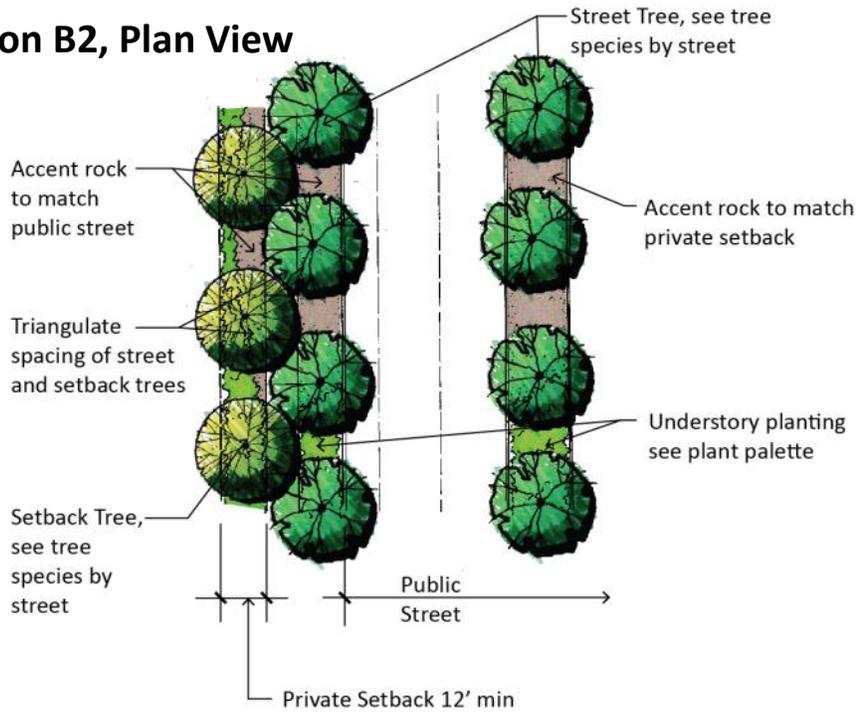
Understory Planting:

Ceanothus 'Concha' / Concha Ceanothus
Rhus ovata / No common name
Salvia leucantha 'Santa Barbara' / Santa Barbara Sage
Rosmarinus officinalis 'Collingwood Ingram' / Prostrate Rosemary

- Understory plantings should make use of a layered combination and shall be designed to screen parking areas and headlights from the opposing traffic lanes. Understory plantings shall be used in long continuous "drifts" along the roadway.
- Monolithic sidewalks shall be located a minimum eight feet (8) from the back of curb.
- The accent rock surfacing can be generally described as 4"-6" cobbles that will be placed un-mortared over a weed barrier to help with the control of weeds and pests. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock. The accent rock shall not exceed 35% of the total landscape area.
- The accent rock will generally consist of up to 150' lengths of rock in the medians and planting strips broken up with approximately 150' of landscaping planting in a pattern that will continue the lengths of the streets and the industrial roads.
- A similar pattern of generally 150' lengths of accent rock surfacing alternating with 150' of landscape planting in a more curvilinear shape will generally occur within the private landscape located at the back of the sidewalk. The accent rock surfacing within the private landscape area will complement the public street landscape and reinforce the design concept and enhance the overall visual character of the streetscape.

Street Section B2, Plan View

30' Max



Street Section B2

Street Trees (both sides of streets):

See Figure 9 for Tree Species
24" Box @ 30' o.c.

Setback (both sides of streets):

12' Minimum Landscape Setback (from back of Walk)

Setback Trees (both sides of streets):

See Figure 9 for Tree Species
24" Box @ 30' o.c.

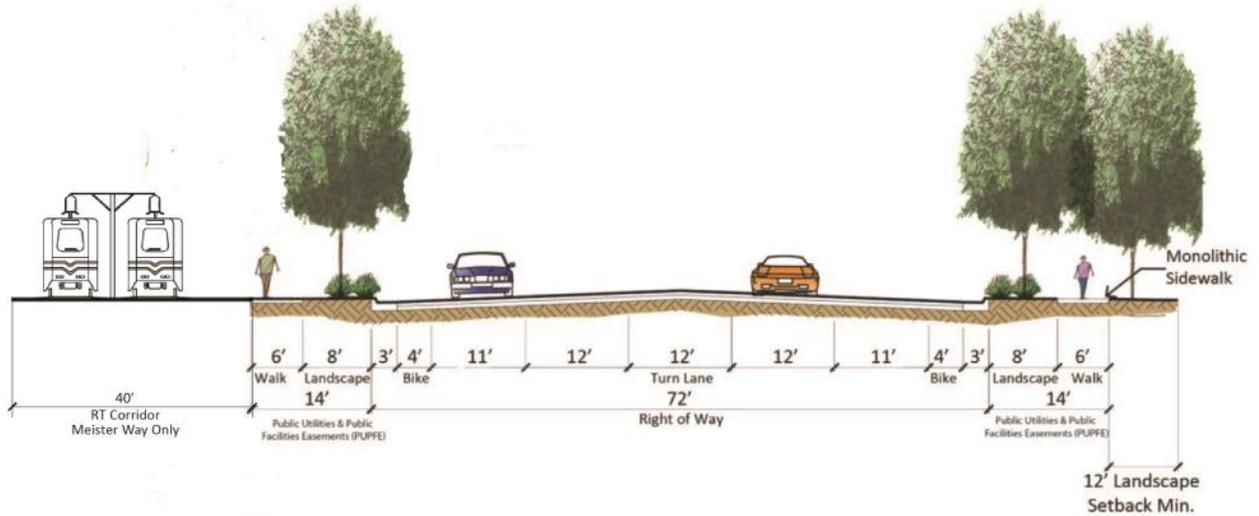
Understory Planting:

- Ceanothus 'Concha'/ Concha Ceanothus
- Rhus ovata/ No common name
- Salvia leucantha 'Santa Barbara'/ Santa Barbara Sage
- Rosmarinus officinalis 'Collingwood Ingram'/ Prostrate Rosemary

Street Section B2

W. Elkhorn Boulevard consists of a four-lane divided thoroughfare from Metro Air Parkway to Power Line Road; see Figure 8. When developed, it will provide the main east/west circulation with Highway 99 to the east of the project. The road section as illustrated consists of a twelve foot (12') lane, an eleven foot (11') lane, a four foot (4') wide bike lane, a three foot (3') wide curb and gutter, a twelve foot (12') landscape corridor and a six foot (6') wide monolithic walk adjacent to the landscape corridors per travel direction, and a twelve foot (12') wide landscape median. The sidewalk shall be set back twelve feet (12') from the face of curb to allow planting, except at intersections and driveways.

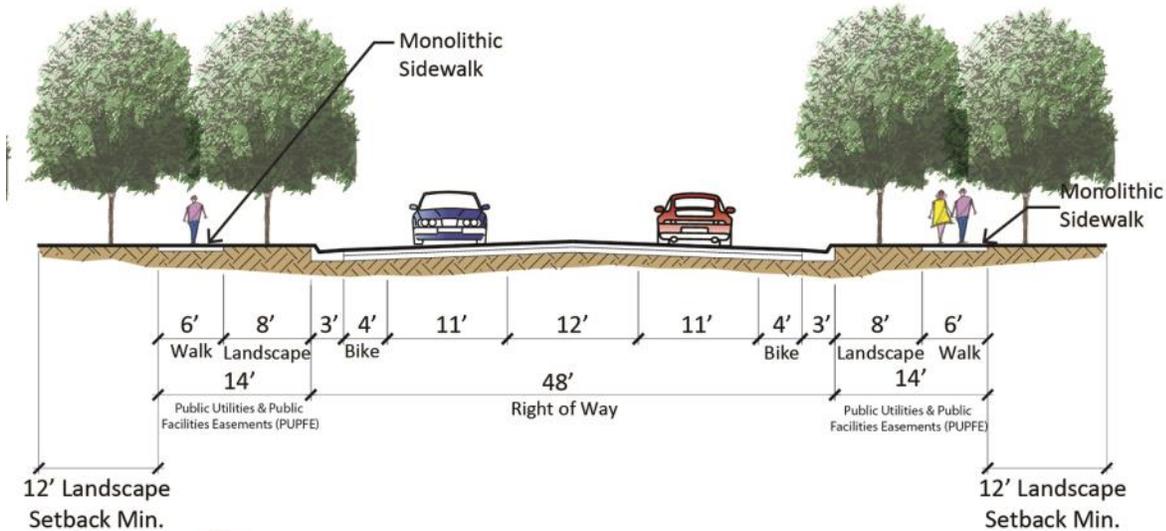
- The median shall be planted with the street tree type indicated in Figure 9 along with accent trees, shrubs, perennials, ornamental grasses and evergreen groundcovers. The landscape easement adjacent to the roadway shall be planted with a double row of large deciduous or evergreen shade trees spaced thirty feet (30') on-center. This tree spacing shall provide shade for pedestrians. Understory plantings should make use of a layered combination and shall be designed to screen parking areas and headlights from the opposing traffic lanes. Understory plantings shall be used in long continuous "drifts" along the roadway.



Note: Additional PUPFE may be requested by utility providers as need for utilities.

Street Section C/Private Landscape Setback

- Meister Way from Lone Tree Road to Metro Air Pkwy
- Elverta Road from Lone Tree Road to Metro Air Pkwy (Landscape South side Only)

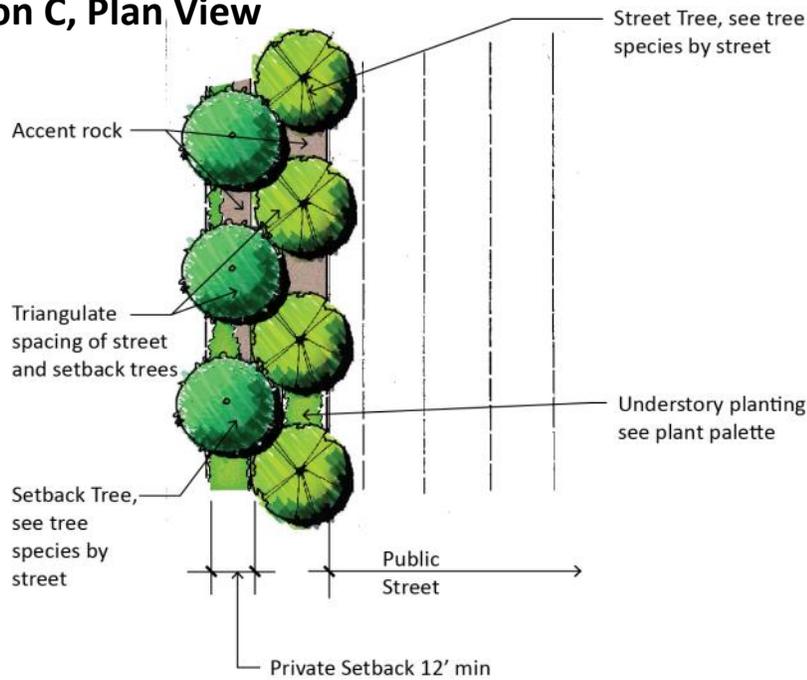


Note: Additional PUPFE may be requested by utility providers as need for utilities.

Street Section D/Private Landscape Setback

- Allbaugh Drive from Lone Tree Road to Power Line Road
- Lone Tree Road from W. Elverta Road to Bayou Way (Landscape West Side Only)
- Power Line Road from Elkorn Blvd to Elverta Road (Landscape East Side Only)
- Elverta Road from Metro Air Pkwy to Power Line Road (Landscape South Side Only)
- Other Secondary Roads

Street Section C, Plan View



Street Section C

Street Trees:
See Figure 9 for Tree Species
24" Box @ 30' o.c.

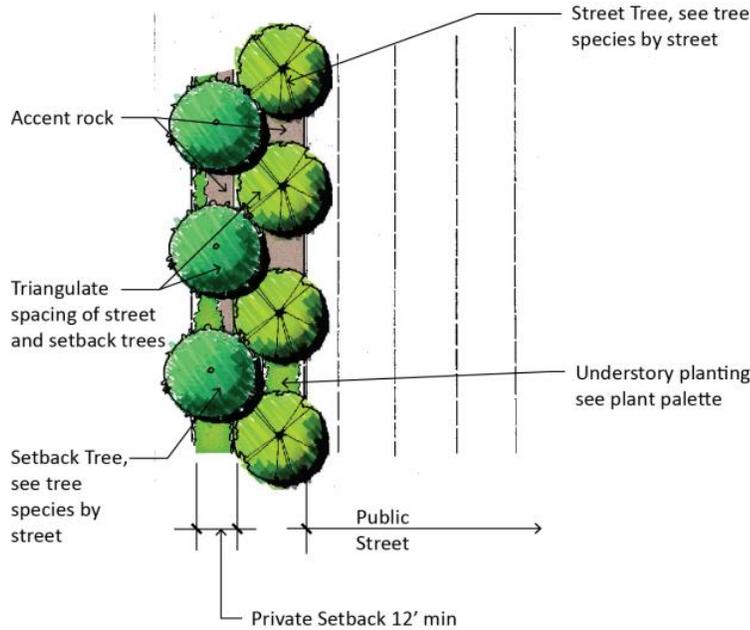
Setback:
12' Minimum Landscape Setback (from back of Walk)

Setback Trees:
See Figure 9 for Tree Species
24" Box @ 30' o.c.

Understory Planting:
Ceanothus 'Concha' / Concha Ceanothus
Rhus ovata / No common name
Salvia leucantha 'Santa Barbara' / Santa Barbara
Sage
Rosmarinus officinalis 'Collingwood Ingram' /
Prostrate Rosemary

- Monolithic sidewalks shall be located a minimum of eight feet (8') from the back of curb.
- The accent rock surfacing can be generally described as 4"-6" cobbles that will be placed unmortared over a weed barrier to help with the control of weeds and pests. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock. The accent rock shall not exceed 35% of the total landscape area.
- The accent rock will generally consist of up to 150' lengths of rock in the medians and planting strips broken up with approximately 150' of landscaping planting in a pattern that will continue along the lengths of the streets and the industrial roads.
- A similar pattern of generally 150' lengths of accent rock surfacing alternating with 150' of landscape planting in a more curvilinear shape will generally occur within the private landscape located at the back of the sidewalk. The accent rock surfacing within the private landscape area will complement the public street landscape and reinforce the design concept and enhance the overall visual character of the streetscape.

Street Section D, Plan View



Street Section D

Street Trees:

See Figure 9 for Tree Species
24" Box @ 30' o.c.

Setback:

12' Minimum Landscape Setback (from back of Walk)

Setback Trees:

See Figure 9 for Tree Species
24" Box @ 30' o.c.

Understory Planting:

Ceanothus 'Concha' / Concha Ceanothus
Rhus ovata / No common name
Salvia leucantha 'Santa Barbara' / Santa Barbara
Sage
Rosmarinus officinalis 'Collingwood Ingram' /
Prostrate Rosemary

Street Section C

Meister Way and W. Elverta Road street sections shall consist of a maximum of four travel lanes and one turn lane from Lone Tree Road to Metro Air Parkway; see Figure 8. The road section as illustrated consists of a twelve foot (12') lane, an eleven foot (11') lane, five foot (5') wide bike lane, a three foot (3') curb and gutter, an eight foot (8') wide landscape area and a six foot (6') wide monolithic walkway per travel direction, and a twelve foot (12') wide center dual turn lane.

- The landscape easement adjacent to the roadway shall be planted with a double row of large deciduous or evergreen shade trees spaced thirty feet (30') on-center to provide shade for pedestrians.
- Understory planting should make use of a layered combination of heights, accents, screening effects, consisting of both deciduous and evergreen species. Shrub massings should be planted throughout this corridor.
- Monolithic sidewalks shall be located a minimum eight feet (8') from the back of curb.

- The accent rock surfacing can be generally described as 4"-6" cobbles that will be placed un-mortared over a weed barrier to help with the control of weeds and pests. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock. The accent rock shall not exceed 35% of the total landscape area.
- The accent rock will generally consist of up to 150' lengths of rock in the medians and planting strips broken up with approximately 150' of landscaping planting in a pattern that will continue along the lengths of the streets and the industrial roads.
- A similar pattern of generally 150' lengths of accent rock surfacing alternating with 150' of landscape planting in a more curvilinear shape will generally occur within the private landscape located at the back of the sidewalk. The accent rock surfacing within the private landscape area will complement the public street landscape and reinforce the design concept and enhance the overall visual character of the streetscape.
- The accent rock surfacing can be generally described as 4"-6" cobbles that will be placed un-mortared over a weed barrier to help with the control of weeds and pests. The purpose of the rock design concept is to create a varied experience to the streetscape by breaking up the landscape planting with a pattern of "swaths" of rock. The accent rock shall not exceed 35% of the total landscape area.
- The accent rock will generally consist of up to 150' lengths of rock in the medians and planting strips broken up with approximately 150' of landscaping planting in a pattern that will continue along the lengths of the streets and the industrial roads.
- A similar pattern of generally 150' lengths of accent rock surfacing alternating with 150' of landscape planting in a more curvilinear shape will generally occur within the private landscape located at the back of the sidewalk. The accent rock surfacing within the private landscape area will complement the public street landscape and reinforce the design concept and enhance the overall visual character of the streetscape.

Interior Streets—Street Section D

Sections of W. Elverta Road, Lone Tree Road, Power Line Road, Allbaugh Drive, and other proposed secondary streets. The road section as illustrated consists of an eleven foot (11'), a five foot (5') bike lane, a three foot (3') curb and gutter, an eight foot (8') landscape area, and a six foot (6') wide monolithic walkway per travel direction, and a twelve foot (12") wide center dual turn lane.

- A double row of large shade trees shall be planted on the side(s) of the road indicated on page 43. The trees shall be spaced thirty feet (30') on-center to provide shade for pedestrians. The tree planting shall identify these corridors as secondary roadways and have incorporated into its plan consideration for industrial delivery truck heights.
- Understory planting should make use of a layered combination of heights, accents and evergreen screening effects. Shrub massing shall be planted throughout this section of roadway.
- Monolithic sidewalks shall be located a minimum of eight feet (8) from the back of curb.

Public Transportation Facilities

Metro Air Park was designed to accommodate light rail and bus service to the development. A light rail line is proposed to enter the site from Meister Way and proceed to Elkhorn Boulevard where it will follow this corridor in a southwestern direction. Bus stop facilities shall be located as development occurs. For additional information, refer to the Sacramento Regional Transit District's (SacRT's) Design Guidelines for Buses and Light Rail Facilities.

Bus Stop Design Guidelines

A bus stop is a curbside area specifically designated for passenger loading and unloading. It is commonly identified by a bus stop sign, a red curb marking, and where demand merits, benches and/or shelters. The different types of bus stops and specific considerations under which they are recommended are described below:

1. *Farside Stops*: Farside stops are located beyond street intersections. Farside stops shall be used wherever practical.
2. *Mid-block Stops*: Mid-block stops are located between roadway intersections. Mid-block stops must be accompanied by a pedestrian crosswalk.

3. *Near-side Stops:* Near-side stops are located immediately preceding street intersections. Near-side stops, while not recommended, may be considered where little distance exists between signalized intersections or where curb side parking is permitted.
 - Recommended Spacing - a quarter-mile or 1,320 feet apart maximum.
 - Intermediate placement distances may be considered on a case-by-case basis depending on the density of the market area served.
 - *Bus Stop Curbs:* Curbs at bus stops shall be 6 inches high to facilitate passenger boarding and unloading. If the curb is too high, it will interfere with the operation of the wheelchair lift and front kneel feature of new buses.
 - Bus stop curbs shall be painted red and signs stating "no parking" or "no stopping except for buses" shall be positioned so as to clearly identify the bus stop areas.
 - A striped, white 8-inch line will be used to indicate and separate the bus stop from adjacent traffic lanes. The pavement shall be stenciled "Bus Stop."
 - Bus stops/shelters should be designed using the overall Metro Air Park concept and made of durable materials providing shelter from rain, sun and wind. These shelters shall have seating and be visible inside to aid in public security. Refer to SacRT's *Design Guidelines for Bus and Light Rail Facilities* more information.

Light Rail Design Guidelines

The dimensions noted below represent the preferred minimums to accommodate light rail. The dimensions presume that future light rail systems will be double tracked

1. *For Track Only:* Preferred minimum clearance envelope - forty feet (40') wide fifty feet (50') wide where no adjacent roadways exist) by twenty-five feet (25') high.
2. *For Truck and Station:* Preferred minimum clearance envelope - sixty feet (60') wide by twenty-five feet (25') high.
- In situations where the preferred clearance envelope cannot be accommodated, reduced dimensions may be allowed on a case-by-case basis subject to review and approval by SacRT.
- The right-of-way width must encompass all necessary facilities.
- A major public art piece shall be included within the Light Rail Station/Plaza.

- Public Art will enhance the Light Rail Station/Plaza as an integral component of its design.
- Light rail stops/shelters shall be designed using the overall Metro Air Park concept and made of durable materials providing shelter from rain, sun and wind. These shelters shall have seating and be visible inside to aid in public security.

Street Furniture

Bollards, benches, trash receptacles and decorative pots shall be considered as hardscape elements. These hardscape elements should reflect the Metro Air Park campus setting and overall site characteristic of each district. All material used for such hardscape elements shall accent and highlight each district's architecture.

- The following materials are acceptable for use as hardscape elements:
 1. Painted metal
 2. Brick or stone
 3. Concrete
 4. Wood
- Benches should complement architectural, lighting and community themes throughout Metro Air Park.
- Site-specific hardscape elements and details should relate to the theme and character of the development.
- A maximum of three (3) periodical and pick-up overnight delivery stands, vending and newspaper machines should be allowed per district.
- Street furniture should be kept clean and in working function. The Metro Air Park Lighting and Assessment District or other appropriate maintenance entity shall notify the manufacturer if vandalism and/or malfunctions occur.
- The spacing between street furniture shall be a maximum of fifteen hundred feet (1,500') per each district.
- Seat walls should be designed with materials that complement and accent architectural themes.
- Drinking fountains should be constructed of durable materials and finished with vandal-resistant products.
- Picnic tables or elements on which persons will eat shall be constructed of durable materials that complement architecture themes.

- All street furniture, at a minimum, shall meet all applicable governing codes and standards regarding safety and accessibility for the public. Street furniture shall consist of vandal-resistant products.
- A list of all materials, finishes, and locations shall be given to the Metro Air Park Lighting and Assessment District or other appropriate maintenance entity.
- Decorative pots shall accent the core theme and complement adjacent street furnishings. All decorative pots when used in conjunction with vegetation shall be installed with an automatic irrigation system and have adequate drainage so as not to stain adjacent paving or furnishings.

13.0. GENERAL LANDSCAPE AND IRRIGATION GUIDELINES

Developments within Metro Air Park are allowed flexibility within the parameters of these guidelines. However, incorporating consistent landscape elements will unify and strengthen the overall design concept for the project. The need for a coordinated appearance is most critical at public rights-of-way and less critical within individual development projects.

General Requirements

- Projects are required to meet the requirements of the County Water Efficient Landscape Ordinance (WELO).
- 24" box container size shall be the minimum tree size allowed. Larger tree containers such as 36" box are recommended at key focal points to more quickly provide an established appearance.
- Incorporate a hydro zoned planting scheme to reduce water demand by grouping plants with similar water requirements.
- Tree plantings shall not interfere with night illumination, site line visibility at driveways or intersections, or be located within minimum clearance zones of service utilities.
- Understory planting adjacent to public rights-of-way and landscape easements shall blend with existing plantings and shall be used to screen parking courts, utility services, loading and unloading areas.

- Landscape plans shall be submitted and prepared separately for private developments and those areas in the maintenance district.

Water Conservation

Metro Air Park is committed to providing landscape design that exceeds ordinary standards and basic vegetation palettes. Construction and improvements that occur within the development shall implement water-conserving planting species and shall be consistent with Sacramento County requirements.

- Turf grass is highly discouraged within Metro Air Park due to the high-water use and maintenance costs. If turf grass is used, a drought tolerant Fescue blend shall be used and should not exceed 5% of the total landscape area. Activities that are part of recreational amenities shall be exempt from the turf grass limitation.
- The selection of a plant palette should take into consideration the use of California native, drought and fire tolerant plant species and materials.

Irrigation Design

- Irrigation systems that provide water efficiency and conservation are required.
- Automatically-controlled irrigation systems shall be used.
- Landscape areas shall be individually valved in relation to each respective hydro zone. Hydro zones shall consider solar orientation, exposure, slope and soil conditions.
- The installation of all backflow preventers shall comply with all applicable County/State codes and standards. All backflow preventers shall be in shrub areas and screened from public view, to the extent possible.
- All turf grass areas must be irrigated with pop-up spray or rotary impact heads. A minimum riser of six inches (6") shall be used for all spray and rotor heads.
- Sprinkler spacing should ensure head-to-head coverage.
- Low water use irrigation, spray heads, and rotors are required. Micro-irrigation equipment, moisture sensing devices and/or pressure regulating bubblers are recommended.
- Irrigation systems within public rights-of-way shall operate independently from private projects.

14.0 LANDSCAPE MAINTENANCE GUIDELINES

To ensure long-term success and overall attractive appearance of landscapes on private developments within Metro Air Park, owners are required to perform regular maintenance in conformance with these standards. Proper horticultural and irrigation practices should be used with care and regularity. All maintenance shall be performed by experienced landscape maintenance professionals who are familiar with the specific requirements and growth habits of plant materials in the area.

General Guidelines

- Plant materials shall be maintained in a healthy growth condition and kept in a neat, attractive appearance throughout the year.
- Plant materials shall be allowed to grow into their natural shape and size, without the need for persistent and excessive pruning or hedging.
- Hardscape and softscape elements should maintain the function and integrity of the original design intent.
- Plant establishment periods, under the installation contract and in project specifications, are required for all landscape installations to be a minimum of ninety (90) days.

Regularly Performed Maintenance

Turf Requirement

- Mowing and edging of all turf grass areas should be accomplished every seven (7) days during the growing season and on an as needed basis during fall and winter. All clippings shall be disposed of in a legal manner.
- Edging should be accomplished by mechanical means only.
- Turf grass areas should be irrigated according to water schedules programmed by the site landscape maintenance contractor.
- Lawn areas should be aerated and fertilized regularly per the recommendations of the turf grass manufacturer.

Annual Bed Maintenance

- Annual color beds shall be replanted a minimum of four times per year with seasonally available varieties.

- Soil in annual bed planting areas shall be thoroughly prepared prior to each planting, including the addition of fertilizers. Soil amendments such as greenwaste compost shall be incorporated to improve soil conditions on a regular basis.

Groundcover Maintenance

- Groundcovers should be maintained to create an attractive, uniform ground plane.
- Weeds shall be controlled by means of pre-emergent herbicides as well as experienced hand labor. Weeds shall be removed on an as needed basis from groundcover areas.

Tree Maintenance

- Tree canopies shall be pruned, tipped or pinched to retain as much foliage as possible and to promote long term tree shape and canopy structure. High or low branches shall be removed only if they pose a danger to public safety. The branches are to be cut flush with the trunk. Tree roots shall be pruned to remove stem girdling and/or root circling or other defects which may result in producing an unstable or unhealthy tree.
- Evergreen trees should be thinned and shaped as necessary to prevent hazardous conditions, and to minimize wind and storm drainage. Primary pruning shall be executed during the dormant season.
- Tree staking ties shall be monitored bi-annually for alignment, anchoring, or adjustment.
- Tree stakes should be removed after the third or fourth year or as recommended by a Certified Arborist.
- All trees in turf grass areas shall have a thirty-six inch (36") diameter circle of unplanted, mulched soil maintained at their bases at all times to minimize damage by trimmers and mowers.

Pruning

- Trees and shrubs should be pruned to maintain a natural appearance by selecting permanent scaffold branches or to conform to the designer's intent.
- Maintaining the natural form and habitat of each plant species. Do not pollard, topiary or hedge plants into geometric configurations.
- Monitor for diseased or unsound branching and/or sucker growth on all trees and remove immediately.

METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES
& MASTER SIGNAGE PROGRAM EXHIBIT 100-116
APPENDIX A - RECOMMENDED PLANT LIST

Appendix A Recommended Plant List

	Foreground	Background	Accent	Street Median Trees See Figure 9	Street Trees See Figure 9	Parking Lot Shading	Highlight	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor	Power Line Tree	Setback Trees See Figure 9
TREES EVERGREEN													
Cedrus deodara / Deodar Cedar		•								•			
Cinnamomum camphora / Camphor Tree		•				•							
Arbutus x 'Marina' / Marina Arbutus	•	•	•				•			•		•	
Eriobotrya deflexa / Bronze Loquat	•	•	•				•		•	•			
Laurus nobilis 'Saratoga' / Saratoga Sweet Bay		•	•							•		•	
Magnolia grandiflora / Southern Magnolia		•				•							
Olea europaea 'Wilsonii' / Wilson's Olive	•		•						•	•			
Pinus halepensis / Calabrian Pine		•								•			
Pinus eldarica / Afghan Pine		•								•			
Quercus ilex / Holly Oak		•								•			
Quercus wislizenii / Interior Live Oak		•								•	•		
TREES DECIDUOUS													
Aesculus californica / California Buckeye		•								•	•		
Betula nigra 'Dura Heat' / Dura Heat River Birch		•									•		
Cercis occidentalis 'Forest Pansy' / Forest Pansy Chinese Redbud	•		•				•		•	•	•	•	
Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	•	•								•			
Acer rubrum 'Redpointe' / Redpointe Maple	•					•	•						
Carpinus betulus 'Emerald Avenue' / Emerald Avenue Hornbeam	•	•				•			•				
Celtis sinensis / Chinese Hackberry						•							
Ginkgo biloba 'Saratoga' / Saratoga Maidenhair Tree	•	•	•			•	•		•	•			
Platanus x acerifolia 'Columbia' / Columbia London Plane Tree	•	•				•			•				
Koelreuteria paniculata / Golden Rain Tree	•	•				•			•				
Quercus rubra / Red Oak	•	•				•	•		•				

METRO AIR PARK: SACRAMENTO COUNTY, CALIFORNIA

	Foreground	Background	Accent	Street Median Trees See Figure 9	Street Trees See Figure 9	Parking Lot Shading	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor	Power Line Tree	Setback Trees See Figure 9
Lagerstroemia hyb. 'Muskogee' / Lavender Flowering Crape Myrtle	•		•				•		•			
Lagerstroemia hyb. 'Dynamite' / Red Flowering Crape Myrtle	•		•		•			•	•			
Liriodendron tulipifera / Tulip Tree	•				•	•						
Malus 'Prairifire' / Prairifire Crabapple	•		•				•				•	
Pistacia chinensis 'Keith Davey' / Keith Davey Chinese Pistache	•				•	•			•			
Platanus racemosa / California Sycamore		•								•		
Triadica sebifera / Chinese Tallow Tree	•					•						
Tilia cordata 'Greenspire' / Greenspire Little Leaf Linden	•				•	•						
Quercus coccinea / Scarlett Oak	•				•	•						
Quercus shumardii / Shumard Red Oak	•				•	•						
Quercus frainetto 'Forest Green' / Forest Green Italian Oak	•				•	•						
Ulmus parvifolia 'Frontier' / Frontier Chinese Elm	•	•			•	•						
Zelkova serrata 'Village Green' / Village Green Zelkova												
SHRUBS												
Anigozanthos 'Bush Gold' / Yellow Kangaroo Paw	•		•					•	•			
Agapanthus 'Tinkerbelle' / Tinkerbelle Agapanthus	•		•					•				
Arbutus unedo 'Compacta' / Compact Strawberry Tree		•							•			

METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES & MASTER SIGN PROGRAM EXHIBIT 100-116

	Foreground	Background	Accent	Street Median	Street	Parking Lot Shading	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor
Arctostaphylos 'Sunset' / Sunset Manzanita		•							•	
Arctostaphylos 'Howard McMinn' / Howard McMinn Manzanita		•							•	
Ceanothus 'Concha' / Concha Ceanothus		•							•	
Ceanothus 'Julia Phelps' / Julia Phelps Ceanothus		•							•	
Salix lasiolepis / Arroyo Willow										•
Cercis occidentalis / Western Redbud		•							•	
Cistus x purpureus / Orchid Rockrose		•							•	
Dodonaea viscosa / Hopseed Bush		•							•	
Cornus sericea / Redtwig Dogwood										•
Dietes vegeta / Fortnight Lily	•		•	•	•			•	•	
Eleagnus pungens / Silverberry		•							•	
Grevillea 'Scarlet Sprite' / Scarlett Sprite Grevillea	•				•				•	
Heteromeles arbutifolia		•							•	
Lavatera x clementii 'Lavender Lady' / Lavender Lady Tree Mallow		•			•			•	•	
Pittosporum eugenioides / Lemonwood		•						•		
Salix scouleriana / Upland Willow										•
Rhus ovata / NCN									•	
Rhaphiolepis indica 'Dancer' / Dancer Indian Hawthorn	•		•	•	•			•		

METRO AIR PARK: SACRAMENTO COUNTY, CALIFORNIA

	Foreground	Background	Accent	Street Median	Street	Parking Lot Shading	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor
Rosa californica / California Wild Rose		•								•
Rosmarinus officinalis 'Tuscan Blue' / Tuscan Blue Rosemary	•	•	•						•	
Salvia leucantha 'Santa Barbara' / Santa Barbara Sage	•		•	•	•		•		•	•
Achillea millefolium / Common Yarrow	•		•	•	•			•	•	
Rosa 'Meidrifora' / Coral Drift Rose	•		•	•	•		•	•		
Rosa 'Meigalpio' / Red Drift Rose	•		•	•			•	•		
Lavendula stoechas 'Otto Quast' / Otto Quast Spanish Lavendar	•		•	•	•		•	•	•	
Punica granatum 'Chico' / Chico (dwarf) Pomegranate		•	•		•		•		•	
Salvia leucantha 'Midnight' / Purple Mexican Sage		•	•	•	•		•	•	•	
Savlia 'Waverly' / Waverly Sage		•	•							
Salvia microphylla 'Hot Lips' / Hot Lips Sage	•		•	•	•		•	•	•	
Cuphea Llavea 'Batface' / Batface Cuphea	•		•	•	•		•	•	•	
GROUNDCOVER										
Acacia redolens 'Low Boy' / Prostrate Acacia		•							•	
Arctostaphylos 'Emerald Carpet' / Emerold Carpet Manzanita	•	•		•	•				•	
Arctostaphylos 'Pacific Mist' / Pacific Mist Manzanita	•	•			•				•	
Baccharis pilularis 'Twin Peaks' / Twin Peaks Coyote Brush	•	•						•	•	
Ceanothus g.h.'Yankee Point' / Yankee Point Ceanothus	•	•		•					•	
Cotoneaster dammeri 'Lowfast' / Lowfast Cotoneaster	•		•	•	•			•	•	
Helianthemum nummularium / Sunrose	•		•						•	
Lantana hyb. 'Tangerine' / Tangerine Lantana	•		•	•					•	
Myoporum parvifolium 'Putah Creek' / Putah Creek Prostrate Myoporum	•	•							•	

METRO AIR PARK

LANDSCAPE & DESIGN GUIDELINES & MASTER SIGN PROGRAM EXHIBIT 100-116

	Foreground	Background	Accent	Street Median	Street	Parking Lot Shading	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor	
<i>Rosmarinus officinalis</i> 'Collingwood Ingram' / Prostrate Rosemary	•	•		•	•				•	•	
<i>Trachelospermum jasminoides</i> / Star Jasmine	•		•		•						
Turfgrass	•										
VINES											
<i>Ficus pumila</i> / Creeping fig		•	•								
<i>Campsis radicans</i> / Trumpet vine		•	•							•	
<i>Parthenocissus tricuspidata</i> / Boston ivy		•	•								
<i>Jasminum polyanthum</i> / Evergreen Jasmine Vine		•	•								
ORNAMENTAL GRASS											
<i>Carex praegracilis</i> / Field Sedge		•									
<i>Carex tumulicola</i> / Foothill Sedge		•								•	
<i>Chondropetalum tectorum</i> / Cape Rush			•							•	•
<i>Deschampsia cespitosa</i> / Tufted Hairgrass		•								•	•
<i>Festuca mairei</i> / Atlas Fescue	•		•	•	•		•	•		•	
<i>Juncus patens</i> 'Elk Blue' / Elk Blue Rush		•	•								•
<i>Lomandra longifolia</i> 'Breeze' / Breeze Mat Rush	•		•	•	•		•	•		•	•
<i>Panicum vigatum</i> / Switchgrass			•				•	•		•	
<i>Stipa pulchra</i> / Purple Needle Grass		•								•	
<i>Muhlenbergia rigens</i> / Deer Grass		•		•						•	•
<i>Muhlenbergia capillaris</i> 'Regal Mist' / Regal Mist Pink Muhly	•		•	•	•		•	•		•	
<i>Pennisetum orientale</i> / Oriental Fountain Grass	•		•	•	•		•	•			•
<i>Pennisetum alopecuroides</i> 'Hameln' / Hameln Fountain Grass	•		•	•	•		•	•		•	•

METRO AIR PARK: SACRAMENTO COUNTY, CALIFORNIA

	Foreground	Background	Accent	Street Median	Street	Parking Lot Shading	Entry Highlight	Intersection Highlight	Drought Tolerant	Riparian Corridor
SUCCULENTS										
Aloe striata / Coral Aloe	•		•	•			•	•	•	
Aloe 'Green Pagoda' / Green Pagoda Aloe	•		•				•	•	•	
Agave 'Blue Glow' / Blue Glow Agave										
Bulbine frutescens 'Tiny Tanagerine' / Tiny Tangerine Bulbine	•		•	•			•	•	•	
Agave 'Quasimoto Streaker' / White Cornelius Agave	•		•	•			•	•	•	
Hesperaloe Pariflor 'Perpa' Brakelights / Crimson Yucca	•		•	•	•		•	•	•	
Hesperaloe Pariflor 'Perpa' / Desert Flamenco Yucca	•		•	•	•		•	•	•	
Aloe 'Always Red' / Always Red Hybrid Aloe	•		•	•	•		•	•	•	