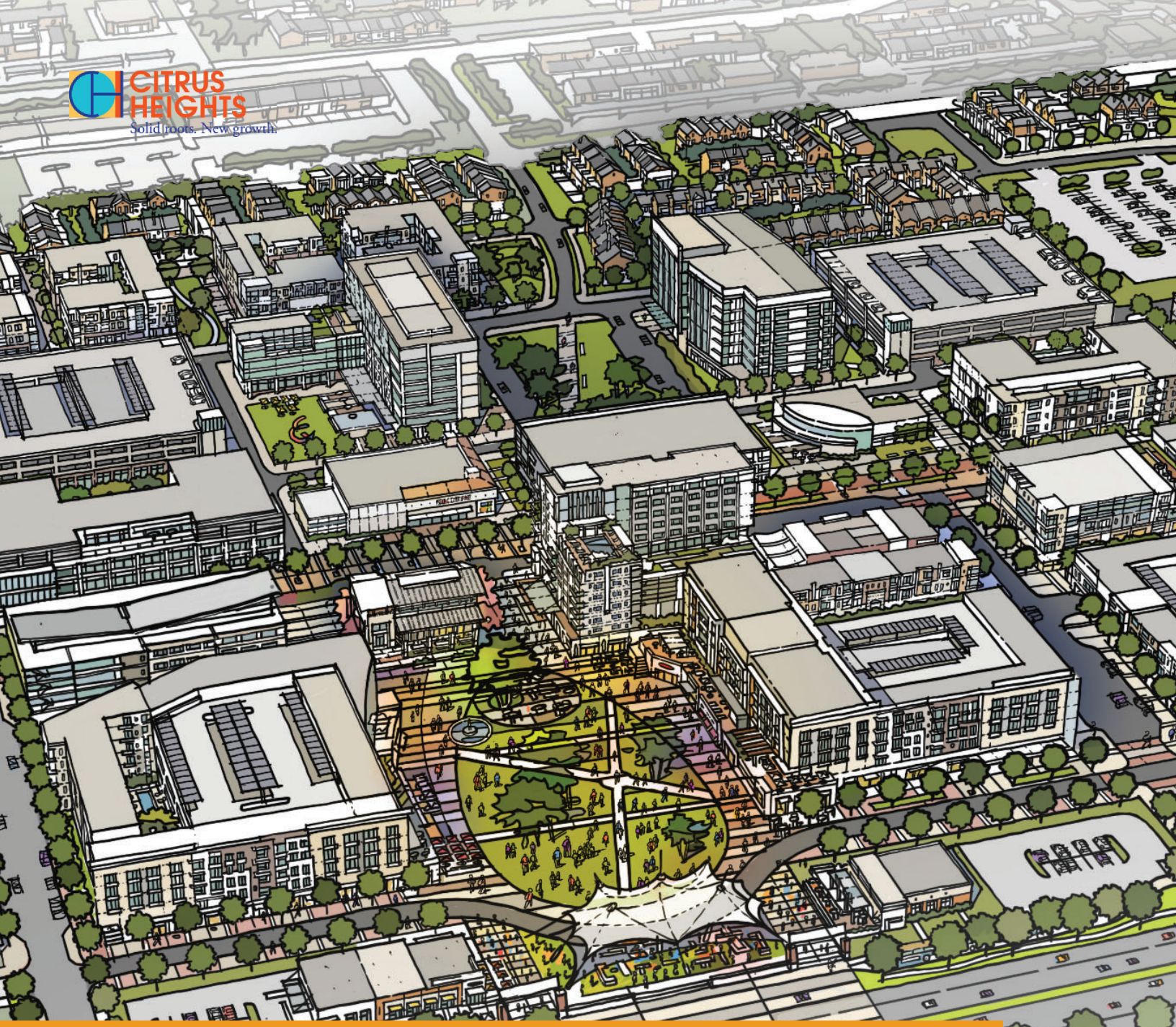


SUNRISE TOMORROW

SPECIFIC PLAN

Adopted November 10, 2021
Resolution No. 2021-099





Sunrise Tomorrow

Specific Plan

ADOPTED: NOVEMBER 10, 2021
RESOLUTION NO. 2021-099

Prepared for

CITRUS HEIGHTS
Solid roots. New growth.

Prepared by

Gensler

In collaboration with

MXD DEVELOPMENT STRATEGISTS
Economic & Market Analysis

FEHR & PEERS
Mobility Analysis

MARK THOMAS
Civil Engineering Analysis

DE NOVO PLANNING GROUP
Environmental Analysis

Acknowledgments

City of Citrus Heights

CITY COUNCIL
Steve Miller, Mayor
Porsche Middleton, Vice Mayor
Jeannie Bruins, Council Member
Bret Daniels, Council Member
Tim Schaefer, Council Member
Jeff Slowey, Former Mayor

PLANNING COMMISSION
Thomas Scheeler, Chair
Marcelle Flowers, Vice Chair
Janelle Ingle, Commissioner
Paul Makhnovskiy, Commissioner
Michael Nishimura, Commissioner
Talaya Turner Mike, Commissioner
Andrew Van Duker, Commissioner
Jack Duncan, Former Commissioner
Michael Lagomarsino, Former Commissioner

CITY STAFF
Chris Boyd, City Manager
Colleen McDuffee, Community Development Director
Casey Kempenaar, Planning Manager
Meghan Huber, Economic Development and Communications Manager
Nichole Baxter, Communications Officer
Leslie Blomquist, City Engineer
Stu Hodgkins, City Engineer (Retired)
Ardelyn Flores, Associate Engineer
Dirk Medema, Associate Civil Engineer
Mary Poole, Operations Manager
Regina Cave, Operations Manager

Regional Partners

COUNTY OF SACRAMENTO
Supervisor Sue Frost

SACRAMENTO REGIONAL TRANSIT
James Boyle, Planning Director
Traci Canfield, Acting TOD and Real Estate Manager

SUNRISE RECREATION AND PARK DISTRICT
Dave Mitchell, District Administrator
Lee Hollingsworth, Administrative Services Manager
Margaret Hatton, Finance Manager

Consultants

GENSLER
Kevin Rosenstein, Principal-in-Charge
Nate Cherry, Project Director
Jaymes Dunsmore, Project Manager / Lead Planner
Allison Wong, Community Outreach Lead
Jordan Butler, Community Outreach
Midori Mizuhara, Urban Designer
Oscar Li, Urban Designer
Sara Jafarpour, Urban Designer
Josh Sarvinski, Planner

MXD DEVELOPMENT STRATEGIES
Chris LeTourneur, Visioning & Strategic Development
Andrew Fayn, Economic Development Lead
Martin Anstey, Market & Economic Feasibility
Amanda Mackaay, Planning Strategist

FEHR & PEERS
John Gard, Mobility Lead
Elizabeth Connell, Transportation Planner

MARK THOMAS
Todd Lewis, Civil Engineering Lead

DE NOVO
Steve McMurtry, Environmental Lead
Elise Carroll, Planner

Community Stakeholders

BIRDCAGE HEIGHTS NEIGHBORHOOD ASSOCIATION - AREA 11
Jodi Ash, Homeowner / Resident
Joan Pederson, Homeowner / Resident
Mary Slocum, Homeowner / Resident
Philip Swan, Homeowner / Resident

CBRE
Craig Burress, Executive Vice President

CITRUS HEIGHTS CHAMBER OF COMMERCE
Ilene Martzen, Chamber Board Chair
Caryl Balko, Board Member

DIGNITY HEALTH / MERCY SAN JUAN MEDICAL CENTER
Jennifer Rubin, Injury Prevention Program Lead

GREATER SACRAMENTO ECONOMIC COUNCIL
Barry Broome, CEO
Danielle Casey, Executive Vice President
Scott Powell, Senior Vice President

GERRITY GROUP
Trish Gonsolves, Leasing Director

JCPENNEY
Larry Smith, Director of Real Estate
Aneel Gogula, Senior Real Estate Manager

KB HOME
Adam Hieb, Division President

MASON ASSET MANAGEMENT/ NAMDAR REALTY GROUP
Elliot Nassim, President, Mason Asset Management
Igal Nassim, CEO, Namdar Realty Group
Jim Coleman, Director, Redevelopment & Government Relations, Mason Asset Management

MACY'S
Chris O'Brien, Director of Real Estate

MERLONE GEIER
Gary Muljat, Managing Director

NEIGHBORHOOD 2 HOMEOWNERS
Forrest Allen, Homeowner / Resident
Sue Allen, Homeowner / Resident

PATTERSON PROPERTIES
Steve Patterson, Owner

SAWGRASS CIRCLE HOMEOWNERS
Linda Bain, Homeowner / Resident
Ronda Chatelle, Homeowner / Resident
Louise Cocareen, Homeowner / Resident
Shelly Ejekwe, Homeowner / Resident
Tochukwu (Mac) Ejekwe, Homeowner / Resident
Chris Ferguson, Homeowner / Resident
Elaine Forsberg, Homeowner / Resident
Helen Degen, Homeowner / Resident
Jerry Madson, Homeowner / Resident
Dieter Mueller, Homeowner / Resident
Judy Mueller, Homeowner / Resident
Jay Nelson, Homeowner / Resident
Lynn Pitts, Homeowner / Resident
Alney Rhoades , Homeowner / Resident
Christina Tadjeran, Homeowner / Resident
Kamran Tadjeran, Homeowner / Resident

SERITAGE
John Reischl, Vice President of Development

SUNRISE MARKETPLACE
Kathilynn Carpenter, Executive Director

SUNRISE MALL
Natalie Worstein, General Manager

WATT COMPANIES
Kevin Webb, Northern California Division President

Note: Organization names and titles as of the time of community engagement shown.

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City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights California 95621
(916) 725-2448
Fax (916) 725-5799
TDD 7-1-1
www.citrusheights.net

The City of Citrus Heights is committed to providing high quality, economical, responsive city services to our community.

Tasked with the challenge to re-imagine the heart of Citrus Heights, the Sunrise Tomorrow Specific Plan is the culmination of thousands of community ideas and comments, countless hours of research, and expert planning efforts. The plan uniquely matches our community's vision for the 100-acre Sunrise Mall site with policies, standards and regulations to help actualize our shared goal of creating an economic engine and regional destination where residents and visitors can shop, work, live, and play.

The Sunrise Tomorrow Specific Plan is a representation of our leaders doubling down on the economic future of our City. This two-year undertaking establishes the regulatory and design framework for the future redevelopment of the Sunrise Mall property. Thanks to the level of detail in this plan, we provide completed environmental review, expedient project review, and most importantly, certainty for projects that are consistent with the vision set forth in the plan.

Beyond the elements of our City that you can physically see – like our urban forests, established neighborhoods, small businesses and varied retail – what really sets Citrus Heights apart is the character of our community. Our residents fought hard for Citrus Heights to become a City, taking the incorporation battle all the way to the Supreme Court. That determination and comradery has proven paramount for our community time and again, and is ultimately at the root of our shared conviction in the ability of our Sunrise Mall to be reimagined for the future.

It takes grit and vision to set a course for the future and we have it here in Citrus Heights. With the right combination of planning, research, collaboration, and community input wrapped into our Specific Plan, we believe revitalization at the Sunrise Mall site is achievable. As a community, we are eager to welcome new entertainment, businesses, families, and jobs aligned with the Sunrise Tomorrow vision.

Sincerely,

Mayor Steve Miller

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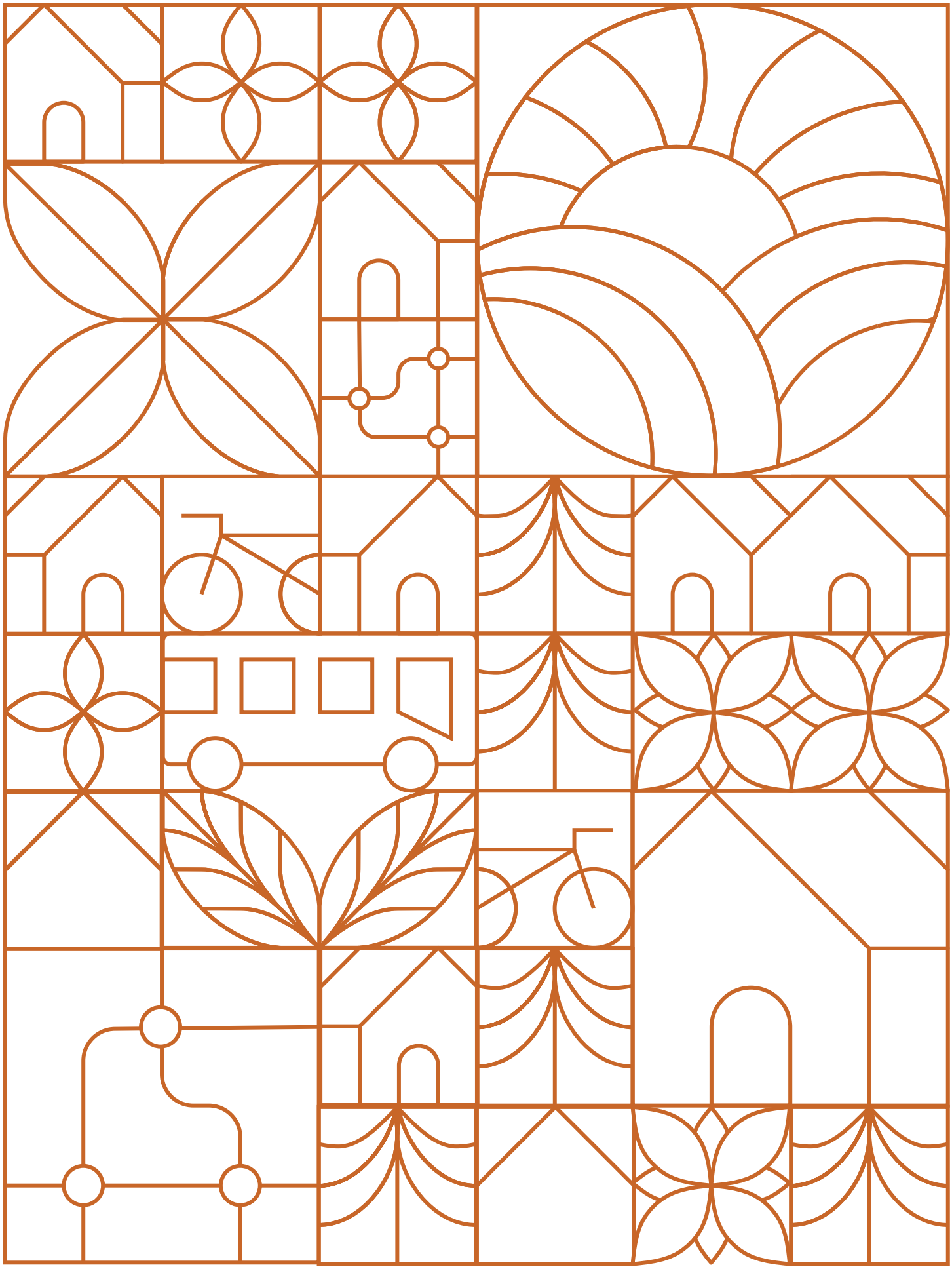
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List of Abbreviations

California Department of Fish & Wildlife (CDFW)
California Environmental Quality Act (CEQA)
Citrus Heights Police Department (CHPD)
Citrus Heights Water District (CHWD)
Consolidated Communications (ConCom)
Environmental Impact Report (EIR)
Exchange of Development Allocation (EDA)
Low Impact Development (LID)
Minor Administrative Modifications (MAM)
Minor Use Permit (MUP)
Municipal Separate Storm Sewer System (MS4)
National Pollutant Discharge Elimination System (NPDES)
Pacific Gas and Electric (PG&E)
Priority Land Use (PLU)
Public Utility Easement (PUE)
Right-of-Way (ROW)
Sacramento Area Flood Control Agency (SAFCA)
Sacramento Area Sewer District (SASD)
Sacramento Metropolitan Fire (SMF)
Sacramento Municipal Utility District (SMUD)
Sacramento Regional County Sanitation District (Regional San)
Specific Plan Amendments (SPA)
Use Permit (UP)
Vitrified Clay Pipe (VCP)

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1

Introduction

1.1 Plan Overview

1.1.1 Introduction

This Specific Plan lays the groundwork for Sunrise Mall to become a vibrant mixed-use village and showcase for the city with numerous benefits for the entire Citrus Heights community.

Once 'the place to be' in Sacramento County, Sunrise Mall has fallen on hard times. Societal shifts in how people shop, impacts from the COVID-19 pandemic and changing demographics have all compounded the fact that the Mall in its current form has fulfilled its useful life. The time has come for a fundamental rethinking of the Mall and surrounding area as a whole. For this reason, the City of Citrus Heights has embarked on an inclusive and forward-looking planning process, engaging community members, property owners, local businesses, elected officials and other key stakeholders, to come together and re-imagine the heart of Citrus Heights.

The community has thought deeply and creatively, envisioning new forms of urban development with new ways of working, getting around, interacting with nature, and achieving personal growth. The resulting plan offers the opportunity to redevelop the site into something that is reflective of how residents, workers and visitors want to live in the future.

The Sunrise Tomorrow Specific Plan will help to introduce a new period of prosperity, one that promotes healthy lifestyle choices; a new heart for the community, a place where everyone can come together, celebrate, learn, live, and grow. The site will effectively become the center of the city, a mix of uses and events that appeal to daily, weekly, monthly and seasonal user groups.

The Specific Plan will provide numerous benefits for the community. First, it will create a regional hub of activity. A mix of uses clustered around a significant new community gathering space will attract millions of visitors who will enjoy a wide complement of experiences in a true 'urban village' setting. Second, it will create a network of integrated green spaces, with designed landscapes and natural habitat areas that increase human amenity and reduce surface parking. Third, the plan rethinks streets and paths into a network of urban, walkable and bikable blocks with active sidewalks, shared parking, and manageable traffic flow. Fourth, a diversity of housing choice is available, with amenities appropriate to urban lifestyles including community gardens, daycare facilities and a rec center. Finally, the plan captures employment opportunities within emerging industries in the Sacramento region, including many high value, permanent jobs. Support facilities including job training, hotels, and health and wellness programs are mutually beneficial to employers and the community at large.

Grounding the vision of Specific Plan are a variety of strategies that will promote steady growth with phased implementation. Key infrastructure improvements will be integrated 'just in time' coupled with significant chunks of development with full build out by mid-century.

In all, the Specific Plan will restore much needed tax base while creating an iconic set of experiences with something for everyone. It will promote healthy living and deep community connection. It will position the City of Citrus Heights uniquely in the region to compete and thrive in the 21st Century. In short, Sunrise Tomorrow will be memorable, diverse, active, and fun.

Sunrise Tomorrow is Here.



Artist's interpretation of potential future development.

1.1.2 Project Definition & Purpose

Sunrise Tomorrow is a project to re-imagine the heart of Citrus Heights and transform the Sunrise Mall property into a premier regional destination and a flourishing center of community life.

The Sunrise Tomorrow Specific Plan establishes the regulatory and design framework for the future redevelopment of the Sunrise Mall property. This Specific Plan controls what can be built, establishes requirements for how much building area is allowed, what uses are permitted, and where street networks and open spaces are to be located.

The overall purpose of the Specific Plan is to provide a comprehensive direction for the development of the project site while implementing the goals and policies of the Citrus Heights General Plan.

PROJECT OBJECTIVES

The Specific Plan is designed to meet the following project objectives:

- Create an economic engine with environments that promote economic activity and job creation, where both employers and employees want to be, by providing a mix of creative office space, food, dining, and entertainment.
- Design a dynamic Main Street and community gathering space with lots to do and see by providing an abundance of open space for event programming and a strategically located Main Street in the core of the Plan Area.
- Establish a pedestrian-friendly community with a network of parks, plazas, and streets that are safe and connected with shade trees and sustainable landscaping in order to promote healthy activities, such as outdoor gardens, fitness areas, and event lawns.
- Provide safe and convenient access to high quality transit corridors with frequent headways and enhanced transit stops.
- Include streets designed for people, with a network of safe and slow speed streets that serve pedestrians and cyclists while allowing vehicular access and enhancing mobility, in order to reduce vehicle-miles-traveled (VMT) and associated greenhouse gas and criteria pollutant emissions.
- Create connected communities with various housing options and high quality life by providing townhouses, lifestyle housing, senior housing, and mixed use residential.
- Provide for a range of housing densities and product choices affordable to a broad spectrum of income levels including housing options such as town homes, lifestyle housing, apartments, flats, senior housing, and mixed use residential.
- Allow for phased development and infrastructure improvements to respond to market demand while requiring infrastructure and public facilities necessary to serve the project's needs.



Artist's interpretation of potential future development.

1.1.3 Project Location

The Sunrise Tomorrow Plan Area is located in Citrus Heights, an incorporated city within the Greater Sacramento Region.

SPECIFIC PLAN CONTEXT

The Sunrise Tomorrow Specific Plan Area (Plan Area) is located within Citrus Heights, California. Citrus Heights is located within the northernmost portion of Sacramento County, approximately 10 miles northeast of downtown Sacramento, along Interstate 80 between Sacramento and Roseville. Once characterized by open space and rolling hills, today Citrus Heights is approximately 98% built out, with a population of nearly 88,000 residents within a 14 square mile area.

SPECIFIC PLAN AREA BOUNDARY

The Plan Area is located in the south-east corner of Citrus Heights and is part of the Sunrise Marketplace Business Improvement District (BID). Within the district, the Plan Area is located at the south-east corner of the intersection of Sunrise Boulevard and Greenback Lane, with residential development to the south, a mix of residential and commercial development to the east, and commercial development directly to the north and west. The approximately 95.8-acre Plan Area is currently developed with the Sunrise Mall and associated parking areas. The elevation of the Plan Area ranges from approximately 170 feet to 180 feet above mean sea level (MSL).

FIGURE 1.1 REGIONAL CONTEXT

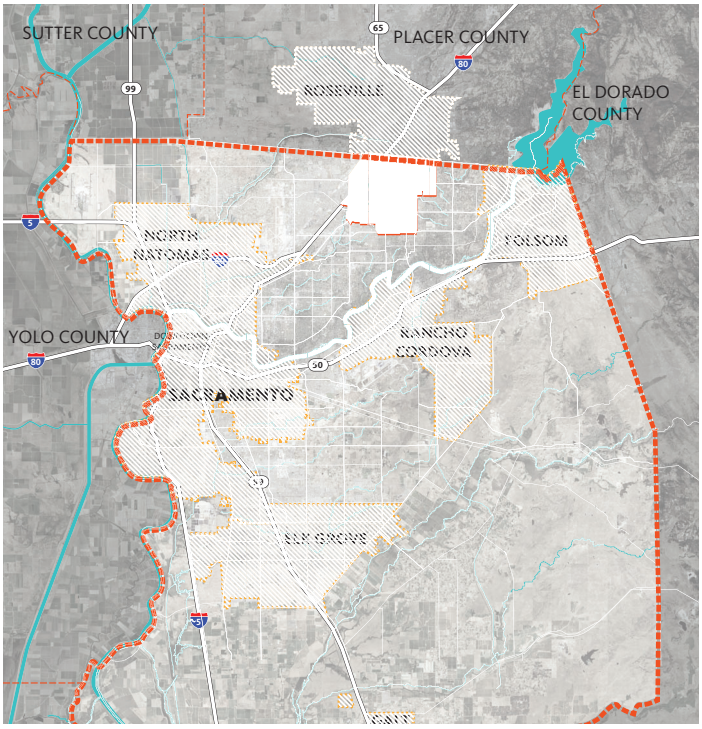


FIGURE 1.2 CITY CONTEXT

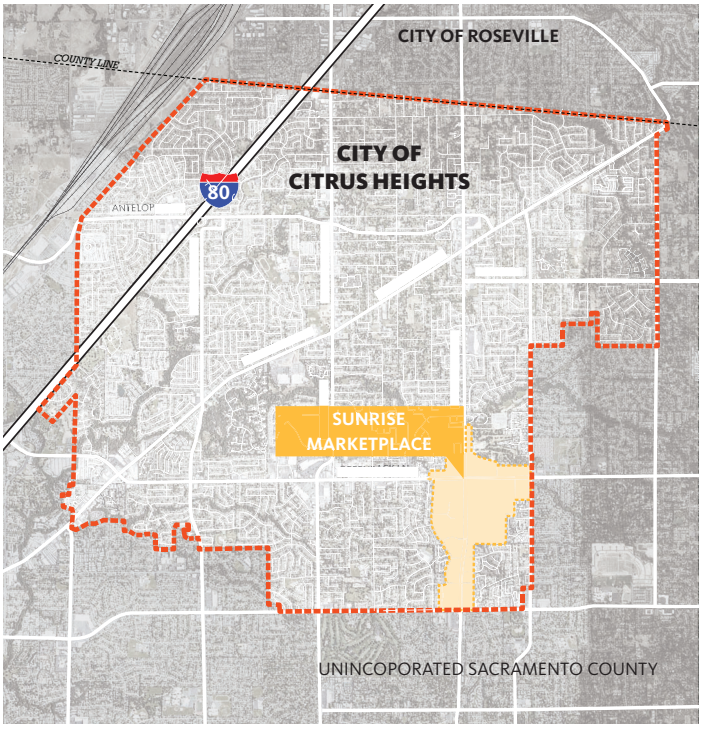
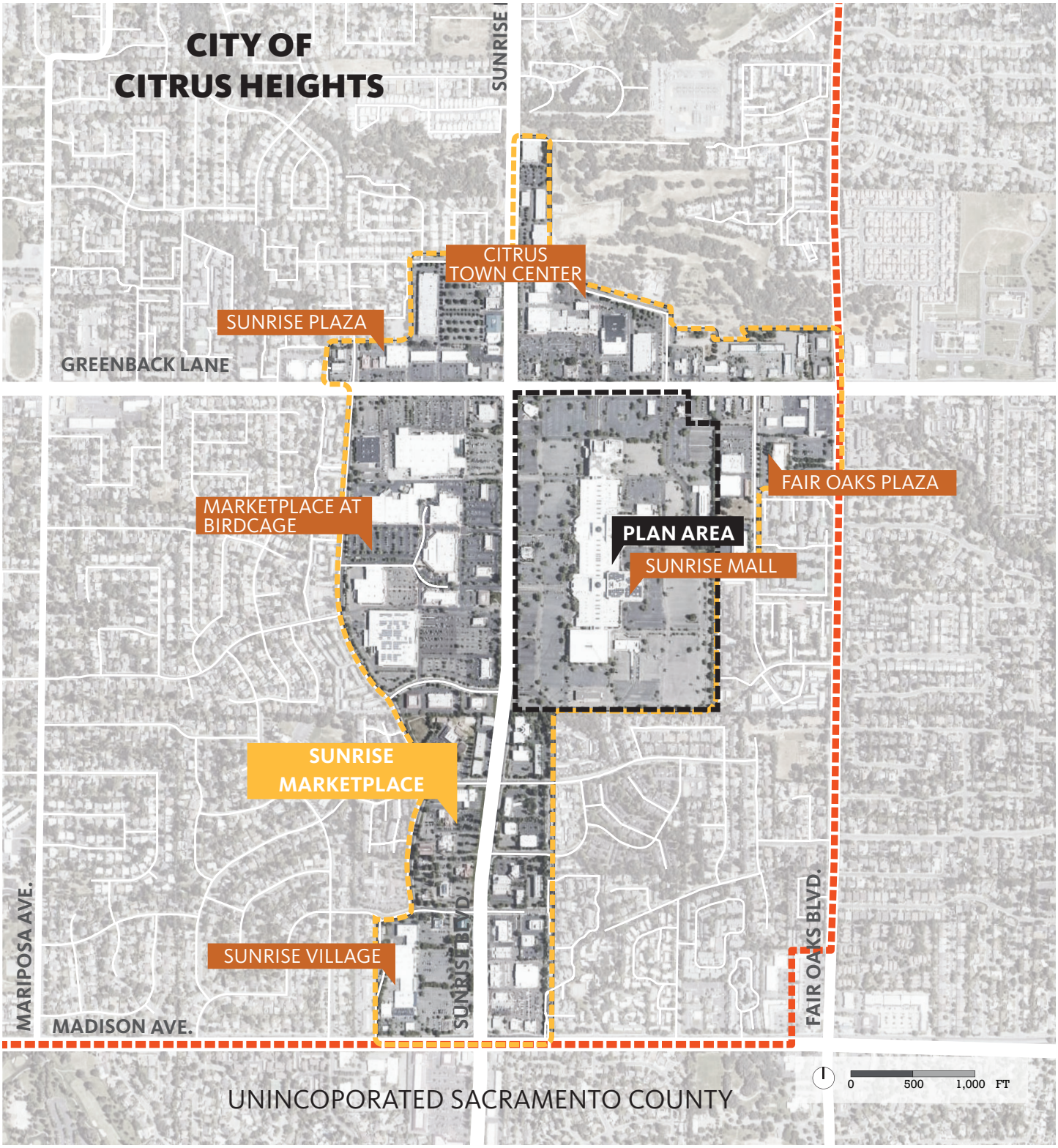


FIGURE 1.3 SUNRISE MARKETPLACE DISTRICT



1.1.4 Plan Area

The Sunrise Tomorrow Plan Area consists of the seven parcels defined below.

Parcel A

OWNER	Antioch Street LP
PARCEL AREA	121,968 SF (2.8 Acres)

Parcel B

OWNER	Namdar
PARCEL AREA	1,104,682 SF (25.36 Acres)

Parcel C

OWNER	Seritage
PARCEL AREA	926,521 SF (21.27 Acres)

Parcel D

OWNER	Namdar
PARCEL AREA	553,648 SF (12.71 Acres)

Parcel E

OWNER	JCPenney
PARCEL AREA	788,436 SF (18.1 Acres)

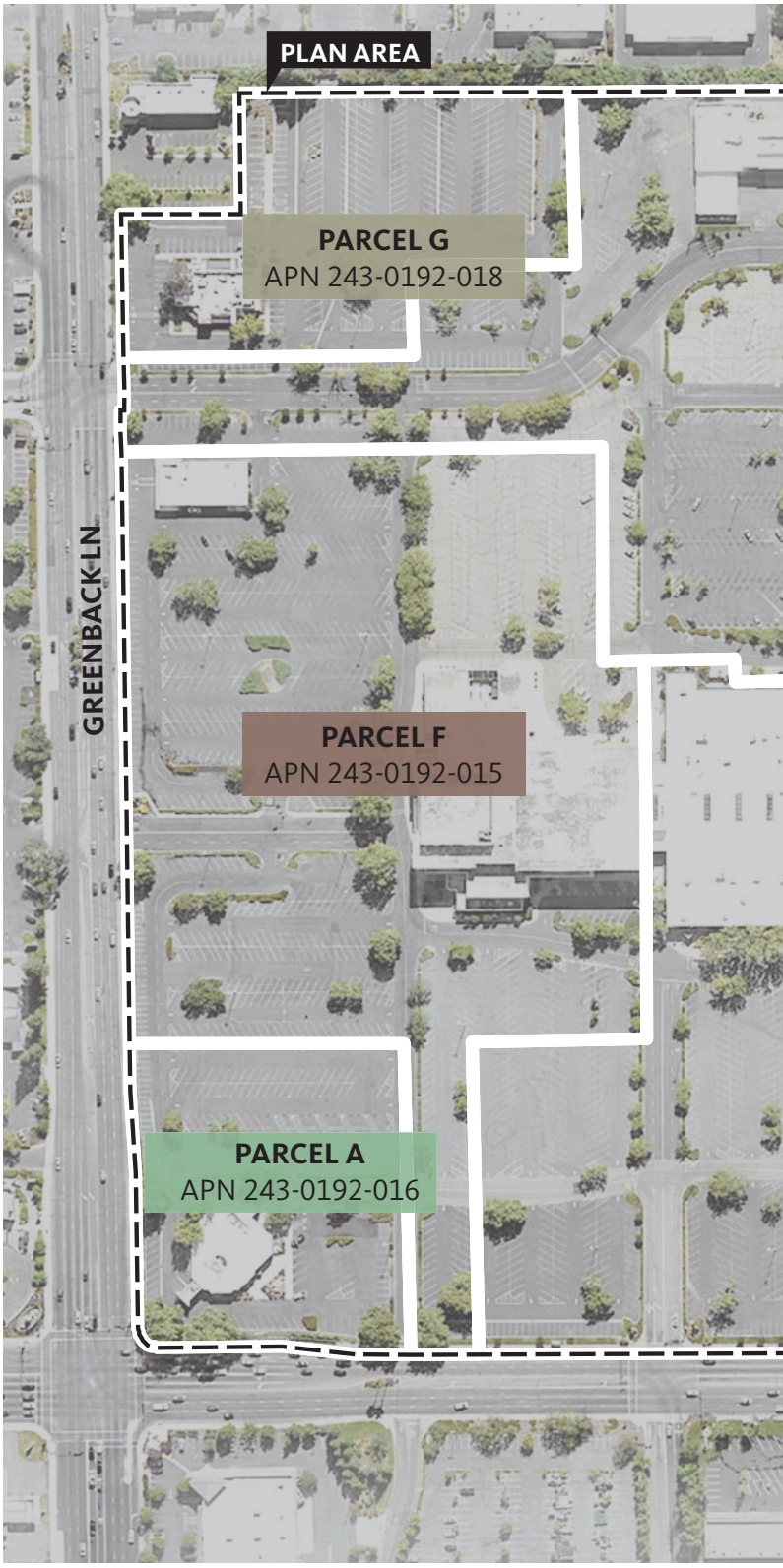
Parcel F

OWNER	Namdar
PARCEL AREA	538,402 SF (12.36 Acres)

Parcel G

OWNER	Andy Kuen & Shian Liu
PARCEL AREA	139,828 SF (3.21 Acres)

FIGURE 1.4 PLAN AREA




PARCEL E
APN 243-0192-014
PARCEL D
APN 243-0192-012
PARCEL C
APN 243-0192-013
PARCEL B
APN 243-0192-017
SUNRISE BLVD
0
100
200 FT

1.2 Project Context

1.2.1 Sunrise Mall

Since opening in 1972, Sunrise Mall has been the commercial and social heart of Citrus Heights, and generations of residents and visitors have patronized its many businesses and community events. Sunrise Mall is also an economic engine for the City of Citrus Heights, providing hundreds of jobs and generating sales tax revenue that funds services enjoyed by all Citrus Heights residents.

The City of Citrus Heights recognizes the importance of Sunrise Mall within the community and aims to ensure that the Plan Area continues to be a regional and local destination. Given the changing retail environment and economic conditions, planning for the mall's future is a key step to ensuring the continued success of the city's core. In July 2019, the City Council adopted an Amendment to the General Plan that requires the development of a Specific Plan for the Sunrise Mall property to guarantee a comprehensive plan for future redevelopment of the mall. In October 2019, the city and its consultants began the process of developing a specific plan. Stakeholder and community engagement engagement began in late 2019, with the first Community Workshop held in February 2020. In response to the COVID-19 panemic, additional community enagement was held online using the project website and virtual workshops in 2020 and 2021. The draft Specific Plan was released in July 2021 and the final Specific Plan was adopted November 10, 2021.



MALL TIMELINE

1969
Plans for Sunrise Mall Announced



1972
Sunrise Mall Opens



1997
City of Citrus Heights Incorporated

1999
Sunrise Mall Undergoes Major Renovation



2002-2006, 2011-2013
Sunrise Mall Hosts World Team Tennis

95
ACRES

1,400,000
SF OF EXISTING BUILDING AREA

6,400
EXISTING PARKING SPACES





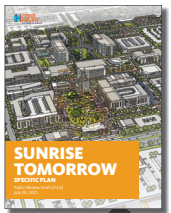


2017
City of Citrus Heights Celebrates 20 Years

Fall 2019
Specific Plan Project Kick-Off



2020-2021
Online Community Engagement





Summer 2019
City Adopts General Plan Amendment Requiring Comprehensive Plan for Future Development of Sunrise Mall

Spring 2020
1st Community Workshop

Fall 2021
Specific Plan Adopted

1.3 Specific Plan Authority & Scope

1.3.1 Specific Plan Authority

The Sunrise Tomorrow Specific Plan is both a policy tool and a regulatory tool designed to implement the city's General Plan goals and policies.

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). The laws allow for the preparation of Specific Plans as may be required for the systematic implementation of the General Plan.

The California Government Code establishes a minimum set of requirements for Specific Plans, which included text and diagrams that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the Specific Plan area.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the Specific Plan Area and which are needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the project.
- The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Sunrise Tomorrow Specific Plan is both a policy tool and a regulatory tool designed to implement Goal 12, Policy 12.3, Action A of the Citrus Heights General Plan. Action A of Goal 12, Policy 12.3 allows for the development of a comprehensive specific plan for the Sunrise Mall that includes an effective concentration and complementary mix of land uses; streetscape and community gathering features that are engaging and support an active street life and a stronger sense of place; architectural and design details to transition this area from an auto-oriented suburban center to an amenity-rich, pedestrian friendly and experience-oriented regional destination; phasing, infrastructure and financing approaches.

GENERAL PLAN LAND USE

The Plan Area is designated as Marketplace Mixed Use by the city's General Plan Land Use Map. The Marketplace Mixed Use designation provides for residential, retail/food/beverage, mixed use, offices, community/institutional, hotel and parking structure uses. The defined permitted land uses ensure a mix of development that supports a livable urban neighborhood. A statement of the Specific Plan's relationship to the General Plan (Citrus Heights General Plan) can be found in the Appendix.

ZONING

The Plan Area is zoned Special Planning Area. The purpose of this zoning district is to allow consideration of innovation in site planning and other aspects of project design, and more effective design responses to site features, uses on adjoining properties, and environmental impacts than the Zoning Code standards would produce without adjustment. The city expects each project within this Plan Area to be of obvious, significantly higher quality than would be achieved through conventional design practices and standards.

1.3.2 Specific Plan Format

The Sunrise Tomorrow Specific Plan is composed of several Chapters, as described in detail below.

Chapter 1 - Introduction: This chapter provides background information, including the project location, existing conditions, and relationship to other plans.

Chapter 2 - Vision. This chapter describes the overall Vision and Big Ideas of the Sunrise Tomorrow Specific Plan.

Chapter 3 - Framework & Policies: This chapter describes the overall development concept in detail, including the planning areas and their maximum development allowances, and the policies for urban design and architectural character, land use, mobility, open space and sustainability.

Chapter 4 - Development Standards and Requirements: This chapter provides details for each planning area and sub planning area, including purpose and intent, maximum allowed development, permitted uses, minimum and maximum building heights, minimum and maximum setbacks, parking standards and open space standards.

Chapter 5 - Street Design Standards: This chapter provides details of the various street and path typologies and provides technical guidelines for each typology.

Chapter 6 - Open Space Standards: This chapter provides details of the open space typologies and provides technical guidelines for each typology.

Chapter 7 - Infrastructure: This chapter provides details and technical guidelines for infrastructure including grading, water, sanitary sewer, stormwater management, solid waster and recycling, energy use and generation, and communications.

Chapter 8 - Administration and Implementation: This chapter identifies how to administer this Specific Plan as well as implementation strategies and financing mechanisms for future development.

TERMINOLOGY, IMAGES AND DIAGRAMS

The provisions of this Specific Plan are activated by “shall” when required, “should” when recommended (but not required) and “may” when allowed or optional. Technical terms in this Specific Plan are defined in Appendix A. Glossary. Images and diagrams are used liberally throughout this Specific Plan and are intended for illustrative purposes only. Specific development standards and regulations contained in this Specific Plan are the controlling language for the purposes of the development regulation. If a diagram is in conflict with the controlling regulation, the regulation shall rule and the diagram shall be updated by the Citrus Heights Planning Division to prevent future confusion.

1.4 Preparation Process

The Sunrise Tomorrow Specific Plan is the result of a collaborative planning effort to develop a shared vision for the future of the heart of Citrus Heights.

In October of 2019, the city embarked on the preparation of the Sunrise Tomorrow Specific Plan. This Specific Plan is the result of a collaborative planning effort to develop a shared vision for the future of the heart of Citrus Heights. The planning process was conducted over four phases including the study, options and evaluation, refinement and the review and approval periods, described in detail below.

STUDY

The city kicked off the planning process in October 2019 with the study phase. This phase included the review of the existing planning context, documentation of existing site conditions, analysis of local demographics and an assessment of economic dynamics, socioeconomic patterns, community development patterns and major economic initiatives in the local area. A real estate market analysis was undertaken to create a market-driven development program for the Plan Area. Current residential, office, retail/entertainment and hotel/accommodation market conditions were analyzed in Citrus Heights and the greater Sacramento region to understand development challenges and opportunities.

In December 2019, the city brought together property owners, stakeholders, city officials, and the broader community for a series of focus groups and interviews to understand their needs. On February 11th, 2020, the city hosted a community workshop inside the former Sears Building to engage the community in the planning process and solicit ideas for a mix of uses that they would like to see on the site. The findings were documented and compiled in the Specific Plan Background Report.

OPTIONS AND EVALUATION

Several plan options were developed, representing different ways of organizing development on the site in accordance with the vision. Metrics were provided for each of the options, including an economic impact analysis. On March 12th, 2020, these options were presented to the City Council to evaluate each alternative and identify a preferred plan that best represented the shared goals and aspirations of stakeholders in a financially-viable and implementable way. The preferred plan was further refined into a Specific Plan Concept that was presented to the community via a virtual workshop on June 30th, 2020. The plan received positive feedback from the community, and was later presented to the City Council and the Planning Commission in a joint virtual meeting the following week on July 9th, 2020.

REFINEMENT

From July 2020 to June 2021, the project team refined the Specific Plan Concept, incorporating feedback from the the Planning Commission, City Council and community members. The resulting Draft Specific Plan was released July 20th, 2021. A second virtual workshop was held August 5th, 2021, to present the plan to community members. The Draft Plan was presented to the Planning Commission on September 1st, 2021.

REVIEW AND APPROVAL

On October 20th, 2021 the final Specific Plan was presented to the Planning Commission, who voted to recommend approval.

On November 10th, 2021, the Specific Plan and Environmental Impact Report were approved and adopted by the City Council per resolutions no. 2021-099 and 2021-097, respectively.

	STUDY	OPTIONS & EVALUATION	REFINEMENT	REVIEW & APPROVAL
	PLACE	PLAN OPTIONS	DEVELOPMENT PROGRAM	
	PEOPLE	EVALUATION MATRIX	DEVELOPMENT STANDARDS	ENVIRONMENTAL CLEARANCE
	MARKET	PREFERRED PLAN	STREET STANDARDS	
ENGAGE	WORKSHOP INTERVIEWS ONLINE	ONLINE WORKSHOP	PUBLIC COMMENT & COMMENT	PUBLIC COMMENT & COUNCIL APPROVAL
REPORT	**BACKGROUND REPORT**	**SPECIFIC PLAN SUMMARY**	**DRAFT SPECIFIC PLAN**	**FINAL SPECIFIC PLAN**

1.4.1 Community Engagement

The Sunrise Tomorrow Specific Plan is the byproduct of a robust community engagement program which included outreach to Citrus Heights residents, business owners, civic leaders and other stakeholders in a variety of formats.

The goal of the community engagement program was to energize the community to contribute meaningfully to the overall vision for the Sunrise Tomorrow Specific Plan. Using both online and in-person outreach, the engagement effort has brought together property owners, city officials, and the broader community to share ideas and develop a vision for the future of the Sunrise Mall site.

The community engagement program started in December 2019 with business owner and stakeholder interviews, followed by an in-person workshop at the former Sears department store held on February 11th, 2020 (see images on opposite page). This workshop drew over 300 community members, who learned about the project process and came together to create their own vision of what the site could be, seeking new ways of living and working currently unseen in Citrus Heights.

On June 30th, 2020, the city held an online virtual workshop with the community. The workshop showed how the community's biggest ideas were carefully studied and woven together to create the future vision for the Sunrise Mall site. This virtual workshop allowed for the community to provide feedback and comments, with 82% showing excitement for the shared vision.

54
STAKEHOLDER INTERVIEWS

300+
IN-PERSON COMMUNITY WORKSHOP ATTENDEES

122
ONLINE COMMUNITY WORKSHOP ATTENDEES

4,492
UNIQUE WEBSITE USERS

12,426
TOTAL WEBSITE VISITS

4,608,500
ESTIMATED MEDIA IMPRESSIONS

Metrics as of March 12, 2021.











All photos from community workshop February 11, 2020.

1.4.2 Community Priorities

Through the community engagement process, a series of community priorities were identified which served to guide the development of the plan. These priorities are exemplified by the comments below.



MIX OF RETAIL, DINING & ENTERTAINMENT

"There are over 500k people coming to the Sacramento region in the next two decades. But you need a coolness factor to attract them... real vision is required."

Barry Broome
CEO, Greater Sacramento Economic Council



NEIGHBORHOODS WITH A MIX OF HOUSING

"We need to think about the site as a little city."

Jodi
Citrus Heights Resident



CENTRAL PUBLIC SPACE

"What's missing is a place for people to gather: a town green that shows movies and concerts in the park, artwork, trendy stuff. A place for people watching."

Ronda
Citrus Heights Resident



EMPLOYMENT

"Although we are in the housing business, employment is the name of the game to attract development interest. You have to have an employment anchor."

Adam Hieb
Division President, KB Home



CONNECTIONS

"Our creeks and trails are some of our greatest assets, and they come very close to the site."

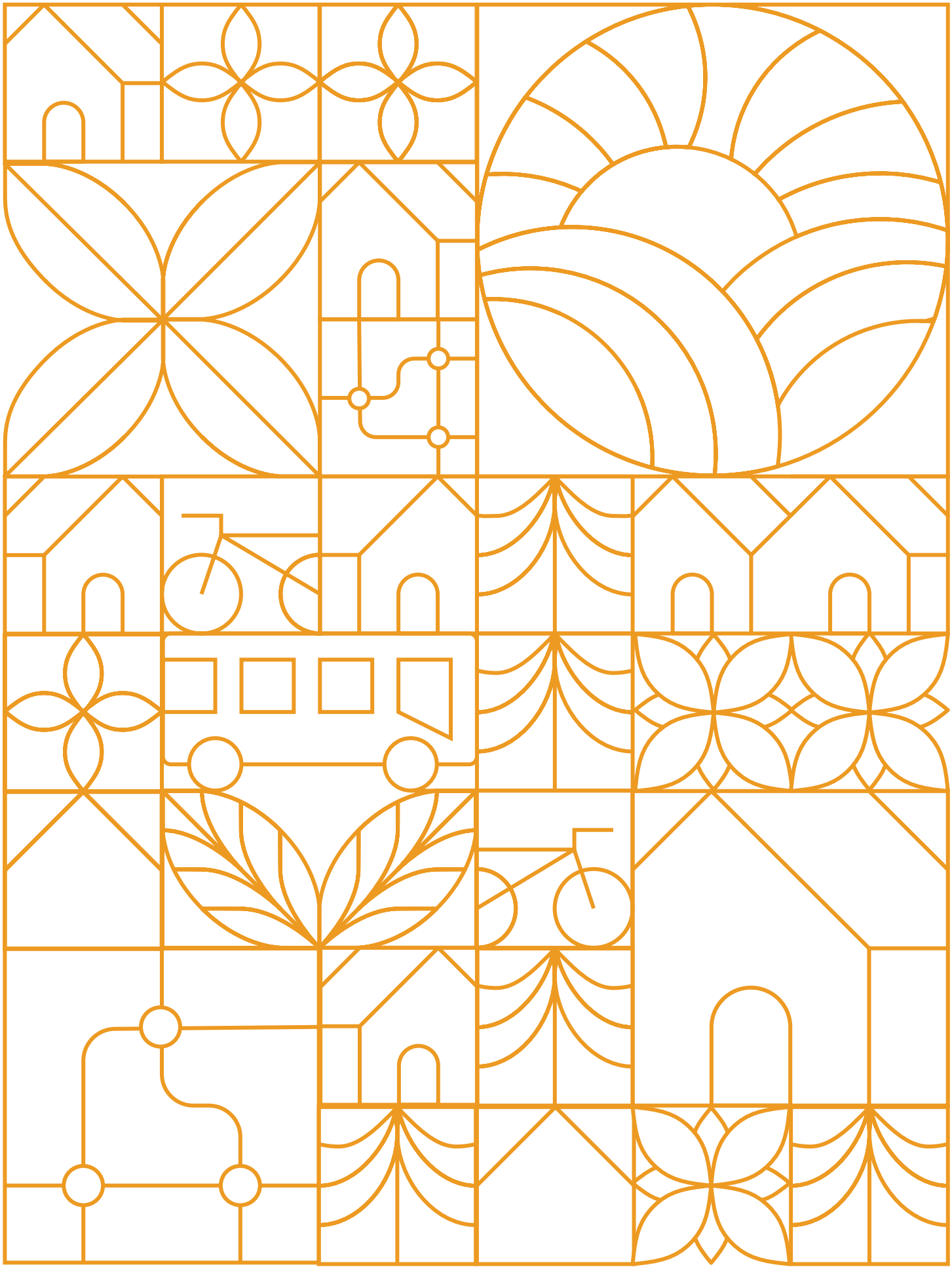
Dave
Citrus Heights Resident



FINANCIALLY FEASIBLE, IMPLEMENTABLE & ADAPTABLE

"Having a defined vision with entitlements in place is a huge incentive for developers to invest in the area, but you have to maintain maximum flexibility."

Gary Muljat
Managing Director, Merlone Geier



2

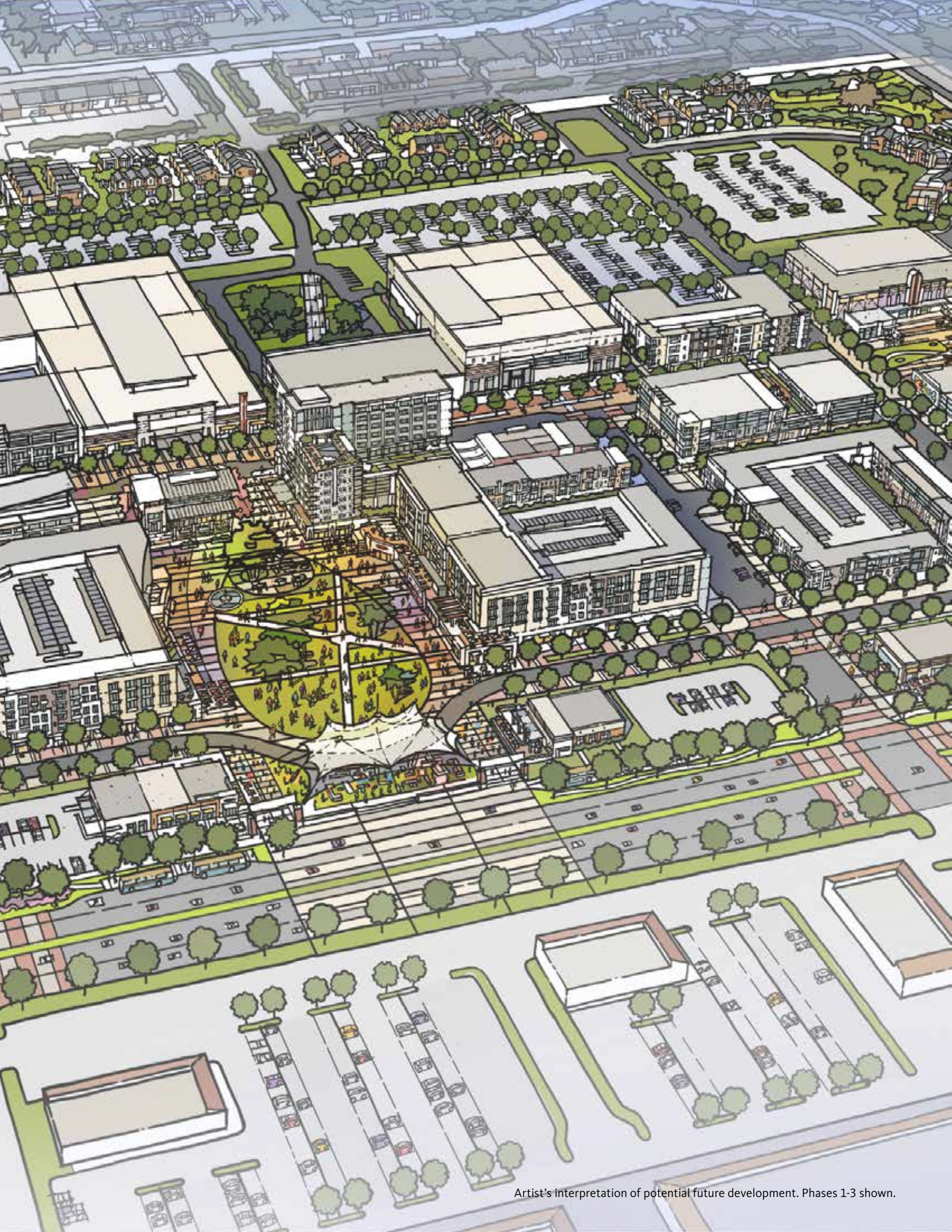
Vision

2.1 Vision Statement

Sunrise Tomorrow transforms Sunrise Mall into a 21st Century Main Street.

The Specific Plan creates a new economic engine and regional destination with a diverse mix of uses and livable neighborhoods that support a high-quality of life for Citrus Heights.





Artist's interpretation of potential future development. Phases 1-3 shown.

2.2 Big Ideas

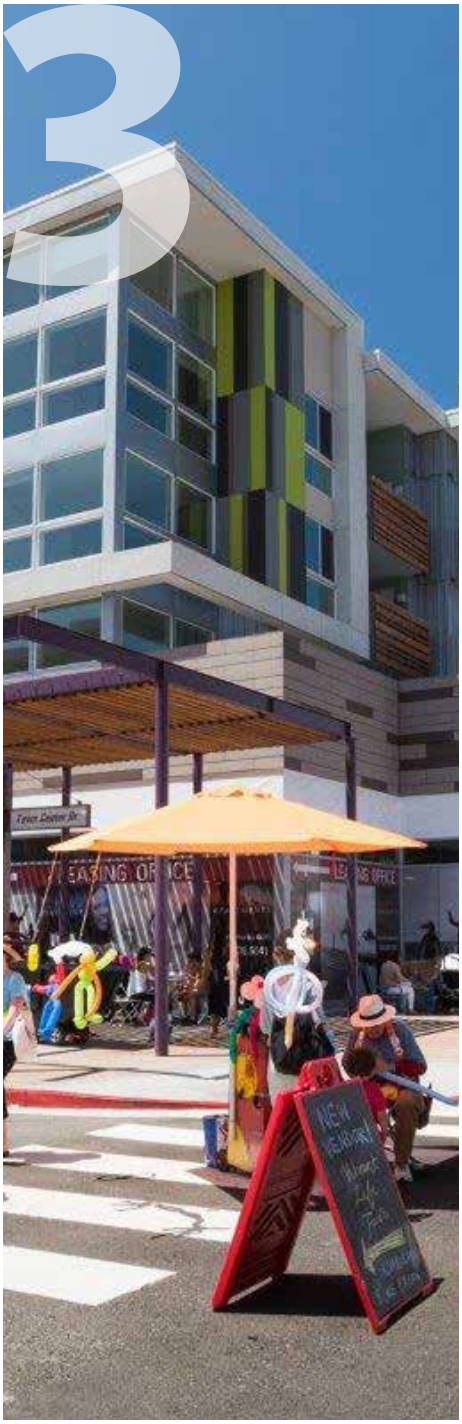
To achieve the overall vision for Sunrise Tomorrow, the Specific Plan is structured around five big ideas intended to elevate quality of life and facilitate economic growth.



Community & Regional Destination



Connected Green Spaces



Streets for People



Livable Neighborhoods



Economic Engine

2.2.1 Community & Regional Destination Big Idea

Sunrise Tomorrow is designed around a dynamic Main Street and community gathering space with lots to do and see.

Sunrise Tomorrow restores the mall site as a regional destination and community heart with a vibrant mix of uses, amenities, and public gathering space. The Specific Plan would provide an abundance of open space for event programming as well as a Main Street atmosphere strategically located in the core of the project site.

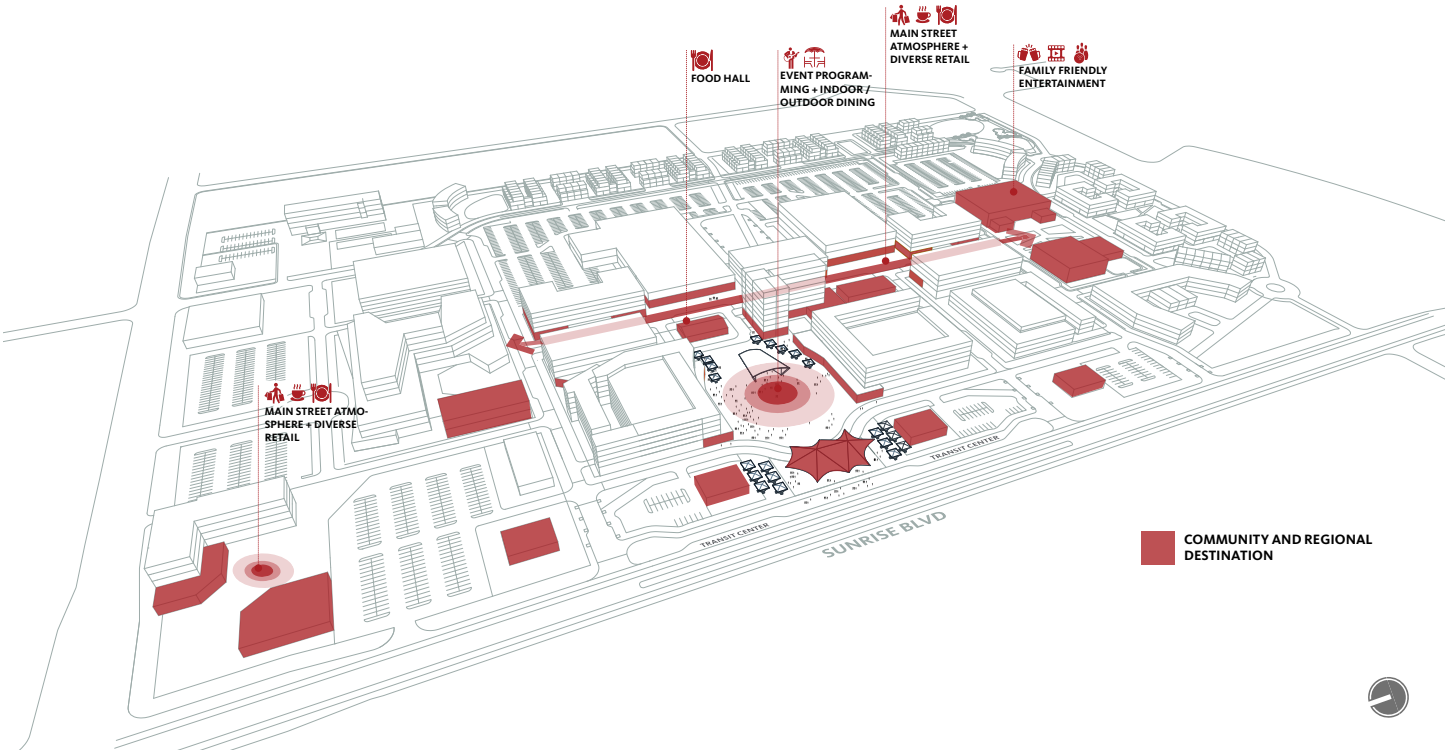
The open space and street-level uses allow for indoor and outdoor dining opportunities, and supporting diverse retail and entertainment offerings and providing space to gather and connect.

WHAT WE HEARD

"Sunrise needs to be a gathering place where families come 24/7 instead of going to nearby cities for entertainment/ dining options."

Online Comment
Citrus Heights Resident

FIGURE 2.1 COMMUNITY & REGIONAL DESTINATION





MAIN STREET ATMOSPHERE

The Specific Plan is designed around a dynamic Main Street spine that is a hub of activity and the connective tissue that binds to the other amenities in the plan area. Main Street features a mix of retail, restaurants, housing, and a hotel to activate the street throughout the day. Main Street provides room for farmers markets and special events.

COMMUNITY ACTIVITIES

The Specific Plan provides an abundance of open and flexible space for community activities. One of these spaces is Sunrise Commons, the central gathering space with room to host large concerts and events. In addition, the Main Street spine and entertainment hub areas allow for farmers markets and other special events that will attract both the local and regional community throughout the year.

DIVERSE RETAIL & RESTAURANTS

The Specific Plan prescribes a diverse mix of retail and restaurants distributed appropriately throughout the Plan Area. Retail space borders the Sunrise Commons and Main Street spine, including space for a food hall, and indoor and outdoor dining options. Anchor retail department stores, ground floor retail stores, movie Theaters, music venues, grocery stores, restaurants, breweries, and bars are all defined within the Plan Area, providing something for everyone.

$505MIL

PROJECTED TAX REVENUE*

120

POTENTIAL NEW ANNUAL EVENTS

*20-year total. Based on MXD analysis of projected development scenario (June 2020).

2.2.2 Connected Green Spaces Big Idea

Sunrise Tomorrow creates a network of parks, plazas and streets that are safe and connected with shade trees and sustainable landscaping.

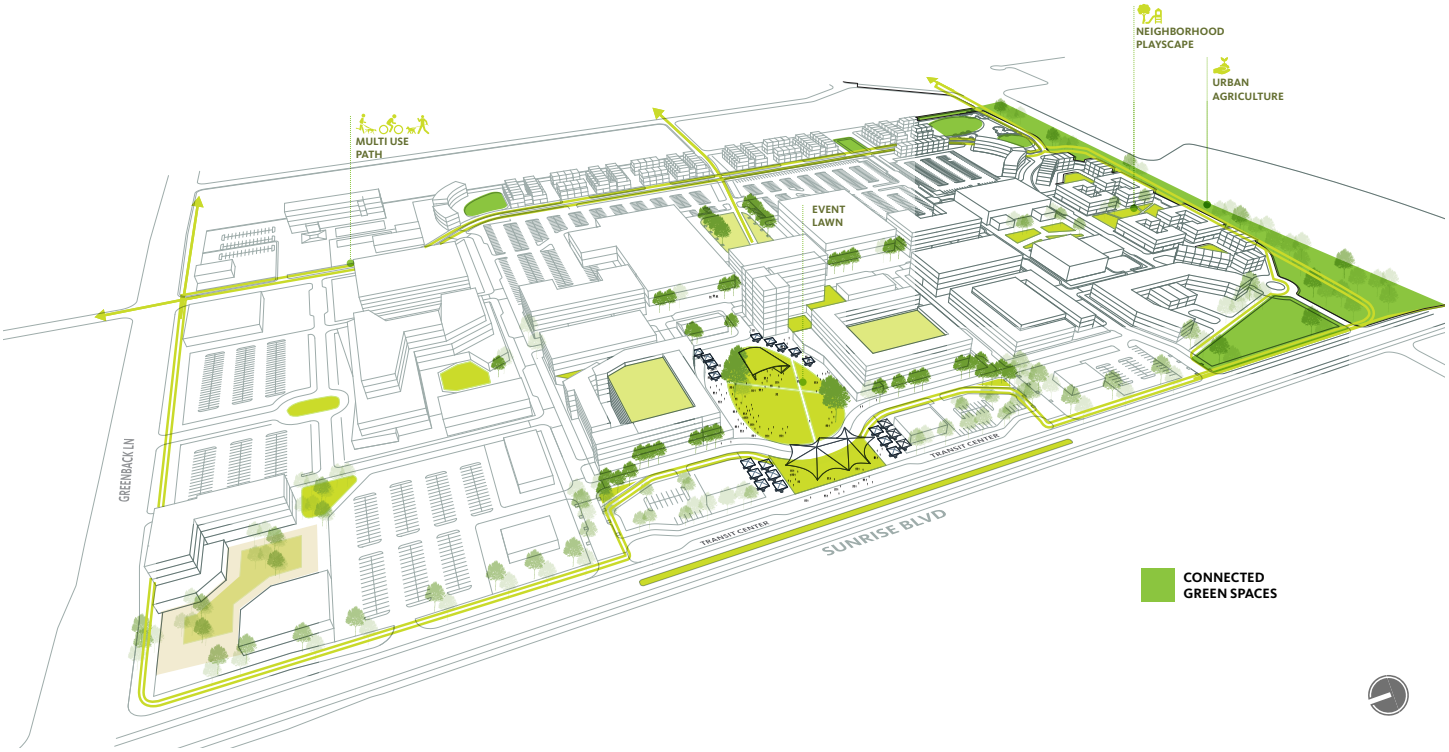
The Specific Plan transforms a sea of surface parking lots into a green oasis. The proposed open space network would include multi-use paths and walking trails throughout the site, with connections to the regional trail network. Along the path, healthy activities are plentiful, including urban agriculture gardens, outdoor fitness areas, neighborhood playscapes, event lawns, and water features all under a lush tree canopy The introduction of permeable green space serves to capture site-wide stormwater for landscape irrigation and recharging ground water.

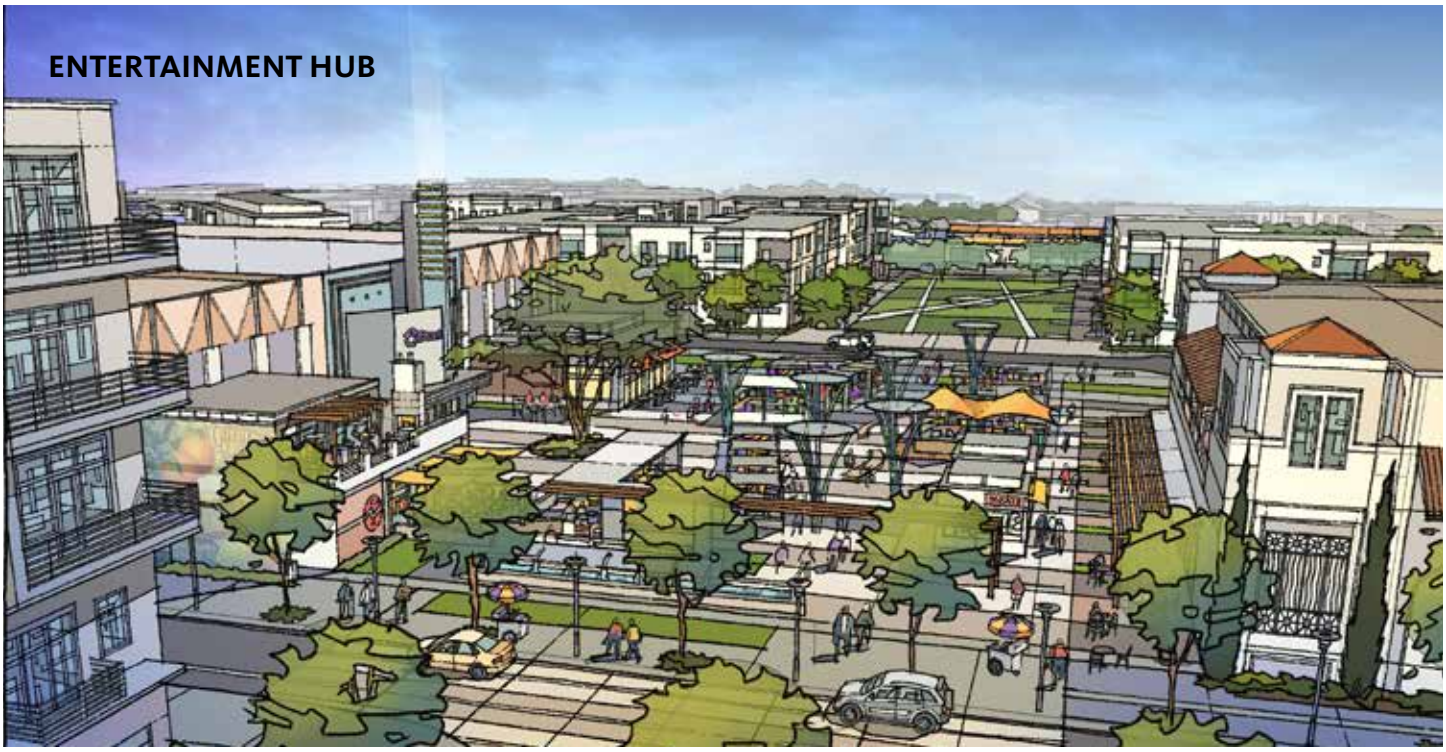
WHAT WE HEARD

"The plan should include a green space, perhaps one with a nature trail. This location really feels like the center of Citrus Heights, and it needs some natural features to break up the strip mall feel that prevails along so much of Greenback"

Online Comment
Citrus Heights Resident

FIGURE 2.2 CONNECTED GREEN SPACES





EVENT LAWN

Sunrise Commons features a prominent event lawn, suitable for large festivals, concerts and special events. The event lawn is also a noteworthy space for the community to relax and come together to enjoy the outdoors. The event lawn features water features to enjoy during the hot summer months as well.

MULTIPURPOSE PATHS & WALKING TRAILS

Multipurpose paths and walking trails should be provided throughout the site, allowing for the community to safely enjoy a walk, run, or bike ride throughout the Plan Area.

NEIGHBORHOOD PLAYSCAPES

Residents living within the Plan Area can enjoy open space and playgrounds created specifically for them and designed to fit the needs of all types of residents from young families to the actively aging.

NEW TREE CANOPY

An abundance of new trees are proposed for the site, creating a well balanced tree canopy planned not only to provide shade across the Plan Area, but to decrease heat island temperatures and naturally collect and infiltrate storm water during the rainy winter months.
and naturally collect and infiltrate storm water during the rainy winter months.

UP TO 25

ACRES OF PARKS AND PLAZAS

UP TO 30%

ACTIVE OPEN SPACE ON SITE

2.2.3 Streets for People Big Idea

Sunrise Tomorrow envisions streets designed for people, with a network of safe and slow speed streets that serve pedestrians and cyclists while allowing vehicular access.

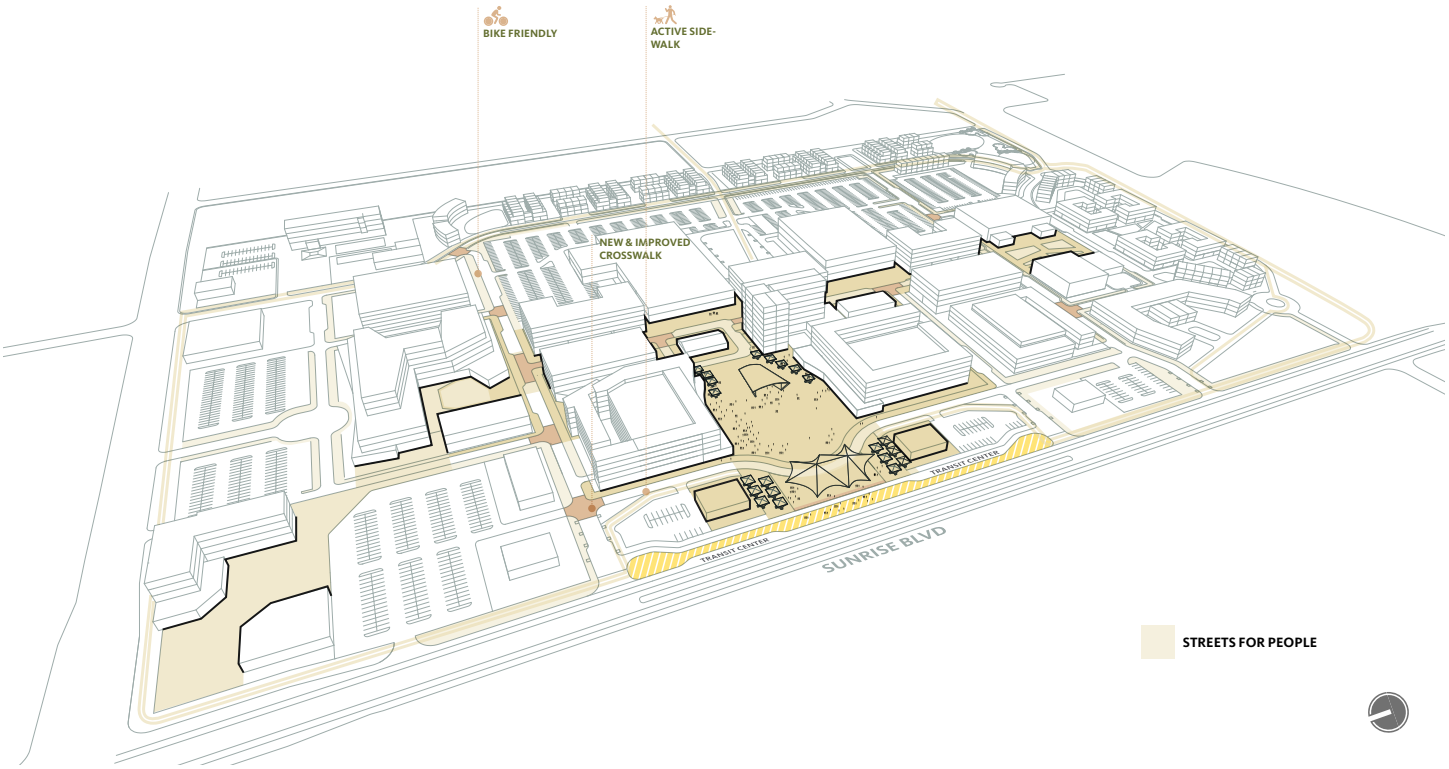
By treating the project site's streets as flexible community spaces and pathways for multi-modal transportation, Sunrise Tomorrow enhances mobility, safety, and access for all. The Specific Plan would include design standards for safe and active sidewalks, flexible street spaces, bike friendly corridors, new and improved crosswalks, and infrastructure for enhanced public transportation options.

WHAT WE HEARD

"Greenback and Sunrise are prime opportunities for active transportation improvements. Since 2015, there has been a severe upswing in pedestrian and cyclist fatalities...you need safe routes to school and major employment areas."

Online Comment
Citrus Heights Resident

FIGURE 2.3 STREETS FOR PEOPLE





Artist's interpretation of potential future development.

FLEXIBLE STREETS

The various street typologies established in this Specific Plan allow for maximum flexibility that creates room for special events such as festivals and farmers markets that may need additional space for program activation.

SAFE, ACCESSIBLE & ACTIVE SIDEWALKS

Protected sidewalks and car-free multi-use paths come together to create a network of active sidewalks that are safe and accessible to the community. These paths traverse the entire Plan Area and intersect with vehicular roadways with new and improved crosswalks design for a seamless crossing experience. Ample space and shade trees allow for spill out dining and retail, creating a vibrant and interesting pedestrian experience.

SMART MOBILITY & ENHANCED TRANSIT

A new Transit Center is located at the western edge of the Plan Area, running alongside Sunrise Boulevard. The Transit Center allows for enhanced transit options provided by Sac RT, connecting the site to the region via alternative modes of transportation.

PARK ONCE AND WALK

Parking options are provided via on-street parallel parking, parking lots, and parking structures. These parking options are strategically located throughout the Plan Area to provide convenient access to the various amenities providing opportunities for the community to park only once and enjoy the site on foot.

1.75
MILES OF POTENTIAL SHARED STREETS

1.5
MILES OF POTENTIAL NEW MULTI-USE PATHS

2.2.4 Livable Communities Big Idea

Sunrise Tomorrow creates connected communities with various housing options and a high quality of life.

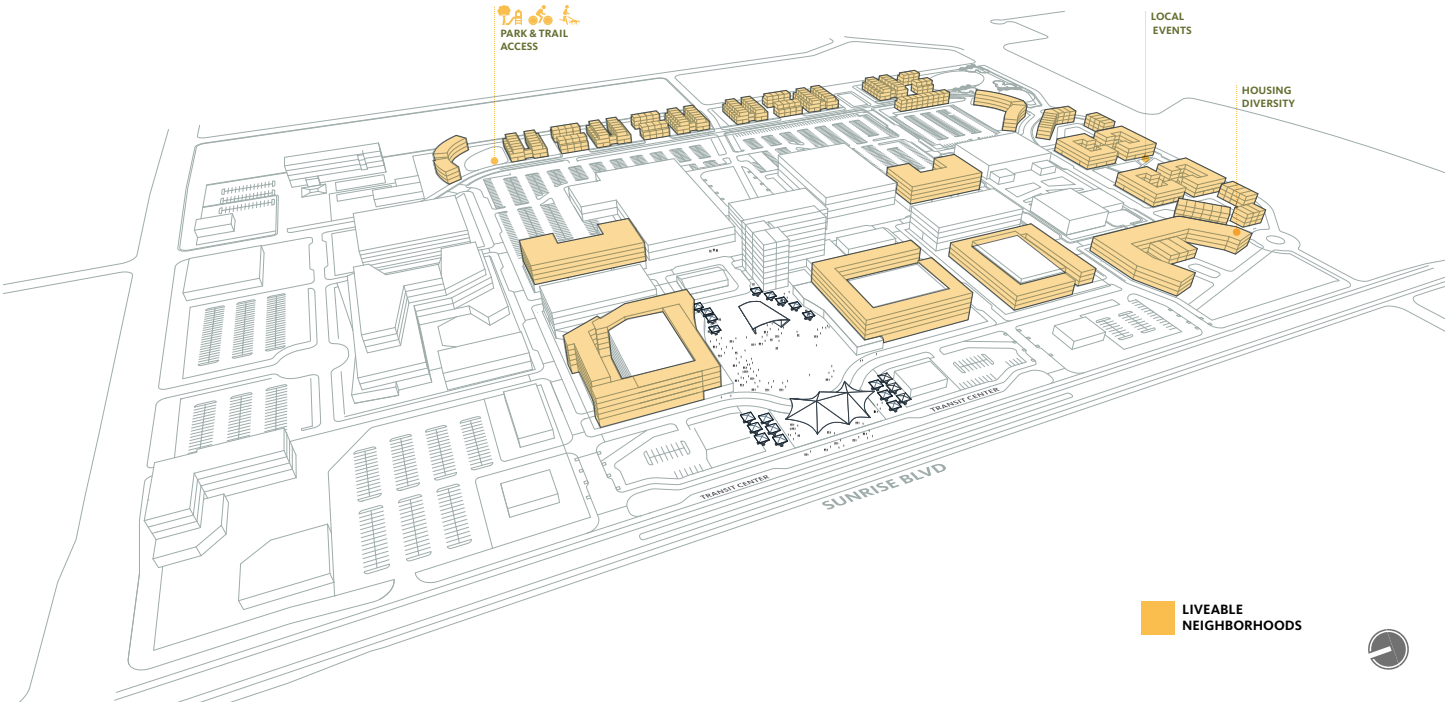
Sunrise Tomorrow envisions livable neighborhoods for all types of residents. The Specific Plan provides for a variety of housing options, including townhouses, lifestyle housing, senior housing, and mixed-use residential. From quiet to active, these housing options provide something for everyone, all in a walkable setting that connects to its surroundings and fosters community interaction and neighborhood pride.

WHAT WE HEARD

"Mixed-use development that includes multifamily housing is a critical need in our community... Sunrise Mall has the potential to become Citrus Heights' new "downtown" area."

Online Comment
Citrus Heights Resident

FIGURE 2.4 LIVABLE COMMUNITIES





Artist's interpretation of potential future development.

HOUSING DIVERSITY

Sunrise Tomorrow proposes four different housing typologies intended to provide for a multitude of new residents with various housing needs and preferences. These housing options include town homes, lifestyle housing, mixed use residential, and housing for the actively aging.

4
HOUSING TYPOLOGIES

FAMILY AMENITIES

Family amenities are provided throughout the residential neighborhoods within the Plan Area. These amenities include private green spaces that feature playgrounds and community recreational facilities.

UP TO
2,200
NEW HOUSING UNITS

PARK & TRAIL ACCESS

The Plan Area's Multi-Use Trail network provides bike and pedestrian trail access for residents on site, connecting them to the various trails outside of the Plan Area nearby.

2.2.5 Economic Engine Big Idea

Sunrise Tomorrow creates an economic engine with environments that promote economic activity and job creation, where both employers and employees want to be.

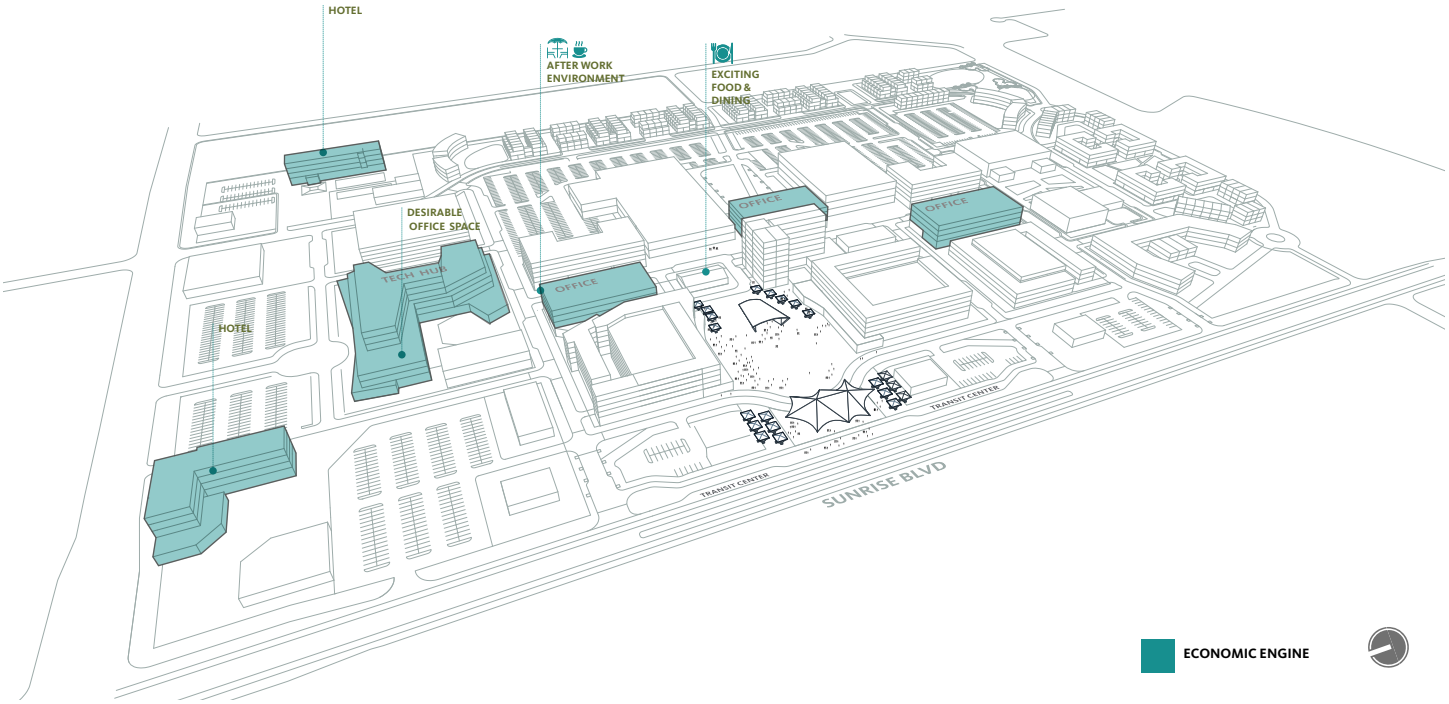
The Specific Plan envisions a mix of creative office space, food, dining, and entertainment within a network of green space, walkable and connected neighborhoods and family friendly entertainment. These uses support each other, create a 24/7 environment where people can live, work, play and come together. Economic activity is further supported by up to three new hotels, catering to a range of business and leisure travelers, as well as enhanced transit access.

WHAT WE HEARD

"Job creation is key - it's what supports the rest of the community vision. We need to keep office in the mix."

Online Comment
Citrus Heights Resident

FIGURE 2.5 ECONOMIC ENGINE



SUNRISE STEPS



Artist's interpretation of potential future development.

HOTELS

Three proposed hotels add much needed capacity to Citrus Heights, each for different types of visitors. A full-service hotel is located along Main Street and the Sunrise Commons, while a business hotel is conveniently located adjacent to the office campus and visible along Greenback Lane. An extended stay hotel is located on the northeastern edge of the Plan Area.

EMPLOYMENT ANCHOR

Office space is provided fronting the eastern and western edges of the Main Street spine, with a large office building planned for the northern end of the main street terminus. Large floor plates, access to amenities, and transit make this space highly desirable for a technology tenant.

HOUSING FOR THE WORKFORCE

Four housing typologies are proposed to allow for workers to both live and work on site, eliminating commuting and elevating work/life balance.

AFTER WORK ENVIRONMENT

The retail/dining and active lifestyle amenities provided within the Plan Area present countless opportunities for employees to shop, socialize, eat and drink, or exercise after work.

$447MIL

OVERALL BUSINESS OUTPUT*

3,477

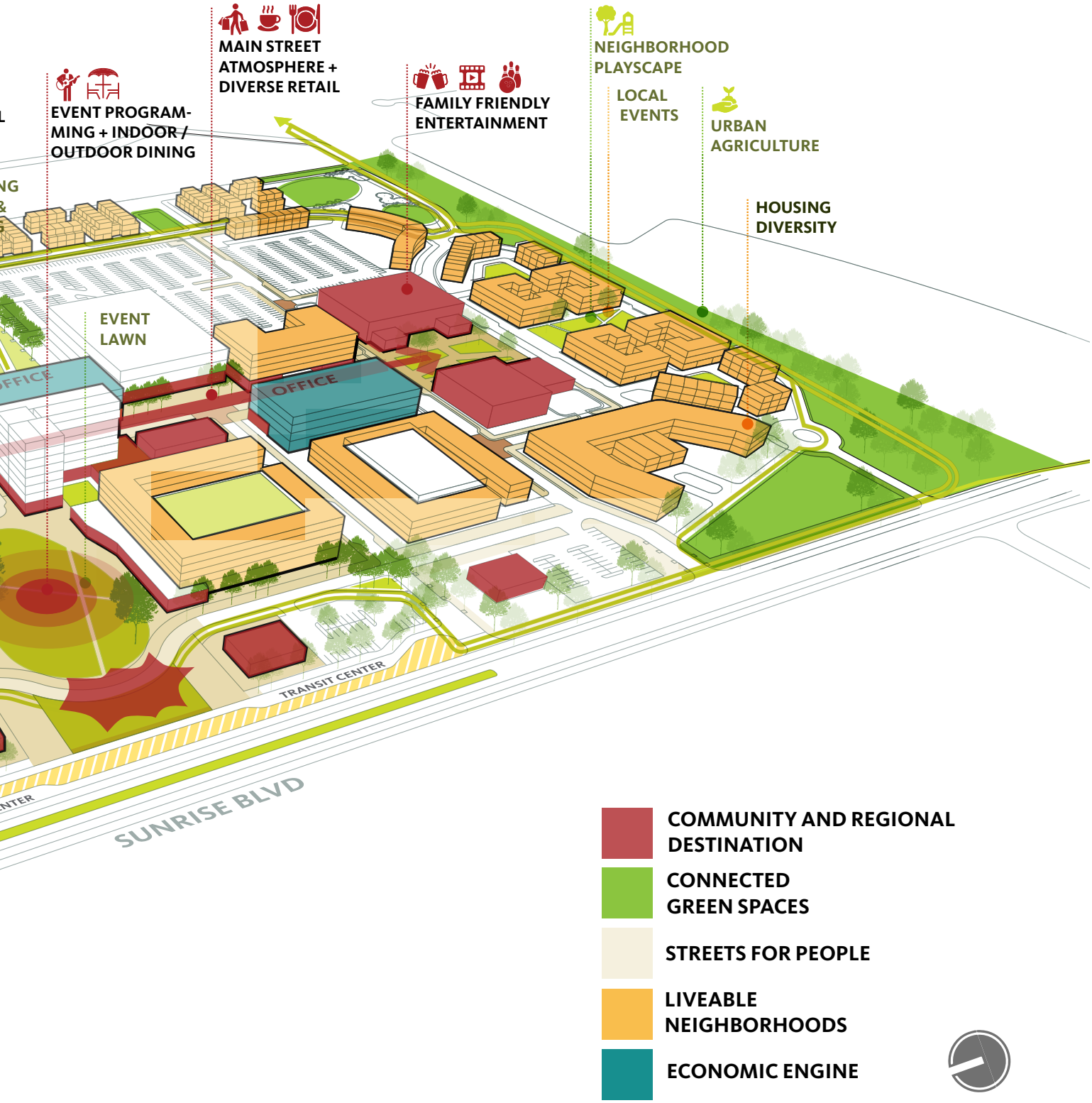
PERMANENT JOBS CREATED*

*20-year total. Based on MXD analysis of projected development scenario (June 2020).

FIGURE 2.6 FIVE BIG IDEAS

The Five Big Ideas come together as a comprehensive vision to transform Sunrise Mall.





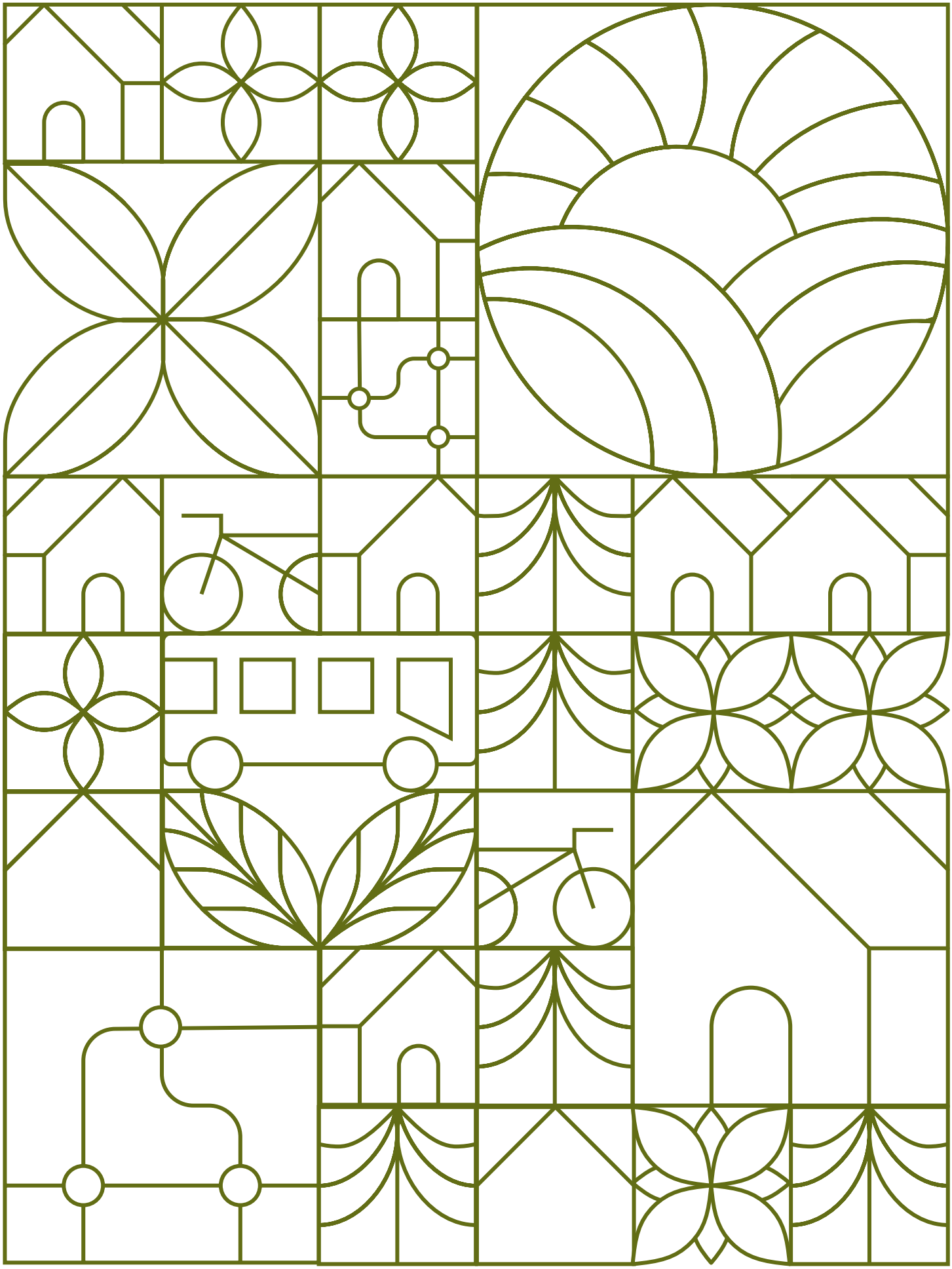
COMMUNITY AND REGIONAL DESTINATION

CONNECTED GREEN SPACES

STREETS FOR PEOPLE

LIVEABLE NEIGHBORHOODS

ECONOMIC ENGINE



3

Framework & Policies

3.1 Overview

3.1.1 Illustrative Plan

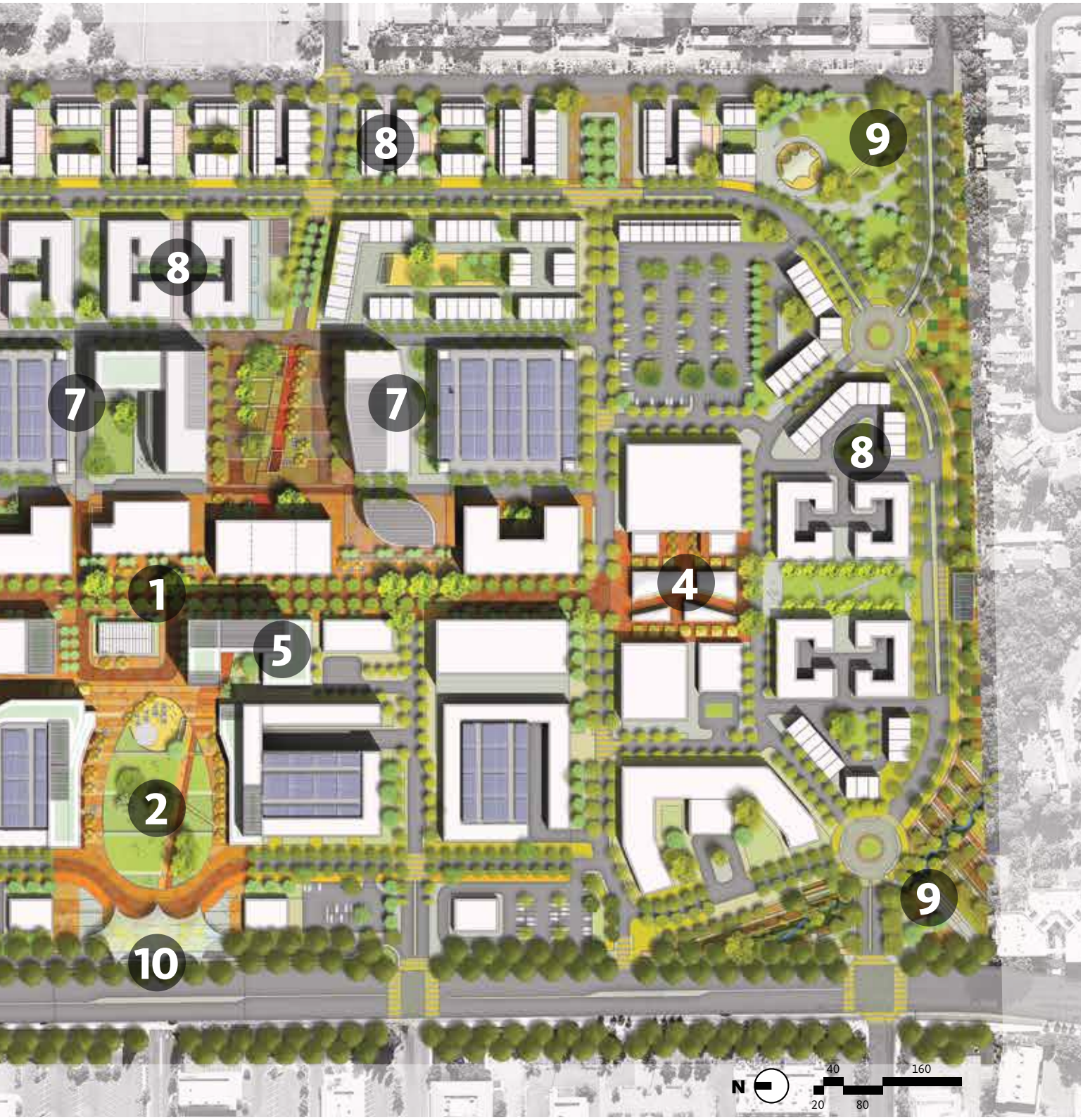
This Illustrative Plan shows the potential future development of the Sunrise Tomorrow Plan Area.

Development shown in the illustrative plan, and other exhibits throughout this document, is based on the projected market demand and represents one example of development that conforms with the requirements of the Specific Plan. Further detail per each development site is provided in Chapter 4: Development Standards.

1. **MAIN STREET**
2. **SUNRISE COMMONS**
3. **EMPLOYMENT ANCHOR**
4. **ENTERTAINMENT ANCHOR**
5. **FULL-SERVICE HOTEL**
6. **BUSINESS HOTEL**
7. **RETAIL ANCHOR / FUTURE MIXED USE DEVELOPMENT**
8. **RESIDENTIAL NEIGHBORHOODS**
9. **OPEN SPACE**
10. **TRANSIT CENTER**

FIGURE 3.1 ILLUSTRATIVE PLAN





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.1.2 Urban Framework & Key Features

Each portion of the plan is defined by key subareas which in turn have built structures that define its functionality and purpose. What follows is a brief description of each of those subareas.

URBAN STRUCTURE

Replacing the mall configuration is a new Main Street—a corridor of buildings with wide sidewalks, fronting street-oriented uses, and upper story uses—which creates a north-south spine through the Plan Area.

A series of interconnected blocks and human-scaled streets create a 'pedestrian first' orientation throughout the Plan Area. Automobile access is designed with traffic-calming features, with parking and service access located behind street-fronting uses or within urban blocks concealed by mixed-use architecture.

Open spaces of varying sizes define the plan both from north to south, with small plazas and public spaces in the Employment Anchor, Main Street and Entertainment Anchor districts (Planning Areas 1-A, 2-A and 3-A, respectively). There are two large east/west oriented public spaces as well, connecting across the site from the Neighborhood Residential districts, through the Mixed-Use Residential and Employment Anchor districts, to Main Street and Sunrise Commons districts (Planning Areas 4-C/5-C, 4-B/5-B, 4-A/5-A, 2-A, and 2-B, respectively).

At the edge of the Plan Area is a network of buffer zones, trails and 'Agri hoods' that provide physical relief and public amenity to surrounding uses. At the corner of Greenback Lane and Sunrise Boulevard, an important view corridor is established, allowing visibility deep into the plan area from that corner.

MAIN STREET

Main Street is the central spine and most important public space of the entire plan, with uses and spaces that promote pedestrian activity, outdoor interaction, and public gathering. Through its mix of uses, Main Street connects visitors, workers, and residents to the area with various amenities and services via a flexible but compact street and block pattern with wide sidewalks, consistent tree canopy, integration of water features, special lighting, and interactive programming throughout the year.

SUNRISE COMMONS

Sunrise Commons is the prominent central gathering space and heart of the site, with various uses coming together to create an active and engaging environment. Adjacent uses include a full-service hotel, mixed-use residential and ground floor retail uses, which create a 24/7 town center that attracts a diverse mix of audiences.

EMPLOYMENT ANCHOR

The Plan Area is comprised of various clusters dedicated to employment. The northern end of Main Street is envisioned as a technology and business cluster with potential healthcare uses, which cluster includes a landmark office building at the northern terminus of the Main Street spine, a business hotel located at the intersection of Sunrise Boulevard and Greenback Lane, and amenities and support services, including a child care center.

ENTERTAINMENT ANCHOR

The southern end of Main Street is envisioned as an entertainment hub with movie theater, bowling, music box, and restaurants and clubs sharing a pedestrian plaza at the terminus of Main Street. The pedestrian plaza can be programmed for a variety of events throughout the year, such as outdoor movies, market days, and tournaments.

FULL-SERVICE HOTEL

In the heart of Main Street is a full-service hotel. This is an important building both because of its use- as a hotel it provides a place to stay for people doing business in town as well as extended family to visit- and also because of the amenities and services of value to the entire community; such as health club, restaurant, conference facilities, bike rental, valet drop off and parking, and a roof top terrace with a bar or restaurant and commanding views of the valley. Loading and servicing of the hotel will be important to conceal from main street and needs to be carefully considered in conjunction with the location of drop off and lobby entry.

BUSINESS HOTEL

At the corner of Greenback Lane and Sunrise Boulevard, a business hotel provides a much-needed use that will be of benefit to the entirety of Citrus Heights' central business district. The configuration of the hotel is important to 'get right'- holding the corner of the intersection with building massing while retaining a strong axial view and walking / biking green corridor into the heart of the site.

DEPARTMENT STORES/FUTURE DEVELOPMENT

The existing Macy's and JCPenney department stores have been incorporated into the current design, but should they cease operation, these locations have also been designed to be flexible within the current plan with the plan to convert to creative office space or be demolished to make way for a larger medical office campus, housing and mixed use buildings.

RESIDENTIAL NEIGHBORHOODS

The Plan Area includes several residential neighborhoods that support a variety of product types and relationships to the mixed-use core of the project. At the perimeter of the site to the east and south, neighborhoods of townhouses and duplexes buffered from adjacent single family residential provide a moderate density transition into the heart of the site. These units target people who work at home or run their own business out of their house. Adjacent to Main Street, a combination of stacked flats with tuck under and podium parking as well as 'wrap' product with parking structures provides a significant on-site population while providing both affordable and market rate options targeting workers, young families, empty-nesters looking to downsize, and seniors seeking the convenience of urban living.

OPEN SPACE

Located in the south-east corner of the site, a large community-serving open space is intended as a buffer from adjacent single-family residential uses, as well as an amenity for the surrounding residential developments. This space has the potential to accommodate passive seating with shade trees, walking paths, gardens and play structures, as well as a large green lawn for events or a playfield. A community recreation center is imagined at the western tip of the site.

TRANSIT CENTER

The transit center is strategically located alongside Sunrise Boulevard to take advantage of existing Sac RT bus lines as well as connect transit users to the Sunrise Commons area and the Main Street spine, which are the heart of the Plan Area. The transit center makes room for both north and south running bus lines to drop off and pick up riders. The transit center also provides riders with an active and comfortable area to wait with shade, seating and nearby retail and restaurants..

3.2 Development Framework

3.2.1 Planning Areas

The Development Framework establishes six Planning Areas, each with Sub Planning Areas.

Planning Area 1: Envisioned as an employment district with office space and supporting uses, including a business hotel, child care center, and restaurants.

Planning Area 2: Envisioned as the mixed-use core of the Plan Area with retail, restaurants, office, multi-family residential units and a hotel all positioned around the Sunrise Commons central gathering space and the Main Street.

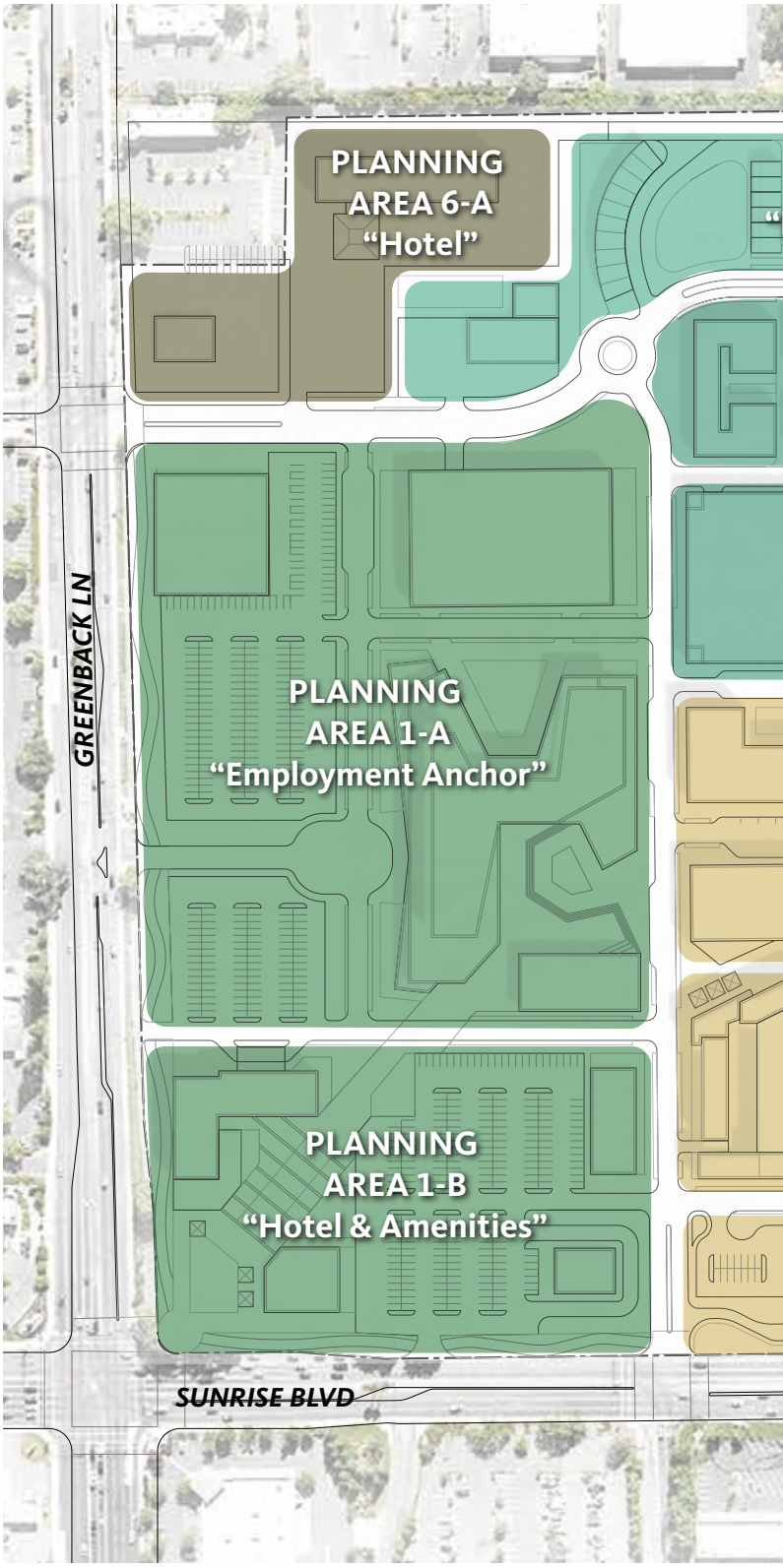
Planning Area 3: Envisioned as an entertainment district with retail and entertainment uses. In addition, Planning Area 3 includes a residential neighborhood with stacked flats, townhouses, and senior housing units.

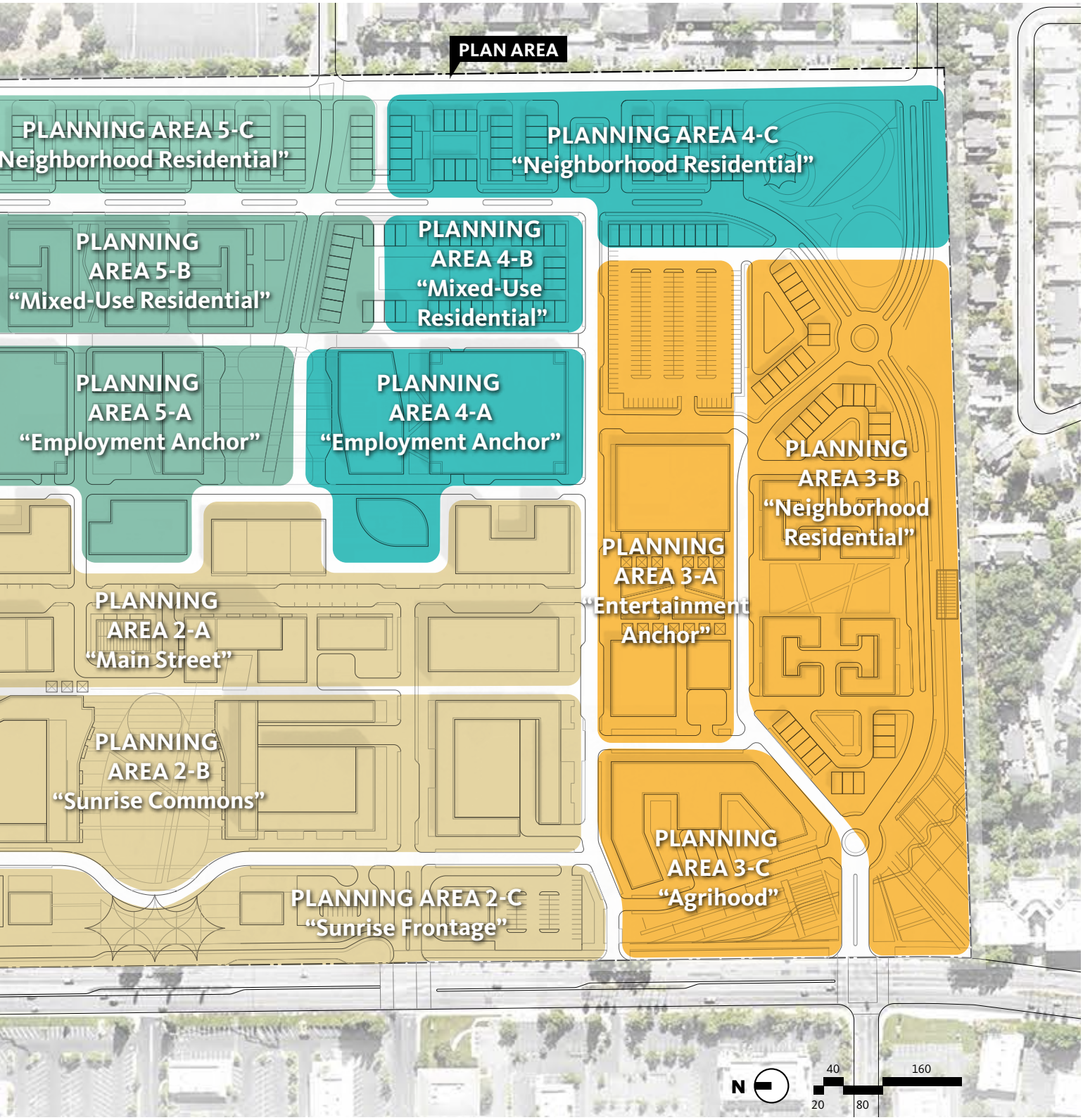
Planning Area 4: Envisioned as a mixed-use district with a employment anchor, retail uses along the Main Street, and mixed-use and neighborhood residential areas.

Planning Area 5: Envisioned as a mixed-use district with a employment anchor, retail uses along the Main Street, and mixed-use and neighborhood residential areas.

Planning Area 6: Envisioned as a commercial district with a hotel and restaurant uses.

FIGURE 3.2 PLANNING AREAS





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.2.2 Development Sites

Development Sites are defined within each Sub Planning Area.

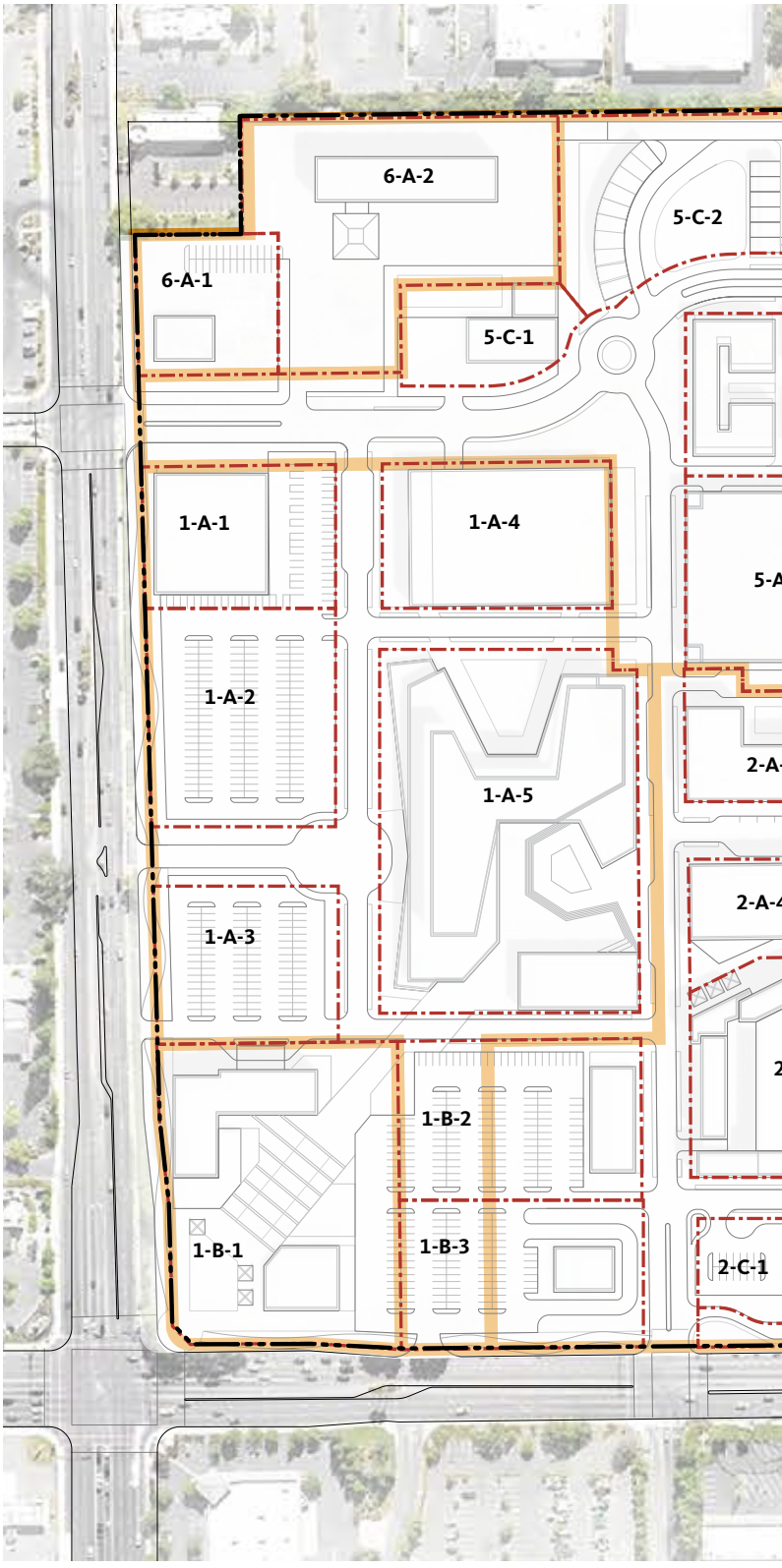
In order to allow the efficient development of the Plan Area and ensure adequate access and open space is provided, Development Sites are established within each Planning Area.

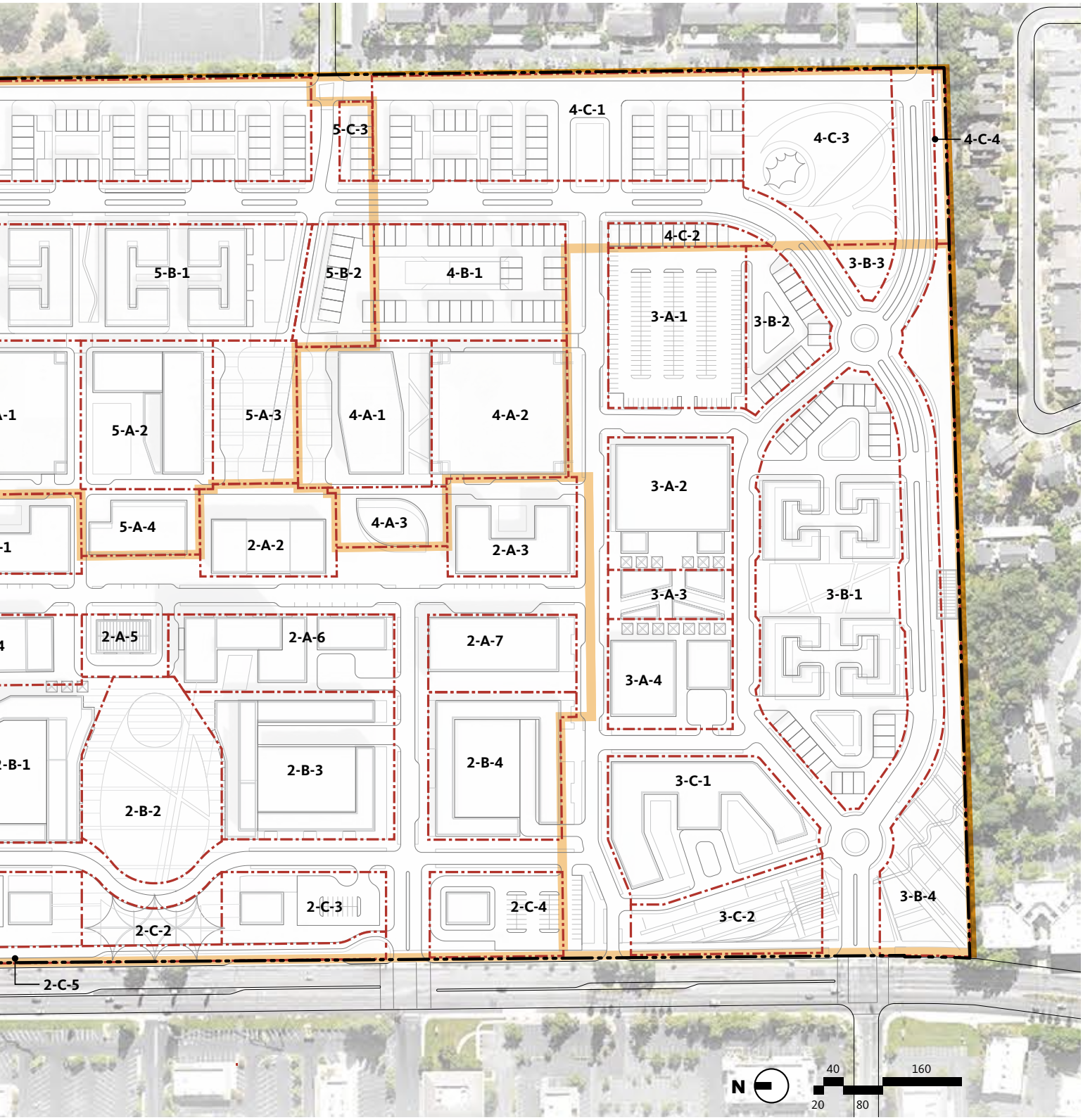
Building development shall occur only within locations identified as Development Sites. For Planning Areas that have existing buildings located outside of Development Sites, the City of Citrus Heights may require the demolition and removal of the building(s) or the portion(s) of thereof located outside of a Development Site as part of a Development Agreement, in order to allow for the development of open space, streets, or other infrastructure. The City of Citrus Heights may also require the property owner to record an easement or deed restriction prohibiting building development on portions of a parcel not designated as a Development Site.

Development Sites

Existing Parcels

FIGURE 3.3 DEVELOPMENT SITES





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.2.3 Maximum Development Allowance

Development within the Specific Plan Area is limited by a Maximum Development Allowance and Maximum Development by Land Use for each Planning Area.

Maximum Development Allowance

The Maximum Development Allowance by Planning Area is inclusive of all uses, and may not be exceeded without a Specific Plan Amendment.

TABLE 3.1 MAXIMUM DEVELOPMENT ALLOWANCE

	TOTAL
Owner	
Gross Site Area (Acres)	95.8 Acres
Net Site Area (Acres)*	74.4 Acres
Effective FAR**	1.0
Maximum Development (GSF)	**3,200,000 GSF**

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

Development Allowance by Land Use

Within each Planning Area, a maximum square footage is established for all retail, office, and community/institutional uses. For residential uses a maximum number of dwelling units and for hotel uses a maximum number of rooms is established.

TABLE 3.2 ALLOWANCE BY LAND USE

PLANNING AREA	TOTAL
Owner	
Residential (Units)	2,220 Units
Hotel (Rooms)	480 Rooms
Retail (GSF)	320,000 SF
Office (GSF)	960,000 SF
Community/Institutional (GSF)	450,000 SF
Parking (Spaces)	6,400 Spaces

	PLANNING AREA 1	PLANNING AREA 2	PLANNING AREA 3	PLANNING AREA 4	PLANNING AREA 5	PLANNING AREA 6
	Antioch Street/ Namdar	**Namdar**	**Seritage**	**Namdar**	**JCPenney**	**Kuen**
	17.2 Acres	23.3 Acres	21.3 Acres	12.7 Acres	18.1 Acres	3.2 Acres
	14.5 Acres	16.3 Acres	14.8 Acres	11.0 Acres	13.9 Acres	3.2 Acres
	0.70	1.55	0.75	1.0	1.0	0.5
	445,000 GSF	**1,110,000 GSF**	**485,000 GSF**	**480,000 GSF**	**610,000 GSF**	**70,000 GSF**

	PLANNING AREA 1	PLANNING AREA 2	PLANNING AREA 3	PLANNING AREA 4	PLANNING AREA 5	PLANNING AREA 6
	Antioch Street/ Namdar	**Namdar**	**Seritage**	**Namdar**	**JCPenney**	**Kuen**
	220 Units	620 Units	360 Units	480 Units	540 Units	0 Units
	120 Rooms	240 Rooms	0 Rooms	0 Rooms	0 Rooms	120 Rooms
	60,000 SF	160,000 SF	52,000 SF	20,000 SF	20,000 SF	8,000 SF
	280,000 SF	220,000 SF	0 SF	220,000 SF	240,000 SF	0 SF
	24,000 SF	34,000 SF	12,000 SF	160,000 SF	220,000 SF	8,000 SF
	1,200 Spaces	2,200 Spaces	800 Spaces	800 Spaces	1,200 Spaces	200 Spaces

3.2.4 Development Policies

Development Policies support Sunrise Tomorrow's vision of a regional destination with a mix of uses.

All new development within the Sunrise Tomorrow Specific Plan Area must be consistent with policies contained in the General Plan. As part of its development review process for individual projects proposed within the Plan Area, the city will ensure this consistency.

The following policies supplement the General Plan policies and apply to future development projects proposed within the Plan Area. The policies are the framework for ensuring that the Sunrise Mall site is redeveloped and revitalized consistent with the General Plan and Specific Plan vision and with the standards included in the Development Standards section of the Specific Plan.

D-1 MAXIMUM DEVELOPMENT ALLOWANCE

Total development within Plan Area shall not exceed the Maximum Development Allowance of 3,200,000 Gross Square Feet (GSF).

Total development within each Planning Area shall not exceed the following:

Planning Area 1: 445,000 GSF
Planning Area 2: 1,110,000 GSF
Planning Area 3: 485,000 GSF
Planning Area 4: 480,000 GSF
Planning Area 5: 610,000 GSF
Planning Area 6: 70,000 GSF

The Maximum Development Allowance is inclusive of all uses, and includes both existing and new development.

D-2 DEVELOPMENT ALLOWANCE BY LAND USE

In addition to the Maximum Development Allowance, the following development allowances are established for each land use category within the Plan Area:

320,000 GSF of retail / commercial buildings
960,000 GSF of office buildings
450,000 GSF of community / institutional buildings
2,220 residential units
480 hotel rooms

Development allowances by land use are further established for each Planning Area, as shown in Table 3.2.

Development allowances by land use exclude the area occupied by existing uses while they continue to operate; however, the total building area (including existing and new development) may not exceed to the Maximum Development Allowance.

D-3 COMMITMENT TO FLEXIBILITY AND MARKET-BASED DEVELOPMENT

To allow flexibility to respond to changing market conditions over time, the Specific Plan establishes processes for reviewing and approving development proposals with minor changes to development allowance by land use or development standards that otherwise comply with the overall intent and purpose of the Specific Plan (refer to Chapter 8, Administration & Implementation).

D-4 DEVELOPMENT AGREEMENT REQUIRED

In order to allow the orderly development of the Plan Area and ensure adequate provision of shared infrastructure, prior to or concurrent with any discretionary permit within a given Planning Area of the Specific Plan, the owner(s) of all parcels within the Planning Area shall enter into a Development Agreement with the City of Citrus Heights governing

all development within that Planning Area. The Development Agreement shall specify the party or parties responsible for the development and maintenance of necessary infrastructure, including but not limited to, streets, utilities, open space, and community facilities within the Planning Area, and any necessary improvements outside of the Planning Area that support development therein.

D-5 DEVELOPMENT SITES

In order to allow the efficient development of the Plan Area and ensure adequate access and open space is provided, Development Sites are established within each Planning Area. Building development shall occur only within locations identified as Development Sites. For Planning Areas that have existing buildings located outside of Development Sites, the City of Citrus Heights may require the demolition and removal of the building(s) or the portion(s) of thereof located outside of a Development Site as part of a Development Agreement, in order to allow for the development of open space, streets, or other infrastructure. The City of Citrus Heights may also require the property owner to record an easement or deed restriction prohibiting building development on portions of a parcel not designated as a Development Site.

Development Site boundaries are illustrated in Figure 3.3. In general, boundaries are defined as follows:

- Along Sunrise Boulevard and Greenback Lane, the boundary of the Development Sites shall be the limit of the public right-of-way, after any required dedications.
- Along the eastern and southern boundaries of the Plan Area, the boundary of Development Sites shall be the existing property line which defines the boundary of the Plan Area.
- Along proposed internal streets within the Plan Area, the boundary of Development Sites shall be the outer edge of the total roadway width (refer to Chapter 5, Street Standards, for details on roadway width and design).

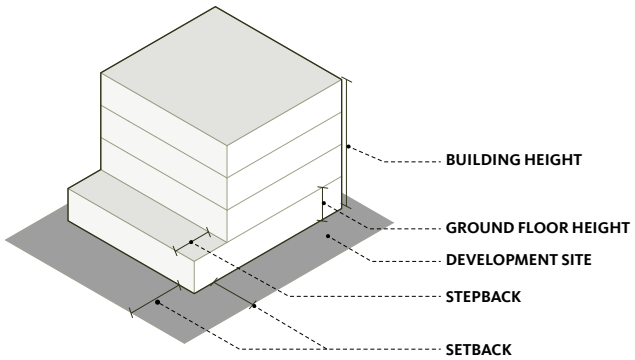
D-6 DEVELOPMENT STANDARDS

In order to allow the development of the Plan Area consistent with the vision of establishing a vibrant mixed-use district, Development Standards are established for each Development Site. These standards establish minimum and maximum parameters for building height, setback, and other regulations related to building form.

Development Standards for each Development Site are detailed in Chapter 4, Development Standards. In general, Development Standards are defined as follows:

- Building Setback is defined as the horizontal distance from the Development Site boundary to the face of the building at the ground floor.
- Building Stepback is defined as the horizontal distance from the Development Site boundary to the face of the building at a defined height above grade.
- Building Height is as defined in Section 106.30.060 of the Citrus Heights Municipal Code, Height Limits and Exceptions.

FIGURE 3.4 DEVELOPMENT STANDARDS



3.3 Land Use Framework

3.3.1 Land Use Plan

The Land Use Framework is designed to ensure a mix of development that supports livable urban neighborhoods. Proposed land uses for the Projected Development Scenario are shown.

Residential: Townhouses, Multi-family Lifestyle units and Senior Housing units.

Retail / Food & Beverage: Anchor Retail Department Stores, Ground Floor Retail Stores, Movie Theaters, Music Venues, Grocery Stores, Restaurants, Breweries and Bars.

Mixed Use Retail/Residential: Residential Lofts above Ground Floor Retail

Office: Creative Office, Tech Office, Professional Offices and Co-working Spaces.

Mixed Use: Retail/Office: Retail/Office: Office above Ground Floor Retail.

Community / Institutional: Child Care Centers, Gyms, Community Recreation Centers.

Hotel: Conference Center Hotel, Full-service Hotel and Extended Stay Hotel.

Parking Structure: Stand-alone Parking Structures and Wrapped Parking Structures.

FIGURE 3.5 LAND USE PLAN





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.3.2 Frontage Plan

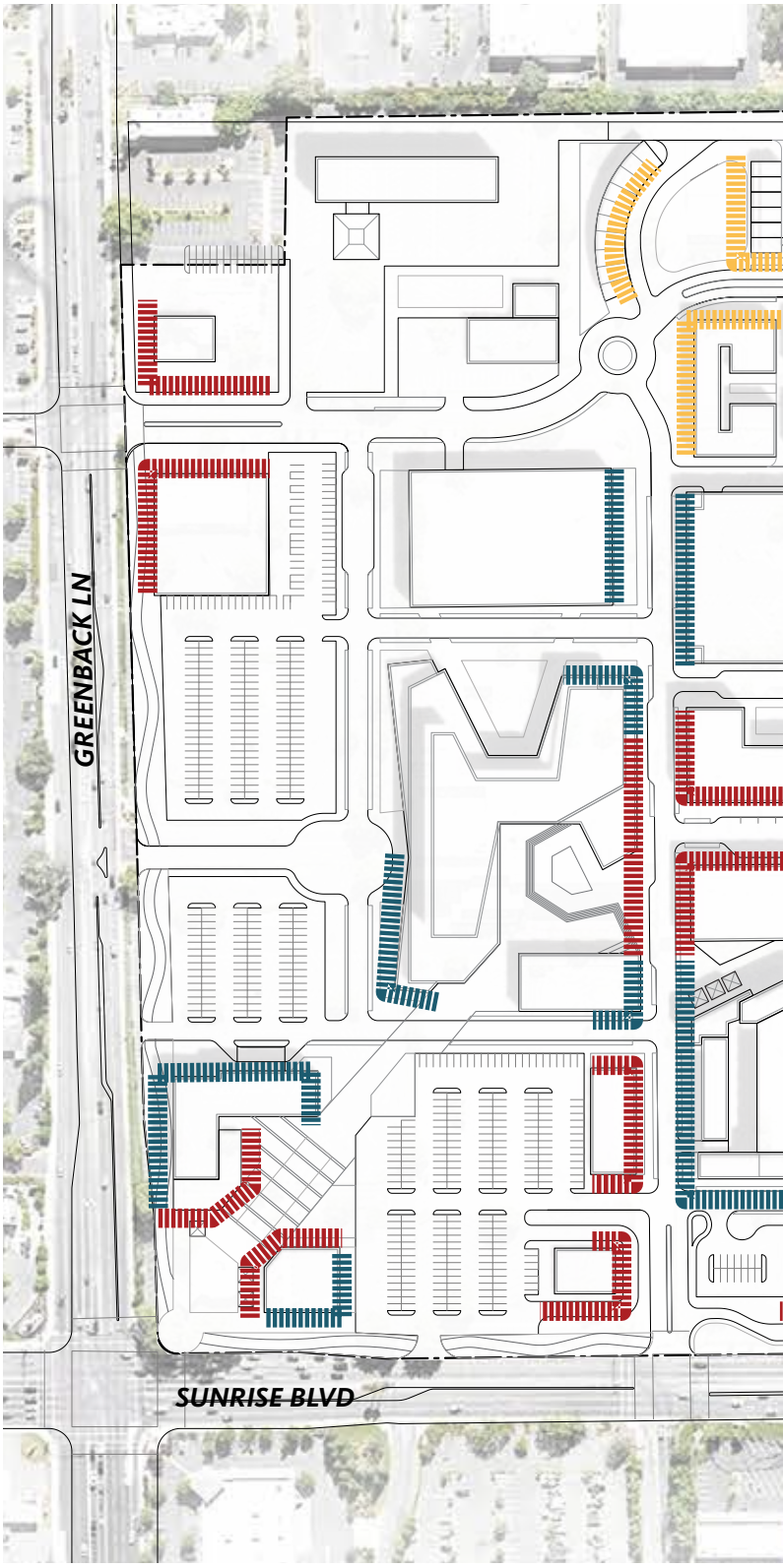
Standards for building frontages are established along internal streets to create a walkable environment with active ground-floor uses.

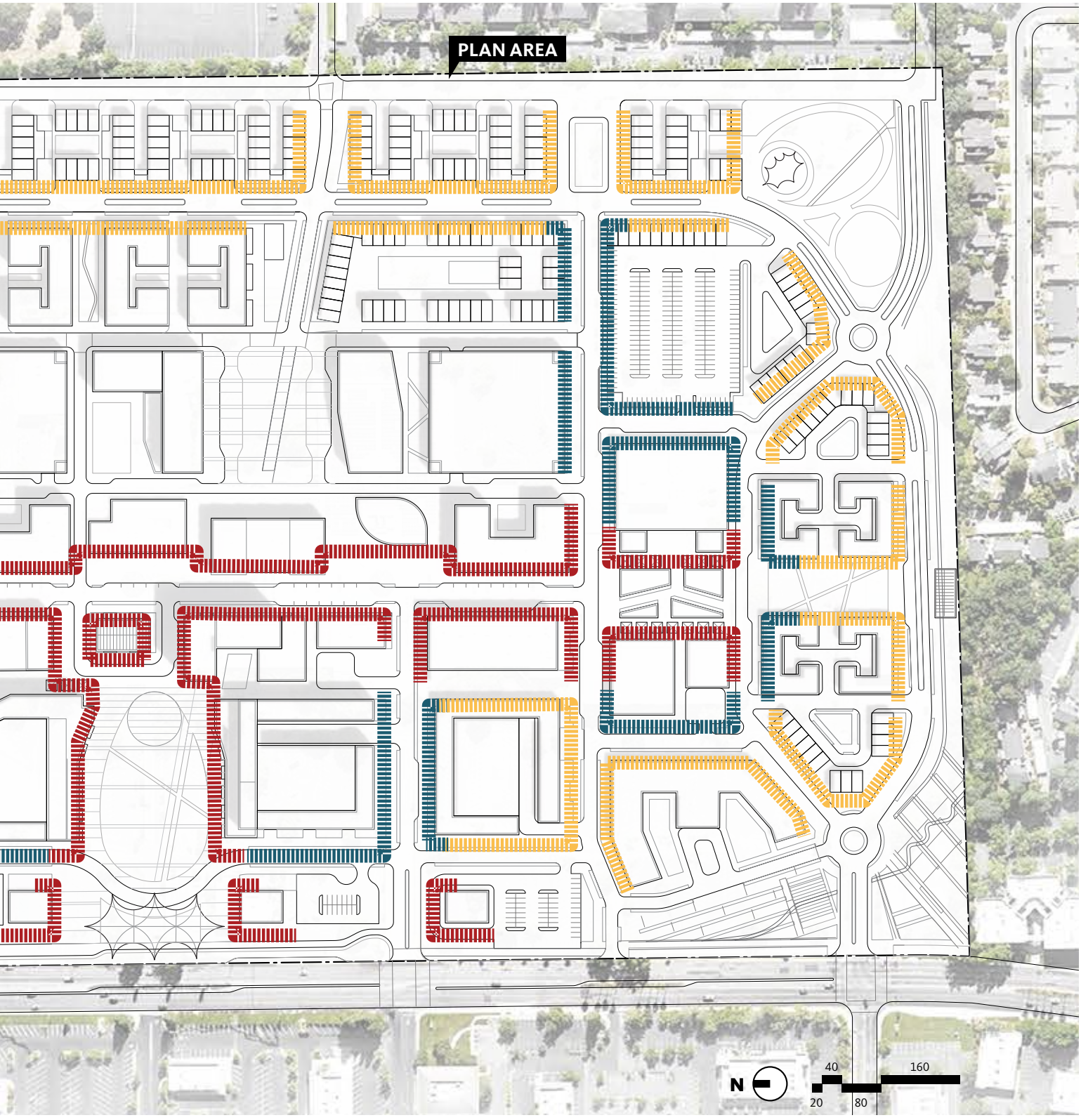
Active Retail Frontage: Frontages along streets intended for the highest level of pedestrian activity. Along these streets, active retail, restaurant, and entertainment uses are encouraged.

Active Mixed-Use Frontage: Frontages along streets intended for secondary levels of pedestrian activity. Along these streets, active retail, restaurant, and entertainment uses are may occur, as well as building entries and lobbies, building amenity spaces, services, professional offices, and the commercial component of live-work uses.

Residential Frontage: Building frontages along streets within areas designated "Residential." Along these streets, residential entries, front porches, and residential lobbies are encouraged.

FIGURE 3.6 FRONTAGE PLAN





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.3.3 Land Use Policies

Land Use Polices ensure compatibility with the Sunrise Tomorrow Vision and adjacent development.

The following policies supplement General Plan policies and apply to future development projects proposed within the Plan Area.

Refer to Chapter 4, Development Standards, for permitted, conditionally permitted, and not permitted uses by Planning Area.

LU-1 COMMUNITY AND REGIONAL DESTINATION

Development shall support the Specific Plan vision of creating a community and regional destination. Uses which serve on-site and Citrus Heights residents and attract customers from the greater Sacramento Region are encouraged. Specifically, destination retail, restaurants, theater, family entertainment, and hotel uses are encouraged within the areas of the plan designated for "Main Street," "Sunrise Commons," and "Entertainment Anchor." Community and regional-serving institutional uses, such as education or health care uses, are encouraged within areas of the plan designated for "Employment Anchor."

LU-2 LIVABLE COMMUNITIES

Development shall support the Specific Plan vision of creating a variety of housing options and a high quality of life. A variety of housing typologies, including town houses, stacked flats, apartments, and senior housing, are encouraged in areas of the plan designated for "Neighborhood Residential" and "Mixed-Use Residential," while multi-family residential is encouraged above the ground floor of buildings in areas of the plan designated for "Main Street" and "Sunrise Commons." Within each residential building or development, developers are encouraged to provide units in a range of sizes, including studio, 1-bedroom, 2-bedroom, and 3-bedroom units, and at a range of price points. Developers are also encouraged to provide a mix of for-sale and rental units within each Planning Area, in order to allow for the widest variety of housing options.

LU-3 EMPLOYMENT ANCHOR

Development shall support the Specific Plan vision of creating an economic engine and employment center. Development of large scale, Class A office uses within areas designated as "Employment Anchor" and "Main Street" is a primary goal. Recognizing that while there is long-term demand for office space within the Citrus Heights market, current market conditions may not support office development in the short term, certain development sites within these areas are designated exclusively for office development, in order to ensure space is available to accommodate this development when feasible.

LU-4 HOTEL & AMENITIES

While hotel development is permitted in multiple locations within Planning Areas 1, 2, and 6, locations that benefit activity and synergies with the proposed Main Street mixed-use district and Sunrise Commons open space are preferred. A priority hotel opportunity site is shown along Main Street at the south-eastern edge of Sunrise Commons (Development Site 2-A-6). This site is envisioned as a 4-star hotel with integrated meeting and event facilities. Secondary opportunity sites are located at the corner of Sunrise Boulevard and Greenback Lane (Development Site 1-B-1), which is envisioned as a 3-star business hotel intended to support adjacent Class A office development, and at the north-eastern corner of the Plan Area (Development Site 6-A-2), which is envisioned as a 3-star extended stay hotel.

LU-5 ACTIVE GROUND FLOOR USES

Development shall support the Specific Plan vision of creating a walkable and pedestrian-oriented district. To create a pedestrian-oriented district, where people feel safe walking with lots to do and see, the Specific Plan establishes standards for building frontages (see Figure 3.6). Building frontages along streets intended for the highest level of pedestrian activity are designated "Active Retail Frontage." Along these streets, active retail, restaurant, and entertainment uses are required. Non-active frontages, such as blank walls, service access, and parking access are prohibited in areas designated "Active Retail Frontage."

Building frontages along streets intended for the secondary levels of pedestrian activity are designated "Active Mixed-Use Frontage." Along these streets, active retail, restaurant, and entertainment uses may occur. Other ground floor uses that generate pedestrian activity or visual interest, such as building entries and lobbies, building amenity spaces, services, professional offices, and the commercial component of live-work uses are also allowed. Non-active frontages, such as blank walls, service access, and parking access shall be limited in areas designated "Active Mixed-Use Frontage."

Building frontages along streets within areas designated "Residential" are designated "Residential Frontage" Along these streets, residential entries, front porches, and residential lobbies are encouraged.

LU-6 GROUND-FLOOR RETAIL, RESTAURANTS, AND ENTERTAINMENT USES

Developers of projects containing ground floor commercial space designated for retail, restaurant, or entertainment use shall strive to create a mix of complementary, vibrant, high-quality retail, restaurant, and entertainment uses. Developers should consider existing and/or approved retail end uses within other specific plan area development sites as a factor for diversifying their respective retail offerings. Retail stores providing daily needs, such as grocery stores, are encouraged.



Example of active uses.
Santana Row, San Jose, California

LU-7 MINIMIZE IMPACTS TO ADJACENT RESIDENTIAL COMMUNITIES

Development shall be designed to minimize impacts to adjacent residential communities. Along the southern and eastern edges of the Plan Area, adjacent to existing residential uses, development shall be limited to residential and community uses. Within these areas, height restrictions, setbacks, and open space requirements are established to minimize the visual impact of development on existing residents. Landscaping and sound walls shall be used to minimize noise to adjacent residential uses. No development or roadways shall be permitted within 20 feet of the southern edge of Plan Area.

LU-8 AUTO-ORIENTED USES & DRIVE-THROUGH BUSINESSES

Auto-oriented uses and drive-throughs are not compatible with the Specific Plan vision of creating a walkable and pedestrian-oriented district. Auto-oriented uses, such as auto parts retailers, car washes, service stations (gas station), and vehicle sales and service, are not permitted within the Plan Area. Drive-through businesses are not permitted in the Plan Area.

3.4 Mobility Framework

3.4.1 Pedestrian, Bike & Transit Circulation

The Mobility Framework establishes a robust network of pedestrian, bike, and transit connections.

Sidewalks: Wide sidewalks allow for safe and accessible pedestrian circulation.

Pedestrian Paseos, Plazas and Open Space: Pedestrian-only paths and plazas.

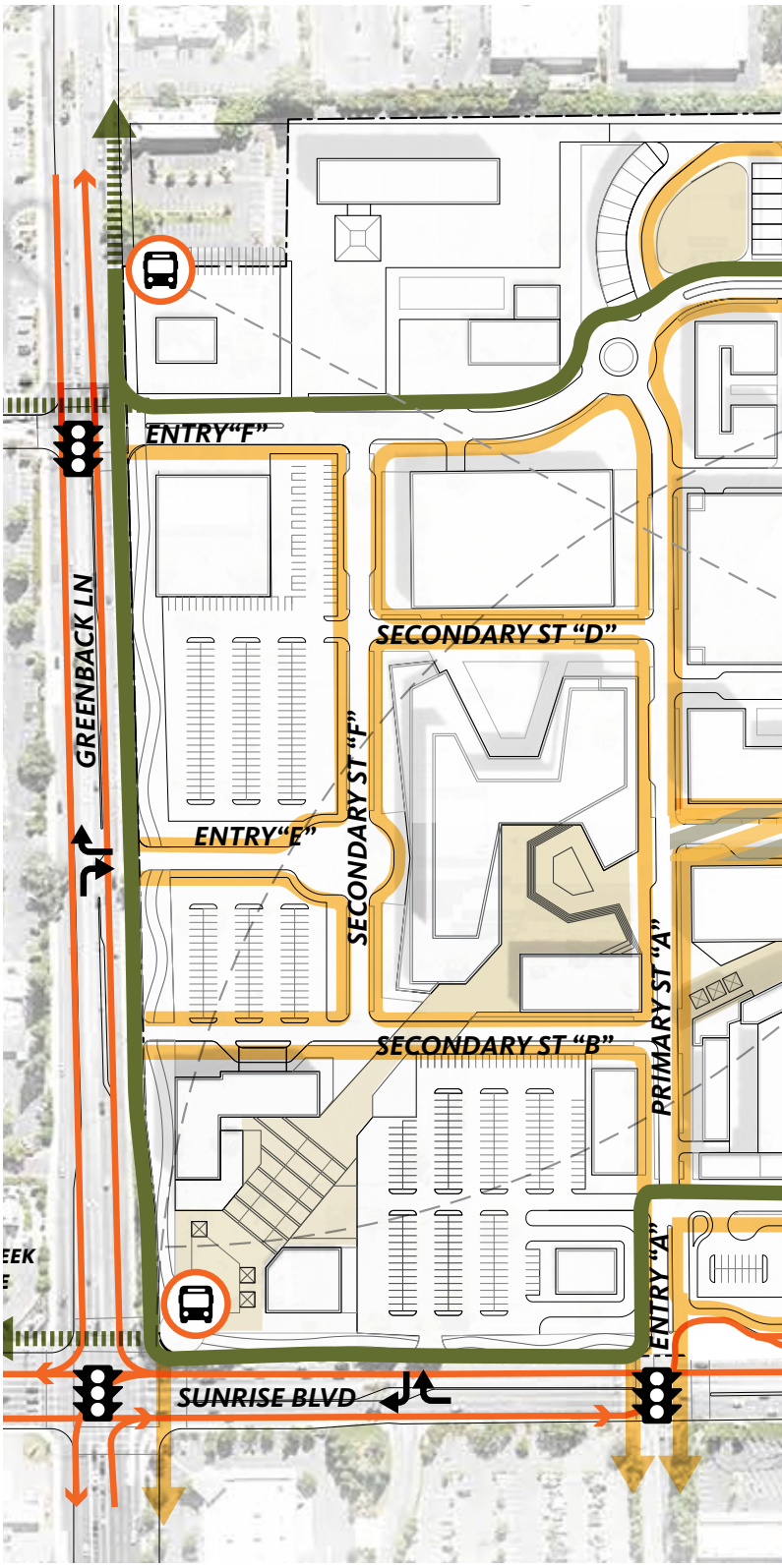
Temporary Festival Street: Flexible space along the Main Street spine allowing for large events (street closure subject to fire department approval).

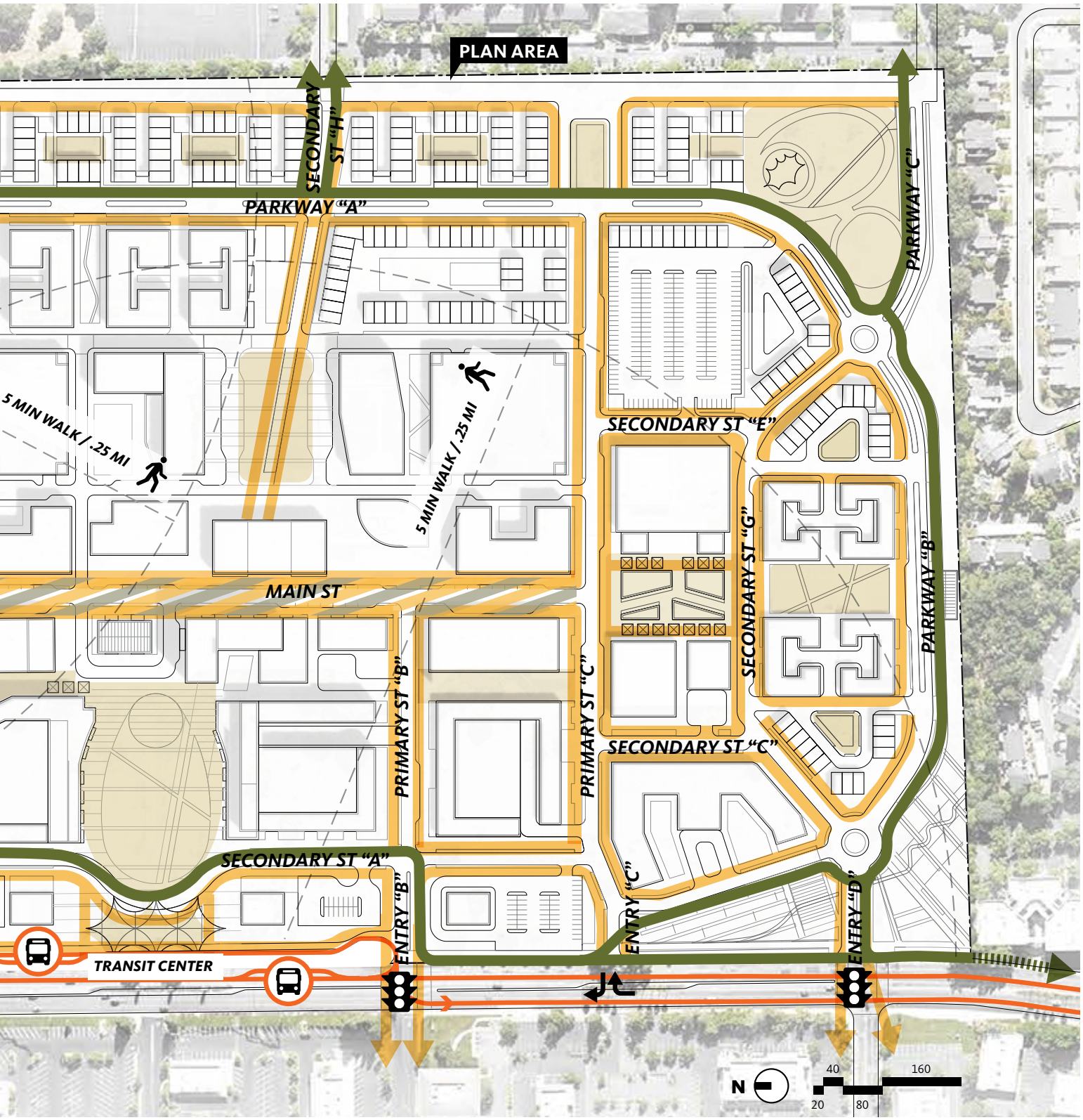
Bus Route: Existing and planned bus routes.

Bus Stop / Transit Center: New bus stops and future bus rapid transit (BRT) transit center along Sunrise Boulevard.

Green Loop: Multi-use pedestrian and bike path.

FIGURE 3.7 PEDESTRIAN, BIKE & TRANSIT CIRCULATION





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.4.2 Vehicle Circulation & Parking

The Mobility Framework provides for safe and efficient vehicular circulation, drop-offs, service access, and parking.

Vehicle Roadways: Allows for efficient vehicular circulation of the site and creates connections to adjacent neighborhoods

Driveways & Entry Points: Access points to various destinations within the site to access parking, drop off's, and loading.

Loading: Service access for delivery trucks.

Drop Off: Access for ride-share pickup and drop off.

Primary Vehicular Entries: two lanes in each direction.

Secondary Vehicular Entries: one lane in each direction.

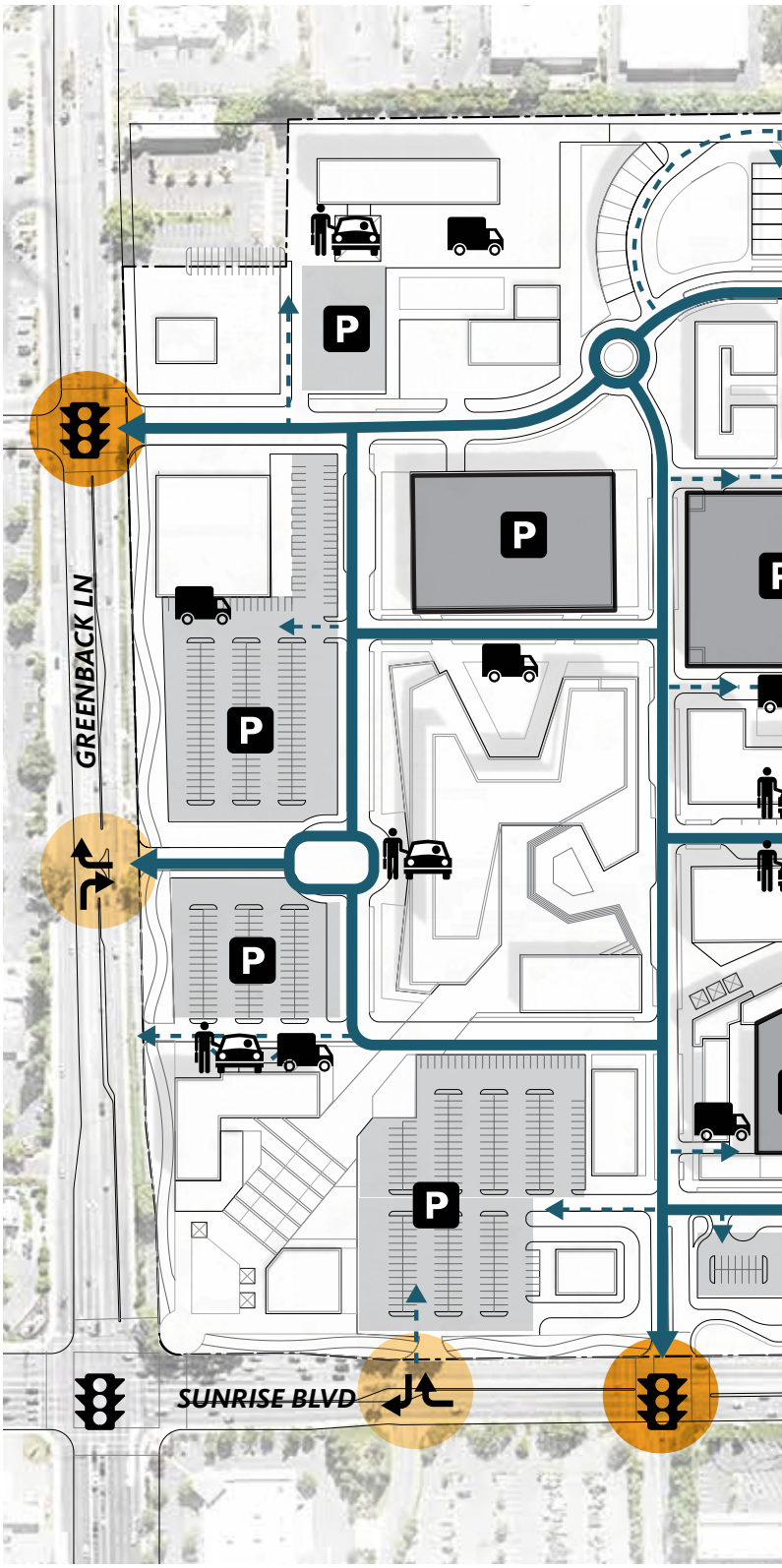
New Traffic Signal: traffic signal added to manage the flow of traffic into the site.

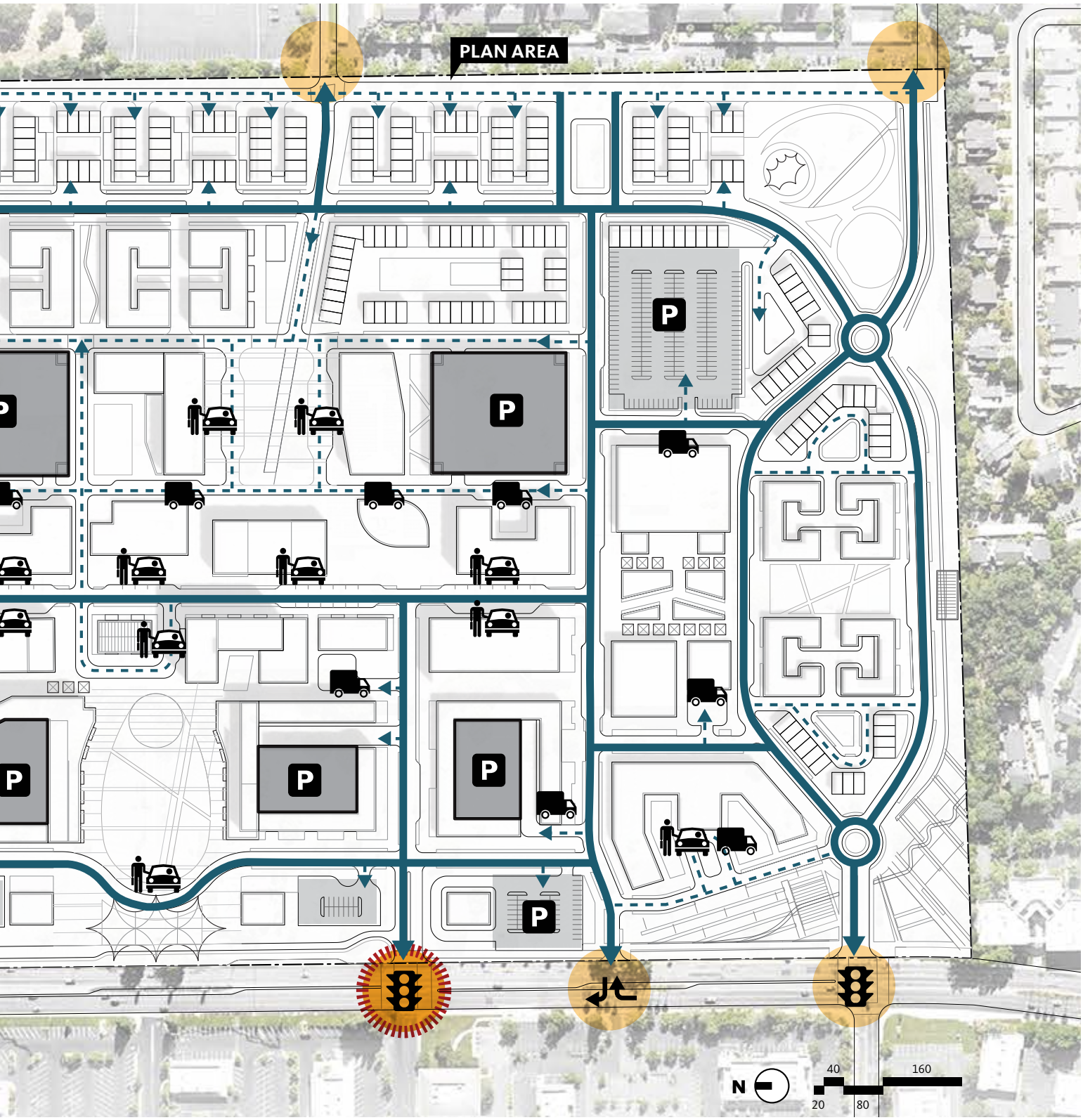
Right-In/Right-Out Entry: Right-in/right-out entrance to the site.

Parking Structure: Multi-level parking structure for compact parking.

Surface Lot: Ground level surface parking.

FIGURE 3.8 VEHICULAR CIRCULATION





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.4.3 Mobility Policies

Mobility Polices provide for safe and efficient pedestrian, bicycle, transit, and vehicular access and circulation.

The following policies apply to development within the Plan Area.

Refer to Chapter 5, Street Standards, for street design standards and requirements.

M-1 STREET STANDARDS

All streets within the Plan Area shall be designed as complete streets and constructed to the standards identified in the cross-section for each respective roadway classification unless modification of one or more of the classification standards are approved by the Community Development Director and City Engineer.

M-2 ZERO-EMISSION MOBILITY

The Plan is designed to minimize the use of personal, gas-powered vehicles as a mode of transportation. Development within the Plan Area shall be designed to promote the use of walking, biking, and transit use as first priority for everyday transportation, with zero-emission vehicles as second priority.

To support the use of zero-emission vehicles, facilities for electric vehicle charging shall be provided, as required by the EIR mitigation program.

The use of shared zero-emission vehicles, such as bike share, e-bike share, electric scooter retentals, and EV carshare, is encouraged within the Plan Area.

M-3 PEDESTRIAN CIRCULATION

Pedestrian circulation shall be provided by a network of sidewalks, pedestrian paths, paseos, and multi-use paths, as shown in Figure 3.7. Sidewalks shall be provided along both sides of all streets. Marked crosswalks shall be installed at all legs of each intersection. Pedestrian network shall provide connections to adjacent neighborhoods, including Sawgrass Circle and Mitchell Village, where feasible.

M-4 BICYCLE CIRCULATION

Bicycle circulation shall be provided by a network of bike lanes, shared streets, and multi-use paths, as shown in Figure 3.7 Bicycle parking shall be provided for all uses according to the requirements established in Chapter 4, Development Standards. Short-term bicycle parking may be uncovered and shall be provide close to activity generators such as retail, parks, and community centers. Long-term bicycle parking shall be covered and secure, and shall be provided within each multifamily residential, office, and institutional building in a location approved by the Community Development Director.

Bicycle network shall provide connections to adjacent neighborhoods, including Sawgrass Circle and Mitchell Village, where feasible.

M-5 TRANSIT CENTER

A bus transit center shall be established along Sunrise Boulevard at the location indicated in Figure 3.7. Northbound and southbound bus platforms shall be provided as well as passenger amenities including seating, shade structures, and signage with real-time arrival information. The transit center is intended to replace the existing bus transit center on Arcadia Drive and serve bus routes operating along both Sunrise Boulevard and Greenback Lane. The transit center shall be designed to accommodate potential future bus rapid transit (BRT) service along Sunrise Boulevard.

M-6 VEHICULAR ACCESS & CIRCULATION

Vehicular access and circulation shall be provided by a network of streets, as shown in Figure 3.8. Primary vehicular access shall be provided by the existing signalized intersections on Greenback Lane at Arcadia Drive, Sunrise Boulevard. at Birdcage Center, and a new

signalized intersection between that intersection and Macy Plaza Drive. Secondary vehicular access shall be provided by the existing signalized intersection on Sunrise Boulevard. at Macy Plaza Drive and existing right-in/right-out driveways.

Passenger pick-up and drop off areas shall be provided throughout the Specific Plan Area adjacent to activity generators.

M-7 PARKING

Vehicular parking shall be provided for all uses according to the minimum and maximum requirements established in Chapter 4, Development Standards. Parking may be provided on the same Development Site as the use it is serving or on an another Development Site within the same Planning Area or an adjacent Planning Area. Provisions for parking shall be recorded in the Development Agreement. If parking is provided on a different legal parcel from the use it is serving, an easement shall be recorded documenting the provisions for parking access, use and maintenance.

"Unbundled" parking, which allows for tenants to pay for parking separately from their lease, is encouraged. Separating parking costs from residential or office leases allows residents or tenants to only pay for the parking that they actually need, allowing for significant cost savings for residents who choose to live car-free.

M-8 MOBILITY NETWORK DEVELOPMENT & MAINTENANCE

All internal streets, sidewalks, paths, and other mobility network infrastructure within the Plan Area shall be privately developed and maintained. Development and maintenance of internal streets, sidewalks, paths, and other mobility network infrastructure shall be provided by the owner of the property on which the infrastructure is located. For infrastructure such as internal streets located along the boundary of two or more properties, responsibility for the development and maintenance of the that infrastructure shall be shared equally. Property owners may form one or more maintenance organization or agreement to provide for the maintenance of mobility network infrastructure.

All mobility infrastructure within the Plan Area, shall be open to the public during typical business hours (to be defined in the Development Agreement). Property owners may establish rules or requirements limiting the use of parking spaces within the Plan Area, including requiring payment or restricting their use to customers only.

Proposed mobility improvements identified in Figure 3.7 and Figure 3.8 outside of the Plan Area shall be developed and maintained by the City of Citrus Heights, unless otherwise provided in a Development Agreement.

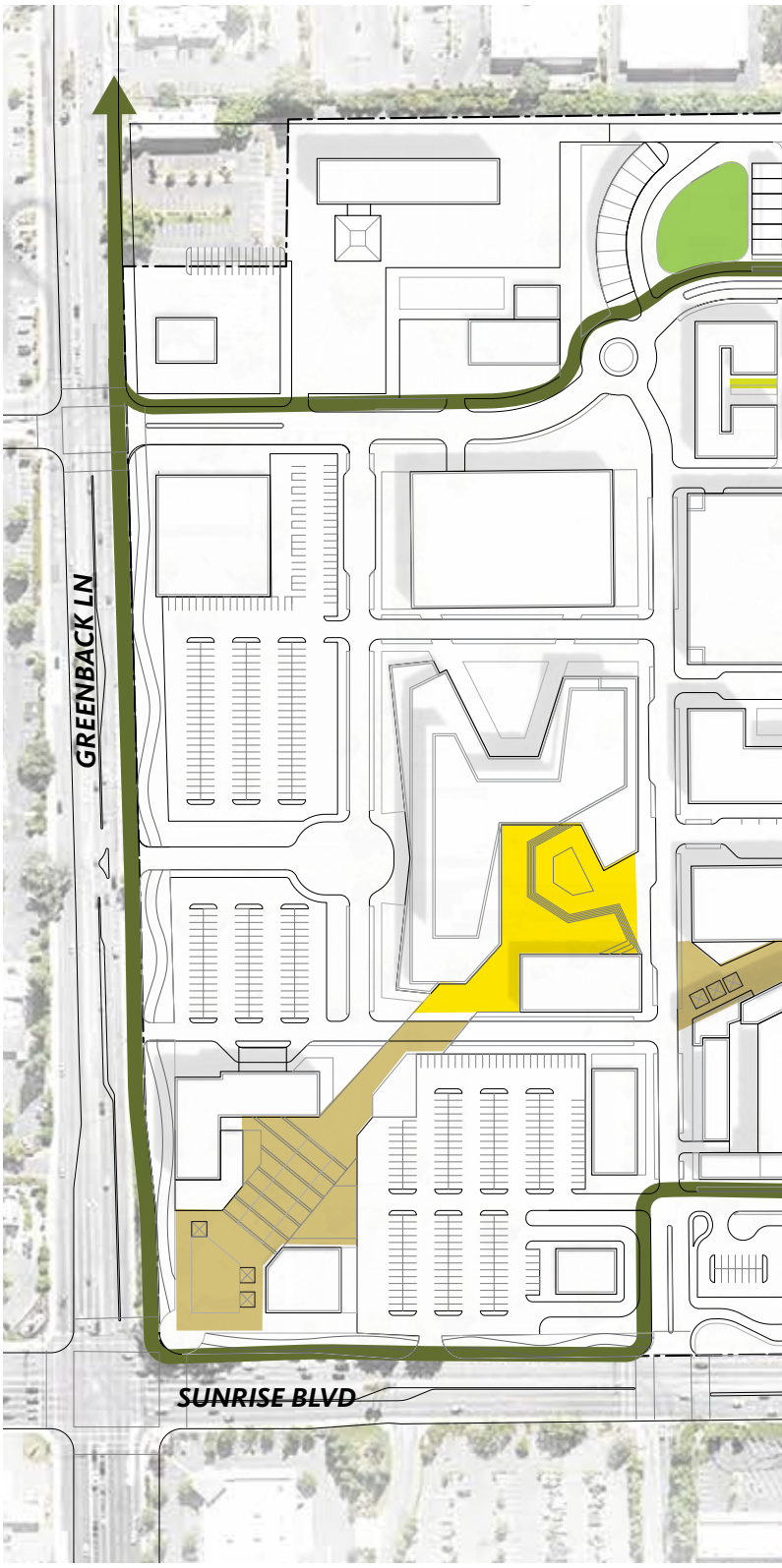
3.5 Open Space Framework

3.5.1 Open Space Plan

The Open Space Framework creates a network of parks, plazas and paseos that are safe, green and connected.

- **Green Loop Multi-Use Trail:** Protected path on site connecting to the city.
- **Sunrise Commons:** Central gathering space equipped for large events.
- **Sunrise Steps Plaza:** Outdoor seating at the base of the major office building.
- **Entertainment Plaza:** Central gathering space catering to entertainment uses.
- **Sunrise Terrace Event Plaza:** Publicly-accessible event space along Sunrise Blvd.
- **Community Greens:** Publicly-accessible and activated green space.
- **Residential Greens:** Private green space for residents.
- **Campus Square:** Publicly-accessible open space geared towards future mixed use and employment campus.
- **Pedestrian Paseos:** Wide pedestrian-only paths and plazas, connecting to the city and activated by adjacent uses.
- **Urban Agrihood:** Community garden or other open space feature along Sunrise Boulevard.
- **Optional Creek Trail:** Publicly-accessible trail adjacent to creek along Sunrise Boulevard.

FIGURE 3.9 OPEN SPACE PLAN





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.5.2 Open Space Policies

Open Space Polices balance development and conservation, creating space for recreation and ecological regeneration.

The Open Space Framework creates an integrated green network of parks, plazas, paseos, and streets that are safe and connected with an abundance of sustainably grown vegetation. The Sunrise Tomorrow Specific Plan welcomes nature back into the site by creating active public spaces to enhance livability, health and wellness, and recreation for the Citrus Heights community.

OS-1 PROVIDE A HIGH-QUALITY AND ACTIVE OPEN SPACE NETWORK

Open space is required to be provided in each Planning Area. Table 3.3 identifies the open space target for each Planning Area. These targets are intended to guide development and are not considered a minimum or maximum. Landscaped areas, plazas, paseos, the Green Loop, and other common open areas accessible to the public shall all count towards the open space target. Open spaces should be modeled after the open spaces illustrated in the Open Space Framework Plan (Figure 3.9). Sidewalks, roads, driveways, parking lots, storage areas, and similar features shall not be counted as open space.

In order to ensure that shared outdoor spaces are properly scaled to accommodate a range of uses and events, minimum size requirements are established for certain Primary Open Spaces in Table 3.4. The area of Primary Open Spaces shall count towards the open space target for each Planning Area.

OS-2 CONNECT AND ENRICH THE LOCAL CONTEXT

Open spaces and trails throughout the Plan Area shall connect to spaces internally as well as externally to adjacent neighborhoods, streets, shopping developments, and regional active parks and trails. The green open spaces proposed in this plan are intended to provide local amenities for the community around the site and provide safe and easy pedestrian and bike access through the site to better connect sites on the perimeter of the project.

OS-3 RESTORE NATURAL SYSTEMS AND HABITATS

Since the construction of the Sunrise Mall in 1971, most of the site has been covered by surface parking lots. The Specific Plan offers a new future for the site. Landscaped areas identified in the Open Space Framework shall incorporate natural landscapes and restorative habitats. This shift not only fosters native plans and wildlife throughout, but also introduces productive agricultural land to local food production. The buried tributary of Arcade Creek could be uncovered and restored. Uncovering and supporting the site's natural systems can allow the site to play a larger role in the local ecosystem and will differentiate Sunrise Tomorrow as a uniquely Citrus Heights development with a special draw to new residents, employers, and visitors.

OS-4 OPEN SPACE DEVELOPMENT & MAINTENANCE

All open spaces within the Plan Area shall be privately developed, managed, maintained, and programmed to ensure they are well activated, clean and safe spaces for all to enjoy. These terms will be outlined as part of the Development Agreement for each planning area.

All open spaces, except Residential Greens identified for resident use only, shall be open to the public during typical business hours (to be defined in the Development Agreement).

TABLE 3.3 OPEN SPACE TARGETS

Planning Area	Open Space Target[1]
Planning Area 1	15-25%
Planning Area 2	25-35%
Planning Area 3	30-40%
Planning Area 4	30-40%
Planning Area 5	30-40%
Planning Area 6	10%-15%

1. Required Open Space is defined as a percentage of the net area of each planning area. The approximate square footage (rounded to the nearest 1,000 SF) is provided for reference.

TABLE 3.4 PRIMARY OPEN SPACES

Open Space	Minimum Size[2]
Sunrise Commons	80,000 SF
Southeast Community Green	70,000 SF
Entertainment Plaza	36,000 SF
Sunrise Steps Plaza	34,000 SF
Campus Square	32,000 SF
Sunrise Terrace Event Plaza	24,000 SF
Central Community Green	20,000 SF

2. Open spaces must be contiguous and developed in the location identified in Figure 3.9.

3.6 Sustainability Framework

3.6.1 Sustainability Plan

The Sustainability Framework incorporates best practices to support sustainable development.

Existing/Protected Trees: The existing tree canopy will be preserved wherever possible. (Approximate location shown)

New Tree Canopy: New trees will be planted all across the site, creating a large protective tree canopy. (Approximate location shown)

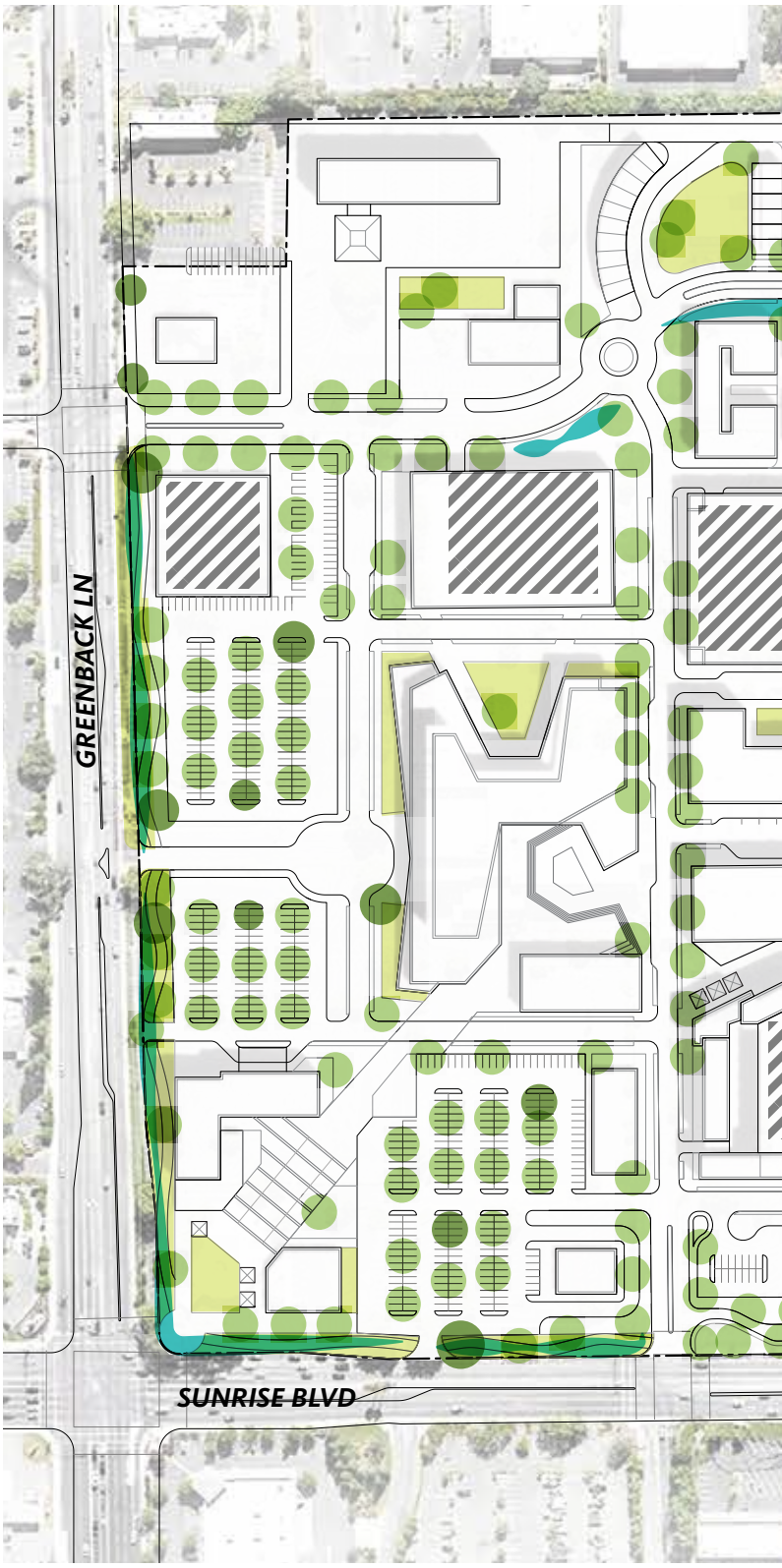
Optional Restored Creek & Native Habitat: Box culvert removed to expose creek and bring back natural habitat.

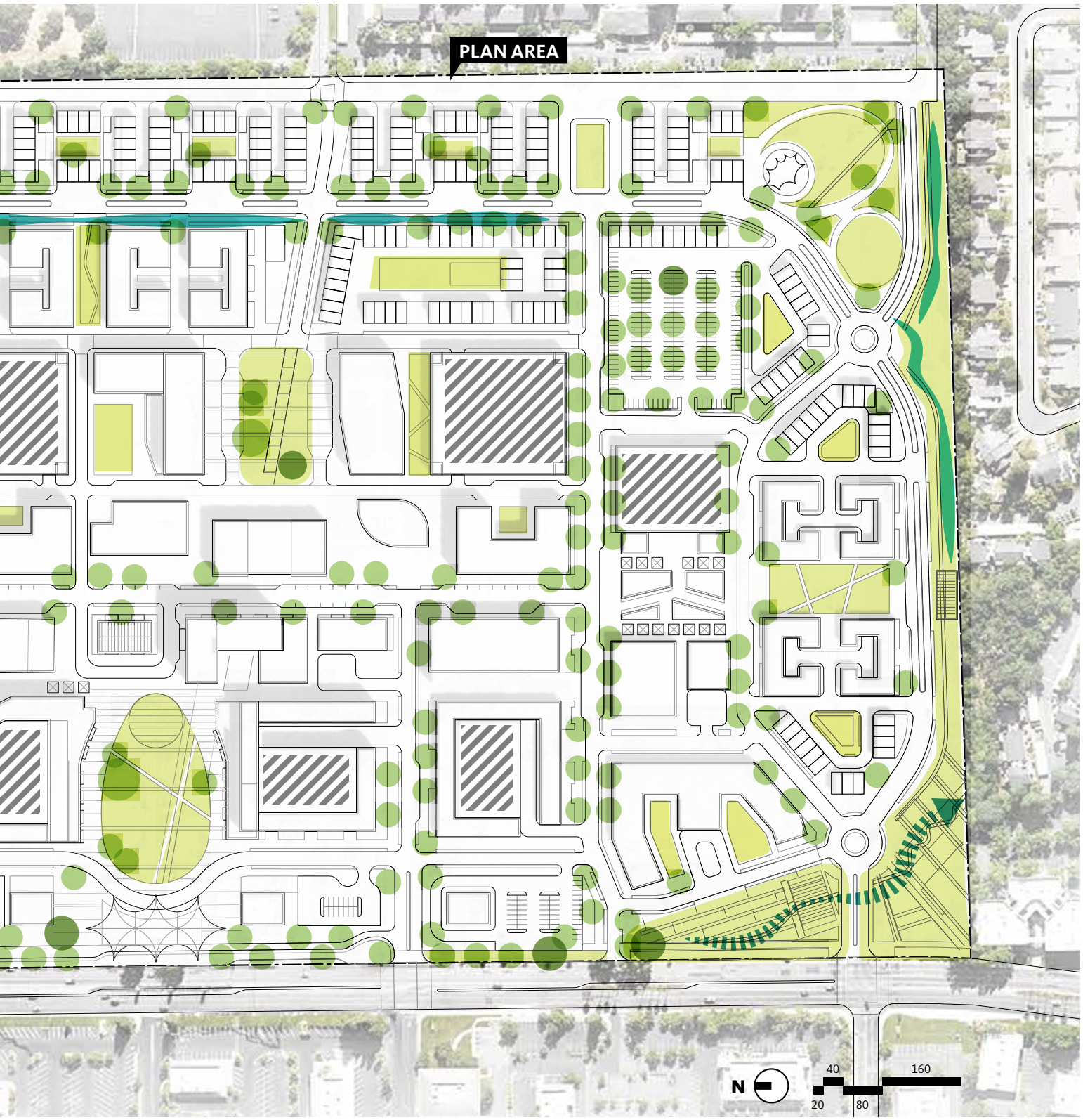
Potential Bioswale / Run-off Collection: Low impact development strategies and source control measures will be incorporated to treat storm water and reduce runoff.

Large Permeable Green Surfaces: These areas allow water to percolate into the soil to filter out pollutants and recharge the water table.

Solar Roof Opportunity Sites: Renewable energy sources will include solar energy produced within the project site.

FIGURE 3.10 SUSTAINABILITY PLAN





Potential development shown based on Projected Development Scenario. Phases 1-4 shown.

3.6.2 Sustainability Policies

Sustainability Policies incorporate best practices in sustainable design to conserve water, manage stormwater, and reduce net energy use.

Sustainability is central to the design and function of the Plan Area. The following policies supplement General Plan policies and apply to future development projects proposed within the Plan Area.

S-1 WATER CONSERVATION

All development shall be designed to minimize water use and incorporate water conservation best practices. The design and development of open spaces shall minimize landscape water use and prioritize the use of plant species that meet low water standards. Mulch shall be provided in all planted areas.

S-2 LOW-IMPACT DEVELOPMENT (LID) AND STORMWATER MANAGEMENT

When feasible based on slope and grading, open spaces, sidewalks, and multi-use trails shall incorporate bio-retention rain gardens to capture and treat storm water runoff and rehabilitate ground water supplies on site.

Green spaces should be strategically designed to slope low enough to receive runoff from adjacent impervious areas to avoid having excess runoff draining to and across impervious surfaces. When possible stormwater should be directed to landscaped areas for groundwater infiltration.

The site shall be designed to have impervious surfaces drain to pervious areas to allow for maximum infiltration prior to draining to the storm drain system.

S-3 ENERGY CONSERVATION

All development shall be designed to minimize energy use and incorporate energy conservation best practices. Development shall incorporate light fixtures that use efficient technologies like LEDs, dimming capabilities, sensors and curfews, to reduce energy demands.

When possible, new buildings shall be oriented to maximize sun angles and natural air flow to reduce reliance on energy intensive air conditioning and heating systems and leverage passive systems to optimize ambient comfort.

S-4 ENERGY GENERATION

The Plan Area has the potential to support significant production of renewable energy on-site, primarily by use of photovoltaics on un-programmed rooftops. Development should integrate on-site renewable energy generation where practical, for example, photovoltaic cells on un-programmed rooftops or shade structures. Other renewable energy sources should also be considered, but primary attention to demand side reductions will be most crucial.

S-5 GREEN ROOFS AND WALLS

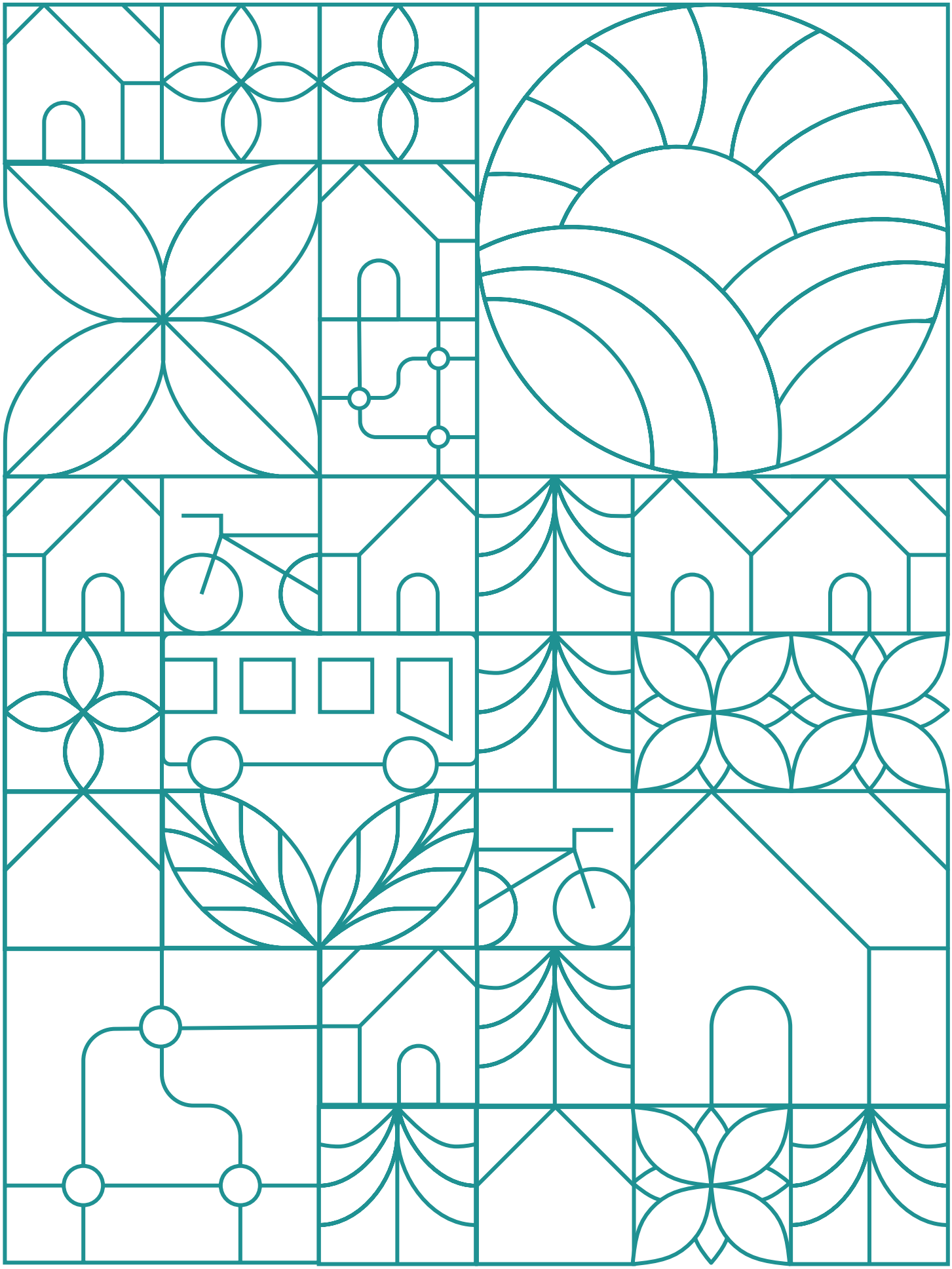
When appropriate, new development shall integrate green roofs and walls as part of its green infrastructure which delivers numerous sustainable benefits. Their extra thermal mass and evapotranspiration will promote natural cooling to reduce ambient temperatures and will provide insulation and shade that decreases heating and cooling loads on buildings. Additionally, they will have the capacity to retain rainwater, promote bio-filtration, increase biodiversity and support urban agriculture. Use of green screens on parking structures has both an aesthetic function, and the practical advantages of shading and screening. By capturing airborne pollutants and absorbing carbon dioxide emissions from parking structures, green screens also will improve air quality.

S-6 TREE CANOPY

Development within the Plan Area shall protect and enhance the existing tree canopy. A well-balanced tree canopy will provide shade across the Plan Area, decrease heat island temperatures, and naturally collect and infiltrate storm water during the rainy winter months. Where feasible, exiting mature trees should be maintained, consistant with the City of Citrus Heights 2015 Urban Forest Master Plan (UFMP). New trees shall be planted within proposed parks, plazas, and open space. A continuous tree canopy shall be shade be provided along all streets, sidewalks and pedestrian pathways. Surface parking areas shall be planted as 'orchards' with canopy trees.

S-7 COOL PAVEMENT

To reduce the urban heat island effect, pavement should have has an albedo of at least 0.25 to 0.50 throughout the Plan Area.



4

Development Standards

4.1 Overview

4.1.1 Introduction

Development standards are graphic and written principles which are to be incorporated into the design of each development block in the project area. With appropriate flexibility, they will aid in achieving a high level of design excellence.

4.1.2 Development Standard Organization

Development Standards are established at four scales: sitewide, planning area, planning sub area, and development site.

Sitewide Development Standards
Sitewide development standards apply to all areas of the Specific Plan to ensure a high quality of design for all aspects of development, including buildings, landscaping, lighting, signage, and parking.

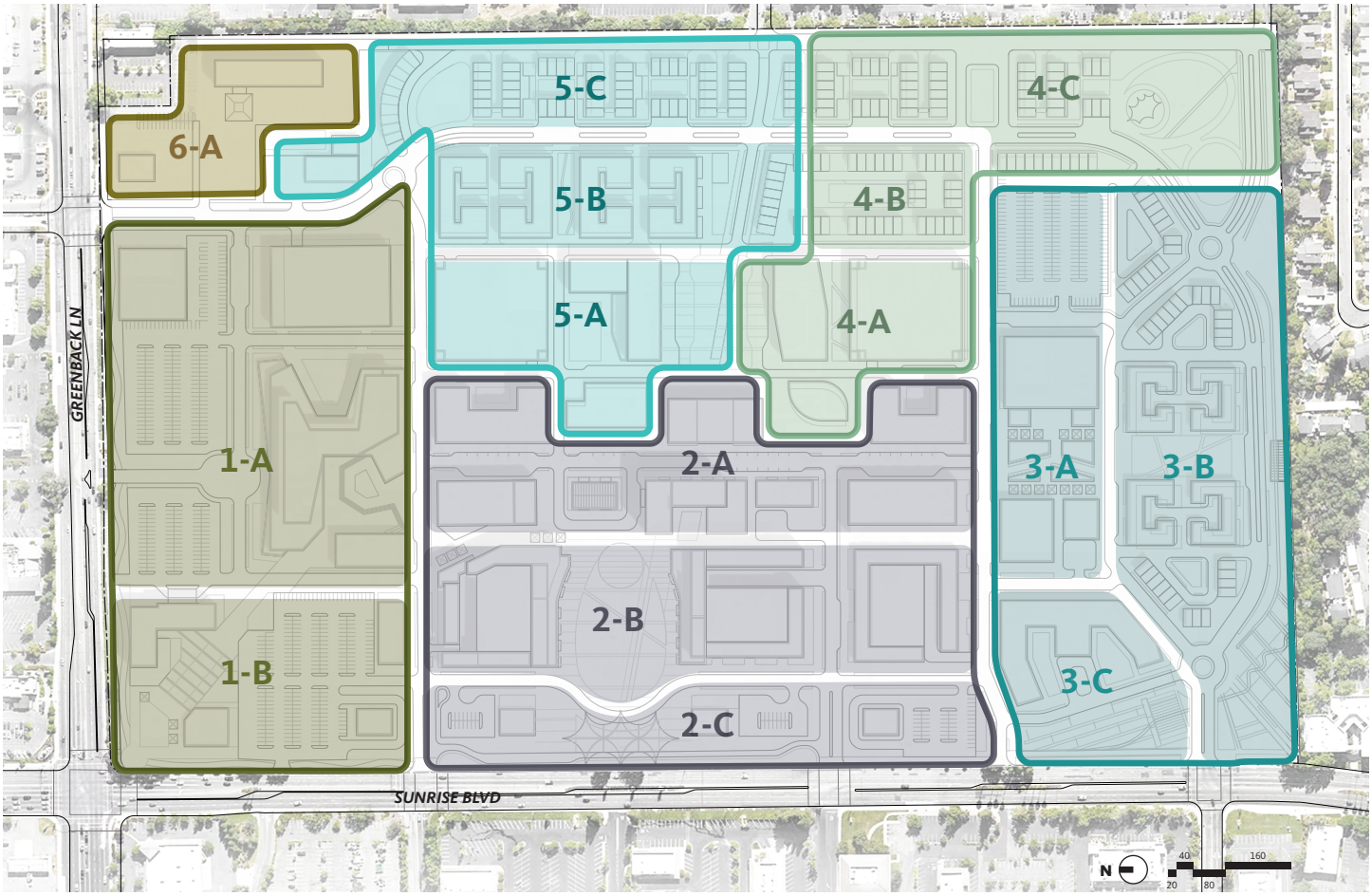
Planning Area Development Standards
Planning Area development standards are established for each of the six Planning Areas. These standards include the maximum development allowed, circulation and open space requirements, and other regulations specific to the character of each Planning Area.

Sub Area Development Standards
Within each Planning Area, Sub Area development standards are established for areas within each Planning Areas with a similar character and mix of uses. These standards relate to the placement and orientation of buildings within the sub area.

Site-Specific Development Standards
Within each Sub Area, site-specific development standards are established for each Development Site. These standards include regulation of building height and massing, setbacks, and use.

Standard	Sitewide	Planning Area	Sub Area	Development Site
Building Design / Quality	•			
Building Character		•		
Building Placement and Orientation			•	
Building Height and Setbacks				•
Building Use				•
Circulation	•	•		
Maximum Development Allowed		•		
Maximum Parking Allowed		•		
Signage	•			
Parking Design and Requirements	•			
Parking Location and Access		•		

FIGURE 4.1 PLANNING AREAS & SUB AREAS



Planning Area 1: Envisioned as an employment district with office space and supporting uses, including a business hotel, child care center, and restaurants.

Planning Area 2: Envisioned as the mixed-use core of the Plan Area with retail, restaurants, office, multi-family residential units and a hotel all positioned around the Sunrise Commons central gathering space and the Main Street.

Planning Area 3: Envisioned as an entertainment district with retail and entertainment uses. In addition, Planning Area 3 includes a residential neighborhood with stacked flats, townhouses, and senior housing units.

Planning Area 4: Envisioned as a mixed-use district with an employment anchor, retail uses along Main Street, and mixed-use and neighborhood residential areas.

Planning Area 5: Envisioned as a mixed-use district with a employment anchor, retail uses along Main Street, and mixed-use and neighborhood residential areas.

Planning Area 6: Envisioned as a commercial district with a hotel and restaurant uses.

4.2 Sitewide Development Standards

4.2.1 Buildings

Buildings should have a high quality of design, enhancing the overall character of the Plan Area

The following Development Standards (DS) define aspects of design that contribute to excellent architectural quality while considering site context, building program, innovative building techniques and supporting a clear conceptual approach to the design of buildings.

BUILDING DESIGN QUALITY

DS-1. Development shall employ high quality design, detailing and construction methods to provide for the long-term function and appeal.

DS-2. Development shall use quality and durable materials with consistent execution of construction on all sides of buildings.

DS-3. Buildings and adjacent open spaces shall be designed to create a strong relationship between inside and outside, with direct and visual connections to nature encouraged.

DS-4. Buildings along primary pedestrian circulation routes shall provide ground-level accessibility with visual and physical connections through larger buildings and active ground floor uses.

BUILDING ENTRANCES

DS-5. Primary building entrances shall be clear, identifiable and inviting, and offer protection from the natural elements.

DS-6. The location of building entries shall prioritize pedestrian access, with primary building entrances provided along primary pedestrian routes and open spaces.

BUILDING FACADES

DS-7. Building facades shall be designed to provide visual interest, especially from anywhere accessed by the public. Blank, unarticulated walls, or clutter are discouraged. Modulating the facades by structural expression, vertical or horizontal shifts, faceted planes or frames are examples of facade modulation that create visual interest while serving other objectives of the project.

DS-8. Articulation of the facade that does not affect habitable spaces but contribute to scale and interest may be expressed through recesses or projections and shading devices. Change of material or color is not an acceptable form of modulation or articulation.

DS-9. Facades shall be designed with consideration of site context, including orientation, view sheds and exposure to sun and dominant wind patterns..

DS-10. Facades shall be designed to mitigate solar gain through the use of overhangs and other shading devices in appropriate locations.

BUILDING LIGHTING

DS-11. Building lighting shall be designed to reduce off-site glare and eliminate light spill from interior and exterior lighting by utilizing full cut off luminaries and shielding.

DS-12. Building lighting shall incorporate energy-saving features, including light control systems to reduce light levels during low-usage times while not sacrificing uniformity or safety.

SUSTAINABILITY

DS-13. Buildings shall be designed with consideration of the environmental context. Building articulation and form should respond to environmental and site conditions, such as solar orientation, views, noise, prevailing winds, and local climate.

DS-14. Buildings should be designed to reduce solar exposure on south- and west-facing windows through the use of appropriate glazing, overhangs or deciduous trees.

DS-15. Buildings shall be designed to reduce energy use by utilizing energy-efficient lighting, building orientation, shading, and implementation of sustainable building and design principles. Offset energy use through on-site energy production, where feasible. Residential buildings are encouraged to be designed for all-electric operation, with no natural gas. If a residential project includes natural gas infrastructure, the buildings shall be pre-wired to ensure the buildings are ready for a future retrofit to all-electric per EIR Mitigation Monitoring and Reporting Program.

DS-16. Buildings shall be designed to reduce water use by utilizing high-efficiency fixtures and drought-tolerant landscaping. Reduce stormwater run-off and capture water for use on site with features such as permeable surfaces, collection devices, bio-filtration devices, green rooftops, cisterns, berms and bioswales, and/or green rooftops, where feasible.

DS-17. Green roofs are encouraged as a strategy, where feasible, to reduce the urban heat island effect and fulfill Low Impact Development (LID) requirements.



Use of multiple materials and facade articulation provides visual interest. AC Hotel, Raleigh, NC.



Facade modulation breaks down the scale of this building at 16th and K Street. Sacramento, CA.

SERVICE AREAS / UTILITIES

DS-18. Service areas, including loading docks and similar facilities, shall be located at the back of buildings where feasible, away from primary building entrances or primary pedestrian paths and screened from view. Loading docks shall include signage indicating that trucks in loading areas shall not to leave engines idling. Signage shall include whom at the commercial, retail or industrial project can be contacted to file a complaint regarding idling, and the California Air Resources Vehicle Complaint Hotline. Installation of electrical plug-in docks for delivery trucks is encouraged.

DS-19. Trash enclosures shall be provided inside buildings or parking structures when feasible or located at the back of building and screened from view.

DS-20. Service areas shall not face any open space or the primary entrance of an adjacent building.

DS-21. Ground-mounted equipment, including transformers, meter boxes, back-flow preventers and fire protection devices shall be located in service areas or otherwise screened by landscape or architectural treatments. Screening shall be visually integrated with the surrounding context.

DS-22. Building and roof-mounted equipment, including water heaters, electrical boxes, gas meters, landscape irrigation equipment, and similar utility boxes shall be screened from view. Architectural screens and/or raised parapets shall be used to screen all roof-mounted equipment and utilities so that they are not visible from public view and equipment noise is mitigated. Screening shall be visually integrated with the building's design, massing, and materials.

4.2.2 Signage

Signage should reflect and enhance the overall character of the Plan Area, provide visibility for tenants and clear wayfinding for visitors.

The following Development Standards (DS) define requirements for the provision of parking and the design of signage.

DS-23. Developers shall prepare a sitewide signage master plan showing the location, size, and design of all signage, as part of a development agreement.

DS-24. Signage shall provide wayfinding, using a clear, legible sign typeface, in a consistent style and color, and of an appropriate scale to be read by the intended user.

DS-25. Pedestrian-scale signage shall be provided along primary pedestrian routes throughout the Plan Area and shall identify key destinations including primary open spaces, community services, and the transit center.

DS-26. Monument signage shall be provided at primary vehicular entries along Sunrise Boulevard. and Greenback Lane identifying the name of the development.

DS-27. Multi-tenant signs may be used as part of an overall signage master plan along Sunrise Boulevard. and Greenback Lane only. If provided, all tenant names shall be shown in the same color but different fonts may be used.

DS-28. Signage shall not be oriented towards residential areas of the Plan Area or adjacent residential areas.

DS-29. Signage shall be constructed of high-quality, durable materials that are compatible with the overall character of the Plan Area and adjacent buildings and consistent throughout the Plan Area.



Example of monument signage. Fort Worth, TX. (Image: RSM Design).





Example of pedestrian-scale signage. Littleton, CO. (Image: City of Littleton).



Example of multi-tenant signage. Scottsdale, AZ. (Image: trademarkvisual.com).

4.2.3 Parking

Parking should be integrated with development and consistent with the overall design character of the Plan Area.

The following Development Standards (DS) define requirements for the design of surface parking and parking structures.

DS-30. Vehicular parking shall be provided for all uses according to the minimum and maximum requirements as shown in Table 4.1. No Minor Use Permit (MUP) is required for parking within the minimum and maximum requirements. Adequate parking shall be provided in the Specific Plan Area and individual Plan Areas. A parking plan demonstrating adequate parking shall be provided as part of a development agreement and any subsequent development application.

DS-31. All surface parking lots and structures shall provide demarcated safe accessible pedestrian access and circulation through all parking areas to a pedestrian pathway.

DS-32. All surface parking lots and structures shall provide appropriate lighting directed away from surrounding land uses and towards the specific location intended for illumination.

DS-33. All surface parking lots and structures shall provide electric vehicle charging stations, as required by EIR Mitigation Monitoring and Reporting Program.

DS-34. Structured parking shall be designed to complement adjacent buildings, with facade treatments, landscaping or other screening that buffer the visual impact of structures.



Example of parking structure screening. Santa Monica Civic Center, Santa Monica, CA. (Image: MRY).



Example of solar shade structure. Wayland, Massachusetts. (Image: Wayland Student Press).

TABLE 4.1 VEHICULAR PARKING STANDARDS

Use	Minimum	Maximum
Residential		
Live/Work Unit	1 space(s) per unit	2 space(s) per unit
Multi-unit dwellings, including condominiums:		
Studio units and one-bedroom units	0.5 space(s) per unit	1 space(s) per unit
Two- and three-bedroom units	1 space(s) per unit	2 space(s) per unit
Four-bedroom units and above	1 space(s) per unit	2 space(s) per unit
Guest parking	0.5 space(s) for each 4 units	1 space(s) for each 4 units
Townhouse	1 space(s) per unit	2 space(s) per unit
Senior housing	0.5 space(s) per unit	1 space(s) per unit
Retail, Dining, Entertainment and Services		
Bank, financial services	2 spaces(s) for each 1000 sf	4 spaces(s) for each 1000 sf
All "Retail Trade" uses, except the following:	2 spaces(s) for each 1000 sf	4 spaces(s) for each 1000 sf
Bar/tavern, night club	6 spaces(s) for each 1000 sf	per Zoning Code
Furniture, furnishings, and appliances stores	1 spaces(s) for each 1000 sf	per Zoning Code
Grocery store, supermarket, delicatessen	4 spaces(s) for each 1000 sf	per Zoning Code
Restaurant	10 spaces(s) for each 1000 sf	per Zoning Code
Commercial recreation facilities – Indoor, except for the following:	2 spaces(s) for each 1000 sf	4 spaces(s) for each 1000 sf
Bowling alleys	2 space(s) per lane	per Zoning Code
Card Rooms	per Zoning Code	per Zoning Code
Pool and billiard rooms	per Zoning Code	per Zoning Code
Skating rinks	per Zoning Code	per Zoning Code
Personal services	2 spaces(s) for each 1000 sf	4 spaces(s) for each 1000 sf
Theater	1 space(s) for each 6 seats	N/A
Office		
Office, General	2.5 spaces(s) for each 1000 sf	4 spaces(s) for each 1000 sf
Medical services - Doctor office, clinic, or urgent care	per Zoning Code	per Zoning Code
Medical services - Extended care	per Zoning Code	per Zoning Code
Medical services - Laboratory	per Zoning Code	per Zoning Code
Hotel		
Lodging - Hotel or motel	0.5 spaces(s) for each room	1 spaces(s) for each room
Community / Other		
Child day care center	per Zoning Code	per Zoning Code
Conference/convention facility	per Zoning Code	per Zoning Code
Schools	per Zoning Code	per Zoning Code
Fitness/health facility	per Zoning Code	per Zoning Code
Library, museum	per Zoning Code	per Zoning Code
Meeting facility, public or private	per Zoning Code	per Zoning Code
Medical services - Hospital	per Zoning Code	per Zoning Code
Studio - Art, dance, martial arts, music, etc.	per Zoning Code	per Zoning Code

For uses designated "per code" and allowed uses not listed above, current parking standards apply.

DS-35. Surface parking lots shall incorporate shade trees in order to meet the goal of 50% shade coverage in 15 years, in accordance with City standards.

DS-36. Surface parking lots shall be screened from view from adjacent internal and public streets with appropriate planting at their perimeters.

DS-37. Surface parking lots shall be designed to manage storm-water runoff by providing appropriately-sized vegetated swales, vegetated filter strips, rain gardens, or detention basins with bio-filtration.

DS-38. Bicycle parking shall be provided for all uses according to the minimum and maximum requirements as shown in Table 4.2 or as required by Building Code, whichever is more restrictive.

DS-39. Short-term bike parking should be visible from and close to the entrance it serves (50' or less). Short-term bike parking racks shall be be sturdy and well-anchored and allow for easy use. Weather protection is enouraged.

DS-40. Long-term bicycle parking should be secure and weather-protected. Long-term bicycle parking for resdesidential and office buildings may be provided in a "bike room" located on the ground floor and with security features to restrict access to building users. Long-term bicycle parking for retail and other uses may be provided in a single consolidated "bicycle hub" located in a street-facing storefront or stand-alone structure.Long-term bicycle parking should provide charging infrastructure for electrical bicycles. Within or adjacent to bike rooms and bike hubs, additional amenities, such as bicycle repair tools or shower faciltiies (for bike rooms serving offices) are encouraged.



Example of bioswale integrated in parking lot. LA Zoo, Los Angeles, CA. (Image: Ciara Gonzalez).



Example of storefront "Bike Hub". Santa Monica Bike Center, Santa Monica, CA. (Image: SMBC).

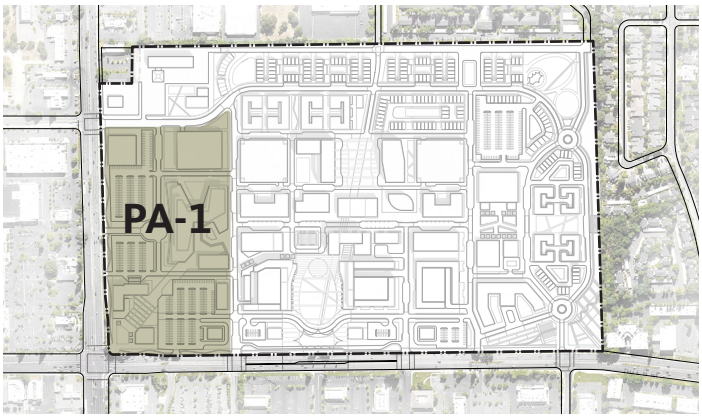
TABLE 4.2 BICYCLE PARKING STANDARDS

Use	Long-Term Bike Parking	Short-Term Bike Parking
Residential		
Multi-unit dwellings, including condominiums:	1 space per 2 units	1 space per 10 units
Retail, Dining, Entertainment and Services		
Retail and Restaurant uses	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater
Office		
Office, General	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 1,000 gross square feet of building or 2 spaces, whichever is greater
Hotel		
Lodging - Hotel or motel	1 space per 30 rooms or 2 spaces, whichever is greater	1 space per 60 rooms or 2 spaces, whichever is greater
Community / Other		
All Community uses	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater

4.3 Planning Area 1

4.3.1 Purpose & Intent

Planning Area 1 is envisioned as an employment anchor. Several uses, including amenities, and a business hotel, support a working environment, along with vital connections to after-hours shopping and dining.



A landmark office building anchors this planning area at the northern end of Main Street. As a Class-A office building, this development should be designed to afford connection to the outside, with a series of plazas, terraces and roof decks that provide light, fresh air, and views. Along the ground plane, a central plaza and steps provide a natural amphitheater for public gatherings, and a courtyard on the east side of the building provides a buffer from parking and amenity to workers.

Other land uses envisioned for this planning area include a grocery, business hotel, parking, and supporting community-based retail uses. Each of these uses should be provided within close walking distance of the employment hub.

Human-scaled walking connections are important to this planning area. Streets and sidewalks should provide consistent tree canopy for walking and small green spaces that promote collaboration. Linkages to the Green Loop multi-use trail fronting Greenback Lane and Sunrise Boulevard are important to promote cycling and transit usage.

TABLE 4.3 PLANNING AREA 1 SUMMARY

Site Area	
Gross Site Area (Acres)	17.2 Acres
Net Site Area (Acres)*	14.5 Acres
Maximum Development	
Effective FAR**	0.70
Maximum Development (GSF)	445,000 GSF
Development Allowance by Land Use	
Residential (Units)	220 Units
Hotel (Rooms)	120 Rooms
Retail (GSF)	60,000 SF
Office (GSF)	280,000 SF
Community/Institutional (GSF)	24,000 SF
Parking (spaces)	1,200 Spaces
Open Space Target	
As a percentage of net area	15-25%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

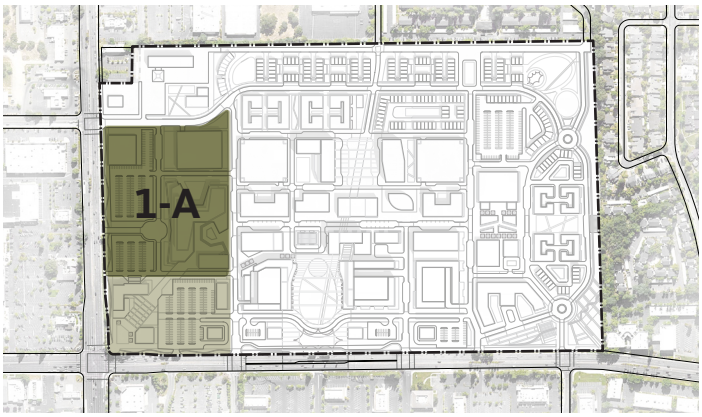
FIGURE 4.2 PLANNING AREA 1



4.3.2 Sub Area 1-A: Employment Anchor

SUB AREA CHARACTER

This Sub Area is characterized by a large anchor employment hub and gathering space which opens up to Main Street. This site has the opportunity to become a contemporary workplace of the future and re-imagines the "office" as a fully connected an integrated village with terraced indoor-outdoor spaces paired with supportive amenities, community gathering space, retail, multi-modal access, and ample parking.





Culver Steps, Culver City, California



The Rainforest Porte Cochere, Singapore

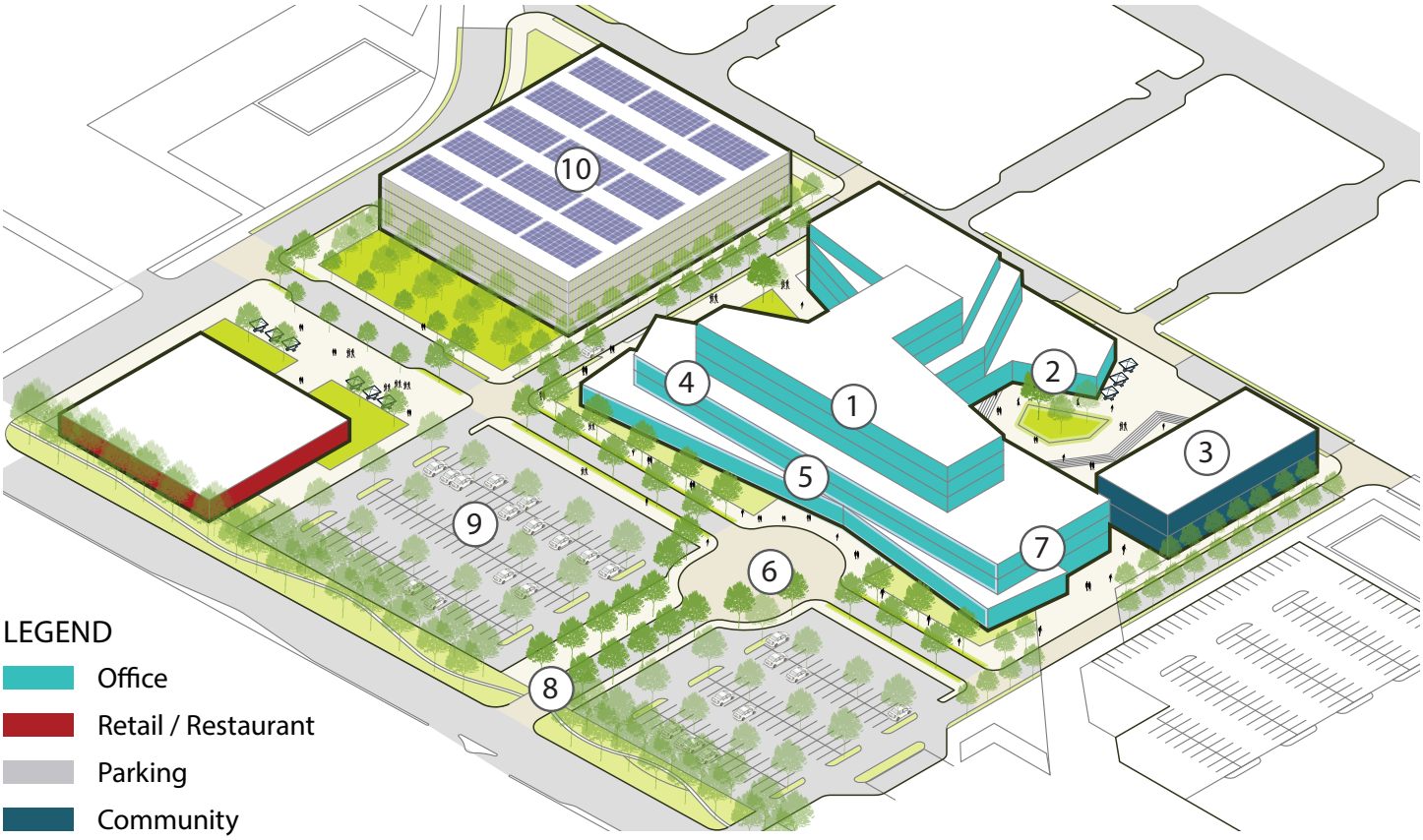


Intuit, Mountain View, California



500 Santana Row, San Jose, California

FIGURE 4.3 SUB AREA 1-A OVERVIEW



KEY DESIGN ELEMENTS

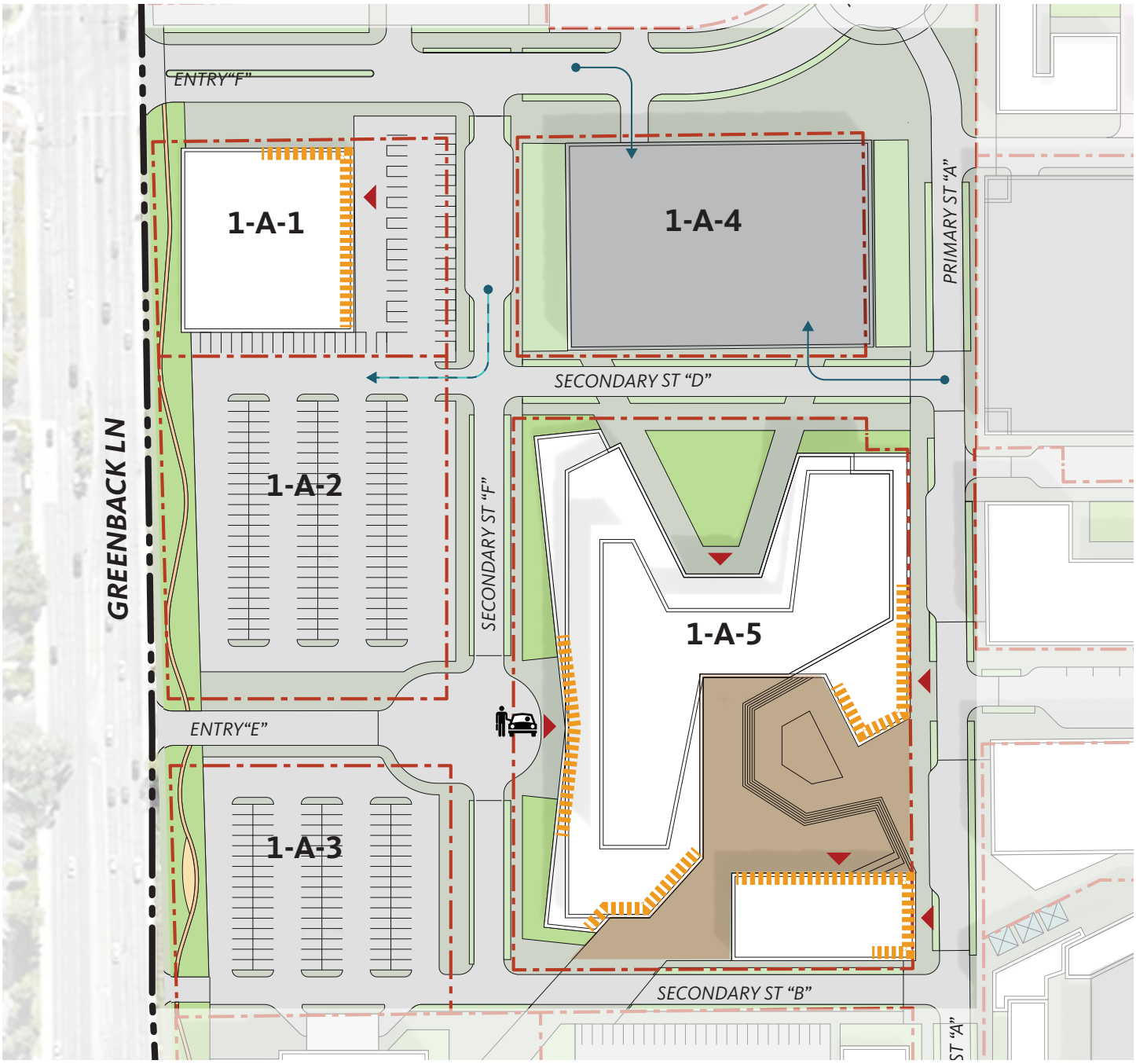
1. A signature office building, anchoring the northern end of Main Street, is envisioned to be the centerpiece of this sub area.
2. The signature office building should be oriented around central open space with active ground-floor uses and a rooftop deck connected by a grand staircase.
3. Conference/amenity building is envisioned to frame the eastern edge of the plaza and allow indoor/outdoor connections to signature office building.
4. Roofs decks, terraces and other outdoor spaces should be integrated into the design of the signature office building and are important to create an indoor/outdoor campus environment.
5. The main office building entry should be located on axis with Entry "E" and should allow connections to the plaza and Main Street.
6. The primary building drop-off area should be activated with landscaping, public art, and wayfinding signage.
7. Building design should incorporate a physical and visible connection from the corner of Sunrise Boulevard and Greenback Lane through the office building and into the Sunrise Steps plaza.
8. Entry "E" is the primary gateway to the office campus and should be articulated with landscaping and monument signage.
9. Surface parking areas should be planted as 'orchards' with canopy trees and utilize permeable paving. These areas provide for future campus expansion with additional office buildings
10. Parking structure should incorporate design elements such as murals, green walls and rooftop solar photo-voltaic arrays.

TABLE 4.4 SUB AREA 1-A DEVELOPMENT STANDARDS

Development Area	1-A-1	1-A-2	1-A-3	1-A-4	1-A-5
Building Mass					
Floors	Max 4	Max 4	Max 4	Max 6	Min 4/Max 8
Ground Floor Height	Min 15'/Max 20'	Min 15'/Max 20'	Min 15'/Max 20'	Min 15'/Max 20'	Min 15'/Max 20'
Building Height	Max 60'	Max 60'	Max 60'	Max 60'	Max 80'
Building Placement adjacent to					
Primary Street / Entry					
Setback	N/A	N/A	N/A	0' Min/15' Max	0' Min/15' Max
Stepback	N/A	N/A	N/A	None	Min 7' at 20' above grade for bldgs 51'-60' in height Min 13' at 60' above grade for bldgs over 60' in height
Secondary Street / Entry					
Setback	5' Min/10' Max	5' Min/10' Max	5' Min/10' Max	10' Min/15' Max	10' Min/15' Max
Stepback	Min 6' at 41'-50' above grade Min 13' at 51'-60' above grade	Min 6' at 41'-50' above grade Min 13' at 51'-60' above grade	Min 6' at 41'-50' above grade Min 13' at 51'-60' above grade	Min 6' at 41'-50' above grade Min 13' at 51'-60' above grade	Min 6' at 41'-50' above grade Min 13' at 51'-60' above grade Min 19' at 61' above grade for bldgs over 61'
Arterial Street					
Setback	Min 20'	Min 20'	Min 20'	N/A	N/A
Stepback	None	None	None	N/A	N/A
Parkway					
Setback	Min 0'/ 10' Max	N/A	N/A	Min 0'/ 10' Max	N/A
Stepback	None	N/A	N/A	None	N/A
Adjacent Development Site					
Setback	Min 20'	Min 20'	Min 20'	N/A	N/A
Stepback	None	None	None	N/A	N/A

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.4 SUB AREA 1-A DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

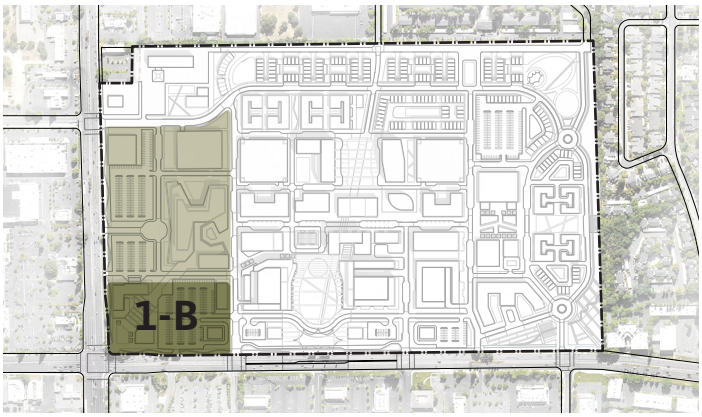
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20
80

4.3.3 Sub Area 1-B: Hotel & Amenities

SUB AREA CHARACTER

Located at the corner of Greenback Lane and Sunrise Boulevard, this Sub Area serves as an important pedestrian gateway into the site. Welcoming the public into the site through an inviting open corner plaza, this Sub Area includes a business hotel, retail uses and restaurants to support the adjacent employment hub in Sub Area 1-A, as well as the rest of the site.







Aloft San Juan, San Juan, Puerto Rico

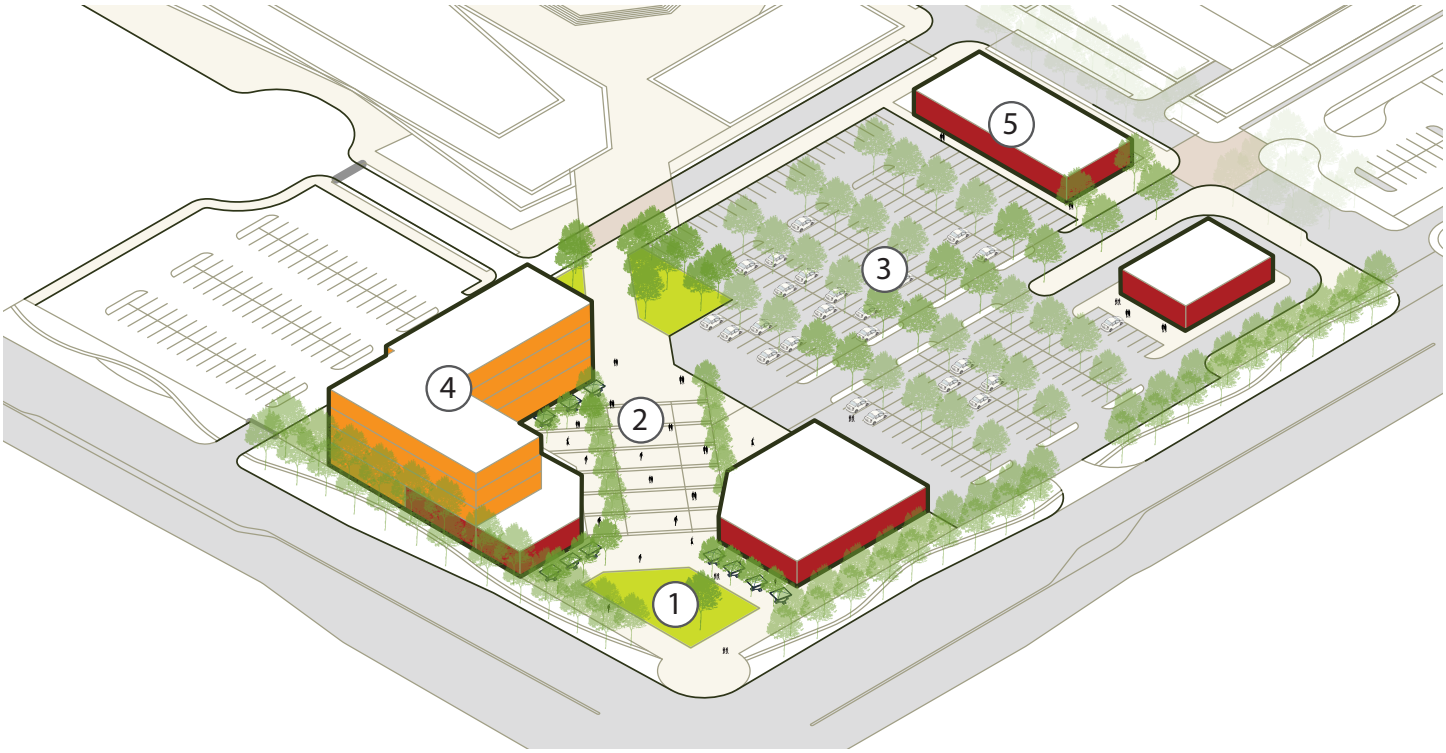


Legacy Hotel, Bradenton, Florida



Bluejacket Brewery, Washington, DC

FIGURE 4.5 SUB AREA 1-B OVERVIEW



LEGEND

Retail/Restaurants

Hotel

KEY DESIGN ELEMENTS

1. An outdoor plaza at the corner of Greenback Lane and Sunrise Boulevard anchors the development of this Sub Area, with integrated dining terraces connected to adjacent restaurants. Design elements should include landscaping and architectural features to buffer noise but still maintain physical and visual access from the corner. A central stairway and accessible ramps shall be provided connecting the plaza with the sidewalk at the intersection.

2. A landscaped pedestrian paseo shall provide a physical and visible connection from the corner Sunrise Blvd. and Greenback Lane through the office building and into the Sunrise Steps plaza.

3. Surface parking areas should be planted as 'orchards' with canopy trees and utilize permeable paving.

4. A hotel is envisioned as a vertical element framing the east side of the corner plaza. The building design should incorporate a second story amenity and event deck space.

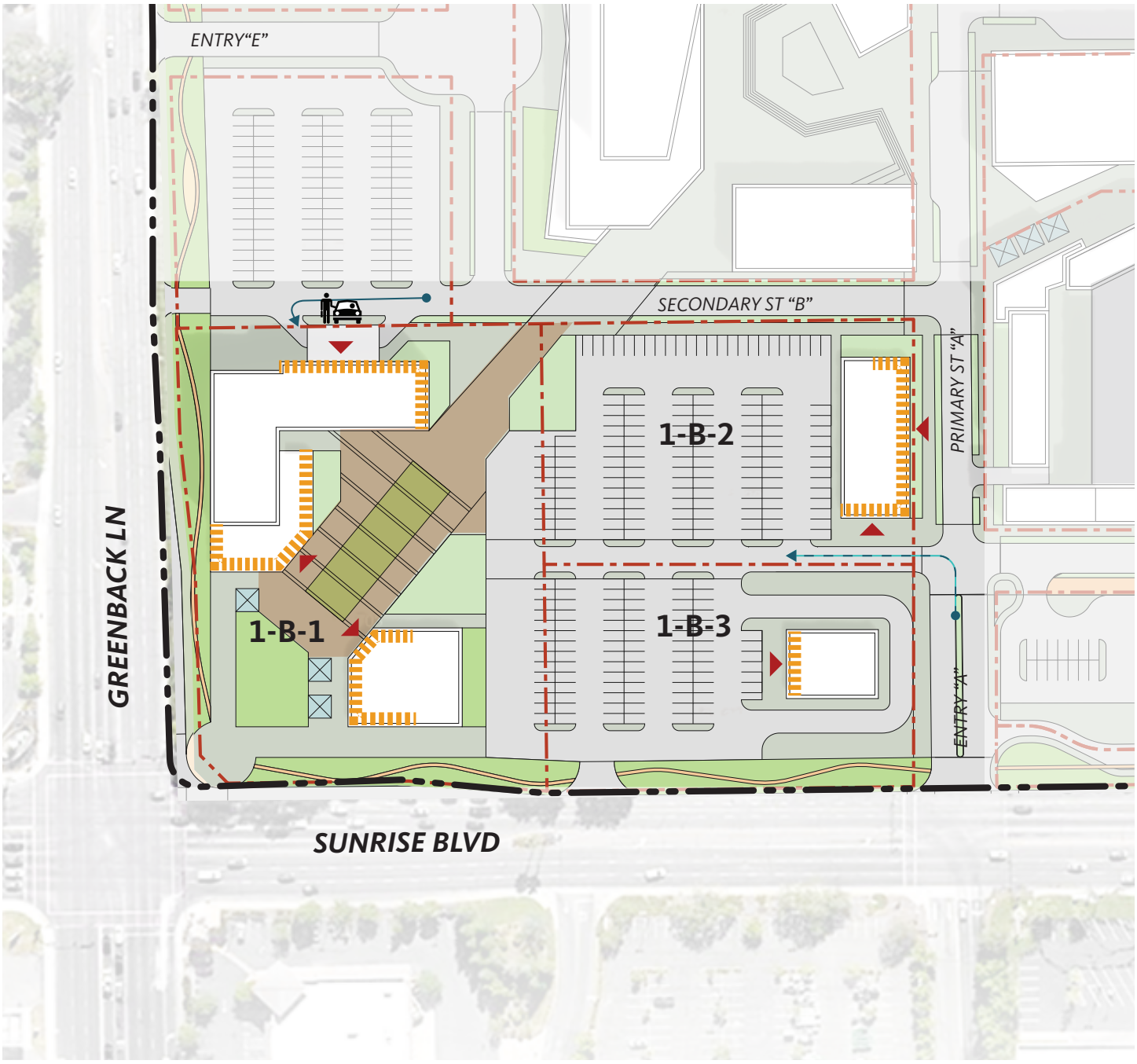
5. Retail and restaurant facades along west and south edges should be transparent as possible along ground plane.

TABLE 4.5 SUB AREA 1-B DEVELOPMENT STANDARDS

Development Area	1-B-1	1-B-2	1-B-3
Building Mass			
Floors	Max 6	Max 6	Max 6
Ground Floor Height	Min 15'/Max 20'	Min 15'/Max 20'	Min 15'/Max 20'
Building Height	Max 80'	Max 80'	Max 80'
Building Placement adjacent to			
Primary Street / Entry			
Setback	0' Min/10' Max	0' Min/10' Max	10' Min/20' Max
Stepback	Min 7' at 20' above grade for bldgs 51'-60' in height Min 13' at 60' above grade for bldgs over 60' in height	Min 7' at 20' above grade for bldgs 51'-60' in height Min 13' at 60' above grade for bldgs over 60' in height	Min 13' at 60' above grade for bldgs over 60' in height
Secondary Street / Entry			
Setback	5' Min/10' Max	5' Min/10' Max	N/A
Stepback	Min 6' at 41' -50' above grade Min 13' at 51'-60' above grade Min 19' at 61' above grade for bldgs over 61' in height	Min 6' at 41' -50' above grade Min 13' at 51'-60' above grade Min 19' at 61' above grade for bldgs over 61' in height	N/A
Arterial Street			
Setback	Min 20'	N/A	Min 20'
Stepback	None	N/A	None
Adjacent Development Site			
Setback	Min 20'	Min 20'	Min 20'
Stepback	None	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.6 SUB AREA 1-B DEVELOPMENT STANDARDS



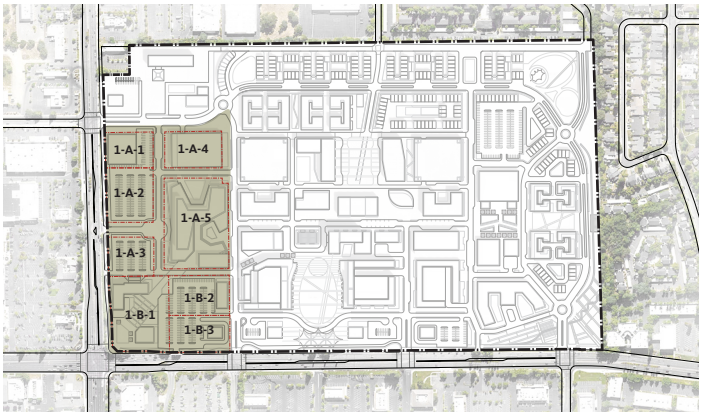
LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N

40
20 80

4.3.4 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

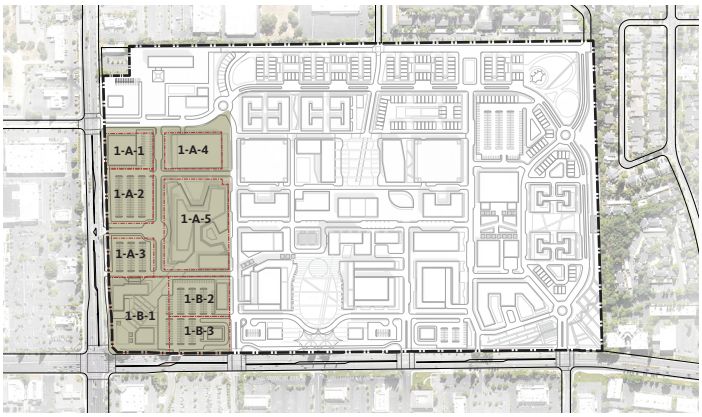
TABLE 4.6 PLANNING AREA 1 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (including mixed-use residential component)
Senior Housing
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Medical services - Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	1-A				1-B		
1-A-1	1-A-2	1-A-3	1-A-4	1-A-5	1-B-1	1-B-2	1-B-3
P	-	-	P	-	-	P	P
-	-	-	-	-	-	-	-
P	P	P	-	-	P	P	P
-	-	-	-	-	-	-	-
P	P	P	P	P	P	P	P
S	S	S	S	S	S	S	S
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP
S	S	S	S	S	S	S	S
-	-	-	-	-	-	-	-
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
-	-	-	-	-	MUP	MUP	MUP
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
-	-	-	-	-	-	-	-
P	P	P	P	P	P	P	P
MUP	MUP	MUP	MUP	MUP	P	MUP	MUP

PLANNING AREA 1 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

- Use not allowed

Uses not listed in are not permitted.

Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Library, museum
Medical services - Hospital
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structured within mixed-use development
Transit station or terminal

	1-A				1-B		
1-A-1	1-A-2	1-A-3	1-A-4	1-A-5	1-B-1	1-B-2	1-B-3
MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP
MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
P	P	P	P	P	P	P	P
P	P	P	P	P	P	P	P
P	P	P	P	-	-	P	-
MUP	MUP	MUP	MUP	-	-	MUP	-
MUP	MUP	MUP	MUP	-		MUP	
-	-	-	-	-	-	-	-

4.4 Planning Area 2

4.4.1 Purpose & Intent

Planning Area 2 is envisioned as the mixed-use core of the Plan Area. Sub Areas, including Main Street and Sunrise Commons, are designed to work together to create a walkable, high-energy, mixed-use district that link the Sunrise Boulevard and transit center to heart of the Plan Area.

Main Street is the primary shopping and service retail-based portion of the plan. It includes a mix of office and residential above retail, restaurants, and service uses along a two-lane street with on street parking and wide tree lined sidewalks. Storefronts and pedestrian oriented uses spill out onto the sidewalk with parklets, benches, public artwork and other amenities that promote street life.

The approximately two-acre Sunrise Commons is the primary event space of the Plan Area, with a variety of uses having an active ground plane and pedestrian oriented uses with terraced upper story uses looking down into the space. Running through the space is a pedestrian path that links the transit station to the hotel and food hall along main street.

An important feature of Main Street will be the ability to cross the street at the food hall and hotel portions of the street. A portion of the street from the front of the hotel to the entertainment district can be closed for pedestrian only street fairs.

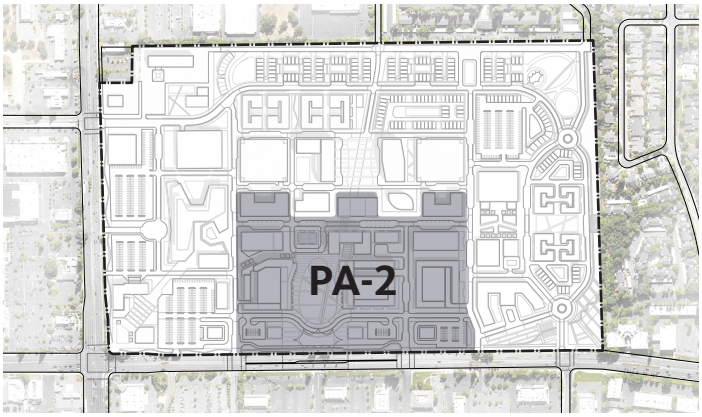


TABLE 4.7 PLANNING AREA 2 SUMMARY

Site Area	
Gross Site Area (Acres)	23.3 Acres
Net Site Area (Acres)*	16.3 Acres
Maximum Development	
Effective FAR**	1.55
Maximum Development (GSF)	1,110,000 GSF
Development Allowance by Land Use	
Residential (Units)	620 Units
Hotel (Rooms)	240 Rooms
Retail (GSF)	160,000 SF
Office (GSF)	220,000 SF
Community/Institutional (GSF)	34,000 SF
Parking (spaces)	2,200 Spaces
Open Space Target	
As a percentage of net area	25-35%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

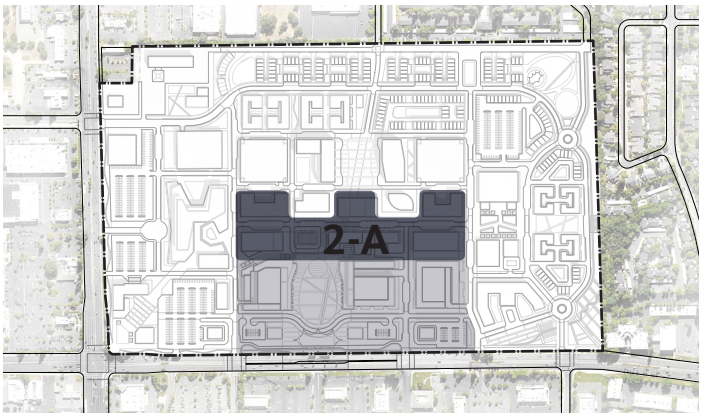
FIGURE 4.7 PLANNING AREA 2



4.4.2 Sub Area 2-A: Main Street

SUB AREA CHARACTER

The Main Street sub area is the commercial and retail spine and focal point of the Sunrise Tomorrow Plan Area. Main Street itself is an active, pedestrian-friendly shopping and dining destination street lined with mixed-use residential and office buildings. Ground floor uses such as cafes, an artisan food hall, and shops spill out onto ample sidewalks and public spaces for community and cultural programming to occur. Central to Main Street is an iconic hotel tower with an inviting entry and drop off.





Healdsburg Shed, Healdsburg, California



Downtown San Luis Obispo, California

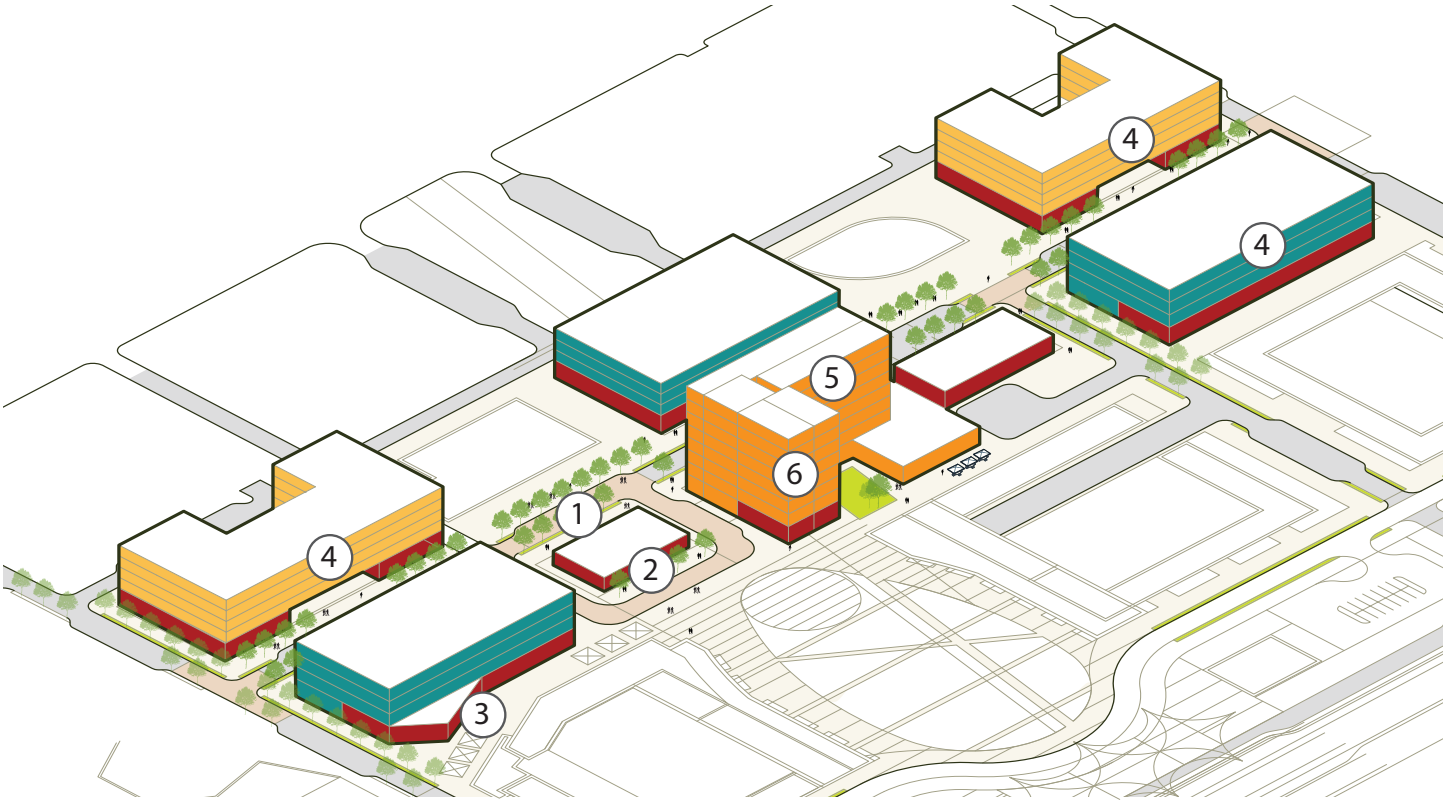


Santana Row, San Jose, California



Pendry Hotel, San Diego, California

FIGURE 4.8 SUB AREA 2-A OVERVIEW



LEGEND

- Office
- Retail/Restaurants
- Residential
- Hotel

KEY DESIGN ELEMENTS

1. Main Street should accommodate outdoor dining areas, parklets, rideshare drop offs, and bike and scooter parking areas.

2. A food hall, with indoor/outdoor seating, provides an anchor to both Main Street and the adjacent Sunrise Commons open space. Facade material should be visually transparent to allow views between Main Street and Sunrise Commons. The driveway surrounding food hall should incorporate decorative paving be designed to enable it to be closed to traffic for special events.

3. The pedestrian paseo should have decorative paving, landscape features, and pedestrian-scale lighting.

4. Mixed-use buildings along Main Street should have active ground floor uses such as dining and retail with transparent facades and openings facing Main Street. Upper story uses should be designed with operable windows, access to the outside, and active roof decks

5. A signature full-service hotel is envisioned for this location and should incorporate high-quality architectural design and serve as a landmark building, as the tallest building on Main Street. The ground floor should be transparent with circulation flows through from Main Street to the Sunrise Commons.

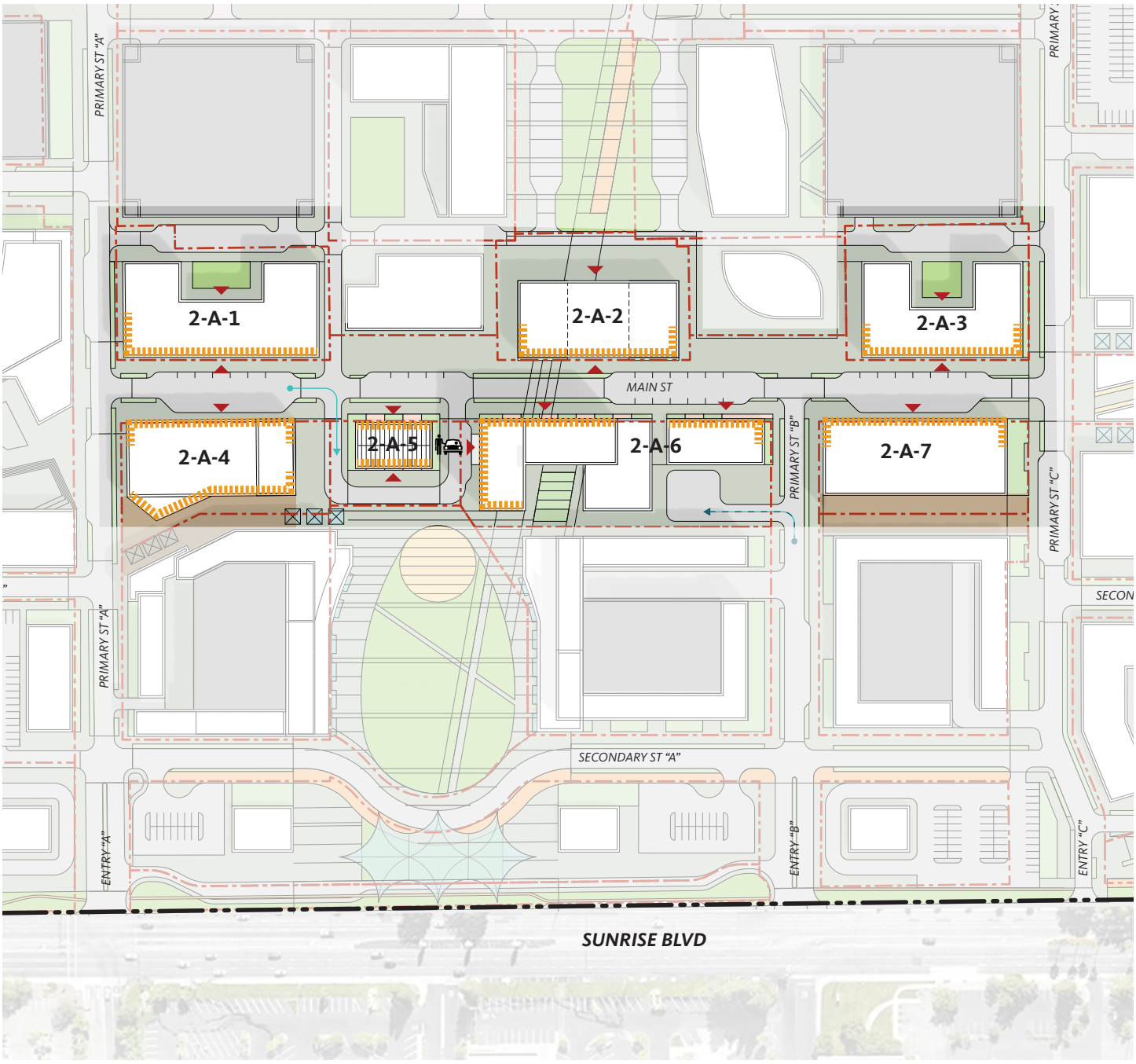
6. The hotel should incorporate terraces at second floor and on roof to provide opportunities for interior / exterior spaces for restaurants and bars to have views of courtyard and Sunrise Commons below. Upper level floors may have views of Downtown Sacramento and the Sierra Nevada Mountains.

TABLE 4.8 SUB AREA 2-A DEVELOPMENT STANDARDS

Development Area	2-A-1	2-A-2	2-A-3	2-A-4	2-A-5	2-A-6	2-A-7
Building Mass							
Floors	Min 3/ Max 6	Min 3/ Max 6	Min 3/ Max 6	Min 3/ Max 6	Max 2	Min 6/ Max 12	Min 3/ Max 6
Ground Floor Height	Min 15'/ Max 20'	Min 15'/ Max 20'	Min 15'/ Max 20'	Min 15'/ Max 20'	Min 15'/ Max 20'	Min 15'/ Max 20'	Min 15'/ Max 20'
Building Height	Max 80'	Max 80'	Max 80'	Max 80'	Max 40'	Max 120'	Max 80'
Building Placement adjacent to							
Main Street							
Setback	0' Min/ 5' Max	0' Min/ 5' Max	0' Min/ 5' Max	0' Min/ 5' Max	0' Min/ 5' Max	0' Min/ 5' Max	0' Min/ 5' Max
Stepback	Min 5' at 20' above grade for bldgs over 60' in height	Min 5' at 20' above grade for bldgs over 60' in height	Min 5' at 20' above grade for bldgs over 60' in height	Min 5' at 20' above grade for bldgs over 60' in height	None	Min 5' at 20' above grade for bldgs over 60' in height	Min 5' at 20' above grade for bldgs over 60' in height
Primary Street							
Setback	10' Max	N/A	10' Max	10' Max	N/A	10' Max	10' Max
Stepback	Min 7' at 20' H for bldgs 51'-60' H Min 13' at 60' for bldgs over 60' H	N/A	Min 7' at 20' H for bldgs 51'-60' H Min 13' at 60' for bldgs over 60' H	Min 7' at 20' H for bldgs 51'-60' H Min 13' at 60' for bldgs over 60' H	N/A	Min 7' at 20' H for bldgs 51'-60' H Min 13' at 60' for bldgs over 60' H	Min 7' at 20' H for bldgs 51'-60' H Min 13' at 60' for bldgs over 60' H
Adjacent Development Site							
Setback	Min 20'	Min 20'	Min 20'	Min 20'	Min 20'	Min 20'	Min 20'
Stepback	None	None	None	None	None	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.9 SUB AREA 2-A DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

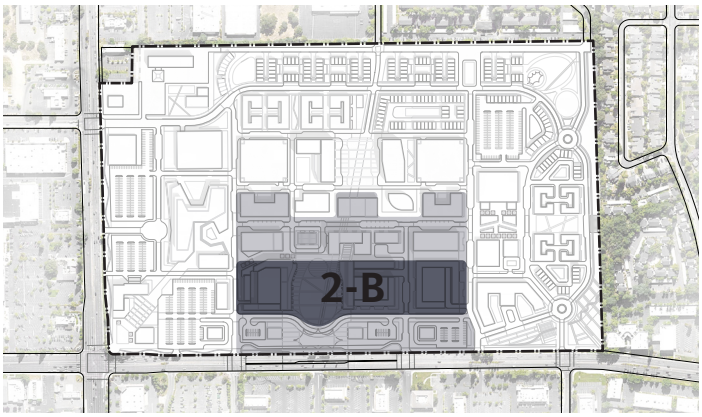
N

40 160
20 80

4.4.3 Sub Area 2-B: Sunrise Commons

SUB AREA CHARACTER

This Sunrise Commons sub area is organized around a large central event lawn. This open space serves as the "central park" and symbolic heart of Sunrise Tomorrow Plan Area. Development surrounding Sunrise Commons is high-density mixed-use residential with ground floor retail and restaurants, offering an urban, active, and walkable living experience.





The Americana at Brand, Glendale, California



Levy Park, Houston, Texas



Runway Playa Vista, Los Angeles, California

FIGURE 4.10 SUB AREA 2-B OVERVIEW



LEGEND

Retail/Restaurants

Residential

Parking

KEY DESIGN ELEMENTS

1. The Sunrise Commons open space should provide area for fountain / water feature, open lawn area and infrastructure for outdoor performance, and contiguous pedestrian walkways along the northern and southern edges connecting east to west.

2. Ground floor retail and restaurants facing the Sunrise Commons here should have high quality architectural design and materials, visual transparency, and multiple entrances. Outdoor dining areas are encouraged.

3. Street-facing ground floor should have active uses .

4. Upper floors of mixed-use buildings should have operable windows, second story terraces and roof decks looking into Sunrise Commons.

5. Parking structures shall be screened from view by building and centralized loading, service areas and trash storage areas shall be provided for each building.

6. The pedestrian paseo should have decorative paving, landscape features, and pedestrian-scale lighting. Ground floor uses are encouraged to "spill out", and with transparent facades and outdoor seating.

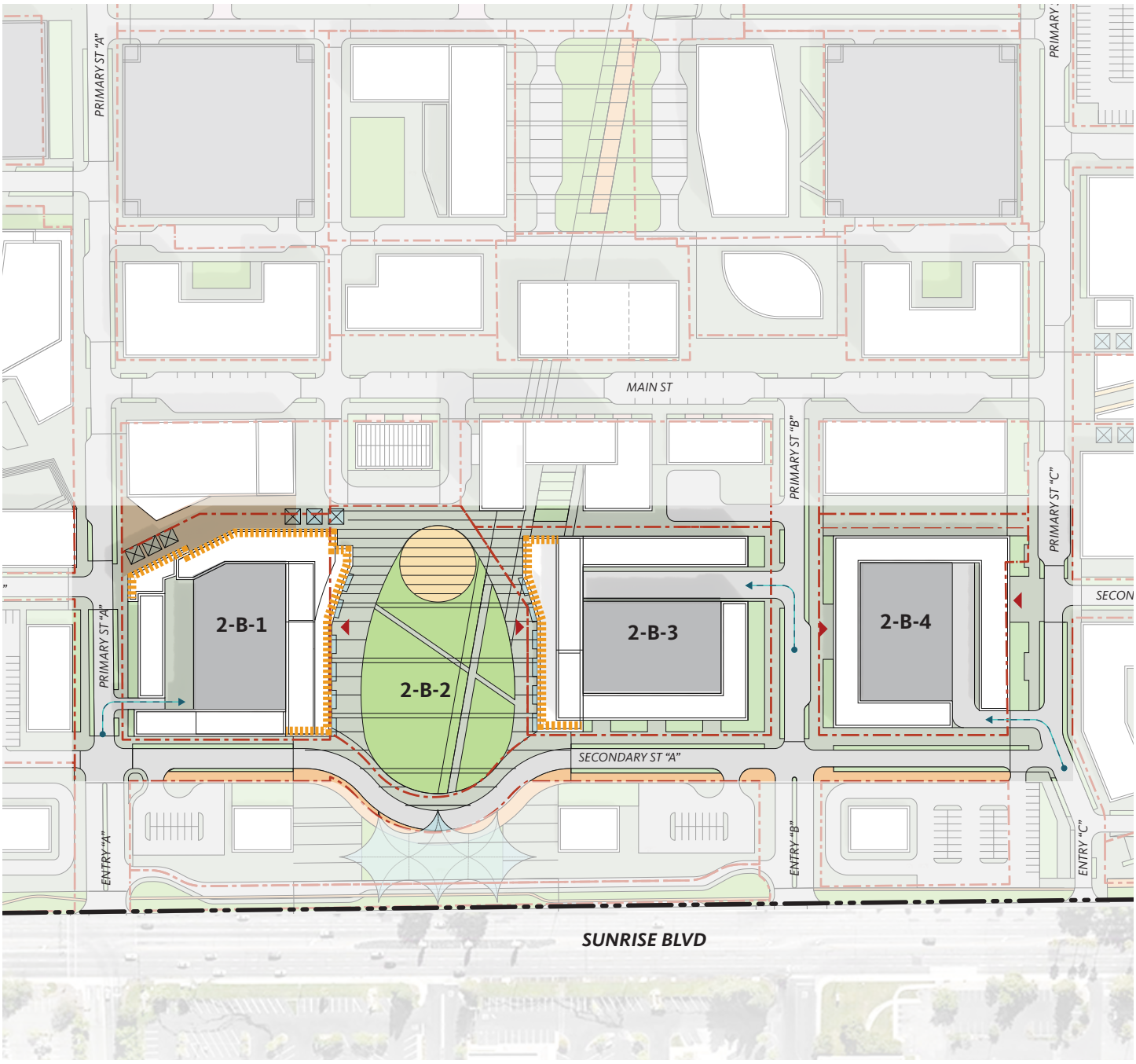
TABLE 4.9 SUB AREA 2-B DEVELOPMENT STANDARDS

Development Area	2-B-1	2-B-2	2-B-3	2-B-4
Building Mass				
Floors	Min 3/Max 6	N/A	Min 3/Max 6	Min 3/Max 6
Ground Floor Height	Min 15'/Max 20'	N/A	Min 15'/Max 20'	None
Building Height	Max 80'	N/A	Max 80'	Max 80'
Building Placement adjacent to				
Primary Street				
Setback	0' Min/10' Max	N/A	0' Min/10' Max	0' Min/10' Max*
Stepback	Min 7' at 20' above grade for bldgs 51'-60' in height Min 13' at 60' above grade for bldgs over 60' in height	N/A	Min 7' at 20' above grade for bldgs 51'-60' in height Min 13' at 60' above grade for bldgs over 60' in height	Min 7' at 20' above grade for bldgs 51'-60' in height* Min 13' at 60' above grade for bldgs over 60' in height*
Secondary Street				
Setback	5' Min/10' Max	N/A	5' Min/10' Max	5' Min/10' Max
Stepback	Min 5' at 51'-60' above grade Min 11' at 60' above grade for bldgs over 60' in height	N/A	Min 5' at 51'-60' above grade Min 11' at 60' above grade for bldgs over 60' in height	Min 5' at 51'-60' above grade Min 11' at 60' above grade for bldgs over 60' in height
Open Space (Sunrise Commons)				
Setback	0' Min/15' Max	N/A	0' Min/15' Max	N/A
Stepback	Min 15' at 20' H	N/A	Min 15' at 20' H	N/A
Adjacent Development Site				
Setback	20' Min	N/A	20' Min	20' Min
Stepback	None	N/A	None	None

*Does not apply to frontage along Primary Street "C" where development site boundary is setback to align with property line.

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.11 SUB AREA 2-B DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

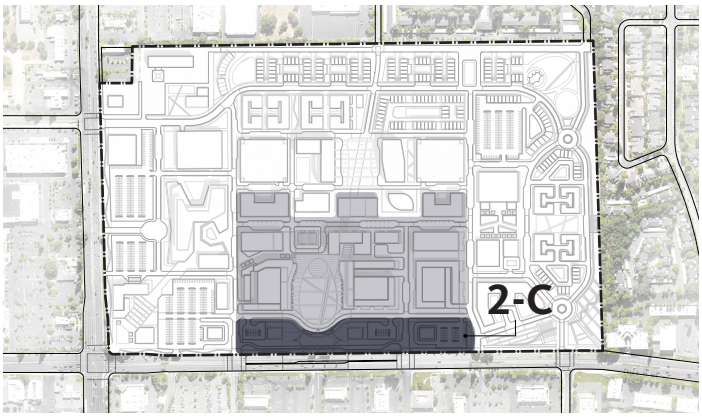
N

40 160
20 80

4.4.4 Sub Area 2-C: Sunrise Frontage

SUB AREA CHARACTER

The Sunrise Frontage sub area is the main entrance from Sunrise Boulevard for vehicular, bus transit, and pedestrian traffic. An iconic shade structure provides a visual landmark for the Sunrise Terrace plaza in the center of this sub area and serves as a gateway element welcoming pedestrians into the Sunrise Commons central open space. On either side, high-quality restaurants provide indoor/outdoor dining overlooking the plaza.





Starbucks, Orlando, Florida



Arizona SkySong Innovation Center, Phoenix, Arizona

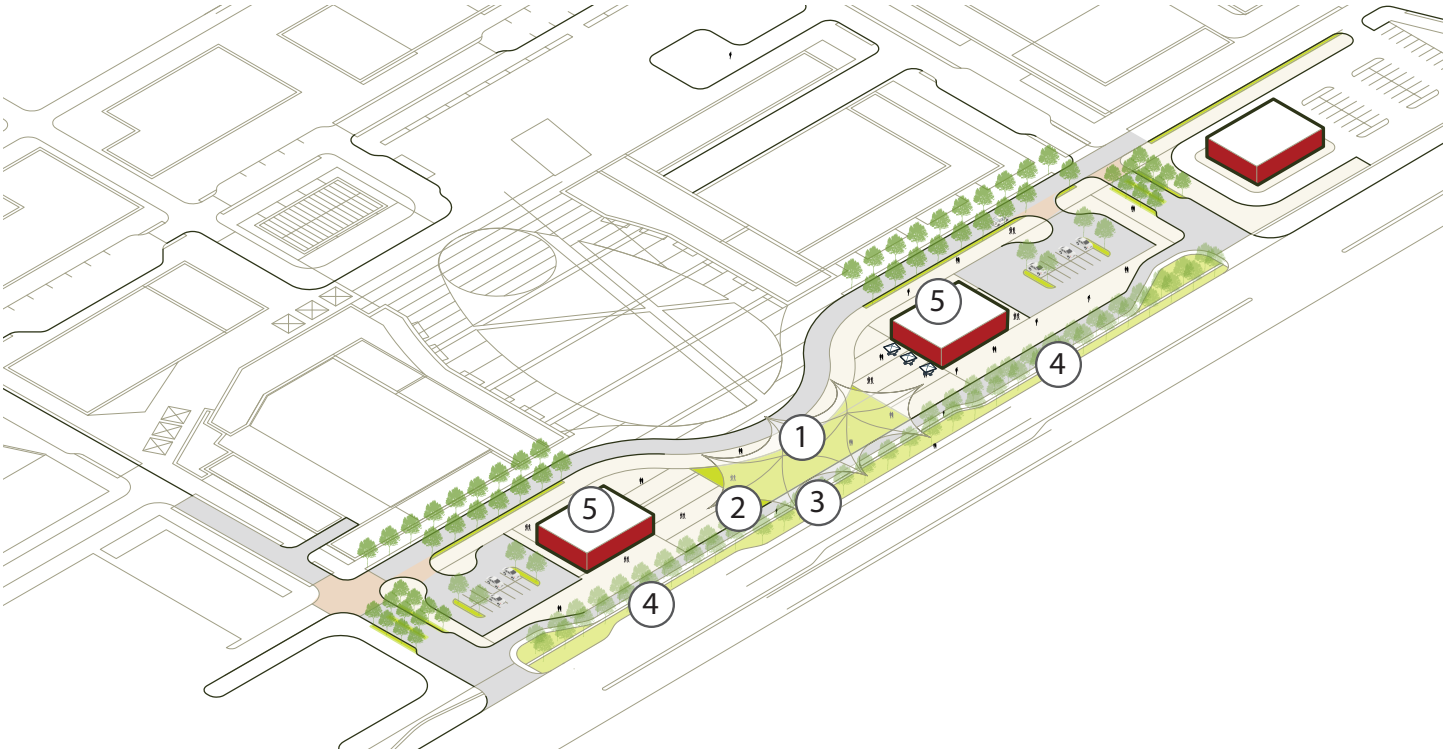


Gleason Circle Transit Hub, Rochester, New York



The Webster, Houston, Texas

FIGURE 4.12 SUB AREA 2-C OVERVIEW



LEGEND

Retail / Restaurants

KEY DESIGN ELEMENTS

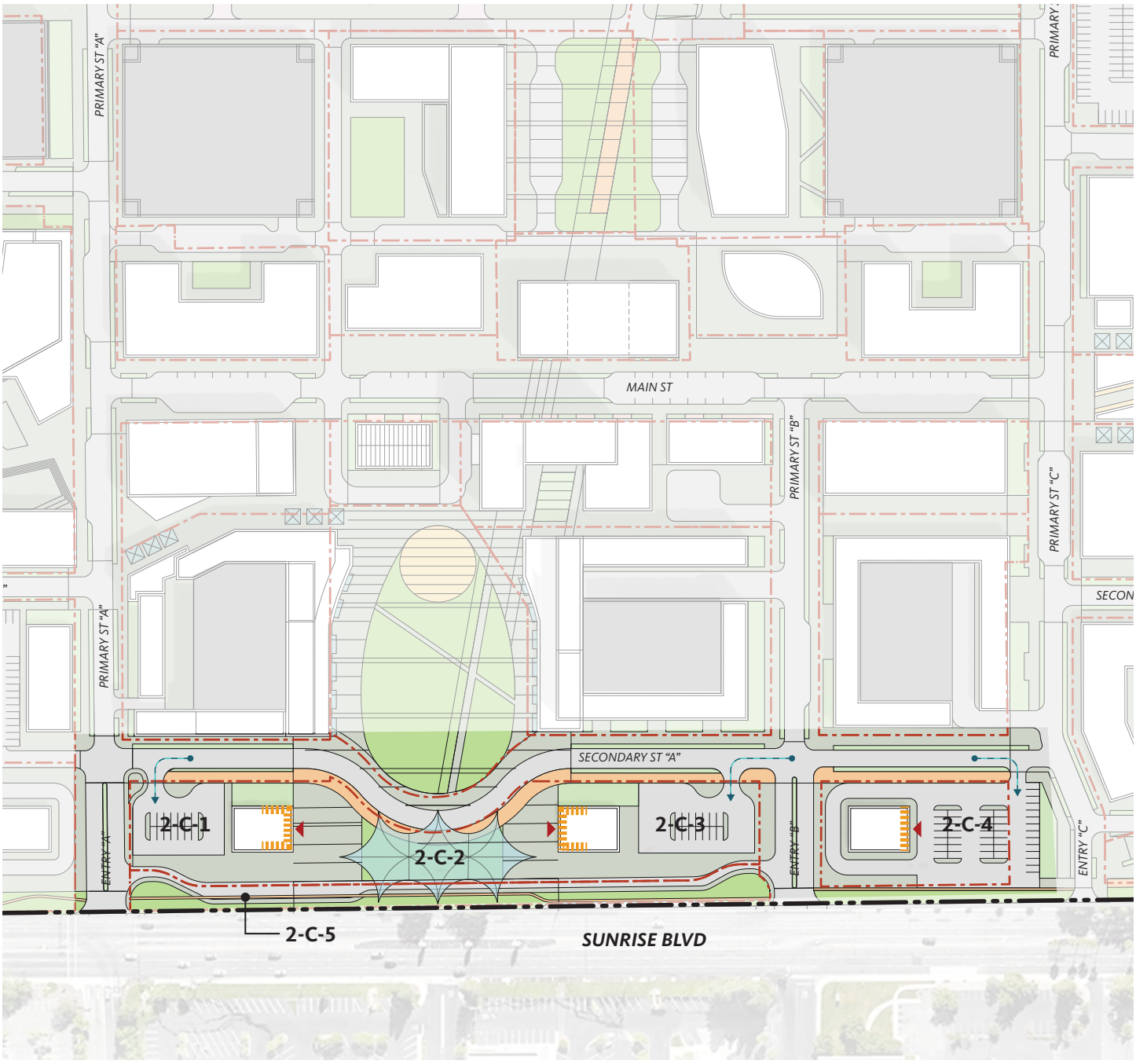
1. An iconic shade structure shall be designed as a visual landmark for the Sunrise Terrace plaza and serve as a gateway element.
2. The plaza shall be paved with high-quality materials and be designed as a flexible space with light and sound power hookups easily accessible.
3. A central stairway and accessible ramps shall be provided connecting the transit center with the event plaza.
4. Transit center platforms should have decorative paving, shall include shade and seating elements, landscaping, and wayfinding signage.
5. Restaurants along Sunrise Boulevard on either side of the Sunrise Terrace plaza should have shaded outdoor dining spaces and transparent facades facing plaza.

TABLE 4.10 SUB AREA 2-C DEVELOPMENT STANDARDS

Development Area	2-C-1	2-C-2	2-C-3	2-C-4	2-C-5
Building Mass					
Floors	Max 2	N/A	Max 2	Max 2	Max 1
Ground Floor Height	Min 15'/Max 20'	N/A	Min 15'/Max 20'	Min 15'/Max 20'	N/A
Building Height	Max 40'	N/A	Max 20'	Max 40'	Max 20'
Building Placement adjacent to					
Primary Street / Entry					
Setback	10' Min/20' Max	N/A	10' Min/20' Max	10' Min/20' Max	None
Stepback	None	N/A	None	None	None
Secondary Street / Entry					
Setback	5' Min / 10' Max	5' Min / 10' Max	5' Min / 10' Max	5' Min / 10' Max	None
Stepback	None	N/A	None	None	None
Arterial Street					
Setback	N/A	N/A	N/A	20' Min	None
Stepback	N/A	N/A	N/A	None	None
Open Space (Event Plaza)					
Setback	15' Min	N/A	15' Min	N/A	None
Stepback	None	N/A	None	N/A	None
Adjacent Development Site					
Setback	15' Min	N/A	15' Min	N/A	None
Stepback	None	N/A	None	N/A	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site

FIGURE 4.13 SUB AREA 2-C DEVELOPMENT STANDARDS



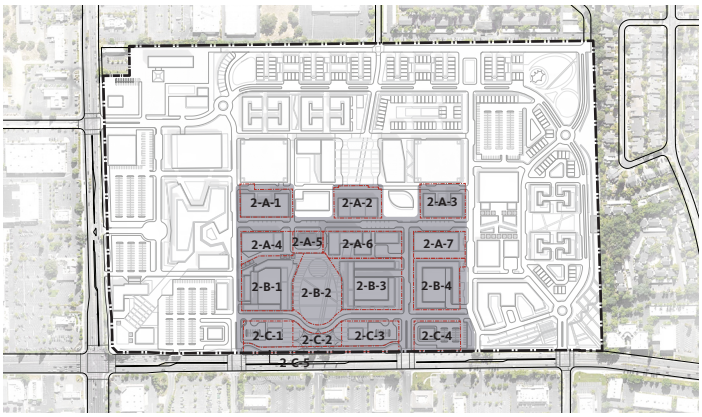
LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N

40 160
20 80

4.4.5 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

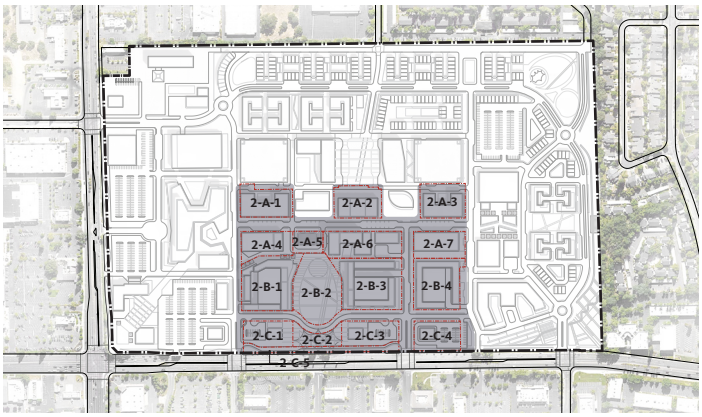
TABLE 4.11 PLANNING AREA 2 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (Multifamily)
Senior
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Mixed-Use Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	2-A							2-B				2-C				
	2-A-1	2-A-2	2-A-3	2-A-4	2-A-5	2-A-6	2-A-7	2-B-1	2-B-2	2-B-3	2-B-4	2-C-1	2-C-2	2-C-3	2-C-4	2-C-5
	P	P	P	P	-	-	P	P	-	P	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	-	-	P	P	-	P	-	MUP	MUP	-	MUP	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	P	P	P	P	-	P	P	P	-	P	P	-
	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	-
	P	P	P	P	P	P	P	P	P	P	-	P	-	P	P	-
	P	P	P	P	-	-	P	P	-	P	P	P	-	P	P	-
	P	P	P	P	P	P	P	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	-
	P	P	P	P	P	P	P	P	MUP	P	MUP	P	MUP	P	P	-
	P	P	P	P	P	P	P	P	-	P	P	P	-	P	P	-
	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	-	MUP	-	-	-	-	-	-
	S	S	S	S	-	S	S	S	-	S	S	S	-	S	S	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	P	P	P	P	-	P	P	P	-	P	P	-
	P	P	P	P	P	-	P	P	-	P	P	P	-	P	P	-
	MUP	MUP	MUP	MUP	MUP	MUP	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	P	P	P	P	MUP	P	P	P	MUP	P	P	-
	MUP	MUP	MUP	MUP	-	-	-	-	-	-	-	-	-	-	-	-
	P	P	P	P	-	-	P	P	-	P	P	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	-
	MUP	MUP	MUP	MUP	-	P	MUP	MUP	-	MUP	MUP	MUP	-	MUP	MUP	-

PLANNING AREA 2 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Medical services - Hospital
Library, museum
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structured within mixed-use development
Transit station or terminal

	2-A							2-B				2-C				
	2-A-1	2-A-2	2-A-3	2-A-4	2-A-5	2-A-6	2-A-7	2-B-1	2-B-2	2-B-3	2-B-4	2-C-1	2-C-2	2-C-3	2-C-4	2-C-5
	-	-	-	-	-	-	-	-	-	-	MUP	-	-	-	-	-
	-	-	-	-	-	P	-	-	-	-	MUP	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	P	P	P	P	P	-	P	P	MUP	P	P	MUP	MUP	MUP	MUP	-
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	-	-	-	-	-	-	-	-	P	-	P	P	P	P	P	-
	MUP	MUP	MUP	MUP	-	-	MUP	MUP	-	-	P	-	-	-	P	-
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	-	-	-	-	-	-	-	MUP	-	MUP	MUP	-		-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P

4.5 Planning Area 3

4.5.1 Purpose & Intent

Planning Area 3 is envisioned as a transition from Main Street to the north towards residential neighborhoods along the southern boundary of the Plan Area. A network of interconnected public spaces from north to south similarly transition from retail and entertainment focused to neighborhood and community oriented.

At the northern end of the Planning Area, a cluster of entertainment uses share a public paseo with kiosks and outdoor dining elements with shade and lighting features. Entries into entertainment uses should all be located off the main public space.

Further south, residential stacked flats share a community green suitable for community wide events and block parties. It is important that the residential units that face this park are designed with front stoops and entries that address the park space. Shared entries between the buildings need to be designed in such a way as to create generous pedestrian paths linking the community green through the larger housing blocks to the small residential parks within the townhouse blocks.

Beyond the residential, there is a farm stand or some type of community-oriented services building. This could be a bike hub, rec center, or equivalent type of use that appeals both to residents on site as well as adjacent communities.

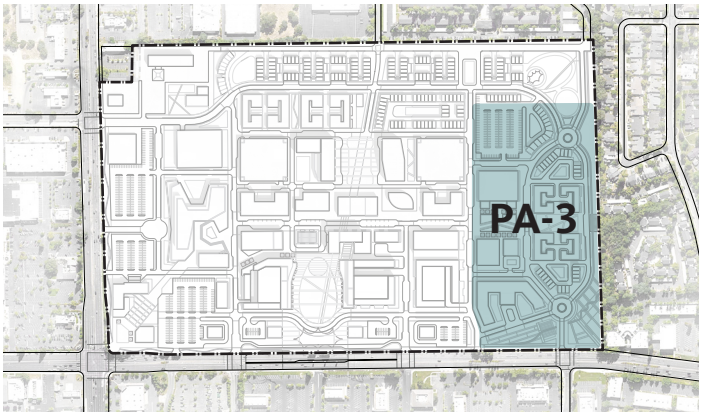


TABLE 4.12 PLANNING AREA 3 SUMMARY

Site Area	
Gross Site Area (Acres)	21.3 Acres
Net Site Area (Acres)*	14.8 Acres
Maximum Development	
Effective FAR**	0.75
Maximum Development (GSF)	485,000 GSF
Development Allowance by Land Use	
Residential (Units)	360 Units
Hotel (Rooms)	0 Rooms
Retail (GSF)	52,000 SF
Office (GSF)	0 SF
Community/Institutional (GSF)	12,000 SF
Parking (spaces)	800 spaces
Open Space Target	
As a percentage of net area	30-40%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

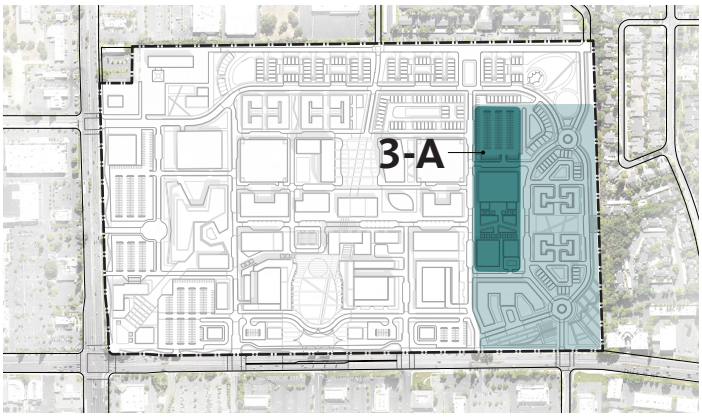
FIGURE 4.14 PLANNING AREA 3



4.5.2 Sub Area 3-A: Entertainment Anchor

SUB AREA CHARACTER

This Sub Area is envisioned as an Entertainment Anchor at the south end of Main Street, providing provides a vibrant family-oriented entertainment destination. A movie theater, retail, and restaurants are all envisioned to open up to a central active event plaza bordered by kiosks and ongoing community programming. Similar to Main Street, the Entertainment Anchor provides a nightlife destination for those who are living, working, or visiting Sunrise Tomorrow.





The Grove, Los Angeles, California

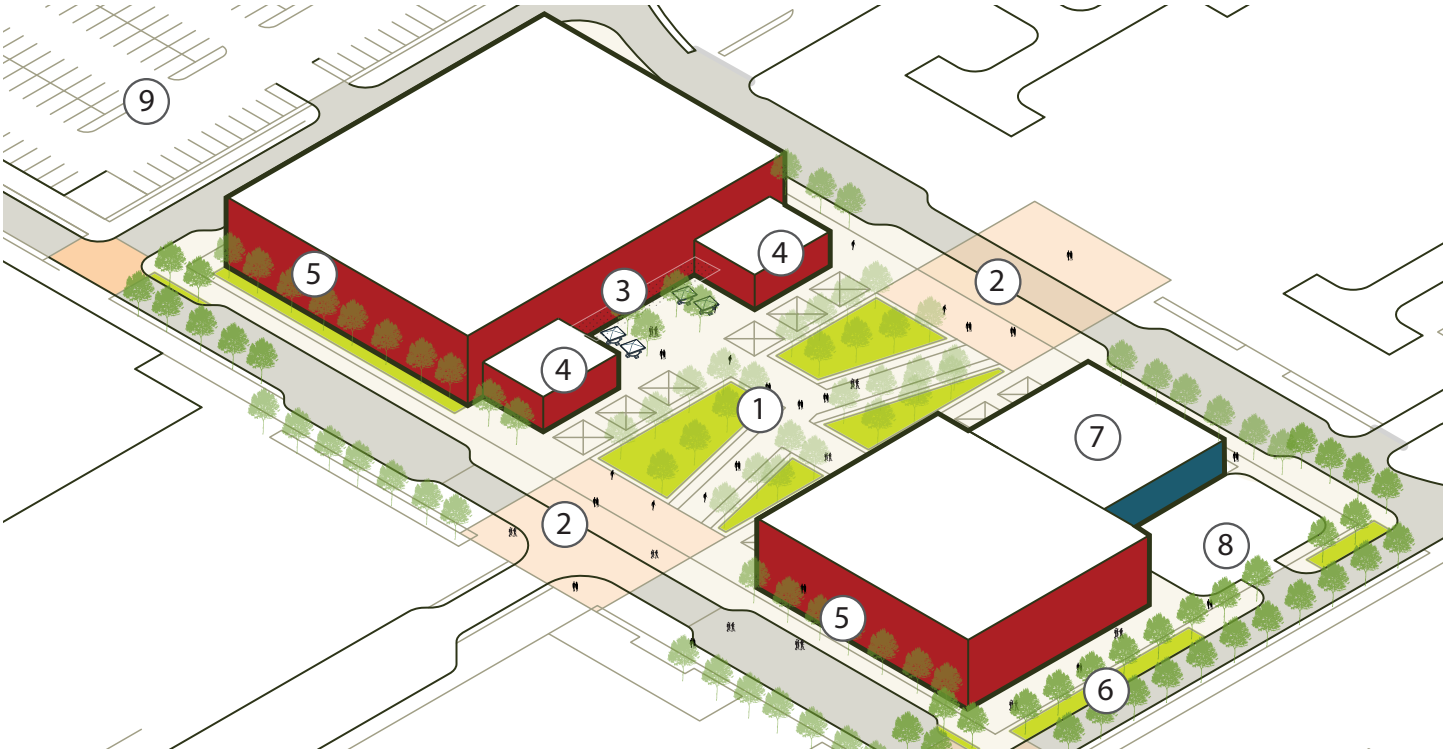


River Oaks District, Houston, Texas



Celebration Pointe, Gainesville, Florida

FIGURE 4.15 SUB AREA 3-A OVERVIEW



LEGEND

Retail / Restaurant

Community

KEY DESIGN ELEMENTS

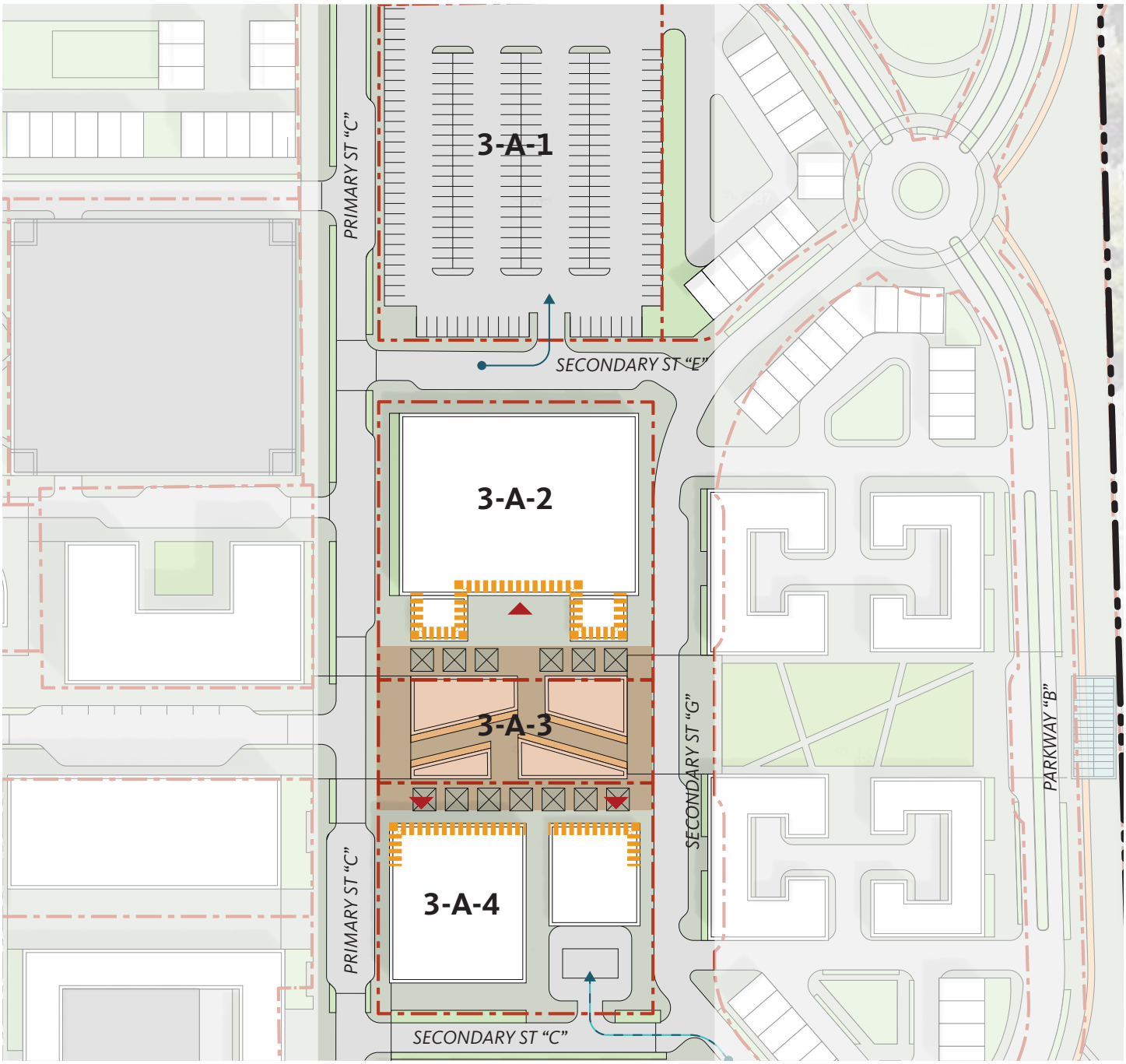
1. A central plaza, with retail kiosks, outdoor dining, seating areas, cultural programming, and game areas, anchors this Sub Area. Plaza design should include canopy shade elements, landscaping and wayfinding signage.
2. Intersections and street crossing as either end of the plaza should prioritize pedestrians through the use of raised intersections, decorative paving, enhanced lighting, landscaping, and wayfinding elements.
3. The primary entertainment use main entry and marque should be centrally located and visually significant with compelling design elements.
4. Retail and restaurant ground uses should have entrances open up to plaza and incorporate upper level roof decks.
5. Blank walls along north edge of entertainment uses should be designed with murals, facade articulations, shade trellises that create light and shade, or green walls.
6. Blank walls along the rear of entertainment uses across from residential areas should be buffered with landscaping.
7. Community-serving use, such as a gym or recreation center, could be located in this sub area.
8. Service area for community and entertainment uses should be buffered from view with landscape treatments.
9. Surface parking areas should be planted as 'orchards' with canopy trees and utilize permeable paving.

TABLE 4.13 SUB AREA 3-A DEVELOPMENT STANDARDS

Development Area	3-A-1	3-A-2	3-A-3	3-A-4
Building Mass				
Floors	Min 2/Max 4	Max 4	N/A	Max 4
Ground Floor Height	Min 15'/Max 20'	Min 15'/Max 20'	N/A	Min 15'/Max 20'
Building Height	Max 60'	Max 60'	N/A	Max 60'
Building Placement adjacent to				
Primary Street				
Setback	10' Max	10' Max	N/A	10' Max
Stepback	Min 7' at 20' above grade for bldgs 51'-60' in height	Min 7' at 20' above grade for bldgs 51'-60' in height	N/A	Min 7' at 20' above grade for bldgs 51'-60' in height
Secondary Street				
Setback	5' Min / 10' Max	5' Min / 10' Max	NA	5' Min / 10' Max
Stepback	Min 10' at 20' above grade for bldgs 51'-60' in height	Min 10' at 20' above grade for bldgs 51'-60' in height	NA	Min 10' at 20' above grade for bldgs 51'-60' in height
Open Space (Event Plaza)				
Setback	N/A	Min 10' / Max 20'	N/A	Min 10' / Max 20'
Stepback	N/A	Min 20' above first floor	N/A	Min 20' above first floor
Adjacent Development Site				
Stepback	Min 20'	N/A	N/A	N/A
	None	N/A	N/A	N/A

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site

FIGURE 4.16 SUB AREA 3-A DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

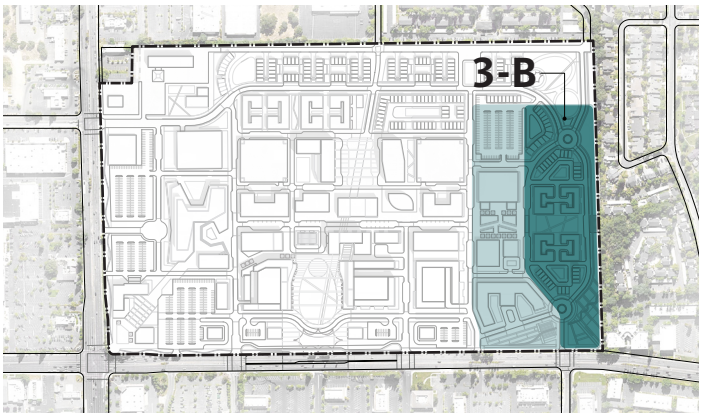
N

40
20
80

4.5.3 Sub Area 3-B: Neighborhood Residential

SUB AREA CHARACTER

This Sub Area consists of a residential neighborhood surrounded by a variety of high-quality natural open space. Open spaces are envisioned to include agricultural gardens, a rehabilitated creek, and ample access to a dedicated bike and pedestrian active trail. Located at the quieter south edge of the site, this Sub Area's lower-intensity residential character knits the Sunrise Tomorrow Plan Area seamlessly with the adjacent residential neighborhood.





Novel Providence Farm, Charlotte, North Carolina



The Garden Residential District, Berlin, Germany

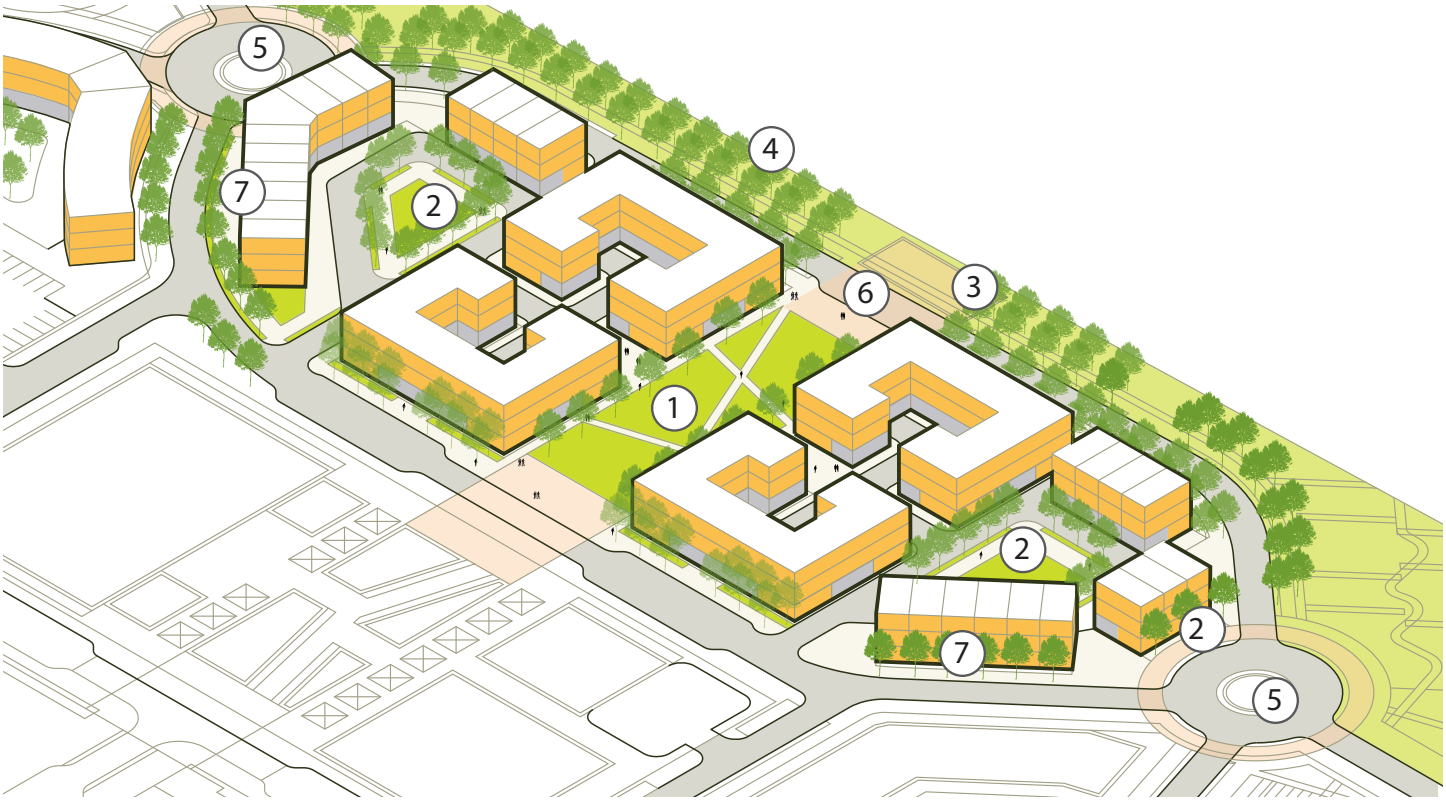


The Village Residences, Mountain View, California



Boulevard One, Denver, Colorado

FIGURE 4.17 SUB AREA 3-B OVERVIEW



LEGEND

Residential

Parking

KEY DESIGN ELEMENTS

1. A central Community Green anchors this Sub Area. This shared open space should have a blend of amenities such as shade and movable seating for residents and the public.

2. Interior residential courtyards are intended as private shared spaces for the use of residents. These areas could features amenities such as playgrounds, dog parks, gardens, or pool and recreation facilities.

3. Open space along the southern edge of the Plan Area should include native plants and natural landscape design, as well as incorporating potential fruit and vegetable gardens and an optional community farm stand.

4. Open space should adequately buffer the adjacent residential neighborhood from the roadway and use planting or sound wall to soften roadway noise.

5. Roundabouts provide a traffic-calming effect at neighborhood entries and provide the opportunity for special landscape features and/or public art.

6. Neighborhood streets should feature enhanced contiguous landscaping on both sides of the street be incorporate pedestrian connections and mid-block crossings with raised crosswalks, lighting, and wayfinding signage to promote pedestrian connectivity.

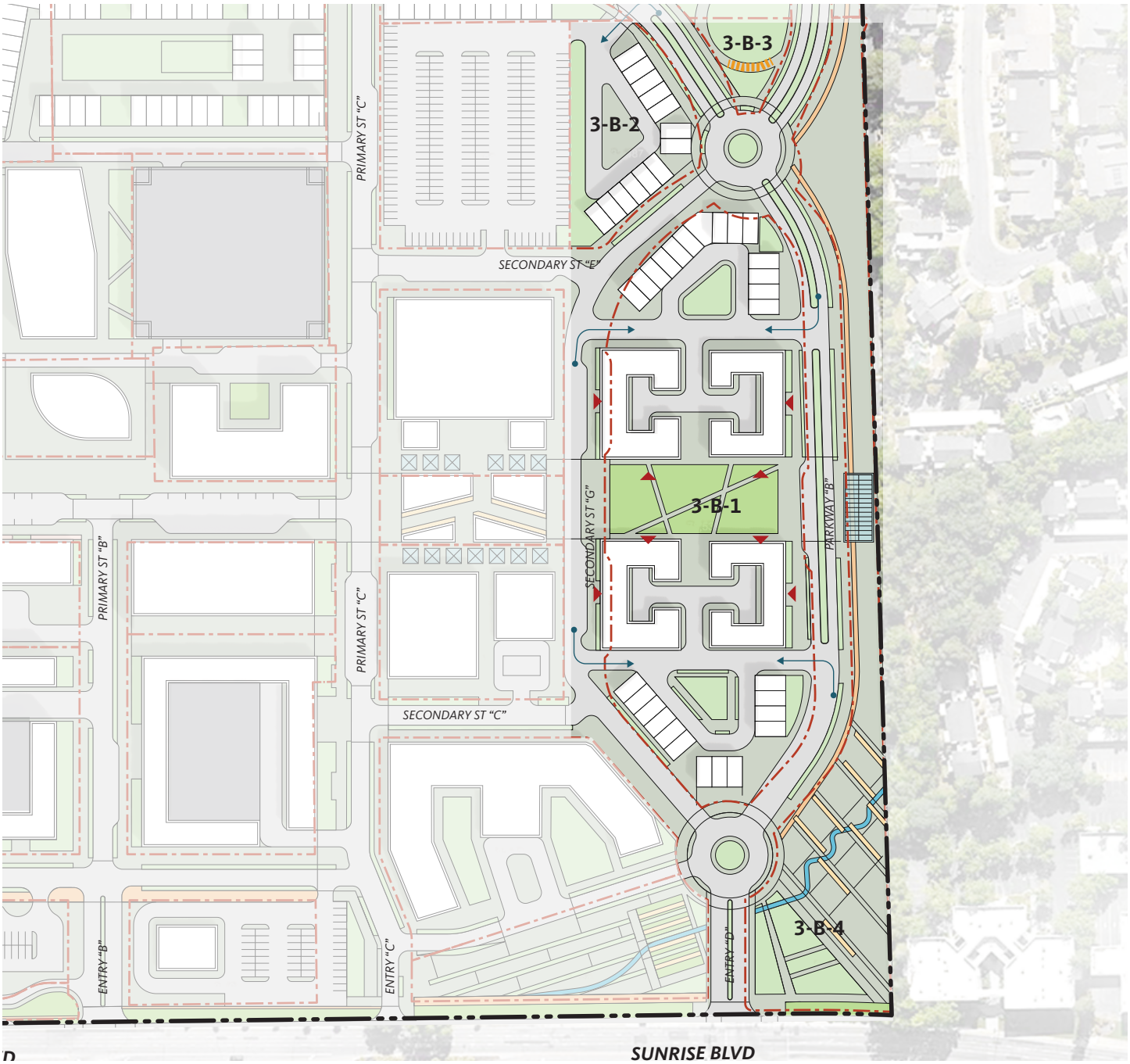
6. Residential buildings along curved roads should follow and reinforce the shape of the streets. Residential uses should have ground floor entrances facing streets and open spaces, with garages accessed from private drives behind.

TABLE 4.14 SUB AREA 3-B DEVELOPMENT STANDARDS

Development Area	3-B-1	3-B-2	3-B-3	3-B-4
Building Mass				
Floors	Min 2/Max 3	Min 2/Max3	Max 1	Max 1
Building Height	Max 40′	Max 40′	Max 20′	Max 20′
Building Placement adjacent to				
Secondary Street				
Setback	5′ Min/10′ Max	5′ Min/10′ Max	N/A	N/A
Stepback	None	None	N/A	N/A
Parkway				
Setback	5′ Min/10′ Max	5′ Min/10′ Max	10′ Min	None
Stepback	None	None	None	None
Adjacent Development Site				
Setback	N/A	10′ Min	None	None
Stepback	N/A	None	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.18 SUB AREA 3-B DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

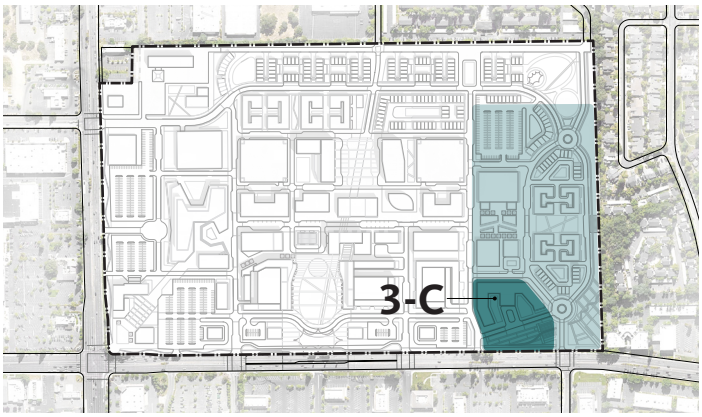
N

40 160
20 80

4.5.4 Sub Area 3-C: Active Residential

SUB AREA CHARACTER

This Sub Area, located along Sunrise Boulevard, is characterized by active multifamily residential which may include senior housing and active adult living. Sitting between the quieter residential Sub Area 3-B, and the mixed-use central core of the project, this site offers a mix of both with connections to retail and commercial restaurants, as well as health and wellness focused landscapes and active trails.





Hudson Street Residential Park , Sydney, Australia



Potrero 1010, San Francisco, California

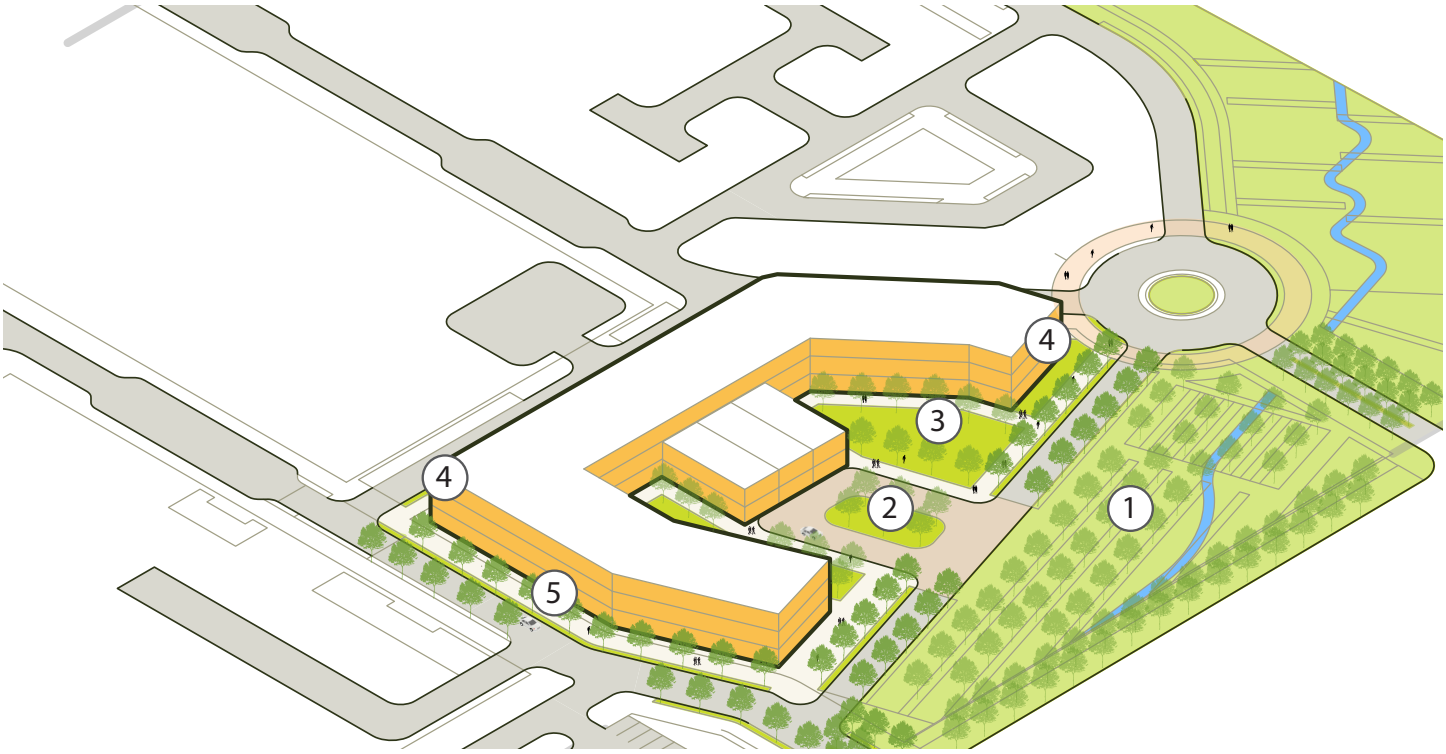


Community Garden



Encanto Nature Walk Bioswale,_Duarte, California

FIGURE 4.19 SUB AREA 3-C OVERVIEW



LEGEND

Residential

KEY DESIGN ELEMENTS

1. Open space along the Sunrise Blvd. should include native plants and natural landscape design, as well as incorporating potential fruit and vegetable gardens.

2. Porte cochere and drop-off should have high-quality architectural and landscaped design elements. Building entry and lobby facade should have transparency and easily accessible.

3. Residential interior courtyards should be easily accessible from ground floor of building and provide amenities for residents.

4. Building treatment at corners should be thoughtfully designed with high quality materials and architectural articulation.

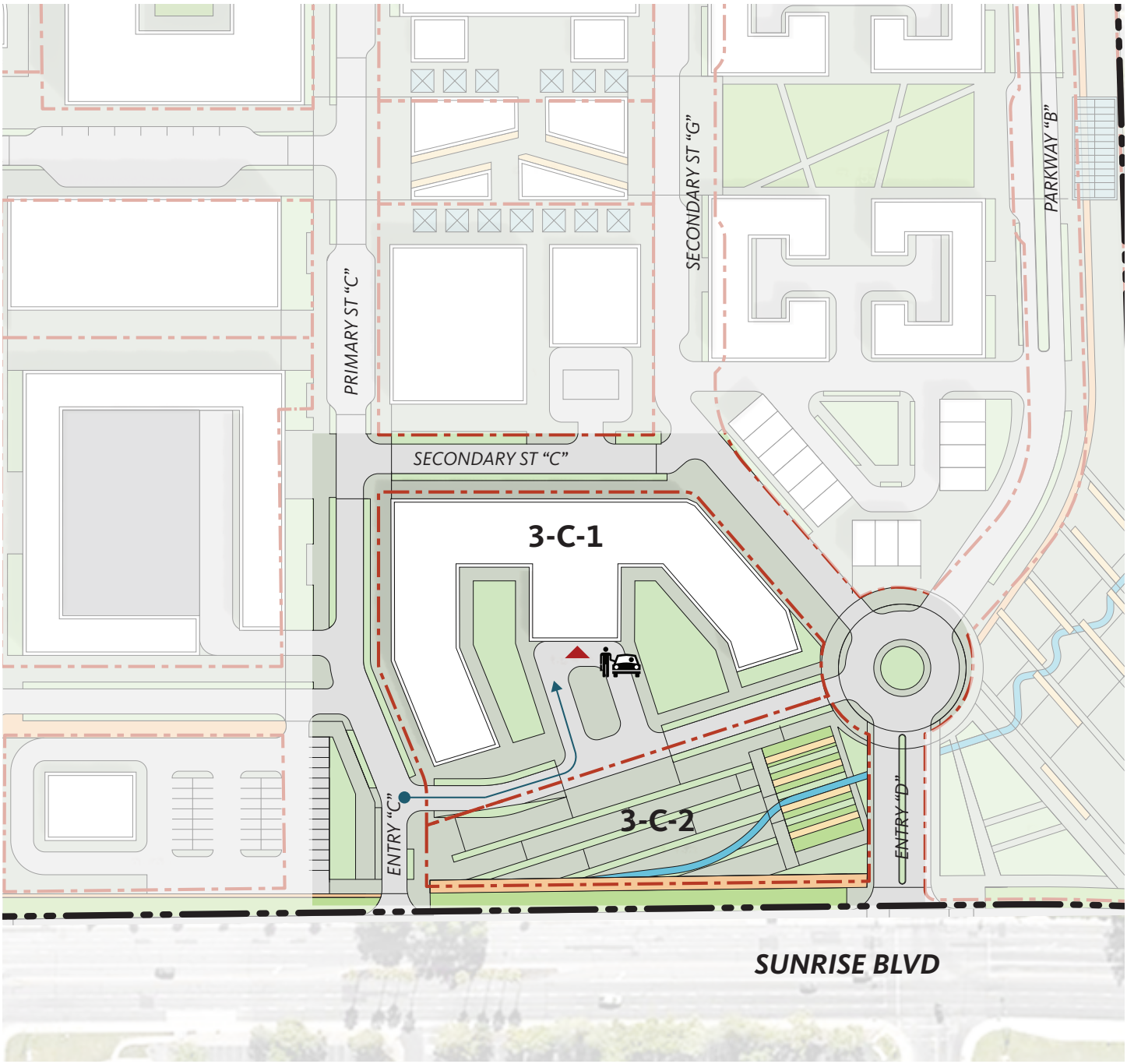
5. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

TABLE 4.15 SUB AREA 3-C DEVELOPMENT STANDARDS

Development Area	3-C-1	3-C-2
Building Mass		
Floors	Min 2 / Max 4	N/A
Building Height	Max 40'	N/A
Building Placement adjacent to		
Primary Street/Entry		
Setback	5' Min / 10' Max	N/A
Stepback	None	N/A
Secondary Street/Entry		
Setback	5' Min / 10' Max	N/A
Stepback	None	N/A
Arterial Street (Sunrise Blvd.)		
Setback	N/A	N/A
Stepback	N/A	N/A
Adjacent Development Site		
Setback	20' Min	N/A
Stepback	None	N/A

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.20 SUB AREA 3-C DEVELOPMENT STANDARDS



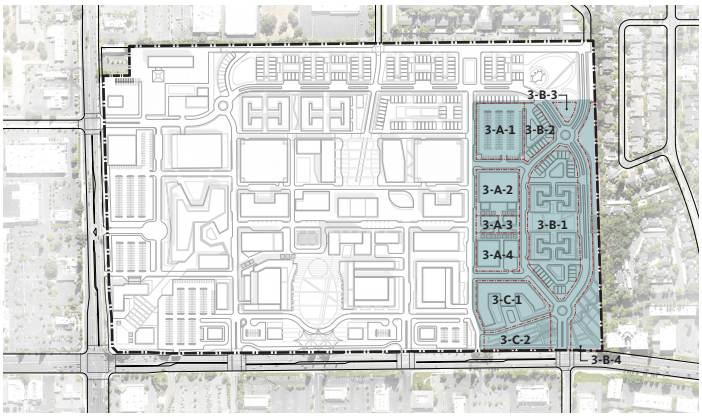
LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N

40
20
80

4.5.5 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

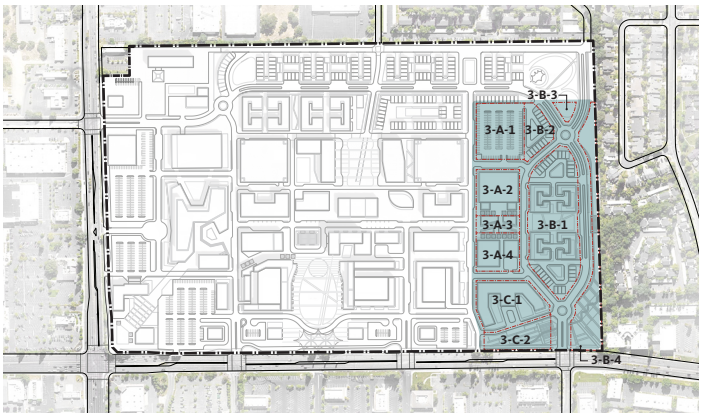
TABLE 4.16 PLANNING AREA 3 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (including mixed-use residential component)
Senior Housing
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Mixed-Use: Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	3-A					3-B			3-C	
	3-A-1	3-A-2	3-A-3	3-A-4	3-B-1	3-B-2	3-B-3	3-B-4	3-C-1	3-C-2
	P	-	-	-	P	-	-	-	P	-
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PLANNING AREA 3 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Medical services - Hospital
Library, museum
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structured within mixed-use development
Transit station or terminal

	3-A					3-B		3-C	
	3-A-1	3-A-2	3-A-3	3-A-4	3-B-1	3-B-2	3-B-3	3-B-4	3-C-1	3-C-2
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4.6 Planning Area 4

4.6.1 Purpose & Intent

Planning Area 4 abuts existing residential uses to the east and south and the redeveloped Main Street to the west. The planning area provides a transition from neighborhood oriented single family residential with townhouses and attached units that share internal pocket parks and auto courts. Adjacent to the residential blocks an office parcel with retail and dining uses fronting a plaza and provide a transition to Main Street.

Within this Planning Area, it will be important to design the residential to accommodate a variety of typologies within a relatively similar footprint. For example, units facing the auto court could be designed specifically as live / work units with ground floors that can be accessed at grade. Other more conventional townhouse units with front stoops and steps should face internal streets.

The office and retail cluster is intended have storefronts that face public streets and plazas. The plaza space between the office and parking should provide some green space and seating for passive use by the office tenants and the public if possible.

The parking structure is intended to be designed with active ground-floor uses or green walls and/or public artwork that provide some visual relief from simple blank walls. It will be important to landscape parking facades that front streets and townhouses especially on the other side of the street. The rooftop provides a great opportunity to integrate solar photo-voltaic arrays as part of the on-site power grid.

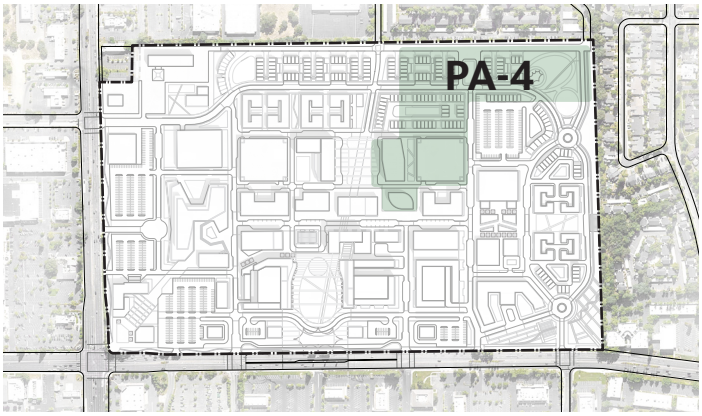


TABLE 4.17 PLANNING AREA 4 SUMMARY

Site Area	
Gross Site Area (Acres)	12.7 Acres
Net Site Area (Acres)*	11.0 Acres
Maximum Development	
Effective FAR**	1.0
Maximum Development (GSF)	480,000 GSF
Development Allowance by Land Use	
Residential (Units)	480 Units
Hotel (Rooms)	0 Rooms
Retail (GSF)	20,000 SF
Office (GSF)	220,000 SF
Community/Institutional (GSF)	160,000 SF
Parking (spaces)	800 Spaces
Open Space Target	
As a percentage of net area	30-40%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

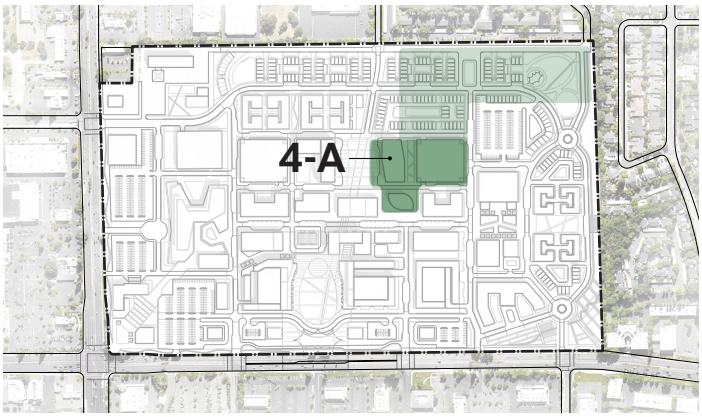
FIGURE 4.21 PLANNING AREA 4



4.6.2 Sub Area 4-A: Employment Anchor

SUB AREA CHARACTER

This Sub Area is characterized by a mix of office buildings, retail, mixed-use development, and open space. Located directly between the active Main Street destination and a quieter residential cluster, this sub area is features walkable and convenient amenities and destinations within a more-secluded urban campus workplace atmosphere.





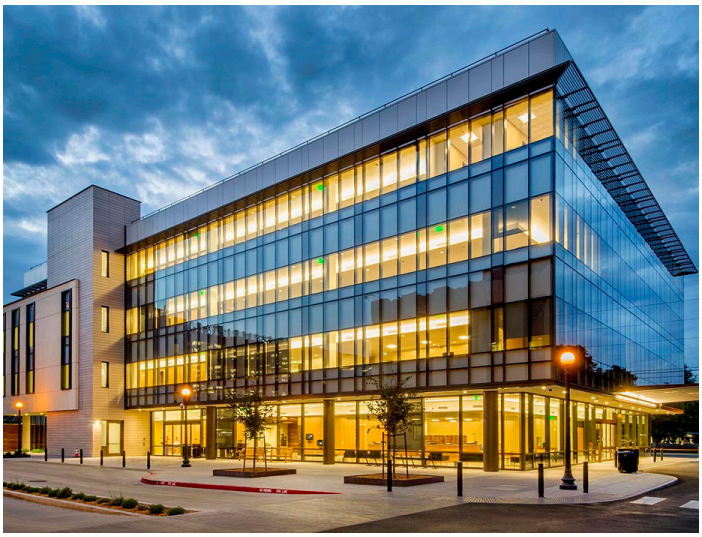
Kaiser Permanente Medical School, Pasadena, CA



Spaulding Rehabilitation Hospital, Charleston, MA

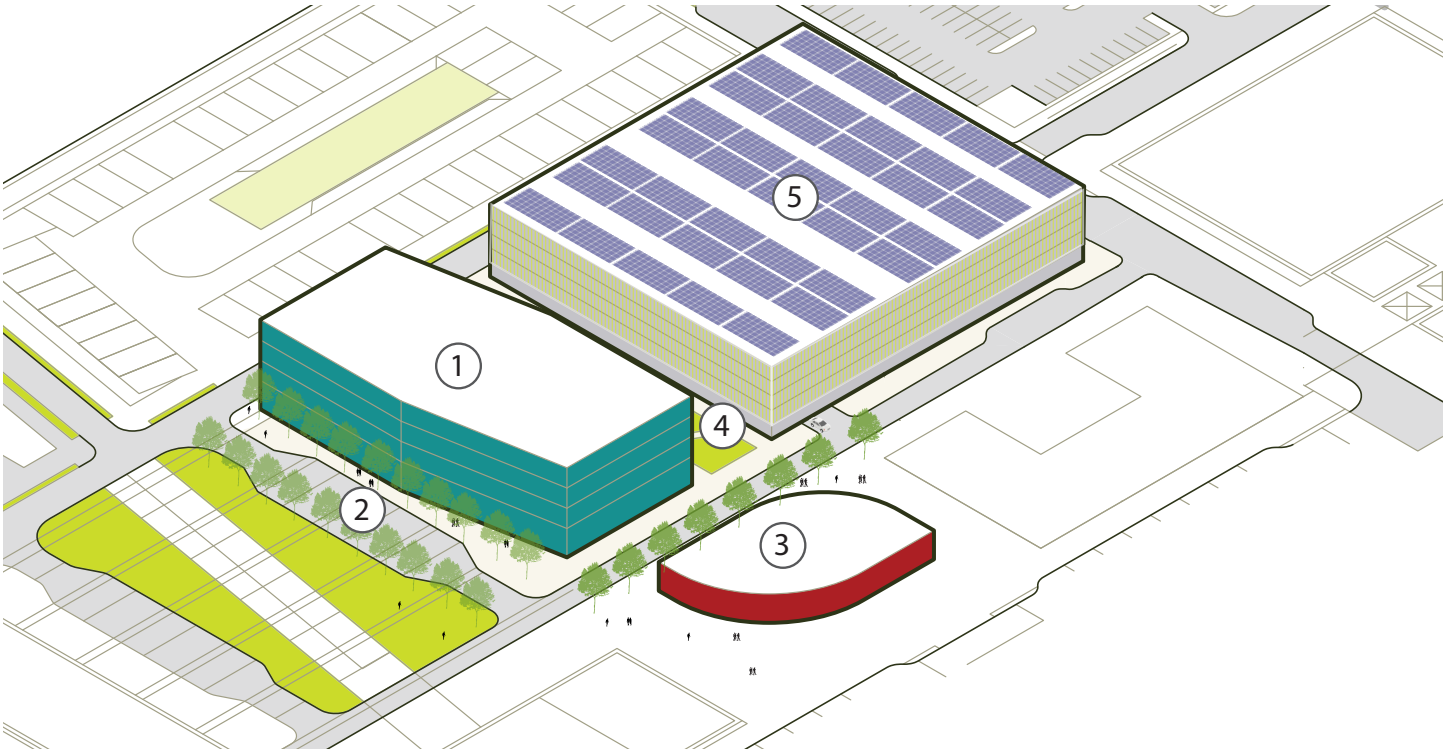


Erasmus Medical Center, Rotterdam, Netherlands



Stanford Neuroscience Health Center, Palo Alto, CA

FIGURE 4.22 SUB AREA 4-A OVERVIEW



LEGEND

Office
Parking
Retail/Restaurants

KEY DESIGN ELEMENTS

1. A multi-story, mid-rise office building is envisioned to be the centerpiece of this sub area. Architectural design of office building should include a rooftop terrace to capture views to Main Street.

2. The primary building entry should be centrally located along north edge of the building with pedestrian access and a designated drop-off zone.

3. This building fronting Main Street should feature active ground-floor uses with upper floor uses that support the function of this sub area as an employment anchor. Uses may include a rooftop event space, with a bridge connection to office building to the east.

4. A shared green space provides a connection between the office building and adjacent parking structure.

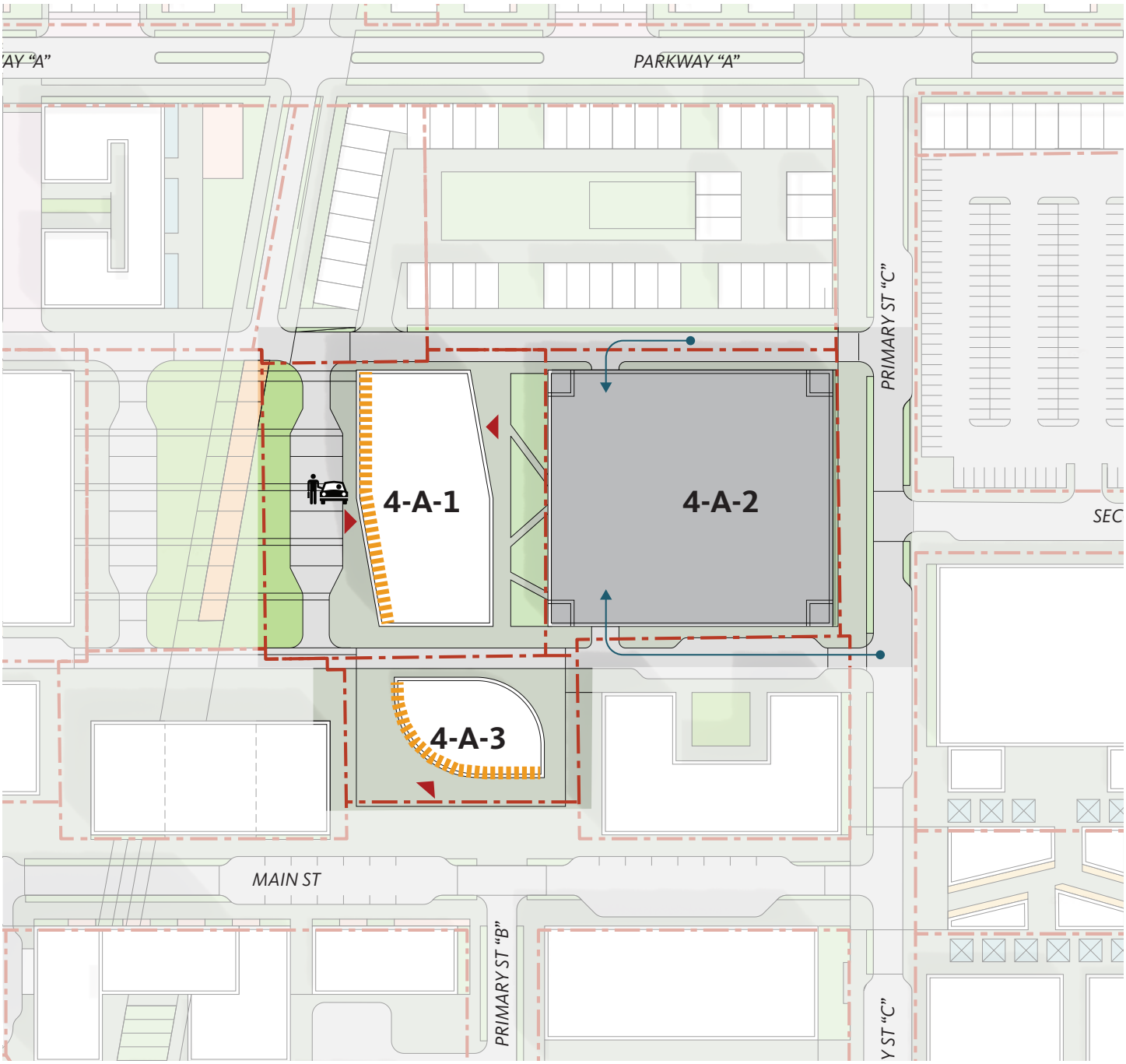
5. An above grade parking structure may be provided to serve both office users and adjacent development. The parking structure should incorporate design elements such as murals, and green walls to mitigate the visual impact of the structure. Photo-voltaic arrays should be provided above the roof level.

TABLE 4.18 SUB AREA 4-A DEVELOPMENT STANDARDS

Development Area	4-A-1	4-A-2	4-A-3
Building Mass			
Floors	Min 2 / Max 8	Max 6	Min 2 / Max 4
Ground Floor Height	Min 15' / Max 20'	N/A	Min 15'/Max 20'
Building Height	Max 80'	Max 60'	Max 60'
Building Placement adjacent to			
Main Street			
Setback	N/A	N/A	None
Stepback	N/A	N/A	None
Primary Street			
Setback	None	10' Max	None
Stepback	None	Min 7' at 20' above grade for bldgs 51'-60' in height	None
Open Space (Campus Square)			
Setback	40'	N/A	N/A
Stepback	None	N/A	N/A
Adjacent Development Site			
Setback	20' Min	20' Min	20' Min
Stepback	None	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.23 SUB AREA 4-A DEVELOPMENT STANDARDS



LEGEND

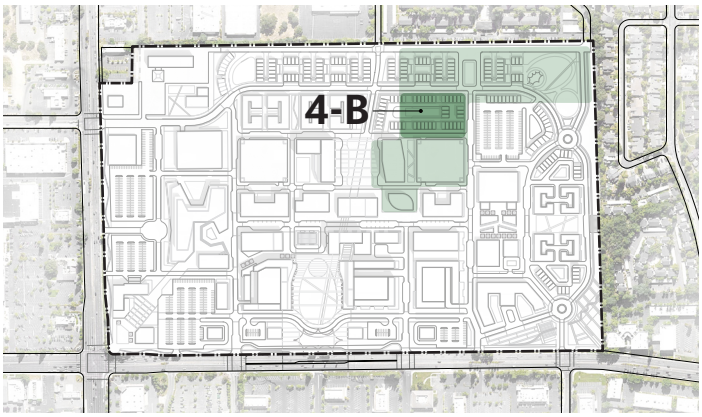
- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N 40 20 80

4.6.3 Sub Area 4-B: Mixed-Use Residential

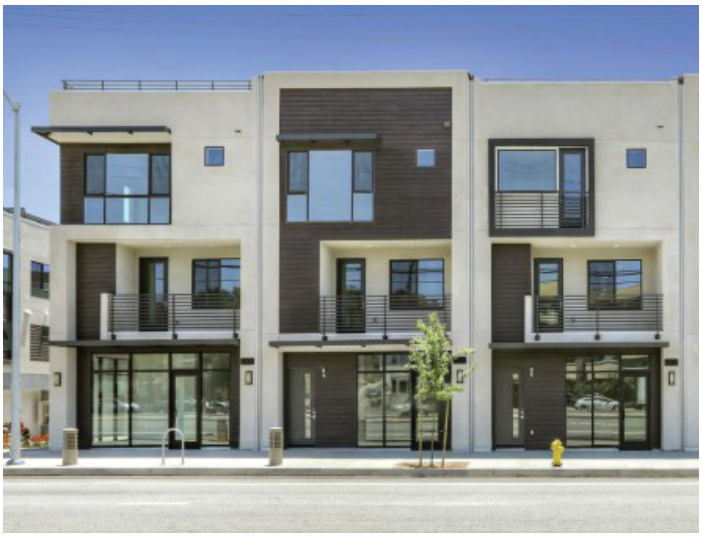
SUB AREA CHARACTER

This sub area is characterized by a low to mid-rise multi-family housing cluster with ample open space amenities. Mixed-use buildings or live-work units may be included in this sub area, providing a transition from the active mixed-use core of the Plan Area to the primarily-residential neighborhoods along the periphery.





Moylan Terrace, San Luis Obispo, California



The ERB, Los Angeles, California



HUB Apartments, Folsom, California



The Creamery, Sacramento, California

FIGURE 4.24 SUB AREA 4-B OVERVIEW



LEGEND

Residential

Parking

KEY DESIGN ELEMENTS

1. Townhouses should have front stoops, stairs down to sidewalk. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

2. Residential interior courtyards should be easily accessible from ground floor of building and provide amenities for residents.

3. Ground level residential parking garages should be designed with high quality materials and door entries for pedestrians.

4. Residential building corner should be thoughtfully designed with high quality materials.

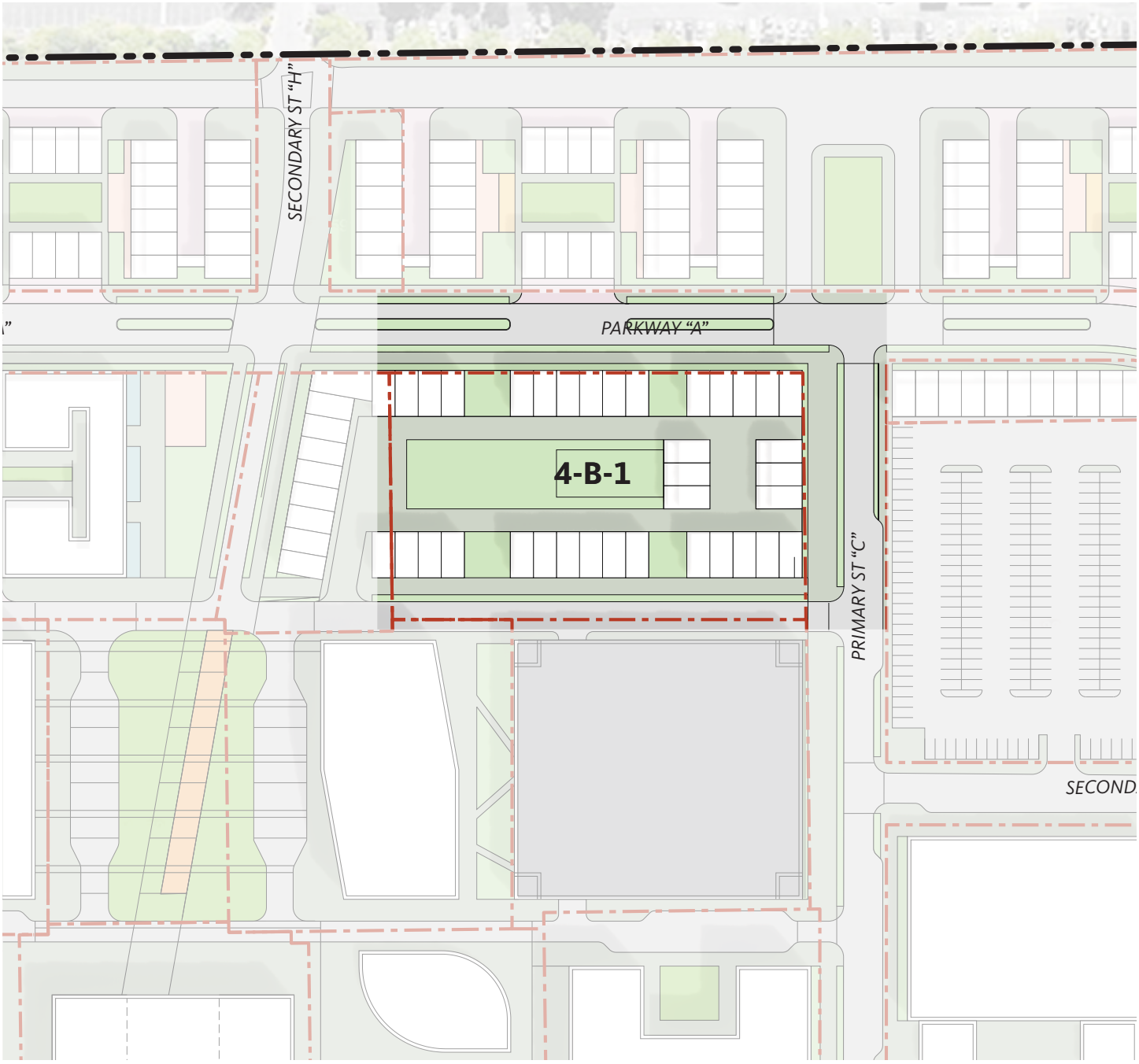
5. Office or retail components of mixed-use buildings or live-work units may be located fronting primary street.

TABLE 4.19 SUB AREA 4-B DEVELOPMENT STANDARDS

Development Area	4-B-1
Building Mass	
Floors	Min 2 / Max 4
Building Height	Max 40'
Building Placement adjacent to	
Primary Street	
Setback	10' Max
Stepback	None
Parkway	
Setback	10' Max
Stepback	None
Adjacent Development Site	
Setback	None
Stepback	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.25 SUB AREA 4-B DEVELOPMENT STANDARDS



LEGEND

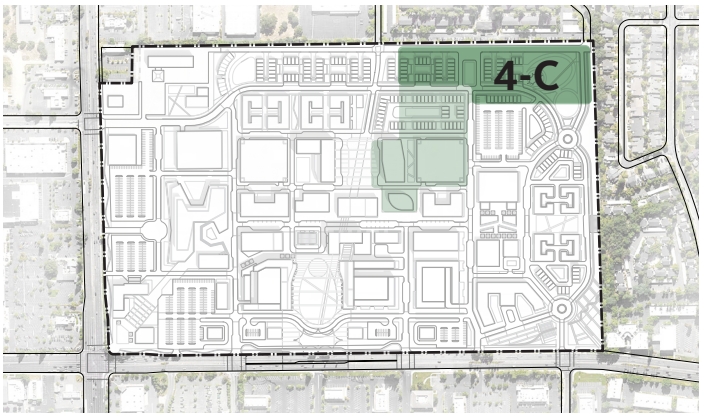
- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N 40 20 80

4.6.4 Sub Area 4-C: Neighborhood Residential

SUB AREA CHARACTER

This Sub Area is characterized by low-rise multi-family housing development and a large community green space. Townhouse residential units offer plenty of space for families and larger households still within walking distance of transit, retail, and employment opportunities. Located at the south-east corner of the site, the community green functions as a gathering space for families and residents on and off site.





626 Parkway Drive, Atlanta, Georgia



Lyric at Cadence Park, Irvine, California



Villas at Belmar, Lakewood, CO



931 N 72nd St, Greenlake Seattle, Washington

FIGURE 4.26 SUB AREA 4-C OVERVIEW



LEGEND

Residential

Parking

Note: Development sites 4-C-3 and 4-C-4 designed for open space use only are not shown.

KEY DESIGN ELEMENTS

1. Townhouses should have front stoops, stairs down to sidewalk. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

2. Townhouse ground level parking garage entries to be visually attractive, and utilize landscaping to buffer from adjacent surface lot.

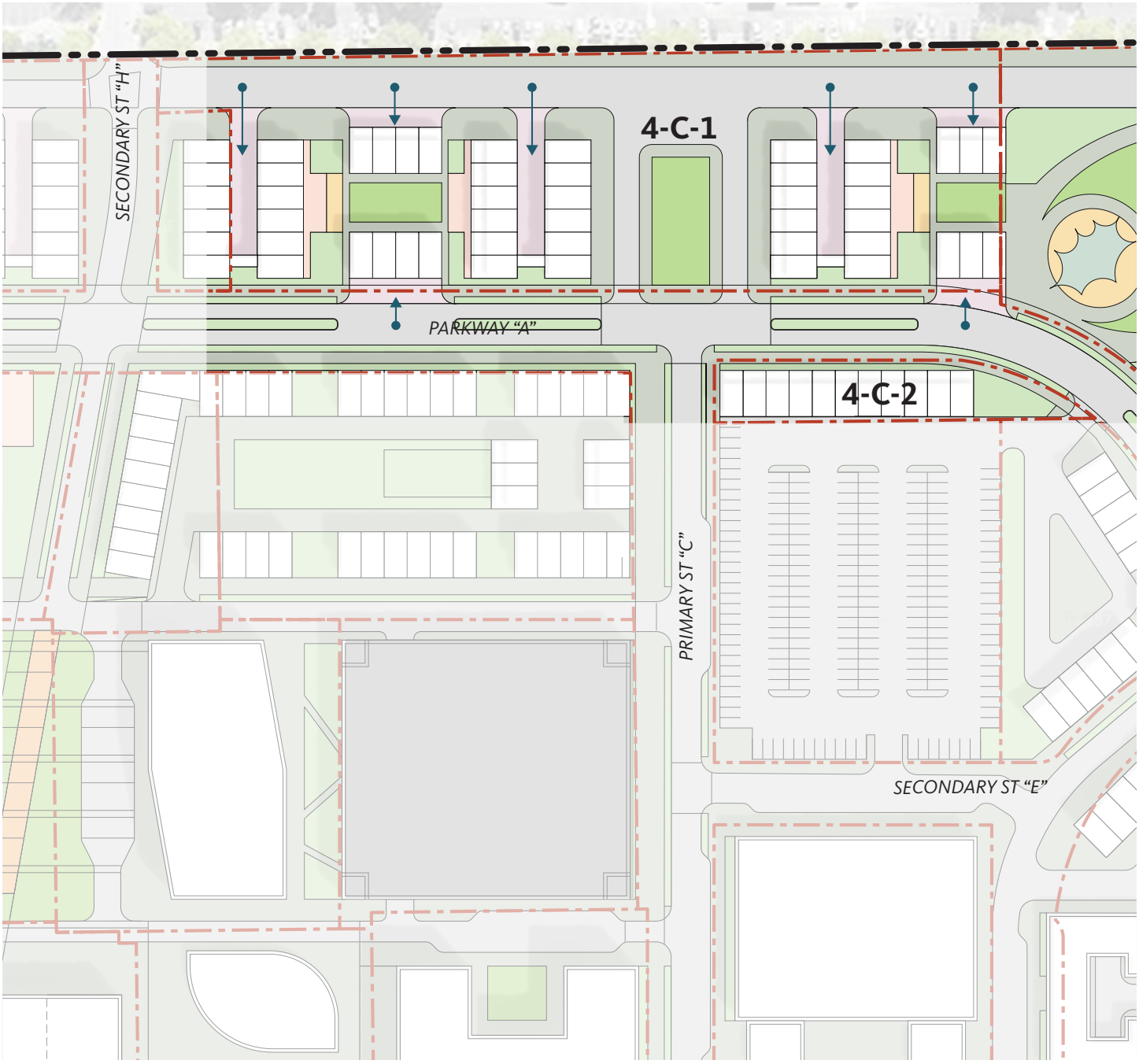
3. Residential interior courtyards should be easily accessible from ground floor of building and provide amenities for residents.

TABLE 4.20 SUB AREA 4-C DEVELOPMENT STANDARDS

Development Area	4-C-1	4-C-2	4-C-3	4-C-4
Building Mass				
Floors	Min 2 / Max 3	Min 2 / Max 3	N/A	N/A
Building Height	Max 40'	Max 40'	N/A	N/A
Building Placement adjacent to				
Parkway				
Setback	10' Max	10' Max	N/A	N/A
Stepback	None	None	N/A	N/A
Open Space (Community Green)				
Setback	10' Max	10' Max	N/A	N/A
Stepback	None	None	N/A	N/A
Adjacent Development Site				
Setback	20' Min	None	N/A	N/A
Stepback	None	None	N/A	N/A
Plan Area Boundary				
Setback	20' Min	N/A	N/A	N/A
Stepback	None	N/A	N/A	N/A

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.27 SUB AREA 4-C DEVELOPMENT STANDARDS



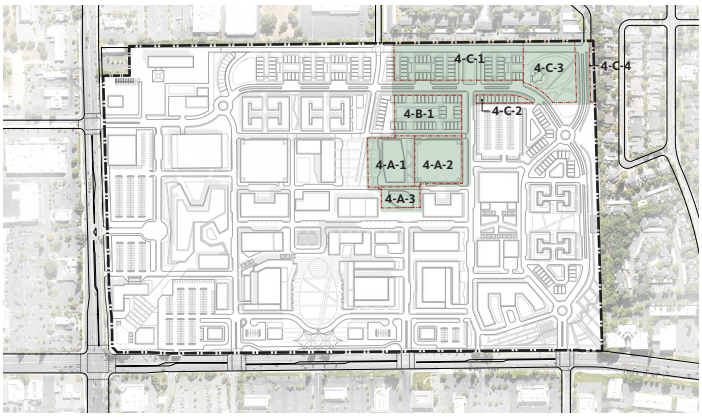
LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N 40 20 80

Note: Development sites 4-C-3 and 4-C-4 designed for open space use only are not shown.

4.6.5 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

- Use not allowed

Uses not listed in are not permitted.

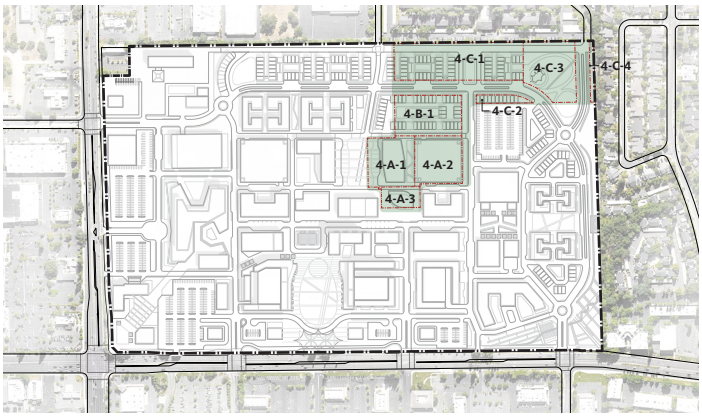
TABLE 4.21 PLANNING AREA 4 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (including mixed-use residential component)
Senior Housing
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Mixed-Use: Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	4-A			4-B			4-C	
	4-A-1	4-A-2	4-A-3	4-B-1	4-C-1	4-C-2	4-C-3	4-C-4
	MUP	MUP	-	-	-	-	-	-
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PLANNING AREA 4 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

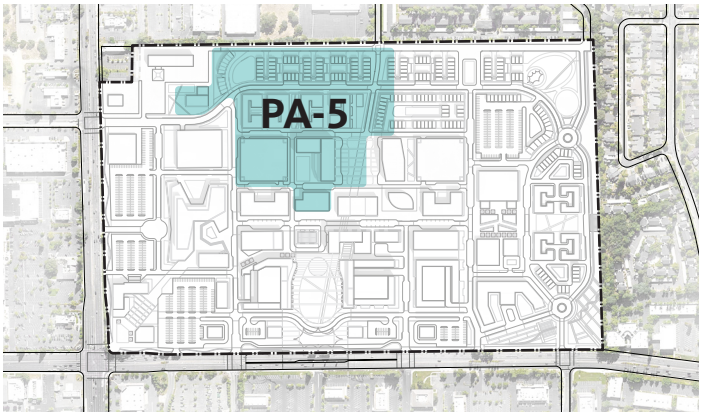
Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Medical services - Hospital
Library, museum
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structure within mixed-use development
Transit station or terminal

	4-A			4-B			4-C	
	4-A-1	4-A-2	4-A-3	4-B-1	4-C-1	4-C-2	4-C-3	4-C-4
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4.7 Planning Area 5

4.7.1 Purpose & Intent

Planning Area 5, abutting Main Street to the west and surrounded by low-scale commercial uses to the east, is envisioned as a combination of residential and employment.



In this Planning Area, residential uses are intended to transition from moderate density townhouses and live/work units to courtyard housing. Narrow paseos with trees and passive seating areas are envisioned to connect one product type to the other.

The office portion of the Planning Area is intended to have a small courtyard on the interior of the block that the ground floor should engage with active uses and lobby entry. A campus green is intended to provide a central gathering space.

A parking structure should be adequately buffered and designed with green walls and / or murals to address the adjacency to courtyard housing further east.

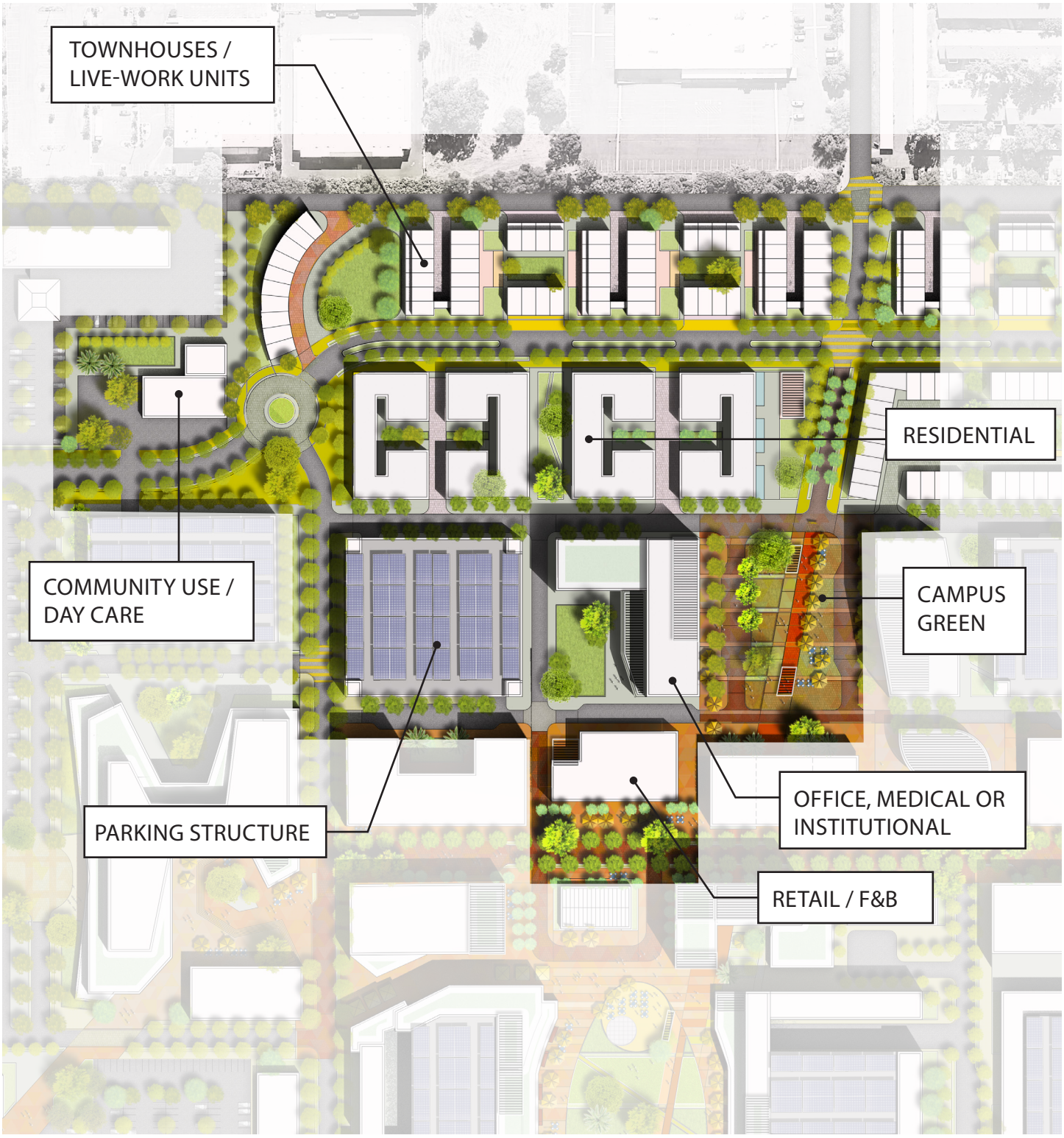
A daycare or other community use facility is envisioned on the furthest north development site in the planning area.

TABLE 4.22 PLANNING AREA 5 SUMMARY

Site Area	
Gross Site Area (Acres)	18.1 Acres
Net Site Area (Acres)*	13.9 Acres
Maximum Development	
Effective FAR**	1.0
Maximum Development (GSF)	610,000 GSF
Development Allowance by Land Use	
Residential (Units)	540 Units
Hotel (Rooms)	0 Rooms
Retail (GSF)	20,000 SF
Office (GSF)	240,000 SF
Community/Institutional (GSF)	220,000 SF
Parking (spaces)	1,200 Spaces
Open Space Target	
As a percentage of net area	30-40%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

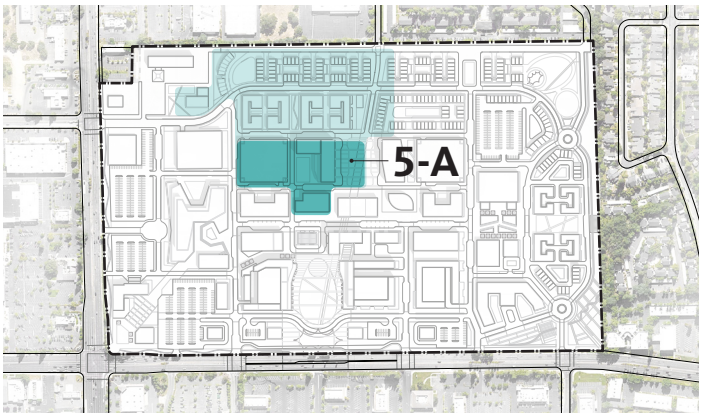
FIGURE 4.28 PLANNING AREA 5



4.7.2 Sub Area 5-A: Employment Anchor

SUB AREA CHARACTER

This Sub Area is characterized by a mix of office buildings, retail, mixed-use development, and open space. Located directly between the active Main Street destination and a quieter residential cluster, this Sub Area is features walkable and convenient amenities and destinations within a more-secluded urban campus workplace atmosphere.





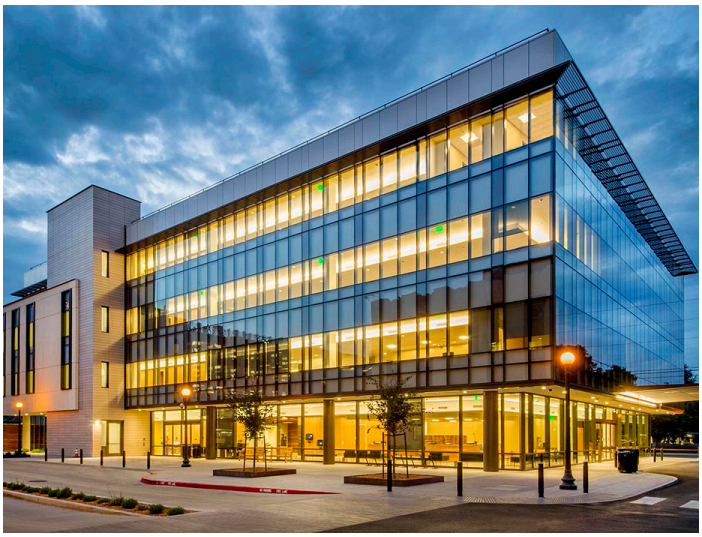
Kaiser Permanente Medical School, Pasadena, CA



Spaulding Rehabilitation Hospital, Charleston, MA

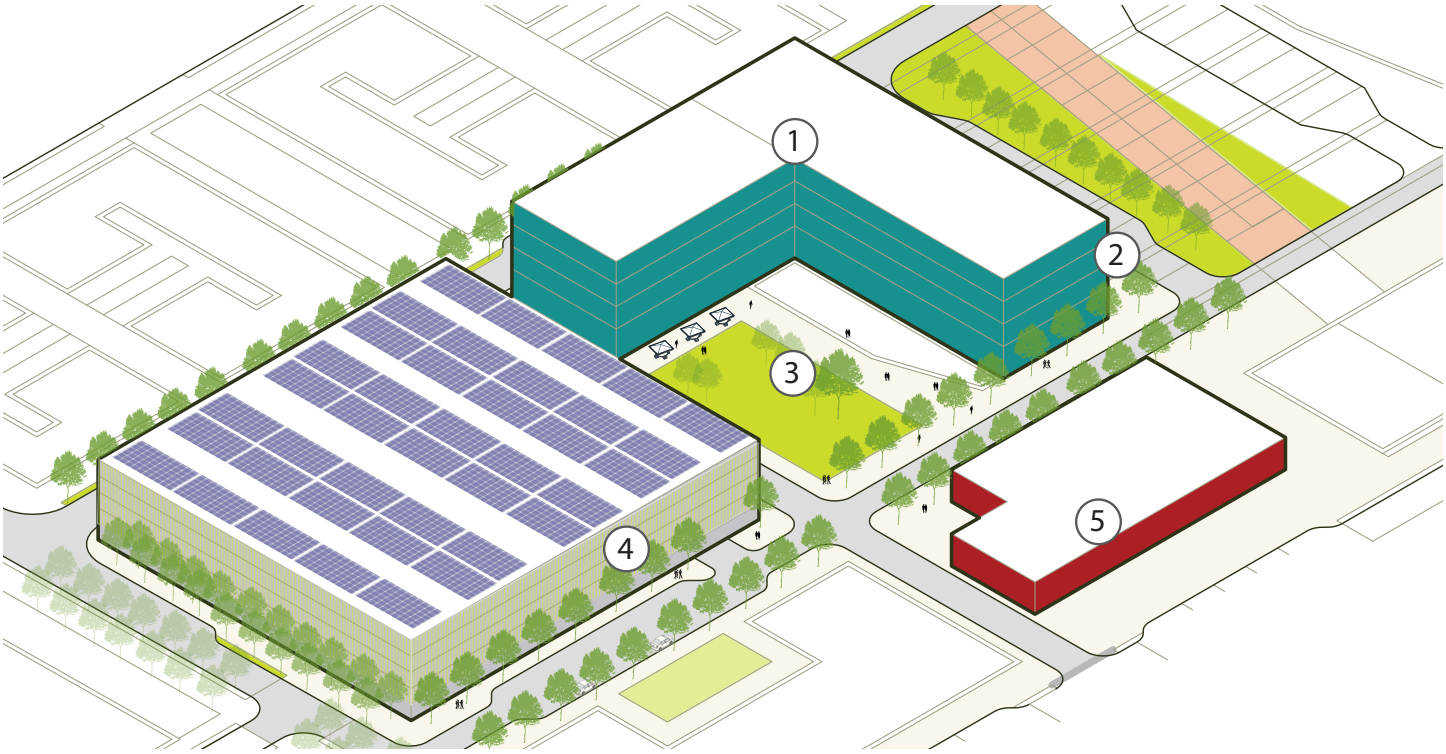


Erasmus Medical Center, Rotterdam, Netherlands



Stanford Neuroscience Health Center, Palo Alto, CA

FIGURE 4.29 SUB AREA 5-A OVERVIEW



LEGEND

Office
Parking
Retail/Restaurants

KEY DESIGN ELEMENTS

1. A multi-story, mid-rise office building is envisioned to be the centerpiece of this sub area. Architectural design of office building should include a rooftop terrace to capture views to Main Street.

2. The primary building entry should be centrally located along north edge of the building with pedestrian access and a designated drop-off zone.

3. A courtyard green space provides a connection between the office building and adjacent parking structure. Courtyard design should include amenities and features that promote interaction and indoor outdoor experience with office building.

4. An above grade parking structure may be provided to serve both office users and adjacent development. The parking structure should incorporate design elements such as murals, and green walls to mitigate the visual impact of the structure. Photo-voltaic arrays should be provided above the roof level.

5. This building fronting Main Street should feature active ground-floor uses with potential upper floor uses that support the function of this sub area as an employment anchor.

TABLE 4.23 SUB AREA 5-A DEVELOPMENT STANDARDS

Development Area	5-A-1	5-A-2	5-A-3	5-A-4
Building Mass				
Floors	Max 6	Min 2 / Max 8	N/A	Min 1 / Max 4
Ground Floor Height	N/A	Min 15'/Max 20'	N/A	Min 15'/Max 20'
Building Height	Max 60'	Max 80'	N/A	Max 60'
Building Placement adjacent to				
Main Street				
Setback	N/A	N/A	N/A	None
Stepback	N/A	N/A	N/A	None
Primary Street				
Setback	10' Max	N/A	N/A	N/A
Stepback	Min 7' at 20' above grade for bldgs 51'-60' in height	N/A	N/A	N/A
Open Space (Campus Square)				
Setback	N/A	10' Min	N/A	N/A
Stepback	N/A	None	N/A	N/A
Adjacent Development Site				
Setback	20' Min	20' Min	N/A	20' Min
Stepback	None	None	N/A	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.30 SUB AREA 5-A DEVELOPMENT STANDARDS



LEGEND

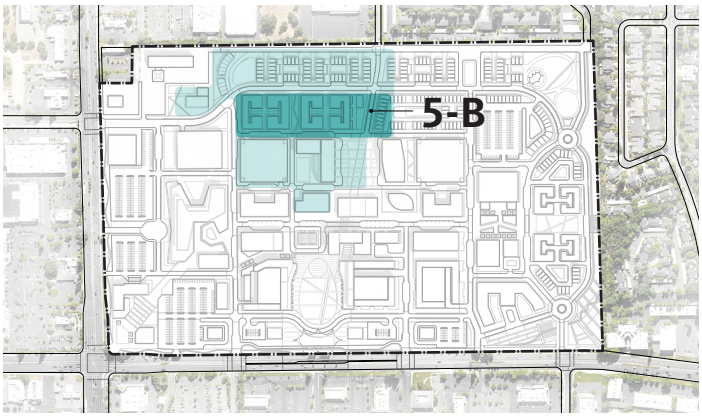
- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N 40 20 80

4.7.3 Sub Area 5-B: Mixed-Use Residential

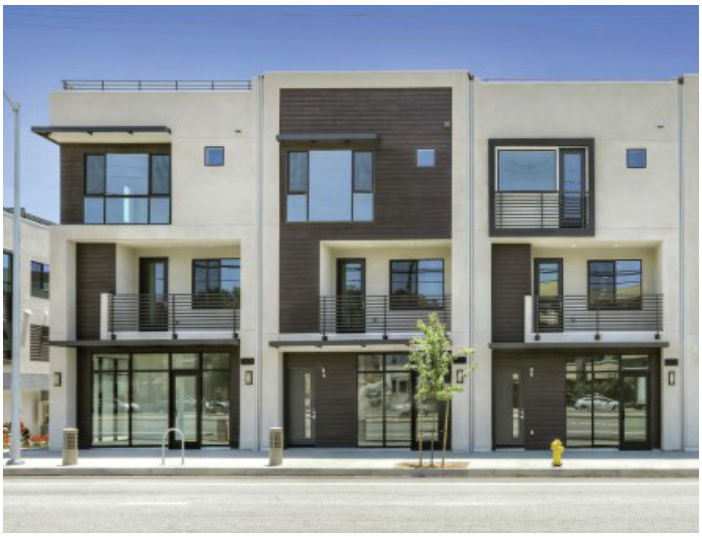
SUB AREA CHARACTER

This sub area is characterized by a low to mid-rise multi-family housing cluster with ample open space amenities. Mixed-use buildings or live-work units may be included in this sub area, providing a transition from the active mixed-use core of the Plan Area to the primarily-residential neighborhoods along the periphery.



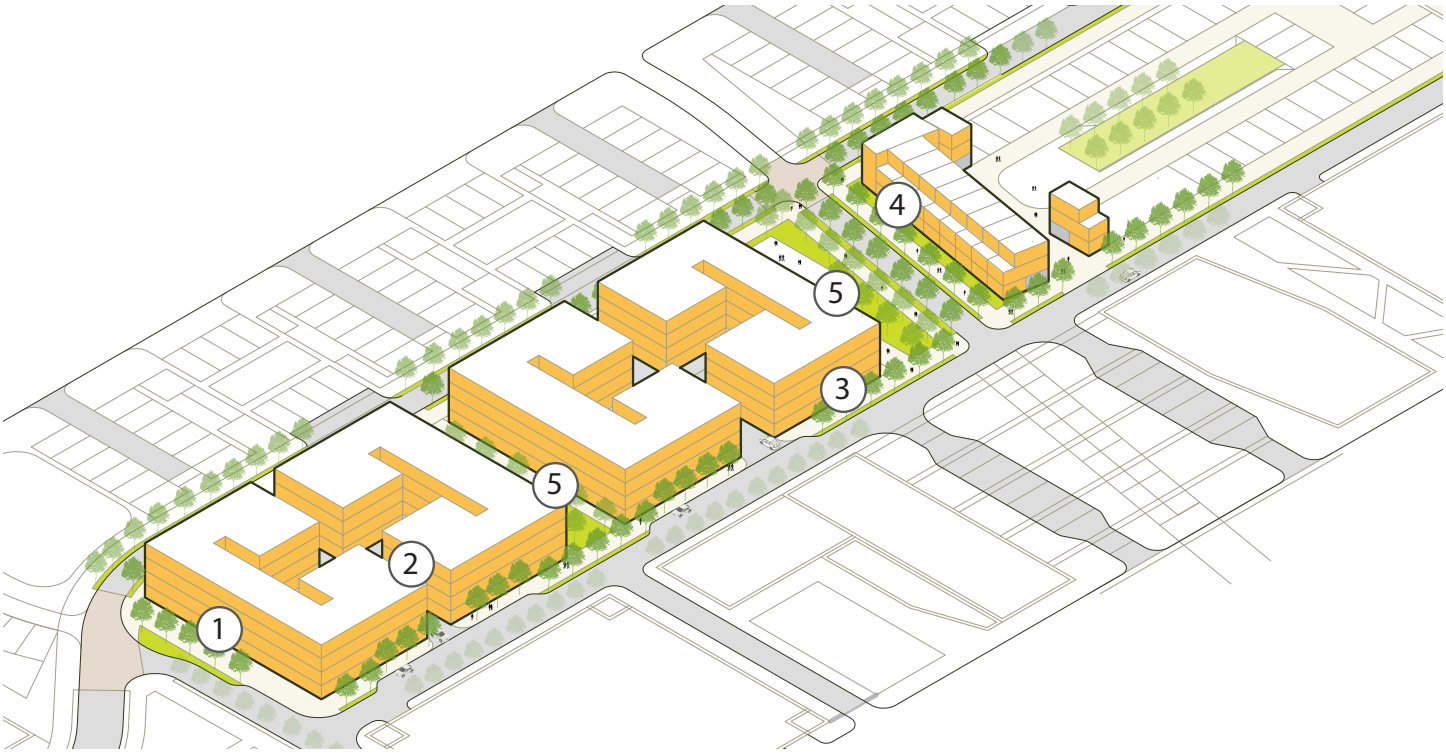


Novel Providence Farm, Charlotte, North Carolina



The ERB, Los Angeles, California

FIGURE 4.31 SUB AREA 5-B OVERVIEW



LEGEND

Residential

Parking

KEY DESIGN ELEMENTS

1. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

2. Housing units should incorporate parking accessible from internal driveways. Conceal and buffer internal parking entries and views of parking from units above.

3. Ground floor of residential uses should have windows and entries facing sidewalk, front stoops and/or live/work units that interact with plaza across from street.

4. Townhouses and live/work units should have front stoops, stairs down to sidewalk. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

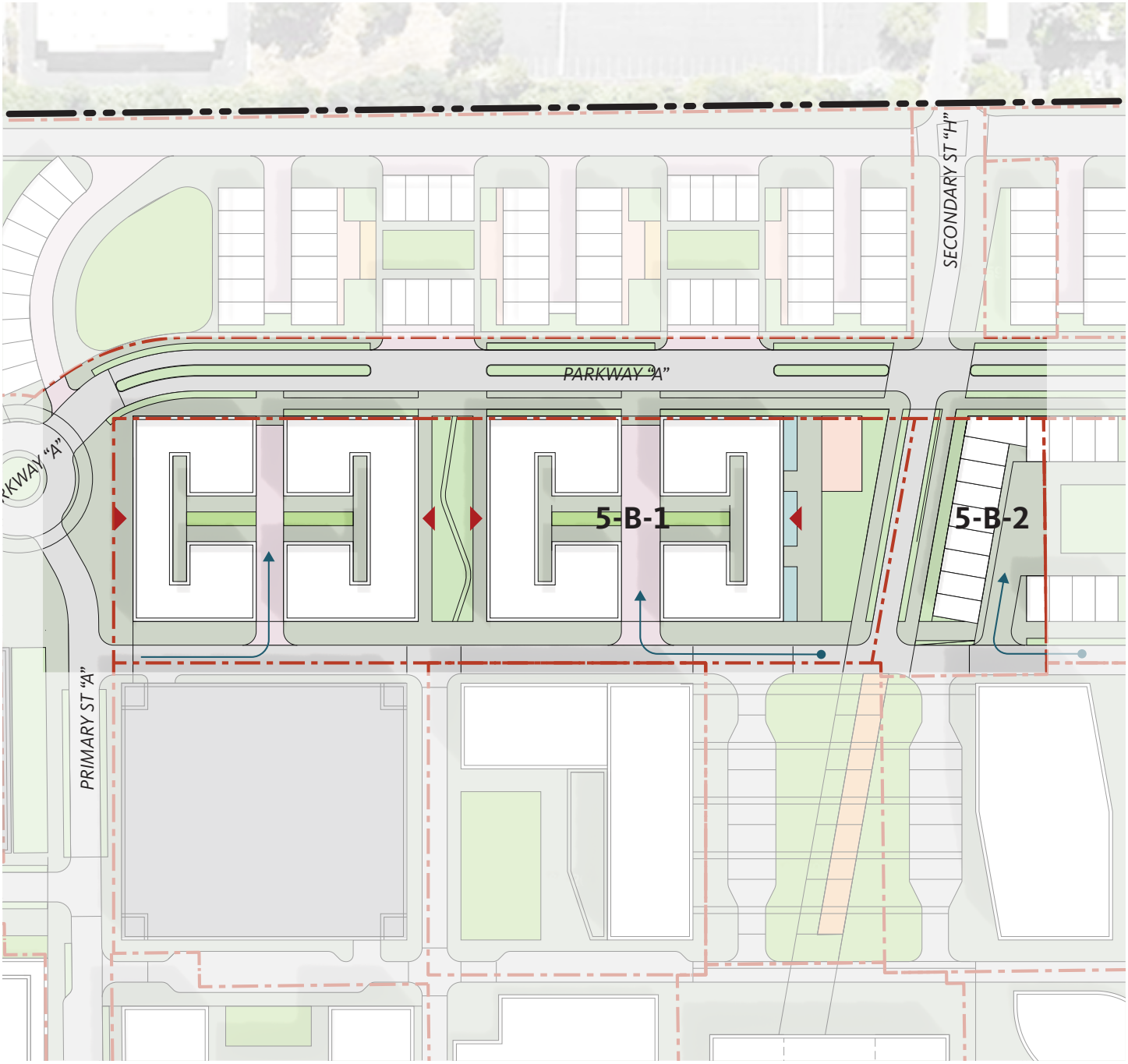
5. Residential green spaces and courtyards should be easily accessible from ground floor of building and provide amenities for residents.

TABLE 4.24 SUB AREA 5-B DEVELOPMENT STANDARDS

Development Area	5-B-1	5-B-2
Building Mass		
Floors	Min 2 / Max 4	Min 2 / Max 4
Building Height	Max 40'	Max 40’
Building Placement adjacent to		
Primary Street		
Setback	10’ Min	N/A
Stepback	None	N/A
Parkway		
Setback	10’ Max	10’ Max
Stepback	None	None
Adjacent Development Site		
Setback	20’ Min	20’ Min
Stepback	None	None

“None” indicates there is no minimum or maximum established.
“N/”A” indicates that the standard does not apply to a particular development site.

FIGURE 4.32 SUB AREA 5-B DEVELOPMENT STANDARDS



LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

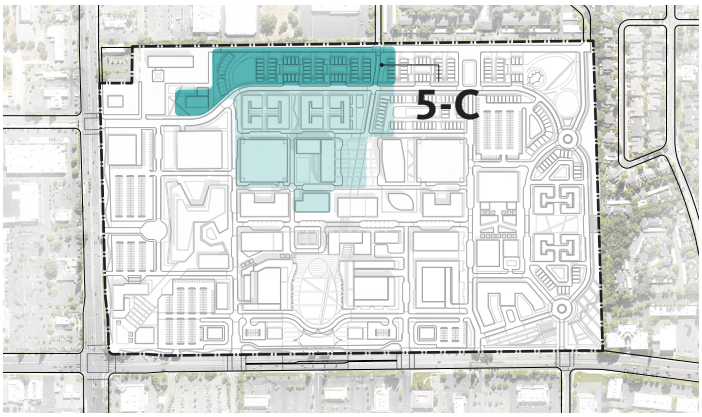
N

40
20 80

4.7.4 Sub Area 5-C: Neighborhood Residential

SUB AREA CHARACTER

This Sub Area is characterized by primarily low-rise multi-family buildings and generous, family-friendly green spaces throughout. At the north edge of the sub area is community-use opportunity that could house a day care center or similar type facility to serve residents and the on-site workforce. Sitting just east of the loop road and multi-use active trail, this Sub Area is highly connected to vehicular, pedestrian, and bike circulation.





Lyric at Cadence Park, Irvine, California



Boulevard One, Denver, Colorado

FIGURE 4.33 SUB AREA 5-C OVERVIEW



LEGEND

Residential
Community
Parking

KEY DESIGN ELEMENTS

1. Townhouses should have front stoops, stairs down to sidewalk. Soften and buffer all edges of residential block with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

2. Access to parking should be provided by parking courts and shielded from view from the street where feasible. For units with parking entry driveways from the internal streets buffer vehicular entries with landscape, shade tree canopy, and generous sidewalks to promote a walkable residential character.

3. Residential green spaces and courtyards should be easily accessible from ground floor of building and provide amenities for residents.

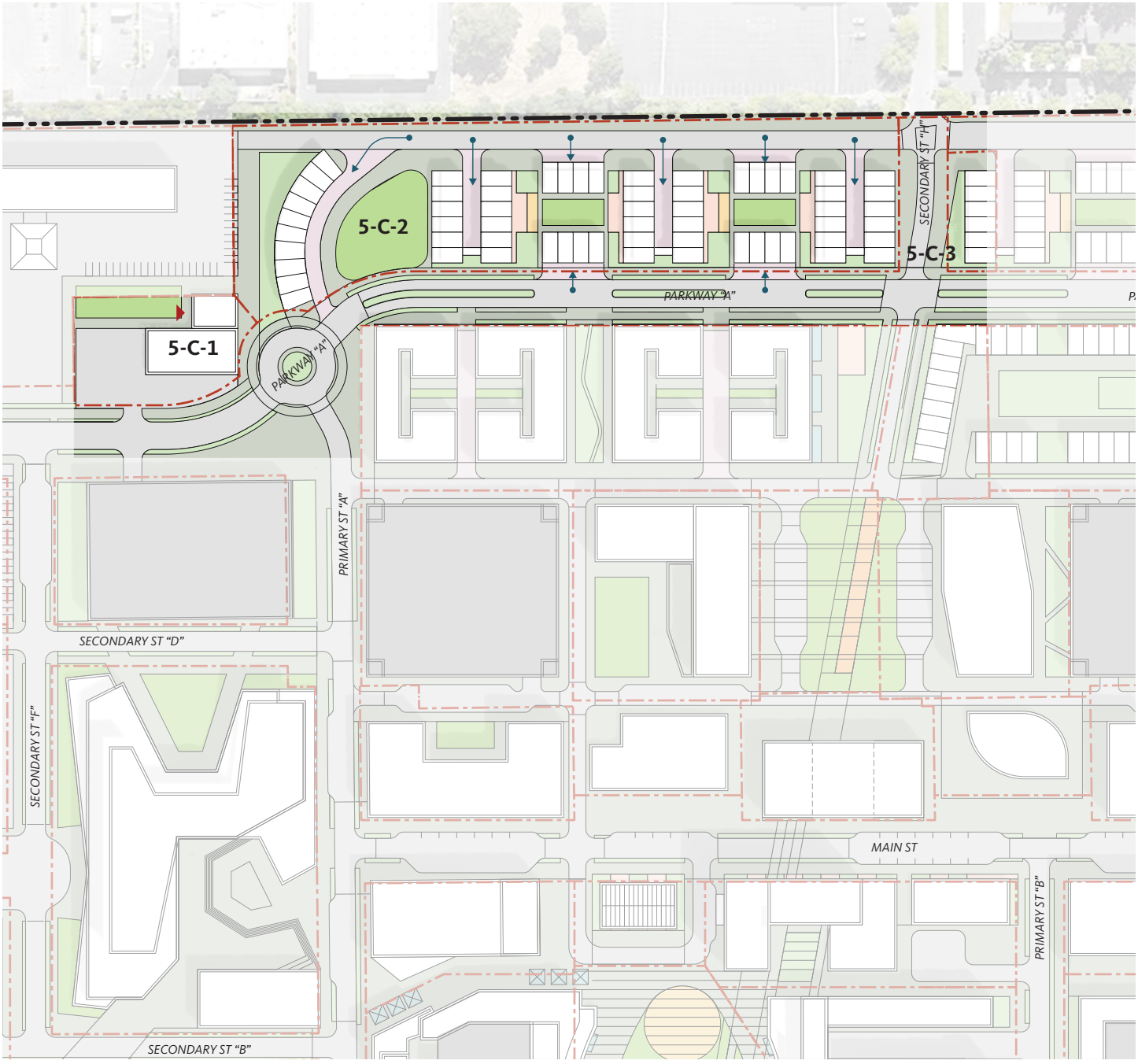
4. Community-serving uses, such as a child care center or fitness center, provide a transition for the residential character of this sub area to the adjacent employment anchor.

TABLE 4.25 SUB AREA 5-C DEVELOPMENT STANDARDS

Development Area	5-C-1	5-C-2	5-C-3
Building Mass			
Floors	Max 4	Min 2 / Max 3	Min 2 / Max 3
Building Height	Max 60′	Max 40′	Max 40′
Building Placement adjacent to			
Parkway			
Setback	10′ Max	10′ Max	10′ Max
Stepback	None	None	None
Adjacent Development Site			
Setback	None	None	None
Stepback	None	None	None
Planning Area Boundary			
Setback	N/A	Min 20′	Min 20′
Stepback	N/A	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.34 SUB AREA 5-C DEVELOPMENT STANDARDS



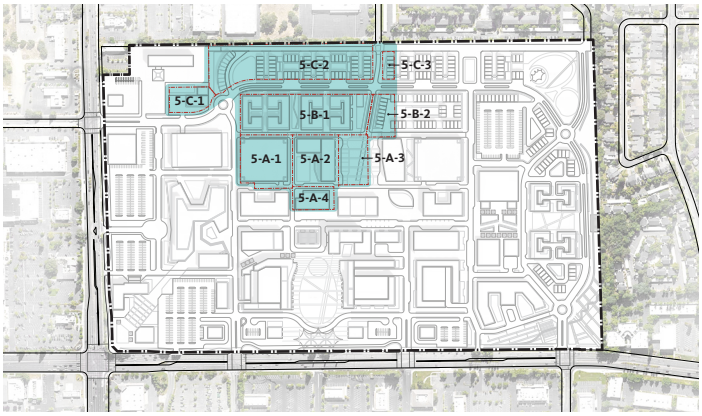
LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N

40 160
20 80

4.7.5 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

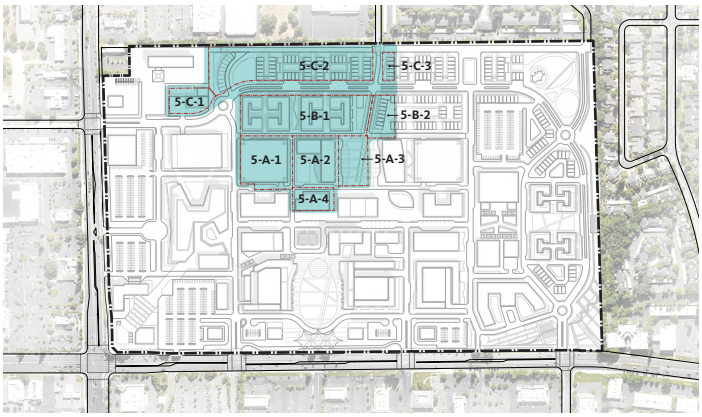
TABLE 4.26 PLANNING AREA 5 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (including mixed-use residential component)
Senior Housing
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Mixed-Use: Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	5-A				5-B		5-C		
	5-A-1	5-A-2	5-A-3	5-A-4	5-B-1	5-B-2	5-C-1	5-C-2	5-C-3
	MUP	MUP	-	-	-	-	MUP	-	-
	-	-	-	-	P	P	-	P	P
	MUP	MUP	-	MUP	P	P	MUP	MUP	-
	-	-	-	-	-	-	-	-	-
	P	P	-	P	-	-	P	-	-
	S	S	-	S	-	-	S	-	-
	P	P	-	P	-	-	-	-	-
	P	P	-	P	-	-	P	-	-
	MUP	MUP	MUP	MUP	-	-	-	-	-
	P	P	P	P	-	-	-	-	-
	P	P	-	P	-	-	-	-	-
	MUP	MUP	-	MUP	-	-	-	-	-
	S	S	-	S	-	-	S	-	-
	-	-	-	-	-	-	-	-	-
	P	P	-	P	-	-	P	-	-
	P	P	-	P	-	-	P	-	-
	-	-	-	MUP	-	-	-	-	-
	P	P	-	P	-	-	P	-	-
	P	P	MUP	P	-	-	P	-	-
	MUP	MUP	-	MUP	-	-	-	-	-
	P	P	-	P	-	-	-	-	-
	P	P	-	P	-	-	P	-	-
	-	-	-	-	-	-	-	-	-
	P	P	-	P	P	P	P	-	-
	P	P	-	-	P	P	P	-	-
	P	P	-	-	P	P	P	-	-
	-	-		-	-	-	-	-	-

PLANNING AREA 5 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

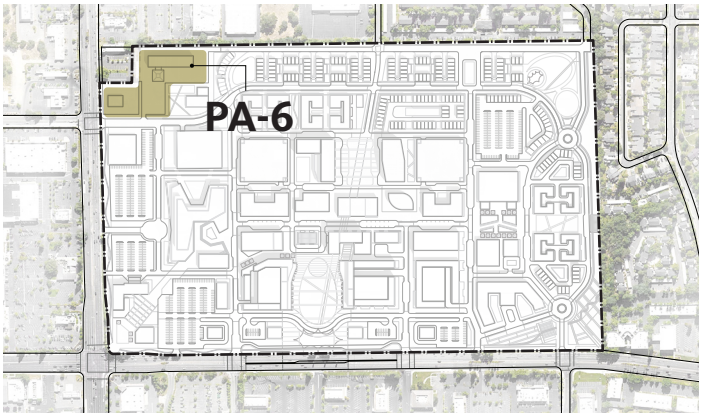
Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Medical services - Hospital
Library, museum
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structured within mixed-use development
Transit station or terminal

	5-A				5-B			5-C	
	5-A-1	5-A-2	5-A-3	5-A-4	5-B-1	5-B-2	5-C-1	5-C-2	5-C-3
	MUP	MUP	-	MUP	MUP	MUP	MUP	MUP	MUP
	MUP	MUP	-	MUP	MUP	MUP	MUP	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
	P	P	-	P	P	P	P	-	-
	UP	UP	-	-	UP	UP	-	-	-
	P	P	-	P	P	P	P	-	-
	-	-	-	-	-	-	-	-	-
	P	P	P	P	P	P	P	P	P
	-	-	-	-	-	-	-	-	-
	P	P	-	-	P	P	P	UP	U-
	MUP	MUP	-	-	MUP	MUP	MUP	P	-
	MUP	MUP	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-

4.8 Planning Area 6

4.8.1 Purpose & Intent

Planning Area 6 abuts Greenback Lane and provides a transition both in terms of design and land use between the auto-oriented look and feel along the major corridor towards the more pedestrian-oriented character within the Plan Area.



A major monument sign is imagined at the corner of Greenback Lane and design of buildings should accommodate this feature as appropriate.

Surface parking should be adequately landscaped and buffered from view from major streets both within and outside the property. Care should be taken to avoid undue temperature increase from excessive use of blacktop for road surfacing.

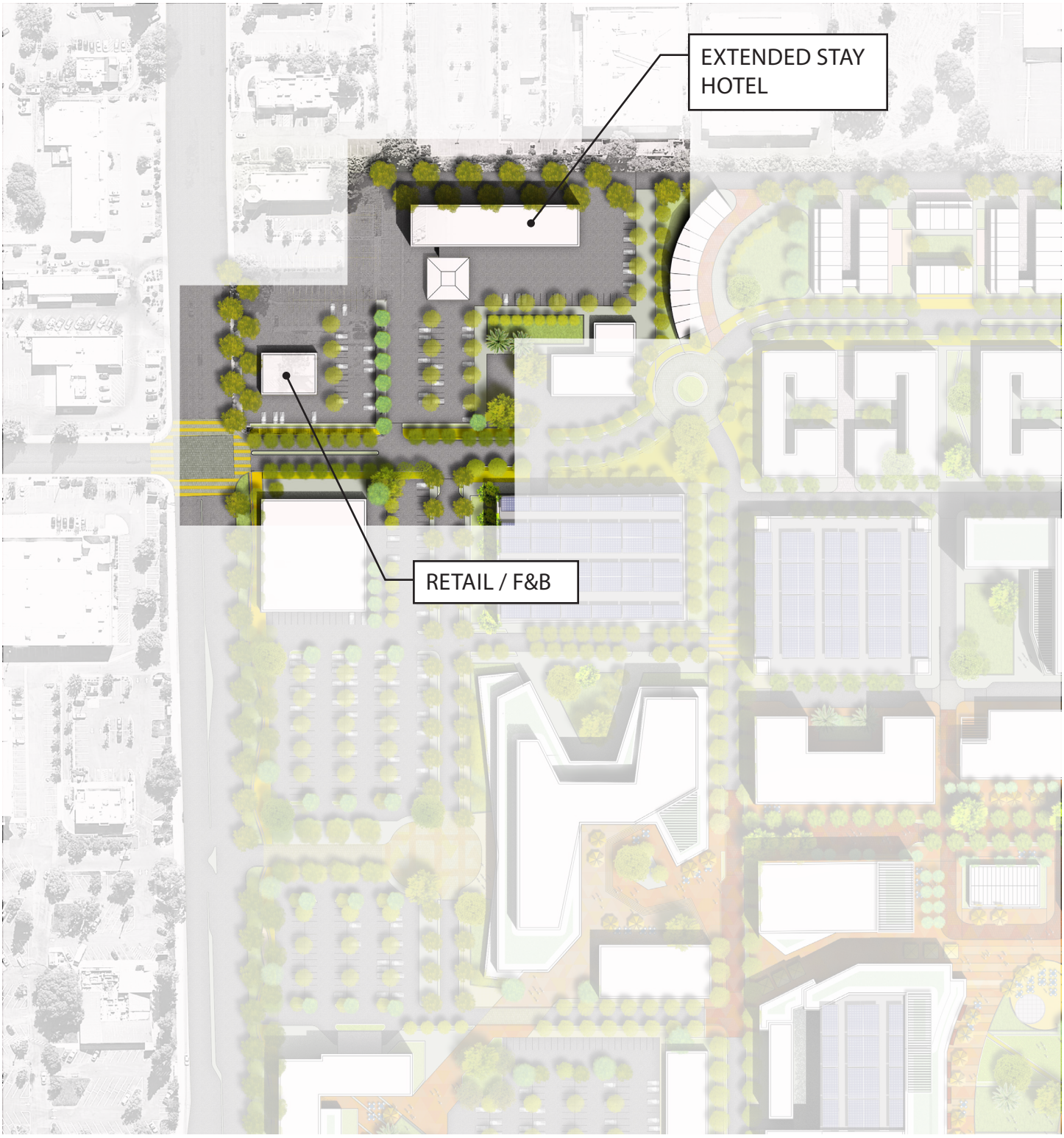
Service and loading areas for the hotel and retail uses should be adequately screened from view.

TABLE 4.27 PLANNING AREA 6 SUMMARY

Site Area	
Gross Site Area (Acres)	3.2 Acres
Net Site Area (Acres)*	3.2 Acres
Maximum Development	
Effective FAR**	0.5
Maximum Development (GSF)	70,000 GSF
Development Allowance by Land Use	
Residential (Units)	0 Units
Hotel (Rooms)	120 Rooms
Retail (GSF)	8,000 SF
Office (GSF)	0 SF
Community/Institutional (GSF)	8,000 SF
Parking (spaces)	200 Spaces
Open Space Target	
As a percentage of net area	10-15%

*Excludes internal roads.
**Calculated based on Net Site Area. For information only, maximum allowed development denominated in Gross Square Feet (GSF).

FIGURE 4.35 PLANNING AREA 6



4.8.2 Sub Area 6-A: Hotel & Amenities

SUB AREA CHARACTER

This sub area located at north-east corner of the Plan Area is characterized by an extended stay hotel and adjacent retail or restaurant. Located along Greenback Lane with easy access and ample parking, this sub area offers amenities that serve both the on-site residential community as well as the daily workforce and visitors.

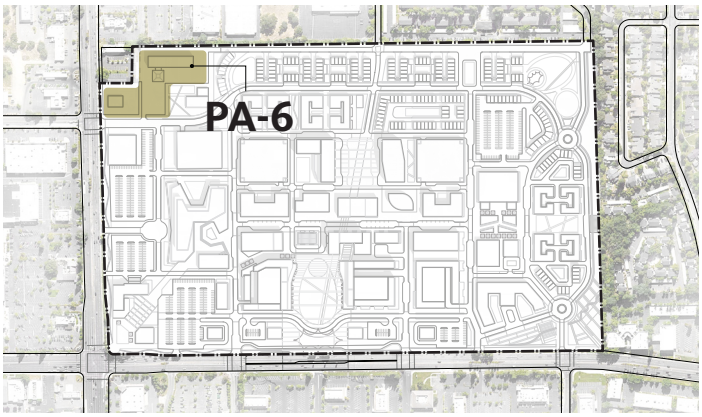
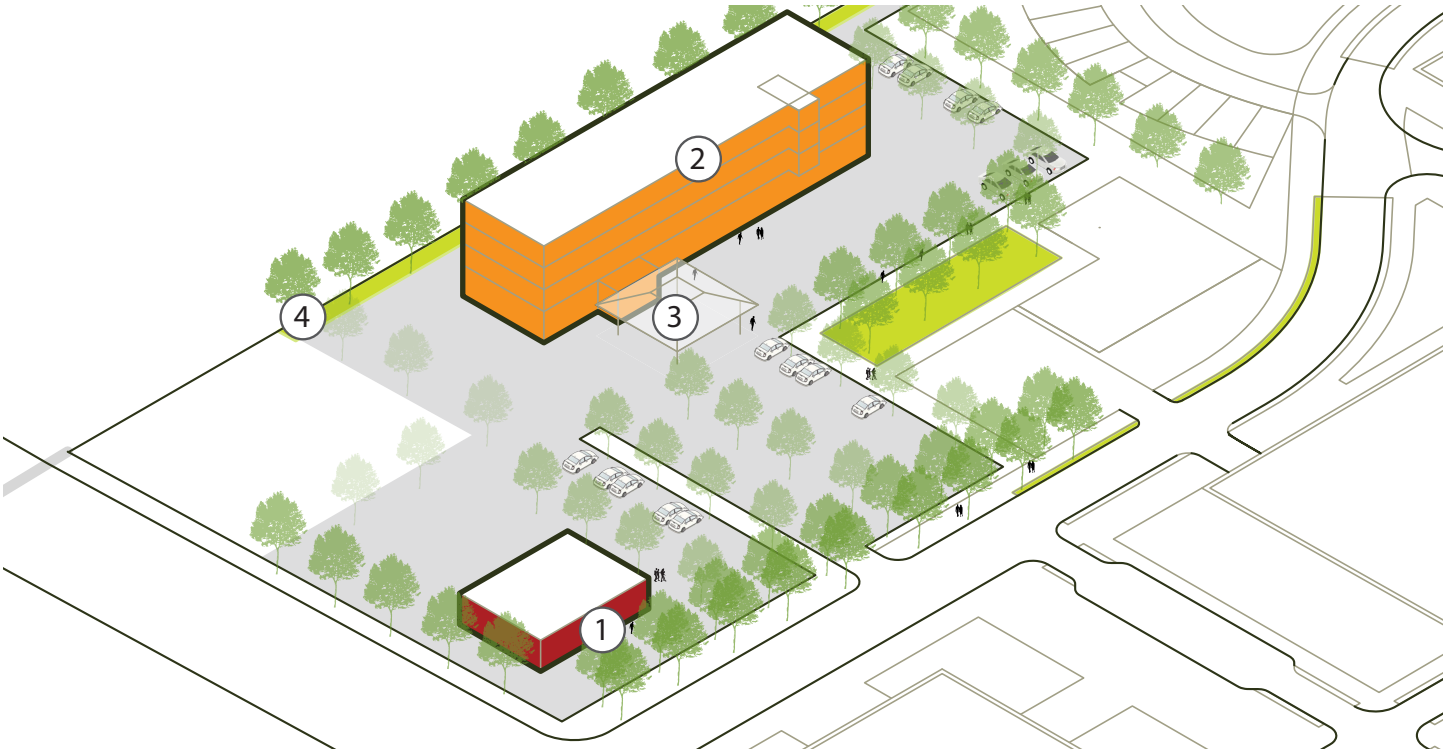


FIGURE 4.36 SUB AREA 6-A OVERVIEW



LEGEND

Retail/Restaurant

Hotel

KEY DESIGN ELEMENTS

1. Retail or restaurant use at Greenback Lane entry point should have a visually prominent corner and design, utilizing high quality materials and monument signage.

2. An extended-stay hotel is envisioned as a key element of this sub area. The hotel building design should have facades with high quality materials and windows.

3. Hotel porte cochere and drop-off should be centrally located on the west edge of the building and have high-quality architectural and landscaped design elements. Building entry and lobby facade should have transparency and easily accessible.

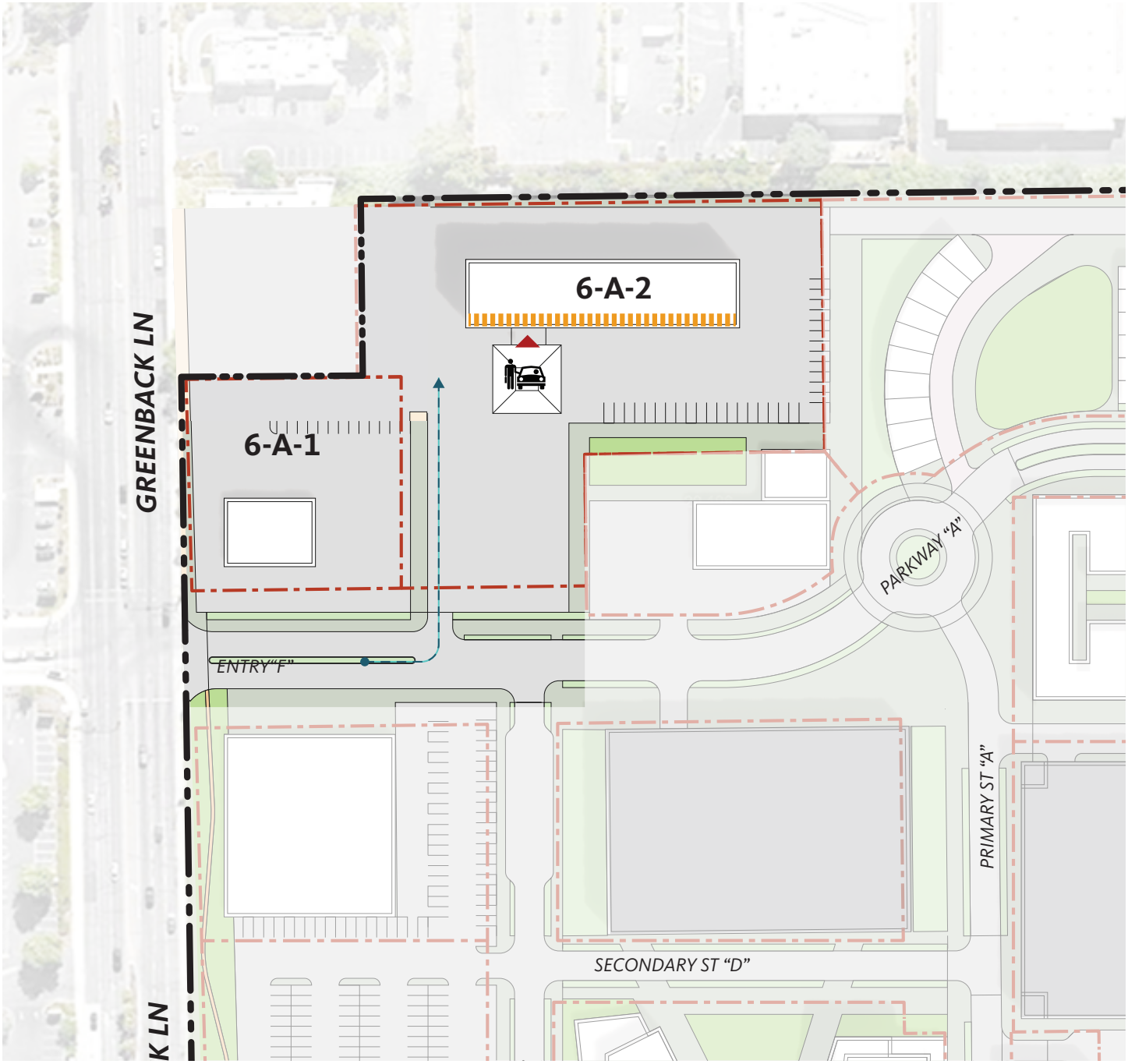
4. Landscaping should be used to buffer the edge of this sub area from adjacent development.

TABLE 4.28 SUB AREA 6-A DEVELOPMENT STANDARDS

Development Area	6-A-1	6-A-2
Building Mass		
Floors	Max 4	Max 6
Ground Floor Height	Min 15'/Max 20'	Min 15'/Max 20'
Building Height	Max 60'	Max 80'
Building Placement adjacent to		
Parkway		
Setback	10' Min	10' Min
Stepback	None	None
Arterial Street (Greenback Lane)		
Setback	20' Min	N/A
Stepback	None	N/A
Adjacent Development Site		
Setback	20' Min	20' Min
Stepback	None	None
Planning Area Boundary		
Setback	20' Min	20' Min
Stepback	None	None

"None" indicates there is no minimum or maximum established.
"N/"A" indicates that the standard does not apply to a particular development site.

FIGURE 4.37 SUB AREA 6-A DEVELOPMENT STANDARDS

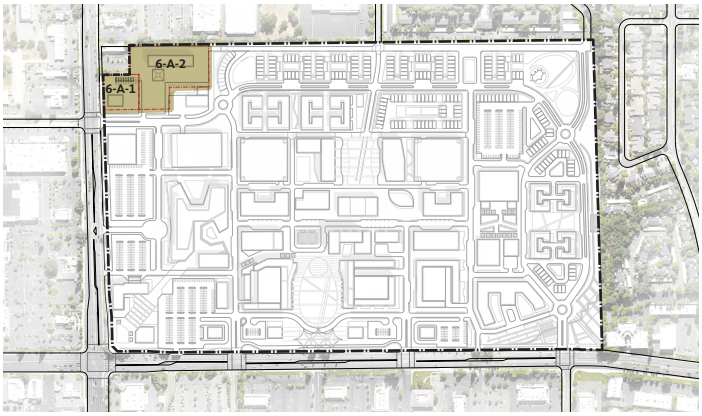


LEGEND

- Landscaped Open Space
- Buffer Landscape
- Sidewalks & Walking Paths
- Plazas & Pedestrian-Only Paseos
- Buildings
- Parking Structure
- Active Building Frontage
- Preferred Building Entrance
- Parking Access
- Service Access
- Passenger Drop Off
- Development Site

N 40 20 80

4.8.3 Use Regulations



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

S Permit requirement set by Specific Use Regulations

- Use not allowed

Uses not listed in are not permitted.

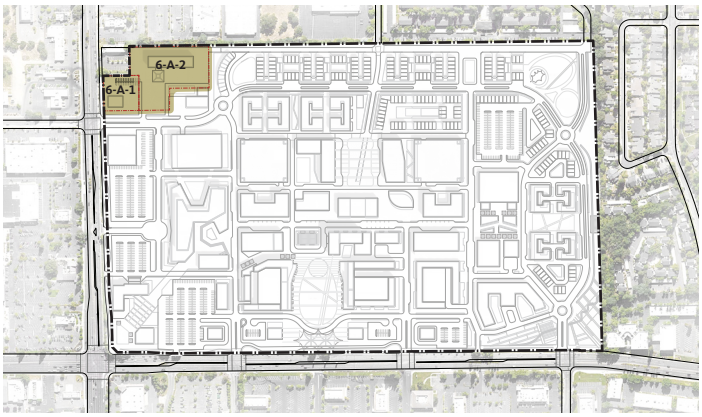
TABLE 4.29 PLANNING AREA 6 USES

Sub Area Development Area
Residential
Live/Work Unit
Condominium, townhouse, row house, or cluster development
Multi-unit dwelling (including mixed-use residential component)
Senior Housing
Retail, Dining, Entertainment and Services
ATM
Alcoholic beverage sales
Artisan/Craft Product Manufacturing
Bank, financial services
Bar
Brew Pub/Tavern
Commercial recreation facility - Indoor, Minor
Commercial recreation facility - Indoor, Major
Convenience Store
Drive-Through Facility
General Retail
Grocery, specialty foods
Night club
Personal services
Restaurant, cafe, coffee shop
Theater, Cinema or Performing Arts
Veterinary clinic, animal hospital
Office
Office
Mixed-Use: Office Component
Medical services - Doctor office, clinic, or urgent care
Medical services - Extended care
Medical services - Laboratory
Hotel
Lodging - Hotel or motel

Continued on next page.

	6-A	
	6-A-1	6-A-2
	-	-
	-	-
	-	-
	-	-
	P	P
	S	S
	P	P
	P	P
	MUP	MUP
	P	P
	P	P
	MUP	MUP
	S	S
	-	-
	P	P
	P	P
	-	-
	P	P
	P	P
	-	-
	-	-
	P	P
	P	P
	P	P
	-	-
	P	P
	MUP	P

PLANNING AREA 6 USES (CONTINUED)



P Use Permitted

MUP Minor Use Permit required

UP Use Permit required

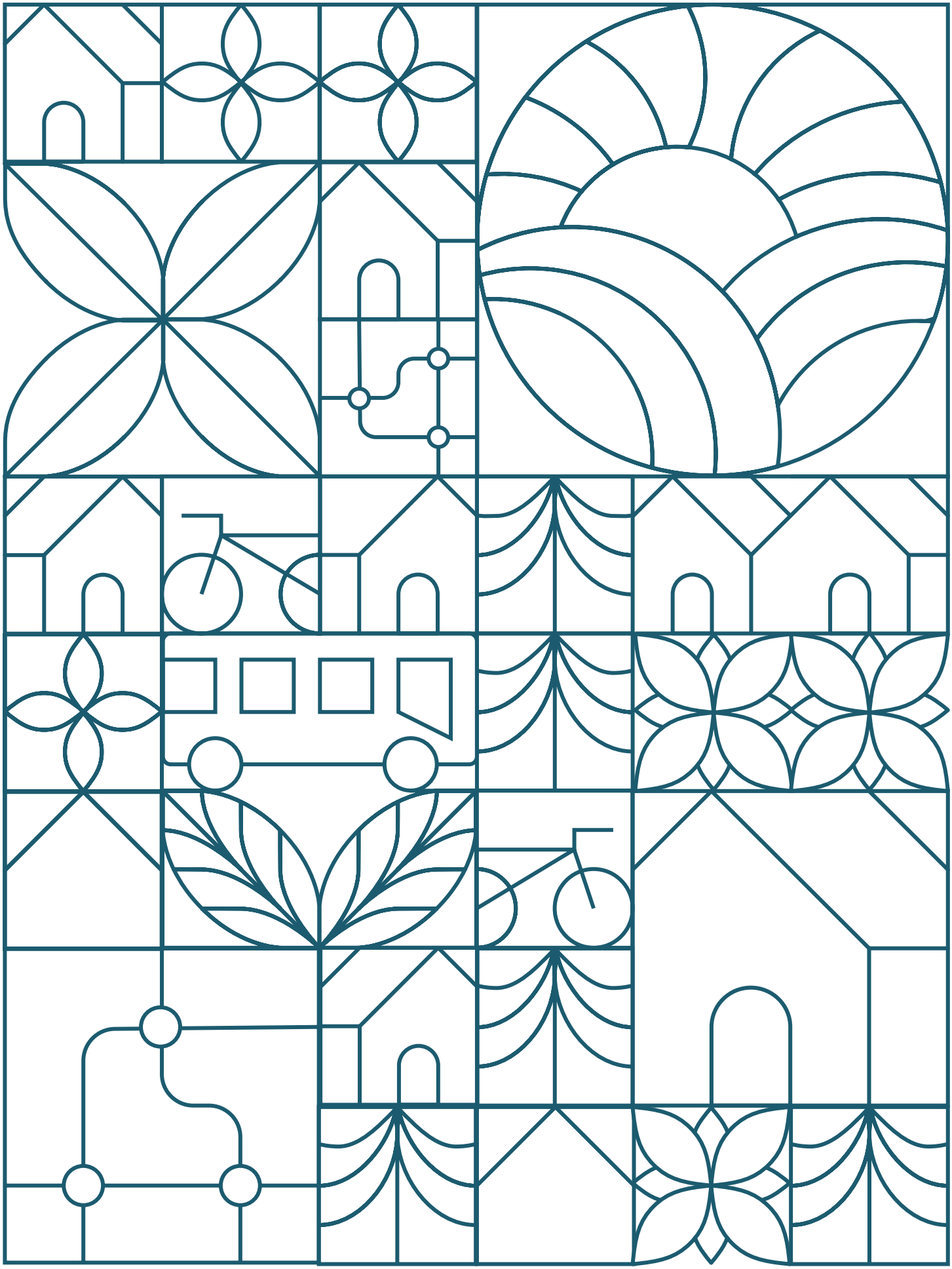
S Permit requirement set by Specific Use Regulations

\- Use not allowed

Uses not listed in are not permitted.

Sub Area Development Area
Community / Other
Child day care center
Conference/convention facility
School - College, university
School - Elementary, middle, secondary
School - Specialized education/training - Minor
School - Specialized education/training - Major
Fitness/health facility
Medical services - Hospital
Library, museum
Meeting facility, public or private
Park, playground
Studio - Art, dance, martial arts, music, etc.
Parking / Transit
Parking facility, public or commercial, surface
Parking facility, public or commercial, structured
Parking facility, public or commercial, structured within mixed-use development
Transit station or terminal

	6-A	
	6-A-1	6-A-2
	MUP	MUP
	MUP	MUP
	MUP	MUP
	-	-
	-	-
	-	-
	P	P
	-	-
	P	P
	-	-
	P	P
	P	P
	P	P
	MUP	MUP
	-	-
	-	-



5

Street Design Standards

5.1 Overview

5.1.1 Introduction

The Specific Plan creates a network of complete streets to provide pedestrian, bicycle, transit, and vehicular access.

5.1.2 Design Objectives

Streets within the Plan Area are envisioned as a system of landscaped corridors designed to accommodate multiple modes of travel and deliver a pedestrian friendly experience. Moreover, their design should enrich the public realm, achieving spatial enclosure, offering pedestrian comfort, and providing visual appeal, through the use of such features as wide side¬walks, canopy street trees, and benches for rest and relaxation.

Internal streets are designed to enhance safety, encourage slow-speed traffic, and prioritize pedestrian and bicycle access, while allowing for vehicular circulation.

Along all streets, landscaping serves to enhance pedestrian comfort, by providing shade, and safety, by acting as a buffer and traffic-calming feature. Landscape areas may also serve as storm water infiltration and treatment areas.

Along selected streets, on-street parking and passenger pick-up/ drop-off areas are provided for convenience.

Intersections feature special treatments intended to enhance safety, including corner bulb-outs, raised crosswalks, and decorative paving.

5.1.3 Design Standards

STREET TREES

DS-41. Plant street trees throughout the project, thereby contributing to the spatial definition and visual appeal of the project's roadways, while providing shade and comfort for pedestrians.

DS-42. Street tree species, size and spacing shall be based on street hierarchy and function, while maintaining visibility of commercial signage.

DS-43. Select street trees that hold up to urban conditions and provide shady canopies at maturity.

DS-44. New street trees should use a modular containment system (such as Silva Cell, or similar product) to provide uncompacted healthy soil beneath paving while supporting traffic loads and accommodating surrounding utilities. This will ensure the use of high-quality, uncompacted soil to grow trees and manage the rate, quality and volume of stormwater.

TRAFFIC CALMING

DS-45. Introduce traffic calming measures where pedestrian activity is heaviest, including curb bulb-outs, raised crosswalks (with bollards to protect sidewalk), park strips or tree wells with canopy tree planting and on-street parking.

DS-46. Use curb extensions (i.e., bulb-outs) at intersections, particularly in combination with on-street parking, to slow vehicular traffic and decrease the crossing distance for non-vehicular traffic.

DS-47. Encourage on-street parking along internal streets, especially in support of short-term customer access and to slow vehicular traffic along these roadways.



Wide Sidewalks with Native Planting and Shade Trees



Public Art Instillations in Pedestrian Paseos



Activated Sidewalks with Spill-Out Dining



Temporary Street Closures for Community Events

PEDESTRIAN CIRCULATION

DS-48. Provide generous sidewalks with sufficient width to accommodate clear pedestrian passage while allowing sufficient room for street trees and other streetscape amenities, as well as commercial activity such as sidewalk dining as appropriate.

DS-49. Offer pedestrian amenities along streets and sidewalks, such as street trees, site furniture, pedestrian lighting, wayfinding signage, special paving, etc.

DS-50. Locate streetscape amenities in a zone adjacent to or near the curb as a physical and psychological barrier to vehicular traffic.

DS-51. Provide enhanced pedestrian crosswalks at internal intersections, including raised intersections.

BICYCLE CIRCULATION

DS-52. Bicyclists are encouraged to use the off-street Multi-Use Path. All interior streets within project site shall be shared routes with sharrows prominently indicated in-lane, defining a shared lane between automobile and bicycle traffic.

DS-53. Connect to existing bicycle and pedestrian trail network creating linkages that improve the local and regional system.

STREETSCAPE AMENITIES

DS-54. Place street furniture at regular intervals along sidewalks for pedestrian comfort and use in pedestrian zones; a high level of amenity is especially important where pedestrian activity is most desired (such as Main Street).

DS-55. Provide a consistent palette of street furniture that enhances project identity and reinforces the hierarchy of streets; durable materials and finishes are advised in each district.

DS-56. Coordinate landscape design with the placement of utilities to avoid interference with streetscape amenities and pedestrian flows.

SIDEWALK ACTIVITY

DS-57. Accommodate sidewalk dining along commercial streets where pedestrian activity is most desired; locate outdoor dining to maintain pedestrian flows and ADA accessibility.

STREET LIGHTING

DS-58. Street lighting poles and fixtures should be designed to be pedestrian scaled and positioned as a unifying element site-wide. These fixtures should be architecturally compatible with structures and all other lighting fixtures on-site.

DS-59. Select and locate all lighting fixtures to shield or confine light spread beyond the street and sidewalk.

DS-60. Provide lighting levels that are adequate for visibility and security. All roadways, pedestrian pathways, and parking facilities should be well-illuminated.

DS-61. Street lighting shall be 3000K in temperature.



Sustainable Landscape Design and Stormwater Management



Unique Street and Paseo Paving Patterns



Wide Sidewalks and Social Spaces



Ample Sidewalk Seating and Planting

5.1.4 Street Network

The Street Network includes a grid of roads intended to improve access and safety across the Plan Area.

Main Street:
Allows for flexible space that can be easily closed off for special events.

Parkway:
Allows for site-wide and cross-site access and circulation with one lane in each direction.

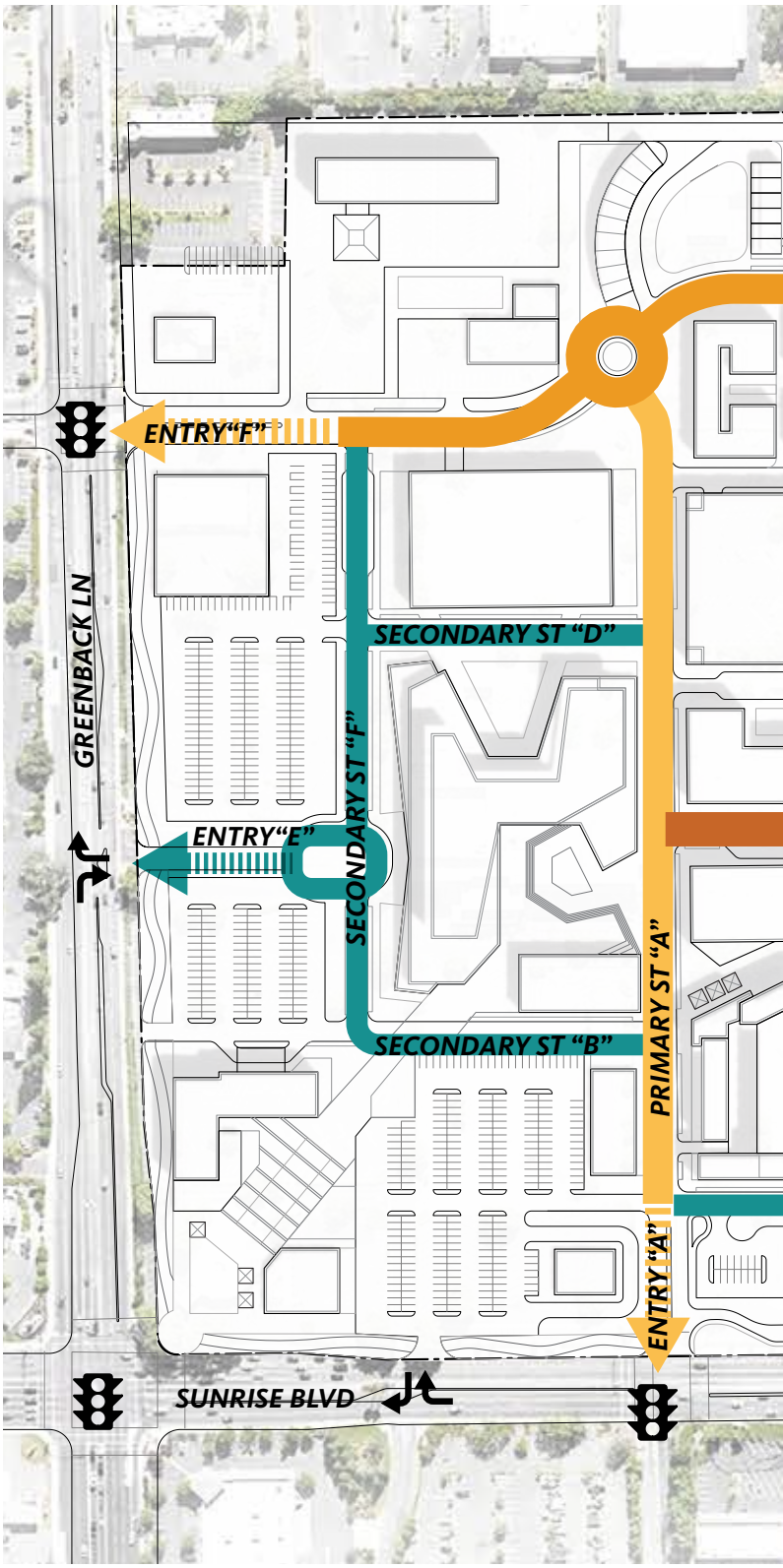
Primary Streets:
Allow for site-wide access and circulation with one lane in each direction.

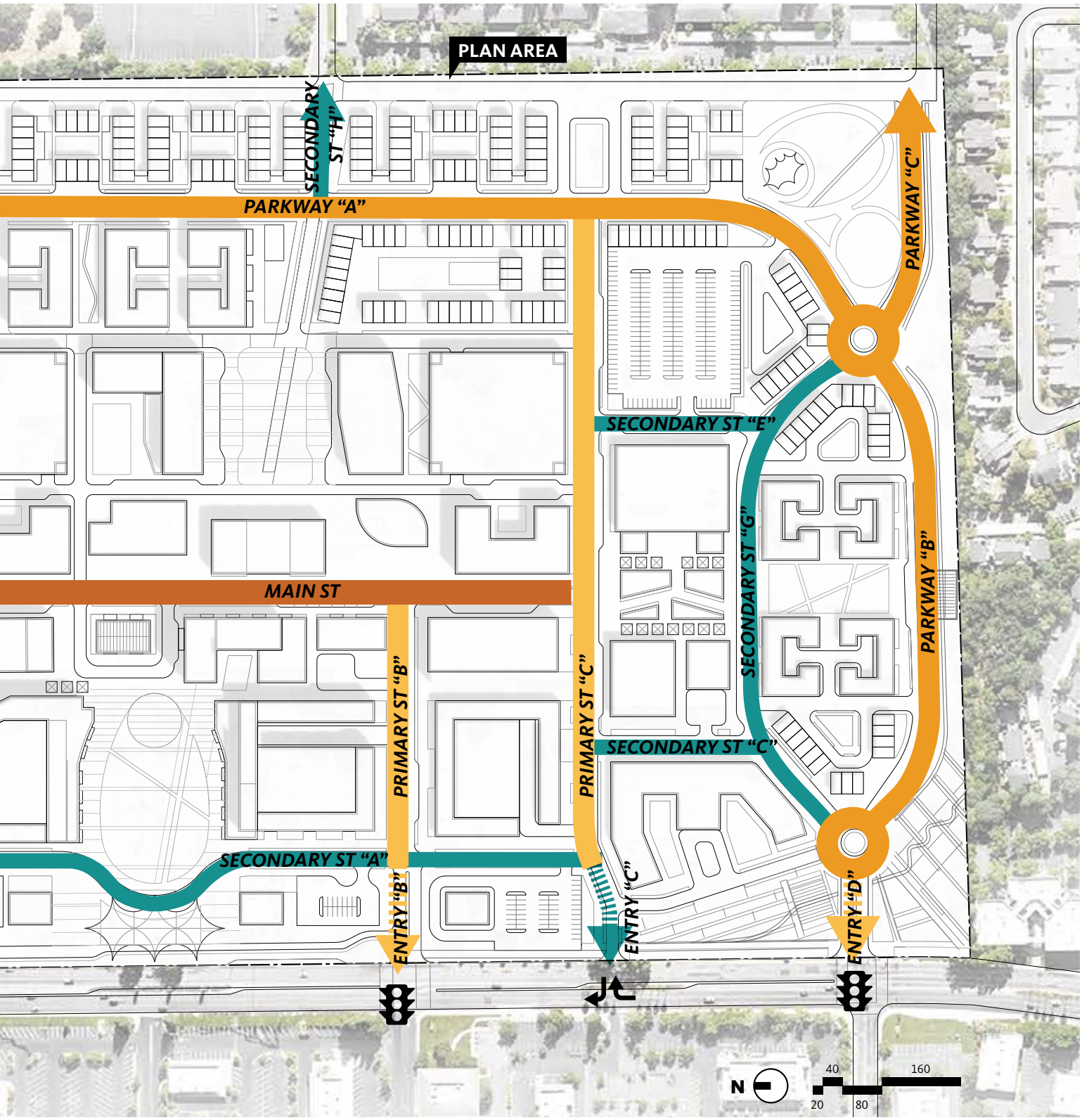
Primary Entries:
Allow for ingress and egress with two lanes in each direction.

Secondary Streets:
Allow for local circulation with one lane in each direction.

Secondary Entries:
Allow for ingress and egress with one lane in each direction.

FIGURE 5.1 STREET NETWORK




PLAN AREA
SECONDARY ST "H"
PARKWAY "A"
PARKWAY "C"
SECONDARY ST "E"
SECONDARY ST "G"
PARKWAY "B"
MAIN ST
PRIMARY ST "B"
PRIMARY ST "C"
SECONDARY ST "C"
SECONDARY ST "A"
ENTRY "B"
ENTRY "C"
ENTRY "D"
N
40
160
20
80

5.1.5 Street Standards

All streets shall be built as defined in Table 5.1.

TABLE 5.1 STREET STANDARDS

Street Name	Designation
Main Street	Main Street (w/ parking)
Primary Street "A"	Primary (w/ parking)
Primary Street "B"	Primary (w/ parking)
Primary Street "C"	Primary (w/ parking)
Parkway "A"	Parkway
Parkway "B"	Parkway
Parkway "C"	Parkway
Secondary "A"	Secondary
Secondary "B"	Secondary
Secondary "C"	Secondary
Secondary "D"	Secondary
Secondary "E"	Secondary
Secondary "F"	Secondary
Secondary "G"	Secondary (w parking)
Secondary "H"	Secondary
Entry "A"	Primary
Entry "B"	Primary
Entry "C"	Secondary
Entry "D"	Primary
Entry "E'	Secondary
Entry "F"	Primary

*Where provided.

Vehicular Zone						Pedestrian Zone		Fire Access Designation	Total
Travel Lanes		Turn Lane(s)*		Parking Lane(s)*		Landscape	Sidewalk		Roadway Width
#	Width	#	Width	#	Width	Width	Width		
2	13’	-	-	2	8’	6’	14’-22’	26’ aerial apparatus access	82’
2	13’	-	-	2	8’	-	8’	26’ aerial apparatus access	66’
2	13’	-	-	2	8’	-	8’	26’ aerial apparatus access	66’
2	13’	-	-	2	8’	-	8’	26’ aerial apparatus access	66’
2	13’	1	10’	-	-	6’	6’/14’	26’ aerial apparatus access	80’
2	13’	1	10’	-	-	6’	6’/14’	26’ aerial apparatus access	80’
2	13’	1	10’	-	-	6’	6’/14’	26’ aerial apparatus access	80’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
2	13’	-	-	-	-	6’	8’	20’ fire access	54’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
2	13’	-	-	1	8’	6’	8’	26’ aerial apparatus access	60’
2	13’	-	-	-	-	6’	8’	26’ aerial apparatus access	54’
4	11’	-	-	-	-	6’/8’	10’	20’ fire access	98’
4	11’	-	-	-	-	6’/8’	10’	20’ fire access	98’
2	11’	-	-	-	-	6’/8’	10’	20’ fire access	70’
4	11’	-	-	-	-	6’/8’	10’	20’ fire access	98’
2	11’	-	-	-	-	6’/8’	10’	20’ fire access	70’
4	11’	-	-	-	-	6’/8’	10’	20’ fire access	98’

5.2 Main Street

5.2.1 Design Character

Located at the heart of the mixed-use core, the Main Street provides vehicular and pedestrian access, with wide sidewalks that allow for outdoor dining, street performers and plenty of space for pedestrians.

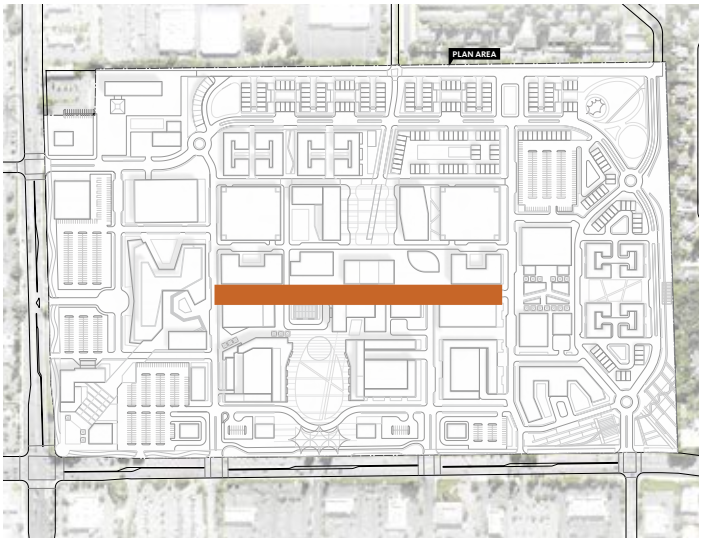
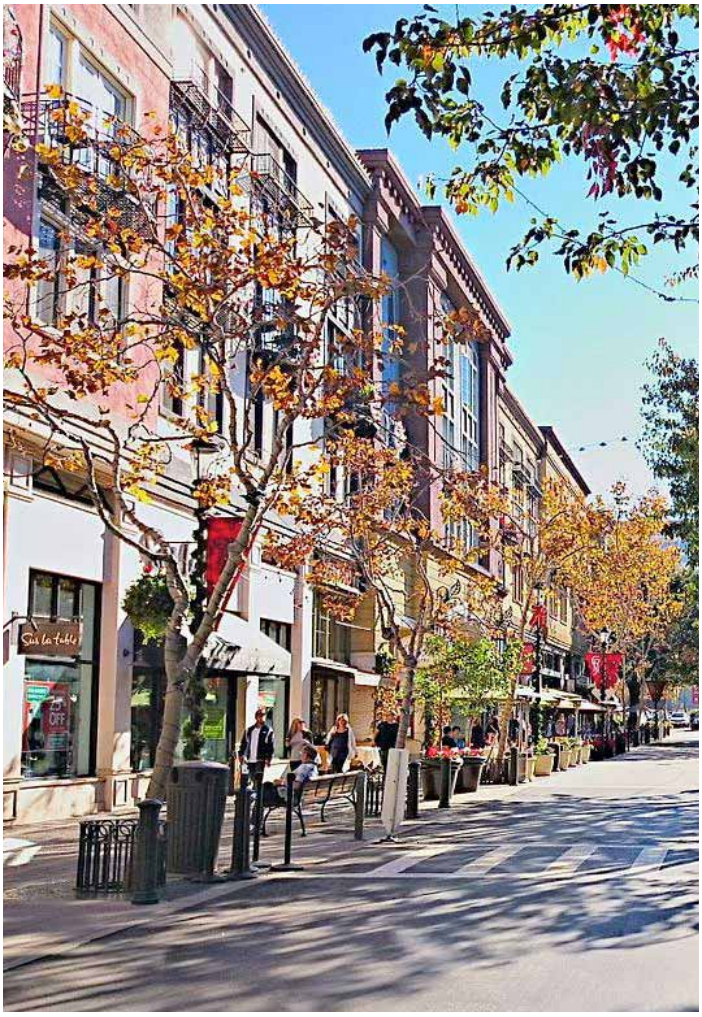


TABLE 5.2 MAIN STREET DESIGN STANDARDS

Design Standards	
Design Speed	25 MPH
Roadway Width	82’
Vehicular Zone Width (total)	26’ - 42’
Number of Travel Lanes	2
Travel Lane Width	13’
Number of Parking Lanes*	2
Parking Lane Width*	8’
Pedestrian Zone Width (total)	40’ - 56’
Landscape Width (per side)	6’
Sidewalk Width (per Side)	14’ - 22’

*where provided



Wide, Activated Sidewalks with Seating and Amenities

FIGURE 5.2 MAIN STREET (WITHOUT PARKING)

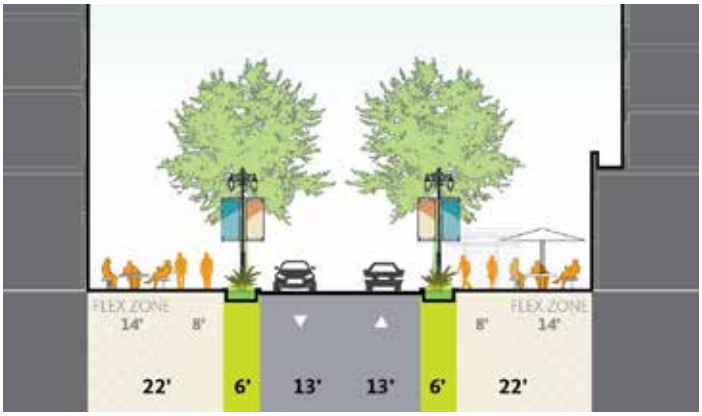
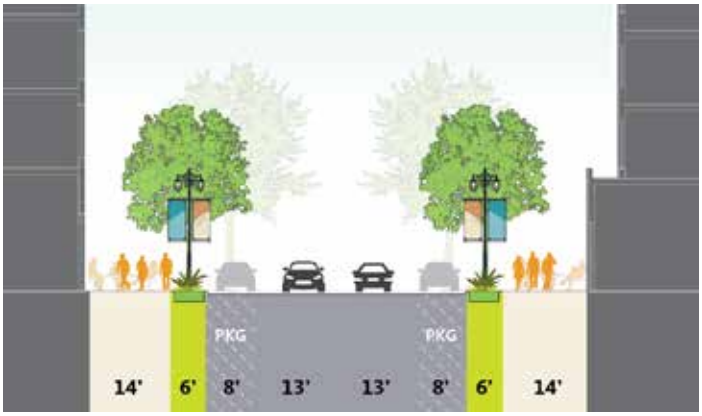




FIGURE 5.3 MAIN STREET (WITH PARKING)





LEGEND

- Sidewalk
- Sidewalk Flex Zone / Business Activation
- Green / Planted Area
- Vehicular Lane
- On-Street Parking

Arrows indicate potential building entries

5.3 Primary Street

5.3.1 Design Character

Primary streets provide site-wide vehicular access with one lane in each direction. The pedestrian circulation is provided by spacious sidewalks and protected with planting strips for trees and landscaping.

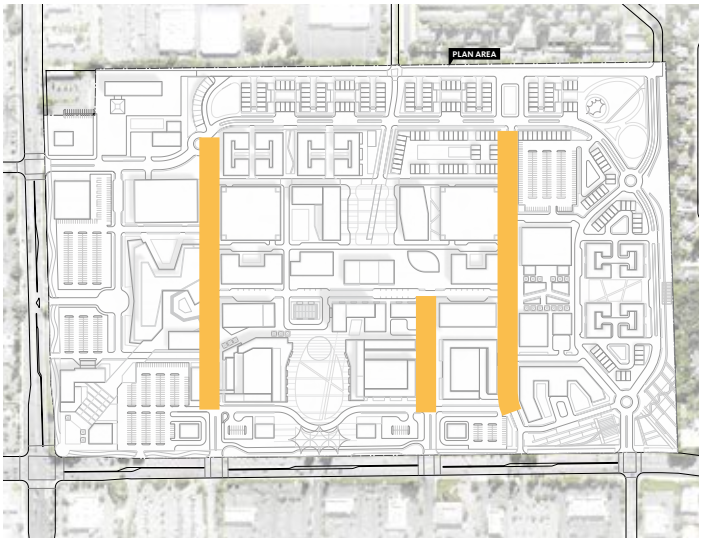


TABLE 5.3 PRIMARY STREET DESIGN STANDARDS

Design Standards	
Design Speed	25 MPH
Roadway Width	66’
Vehicular Zone Width (total)	26’ - 42’
Number of Travel Lanes	2
Travel Lane Width	13’
Number of Parking Lanes*	2
Parking Lane Width*	8’
Pedestrian Zone Width (total)	24’ - 40’
Landscape Width (per side)*	6’
Sidewalk Width (per Side)	12’ - 14’

*where provided



Decorative Sidewalk Paving Elements, Seating, and Integrated Landscaping



Activated Sidewalks with Dining and Retail

FIGURE 5.4 PRIMARY STREET (WITHOUT PARKING)

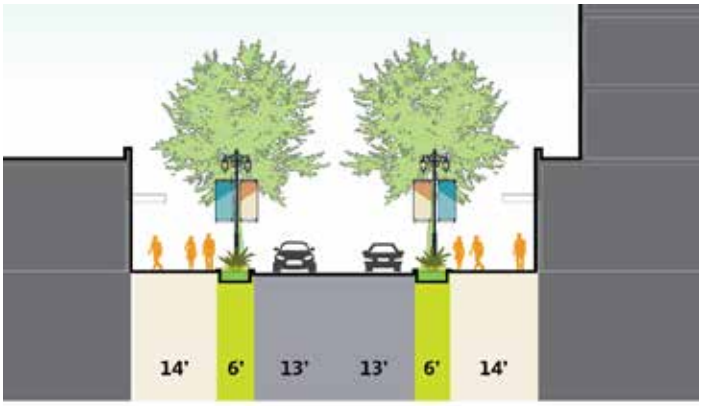
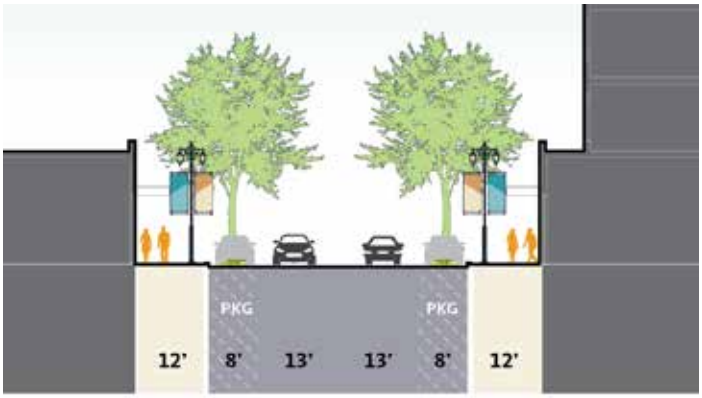




FIGURE 5.5 PRIMARY STREET (WITH PARKING)





LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane
- On-Street Parking

5.4 Secondary Street

5.4.1 Design Character

Secondary streets allow for local circulation with one lane in each direction. These roadways are narrower in width and slower in speed than primary streets. Pedestrian circulation is provided by a sidewalk buffered with a planting strips for trees and landscaping.

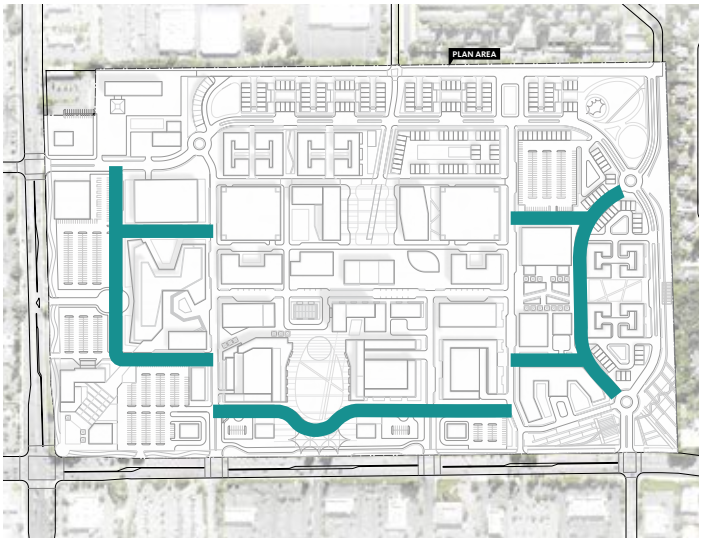


TABLE 5.4 SECONDARY STREET DESIGN STANDARDS

Design Standards	
Design Speed	20 MPH
Roadway Width	54’ - 62’
Vehicular Zone Width (total)	22’ - 34’
Number of Travel Lanes	2
Travel Lane Width*	11’ - 13’
Number of Parking Lanes**	1
Parking Lane Width**	8’
Pedestrian Zone Width (total)	14’
Landscape Width (per side)	6’
Sidewalk Width (per Side)	8’

* 11’ lane permitted on streets not designated for aerial apparatus access
**where provided



Street Trees and Landscaping to Buffer Development



Tree-Lined Streets and Wide Sidewalks

FIGURE 5.6 SECONDARY STREET (WITHOUT PARKING)

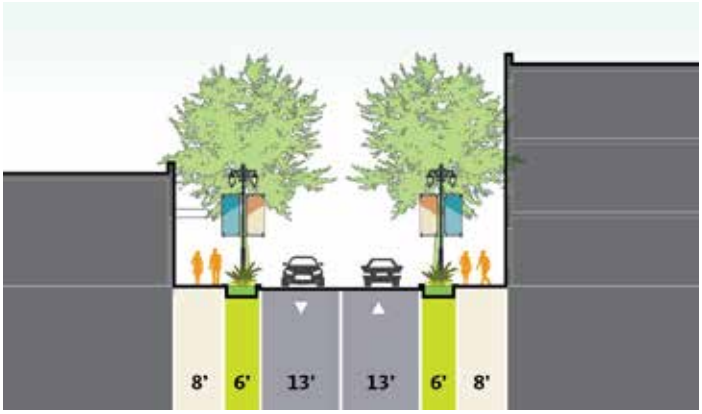




FIGURE 5.7 SECONDARY STREET (WITH PARKING)





LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane
- On-Street Parking

5.5 Parkway

5.5.1 Design Character

Parkway streets span the periphery of the Plan Area and are characterized by multiple planting strips that allow for lush landscaping and double rows of trees. Pedestrian circulation is provided by a standard sidewalk on one side and a multi-use path on the other.

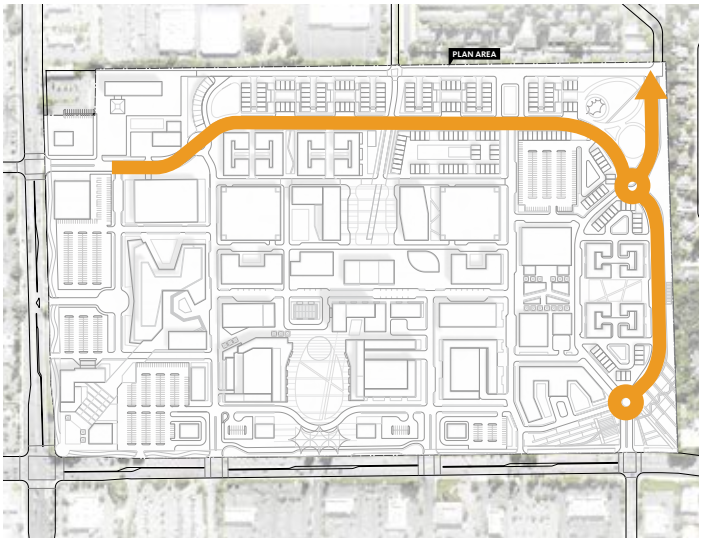


TABLE 5.5 PARKWAY DESIGN STANDARDS

Design Standards	
Design Speed	25 MPH
Roadway	80’
Vehicular Zone Width (total)	36’
Number of Travel Lanes	2
Travel Lane Width	13’
Number of Turn Lanes*	1
Turn Lane Width*	10’
Median*	10’
Pedestrian Zone Width (total)	44’
Landscape Width (per side)	12’
Sidewalk Width (per Side)	6’-14’

*Where provided. Median may be provided where center turn lane not required and fire access requirements permit.



Tree-Lined Streets and Wide Sidewalks



Bioswale Medians and Enhanced Crosswalks

FIGURE 5.8 PARKWAY (WITH CENTER TURN LANE)

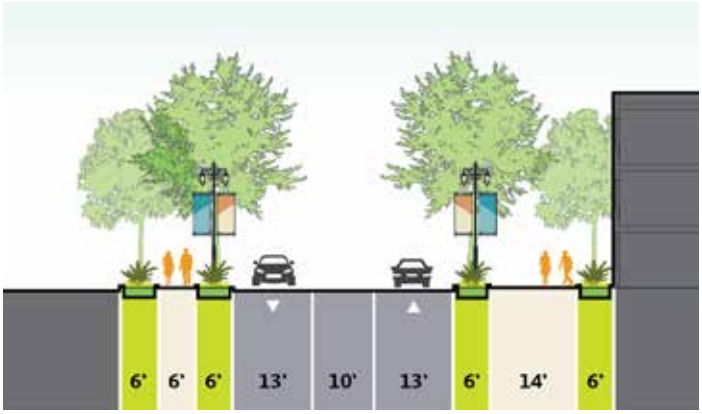
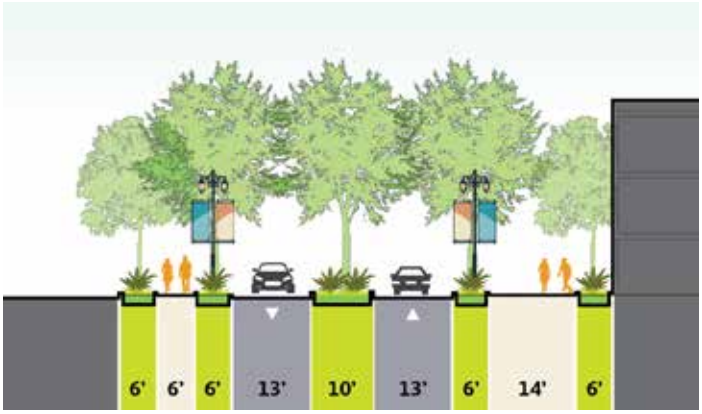




FIGURE 5.9 PARKWAY (WITH MEDIAN)





LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane

5.6 Primary Entry

5.6.1 Design Character

Primary Entries are the main vehicular access to Plan Area. These roadways establish the overall look and feel for the entire site. Pedestrian access is also provided with landscaped sidewalks.

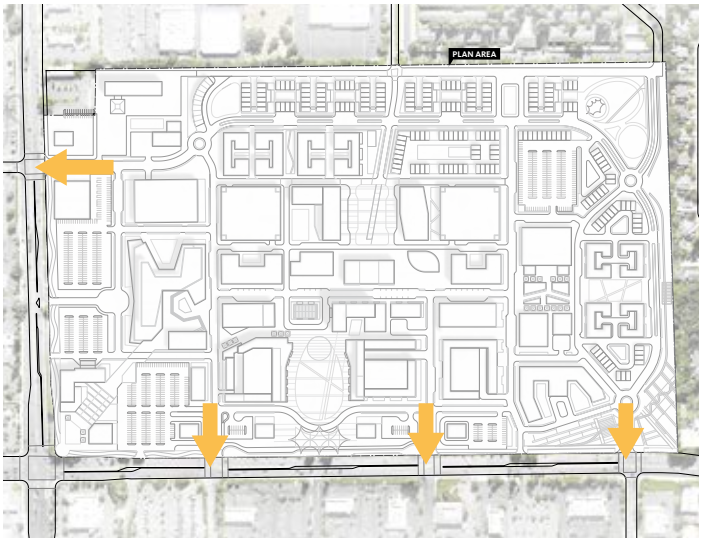


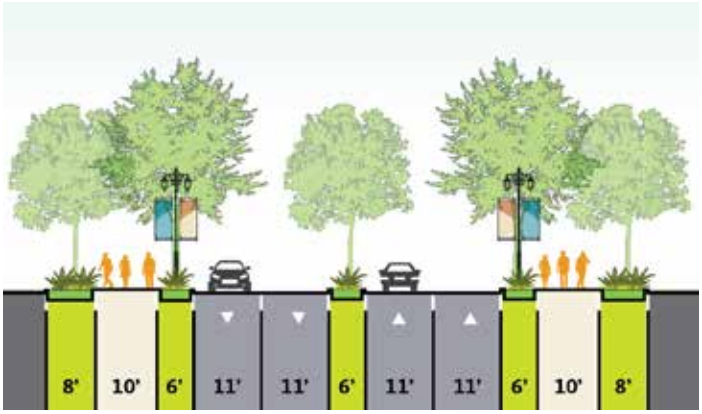
TABLE 5.6 PRIMARY ENTRY STREET DESIGN STANDARDS

Design Standards	
Design Speed	25 MPH
Roadway	98’
Vehicular Zone Width (total)	50’
Number of Travel Lanes	4
Travel Lane Width*	11
Median Width	6’
Pedestrian Zone Width (total)	48’
Landscape Width (per side)	14’
Sidewalk Width (per Side)	10’



Landscaped Sidewalks with Integrated Lighting

FIGURE 5.10 PRIMARY ENTRY (TWO LANE EGRESS)



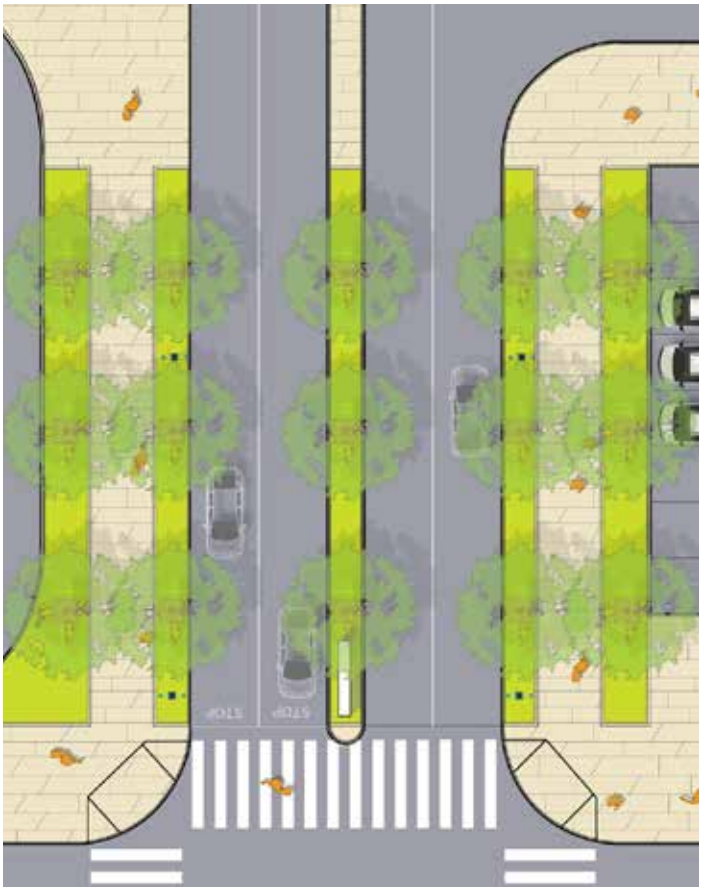
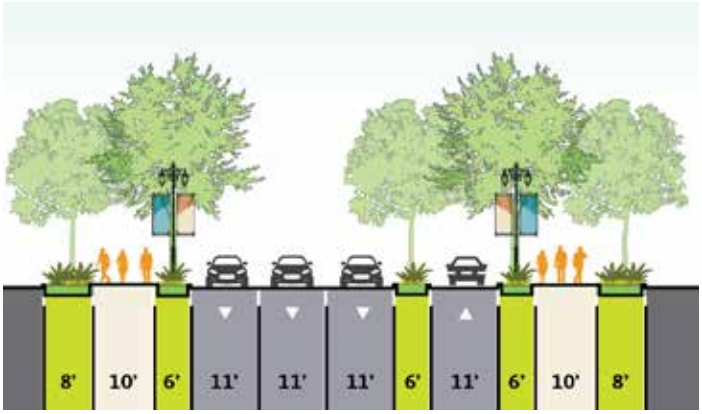


FIGURE 5.11 PRIMARY ENTRY (THREE LANE EGRESS)





LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane

5.7 Secondary Entry

5.7.1 Design Character

Secondary Entries provide additional vehicular access to Plan Area at un-signalized intersections. Pedestrian access is also provided with landscaped sidewalks.

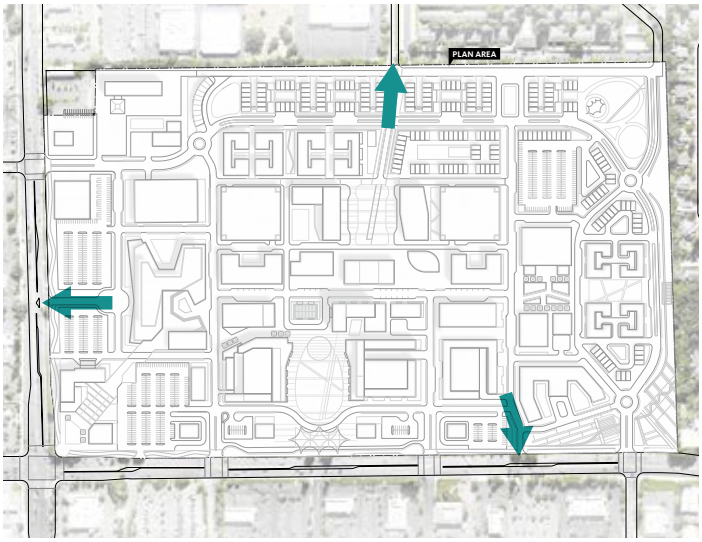


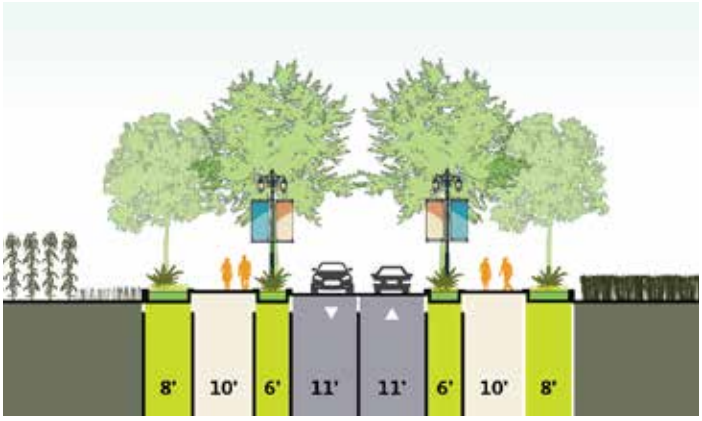
TABLE 5.7 SECONDARY ENTRY STREET DESIGN STANDARDS

Design Standards	
Design Speed	25 MPH
Roadway	70’
Vehicular Zone Width (total)	22’
Number of Travel Lanes	2
Travel Lane Width	11’
Pedestrian Zone Width (total)	48’
Landscape Width (per side)	14’
Sidewalk Width (per Side)	10’



Landscaped Sidewalks with Integrated Lighting

FIGURE 5.12 SECONDARY ENTRY





LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane

5.8 Arterial Street

5.8.1 Design Character

Existing arterial streets (Sunrise Boulevard. and Greenback Lane) are enhanced with a landscaped buffer and multi-use path.

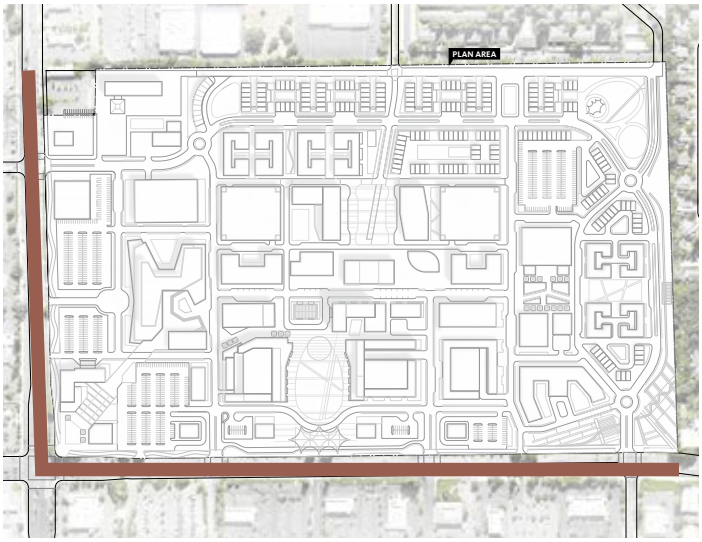


TABLE 5.8 ARTERIAL STREET DESIGN STANDARDS

Design Standards	
Pedestrian Zone Width (total)	38’
Landscape Width (per side)	12’
Sidewalk Width (near Side)	14’

No change proposed to existing roadway width or number of lanes outside of Plan Area.



Enhanced sidewalk and multi-use path.



Enhanced sidewalk and multi-use path.

FIGURE 5.13 SUNRISE BOULEVARD

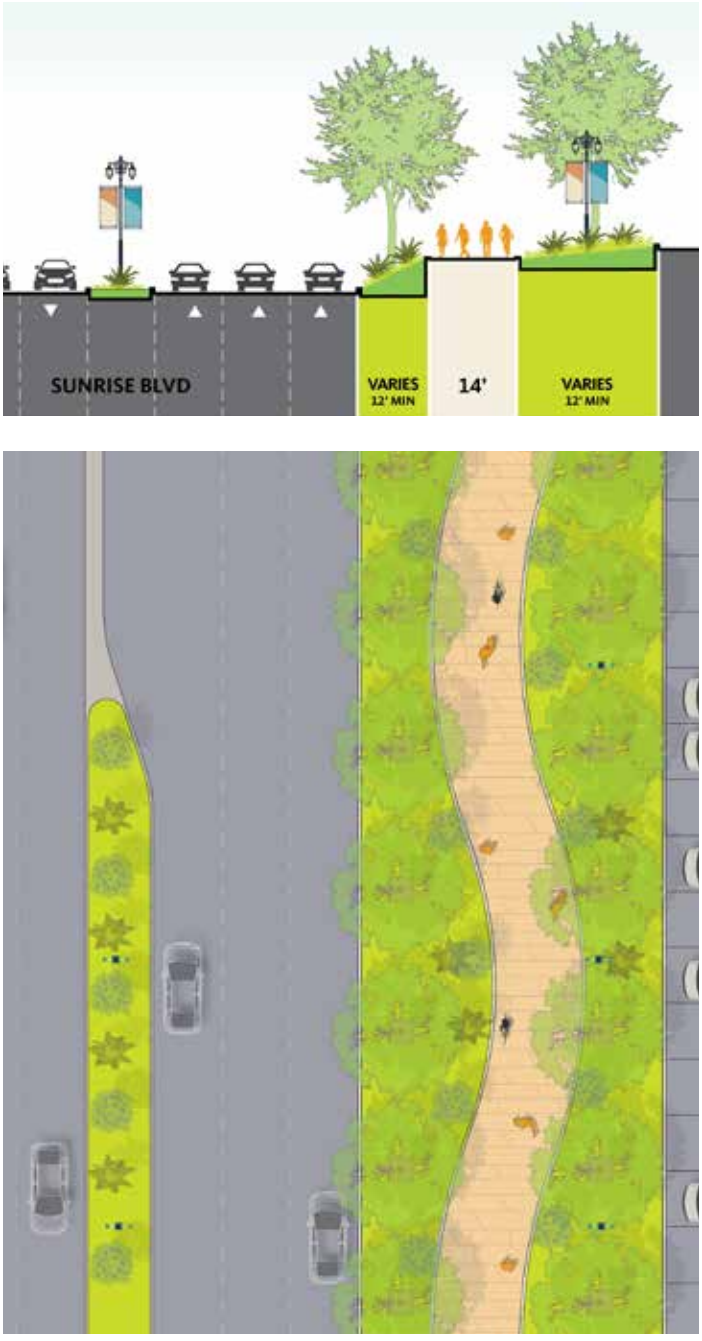
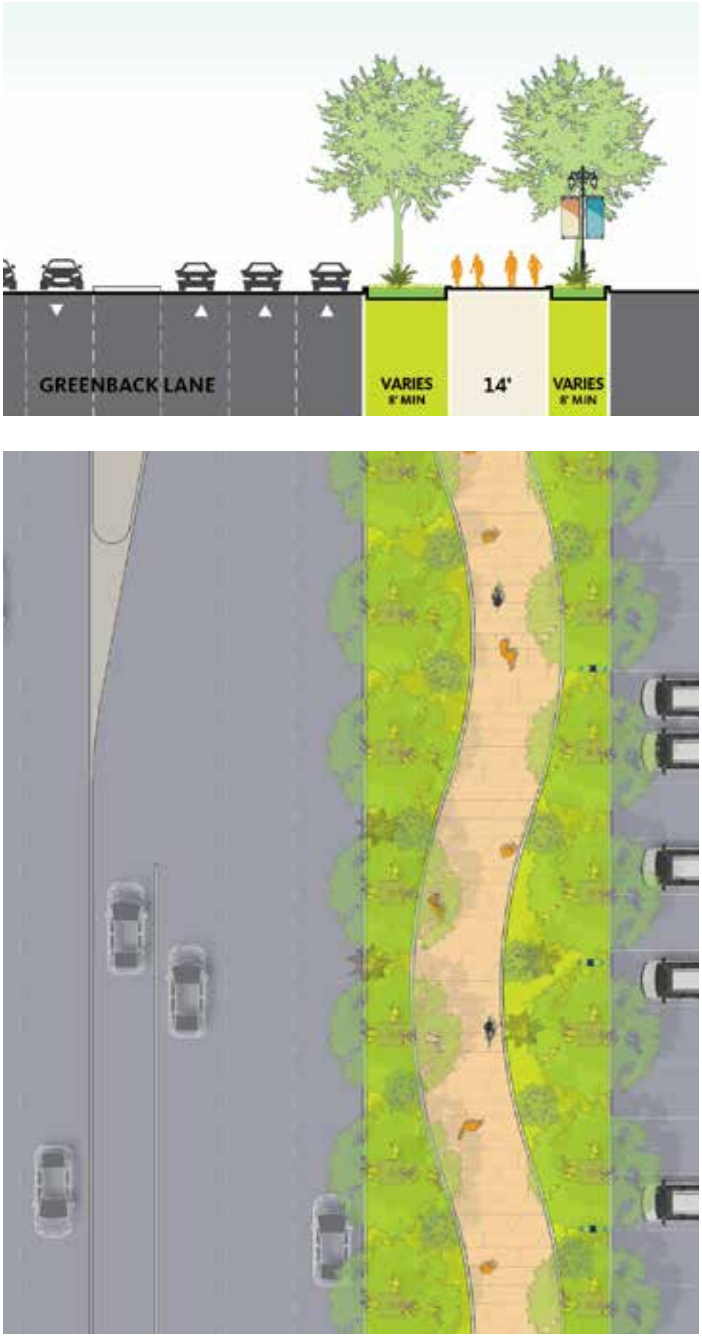


FIGURE 5.14 GREENBACK LANE



LEGEND

- Green Loop / Multi-Use Path
- Green / Planted Area
- Vehicular Lane

5.9 Transit Center

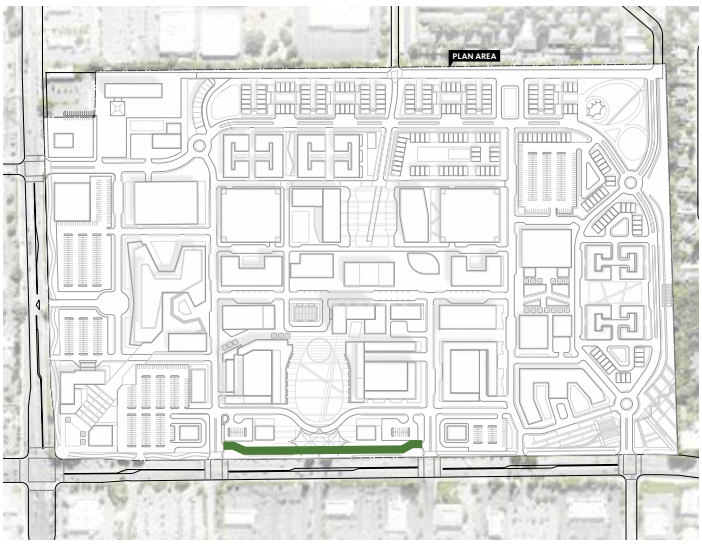
5.9.1 Design Character

A new Transit Center serves bus passengers traveling to and from the Plan Area, while enhancing access for passengers traveling along or connecting between bus routes on Sunrise Blvd. and Greenback Lane.

The new Transit Center will be the "front-door" for the Plan Area, with prominent placement along Sunrise Blvd. Dedicated bus-only lanes along Sunrise Boulevard. between Primary Streets "A" and "B" provide access to the center boarding platform of the Transit Center. Buses traveling northbound along Sunrise Boulevard will use a new pull-out just north of Entry B to access the western side of the center platform as shown in Figure 5.17, while buses traveling southbound along Sunrise Boulevard will make a left turn using the existing signal at Entry A and then turn right to access a new bus-only lane running southbound along the eastern side of the center platform and then use the new signalized intersection at Entry B to turn left onto Sunrise Boulevard and proceed south as shown in Figure 5.18. Eastbound Greenback Lane buses terminating at the Transit Center will turn right onto southbound Sunrise Boulevard and then follow the same approach.

Transit patrons will access the Transit Center from the Plan Area using a wide crosswalk across the southbound bus lane connecting to the Sunrise Terrace Event Plaza. New and enhanced crosswalks at Entries A and B will provide access to the west side of Sunrise Marketplace.

The Transit Center shall include passenger amenities, such as transit information signage, seating, and shade structures, with the ability to add future BRT infrastructure, such as ticket machines as shown in Figure 5.16.



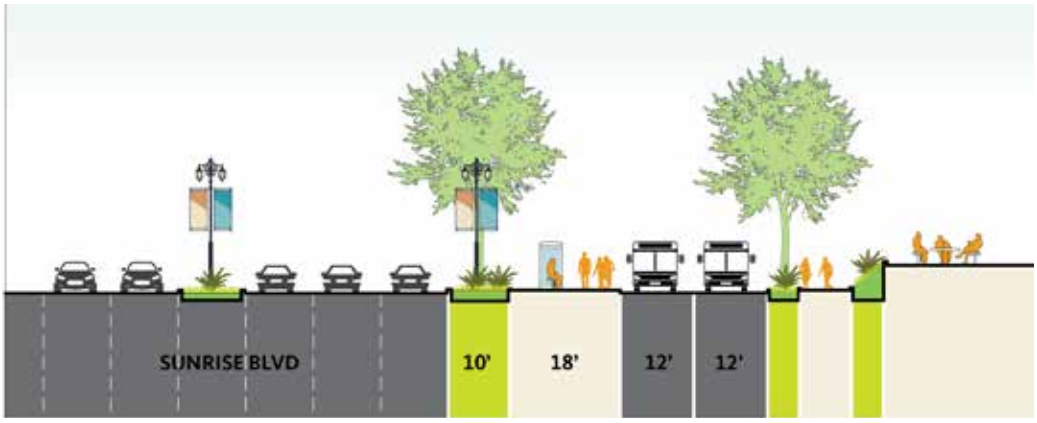


Shade structure and passenger amenities. Hampton Roads Transit Center, Norfolk, Virgina.



Integrated Seating and Planter Elements

FIGURE 5.15 TRANSIT CENTER

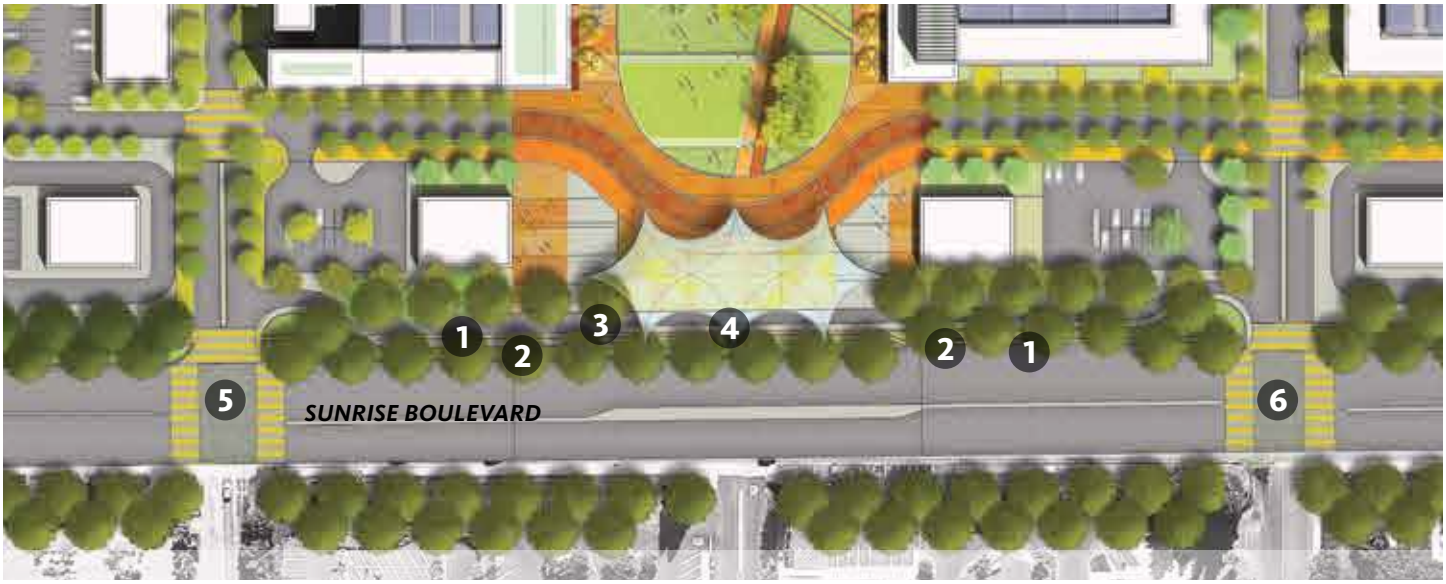




LEGEND

- Sidewalk
- Green / Planted Area
- Vehicular Lane

FIGURE 5.16 TRANSIT CENTER ILLUSTRATIVE



1. **BUS PLATFORMS**
2. **PASSENGER AMENITIES**
   - SEATING
   - SHADE STRUCTURE
   - DIGITAL SIGNAGE / INFORMATION
   - TICKET MACHINES (FOR BRT)
3. **SOUTHBOUND BUS ONLY LANE**
4. **CROSSWALK TO NEW DEVELOPMENT**
5. **NEW SIGNAL / CROSSWALKS**
6. **EXISTING SIGNAL / CROSSWALKS**

FIGURE 5.17 NORTHBOUND BUS ACCESS

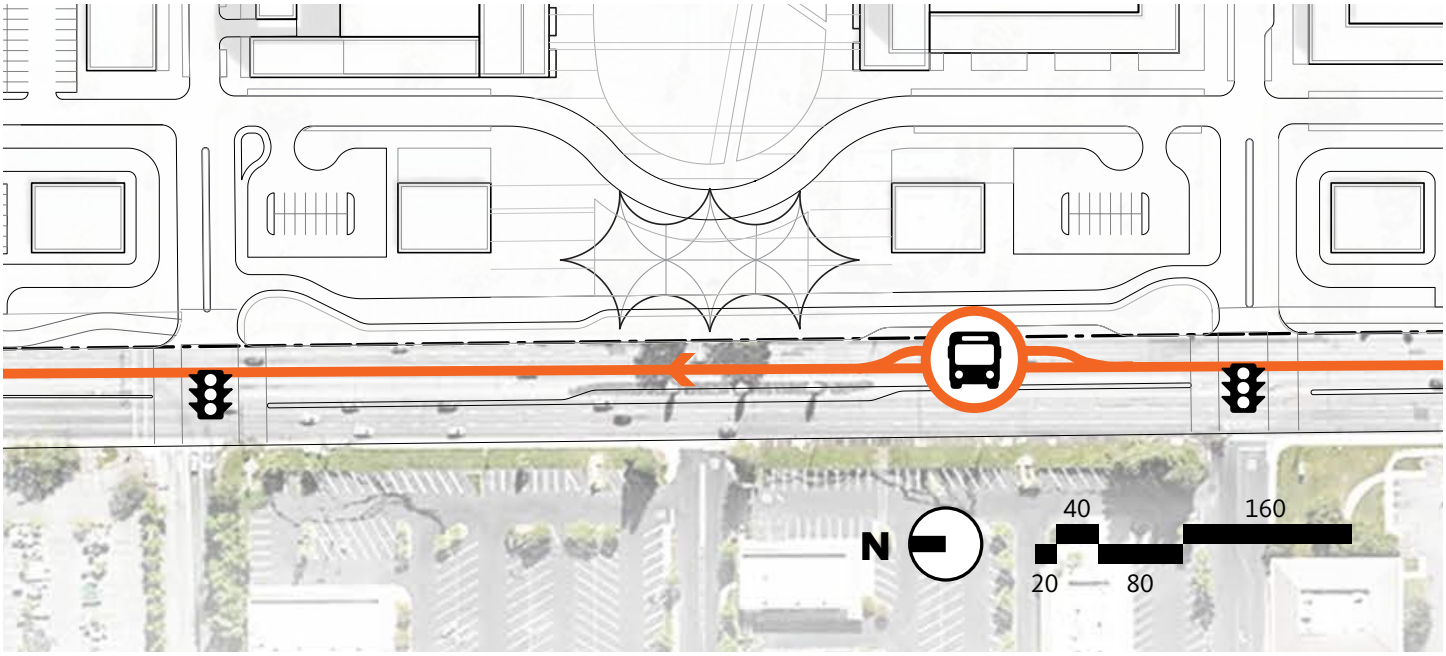
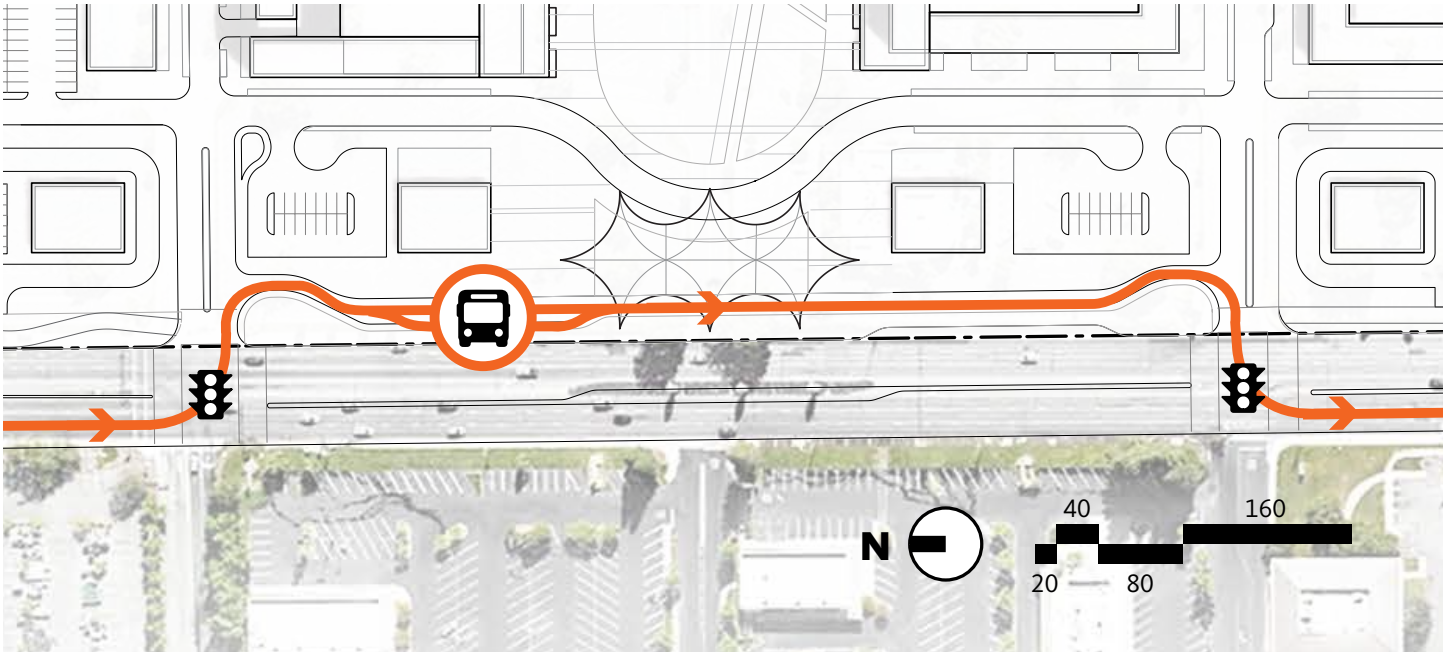
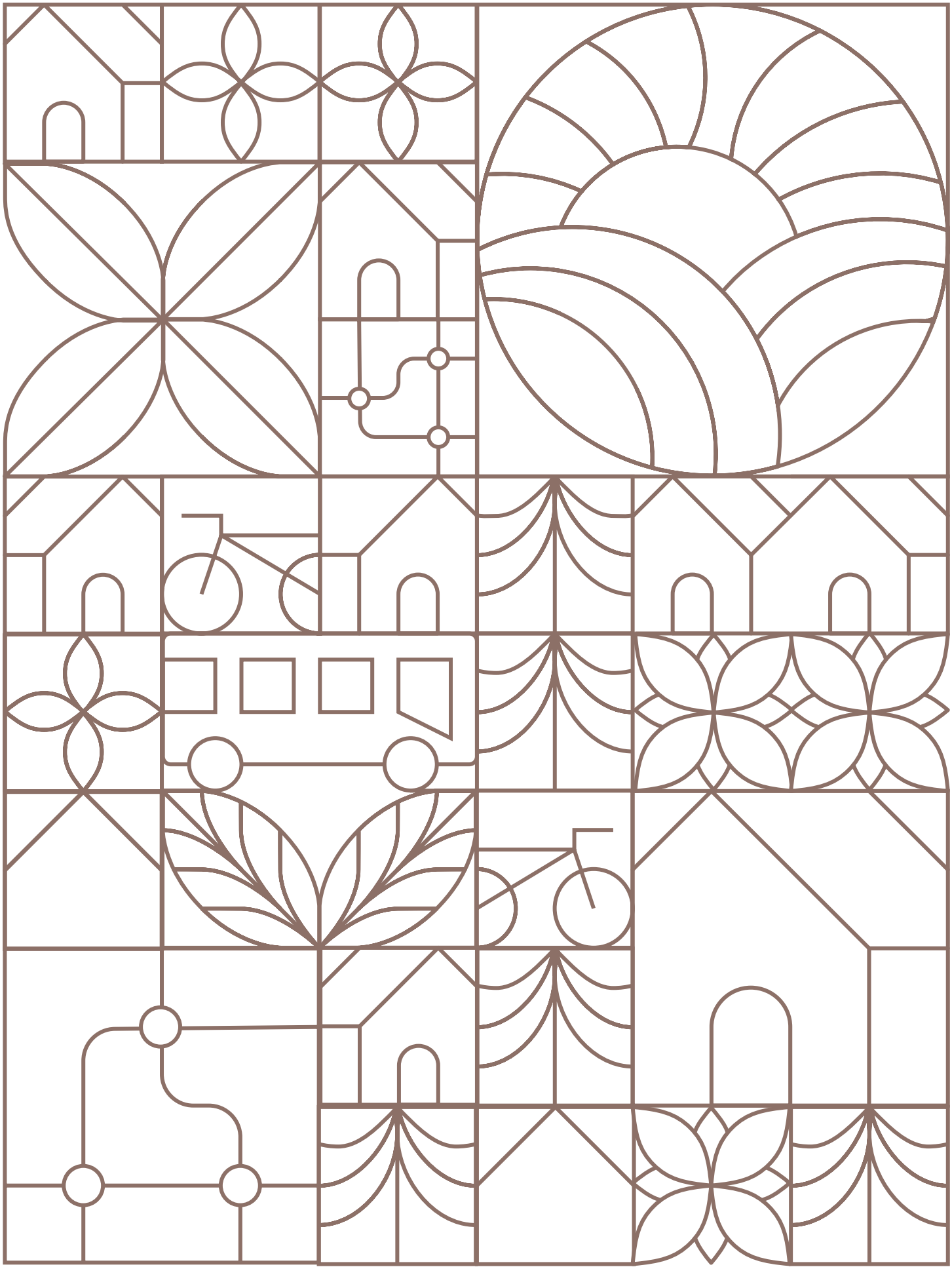


FIGURE 5.18 SOUTHBOUND BUS ACCESS





6

Open Space Design Standards

6.1 Overview

6.1.1 Introduction

The Specific Plan creates an integrated green network of parks, plazas, paseos, and streets that are safe and connected with an abundance of sustainably-grown vegetation. The Plan welcomes nature back into the site by creating active public spaces to enhance livability, health and wellness, and recreation for the Citrus Heights community.



Belt Line, Atlanta, Georgia

6.1.2 Design Objectives

These open spaces will ensure connection between development parcels and adjacent land uses, offering a continuous sequence of inviting pedestrian spaces, including shaded sidewalks and paths, active and flexible plazas, and peaceful green park spaces.

Ranging from highly active and programmed, to quiet and passive – this networked variety of offerings will create a highly valued amenity that will enhance ground floor uses of all development sites and be reflective of the beautiful natural surroundings of the Sacramento context. Shared outdoor spaces will be properly scaled to formal and informal gatherings will be integrated into each development parcel, enhancing and blending outdoor and indoor uses. Identified landscape zones will differ in generally covering larger expanses of land, often at the edges of the site, suitable for varied forms of recreation and broad swaths of native planting.



Oval+, Philadelphia, Pennsylvania



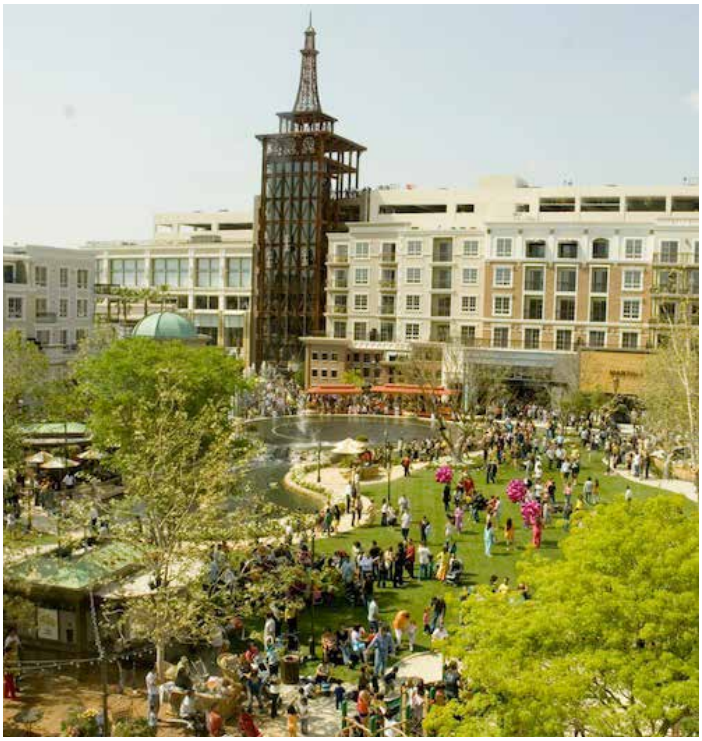
Bryant Park, New York City, New York



AB Nørrebrohus, Copenhagen, Denmark



The Fitness Parcours, Norderstedt, Germany



The Americana, Glendale, California

6.1.3 Open Space Typologies

This illustrative plan shows the variety of types of plazas, parks, gardens, and paseos that knit together Sunrise Tomorrow.

1. GREEN LOOP MULTI-USE TRAIL
2. SUNRISE COMMONS
3. SUNRISE STEPS
4. MAIN STREET
5. ENTERTAINMENT PLAZA
6. SUNRISE TERRACE EVENT PLAZA
7. COMMUNITY GREENS
8. RESIDENTIAL GREENS
9. CAMPUS SQUARE
10. PEDESTRIAN PASEOS
11. URBAN AGRIHOOD
12. OPTIONAL CREEK TRAIL

FIGURE 6.1 OPEN SPACE TYPOLOGIES




PLAN AREA
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12
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N
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160
20
80

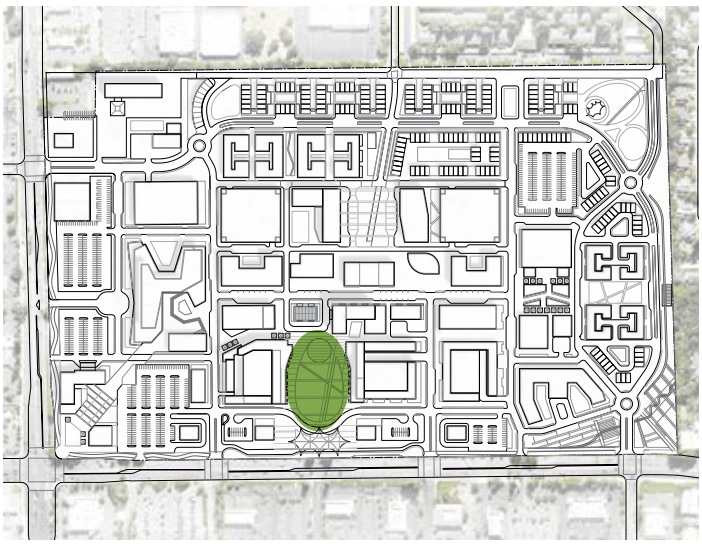
6.2 Sunrise Commons

6.2.1 Design Character

The Sunrise Commons is the main gathering hub for the project site and the symbolic "heart" of the plan. This open space will be highly activated by spill out dining and retail bordering the Commons on the north, east, and south edges and have a visually open, inviting feel at all times of day. This space will serve as the most programmed and trafficked open space in the Sunrise Tomorrow site and should be designed to be flexible, open, welcoming, and safe.

The Sunrise Commons should include:

- Minimum size: 80,000 SF.
- A central interactive water feature such as a splash pad to attract families and create a cooler ambient temperature in the summers.
- An open visual line of site from all directions.
- Flat, slip resistant, and ADA accessible pathways along edges and through center of the space for easy crossing and navigation through the space.
- A mix of soft-scape and hard-scape to both provide grassy picnic areas and plaza space for performances and event set ups.
- A green lawn area located centrally in the space with enough shade trees for comfort, but not too many that they will prevent the flexible space for a variety of event configurations.
- Movable furniture such as café tables, chairs, and shade umbrellas.
- Built-in event infrastructure such as power outlets, event lighting, and AV/IT set up to support easy event set up and live performances.
- A mix of iconic event lighting elements to create a special and memorable atmosphere (Ex. string lighting) and safety and wayfinding lighting to guide walkers through the space.

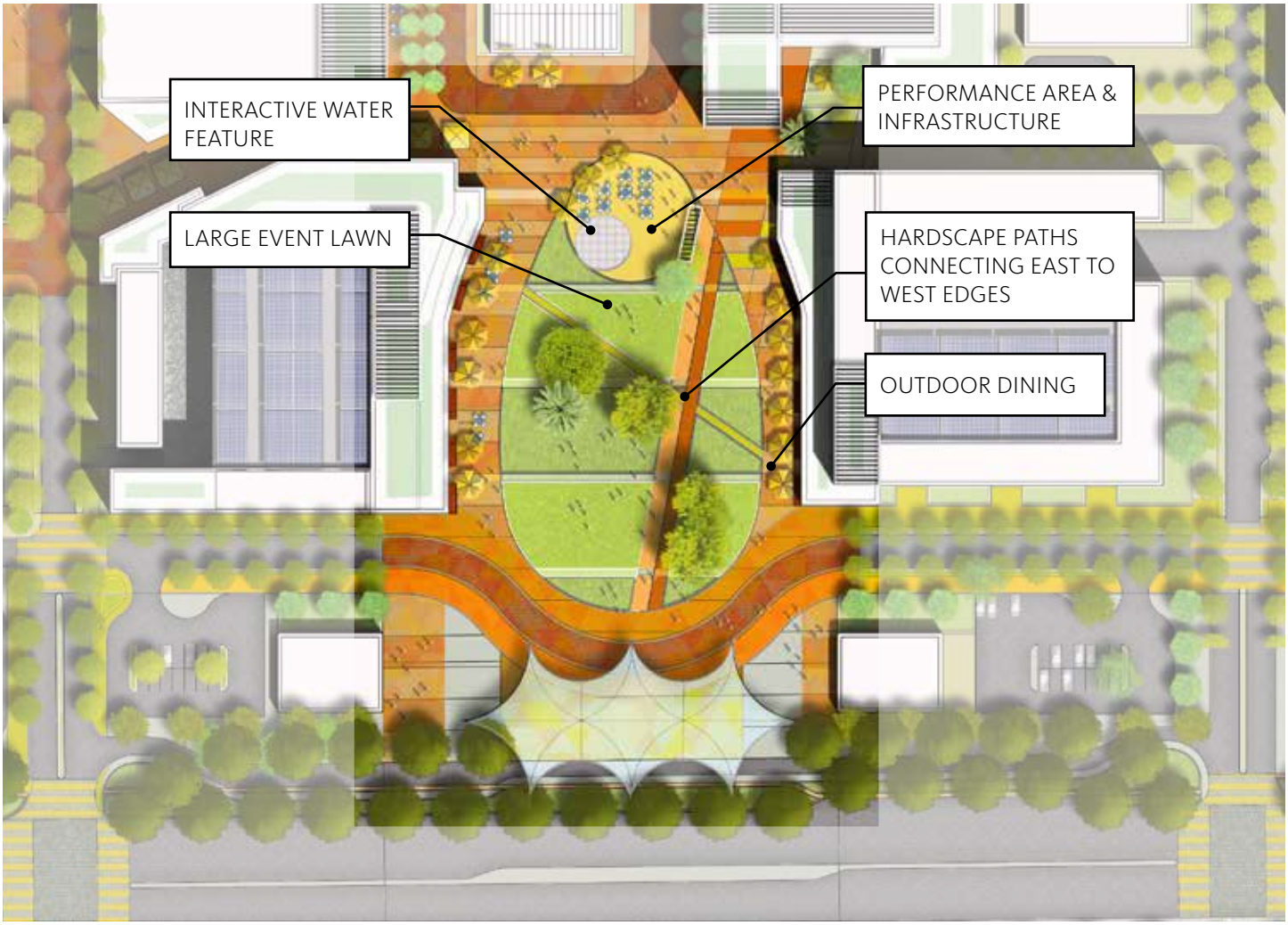






Bryant Park, New York City, New York

FIGURE 6.2 SUNRISE COMMONS





Discovery Green, Houston, Texas



Eskenazi Health-Healing Waters, Indianapolis, Indiana

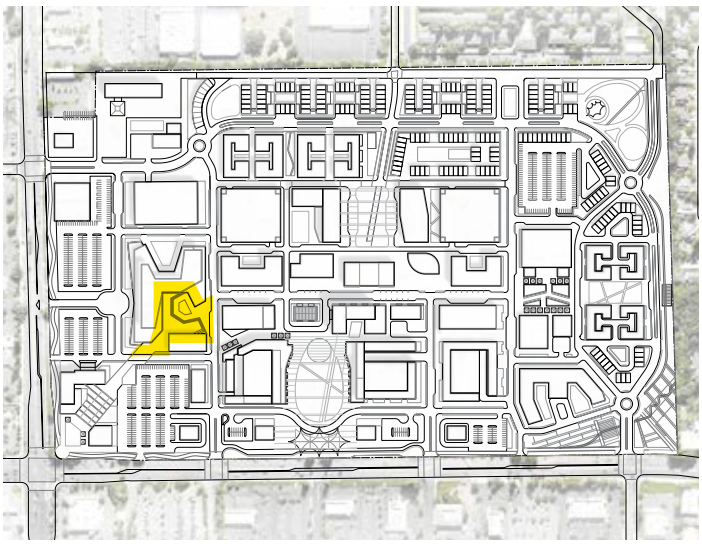
6.3 Sunrise Steps

6.3.1 Design Character

The Sunrise Steps will be the Employment Hub's main anchor and dedicated open space. This open space will host a mix of casual daily happenings (Ex. lunch time dining, outdoor meetings) as well as special events (Ex. industry lecture series, vendor demonstrations). This space located at the north end of Main Street and surrounded by an iconic creative office building cluster with a variety of indoor-outdoor spaces spilling out and engaging it.

The Sunrise Steps should include:

- Minimum Size: 34,000 SF.
- A large, open and directly accessible walking path from the north-west corner.
- An open edge along its southern street and a direct visual and physical proximity to the north end of Main Street.
- Built-in event infrastructure such as power outlets, event lighting, and AV/IT set up to support easy event set up and live performances.
- Consistent decorative paving pattern or design.
- Flat, slip resistant, and ADA accessible surfaces throughout.
- Minimal planting areas restricted to simple planters featuring native planting.
- Movable furniture such as café tables, chairs, and shade umbrellas.
- A mix of iconic event lighting elements to create a special and memorable atmosphere (Ex. string lighting) and safety and wayfinding lighting to guide walkers through the space.



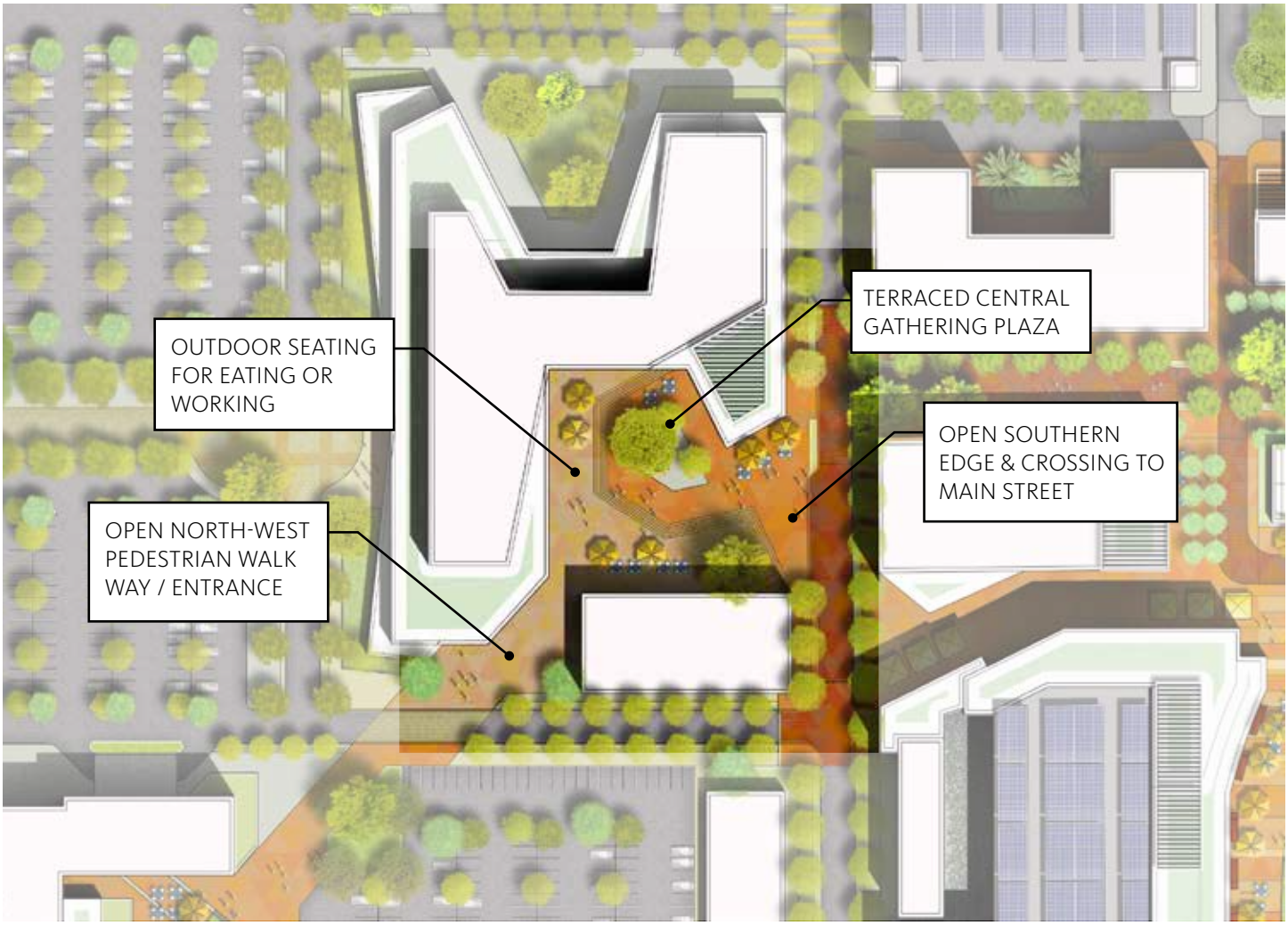


Culver Steps, Culver City, California



The Goods Line, Sydney, Australia

FIGURE 6.3 SUNRISE STEPS





Transfer Co Food Hall, Raleigh, North Carolina

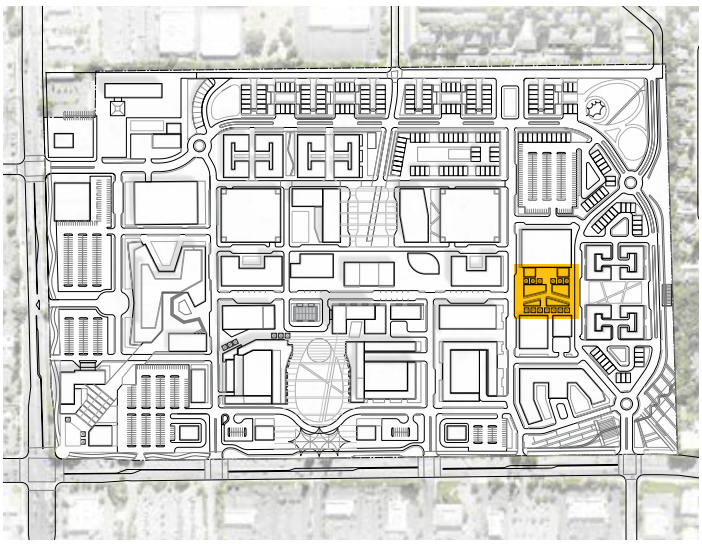


The Goods Line, Sydney, Australia

6.4 Entertainment Plaza

6.4.1 Design Character

The Entertainment Plaza will be the main public space anchor of the theater and family entertainment hub. Day to day this open space will host a mix of casual daily happenings (Ex. lunch time dining, outdoor meetings) and come to life at night with entertainment programming, outdoor dining, and vendor kiosks. This space is located at the south end of Main Street and serves as a transitional space between the active and urban center and residential block to the south.



The Entertainment Plaza should include:

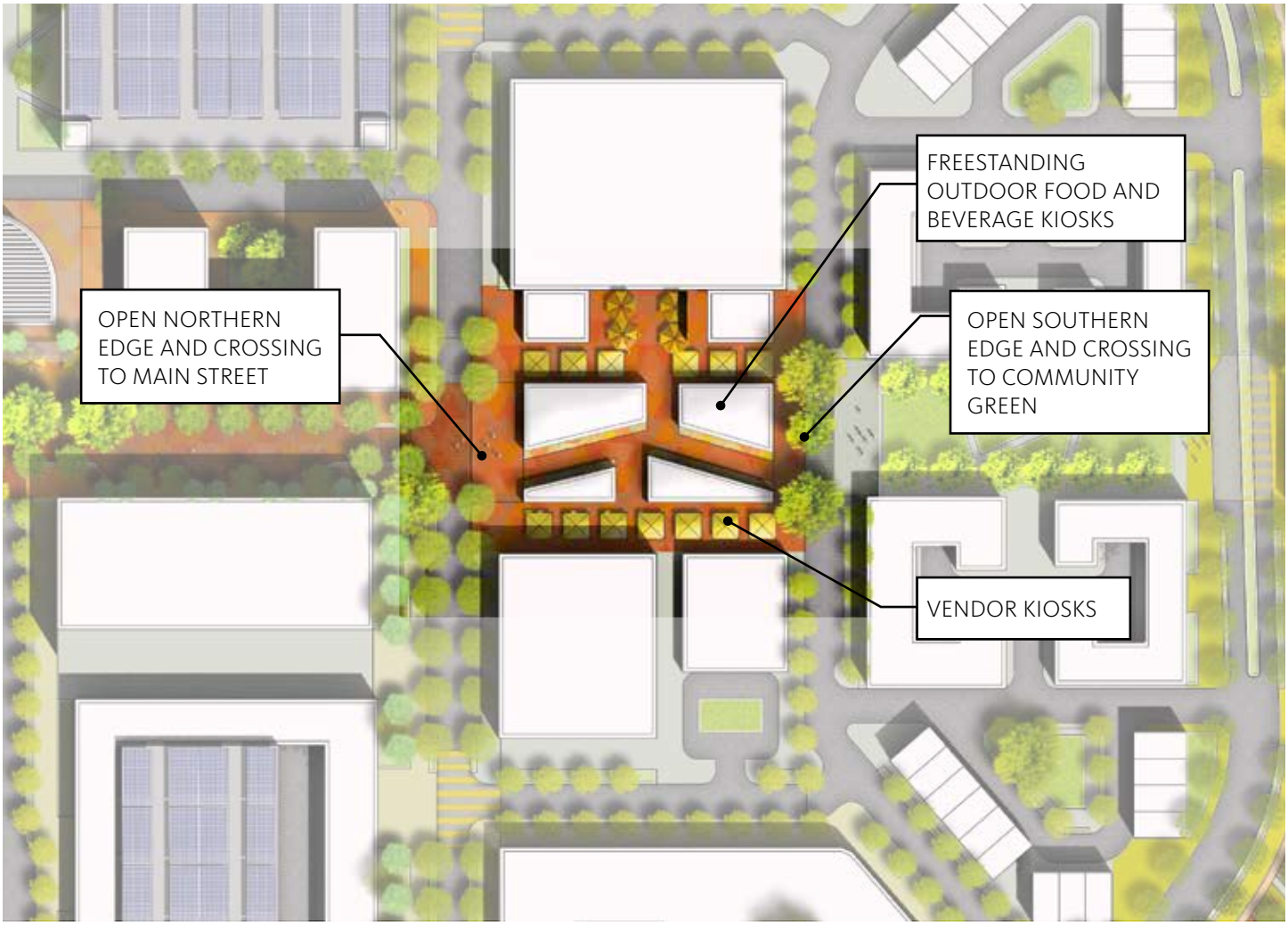
- Minimum size: 36,000 SF.
- A large, open and directly accessible walking path from the north-west corner.
- An open edge along its southern street and a direct visual and physical proximity to the south end of Main Street and the north edge of the residential block.
- Built-in event infrastructure such as power outlets, event lighting, and AV/IT set up to support easy event set up and live performances.
- Consistent decorative paving pattern or design.
- Flat, slip resistant, and ADA accessible surfaces throughout.
- Minimal planting areas restricted to simple planters featuring native planting.
- Movable furniture such as café tables, and chairs.
- A mix of iconic event lighting elements to create a special and memorable atmosphere (Ex. string lighting) and safety and wayfinding lighting to guide walkers through the space.
- High quality design permanent or temporary shade elements such as overhead canopies and large umbrellas.



Bryant Park, New York City, New York

- Permanent vendor kiosks and outdoor dining.

FIGURE 6.4 ENTERTAINMENT PLAZA





Bryant Park, New York City, New York



Midtown Plaza, Carmel, Indiana

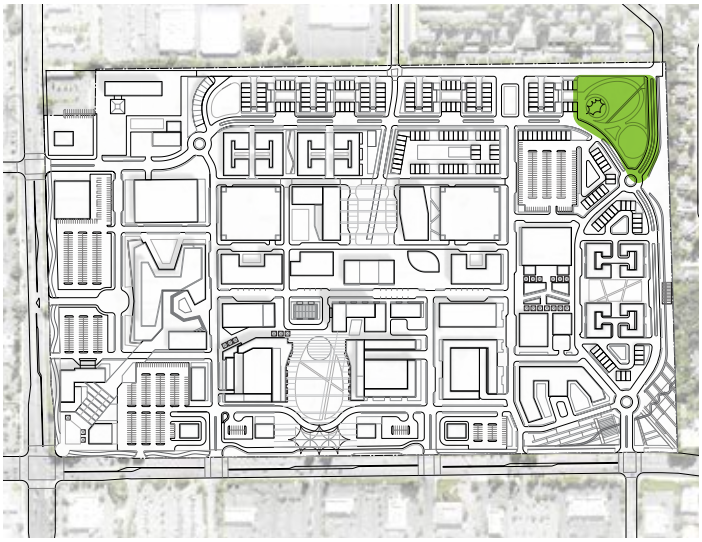
6.5 Southeast Community Green

6.5.1 Design Character

The Southeast Community Green is located on the south-east corner of the site and envisioned to be a publicly accessible open space for both on-site Sunrise Tomorrow residents and the surrounding neighborhood. Programs and design elements in this space should be geared towards kids, families, and seniors to enhance a daily quality of life and serve as a collective "back-yard" for the neighborhood to gather and socialize together in a safe, comfortable, and beautifully landscaped environment.

The Southeast Community Green should include:

- Minimum size: 70,000 SF
- A stand-alone community recreation facility in the west edge of the park to host community gatherings indoors, and to store equipment and infrastructure for outdoor recreational activities.
- A children's play area and structure.
- Plentiful shade trees and native landscaping throughout.
- A large open lawn central to the space.
- Flat, slip resistant, and ADA accessible pathways along edges and through center of the space for easy crossing and navigation through the space.
- Movable chairs, café tables, and umbrellas.
- Built-in event infrastructure such as power outlets, lighting, and AV/IT set up to support easy event set up for the community.





Levy Park, Houston, Texas



Levy Park, Houston, Texas

FIGURE 6.5 SOUTHEAST COMMUNITY GREEN





Discovery Green, Houston, Texas



Sculptural Playground, Frankfurt, Germany

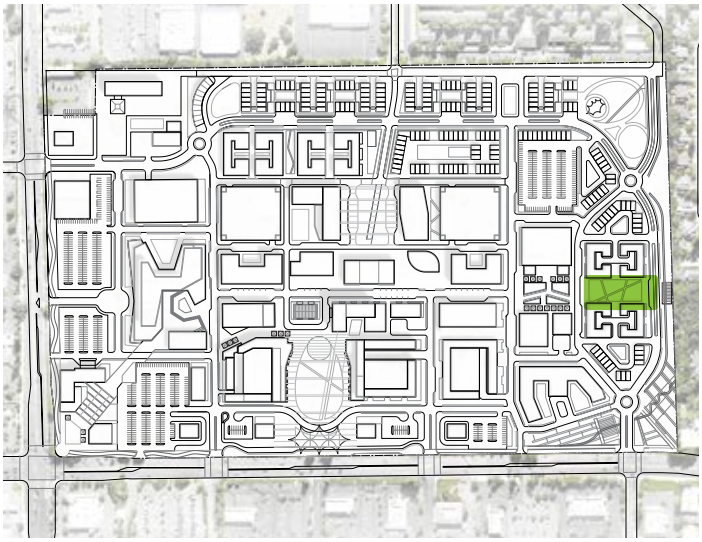
6.6 Central Community Green

6.6.1 Design Character

The Central Community Green is a central public space serving the on-site residential community at Sunrise Tomorrow's southern edge. It is located at the south end of the site, directly south of the Entertainment Hub's Pedestrian Paseo. This largely green space is envisioned as a passive and calm residential open space to host gatherings such as health and wellness programs, classes, family gatherings, and outdoor recreational activities.

The Central Community Green should include:

- Minimum size: 20,000 SF
- Flat, slip resistant, and ADA accessible hardscaped pathways along edges and through center of the space for easy crossing and navigation through the space.
- Open visual and physical connection along entire north and south edge of the site to foster connections to the Entertainment Hub's Pedestrian Paseo to the north, and Agrihood and Farm Stand to the south.
- Direct pedestrian access to and from residential buildings to the east and west of the site.
- Shade trees and native landscaping throughout.
- A large open lawn central to the space.
- Movable chairs, café tables, and umbrellas.
- Built-in event infrastructure such as power outlets, lighting, and AV/IT set up to support easy event set up for the community.





Discovery Green, Houston, Texas



Klyde Warren Park, Dallas, Texas

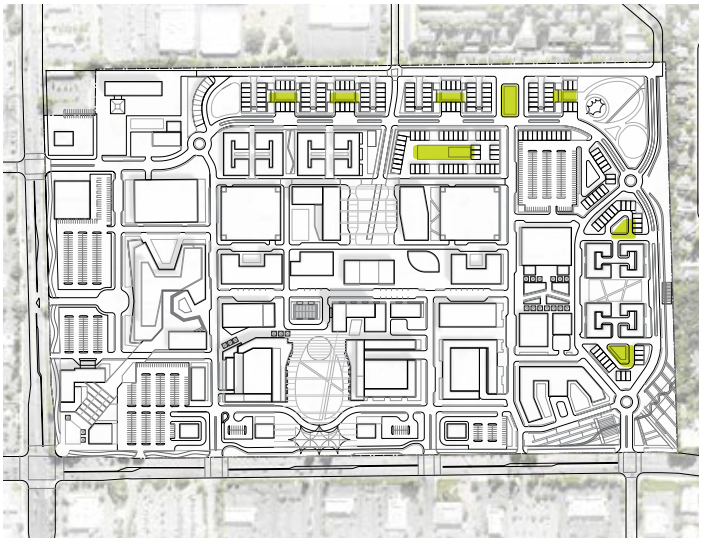
6.7 Residential Greens

6.7.1 Design Character

All residential development along the east and south edges offer small, enclosed private green spaces as an amenity. These spaces are intended to be privately accessible, flexible open spaces that best cater to the residential products and needs by development site.

The Private Enclosed Community Greens should include:

- Flat, slip resistant, and ADA accessible hardscaped pathways along edges and through center of the space for easy crossing and navigation through the space.
- Direct pedestrian access to and from adjacent residential buildings.
- If space permits, shade trees and native landscaping throughout.
- A mix of hardscape and green landscaped surfaces.
- Movable chairs, café tables, and umbrellas.
- Built-in community amenities such as seating areas, pool, recreational kiosks, raised beds for gardening, or other desired residential uses.





Zinnia Affordable Housing, Long Beach, California

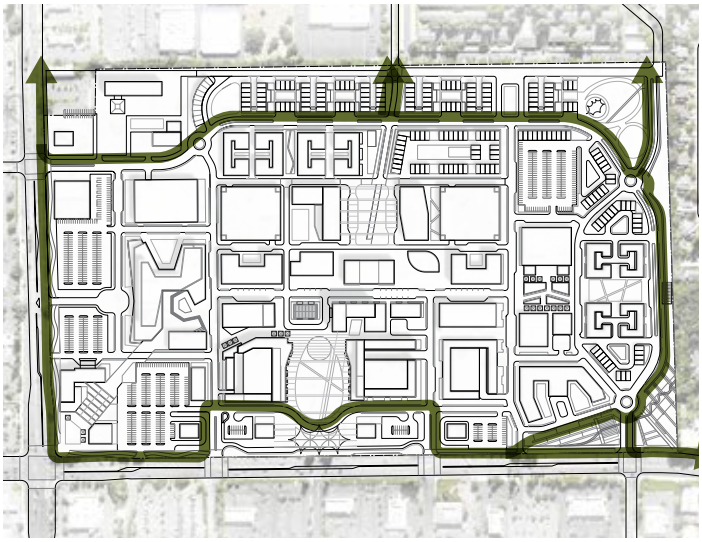


Long Beach Senior Arts Colony, Long Beach, California

6.8 Green Loop Multi-Use Trail

6.8.1 Design Character

The Green Loop Multi-Use Trail is a path for walking, running, and biking that is located around the edge of the Sunrise Tomorrow project site and connects to adjacent neighborhood trails and sidewalks. The loop path is approximately 1.5 mi long and connects to all major public open spaces in the project, giving users a variety of scenery and destinations. This path provides a safe and easy way for residents, daily workers, and visitors to stay active and navigate to destinations within the project by avoiding car traffic on roads.



The Green Loop Multi-Use Trail should include:

- A consistent width of 14'.
- A flat, slip resistant, and ADA accessible hardscape surface.
- A consistent color or paving pattern to brand and identity the path as different from the sidewalk or other pedestrian walking routes.
- Multiple easy to navigate access points from the interior and exterior of the Sunrise Tomorrow development.
- Shade trees and landscaping on either side of the pathway when feasible, to provide shade, buffer traffic sounds, and increase overall user experience visually.
- Signaled crossings at intersections with major roads. When feasible, shorten crossing distance with bulb outs at intersections and patterned and textured crosswalks to create a sense of pathway continuity.
- Dispersed seating opportunities along the pathway such as benches, chairs, and tables for resting along the way. These should not obstruct the path but be inset into landscape buffers along edges.
- Clear wayfinding and signage elements to signal distance markers for runners and walkers and point out key destinations within Sunrise Tomorrow.



Belt Line, Atlanta, Georgia

- Educational signage and graphics pointing out local native plant species and wildlife.
- Built-in fitness equipment (Ex. outdoor gym installations and kids play structures) and bike amenities (Ex. air pumps and basic bike tools) along the route to promote wellness and active lifestyles. All installations should be ADA accessible and safe for families and children.



Discovery Green, Houston, Texas



Buffalo Bayou, Houston, Texas



Levy Park, Houston, Texas



Buffalo Niagara Medical Campus, Buffalo, New York

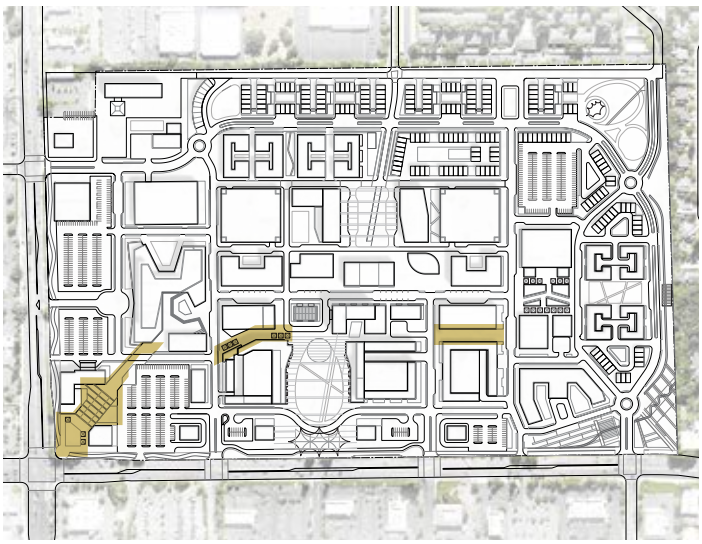


The Porch at 30th St Station, Philadelphia, Pennsylvania

6.9 Pedestrian Paseos

6.9.1 Design Character

Pedestrian Paseos are exclusively pedestrian "walk-streets" that border entertainment, retail, and food and beverage frontages. These spaces in the Open Space Plan are to be exclusively hardscaped areas and designed to host a blend of indoor-outdoor ground floor uses, such as spill out dining, retail kiosks, and impromptu performances and cultural activations. These two larger Pedestrian Paseos should be more actively programmed and outfitted with vendor and event infrastructure listed below.



Pedestrian Paseos should include:

- Flexible vendor infrastructure such as power outlets, AV/IT, lighting, and small kiosk structures for retail set up or food service.
- Consistent decorative paving pattern or design.
- Flat, slip resistant, and ADA accessible surfaces throughout.
- Minimal planting areas restricted to simple planters featuring native planting.
- Movable furniture such as café tables, chairs, and shade umbrellas.
- A mix of iconic event lighting elements to create a special and memorable atmosphere (Ex. string lighting) and safety and wayfinding lighting to guide walkers through the space.



St. Catherine's Street, Montréal, Québec



16th Street Mall, Denver, Colorado

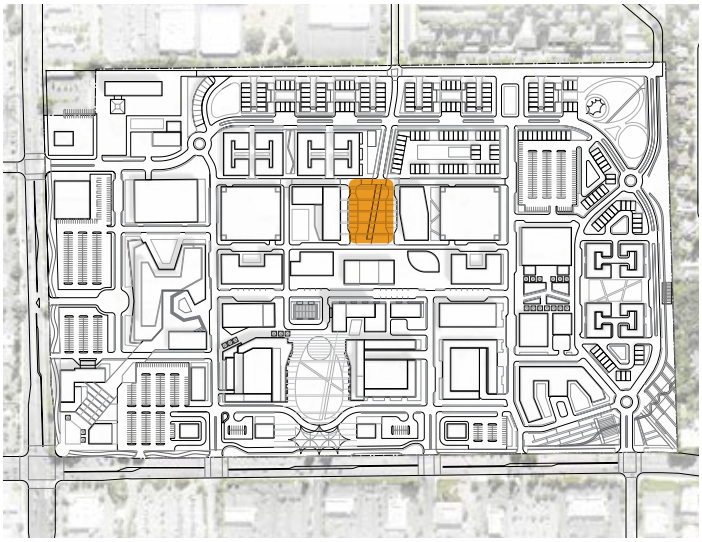
6.10 Campus Square

6.10.1 Design Character

The Campus Square is a large flexible open space located directly east of Main Street, between the JCPenney's and Macy's buildings. This space is meant to remain flexible and change over time to best suit the development needs of the site as it may transition away from big box retail and towards a more mixed use and employment / medical campus in the future.

The Campus Square should include:

- Minimum size: 32,000 SF
- Flat, slip resistant, and ADA accessible hardscaped pathways along edges and through center of the space for easy crossing and navigation through the space.
- A mix of hardscape and green landscaped surfaces.
- Shade trees and native landscaping throughout.
- Built-in event infrastructure such as power outlets, event lighting, and AV/IT set up to support easy event set up and community activations.
- Movable furniture such as café tables, chairs, and shade umbrellas.
- A mix of lighting elements to create a special and memorable atmosphere (Ex. string lighting) and safety and wayfinding lighting to guide walkers through the space.





Midtown Plaza, Carmel, Indiana



Hudson Street Park and Playground, Sydney, Australia

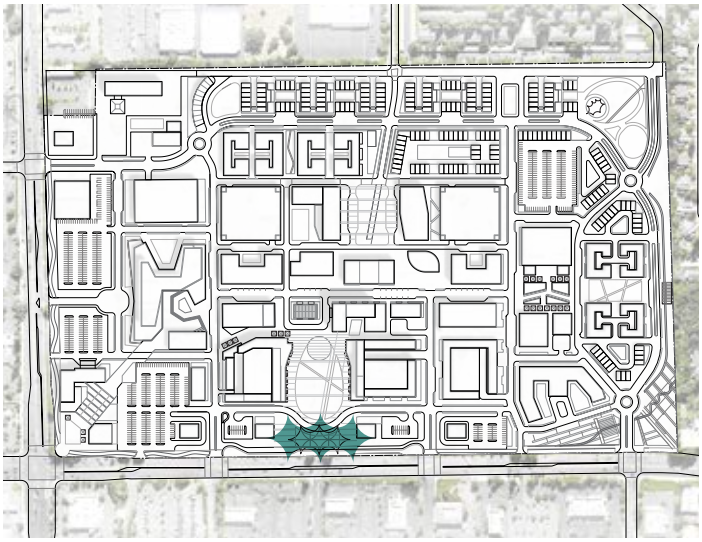
6.11 Sunrise Terrace Event Plaza

6.11.1 Design Character

The Sunrise Terrace Event Plaza is located along Sunrise Boulevard at the "front door" of the site. Siting between the new bus transit center along Sunrise Boulevard and the Sunrise Commons, this tented event plaza will be covered with an iconic shade structure to brand Sunrise Tomorrow and serve as a visual gateway and special marker for the site. Open on all sides, this shaded covered event plaza will feature a standalone food and beverage leasable space with outdoor dining seating surrounding the structure.

The Sunrise Terrace Event Plaza should include:

- Minimum size: 24,000 SF
- An eye-catching and iconic shade structure to brand the primary pedestrian gateway and entry of Sunrise Tomorrow. The structure's columns should be minimal and leave all edges open for visual and physical access.
- A stand-alone leasable building (Approx. 10,000 sf in size) centrally located under shade structure for a food and beverage establishment.
- Outdoor dining infrastructure such as tables, chairs, stations, planters, and heaters.
- Atmospheric and festive lighting (Ex. string lighting).
- Flat, slip resistant, ADA accessible hardscape material throughout.





ASU SkySong: The Scottsdale Innovation Center, Scottsdale, Arizona



Philly River Stroll, Philadelphia, Pennsylvania

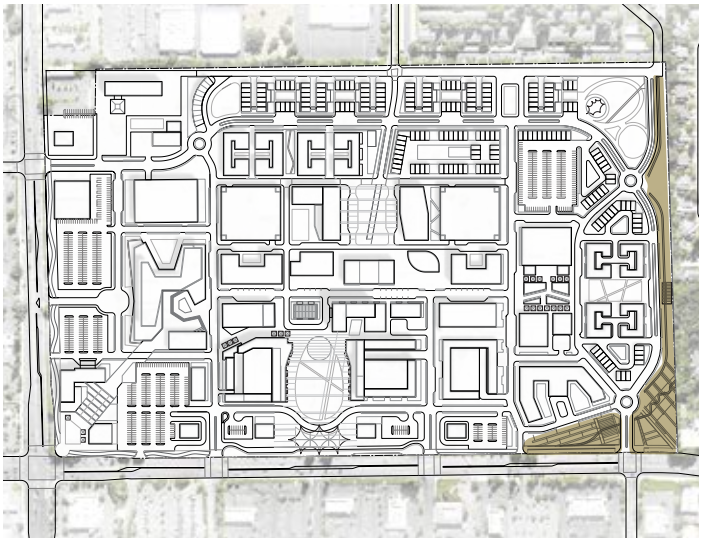
6.12 Urban Agrihood

6.12.1 Design Character

The Urban Agrihood is an area of potential productive landscape located in the south-west corner and south edge of the site. The goal of this sustainable agricultural land is to provide locally grown produce to residents through an on-site farm stand and create a unique local amenity to celebrate the Citrus Heights food culture and promote health and wellness.

The Urban Agrihood should include:

- A stand-alone farm-stand structure (Approximately 3,500 SF) located on the south edge of the site, directly south of the Community Green.
- Up to 150,000 SF of productive agricultural plots.
- Open and clear visual connections from the roads and Green Loop to the fields and plots (no tall gates or walls).
- Native plants and natural landscape design in areas not used for fruit and vegetable gardens.





Live Power Community Farm, Covelo, California

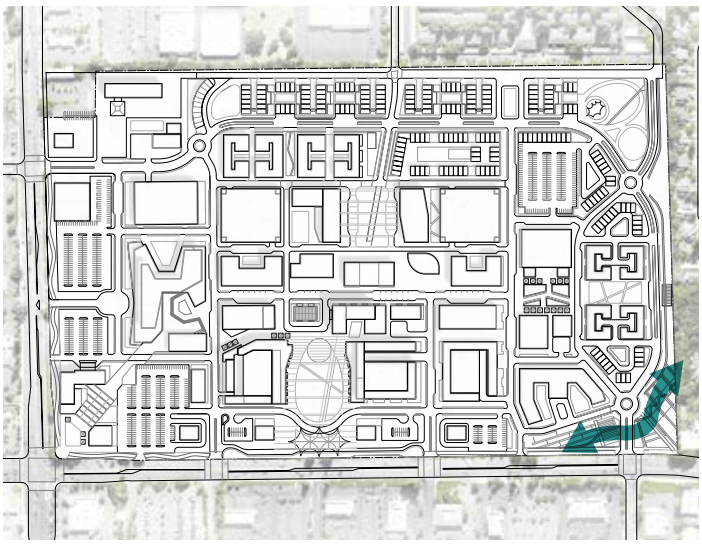


Food Roof Farm, St. Louis, Missouri

6.13 Optional Creek Trail

6.13.1 Design Character

The Creek Trail is located within the southwest corner of the Urban Agrihood and is restored tributary creek that once fed into the Arcade Creek, prior to the development of Sunrise Mall and adjacent retail developments along Sunrise Boulevard. This resurfaced bioswale and creek will serve to reintroduce the site's historical topography back to the site and passively manage storm water run-off in this corner of the site. Running along this historical landscape infrastructure site feature, will be an easily accessible pathway connected to the main Green Loop for visitors to observe and learn about the site's ecological and historical systems.



The Creek Trail should include:

- Approximate area: 3,000 SF
- Flat, slip resistant, ADA accessible hardscape pathway, easily accessible from the main Green Loop path.
- Wayfinding and educational signage to inform visitors about the regions waterways and creek systems.
- Shade trees and landscaping appropriate to the scale and site.
- A restored creek bed and bioswale to be coordinated with a civil engineer and landscape architecture team.

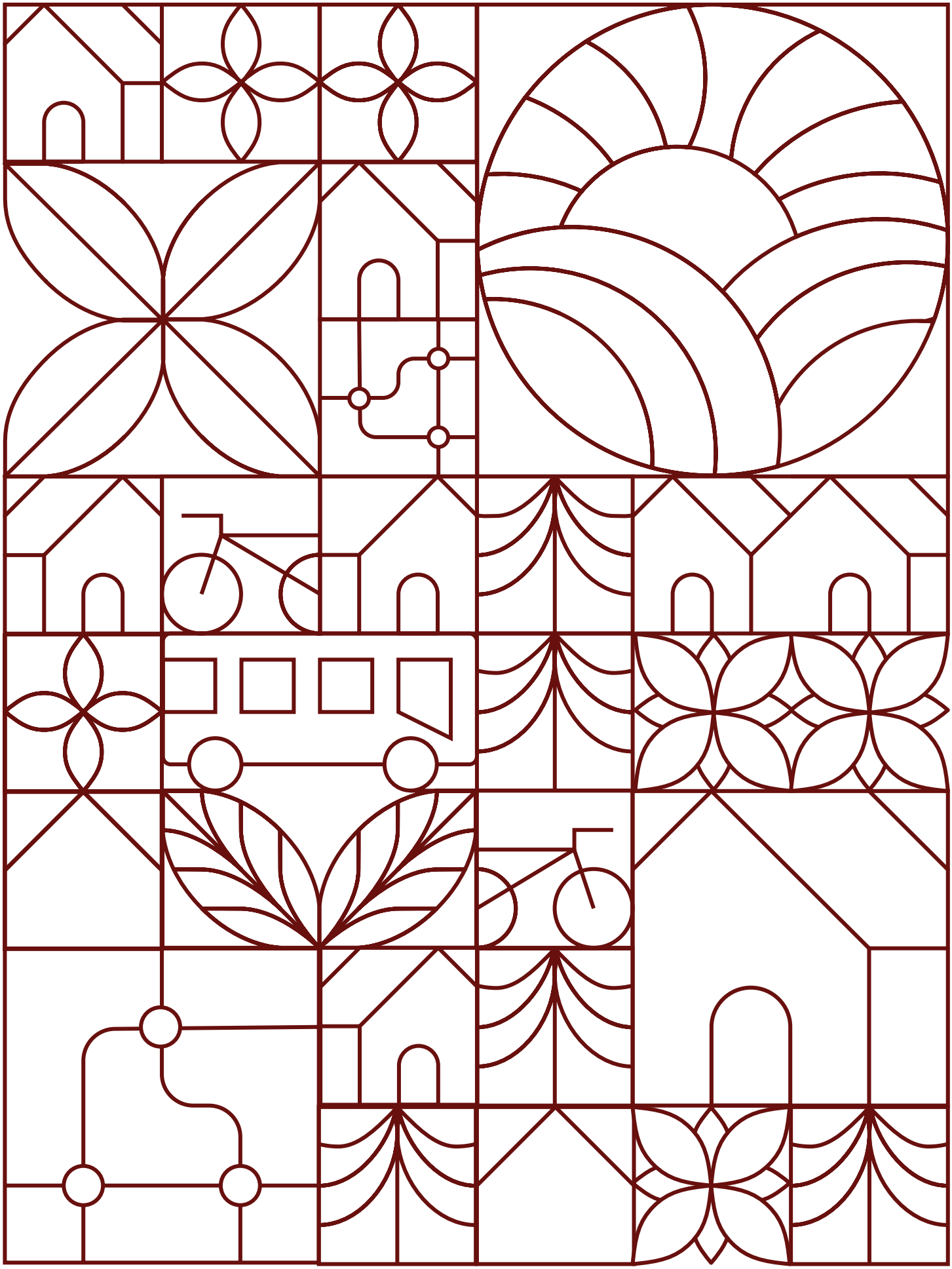


Encanto Nature Walk, Duarte, California



Aire River Restoration Path, Geneva, Switzerland

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7

Infrastructure

7.1 Overview

7.1.1 Introduction

In order to support and serve the needs of the Plan Area residents, visitors, and workforce, a variety of public facilities and services will be needed.

This chapter describes the infrastructure and utilities needed to support and serve the needs of the Plan Area residents, visitors, and workforce.

7.1.2 Existing Utilities

Existing utilities, including water, sanitary sewer, storm drain, electrical and telecommunications, and gas infrastructure, are illustrated in Figure 7.1. The existing contacts list of local Utility Owners, Service Providers, and their relative utilities can be found online at the City's website or requested from them directly.

Water (Domestic & Fire) Infrastructure

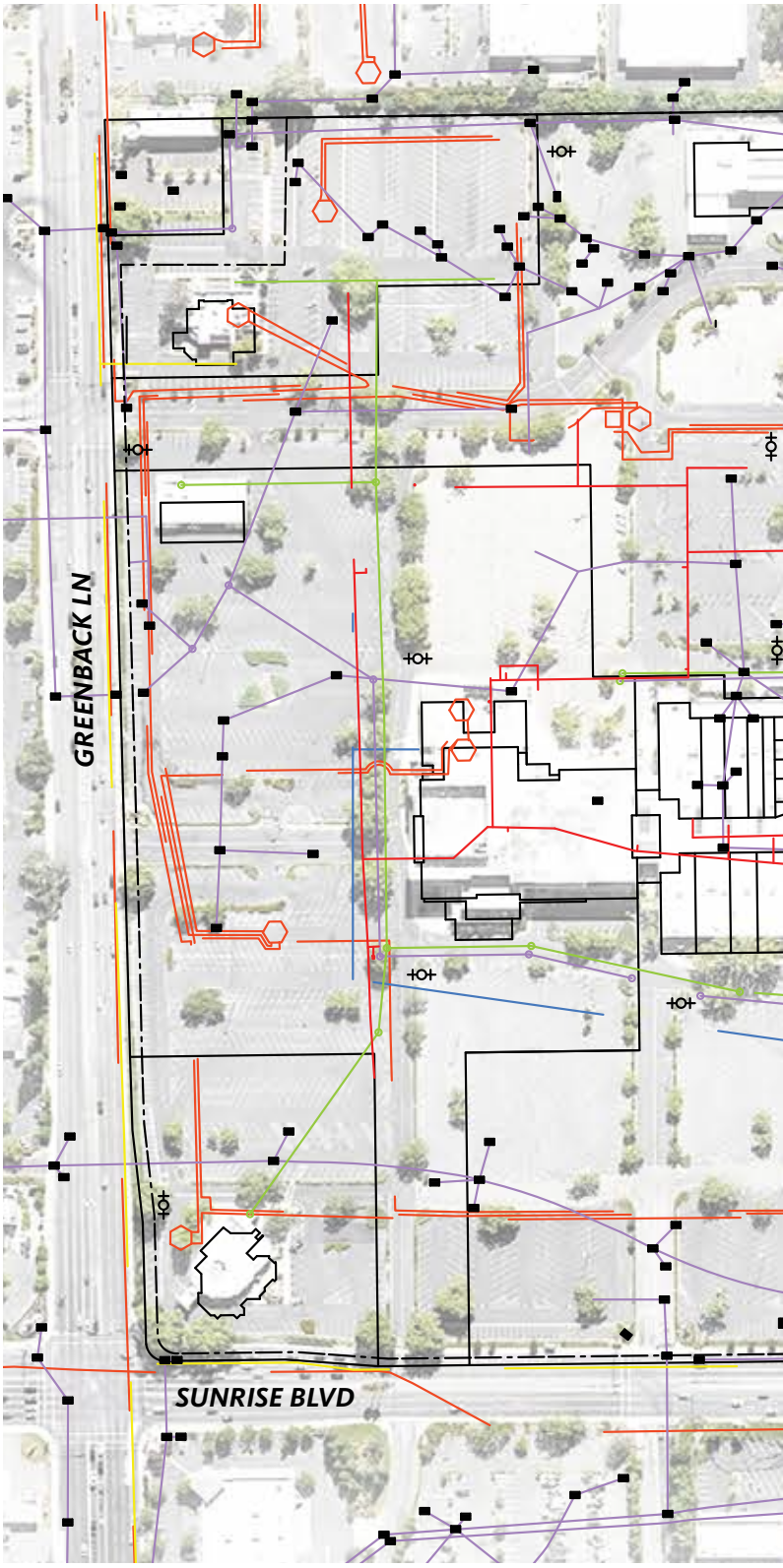
Sanitary Sewer Infrastructure

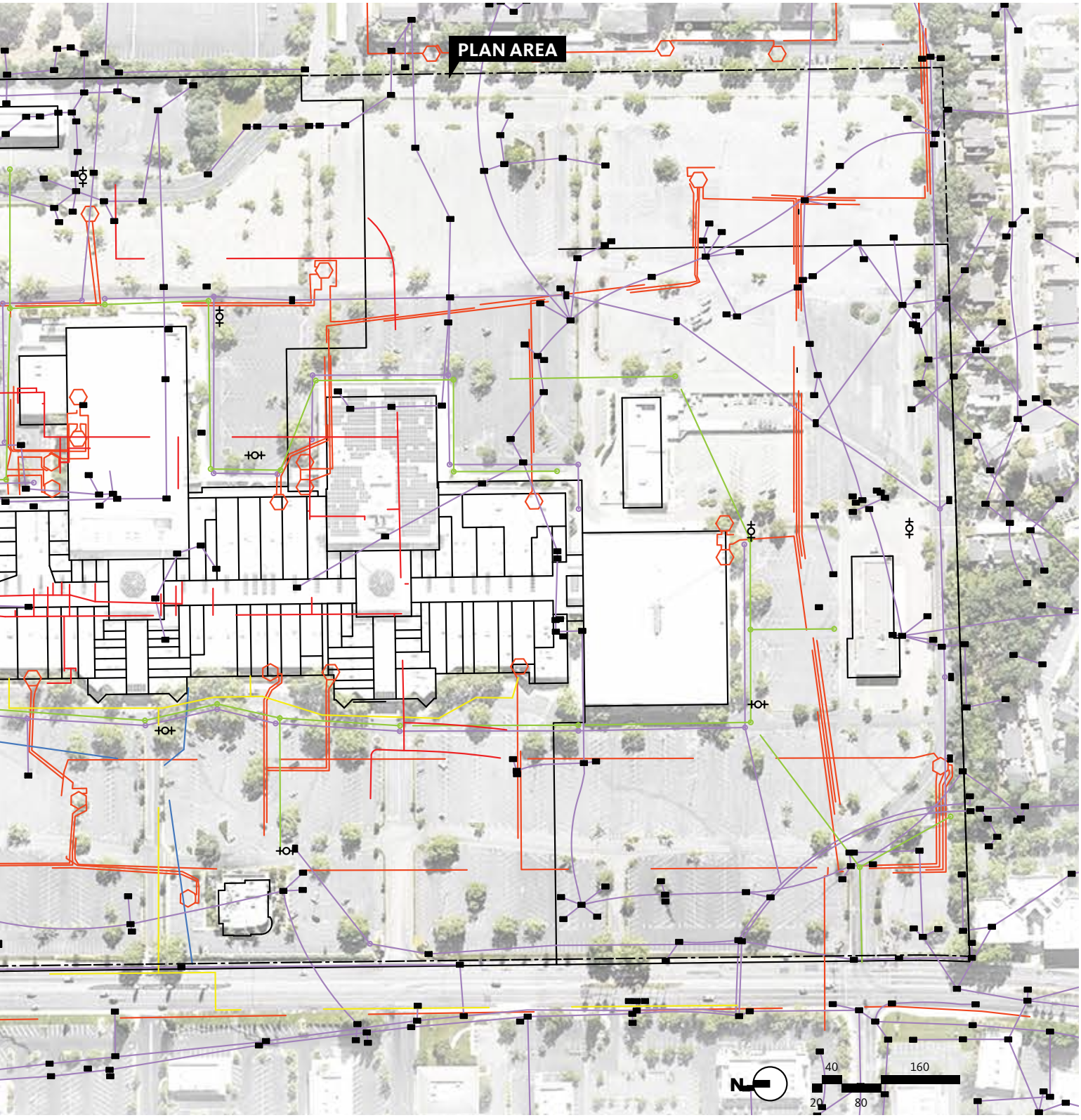
Storm Drain Infrastructure

Electrical and Telecommunications Infrastructure

Gas Main Infrastructure

FIGURE 7.1 EXISTING UTILITIES




PLAN AREA
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160
20
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7.1.3 Proposed Utilities

Proposed utilities, including water, sanitary sewer, storm drain, electrical and telecommunications, and gas infrastructure, are illustrated in Figure 7.2.

It is anticipated that development permitted under the Specific Plan will require the demolition and replacement of most of the existing utilities. Infrastructure pipe/conduit sizing, layout, and location may change as part of final engineering, however none of those items would require a specific plan amendment.

Water (Domestic & Fire) Infrastructure

Sanitary Sewer Infrastructure

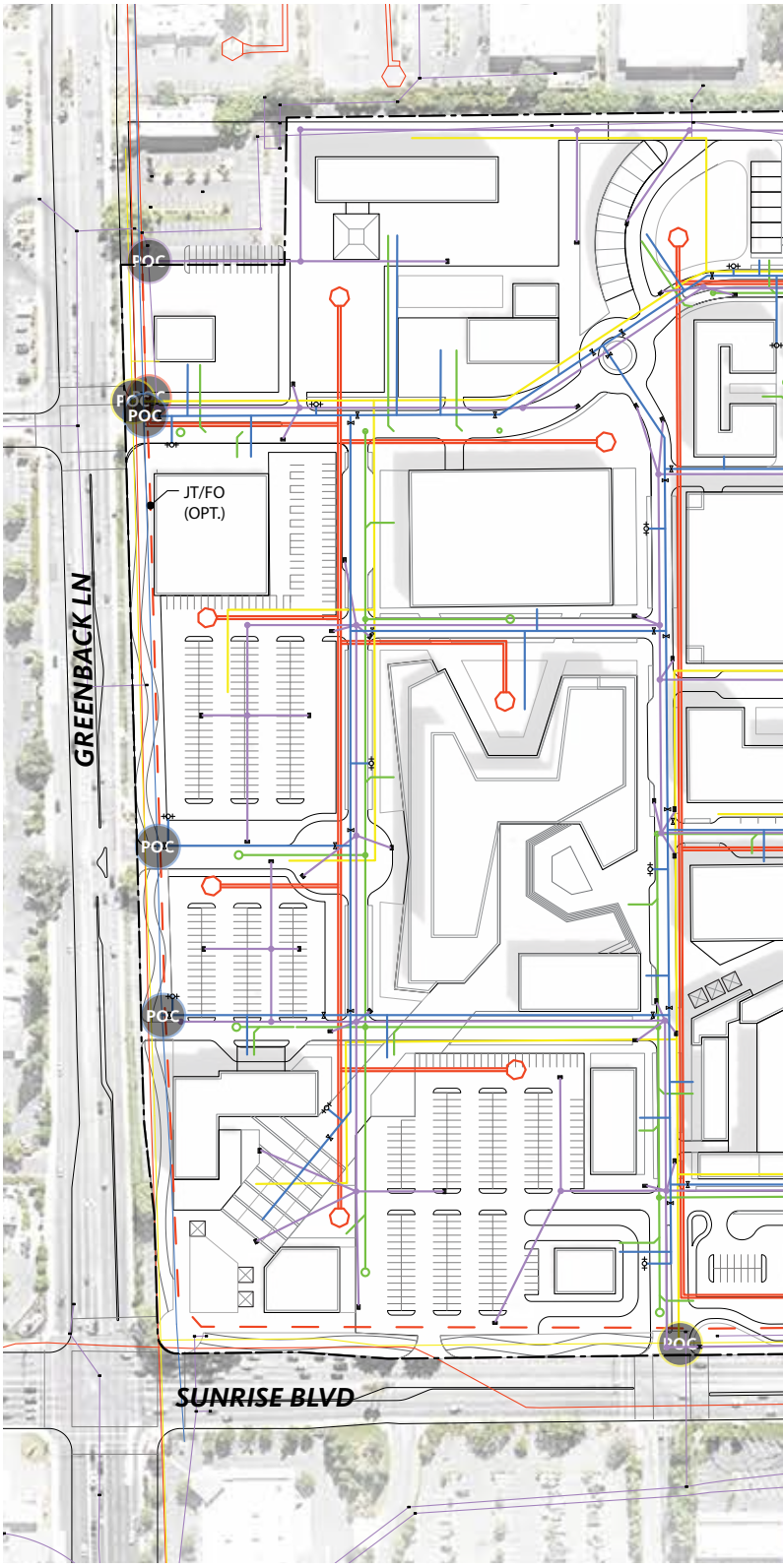
Storm Drain Infrastructure

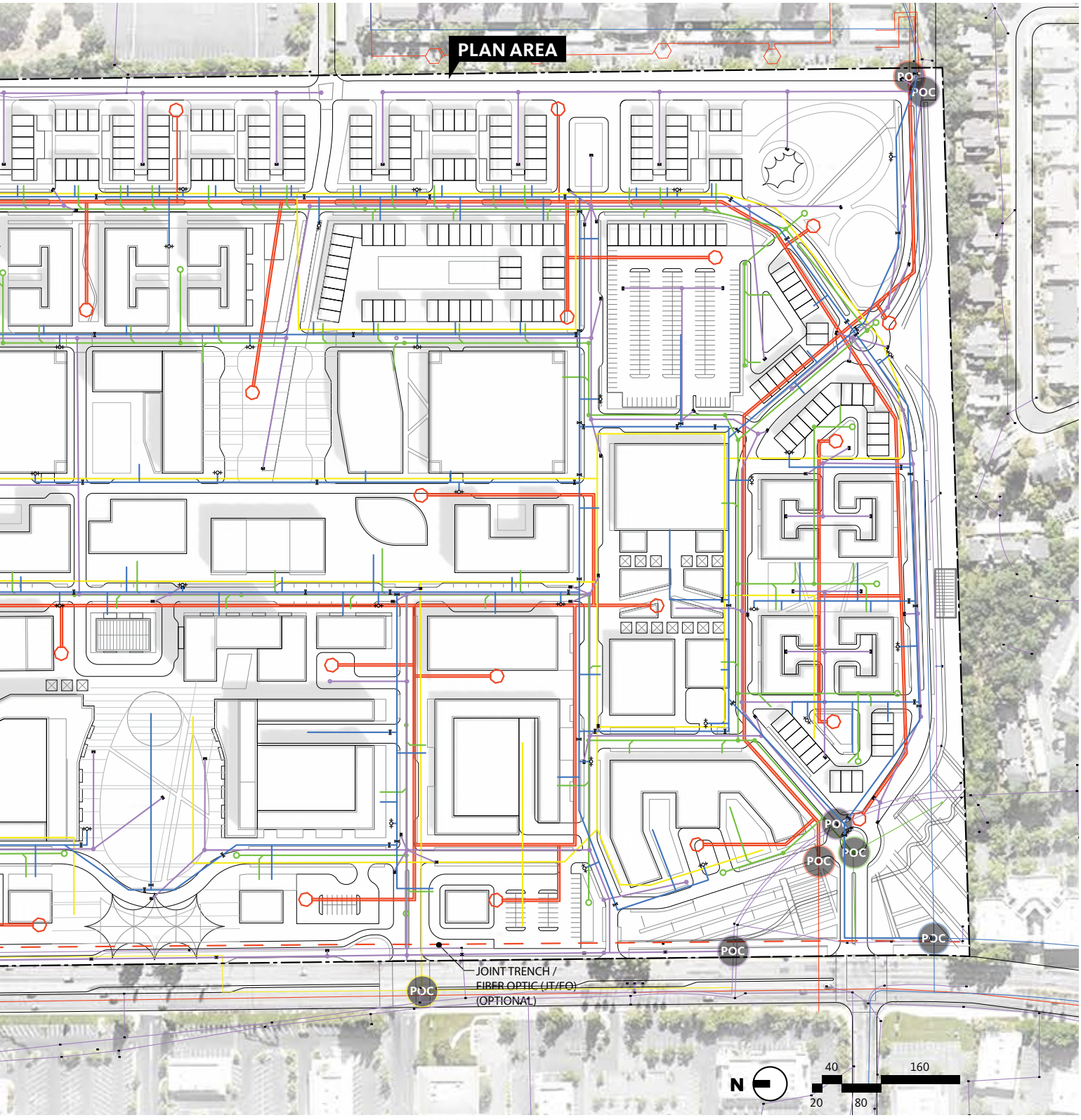
Electrical and Telecommunications Infrastructure

Gas Main Infrastructure

POC **Point of Connection**

FIGURE 7.2 PROPOSED UTILITIES




PLAN AREA
POC
POC
POC
POC
POC
POC
POC
JOINT TRENCH /
FIBER OPTIC (JT/FO)
(OPTIONAL)
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160
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7.1.4 Site Topography / Grading

EXISTING CONDITIONS

The existing Sunrise Mall site is generally flat and constructed as a mound-type site, with gradual slopes draining away from the existing site buildings (center of the site), towards the site perimeter. There is approximately a six foot difference in elevation between the western edge of the existing surface parkings and the existing sidewalk along Sunrise Boulevard.

PROPOSED CONDITIONS

As development proceeds, demolition of a majority of the surface and underground infrastructure will be required for the site modifications. Site preparation will involve removal of most of the existing mall structure, including all the on-site utilities and roads, most buildings, and parking lot limits/layouts. Grading is anticipated to consist of soils excavation, compaction, testing, and fill activities as necessary to ready the site and subgrades for structural and utility placement.

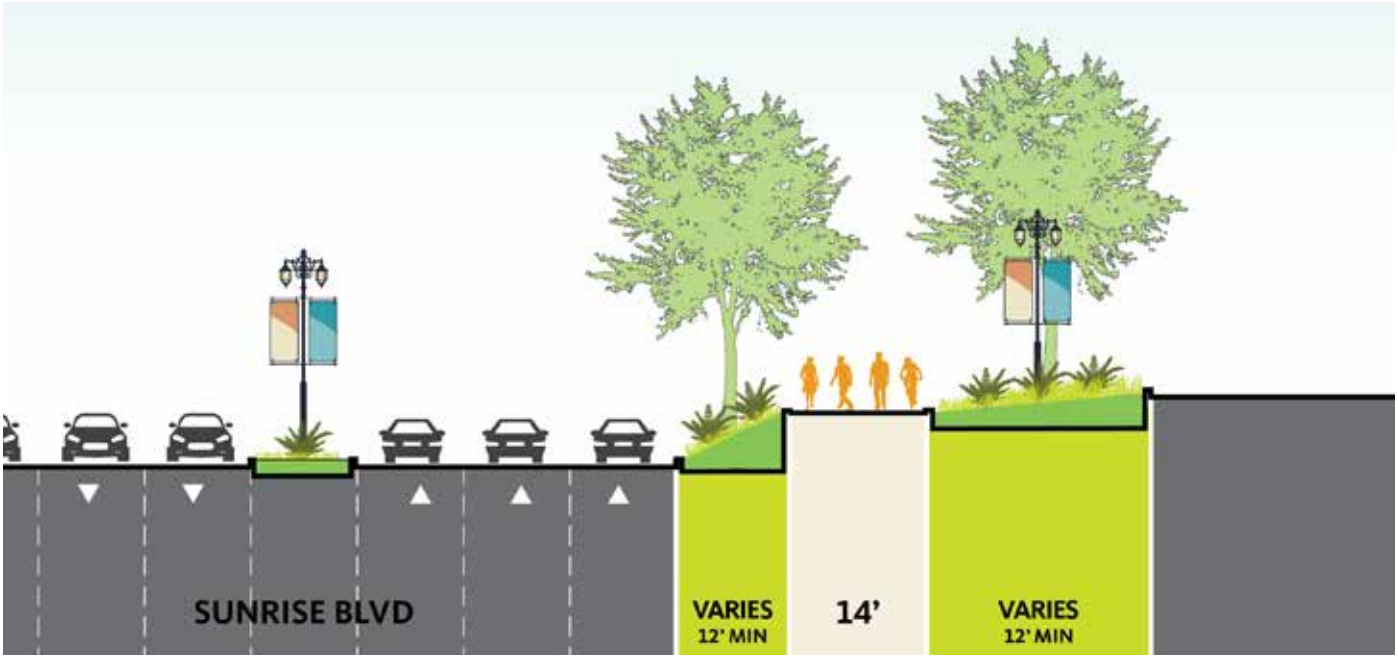
Finish grading will address compliance with the Americans with Disabilities Act (ADA) standards and guidelines, new landscape features, and how/where stormwater surface runoff will be directed for treatment per the Sacramento Region Stormwater Quality Design Manual requirements (refer to Section 7.3.2).

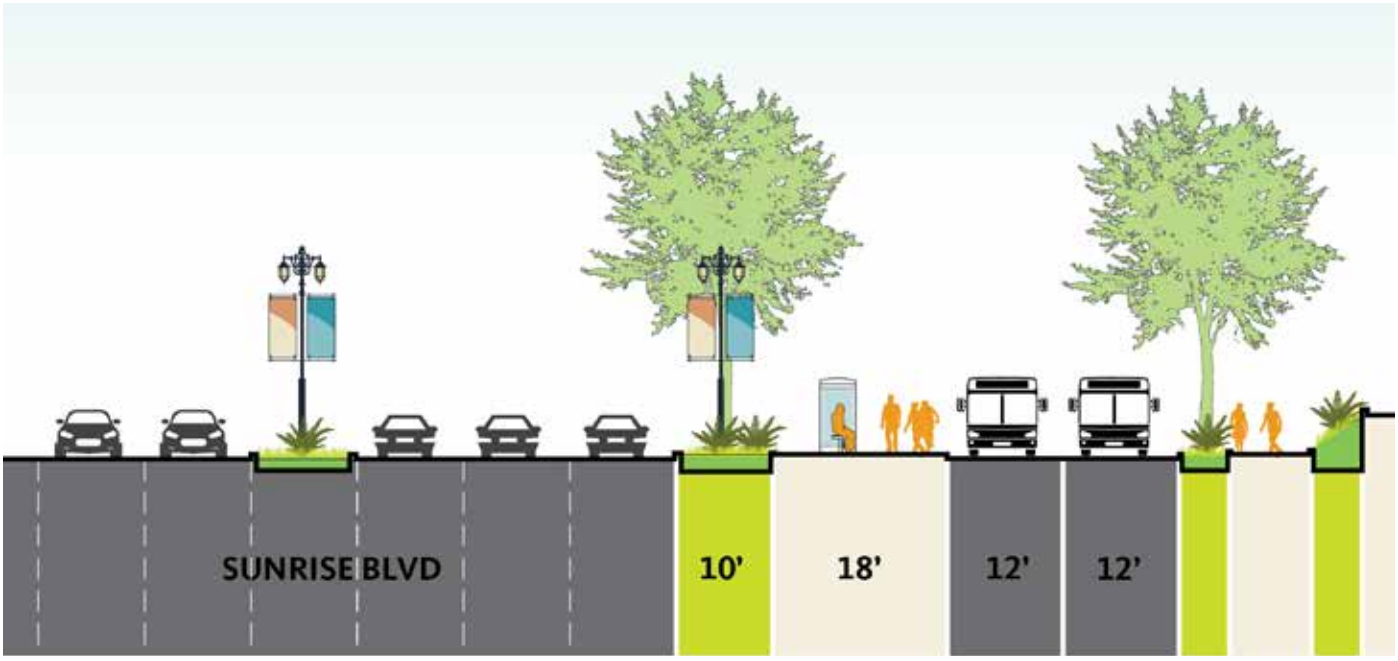
The proposed finish elevation of the Plan Area will generally remain as-is; however, grading may be required with development sites in order to facilitate development. The existing grade change along Sunrise Boulevard will be modified to accommodate proposed improvements including landscaping, a multi-use path, transit center, and dedicated turn lanes, as illustrated in Figure 7.3.

DEVELOPMENT REQUIREMENTS

Developer(s) shall prepare a proposed Site Topography / Grading Plan showing areas of proposed cut/fill and proposed finish elevations. Site Topography / Grading Plans shall be submitted to the City of Citrus Heights for review and approval.

FIGURE 7.3 PROPOSED SECTIONS





7.2 Water & Sewer

7.2.1 Water Infrastructure

Domestic and fire water services for the Plan Area are currently provided by the Citrus Heights Water District (CHWD), an Irrigation District operating under the State of California Water Code, while the water distribution system in the Plan Area is owned and maintained by each of the property owners.

EXISTING CONDITIONS

The existing water system within the Plan Area is connected to the water main along Sunrise Boulevard, with water mains and laterals distributing water to existing buildings.

PROPOSED CONDITIONS

Development permitted under the Specific Plan will result in water demand as shown in Table 7.1. In total, it is projected the full build-out of the Plan Area will result in a total annual demand for 434 acre-feet of water (approximately 141.4 million gallons annually). Increased water use within the Plan Area may also require additional infrastructure to maintain water pressure as required by Sacramento Metro Fire.

It is anticipated that all the existing water mains will need to be removed, reconfigured, and replaced as illustrated in Figure 7.4. Proposed lateral extensions are shown providing service each development site; design of new water infrastructure shall meet CHWD standards and specific building requirements.

Additional considerations include:

- Existing water pipe material may contain asbestos-cement, which would require removal and disposal per established standards for hazardous materials.
- New water infrastructure will need to be configured to meet clearance requirements (both vertical and horizontal) at any public and/or private utility crossings (per Title 22, California Code of Regulations for new construction).

TABLE 7.1 PROJECTED WATER DEMAND

Use	Acres or Units[1]	Demand Factor (Acre-Feet/Unit or Acre-Feet/Acre)		Projected Demand Acre-Feet/Year[2]
Residential (Multifamily)	2,220 Units	0.12	(indoor)	266
		0.03	(outdoor)	67
Commercial (inlc. Mixed-Use)	49.3 Acres	1.25	(indoor)	62
Open Space	9.1 Acres	4.25	(outdoor)	36
Total				**434**

1. Based on Maximum Development Allowed.
2. Rounded to the nearest 1 acre-foot per year.

DEVELOPMENT REQUIREMENTS

Developer(s) shall determine the projected water demand for all development within each Planning Area and prepare a proposed water infrastructure plan showing new water mains and laterals to be provided for all buildings and development sites within the Planning Area. Water demand calculations and water infrastructure plans shall be submitted to both CHWD and the City of Citrus Heights for review and approval. All sanitary sewer piping shall be placed to meet CHWD and city requirements, at a minimum, and configured to minimize clearance conflicts with other site utilities (especially potable water mains; per Title 22, California Code of Regulations for new construction).

7.2.2 Sewer Infrastructure

The Plan Area is served by the Sacramento Area Sewer District (SASD), a sewer utility providing service to more than one million people in the Sacramento region. SASD owns, operates, and maintains sewer laterals and main lines in the City of Citrus Heights. Collected wastewater from SASD's system is conveyed to Sacramento Regional County Sanitation District (Regional San) Interceptor System. Wastewater from Citrus Heights is conveyed to the Regional San Wastewater Treatment Plant near Elk Grove.

EXISTING CONDITIONS

The existing site sanitary sewer system within the Plan Area consists of 8" diameter vitrified clay pipe (VCP) mains and building laterals, as shown in Figure 7.1. The existing sewer main on the north side of the Plan Area is conveyed to the north-west corner of the existing mall building, from where it heads south along the western mall frontage to the south-west corner of the existing mall. Similarly, existing sewer mains along the eastern mall frontage convey wastewater south to the south-west corner of the existing mall. From that location, the existing sewer network conveys wastewater to the existing 15" public sewer main/collector located on the east side of Sunrise Boulevard.

PROPOSED CONDITIONS

Development permitted under the Specific Plan will result in sewer flows as show in Table 7.2.In total, it is projected the full build-out of the Plan Area will result in a wastewater flow of approximately 95,000 gallons per day (approximately 34.6 million gallons annually).

It is anticipated that most existing sewer laterals and mains will need to be removed, reconfigured, and replaced as illustrated in Figure 7.5. An initial analysis by SASD in February 2021 concluded the primary outfall serving the Plan Area may needed to be upgraded to a 10" diameter main; the current capacity of the existing 15" public sewer main/collector along Sunrise Boulevard is expected to be adequate increased flows resulting from full build-out of the Plan Area.

TABLE 7.2 PROJECTED SEWER DEMAND

Use	Acres	Projected Wastewater Flow Gallons per day
Residential (Multifamily)	15.5	22,000
Commercial (inlc. Mixed-Use)	49.3	73,000
Total		**95,000**

Based on Maximum Development Allowed and demand factors provided by SASD.

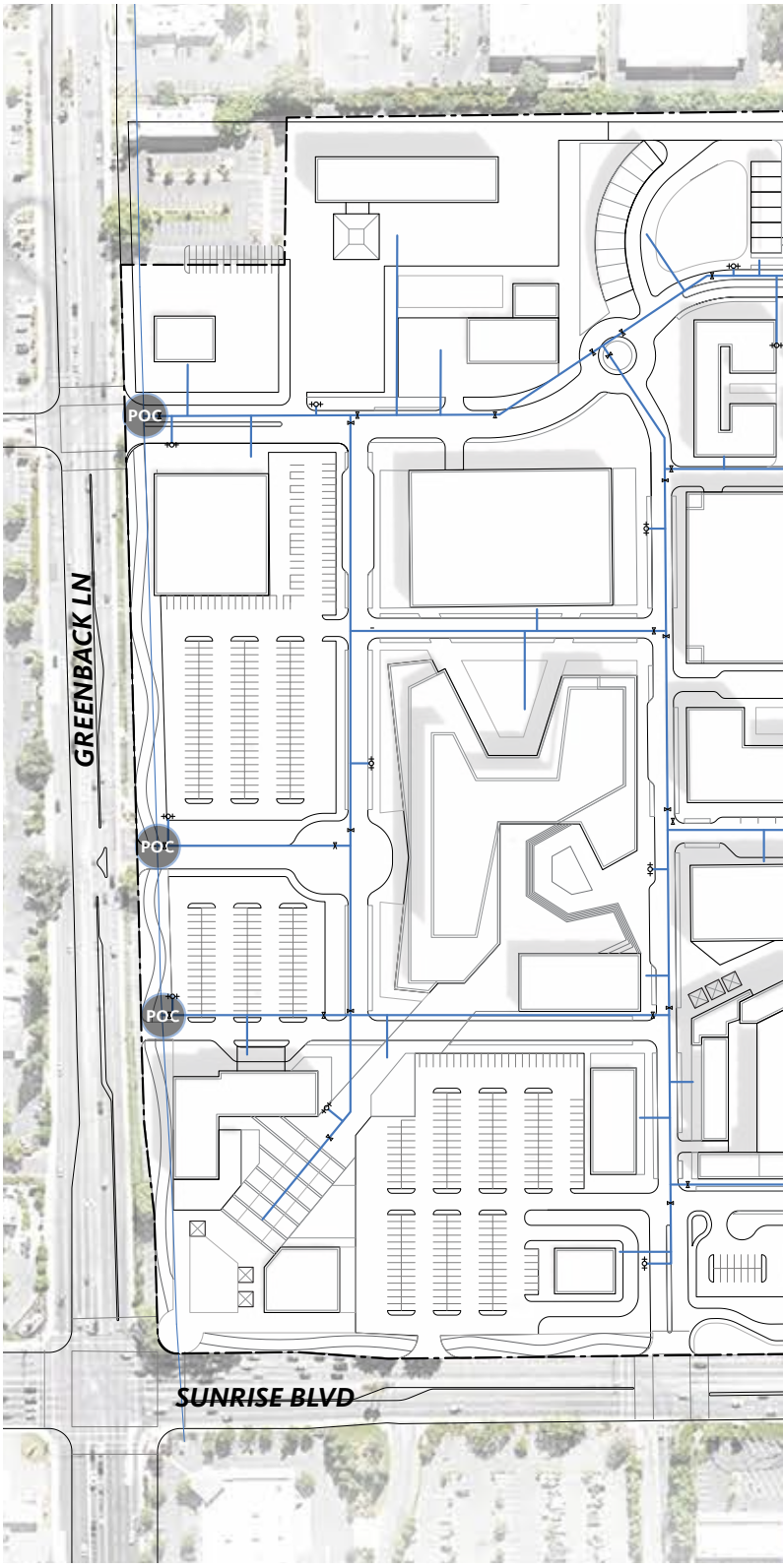
DEVELOPMENT REQUIREMENTS

Developer(s) shall prepare a proposed sanitary sewer plan showing new laterals and details needed for each of the new parcels/buildings. Sanitary Sewer plans shall be submitted to both SASD and the City of Citrus Heights for review and approval. All sanitary sewer piping shall be placed to meet SASD requirements, at a minimum, and configured to minimize clearance conflicts with other site utilities (especially potable water mains; per Title 22, California Code of Regulations for new construction)-prior to SASD's ultimate acceptance.

FIGURE 7.4 PROPOSED WATER INFRASTRUCTURE

Water (Domestic & Fire) Infrastructure

POC Point of Connection



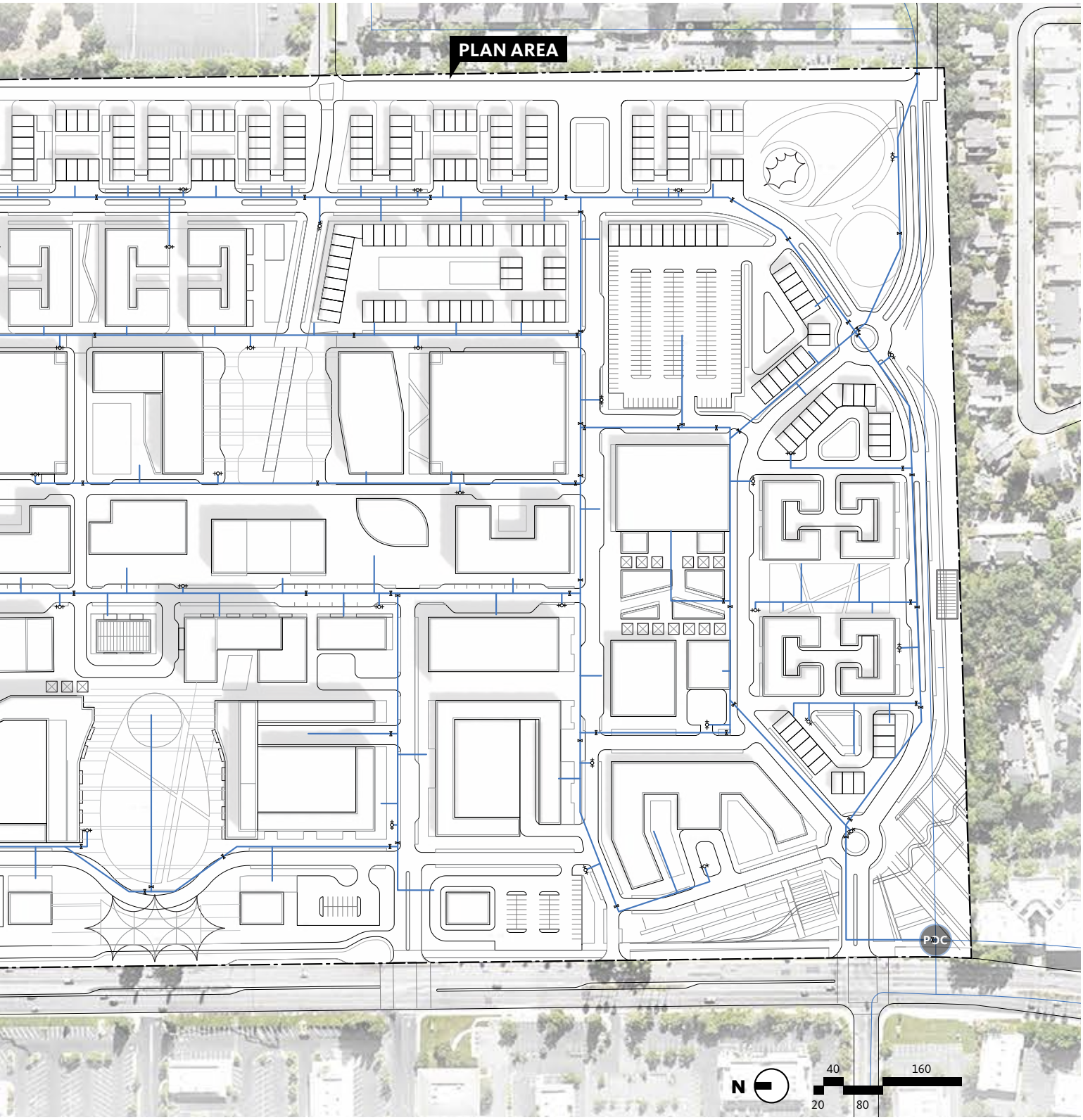
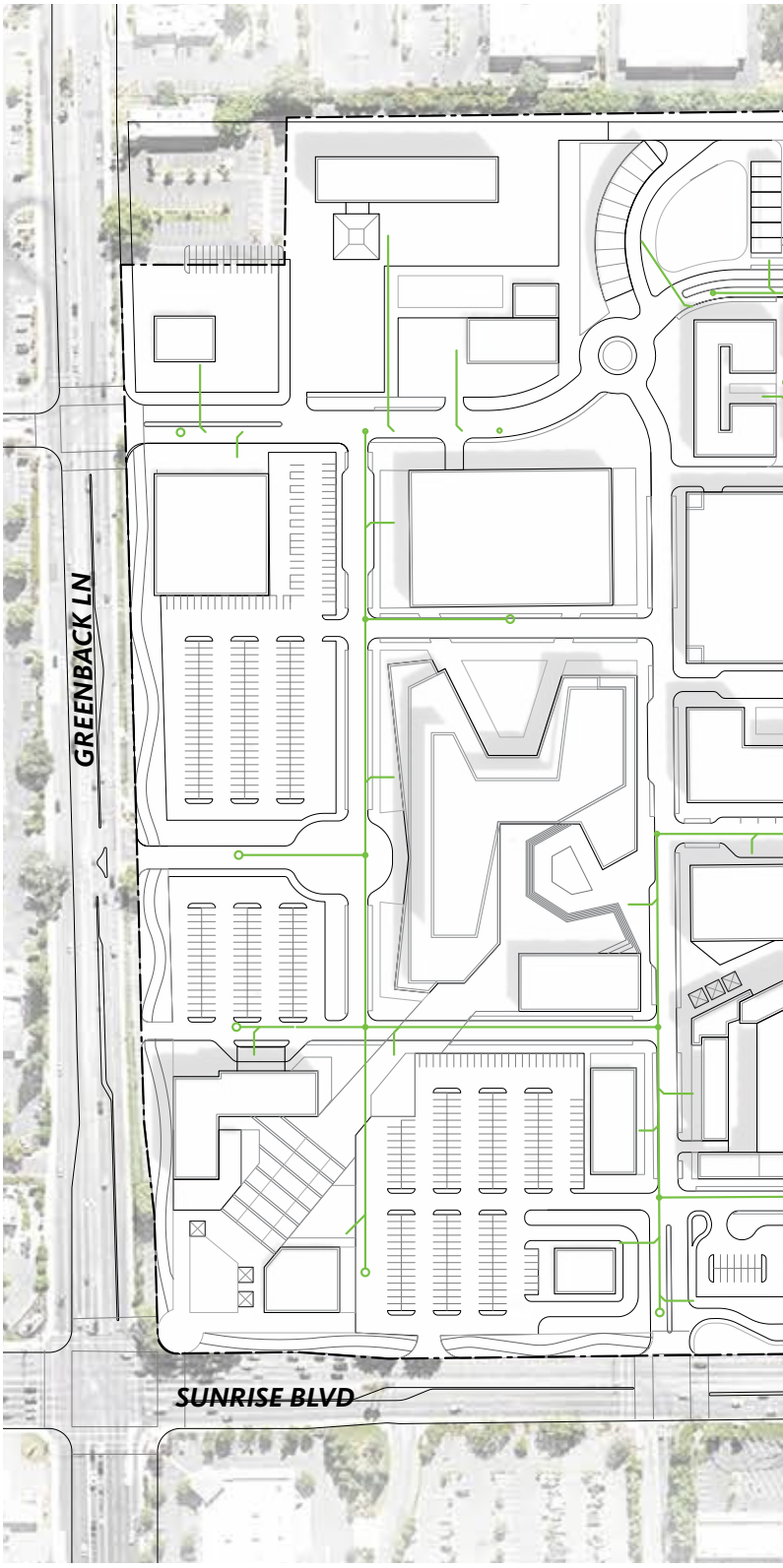
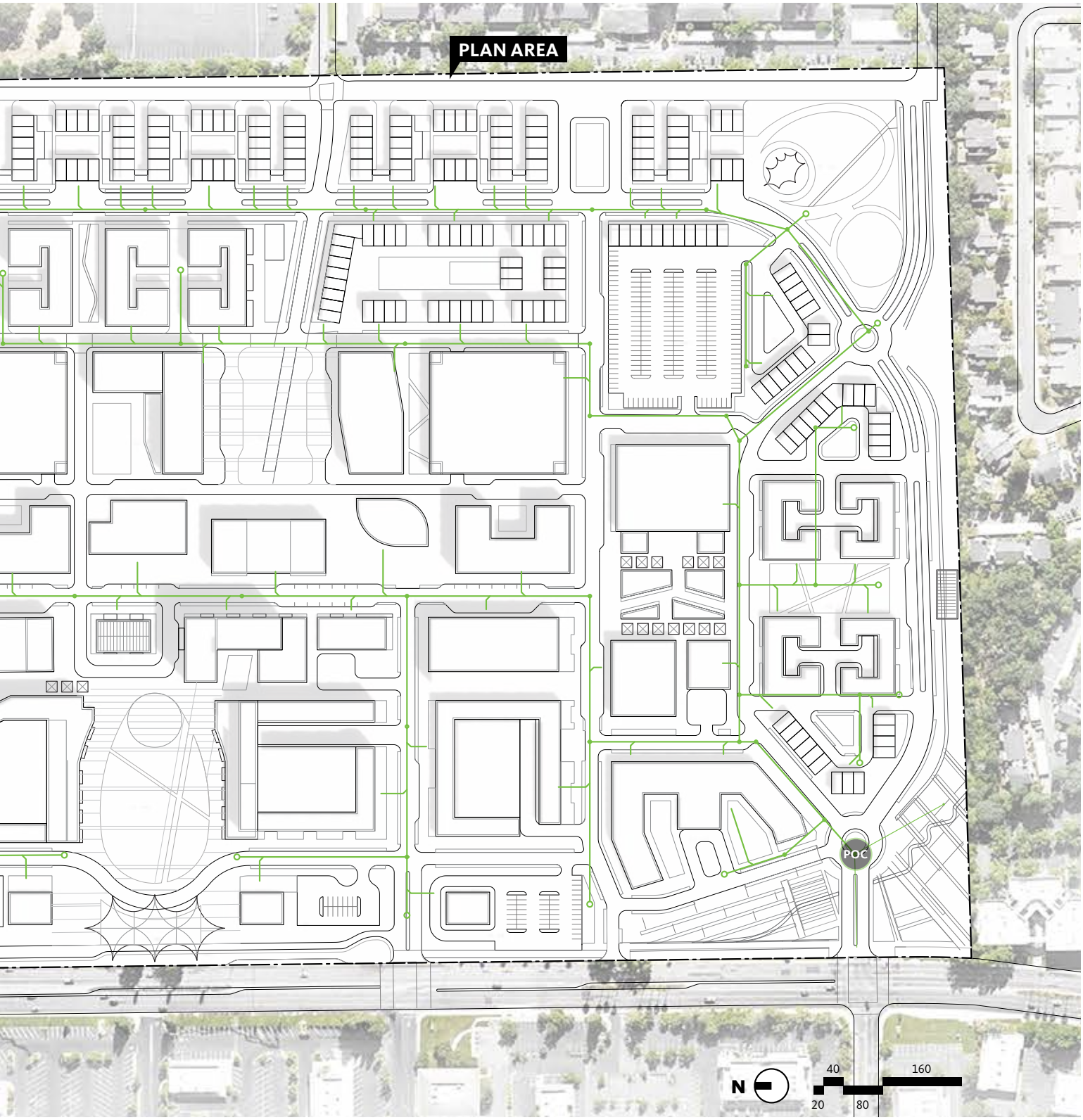

PLAN AREA
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FIGURE 7.5 PROPOSED SEWER INFRASTRUCTURE

Sanitary Sewer Infrastructure

POC Point of Connection




PLAN AREA
POC
N
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160
20
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7.3 Stormwater & Water Quality

7.3.1 Stormwater Infrastructure

The City of Citrus Heights owns and maintains an extensive network of storm drain infrastructure, primarily storm drain mains and catch basins which serve the Plan Area. The Plan Area is located within the Arcade Creek watershed, which encompasses 38 square miles. San Juan Creek, a tributary of Arcade Creek, crosses the south-west corner of the Plan Area, flowing north-west via towards the Stock Ranch neighborhood where it joins Arcade Creek. From there Arcade Creek flows west past American River College and through Del Paso Park, draining into the Natomas Main Drainage Canal and ultimately into the Sacramento River.

EXISTING CONDITIONS

As described in Section 7.1.4, Sunrise Mall was built as a mound-type site, with gradual slopes draining away from the existing buildings at center of the site, towards the site perimeter. The existing site is currently more than ninety-five percent developed with limited on-site landscaping, outside of the parking areas. The south side of the Plan Area property generally drains to the south-west towards Macy's Plaza Drive, where drainage ultimately outfalls into an existing double 4'x8' box culvert that conveys San Juan Creek. The northern section of the Specific Plan area generally drains to the north-east, with storm drain outfall into a 30" storm drain under Arcadia Drive where it drains north across Greenback Lane towards the Mitchell Village/Farms subdivision. Currently there not an existing Storm Drain Master Plan (SDMP) in place for the Plan Area; however, one is scheduled to be developed by the City during in the near future.

PROPOSED CONDITIONS

Development permitted under the Specific Plan will require modifications of the existing storm drain system within the Plan Area, including demolition and replacement of existing mains at several locations as illustrated in Figure 7.6. It is anticipated that development will require new building rainwater leader connections, as well as additional drain inlets, area drains, and manholes. This revised storm drain site system will need to be modified for multiple added surface barriers that will be placed on site for redevelopment (curbs, buildings, trash enclosures, landscaped medians, retaining structures, etc.). This does not include the underground clearances that will also need to be made for both existing and proposed utilities. Despite the increase in building area permitted under the Specific Plan, it is calculated that there will be no increase in overall surface flows. It is not anticipated that there will be the need to modify or up-size any off-site storm drainage mains in order to collect on-site drainage.

The Specific Plan proposes the optional removal of the existing dual box culvert that conveys San Juan Creek across the site and restoration of the creek within a constructed channel, if feasible. The channel and embankment shall be designed to maintain the existing flow.

DEVELOPMENT REQUIREMENTS

Developer(s) shall prepare a proposed Stormwater Management Plan showing proposed storm drain locations and sizes. Stormwater management plans shall be submitted to the City of Citrus Heights for review and approval.

Regulatory permit approvals may be required for the creek restoration including (but not exclusive to) the California Department of Fish & Wildlife (CDFW), Central Valley Regional Water Quality Control Board, and Sacramento Area Flood Control Agency (SAFCA) for proposed modifications to San Juan Creek culvert.

7.3.2 Water Quality/Low-Impact Development (LID)

The City of Citrus Heights regulates impacts to water quality through the implementation of a National Pollutant Discharge Elimination System (NPDES)/ Municipal Separate Storm Sewer System (MS4) Permit in a partnership with other public agencies within Sacramento County and follows the standards and requirements established by the Sacramento Stormwater Quality Partnership (SSQP) for projects during, pre-, and post-construction.

The next renewal of the City's MS4 permit is anticipated to include an additional State Water Board requirement that all Priority Land Use (PLU) properties achieve One hundred percent capture of any trash particles greater than 0.25-inches in size. This requirement applies to the entire Plan Area. A comprehensive plan for the entire City is currently being developed and will soon be presented to City Council for consideration and adoption. One hundred percent compliance will be required to be achieved by 2030.

DEVELOPMENT REQUIREMENTS

Development within the Plan Area shall be required to employ Low Impact Development (LID) methods to capture and treat surface runoff pollution at its source. On-site treatment is intended to catch and filter/reduce pollutants to minimize what enters the public system, using natural features designed to treat urban runoff. LID techniques can be incorporated into public realm streetscape and natural or common open spaces within the Plan Area. LID designs can be constructed as drainage courses within landscaped green spaces and buffers, drainage swales in parking medians or planter strips, planter boxes and vegetated curb extensions, or even as demonstration or infiltration gardens that could enhance both the civic and recreational quality of the Plan Area. Design of LID elements shall conform to the guidelines and standards established in the SSQP Stormwater Quality Design Manual.

Potential opportunities for LID elements include the following:

- LID improvements along internal streets. Developer(s) may utilize all interior roadway planter areas as bioswales or LID planters. LID planters shall be designed to collect and treat stormwater runoff from surface streets prior to entering a natural waterway system or designed storm drain system. Bioswale options include features such as depressed curb cuts using cobble-lined scuppers/swales on planter side with native grasses for treatment (also serve as pedestrian containment).
- LID improvements along arterial streets. In areas where there are grade differences, such as along Sunrise Boulevard where there will be sloped sides, developer(s) may use bio retention swales. On-site drainage can daylight existing storm drain inlets into bio-retention swales along Sunrise Boulevard, as well as along the roadway between the curb and separated sidewalk.
- Potential restoration of San Juan Creek. The potential restoration of San Juan Creek presents an additional opportunity to incorporate LID features, including the use of native riparian trees and plant material.

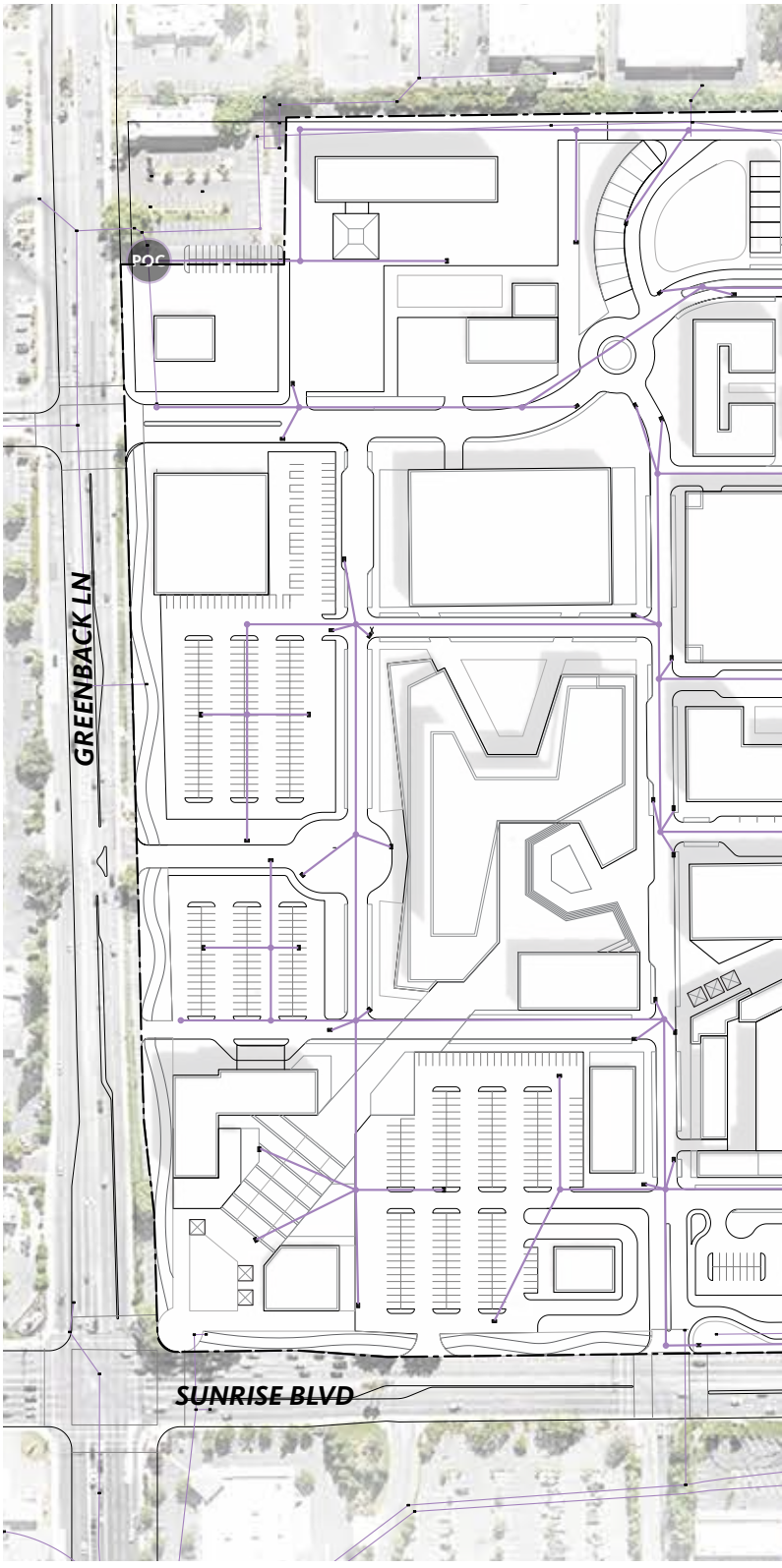
Developer(s) shall submit a LID plan prepared by a licensed professional landscape architect or consultant to ensure that plant materials selected are made appropriate to water conditions, soil features, and infiltration rates. LID plan shall document annual and semi-annual maintenance-related items to be preformed, including landscape and irrigation maintenance, plant and/or grass replacement, and periodic mulch and subsoil improvements.

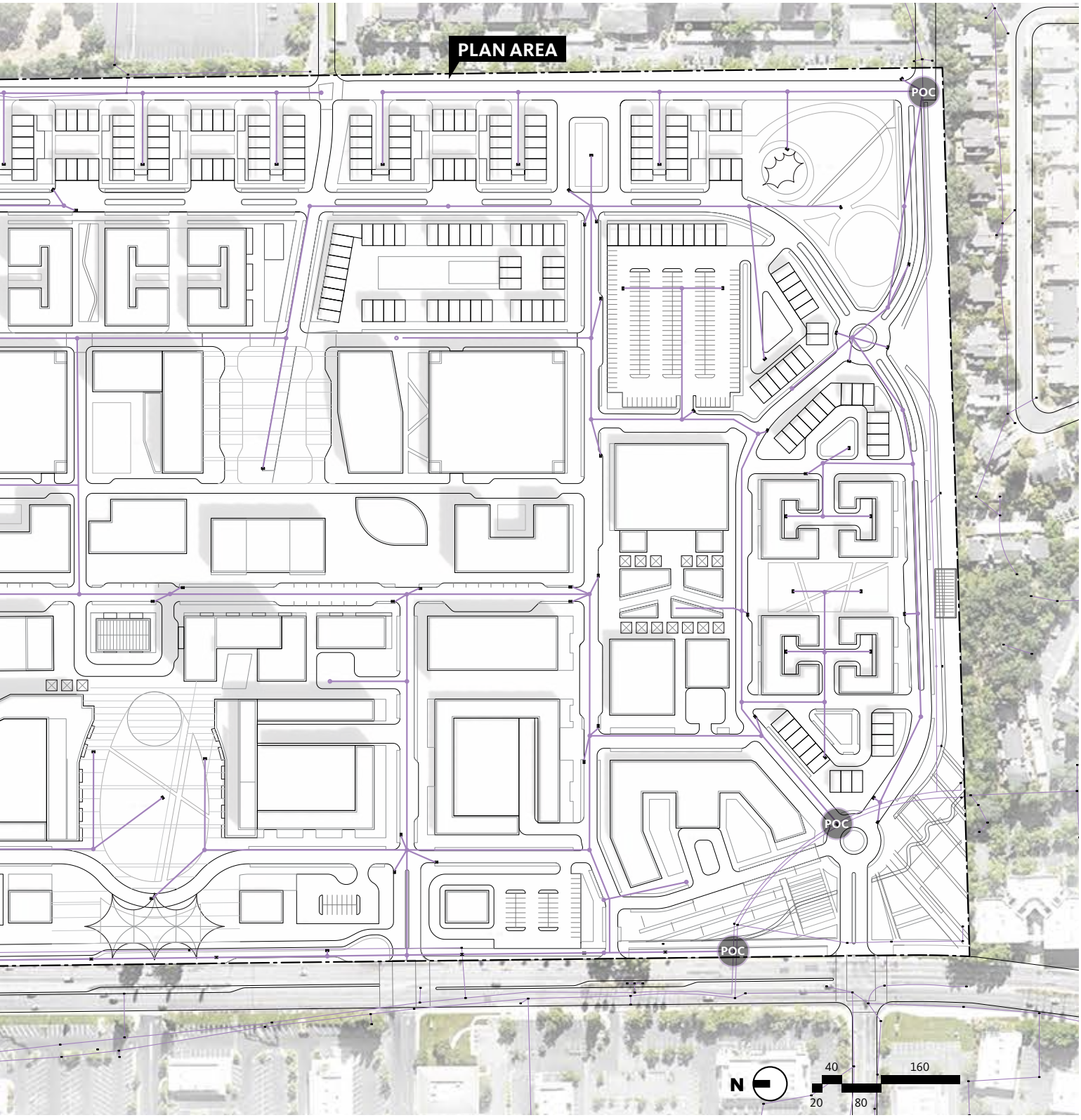
Developer(s) shall also submit a Trash Management Declaration which shall describe how the property owner(s) will capture trash/litter/debris from the site and provide documentation to the City.

FIGURE 7.6 PROPOSED STORM DRAIN INFRASTRUCTURE

Storm Drain Infrastructure

Point of Connection




PLAN AREA
POC
POC
POC
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160
20
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7.4 Energy & Communications

7.4.1 Electricity

Electric service for the Plan Area is provided by the Sacramento Municipal Utility District (SMUD). Site specific required electrical infrastructure, permits and costs, will all be determined by SMUD during the project design.

EXISTING CONDITIONS

The existing electricity distribution system within the Plan Area is connected to SMUD service along Sunrise Boulevard, with secondary points of connection located at Greenback Lane at Arcadia Drive and Sunrise Way East.

PROPOSED CONDITIONS

Development permitted under the Specific Plan will require modifications of the existing electricity distribution system within the Plan Area, including demolition and replacement of existing lines at several locations as illustrated in Figure 7.7. Electricity distribution infrastructure within the Plan Area will be connected to the existing SMUD service at three locations (at Entries "A" and "D" along Sunrise Boulevard, at Entry "F" along Greenback Lane, and where Parkway "C" connects to Sunrise Way East). New electrical infrastructure will be installed in below-grade conduits running parallel with other site dry utilities. Electrical lines are intended to be placed as part of a new joint trench, along with the fiber and communications lines that are described in Section 7.4.3.

DEVELOPMENT REQUIREMENTS

Developer(s) shall prepare a proposed Electrical Infrastructure Plan showing the location of proposed electrical lines and infrastructure. The proposed Electrical Infrastructure Plan shall be submitted to SMUD and the City of Citrus Heights for review and approval. Developer(s) shall be responsible for payment of any fees required by SMUD for design review and permitting purposes.

Developer(s) shall consider and incorporate appropriate strategies to reduce energy demand, decrease greenhouse gas emissions from energy use, and generate renewal electricity on-site.

SMUD provides assistance to their customers on green energy ideas and offers multiple assistance programs for rebates. SMUD provides solar energy, in specific areas, and options for commercial businesses to use through local solar panel arrays. Developer(s) shall work with SMUD to determine energy needs, solar feasibility, system size, and potential energy generation and savings.

Developer(s) may also consider options for on-site battery storage. Battery storage can help lower costs in the long run for businesses while being able to provide power for critical operations in the event of an outage, create bill savings, and help reduce carbon emissions. SMUD offers qualified commercial battery storage customers an incentive to contribute to a healthier environment and reduce electricity costs.

Developer(s) may also consider options (in consultation with SMUD) for all electric appliances in development, such that PG&E gas service would not be required, in order to reduce the amount of overall greenhouse gases associated with energy generation serving for the site.

7.4.2 Gas

Gas service for the Plan Area is provided by Pacific Gas and Electric (PG&E). Required gas line infrastructure, permits, and costs will be determined by PG&E during project design.

EXISTING CONDITIONS

The existing gas infrastructure within the Plan Area is connected to the PG&E main along Sunrise Boulevard, with gas lines distributing gas to existing buildings. A secondary point of connection is located at Greenback Lane at Arcadia Drive, serving development in the north-east corner of the site.

PROPOSED CONDITIONS

Development permitted under the Specific Plan will require modifications of the existing gas distribution system within the Plan Area, including demolition and replacement of existing lines at several locations as illustrated in Figure 7.8. Gas infrastructure within the Plan Area will be connected to the existing PG&E mains at three locations (at Entries "A" and "B" along Sunrise Boulevard, and at Entry "F" along Greenback Lane). New gas lines will be provide along internal streets serving all development sites.

DEVELOPMENT REQUIREMENTS

Developer(s) shall prepare a proposed Gas Infrastructure Plan showing the location of proposed gas mains, laterals, vaults, and valves. The proposed Gas Infrastructure Plan shall be submitted to PG&E and the City of Citrus Heights for review and approval. PG&E will typically require gas main infrastructure to be placed in a separate trench and likely would require a private easement or utility agreement that allows for them (future) to make any modifications needed, or for phasing of the Specific Plan construction. Developer(s) shall be responsible for payment of any fees required by PG&E for design review and permitting purposes.

7.4.3 Telecommunications

Currently, the only telecommunications lines and/or fiber optic (FO) cable conduits serving the Plan Area are owned and maintained by Consolidated Communications (ConCom). There are also other telecommunications providers in the area such as AT&T and, MCI Worldcom California, and Comcast which could provide service to the Plan Area.

EXISTING CONDITIONS

Existing ConCom lines enter the site via an existing driveway off Sunrise Boulevard. To the west across Sunrise Boulevard, along Marketplace at Birdcage, there are existing joint trenches and fiber line runs from several FO/communications utility companies surrounding the shopping center. FO communications utility owners include Zayo, Wave, and Level 3 Communications; there are also conduits for both Electric Lightwave and Integra, which are both now owned by Allstream.

PROPOSED CONDITIONS

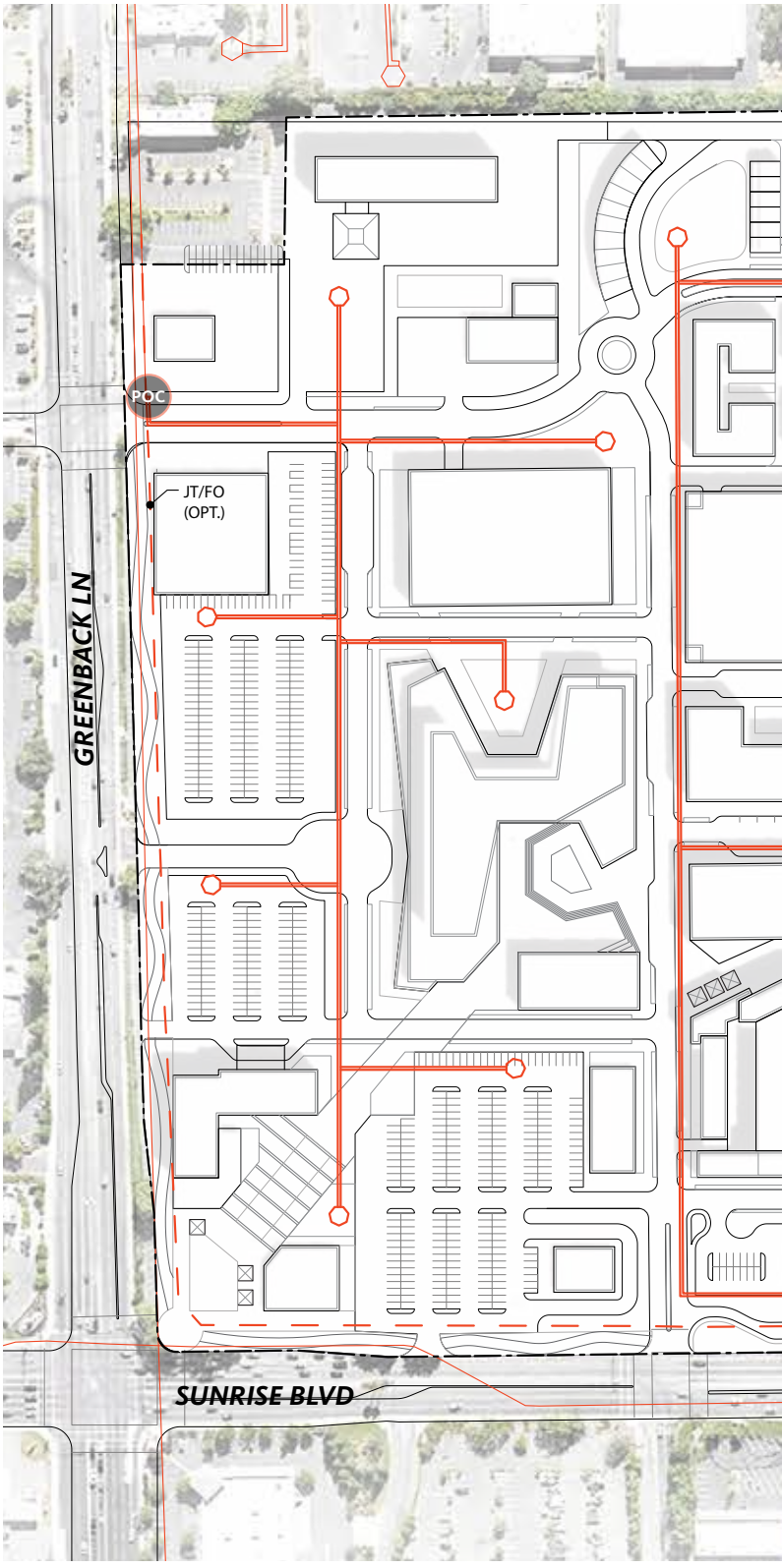
Development permitted under the Specific Plan will require modifications of the existing telecommunications infrastructure within the Plan Area, including demolition and replacement of existing lines at several locations as illustrated in Figure 7.7. As described in Section 7.4.1, fiber and communications lines are intended to be placed as part of a new joint trench, along with electrical infrastructure.

Developer(s) shall prepare a proposed Communications Infrastructure Plan showing the location of proposed telecommunications infrastructure. The proposed Communications Infrastructure Plan shall be submitted to the City of Citrus Heights for review and approval.

FIGURE 7.7 PROPOSED ELECTRICAL/ COMMUNICATIONS INFRASTRUCTURE

Electrical and Telecommunications Infrastructure

Point of Connection



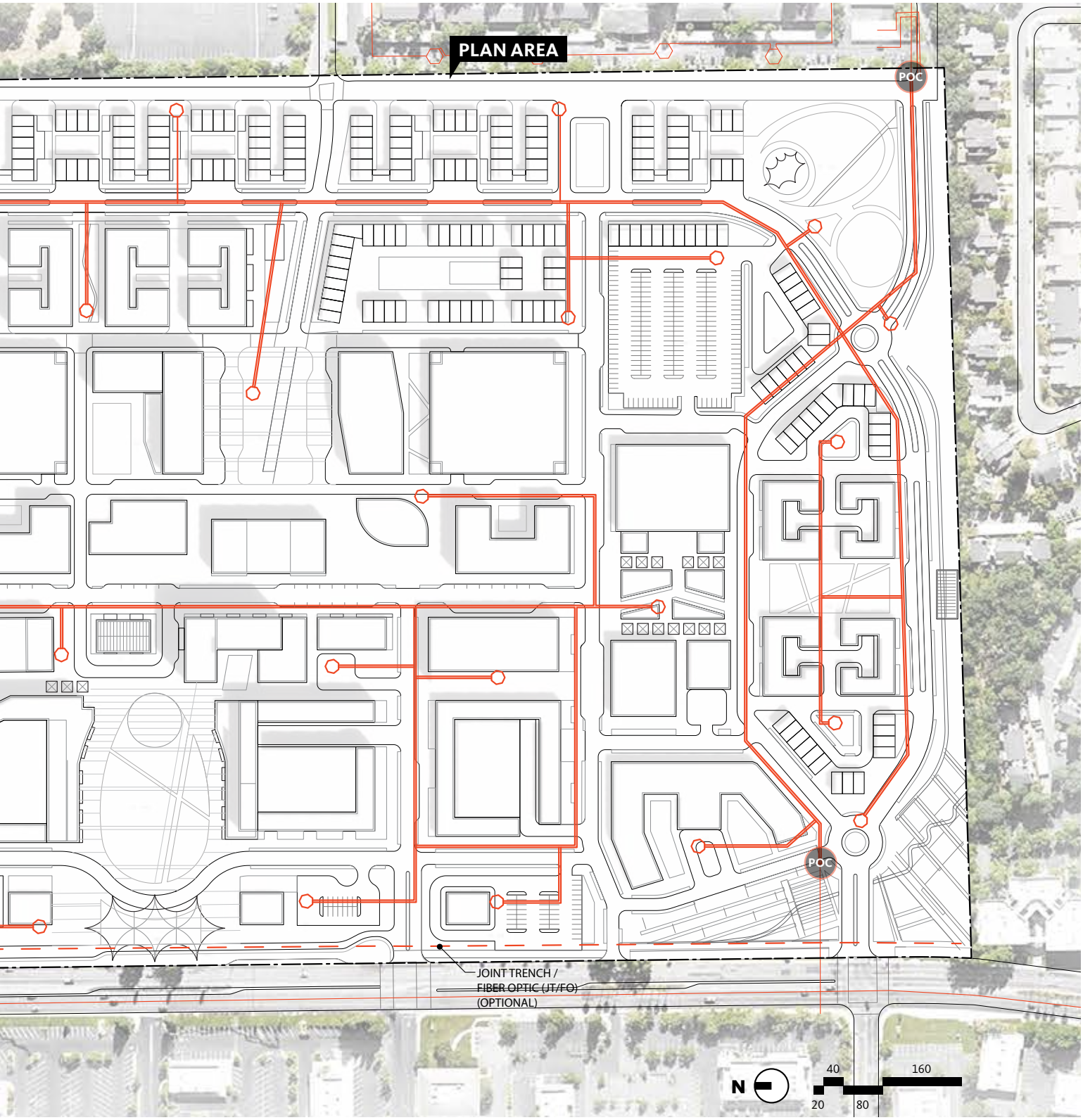
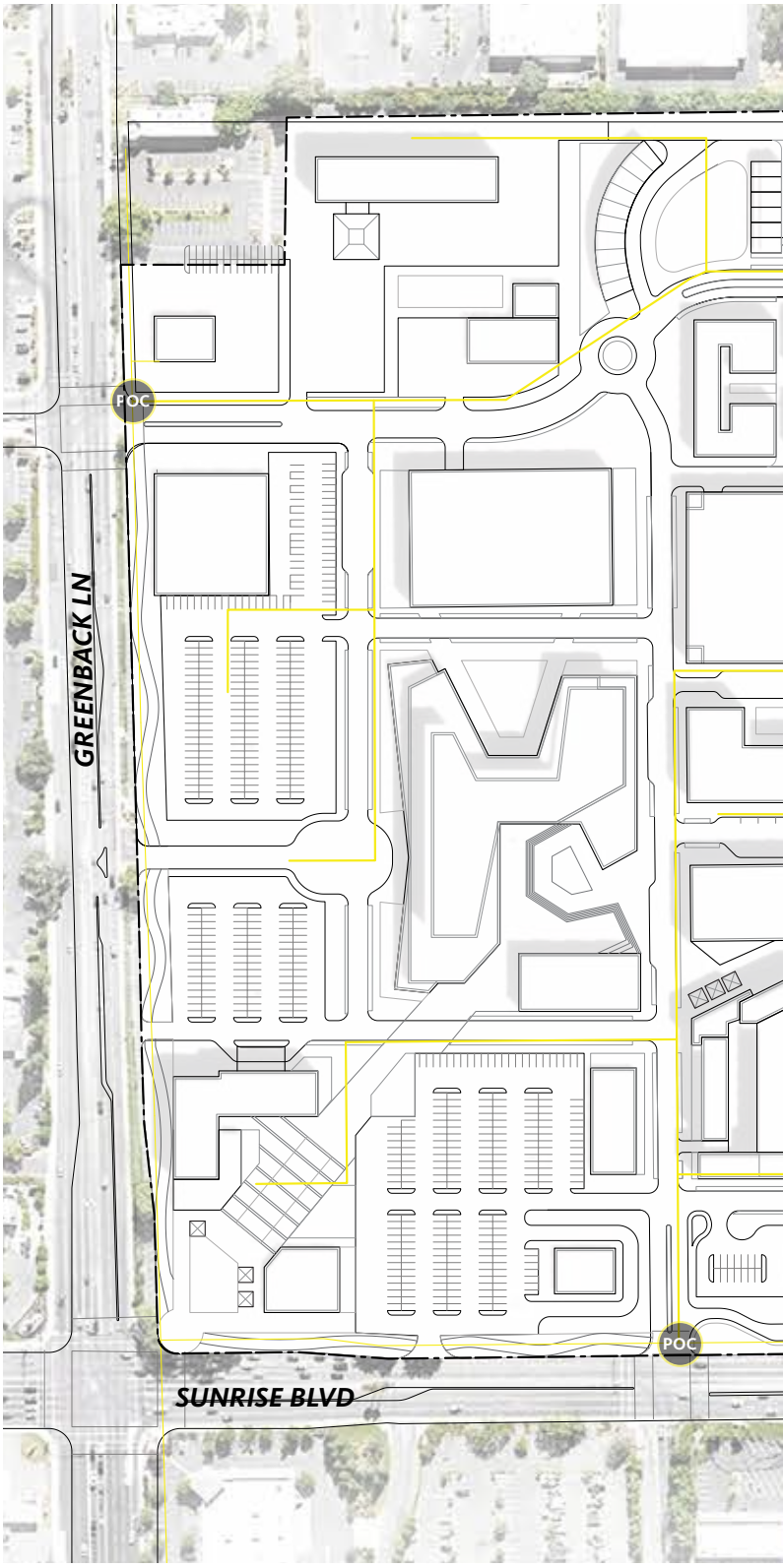
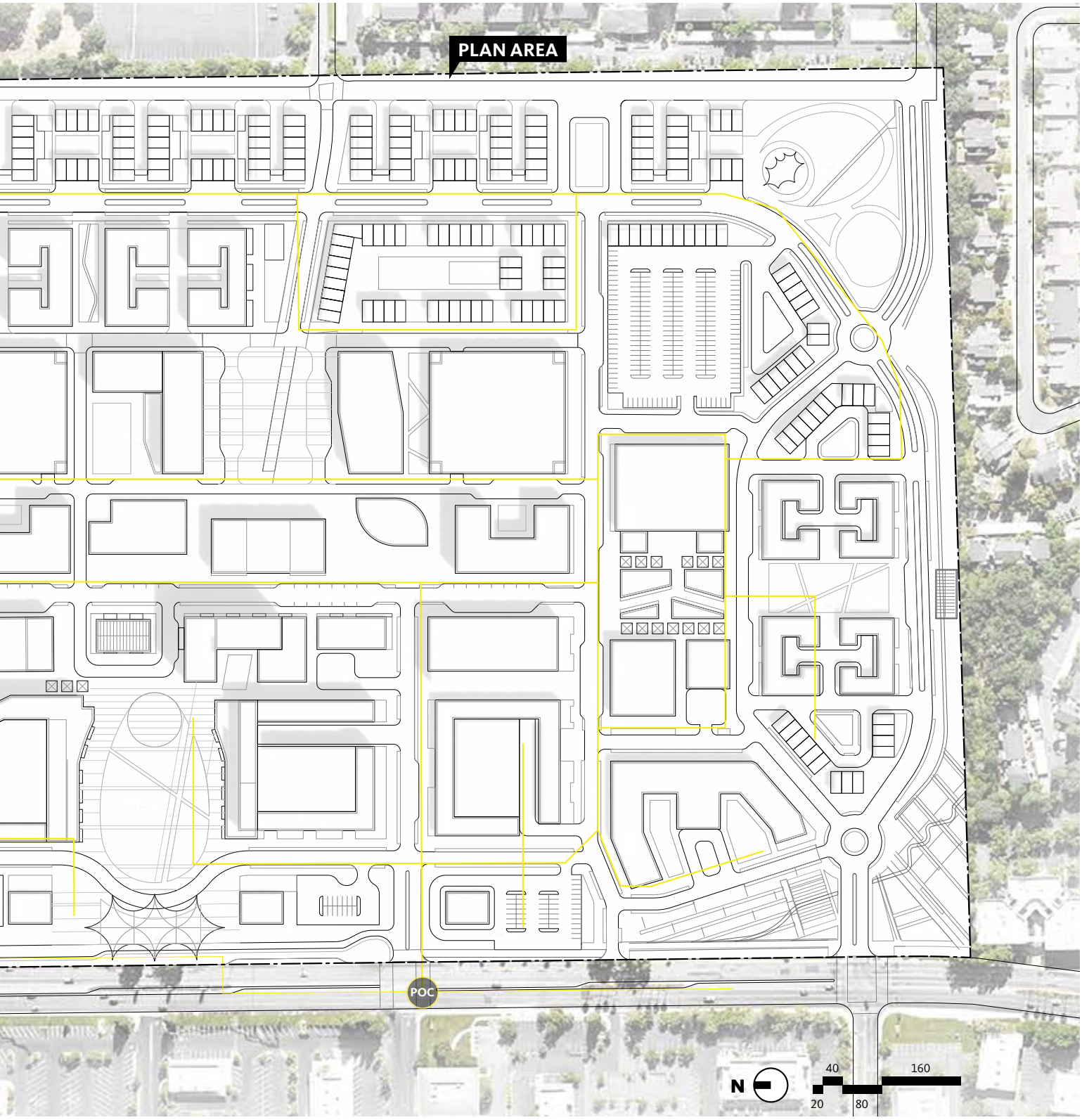

PLAN AREA
POC
POC
JOINT TRENCH /
FIBER OPTIC (JT/FO)
(OPTIONAL)
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160
20
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FIGURE 7.8 PROPOSED GAS INFRASTRUCTURE

Gas Main Infrastructure

POC Point of Connection




PLAN AREA
POC
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160
20
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7.5 Solid Waste / Recycling

The City of Citrus Heights currently provides residential curbside garbage and recycling services through an exclusive franchise agreement, while commercial and multifamily buildings contract directly with City-approved waste disposal and recycling contractors. The California Department of Resources and Recovery (CalRecycle) is the regulating department for statewide waste management and recycling laws. The City's municipal code, along with related guidelines for commercial and residential programs, ensures compliance with CalRecycle requirements.

EXISTING CONDITIONS

Existing solid waste/recycling is collected in trash enclosures located across the site and collected by franchised waste disposal and recycling contractors contracted directly with existing businesses or Sunrise Mall.

PROPOSED CONDITIONS

Trash enclosures will be provided for all new developments. Enclosed trash rooms incorporated into buildings are preferred to stand-alone trash enclosures. If stand-alone trash enclosures are provided, their design shall include methods for preventing the possibility of storm water runoff pollution. All trash enclosures shall be screened from view and secured from public access.

Residential development will include designated space associated with each unit for up to three waste collection bins and provide space for all three bins to be placed along internal streets on service day, along with room for the service trucks to access and collect the bin contents. Alternatively, shared trash enclosures may be provided with in walking distance of all units.

Event facilities (with capacity for more than 1000 people), will include provisions for source-separated mixed recycling and organics recycling as well as trash collection.

DEVELOPMENT REQUIREMENTS

Prior to approval of any development application(s), the project applicant(s) shall provide a detailed Solid Waste Collection Plan, subject to approval by the City Engineer. The plan, at a minimum, shall:

- Verify that there is adequate capacity for Trash, Recycle, Green Waste, and Organics Collection
- Identify ample circulation for collection of solid waste by both vehicles and waste-handlers
- Point out storage area(s) and location(s) of cans/ containers for both collection and non-collection days
- Characterize multiple options for bulky waste items pick up, schedules, and collection situations
- Clearly show appropriate screening for storage of waste bins and related storage
- Recognize use of approaches that comply with current state/City laws tied to solid waste collection
- Provision for source-separated recycling, organics recycling and trash collection at event facilities as required by state and local requirements (current requirement is for events with capacity for more than 1000 people)

Trash enclosures shall provide a method of preventing the possibility of storm water runoff pollution. Enclosed trash rooms incorporated into buildings are preferred to stand-alone trash enclosures. All trash enclosures shall be screened form view and secured from public access.

Citrus Heights currently does not have the capabilities to promote the use of composting on-site for landscape and/or agricultural land. Developer(s) may propose innovative options for on-site composing.

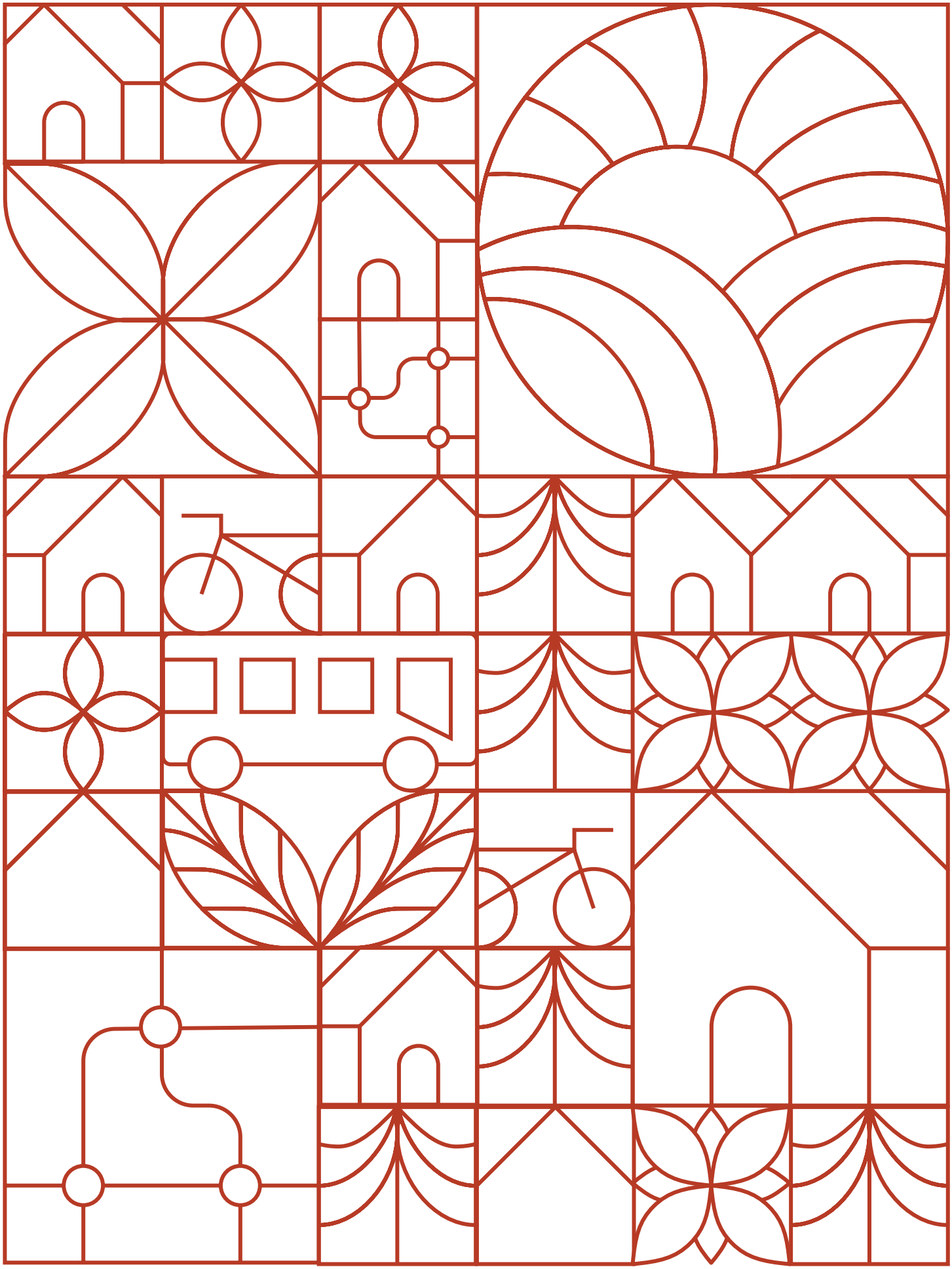
7.6 Community Services

7.6.1 Police

Police services for the Plan Area are provided by the City of Citrus Heights Police Department (CHPD), headquartered at 6315 Fountain Square Drive. Emergency response times for the department are dependent on where the patrol vehicles are in relation to the origin, and nature, of the call.
CHPD will review the development plans for compliance of safety, accessibility, circulation/path of emergency vehicles, and any coordination that may be needed if private security is hired.

7.6.2 Fire

Fire service for the Plan Area is provided by Sacramento Metropolitan Fire (SMF). Station 21, located in Citrus Heights, provides local public services that include Fire Code Enforcement, Inspections, and New Construction plan review. Their Community Risk Reduction Division helps to protect the public through coordinated efforts in fire prevention code enforcement and fire protection engineering. Fire Inspectors responsible for code enforcement inspect existing buildings and properties for fire code violations, assist fire suppression personnel, respond to complaints, and review and approve licensed care facilities. Fire Inspectors are responsible for fire protection engineering plan reviews on all construction projects and fire protection systems and will conduct the testing and inspections for those projects.



8

Administration & Implementation

8.1 Plan Approval & Administration

8.1.1 Introduction

This Specific Plan has been prepared in accordance with California Government Code Section 65451, which sets forth the basic content of specific plans. The Sunrise Tomorrow Specific Plan serves as the General plan Policy and Land Use Implementation document for the Plan Area. The development regulations in this Specific Plan prevail over, and are supplemented by regulations contained within the Municipal Code. The following sections establish the methods needed to administer and implement the specific plan and describe funding and financing responsibilities and options for constructing required infrastructure and facilities.

8.1.2 Administration

The City of Citrus Heights is the public agency responsible for the administration, implementation and the enforcement of this Specific Plan.

The City of Citrus Heights Community Development Department and the City of Citrus Heights General Services Department will have primary responsibility for implementing the Specific Plan. Once the specific plan is adopted, the Community Development Director will review applications for individual projects proposed within the Plan Area in collaboration with the City Engineer regarding infrastructure and facilities improvements.

The General Plan, Municipal Code, and this Specific Plan guide and regulate future development within the specific plan boundary. As such, future individual development projects will be reviewed by the Community Development Director and General Services Director to ensure that they are in substantial conformance with the General Plan and Specific Plan policies, development regulations in the Specific Plan and Municipal Code, and with design guidelines included in the Specific Plan. Similarly, the Community Development Director, in collaboration with other relevant city staff, will review the mechanisms by which project developers, either individually or collaboratively, propose to fund and maintain improvements included in individual development applications.

8.1.3 Plan Adoption

In order to enact the provisions within the Specific Plan the city will take the actions described below to adopt and implement the Specific Plan.

CEQA COMPLIANCE

In accordance with CEQA Guidelines section 15183, Projects Consistent with a Community Plan or Zoning, the Sunrise Tomorrow Specific Plan was analyzed under the California Environmental Quality Act (CEQA). CEQA is a statute that requires agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

The City Council Certified an Environmental Impact Report (EIR) for the Sunrise Tomorrow Specific Plan on November 10, 2021.

Prior to considering whether or not to amend the General Plan and the Zoning Code (as described below), the City of Citrus Heights City Council will consider the FEIR and make a determination that the CEQA requirements for these actions have been adequately met.

GENERAL PLAN AMENDMENT

At the time the Specific Plan is adopted by the City, the General Plan will be amended to change the land use designation of the plan area from “General Commercial” to “Marketplace Mixed-Use.”

ZONING CODE AMENDMENT

Concurrently with the adoption of the Specific Plan and General Plan Amendment, the city will amend the Zoning Code to change the zoning designation of the Plan Area from “Shopping Center” to “Special Planning Area.” Chapter 106.50 of the City of Citrus Heights Municipal Code outlines the development standards for the Special Planning Area district. The purpose of this zoning district is to allow consideration of innovation in site planning and other aspects of project design, and more effective design responses to site features, uses on adjoining properties, and environmental impacts than the Zoning Code standards would produce without adjustment.



Artist's interpretation of potential future development.

8.1.4 Modifications & Amendments

The intent of the Specific Plan is to ensure a viable and prosperous future for the Sunrise Mall site by creating a vibrant and effective concentration of complementary mix of land uses, streetscape and community gathering features that are engaging and provide an active street life and sense of place. The City recognizes that because of the size and complexity of the site, as well as evolving post-COVID market changes, flexibility is paramount to allow the adaption to market forces over time. The City commits to an open, flexible and pragmatic approach while still adhering to the five big ideas, overall vision of the Specific Plan, and Environmental Impacts considered by the Environmental Impact Report.

The value of the Specific Plan is that it stablishes an increased building allowance for the Specific Plan that results in nearly tripling the development footprint allowed on the site. This results a development ceiling of up to 3,200,000 square feet of varying uses identified in Table 3.1. This development ceiling is determined based on the maximum level of development that can physically fit on the site and is supported by a Market analysis that confirms sufficient demand for types and mix of uses. This ceiling is fixed, based on the site's parameters and the requirements of the California Environmental Quality Act (CEQA). If a modification were made to the Specific Plan that resulted in environmental impacts that were more impactful than the assumptions of the EIR; additional CEQA review would be required.

Dependent on desired outcomes, there are a three different pathways to potentially achieve flexibility In order to adapt to market conditions:

- Minor administrative modifications (MAM) do not have a significant impact on the plan, if they are deemed consistent with the objectives and policies of the Specific Plan, and can be approved administratively.
- Exchange of Development Allocation (EDA) allows for trading of land use allowances in the Specific Plan, if the exchange is deemed consistent with the objectives and policies of the Specific Plan, and can be approved administratively.
- Specific Plan Amendments (SPA) are major changes to the original intent of the plan and will be approved or considered in the same manor the Specific Plan was approved pursuant to California Government Code Section 65453.

MINOR ADMINISTRATIVE MODIFICATIONS (MAM)

Minor administrative modifications (MAM) to the Specific Plan that are consistent with and do not substantially change its overall intent may be approved administratively, as shown in Table 8.1. Minor adjustments to the land use locations and Development Site boundaries shown in Figure 3.3 may be approved by the Community Development Department, including increases to development allowance by use in Table 3.1 and 3.2, not exceeding 10% in any one use category provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The general land use pattern remains consistent with the intent and spirit of the Specific Plan
- The proposed changes do not substantially alter the infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR
- Relocated park or open space continues to meet the standards for the type of park proposed.

Minor administrative modifications to the Specific Plan may be reviewed and approved at the discretion of the Community Development Department and no city planning commission or city council review is required unless the modification approval is appealed. However, if a minor administrative modification is appealed, it shall be reviewed by the Planning Commission who shall have authority to approve or deny the minor administrative modification. The planning commission decision may be appealed to the City Council.

TABLE 8.1 MINOR ADMINISTRATIVE MODIFICATIONS

Proposed Change	Approval Authority	Findings Required
Minor change to development allowance by use (defined as an increase in any one use category of not more than 10%)	Community Development Director	1. The proposed change would not result in a greater impact than under the Specific Plan build out conditions already identified in the CEQA documentation prepared for the Specific Plan (this may be achieved by reducing the development allowance for another use category in the same Planning Area). 2. The proposed change complies with the overall intent and purpose of the Specific Plan.
Minor change to minimum open space requirement (decrease of not more than 10%).	Community Development Director	1. There is a technical in-feasibility which prevents the development of the minimum required open space. 2. The proposed change complies with the overall intent and purpose of the Specific Plan.
Minor change to minimum or maximum height requirement (defined as an increase or decrease of not more than one floor or fifteen feet).	Community Development Director	1. The proposed change complies with the overall intent and purpose of the Specific Plan.
Minor changes to building form or design that are consistent with the character and key design elements of the Planning Area where the building is located.	Community Development Director	1. The proposed change complies with the overall intent and purpose of the Specific Plan. 2. The proposed change is consistent with the character and key design elements of the Planning Area where the building is located.
Minor changes to the alignment of streets where the overall circulation pattern is maintained.	City Engineer and Community Development Director	1. The proposed change complies with the overall intent and purpose of the Specific Plan. 2. The proposed change does not impact fire access.
Minor changes to street design, including modifications the width of lanes, sidewalks or landscaped areas, which do not change the capacity of the street.	City Engineer and Community Development Director	1. The proposed change complies with the overall intent and purpose of the Specific Plan. 2. The proposed change does not impact fire access.
Minor changes in utility line alignments that do not substantially alter the line location and that do not alter the level of service provided for the overall development of the Plan Area.	City Engineer	1. The proposed change complies with the overall intent and purpose of the Specific Plan. 2. The proposed change does not substantially alter the line location and or alter the level of service provided for the overall development of the Plan Area

Note:

Decisions made by the Community Development Director and City Engineer may be appealed to the Planning Commission.

Decisions by the Planning Commission may be appealed to the City Council.

For changes where the Community Development Director (CDD) is the Approval Authority, the CDD may defer the decision to the Planning Commission.

For changes where the Community Development Director (CDD) and City Engineer are both the Approval Authority, the approval of both shall be required.

EXCHANGE OF DEVELOPMENT ALLOWANCE (EDA)

The Specific Plan permits flexibility in exchanging development allowance allocations and to reflect changing market demand. Exchange of Development Allowance shall be permitted subject to the review and approval of the Community Development Department. Minor changes (defined as an increase in any one use category under 10%) are permitted separately as Minor Administrative Modifications.

The city will prepare and periodically update a dwelling and building area allocation table, based on Table 3.1 and 3.2 that will track the actual number of residential units and commercial building area constructed in order to determine the number of residential units and commercial building area that may be exchanged. The following findings are required for an Exchange of Development Allowance (EDA):

1. The Exchanger and Exchangee Development Sites are located within the Plan Area
2. The Exchanger and Exchangee Development Sites conform to all applicable development standards contained within the Specific Plan
3. The exchange does not result in increased impacts beyond those identified in the Sunrise Tomorrow EIR.
4. The exchange does not adversely impact planned infrastructure, roadways, schools, or other facilities.
5. The Exchange will not alter the fundamental character of the development including the Specific Plan Vision and Big Ideas.
6. The Exchange of Development Allowance is consistent with the General Plan

The Exchange of Development Allocation, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, or the General Plan.

To request an EDA, the owner or owners of both the transfer and receiving Development Sites and/or Plan Areas shall submit a complete Application for an Exchange of Development Allowance to the Community Development Director which:

1. Identifies the affected Development Sites and/or Planning Areas
2. Designates the number of units/gross square footage being transferred
3. Provides other documentation as required by the Community Development Director to determine compliance with the above EDA criteria
4. Includes a revised Specific Plan Table 3.1 and 3.2, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking allocations to each Planning Area.
5. Provides an analysis demonstrating that the Project does not exceed the environmental impacts described in the Sunrise Tomorrow Environmental Impact Report (EIR).

If the Community Development Director determines the exchange is not consistent with the above criteria, the Exchange of Development Allowance may be denied or may be referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of Community Development Director, be forwarded to the Planning Commission for review.

SPECIFIC PLAN AMENDMENTS (SPA)

A Specific Plan amendment is required for any proposed change to the Specific Plan that will increase environmental impacts or other major changes that meet one or more of the following criteria:

- A change to the Specific Plan that could create new or significantly increase previously identified environmental impacts as determined strictly pursuant to the provisions of Public Resources Code Section 21166.
- Changes that would cause the total development to exceed the maximum development intensity allowed in the Planning Area where project is located or the Plan Area overall.
- Significant changes to the distribution of land uses beyond those allowed by the Specific Plan

- Introduction of a new type of land use not specifically discussed in the Specific Plan and not determined by the Community Development Director to be substantially similar in character and impact with a use discussed in the Specific Plan.
- Implementation of any land use change that would affect compatibility of land uses.
- Significant changes to the circulation pattern that may alter the infrastructure network or capacity (roadways or utilities).
- Changes that exceed the analysis limitations of the EIR.
- Changes to the Development Standards that would significantly alter the quality or character of the Plan Area including the Specific Plan Vision and Big Ideas.

A Specific Plan amendment requires approval of the city planning commission and the city council. The Specific Plan may be amended as often as deemed necessary by the city planning commission and city council. A Specific Plan amendment shall be approved in the same manner the Specific Plan was approved pursuant to California Government Code Section 65453.

An amendment to the Specific Plan is not required for the following:

- MAMs, as shown in Table 8.1.
- Introduction of a new type of land use that is determined by the Community Development Director to be substantially similar in character and impact with a use discussed in the Specific Plan;
- Changes in the phasing of the Plan Area that do not change the overall balance of providing sufficient infrastructure for the development.

AMENDMENT DETERMINATION

The Community Development Director is authorized to determine that a proposed change to the Specific Plan is consistent with the intent and basic provisions of the Specific Plan or if an amendment is required.

Specific Plan amendments require City Council approval, with a prior recommendation forwarded by the Planning Commission. Approval of a Specific Plan amendment shall require findings and conclusions in the affirmative on the following:

1. The amendment is consistent with the Citrus Heights General Plan.

2. The amendment will not have a significant effect on the environment.

3. All other plans of the city that are applicable to the same areas or matters affected by a general plan amendment have been reviewed and amended as necessary to be consistent with the proposed Specific Plan amendment.

8.2 Development Review

8.2.1 Review of Development Applications

This Specific Plan includes land use regulations, design guidelines, and design standards specific enough to Specific Plan review of specific development plan proposals that are considered subsequent to approval of the Specific Plan. Projects within the Plan area are subject to the standard application requirements of the City of Citrus Heights Zoning Ordinance and other applicable documents.

While the Specific Plan provides a land use diagram, detail regarding specific development projects is required with subsequent development applications submittals. The City of Citrus Heights Community Development Department will review development applications. If the project complies with the Specific Plan, development standards, and vision, no further environmental review may be required.

Subsequent development projects anticipated include, but are not limited to, tentative parcel and subdivision maps, development projects for commercial areas (e.g. Design Review Permits, Use Permit, etc.), design review for residential subdivisions, and improvement plans for parks, trails, road-ways and infrastructure facilities.

DEVELOPMENT AGREEMENTS REQUIRED

Prior to or concurrent with the first application for any entitlement, map, or other discretionary action within the Plan Area the owner(s) of all parcels within the Plan Area shall enter into a Development Agreement with the City of Citrus Heights.

Due to the amount of coordination between private ownership and connection to publicly owned land, a Development Agreement is necessary to ensure the anticipated development can be realized. The intent of the Development Agreement is to ensure the diversity of land uses, densities, and level of intensity to achieve the Plan's vision is not hampered and development of the site is coordinated and looked at holistically. Development Agreements may be based on a Master Developer Agreement involving the city and a master developer or an owner by owner basis with the city. When an owner/developer is interested in obtaining a land entitlement, the City will evaluate the proposed development based on the Development Standards of the Specific Plan and provisions of the Environmental Impact Report. Based on the nature of the development, geographic location, and intensity of development, the City will establish minimum performance standards, improvement requirements, and phasing to be included in the Development Agreement.

The Development Agreement is intended to provide certainty to both the city and property owners to ensure the vision of the Plan is realized. At a minimum, the Development Agreement shall contain the following topics:

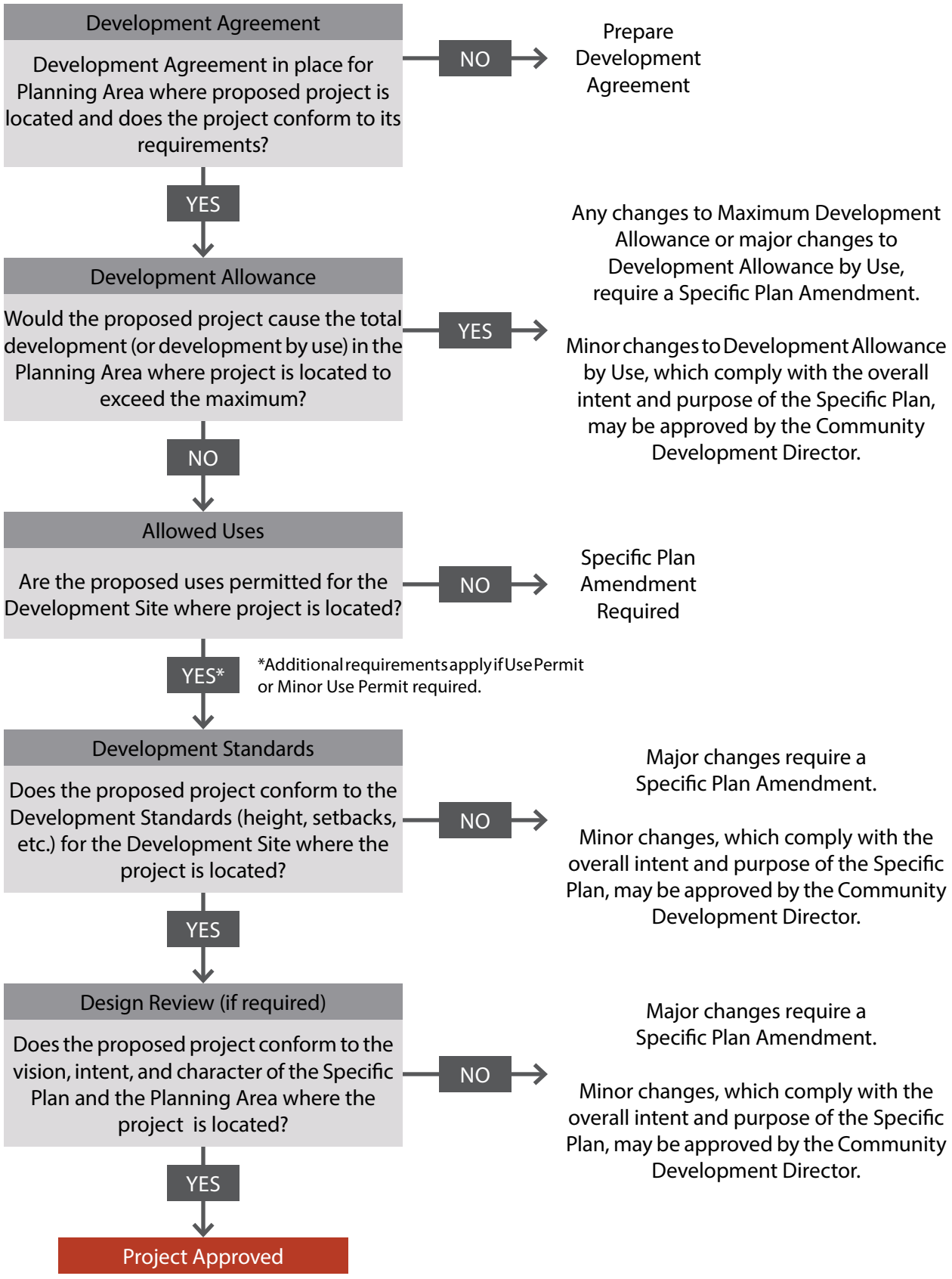
1. Development Responsibilities
2. Maintenance Responsibilities
3. Phasing and installation of Public Improvements
4. Phasing and installation of Private Improvements including the density and intensity of uses
5. Provisions to ensure the full build-out potential identified in the Specific Plan including provisions for utility, roadway, and associated improvements and connections to adjacent parcels
6. Provisions to ensure adequate parking, open space, and other common areas are provided
7. Provisions to ensure design harmony and consistency with Plan Vision

Each Development Agreement is subject to City Council review and approval.

Minor actions and entitlements do not require a Development Agreement unless otherwise determined by the Community Development Director. Examples of minor actions and entitlements include the following:

- Staff Level Design Review Permits for building façade improvements, color/material changes or similar aesthetic improvements that do not include construction of additional building area.
- Tree Permits for the removal or maintenance of existing trees

FIGURE 8.1 DEVELOPMENT REVIEW PROCESS



- Staff Level Design Review Permits for parking Lot restriping or modifications to comply with the American Disabilities Act (ADA)
- Staff Level Design Review Permits for renovation of landscape planters and associated improvements.

DEVELOPMENT REVIEW

Any Development Application, Subdivision, or entitlement shall follow Zoning Code Section 106.060 (Permit Application Filing and Processing) unless otherwise agreed to as part of a Development Agreement.

8.2.2 Findings for Approval

DESIGN REVIEW PERMITS

The Approving Authority shall make the following findings to approve a Design Review Permit:

(a) That the proposed use is consistent with the General Plan and Sunrise Tomorrow Specific Plan;

(b) That the nature, condition and development of adjacent uses, buildings, and structures have been considered, and that the use will not adversely affect or be materially detrimental to these adjacent uses, buildings, or structures;

(c) That the building design, including the materials, colors, height, bulk, size, and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals and policies set forth in the General Plan and the Specific Plan;

(d) That the use and project design complies with all applicable development standards of the Specific Plan and Zoning Ordinance where applicable; and

(e) That the project is of high quality design and conforms to the vision, development objectives and planning principles of the Sunrise Tomorrow Specific Plan.

USE PERMITS AND MINOR USE PERMITS

The Approving Authority shall make the following findings to approve a Use Permit or Minor Use Permit:

(a) The proposed use or development is consistent with the General Plan and the Sunrise Tomorrow Specific Plan;

(b) The proposed use or development conforms with all applicable standards and requirements of the Specific Plan for Development and the Zoning Ordinance; and

(c) The location, size, design, and operating characteristics of the use or development is compatible with and shall not adversely affect or be materially detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the area or be detrimental or injurious to public or private property or improvements.

LAND DIVISIONS

The Approving Authority shall make the necessary findings as required by the State Subdivision Map Act including the following finding:

(a) The project is consistent with the General Plan, the Sunrise Tomorrow Specific Plan, and the Zoning Ordinance.

8.2.3 Environmental Review

The Environmental Impact Report (EIR) prepared for the Specific Plan will serve as the environmental assessment for development within the Plan Area boundaries. Subsequent development applications or amendments to the Specific Plan will be reviewed to determine consistency. Those applications or amendments that are determined to be consistent with the Specific Plan and that fall within the scope of the EIR prepared for the Specific Plan will require no further environmental review. The Community Development Director shall make this determination.

If it is determined by the Community Development Director that the application or amendment is inconsistent with the Specific Plan and/or that substantial evidence exists that supports a determination of the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

Requests for revisions to the Development Standards shall be reviewed to determine whether such requests fall within the scope of the EIR prepared for this Specific Plan. The determination of the nature of the environmental document will be made by the Community Development Director pursuant to CEQA Guidelines.

8.3 Development Phasing

The Specific Plan is projected to be built in four phases over 20 years.

Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Phasing of development is not required and will be determined by a Development Agreement with each owner.

5 Years

Phase 1 - Ready to Go

Initial development is anticipated to include: Redevelopment of former Sears as a Dining Entertainment District, Retail, Limited-Service Hotel, Residential, and Open Space.

10 Years

Phase 2 - Employment Anchor

Phase 2 development is anticipated to include: Redevelopment of Macy's Men & Home as Creative Office Campus, additional Retail and Dining, Extended Stay Hotel, Residential, and Neighborhood Park.

15 Years

Phase 3 - Mixed-Use Main Street:

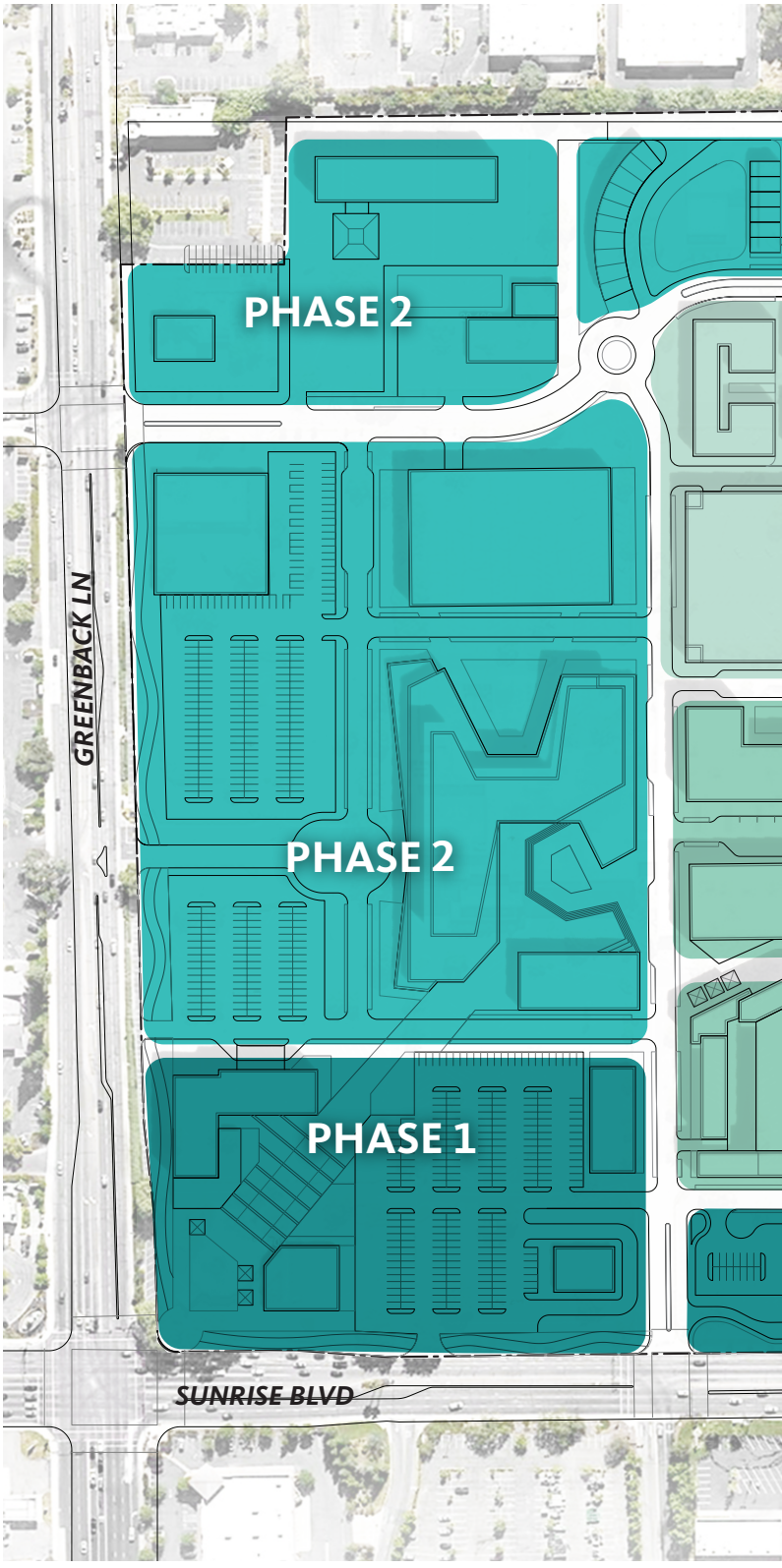
Phase 3 development is anticipated to include: Redevelopment of Sunrise Mall as mixed-use Main Street with Retail, Dining, Office, Residential, Full-Service Hotel, and Central Open Space.

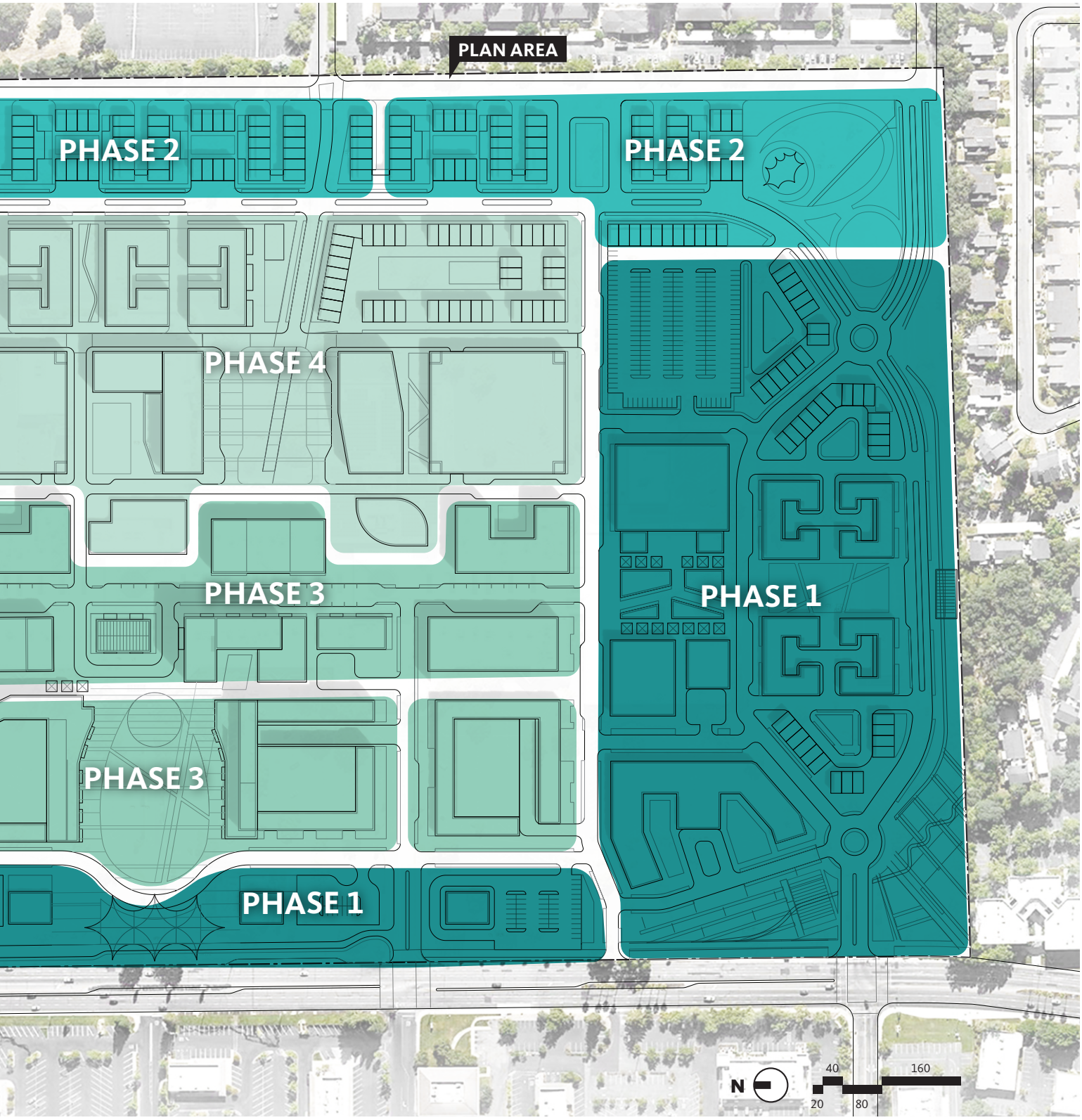
20 Years

Phase 4 - Longtime Opportunities:

Potential Phase 4 development could include the redevelopment of JCPenney and Macy's Women as mixed-use district with Office, Retail, Open Space, and Residential.

FIGURE 8.2 PROPOSED PHASING PLAN




PLAN AREA
PHASE 2
PHASE 2
PHASE 4
PHASE 3
PHASE 1
PHASE 3
PHASE 1
N
40
160
20
80

8.4 Development Cost & Financing

8.4.1 Projected Cost

Project costs are estimations based on a 20-year build-out of the overall site.

The total development envisioned in the Specific Plan is estimated to cost $818 million over the 20-year build-out. This includes all costs for the demolition of the existing mall, necessary infrastructure investment as well as the cost of vertical development.

The development value is estimated to exceed $1.1 billion at project build-out. This compares to the current land value of the mall site estimated at approximately $31 million based on an analysis of comparable property sales.

$ 31 MIL

CURRENT ESTIMATED LAND VALUE

$818 MIL

PROJECTED PROJECT COST*

$1.1 BIL

PROJECTED PROJECT VALUE

*20-Year Total, Escalated.
Based on MXD analysis of projected development scenario (June 2020).

8.4.2 Infrastructure Financing, Ownership & Maintenance

Of the projected development cost, approximately $83 million is for required infrastructure improvements, as shown in Table 8.2. In general, costs for required infrastructure shall be shall be provided by the owner of the property on which the infrastructure is located. For infrastructure such as internal streets located along the boundary of two or more properties, responsibility for the development and maintenance of that infrastructure shall be shared equally, unless both owners shall agree otherwise. Additional requirements for transportation improvements are provided in Section 8.4.3

It is assumed that infrastructure improvements will be constructed in phases responding to the demands of new development to assure adequate capacity as development occurs; however, it is anticipated that certain backbone infrastructure will need to be constructed as major phases of land development commence. Exact phasing will be determined by negotiation between the City and developer(s) and documented in the Development Agreement.

Maintenance of private and quasi-public open space facilities, private driveways, commercial circulation, common landscape areas, and residential common areas will be the responsibility of the residential and commercial associations that are formed within the Specific Plan area. The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, and other responsibilities as necessary. Table 8.3 outlines the entity responsible for the maintenance and ownership of improvements within the Plan Ara.

TABLE 8.2 PROJECTED INFRASTRUCTURE COSTS

Item		Projected Cost
Roadway Infrastructure		$41,783,623
Domestic Water/Fire Infrastructure		$3,450,200
Sanitary Sewer Infrastructure		$2,088,500
Storm Drain Infrastructure		$5,650,450
Electrical & Gas Infrastructure		$8,177,500
Telecom/FO (Joint Trench) Infrastructure		$3,450,200
Mobilization		$6,524,000
	Subtotal	$71,760,893
	Contingency (20%)	$14,352,200
	Total	$86,113,100

Engineer's estimate of probable construction costs prepared by Mark Thomas. The estimated totals above do not include costs for several variables that would be required for site development. The costs not included consist of, but are not limited to, construction fees for demolition, roadway excavation, removal and/or abandonment of existing utility appurtenances and pipes, Utility Owner connection fees, permitting costs, Coop Agreements, proposed construction costs, placement of lateral connections in buildings, pulling cable (Telecom/Elect), and any required inspection time for utility reps to verify the work meets minimal requirements and standards . For all dry utilities, costs are assumed based on duct material, placement, and trench construction only (w/ sand); for both the joint trench, as well as removal of the portion of existing dual SD box culvert, no excavation, backfill, or shoring prices are included (and no potholing/utility location costs). These unit prices will vary by the time development occurs; they are based on current rates (mid-2020), sizing requirements, and limited information from the Utility Owners which has been difficult to obtain at a planning level. Landscaping unit prices (per SF) include irrigation, topsoil, placement, and ground covering assuming a mid-level cost for most areas on the Specific Plan site.

TABLE 8.3 FINANCING, OWNERSHIP AND MAINTENANCE

Improvement	Financing	Ownership	Maintenance
Roadway Infrastructure (internal)	Developer	Private	Private
Roadway Infrastructure (Public)[1]	Developer	City	City
Domestic Water/Fire Infrastructure	Developer	Private	Private
Sanitary Sewer Infrastructure	Developer	Private	Private
Storm Drain Infrastructure	Developer	Private	Private
Electrical & Gas Infrastructure	Developer	Private	Private
Telecom/FO (Joint Trench) Infrastructure	Developer	Utility Provider	Utility Provider
Transit Center	Developer	Private	Private
Open Space	Developer	Private	Private

1. Including new signal, modification of existing signals, turn lanes, and median reconfiguration.

8.4.3 Transportation Financing and Implementation

Property owners within each planning area shall be responsible for frontage improvements along Sunrise Boulevard and Greenback Lane as described below (more detailed recommended improvements are described in the Draft EIR):

PLANNING AREA 1 RESPONSIBILITIES

- Dedicate right-of-way (ROW) along Sunrise Boulevard and construct relocated northbound right-turn lane at Sunrise Boulevard/Greenback Lane intersection.
- Modify traffic signal at Sunrise Boulevard/Birdcage Drive/Primary Street A intersection and construct all associated traffic/lane improvements (e.g., second southbound left-turn lane, added northbound right-turn lane, northbound through lane transitioning, crosswalks, etc.).
- Construct eastbound right-turn deceleration lane on Greenback Lane at Entry E driveway.

PLANNING AREA 2 RESPONSIBILITIES

- Install new traffic signal at Sunrise Boulevard/Primary Street B intersection and construct all associated traffic/lane improvements.
- Dedicate ROW such that northbound Sunrise Boulevard north of Primary Street B has sufficient width so as to allow for a future fourth lane that would be dedicated for buses to pick-up/drop-off passengers at the transit center.
- Construct physical features to support future bus transfer center on Sunrise Boulevard between Primary Street A and B including (but not limited to): paved area to support for future bus shelter, southbound-bus only lane with turn-outs, and bus access connections to Primary Streets A and B.
- Dedicate ROW to allow for a future continuous fourth travel lane (to be used by a combination of passenger vehicles and buses as part of a future Bus Rapid Transit system to be implemented by SacRT) to be constructed along Sunrise Boulevard between Primary Streets A and B.

PLANNING AREA 3 RESPONSIBILITIES

- Modify traffic signal at Sunrise Boulevard/Macy Plaza Drive/Parkway B intersection and construct all associated traffic/lane improvements.

PLANNING AREA 4 RESPONSIBILITIES

- If development of this planning area occurs prior to Planning Area 2, then Planning Area 4 will be required to install the new traffic signal at Sunrise Boulevard/Primary Street B intersection and construct all associated traffic/lane improvements.

PLANNING AREA 5 RESPONSIBILITIES

- Modify traffic signal at Greenback Lane/Arcadia Drive/Parkway A intersection and construct all associated traffic/lane improvements.

PLANNING AREA 6 RESPONSIBILITIES

- Construct any necessary frontage improvements along Greenback Lane.

PRO RATA CONTRIBUTIONS FOR OFF-SITE IMPROVEMENTS

Developer(s) shall be responsible for the following transportation improvements at the Greenback Lane/ Sunrise Boulevard intersection:

- Addition of a third northbound left-turn lane with associated easterly shifting of northbound travel lanes both north and south of the intersection.
- Lengthened northbound and eastbound right-turn lanes, with separate signal phases added.
- Leading pedestrian intervals (LPIs) installed on the east and south legs.
- Traffic signal modification.

Developer(s) shall pay for these improvements on a pro rata basis by planning area, as shown in Table 8.4. These percentages were derived based on the quantity and type of land uses within each Planning Area under the Projected Development Scenario and the proportion of trips generated by each land use type that would pass through the Greenback Lane/Sunrise Boulevard intersection.

TABLE 8.4 PRO RATA CALCULATIONS

Planning Area	Pro-Rata %
PA1	16.50%
PA2	37.90%
PA3	9.00%
PA4	8.60%
PA5	26.60%
PA6	1.50%

8.4.4 Potential Financing Tools

To facilitate development of the Specific Plan, a variety of potential tools are available.

Capital improvement and other costs, as well as phasing, construction and maintenance responsibilities, and financing methods, will be determined between each property owner and the City of Citrus Heights as part of a Development Agreement. Developers may finance the project privately and/or a master developer can serve as the financing arm to a larger development. Potential financing tools are described below.

TAX-EXEMPT BONDS

Tax-exempt bonds are issued by the local or state government and could be used to raise capital for infrastructure improvements required as part of the project. These bonds are exempt from federal income taxes and can also be exempt from state and local taxes as well.

PROPERTY-BASED SPECIAL ASSESSMENT

A special assessment tax is a local tax in addition to property taxes that is levied on property owners to fund a specific project. The assessment is levied for a specified number of years and then is discontinued. A special assessment could be placed on properties within the plan area.

EIFD

Enhanced Infrastructure Financing Districts (EIFDs) are financed through tax increment generated from the growth in property taxes collected from within a designated district boundary. They are a financing tool for both large scale community-wide benefit projects and urban/rural in-fill projects.

INFRASTRUCTURE REIMBURSEMENT AGREEMENTS

If local government cannot finance facility improvements needed to leverage private investment, investors may finance and then be reimbursed through the local share of property and/or sales tax abatements. Alternatively local government charges nearby new development with a late comer fee.

TAX ABATEMENT

Tax abatement programs can reduce or eliminate the amount of property tax developers pay on new construction, rehabilitation, and/or major improvements. These programs won't completely eliminate an owner's property tax bill as they still have to pay taxes on the value of the property before improvements, however it can be a significant cost savings.

FEE DEFERRALS

Development can be encouraged by deferring development fees to make the project financially viable. Deferring fees may reduce overall costs by up to five percent.

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8.5 Economic & Fiscal Impact

8.5.1 Economic Impact

The development enabled by the Specific Plan is projected to generate significant economic impact, both during construction and on an ongoing basis after project build-out.

CONSTRUCTION IMPACT

Economic impact resulting from project construction is forecast to include an estimated 348 full-time construction jobs for the entire 20-year development period. These jobs would generate an estimated $550 million in labor income over 20 years. The construction project could create an estimated $735 million in value-added activity, which includes all wages and corporate profit generated by the construction activity.

The broadest measure of economic impact, Business Output, includes all payment for material, labor as well as net business income (profits). This figure could potentially exceed $1.2 billion based on an economic impact assessment conducted with IMPLAN.

RECURRING FROM PROJECT BUILD-OUT

A total of 3,477 jobs are estimated to be created from the proposed development. This includes an estimated 2,176 direct jobs located on the project site. An additional 486 indirect jobs are estimated to be created to provide business-to-business services supporting the development but located off-site in Citrus Heights and the wider metro region.

Finally an additional 815 induced jobs are forecast to be created throughout the wider Sacramento region as a result of the additional economic activity generated at the site. This total increased employment is forecast to generate $220 million in labor income annually, and up to $447 million in overall Business Output throughout Greater Sacramento.

8.5.2 Fiscal Impact

The envisioned development is estimated to generate $505 million in taxes to the region in the first 20 years of operation.

Property tax revenue based on the development vision is estimated to include $225 million of property tax, of which $18 million would be allocated to Citrus Heights. An additional $229 million in Sales Tax is forecast to be generated, of which $30 million would be allocated to Citrus Heights. The envisioned hotels would generate an estimated $51 million in hotel occupancy tax, all of which would be retained by Citrus Heights.

In total the envisioned development is estimated to generate $99 million in taxes to Citrus Heights over the first 20 years of operation.



348

CONSTRUCTION JOBS*



3,477

TOTAL PERMANENT JOBS*

*20-year total, starting at completion of build-out. Based on MXD analysis of projected development scenario (June 2020).



$99MIL

TAX INCOME TO CITRUS HEIGHTS*

*20-year total, starting at completion of build-out. Based on MXD analysis of projected development scenario (June 2020).

8.6 Summary of Approved MAM, EDA, and SPA Since Plan Adoption

HISTORY OF CHANGES

1. On August 13, 2024, the Community Development Director approved MAM-1 allowing School- Elementary, middle, secondary, in the 3-A-2 planning area with approval of a Minor Use Permit.
2. On September 30, 2024, the Community Development Director approved MAM-2, clarified that a Meeting Facility, public or private, is not a permitted use in any planning area.
3. On April 28, 2025 the Community Development Director approved MAM-3, updating all land use tables prohibiting the following uses.

    -School-Elementary, Middle, Secondary, with the exception of Planning Area 3-A-2 and;

    -Schools-Specialized Education/Training-major and minor

    -Schools-Colleges and Universities

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