Sacramento Commons

Planned Unit Development Guidelines

Prepared for:

KW CapTowers, LLC

Prepared by:

AECOM

Adopted July 14, 2015

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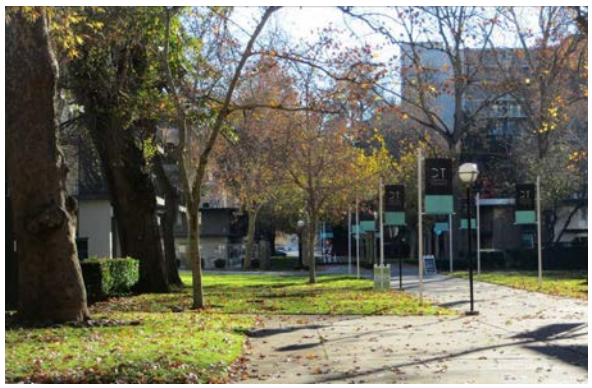
I. INTRODUCTION

1.1 PROJECT OVERVIEW

Sacramento Commons is a planned new residential, mixed-use community, located on a four block infill site, bounded by 5th, 7th, N, and P Streets. Sacramento Commons provides urban housing opportunities in Sacramento's Downtown Central Business District, within the region's major employment, retail, entertainment, cultural, and transportation center. The project plans for mixed-use, high-rise and mid-rise apartments and condominiums, with opportunities for live-work and neighborhood retail and support services, including the potential for a specialty market. Modern community amenities, two broad open space promenades, landscaped decks, rooftop open space, and the potential for a hotel are other planned features of the community. Sacramento Commons is planned to be a cohesive residential community, incorporating sustainable best practices that complement the character of the Downtown urban fabric, existing resources on the site, and the surrounding neighborhood area context.

Existing Capitol Towers multifamily complex

Existing View of Capitol Villas apartments at 7th and N



Existing 6th Street walkway

As part of the site's development, the project plans to enhance the existing pedestrian walkways on-site, replace 206 existing garden apartment units (Capitol Villas) with new dwelling units, and retain the existing 15-story Capitol Towers (containing 203 apartment units). As summarized in Table 1.1, after development of the project, the project site will include between approximately 1,374-1,470 dwelling units of various types and densities, including up to 49 live-work units to activate the ground floor, streets and pedestrian spaces of the community (the range of dwelling units relates to whether or not a hotel is constructed as part of the project; if so, the dwellings would be at the lower end of the range; if not, the dwelling units would be at the upper end of the range). As the project site currently includes 409 dwelling units (203 in Capitol Towers and 206 garden apartments), the project represents an increase of

965-1,061 dwelling, compared to existing conditions. The project also includes new parking structures to serve on-site uses; between 56,122-74,122 square feet of neighborhood retail and support uses, including the potential for up to a 15,000 square foot specialty market; and the potential for a 300-room hotel, with supporting services. The existing 15-story Capitol Towers building will remain an integral part of the Sacramento Commons community. Improvements to Capitol Towers could include interior modifications to reconfigure apartments. The building's exterior will likely undergo a makeover to ensure overall architectural compatibility with the development of Sacramento Commons.

Table 1.1: Site Program Overview

Land Use Program	Maximum Units or Square Footage
Residential Uses (Hotel/Condo/Retail Scenario)	1,374 units
Residential Uses (Condo/Retail Scenario)	1,470 units
(Live Work Included in Unit Totals)	(49 units)
(Existing Capitol Towers Building Included in Unit Totals)	(203 units)
Hotel (Hotel/Condo/Retail Scenario)	300 rooms
Neighborhood Support/Retail (Hotel/Condo/Retail Scenario)	74,122 square feet
Neighborhood Support/Retail (Condo/Retail Scenario)	56,122 square feet

1.1.1 SACRAMENTO COMMONS PUD AREA CONTEXT AND EXISTING CONDITIONS

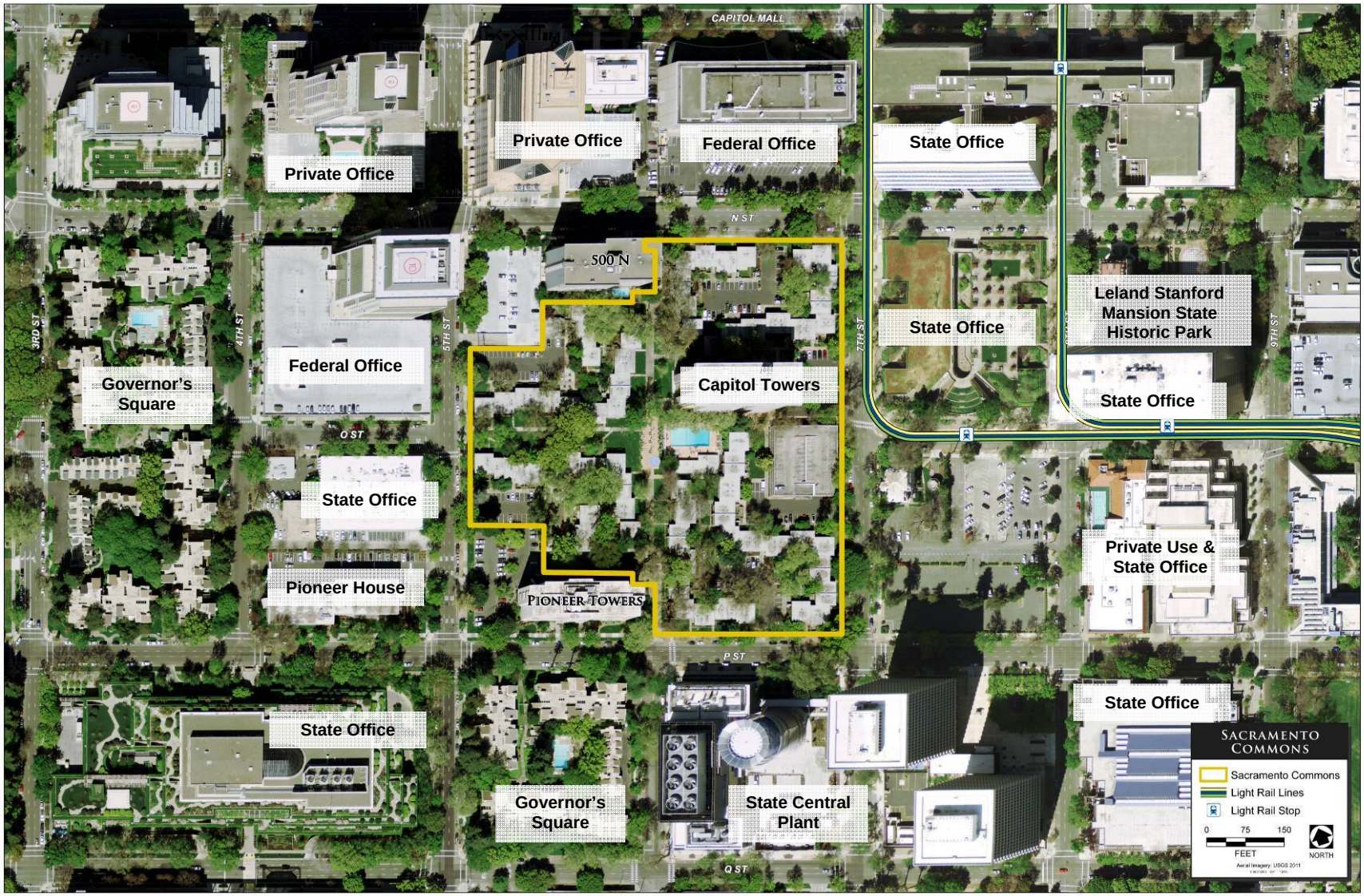
Sacramento Commons encompasses approximately 10.13 net acres on portions of four city blocks and is currently comprised of three parcels (assessor's parcel numbers: 006-0300-002, 006-0300-003, and 006-0300-004). The project site presently contains 409 dwelling units, consisting of 206 two- and three-story garden apartments; 203 dwelling units within the 15-story Capitol Towers building; six surface parking lots totaling approximately two acres and 190 parking spaces and a three level parking structure, with 200 parking spaces. Capitol Towers was completed in 1966 and renovated between 2005 and 2006. The garden apartments on-site were constructed in 1962 and were renovated between 2002 and 2004. Sharing the four-block project area, but not part of the project, are the 15-story 500 N Street residential tower (Bridgeway Towers, completed in 1980) and the 12-story Pioneer Towers active adult (62+) apartments, completed in 1978 (see Figure 1.1).

Villas lined along O Street walkway

Adjacent 500 N Street (Bridgeway Towers)

The development of the PUD area in the 1960s involved the closure of 6th Street, between N and P Streets and O Street, between 5th and 7th Streets. Walkways, landscaping, and community space are provided where this street grid has been interrupted (see Figure 1.2 for existing site uses). Walkways will be maintained and enhanced as part of the development of Sacramento Commons.

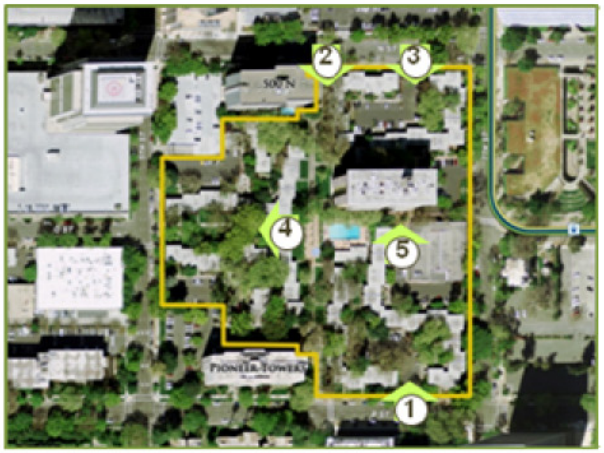
Figure 1.1: Sacramento Commons PUD Area



* Note: The PUD boundary is identified at the ground level plane and does not include the 500 N Street or Pioneer Towers properties. The project boundary only appears to overlap with the existing towers, due to the oblique perspective of the aerial.

Source: Google Maps, AECOM, 2014

Figure 1.2: Existing Site Context



2 *6th Street Walkway, Viewed from N Street*

4 *View of O Street Walkway*

1 *View to Site from P Street*

3 *View of Capitol Towers from N Street*

5 *Capitol Towers Entry from Walkway*

Source: AECOM, 2014

Within the project site is a multi-pane concrete relief art wall in the property's central courtyard, west of the swimming pool. The wall was created by French-born San Francisco Bay Area sculptor, Jacques Overhoff, and was installed on the property in 1961. The relief wall will be retained and relocated north, adjacent to the existing Capitol Towers.

Jacques Overhoff's concrete relief wall

Sacramento Commons is surrounded by a mix of high-density residential and office complexes. Federal and state office buildings front Capitol Mall, a block away and surround the north, west, east, and southwest blocks of the PUD area. The State of California Central Utility Plant, providing heating and cooling to 22 state office buildings in Downtown, is located south of the PUD area on P Street, between 5th and 6th Streets. In addition to the adjacent Pioneer Towers and 500 N Street, two multifamily residential properties, Pioneer House and Governor's Square, are located at the northwest and southeast corner of 5th and P Streets, respectively.

Neighboring State Central Utility Plant

The Sacramento Commons project site is located in an area of the Central City that is highly walkable and is well served with access to vehicular, pedestrian, bicycle, and transit facilities. A bicycle lane is located on both sides of 5th Street. The streets on all four sides of the project site are one-way streets. 5th Street runs one-way north, 7th Street runs one-way south, N Street runs one-way east, and P Street runs one-way west. Site access to the freeway is provided nearby from P and Q Streets to Interstate 5 (I-5) and connects on to State Route 99, Highway 50, Interstate 80, and Business 80.

Freeway access on P Street

Eight bus routes (routes 2, 3, 6, 7, 15, 34, 51, and 109) operate and have bus stops adjacent to the PUD area, along N, P, 5th, and 7th Streets. These bus routes connect the PUD area to other neighborhoods in the City and to other communities in the region. Bus routes connect to the Sacramento Valley Station at 5th and H Streets, the terminal for intercity passenger train service on the Capitol Corridor, with daily Amtrak train and feeder bus service between the Sacramento and Bay Area regions. The Capitol Corridor, with 17 stops, travels through eight counties between Auburn and San Jose.

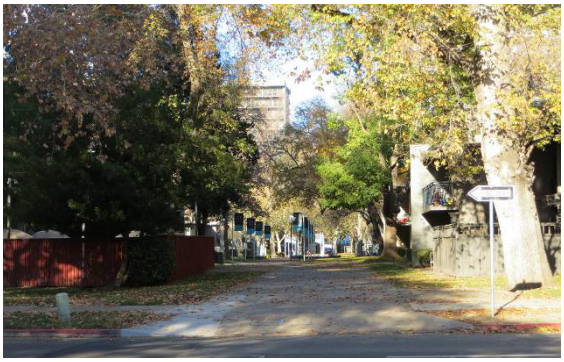
Bus stop located on 7th Street

The nearest existing light rail stop at 8th and O Streets, east of the PUD area, serves all (Blue, Gold, and Green) light rail lines. The Blue Line connects the region north-south, between Meadowview and Watt Avenue. An extension of the Blue Line is planned south to Cosumnes River College. The Gold Line connects the PUD area to the Sacramento Valley Station on the west and travels east to Folsom, with plans to be extended further east into El Dorado County. The Green line currently connects the PUD area, in Downtown north to Township 9 and is planned to extend further north into Natomas; ultimately, connecting to the Sacramento International Airport. All light rail lines share the same track and stop at 8th and O Streets, traveling southbound on 7th Street, northbound on 8th Street, and in the east and west directions of O Street.

The project site is generally flat with elevations on the site ranging from approximately 15 to 20 feet above mean sea level, traveling from the northeast to the southwest corner of the project site. Tree cover is distributed across the site. The *Arborist Report for the Sacramento Commons Project Site* (Arborist Report) prepared identified 50 trees on or along the site's perimeter that meet the City of Sacramento's definition of either a City Street Tree[1] (City Code Section 12.56.020) or a Heritage Tree[2] (City Code Section 12.64.020) and another 241 on-site trees that do not meet the criteria for classification as either a City Street Tree or a Heritage Tree. Based on the report, 33 trees qualify only as a City Street Tree, 11 trees qualify only as a Heritage Tree, and six trees qualify as Heritage-sized City Street Trees. The location of City Street and Heritage Trees on the existing site is shown in Figure 1.3. A total of 50 different tree species are located on-site and along the project's perimeter, as identified in the Arborist Report.

View of light rail line at O and 7th Streets

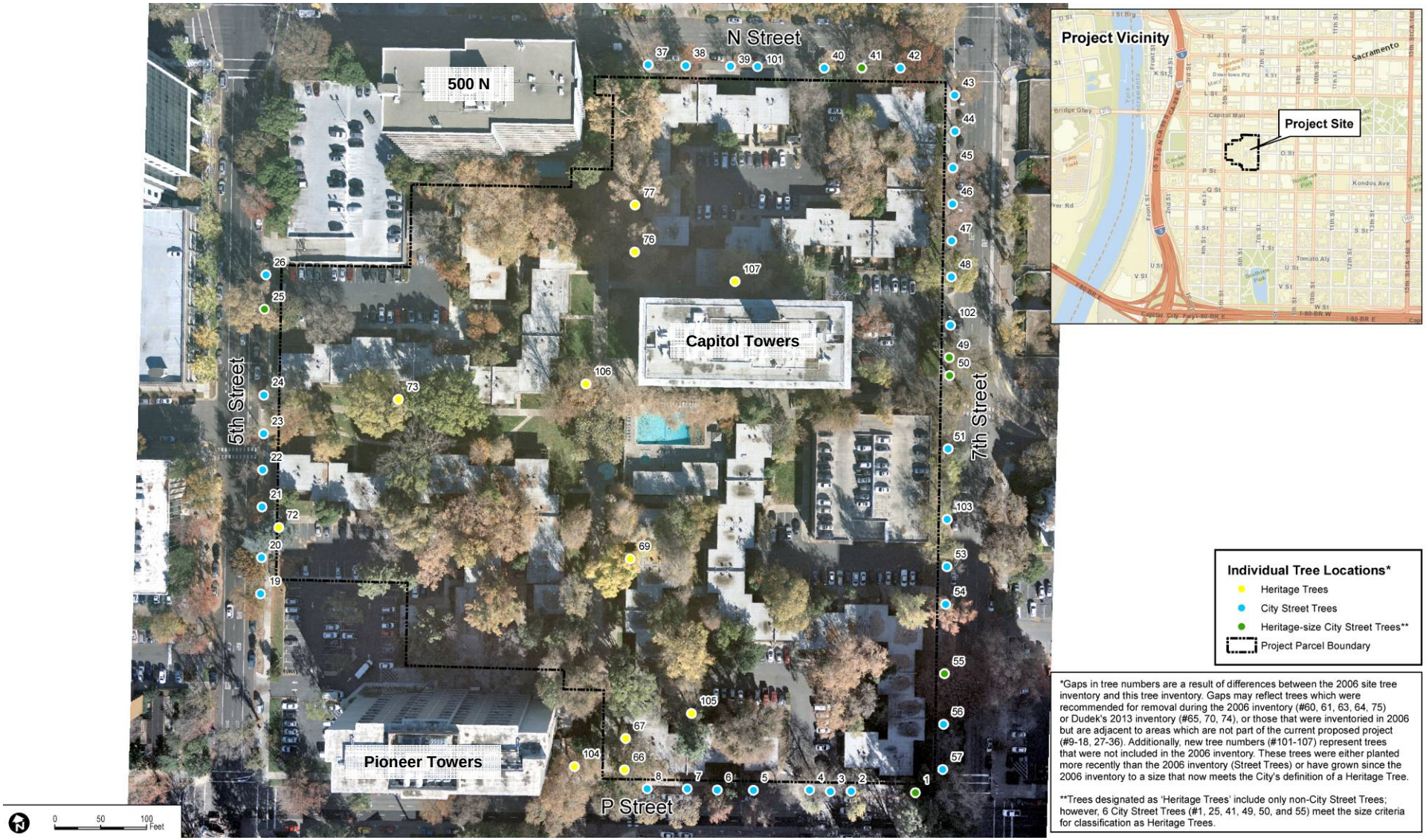
Typical City Street Tree and planter on P Street



On-Site Heritage-Sized City Street Tree

[1] Defined as any tree growing on a public street right-of-way. City Street Trees are maintained by the City.
[2] Defined as any tree of any species with a trunk circumference measuring 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location of its species; any native oak, sycamore, buckeye, or riparian tree, having a circumference of 36 inches or greater, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location of its species; or any tree, grove of trees or woodland trees designated by resolution of the City Council to be of special historical or environmental value or of significant community benefit.

Figure 1.3: Existing City Street Tree and Heritage Tree Locations



Source: Arborist Report, Dudek, Wood Rodgers, December 2014

1.1.2 PURPOSE AND APPLICABILITY OF PUD GUIDELINES

This Sacramento Commons Planned Unit Development (PUD) Guidelines sets the development framework and design guidance for the land use, circulation, infrastructure, community design, architecture, landscaping, open space, and other components of the project that help create a distinct community for Sacramento Commons. The PUD Guidelines are intended to promote high quality design and development of Sacramento Commons, while permitting flexibility for innovative design solutions, site-specific standards to ensure preservation of existing site resources (to the extent feasible), compatibility with the surrounding area context, and a cohesive development vision.

The PUD Guidelines provide information on the size, timing, and sequence of project development; establish the framework for future development; and identify the process to evaluate, review, and approve future applications within Sacramento Commons. These Guidelines supplement and replace the zoning and development standards for all uses on the property, which would otherwise be subject to the City's Planning and Development Code, unless otherwise noted. The requirements of the City Code and Section 3 - Central Core Design Guidelines of the Central City Urban Design Guidelines (CCUDG) shall apply, unless modified by this PUD.

1.1.3 PUD ORGANIZATION

The chapters in the PUD Guidelines, summarized below, define and set the standards for development of Sacramento Commons.

Chapter I **Introduction (this chapter)** – Provides an overview of Sacramento Commons, the organization of the document, and relationship to relevant planning regulations and defines the overall vision and project objectives.

Chapter II **Land Use and Development Standards** – Describes the land use and development program; transit, vehicular, bike, and pedestrian circulation; open space, landscape features, and other shared spaces within the PUD; permitted uses; and development standards, including parking and signage standards.

Chapter III **Community Design** – Provides the design guidelines for site; landscaping; architecture; circulation and access; and other significant project features.

Chapter IV **Administration and Implementation** – Describes the phasing, entitlement process, and administrative procedures governing the Sacramento Commons PUD.

1.1.4 REGULATORY AND PLANNING CONTEXT

Sacramento Commons includes a variety of for-sale and rental housing types, community amenities, neighborhood support/retail, and the potential for a hotel that will serve the needs of a diverse population and address the demand for housing in the Central Business District. The project plans to include an average net density for all residential uses (not including hotel rooms) of between 136 and 145 units per net acre and an overall FAR for all uses of between 3.2 and 3.3 (depending on whether the Hotel/Condo/Retail Scenario is provided or the Condo/Retail Scenario is provided). Development of Sacramento Commons is consistent with the goals and policies of the City of Sacramento's 2030 General Plan (including Central City Community Plan section), the Planning and Development Code, and the goals in the Central City Urban Design Guidelines.

As authorized through the PUD Guidelines, the project will modify the maximum R-5 lot size standard for one of the parcels within Sacramento Commons (Parcel 1 as depicted in Figure 1.4). All residential parcels included in the PUD (Parcels 1, 2A, 2B, and 4B) are consistent with density limits for the R-5 zone, ranging between 116 to171 units per acre. The mixed-use parcels (Parcels 3 and 4A) have a FAR of between 3.6 and 6.0, consistent with FAR requirements for the Central Business District General Plan designation, applicable to the project. The PUD defines project specific standards for signage and vehicular parking, as addressed in Section 2.3, consistent with standards in the City Code and other applicable goals and policies. Standards relating to tower interior side and rear yard setbacks and bulk control standards for towers are proposed that modify the standards in the Code and Central Core Design Guidelines. The planned location of driveways for parking access on both numbered and lettered streets in limited quantities modifies the standards in the Central Core Design Guidelines, as addressed in the Design Guidelines in Chapter 5. These design features, however, are intended to support a quality project development and have been designed to respond to the unique configuration of the project site.

In order to qualify as a Transit Priority Project, the project must be consistent with the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan 2035/Sustainable Communities Strategy (MTP/SCS) and incorporate all feasible mitigation measures, performance standards, or criteria from the Master EIR for the 2030 General Plan and Program EIR for the MTP/SCS.

City of Sacramento 2030 and 2035 General Plan and Central City Community Plan

The Sacramento 2030 General Plan (General Plan), in place at the time of the development of the PUD Guidelines, plans for future growth in Sacramento, with a focus on implementing regional smart growth strategies; state climate change legislation; planning goals and policies based on themes of livability and sustainability; and place-based guidance emphasizing the character and form of places rather than zoning categories. The City is in the process of preparing its 2035 General Plan Update. As described in the Draft Environmental Impact Report for the 2035 General Plan Update, "the proposed 2035 General Plan is a technical update of the 2030 General Plan, and the proposed changes constitute minor revisions" (2035 General Plan Update Draft Environmental Impact Report, pg. ES-1). The proposed 2035 General Plan retains the overall land use and policy direction established in the 2030 General Plan, and includes a refinement and updating of the goals and policies, including updates to housing, employment and population projections consistent with the 2035 planning horizon for the Metropolitan Transportation Plan; incorporation of greenhouse gas reduction measures, as addressed in the City's Climate Action Plan; and updates to traffic modeling to implement a flexible, context sensitive level of service standard.

The Sacramento Commons PUD, within the Central City Community Plan area, is currently designated Central Business District (CBD). The vision for the CBD is a vibrant Downtown core that will continue to serve as the business, governmental, retail, and entertainment center for the city and region. A significant element of the future CBD includes new residential uses. Increasing the residential population will add vitality to the CBD by extending the hours of activity and the built-in market for retail, services, and entertainment.

The CBD designation provides for mixed-use, high-rise development and single-use or mixed-use development that includes ground floor office or retail beneath residential apartments and condominiums. Uses permitted include office, retail, and services; condominiums and apartments; compatible public and quasi-public uses; and gathering places such as plazas, courtyards, or parks. The allowable density and FAR permitted by the General Plan designation is a minimum density of 61.0 units/net acre and maximum density of 450.0 units/net acre for residential uses; and a minimum FAR of 3.0 and maximum FAR of 15.0 for mixed-use and non-residential uses.

Key urban form characteristics for the CBD, identified in the General Plan, and as relevant to the project site include:

- a mixture of mid- and high-rise buildings creating a varied and dramatic skyline;
- buildings are sited to positively define the public streetscape and public spaces;
- building façades and entrances directly addressing the street with a high degree of transparency;
- an interconnected street system providing for traffic and route flexibility;
- vertical and horizontal integration of residential uses;
- public parks and open space areas within walking distance of local residents;
- parking is integrated into buildings or placed in separate structures;
- minimal or no curb cuts along primary streets (except for necessary parking and service access, as permitted);
- broad sidewalks appointed with appropriate pedestrian amenities, including sidewalk restaurant/café seating;
- street design integrating pedestrian, bicycle, transit, and vehicular use and incorporates traffic-calming features and on-street parking; and
- consistent planting of ~~street~~ trees that provide shade and enhance character and identity (the project includes existing planted street trees that shall be protected to preserve the character along the street, as described in the Arborist Report).

City of Sacramento Planning and Development Code

The Planning and Development Code is the legal tool to implement the General Plan and is required to be consistent with the General Plan by State law. The Code (adopted in April 2013) designates the PUD area as High-Rise Residential (R-5) zone. The purpose of this zone is to develop multifamily residential, with limited commercial and service uses for the surrounding neighborhood. The R-5 zone allows for institutional, office, and commercial land uses as accessory uses, with area limitations, unless otherwise permitted or approved. The maximum density for residential projects in the R-5 zone is 175 dwelling units per acre, with a maximum 80% lot coverage. For non-residential and mixed-use projects in the R-5 zone, the FAR included in the City's General Plan (3.0 to 15.0) is applicable. Maximum height for residential or mixed use buildings in the R-5 zone is 240 feet, unless otherwise permitted.

Central City Urban Design Guidelines

The objective of the Central City Urban Design Guidelines (CCUDG) is to direct future growth in a manner that builds on the existing urban context, while acknowledging Sacramento's potential for dynamic and transformative growth and maturation as an urban center. The intent is to ensure that all development in the Central City contributes to making Downtown Sacramento a unique and special place. The CCUDG seek to ensure that higher density development provides the qualities and amenities that will create an attractive, livable Downtown, with a lively mix of uses, walkable streets, convenient transit, distinctive neighborhoods, and access to its riverfront.

Sacramento Area Council of Governments

Metropolitan Transportation Plan 2035/Sustainable Communities Strategy

The Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is based on the Blueprint. The MTP/SCS was adopted April 19, 2012 by Resolution No. 14-2012 of the SACOG Board of Directors. On June 12, 2012, the State Air Resources Board, by Executive Order No. G-12-044, accepted the determination by SACOG that implementation of the MTP/SCS would achieve the greenhouse gas emission reduction targets. In order to qualify as a Transit Priority Project, Sacramento Commons must be consistent with the use designations, density, building intensity, and applicable policies specified for the PUD area in the MTP/SCS, prepared by SACOG for the Sacramento region.

The MTP/SCS identifies the property as falling within the multifamily and commercial growth, assigned to Centers and Corridor Communities. Center and Corridor communities typically have a more compact development pattern, greater mix of uses, and a wider variety of transportation infrastructure, compared to the rest of the region. These communities are typically identified in local plans as Downtowns, central business districts, town centers, rail station areas, and other high density destinations. Sacramento Commons also qualifies as a Transit Priority Project, which requires the project to have a minimum net density of 20 dwelling units per acre; 50% or more of its building square footage in residential uses; and a location within a transit priority area, with transit service, and no more than 25% of parcels further than a half mile from a major transit stop or high-quality transit corridor. The project must also incorporate all feasible mitigation measure, performance standards, or criteria set forth in prior applicable EIRs, including the MTP/SCS Program EIR, certified on April 19, 2012, and City of Sacramento 2030 General Plan Master EIR, certified on March 3, 2009.

Sacramento Commons is within the transit priority area studied within the MTP/SCS and complies with the above requirements to qualify as a Transit Priority Project, including incorporating all applicable mitigation measures, performance standards, or criteria in applicable EIRs.

Blueprint Plan

The intent of the Blueprint Plan is to target areas of the Sacramento region for urban growth, focused on infill development, higher density development along major corridors, transit-oriented development, and more intense development within and around Transit Priority Areas, such as the Sacramento Central City. The Blueprint also places relatively less emphasis on “greenfield” development (development of undeveloped lands further out from existing communities). Although the Blueprint is not intended to guide development in a parcel-specific manner, the Blueprint Preferred Scenario currently suggests that Sacramento Commons be developed as “Attached Residential.”

The themes of the smart growth principles identified in the Blueprint Plan: transportation choices; housing choice and diversity; mixed-use development; compact development; use of existing assets; quality design; and natural resources conservation are embraced by the Sacramento Commons project. Planning and design concepts of Sacramento Commons that demonstrate consistency with Blueprint Plan growth principles are summarized in Table 1.2, which follows.

Table 1.2: Project Consistency with SACOG Blueprint Growth Principles	
Transportation Choices	Provides facilities to encourage walking and biking and access to nearby bus, light rail, and other transportation alternatives.
Mixed-Use Development	Develops homes, shops, and services, in vertical and horizontal mixed-use formats, that encourage local activity and walking or biking to jobs, services, and other destinations in the City's Central Business District.
Compact Development	Provides higher-density residential development and supporting uses within a compact building footprint on an infill site, surrounded by generous common open space.
Housing Choice and Diversity	Provides diverse housing types, styles, and arrangements for a variety of people, incomes, and needs.
Use of Existing Assets	Replaces aging garden-style apartments and updates an existing residential tower to allow for high quality, high density, and greater housing diversity Downtown, where existing public infrastructure is available.
Quality Design	Focuses on quality design and pedestrian-scaled development that creates an attractive and livable new residential Downtown community.
Natural Resources Conservation	Incorporates public open space, including promenades, plazas, and other public spaces for sitting, gathering, and enjoyment of the outdoors; and sustainable site planning and building design features, as described in the sections that follow.

Source: AECOM, 2014

1.2 COMMUNITY VISION

Designed to support the Smart Growth principles of the Blueprint Plan, Sacramento Commons is designed to integrate into the urban fabric of Downtown Sacramento, providing a development pattern that offers a broad range of housing choices for the community and supports transit use.

1.2.1 COMMUNITY OBJECTIVES

The objectives for Sacramento Commons are to:

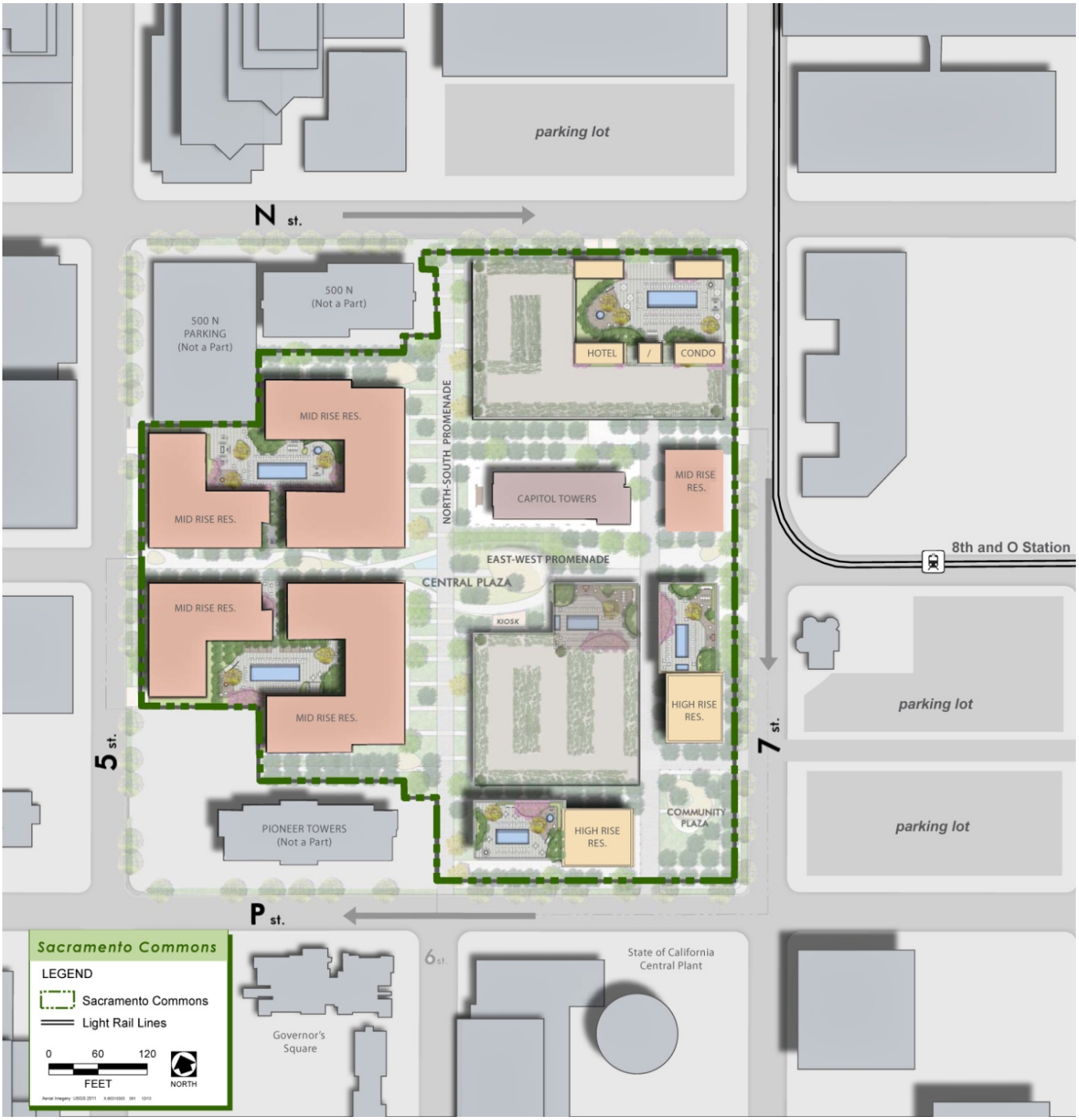
- intensify an existing urban Downtown residential community close to urban amenities (e.g. shopping, services, transit, entertainment, and cultural attractions);
- support investment and reinvestment in Downtown Sacramento, particularly with more residential uses;
- intensify an existing infill development project with a new project that includes additional residential uses, near the major employment centers of Downtown Sacramento;
- provide high-density residential uses that utilize surrounding transit services and provide access to a variety of transportation modes;
- enhance pedestrian movement through the central portions of the project site;
- provide additional housing choices for Sacramento's diverse population, and supporting retail and other commercial services for the residents and guests of the proposed development;
- provide open space areas that support uses on-site and provide places for community gathering, activity, privacy, and connectivity;
- provide development that is consistent with the Sacramento General Plan and the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS); and
- incorporate sustainability features that help the City and region achieve its sustainability targets, while enhancing the livability of the community.

1.2.2 MASTER PLAN CONCEPT

Figure 1.4, below, summarizes the Master Plan Concept for Sacramento Commons. The Sacramento Commons plan features diverse housing types, urban architecture and landscaping, an existing open space framework with mature trees from which the community can expand upon, sustainable development features, and modern amenities. These features, together, support development of a distinct and desirable new urban residential mixed-use community for future residents, occupants, neighbors, and guests to the community. Live-work, neighborhood support/retail, and other ground floor active uses are planned along the streets and East-West and North-South Promenades. On-site parking in podium parking garages and parking structures serves the needs of residents, occupants, and guests to the community, but do not dominate the street scene. Urban parking ratios are utilized that take advantage of other modes of transit conveniently surrounding the property.

Descriptions of the parcel concepts for Sacramento Commons that follow are accompanied by sample images and conceptual renderings of the type of character and scale of development envisioned for project area parcels.

*Figure 1.4: Master Plan Concept**



Source: Van Tilburg, Banvard & Soderbergh, Melendrez, adapted by AECOM in 2015

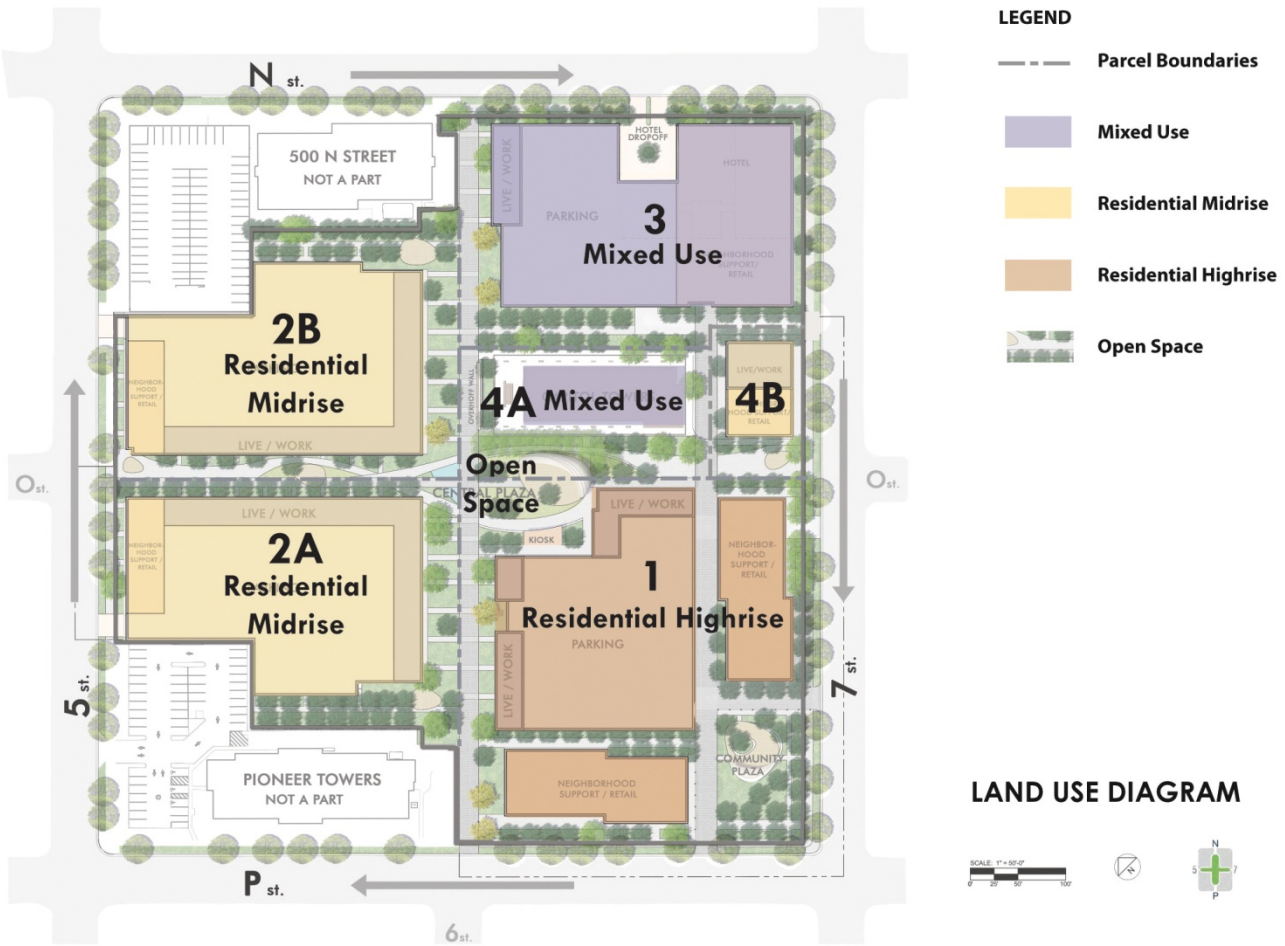
*Note: The master plan concept above reflects the concepts for both the Hotel/Condo/Retail Scenario and Condo/Retail Scenario.

Land Use and Development Concepts

The conceptual land use diagram for Sacramento Commons, illustrated in Figure 1.5, identifies four basic land uses: open space, mixed-use, mid-rise residential, and high-rise residential planned on the six parcels (Parcels 1, 2A, 2B, 3, and 4A and 4B) proposed on the project site. The sequence of these parcel numbers does not reflect a particular phasing sequence. Project phasing is addressed in Chapter 4 of these PUD Guidelines.

Parcel 3 and Parcel 4A (existing Capitol Towers) are mixed-use parcels with residential and retail uses. Two potential land use scenarios are proposed on Parcel 3. Parcel 3 (Hotel/Condo/Retail Scenario) proposes a hotel-condominium, mixed-use development. Parcel 3 (Condo/Retail Scenario) proposes a mixed-use residential condominium development. Both scenarios for Parcel 3 include neighborhood support/retail uses on the first and second floors to serve their respective functions and may include up to a 15,000 square foot specialty market, as described in the parcel summaries that follow. Parcels 1, 2A, 2B, and 4B are planned as residential parcels, with support uses and the potential to include some retail uses.

Figure 1.5: Conceptual Land Use Diagram



Source: Van Tilburg, Banvard & Soderbergh, Melendrez, AECOM, 2014

The images and conceptual renderings in this section are intended only as illustrative examples of the type, quality, and character of building and landscape development proposed for Sacramento Commons, consistent with the guidelines in this PUD.

Parcel 1

Parcel 1, located at the corner of P and 7th Streets, is planned for high-rise residential uses in two- 24 story towers with ground floor neighborhood support/retail along both P and 7th Streets, live-work uses fronting the promenades, and on-site structured parking interior to the parcel, with open space amenities above, as shown in Figure 1.3. A new community plaza at the corner of 7th and P Streets will provide a focal point and community gateway that serves as the "front door" to Sacramento Commons.

Parcel 1 Highrise Development Concepts

Parcel 1 Highrise Residential Tower Massing and Landscape Concept

Parcels 2A and 2B

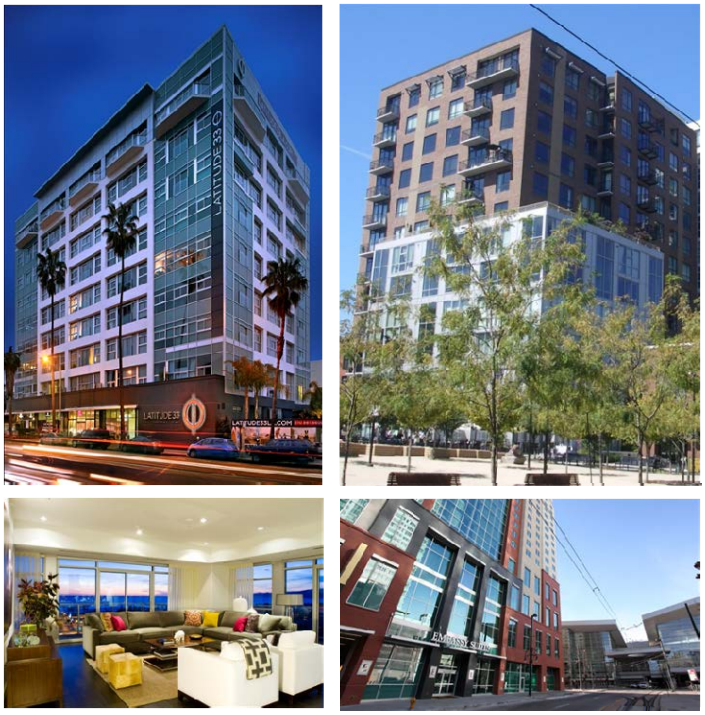
Mid-rise residential uses on Parcels 2A and 2B border 5th Street and the west side of the promenade. Designed to appear as seven stories, with five stories of housing above three stories of podium parking (one level of parking located halfway below grade) and wrapped with live-work uses, these mid-rise units are scaled to respect the adjacent neighbors (500 N Street and Pioneer Towers). Parcels 2A and 2B incorporate ground floor neighborhood support/retail along 5th Street; live-work uses along the promenades; and open space amenities above the rooftop podium parking deck for the use of the residents.

Parcels 2A and 2B Midrise Development Concepts

Parcels 2A and 2B Midrise Residential Massing and Landscape Concept

Parcel 3

Two development scenarios are planned for Parcel 3. The Hotel/Condo/Retail Scenario plans for a 24-story mixed-use, high-rise hotel and residential condominium development that would include a lobby area, restaurant, hotel meeting spaces, live-work, and other supporting ground floor uses on floors 1-4); hotel rooms on floors 5-13; and condominium units on floors 14-24. The Condo/Retail Scenario proposes a mixed-use condominium option, with ground floor retail, live-work, and common areas. Parcel 3 also provides the potential for up to a 15,000 square foot specialty market on the ground floor of both scenarios. Uses in Parcel 3 are served by an attached parking garage, directly accessible from the interior building to the uses and units on-site.



Parcel 3 Development Concepts

Parcel 3 Hotel/Condo/Retail and Condo/Retail Massing and Landscape Concept

Parcels 4A and 4B

Parcel 4A is the site of the existing Capitol Towers building which includes both residential and retail uses. The building's interior and exterior will likely undergo a makeover to ensure overall architectural compatibility with the development of Sacramento Commons. A compatible mid-rise housing development, with ground floor live-work units and neighborhood support/retail is planned on Parcel 4B. Parking for Parcels 4A and 4B are envisioned to be shared with the parking structure, located on Parcel 3.

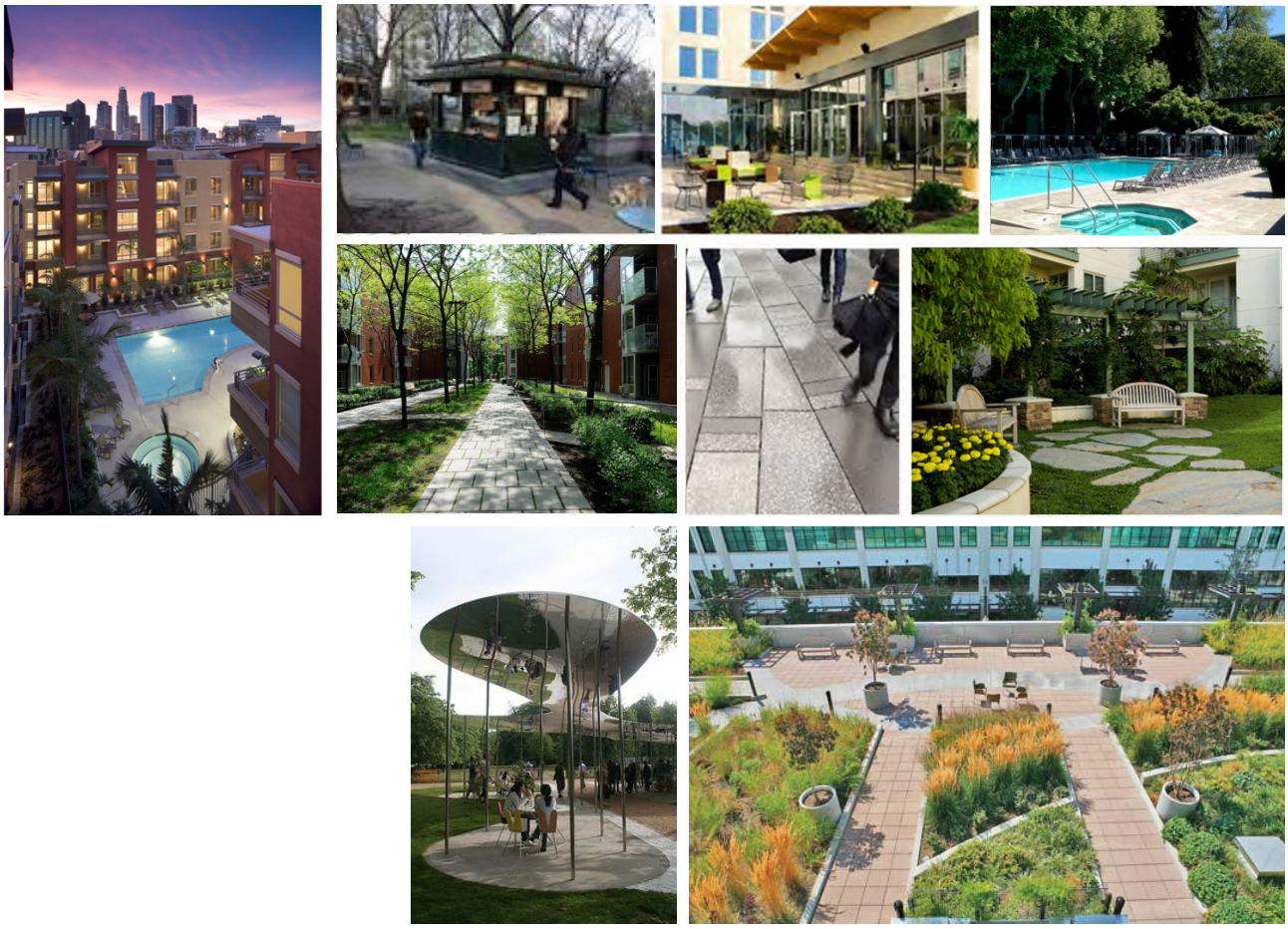
Parcels 4A and 4B Development Concepts

Capitol Towers Residential Massing and Landscape Concept

Landscape and Open Space Concepts

Sacramento Commons enjoys a generously landscaped garden setting, organized by two landscaped promenades, as well as podium and rooftop decks that serve as open space amenities and form the open space framework of the community. The landscape theme for Sacramento Commons derives from the concept of balancing the natural and man-made landscapes that have developed in the City of Sacramento over time. It draws from Sacramento's connection to the river and the site's perpendicular orientation to the river, where the promenades filter out and into the surrounding Downtown area. Thus, landscaping on the site consists of a balance of natural and man-made elements, including shaded and landscaped promenades; tree-lined streets, sidewalks, and walkways; and a variety of open space amenities for seating, gathering, and outdoor activity.

As illustrated in the images below, open space within Sacramento Commons incorporates a landscape palette, consisting of shade and ornamental trees, plazas, shaded gathering spaces, water features, a retail kiosk, open grass areas fronting ground floor residential and live-work units, fixed and movable seating areas, and bicycle parking facilities. The existing Overhoff art wall, currently located on the site, is proposed to be integrated as public art and relocated adjacent to Capitol Towers, along the North-South Promenade. A community plaza, planned at the corner of 7th and P Streets, serves as a front door to the community. Shaded walkways serve and connect internal courtyards, uses, and residences in the community to uses in the Downtown. Internal courtyards feature intimate seating, gathering, and landscaped spaces and podium and rooftop areas include outdoor common space and open space amenities for residents.

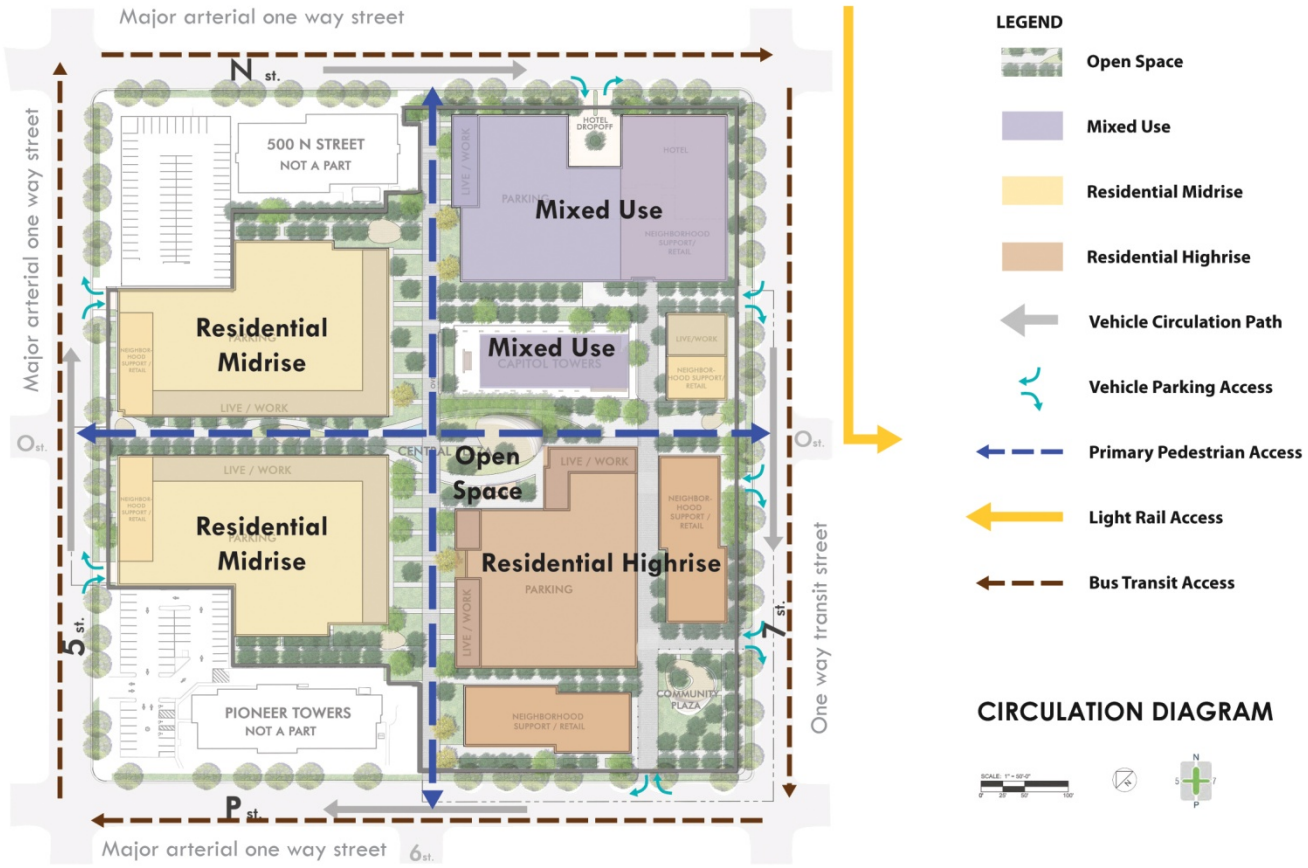


Landscape and Open Space Character Concepts

Pedestrian and Circulation Concept

Bicycle, pedestrian, vehicular, bus, and light rail circulation concepts, including parking access into Sacramento Commons are illustrated in Figure 1.6. The East-West and North-South Promenades are planned to continue the urban grid of the City and are integrated with a network of walkways through the community to allow easy pedestrian flow internally and externally to nearby transit stops and the surrounding Downtown area activities and destinations. Parking and vehicular access are distributed along each of the street frontages of Sacramento Commons, but have been designed to limit the number of driveways to what is essential for vehicular access. Driveways are planned to be clearly marked and paved to ensure visibility by motorists and pedestrians. To ensure the safety of pedestrians, existing and new circulation facilities shall be designed and constructed to the standards of the City Improvement Standards for each development phase. The skewed alignment and wide flare of the existing driveways on the project site, at N and 7th Street, has been identified by the community to allow ingress at speeds that are dangerous for pedestrians. This design shall not be duplicated in future plans on the project site. Driveways shall be designed in accordance with City improvement standards, including providing appropriate site distances, widths, and radii.

Figure 1.6: Conceptual Circulation Diagram



Source: Van Tilburg, Banvard & Soderbergh, Melendrez and adapted by AECOM in 2014

1.2.3 SUSTAINABILITY VISION

Sacramento has adopted near-term and long-term goals in its Climate Action Plan to reduce greenhouse gas (GHG) emissions by 15% by 2020 and 38% by 2030, relative to 2005 levels. The anticipated time frame for the project's development and build-out is within the 2030 timeframe. As part of the project's commitment to sustainability and contribution to meeting the City's GHG reduction targets, Sacramento Commons will incorporate best practices in land use, site, and building design that can serve as an example for high quality, high-density, mixed-use residential development, appropriate to the scale and context envisioned in Downtown Sacramento.

As planned, Sacramento Commons has several inherent GHG reduction and other sustainability features that contribute to lower vehicle use, vehicle miles traveled, energy use, and water consumption, including:

- its location in Downtown Sacramento, within a one-quarter mile radius of bus and light rail transit; proximity to freeways and Amtrak rail service; a walkable and bikable street grid near jobs, services, parks/open space, and other Downtown destinations;
- the addition of a significant number of housing units (proposed net gain of between 965-1,061 units, above the 409 existing units in the PUD area) in an area of the Central City with a deficit of such housing relative to jobs;
- on-site neighborhood support services for the convenience of Sacramento Commons residents and guests, and on-site retail uses for use by the Sacramento Commons neighborhood;
- protection and incorporation of a majority of the existing Heritage Trees and Street Trees in place and planting of additional trees on-site to maintain the City's robust urban forest;
- creation of the North-South and East-West Promenades, with accompanying landscaping and open space to enhance the existing walkways and meet the City's vision for high-quality public urban space with storm water management benefits;
- lower per unit energy and water use, compared to a similar number of dwelling units in a lower density suburban setting; and
- a variety of housing types meeting the needs of a broad segment of the population.

Due to the project's proximity to transit services, employment, potential to house a specialty grocery store on-site, and the mix of uses in the Central City, the project can help reduce the need for additional trips outside the project area and reduce dependence on automobiles while supporting sustainable growth objectives for the Sacramento region.

Planning, Site, and Landscape Design

Sacramento Commons has been designed to incorporate sustainable planning and site design practices in an area of Downtown Sacramento that is well supported by transit and provides opportunities to bring additional housing closer to jobs in the Downtown Sacramento Central Business District. Sacramento Commons plans for a mix of uses in proximity to transit, providing opportunities for neighborhood support/retail uses and the potential for a hotel and specialty market to serve on-site residents and nearby residents and guests in the surrounding community. Additionally, in the planning and site development of the community, sustainable site design and development features have been incorporated into Sacramento Commons. These features include:

- Replacement of aging housing with more energy- and water-efficient development.
- Consideration of building massing, scale, and separation distances adjacent to the existing towers on the property.
    - The nearest buildings on the Sacramento Commons property have been set back a minimum of 55 feet from the existing 500 N and Pioneer Towers and are stepped back further at the corners of the North-South Promenade.
    - Towers have been designed with compact building footprints to maximize neighborhood retail/support amenities and open space on the ground level for pedestrian circulation and open space.
    - The PUD design guidelines also address reducing the massing of building facades on the ground floor as well as, the bulk and massing of planned towers through building step backs and elevation differences.
- Over 50% of the site will be in open space, consisting of public and private open space in softscape and hardscape areas on the ground level and within podium and rooftop decks, shaded by trees, and providing functional outdoor open space for gathering and active use, as well as, passive open space uses such as, stormwater run-off reduction, as further described in Section 2.1.4. Sustainable landscape and open space features of the community include:
    - Preserving the existing mature trees on-site, to the extent feasible, and integrating them into the community's overall landscape plan.
    - Improvement of the existing walkways in the community with climate appropriate and water-efficient landscaping, shade trees, and other open space amenities.
    - Provision of landscaped podium and rooftop decks to include planting of a minimum of 100 trees, landscaping and trellises on parking structures, and residential recreational amenities.
    - Integration of Low Impact Development (LID) features into the Landscape Plan with run-off reduction measures, including interceptor trees, disconnected roof drains, disconnected pavement or hardscape areas interspersed with landscaping, use of permeable or porous paving within promenade landscape areas, plazas, and gathering nodes and use of source control measures at loading areas, waste management sites, and storm drains to limit or reduce pollutants entering the storm drain system.
- Provision of quality bike, pedestrian, and transit facilities and amenities, including the addition of long-term bicycle parking spaces on the ground floor of parking garages.
- Integration of public art and signage into the community.

Building Design

Sacramento Commons has been planned to provide a variety of distinct building types, designed to comply with building code standards and support environmentally responsible design practices. Development within Sacramento Commons will comply with current building efficiency standards, required by the City and target CALGreen Tier 1 Water Efficiency standards, at a minimum. The project shall strive to achieve improved environmental performance in energy efficiency, water efficiency, construction and demolition waste (reuse and recycling), selection of materials, and indoor air quality.

New development will be built and designed with water-efficient fixtures and appliances; energy efficient building materials and resources; low VOC paints and adhesives; and other industry standard best practices for building design, construction, and operation that will help the project achieve certification in a green rating system program such as, LEED, GreenPoint, Enterprise Green, or equivalent, as guided by the Central City Urban Design Guidelines.

II. Land Use and Development Standards

2.1 LAND USE PLAN

Sacramento Commons provides an opportunity to renew the existing community with newer, mixed-use residential development that is integrated and connected to the surrounding Downtown area. Sacramento Commons is approximately 10.13 net acres in size and planned to be generally organized into six parcels to enable the project to be phased and developed to respond to market conditions. As described in Chapter I, two site scenarios are proposed on Parcel 3, on the corner of 7th and N Streets. Sacramento Commons is proposed to include the land uses, summarized in Table 2.1, identified in the conceptual site plans in Figures 2.1 and 2.2 and the three-dimensional site development renderings in Figures 2.3-2.6 that follow and are further described in this Chapter. Illustrative site views renderings also follow in Figures 2.7-2.11.

Table 2.1: Land Use Summary

Land Use	Max. Units or Rooms	Use Area (square feet)
Parcel 1 (3.30 net acres)		
Residential (24-story high-rises)	550	496,680
Neighborhood Support/Retail [2]	NA	21,000
Live-Work Units	12	10,800
Parking (604 spaces, 6 levels) [5]		
Parcel 2A (1.83 net acres)		
Residential (seven-story mid-rises)	206	163,530
Neighborhood Support/Retail [2]	NA	4,000
Live-Work Units	15	13,500
Parking (229 spaces, 3 levels) [5]		
Parcel 2B (1.90 net acres)		
Residential (seven-story mid-rises)	206	163,530
Neighborhood Support/Retail [2]	NA	4,000
Live-Work Units	15	13,500
Parking (229 spaces, 3 levels) [5]		
Parcel 3, Hotel/Condo/Retail Scenario (2.02 net acres)		
Hotel Rooms	300	131,250
Residential (24-story high-rise)	110	158,400
Neighborhood Support/Retail [1],[3]	NA	37,000
Live-Work Units	4	3,600
Parking (639 spaces, 6 levels; includes 212 spaces for Parcel 4A and 61 spaces for Parcel 4B) [5]		

Table 2.1: Land Use Summary		
Land Use	**Max. Units or Rooms**	**Use Area (square feet)**
Parcel 3, Condo/Retail Scenario (2.02 net acres)		
Residential (24-story high-rise)	206	296,640
Neighborhood Support/Retail [1],[3]	NA	19,000
Live-Work Units	4	3,600
Parking (573 spaces, 6 levels; includes 212 spaces for Parcel 4A and 61 spaces for Parcel 4B) [5]		
Parcel 4A (0.68 net acres), Existing Capitol Towers		
Residential (15-story high-rise)	203	171,000
Neighborhood Support/Retail	NA	4,122
Parcel 4B (0.40 net acres)		
Residential (seven-story mid-rise; two bottom levels are live-work)	50	33,250
Neighborhood Support/Retail [2]	NA	4,000
Live-Work Units	3	2,700
Project Totals Based on Hotel/Condo/Retail Scenario on Parcel 3 (10.13 net acres)		
Total Residential	1,374 (which includes 49 live-work units)	1,230,490
Hotel Rooms	300	131,250
Neighborhood Support/Retail [4]	NA	74,122
Parking (1,701 spaces) [5]		
Project Totals Based on Condo/Retail Scenario on Parcel 3 (10.13 net acres)		
Total Residential	1,470 (which includes 49 live-work units)	1,368,730
Neighborhood Support/Retail [4]	NA	56,122
Parking (1,635 spaces) [5]		

Notes:

[1] In Parcel 3, neighborhood support/retail includes first and second floor space.

[2] Neighborhood support/retail uses in Parcels 1, 2A, 2B, and 4B may consist of amenities exclusively available for building residents and guests (e.g. gym, spa, etc.).

[3] Neighborhood support/retail square footage includes the possibility for up to a 15,000 square foot specialty market. The total neighborhood support/retail square footage, including the possibility of a specialty market, would not exceed 37,000 square feet under the Hotel/Condo/Retail Scenario and 19,000 square feet under the Condo/Retail Scenario.

[4] On a project-wide basis, a minimum of 30 percent of the neighborhood support/retail square footage under both the Hotel/Condo/Retail Scenario and the Condo/Retail Scenario will consist of amenities exclusively available for building residents and guests (e.g., gym, spa, etc.).

[5] Parking numbers are based on parking ratios identified in Table 2.2 in Section 2.1.4.

Source: Van Tilburg, Banvard & Soderbergh, Wood Rodgers, and compiled by AECOM in 2014

*Figure 2.1: Conceptual Ground Level Landscape Plan**

LANDSCAPE FEATURES

1. North-South Promenade
2. East-West Promenade
3. Plaza with Shade Structure
4. Gathering Nodes
5. Retail Kiosk
6. Overhoff Art Wall
7. Grass and Plantings, Typical
8. Water Feature
9. Hotel Drop-Off Plaza

Tree Legend:

- Existing City Street Trees to Remain
- Heritage Trees to Remain
- Potential Non-Heritage Trees to Remain
- Proposed New Trees

*Note: The landscape plan reflects the footprint of both the Hotel/Condo/Retail Scenario and Condo/Retail Scenario.

Source: Van Tilburg, Banvard & Soderbergh, Melendrez, and adapted by AECOM in 2015

*Figure 2.2: Conceptual Podium Level Landscape Plan**

LANDSCAPE FEATURES

1. Pool
2. Water Element
3. Fire Element
4. Seating
5. Decorative Plants
6. Grass and Planting Area, Typical
7. Trellis Shade Structure, Typical

*Note: The Landscape Plan reflects both the Hotel/Condo/Retail Scenario and Condo/Retail Scenario.

Source: Van Tilburg, Banvard & Soderbergh, Melendrez, and adapted by AECOM in 2015

Figure 2.3: Conceptual View from P Street to the North-South Promenade

Figure 2.4: Conceptual View of High-Rises at the Corner of 7th and P Streets

VIEW LOOKING NORTHWEST

Figure 2.5: Conceptual View from N Street at Hotel/Condo

VIEW LOOKING SOUTH

Figure 2.6: Conceptual View of Mid-Rise Development from 5th Street

Source: Van Tilburg, Banvard & Soderbergh, 2014

2.1.1 RESIDENTIAL AND RESIDENTIAL MIXED-USE

Sacramento Commons plans for up to a total of 1,374 residential dwelling units (not counting hotel rooms) for the Hotel/Condo/Retail Scenario on Parcel 3 and a total of 1,470 residential dwelling units for the Condo/Retail Scenario on Parcel 3. Residential units consist of new rental and for-sale residential units, existing units within the Capitol Towers building, and up to 49 new live-work units, as shown in Table 2-1. The residential development mix within each parcel is anticipated to consist of the following housing products and unit counts, as conceptually shown in Figures 2.1 and 2.2.

- On Parcel 1, two 24-story high-rise towers, with ground floor neighborhood support/retail, totaling 550 apartment units; plus an additional 12 live-work units, wrapped around the parking structure, interior to the parcel and 604 parking spaces.
- On Parcels 2A and 2B, 412 apartment units in mid-rise buildings, consisting of five levels of residential uses over three levels of podium parking (a half level of parking is below grade) with 229 parking spaces on each parcel (for a total of 458 parking spaces), and wrapped by neighborhood support/retail and a total of 30 live-work units.
- Parcel 3, Hotel/Condo/Retail Scenario includes a high-rise development with 110 condominium units and 300 hotel rooms, over two stories of neighborhood support/retail for a total of 24 stories, including a 639 space parking garage; while the Condo/Retail Scenario provides a total of 206 condominium units over two stories of neighborhood support/retail for a total of 24 stories, including a 573 space parking garage. Both scenarios include four live-work units.
- On Parcel 4A, interior modifications to the existing 203 residential units and retail space that currently exist in the Capitol Towers building, with 212 parking spaces accommodated in the parking garage on Parcel 3 and future potential for exterior modifications to ensure overall architectural compatibility with the development of Sacramento Commons.
- On Parcel 4B, 50 units in a seven-story mid-rise building, with three live-work units and neighborhood support/retail provided on the first two stories of the building and 61 parking spaces accommodated in the parking garage on Parcel 3.

2.1.2 HOTEL USES

Sacramento Commons plans for the potential for hotel uses in a high-rise hotel/residential combination development on Parcel 3. The Hotel/Condo/Retail Scenario for Parcel 3 would include up to 300 hotel rooms, with two stories of support functions, including a hotel lobby, fitness center, conference and meeting spaces, a restaurant/bar, the potential for up to a 15,000 square foot specialty market, a hotel guest drop-off zone (accessed from N Street); and an attached six level podium parking structure to accommodate hotel guests and other functions, as shown in Figure 2.1. Approximately 110 condominium units are planned in conjunction with the hotel. Parcel 3, Condo/Retail Scenario does not include hotel rooms and instead provides 206 condominium units, two stories of neighborhood support/retail, including the potential for up to a 15,000 square foot specialty market on the ground floor, and an attached six level parking structure, with the potential for one level to be built below grade.

2.1.3 ACTIVE GROUND FLOOR USES

To ensure a vibrant residential community, active uses, including neighborhood support/retail, are located at the ground level of each housing development, fronting the streets surrounding the PUD area, as shown in Figure 2.1. Live-work units wrap around podium garages and parking structures, designed to create an active frontage along the East-West and North-South Promenades. Existing retail uses at the Capitol Towers building include a neighborhood convenience store, a coffee shop, a

barber, and a restaurant, among other uses, which will continue to operate. These uses serve both existing Capitol Towers' residents and the surrounding neighborhoods. Existing support uses at Capitol Towers include a leasing and management office.

Additional retail uses are proposed to serve residents and guests, as well as the surrounding area. Additional support uses would provide amenities for residents and their guests and may include uses such as a gym, spa, meeting spaces, activity rooms, and other similar uses. Resident-serving uses are estimated to account for approximately 30% of the total proposed neighborhood support/retail square footage.

2.1.4 PARKING

Sacramento Commons proposes to provide vehicular parking spaces to serve project parking demand on-site, based on the number of parking spaces identified in Table 2-2. Vehicular parking for Sacramento Commons is planned to be accommodated within podium parking garages below the midrise units, west of the North-South Promenade and through two parking structures to serve parking demand for land uses, east of the North-South Promenade.

Table 2.2: Vehicular Parking Summary

Land Use	Parking Ratio Utilized	Parking Spaces Provided
Residential Apartments and Live-Work Units	1 space per unit	1,264 spaces
Condominium Units	1.25 space per unit	138 spaces (Hotel/Condo/Retail Scenario) or 258 spaces (Condo/Retail Scenario)
Hotel (Parcel 3, Hotel/Condo/Retail Scenario)	1 space per 2 guest rooms	150 spaces
Neighborhood Support/Retail	1 space per 500 gross square feet of retail, including hotel services (conference center, restaurant, etc.) or events	149 spaces (Hotel/Condo/Retail Scenario) or 113 spaces (Condo/Retail Scenario)
Total Vehicular Spaces	-	**1,701 spaces (Hotel/Condo/Retail Scenario) or 1,635 spaces (Condo/Retail Scenario)**

Source: Van Tilburg, Banvard & Soderbergh and compiled by AECOM in 2014

As summarized in Table 2.1, the approximate number of parking spaces provided within each parcel includes:

- For Parcel 1, 604 parking space would be included in a six-level garage (one level of the garage may be located below grade). The garage would include live/work units and neighborhood retail and/or support uses, wrapped on the ground floor along the North-South and East-West Promenades.
- For both Parcels 2A and 2B, 229 parking spaces would be included in a three-level garage (one level may be sunken half way below grade), for a total of approximately 458 spaces across the two parcels. The garages would serve as the base of the apartment buildings and neighborhood

retail and/or support services and live/work units would wrap along the ground floor of the building, screening the garage from public view.

- For Parcels 3, 4A, and 4B, parking would be provided in a parking garage that is attached to the west side of the hotel/condo building on Parcel 3. The garage is wrapped by live/work units and retail and support services on the ground floor of the hotel/condo building, along the North-South Promenade. Under the Hotel / Condo / Retail scenario, the garage on Parcel 3 would include approximately 639 parking spaces, within six levels of parking (one level of the garage could be located below grade). Under the Condo / Retail scenario, the garage on Parcel 3 would include approximately 573 parking spaces within six levels of parking (one level of the garage may be located below grade).

In addition to vehicular parking, the project would include both long-term and short-term bicycle parking spaces, consistent with the parking ratios and standard identified for the Central Business District in City Code Chapter 17.608 and further summarized in Section 2.3.2 of this document.

2.1.5 OPEN SPACE, LANDSCAPING, AND CIRCULATION FEATURES

Open Space and Landscape Features

The landscape and open space features within Sacramento Commons are illustrated in Figures 2.1-2.6 and identify the major open space features of the community, including the formal North-South Promenade, less formal East-West Promenade, a central plaza at the crossroads of both promenades, gathering nodes along these paths of travel, a community plaza on the corner of 7th and P Streets, and podium and rooftop amenity spaces.

The central East-West and North-South Promenades that cross the project site accommodate the major pedestrian flow of residents and neighborhood area users, who traverse the site to access the bus stops and light rail stations or en route to other Downtown area businesses, locations, or neighborhood destinations. The conceptual ground level view along the East-West Promenade from the mid-rises, looking east towards O Street, is pictured in Figure 2.7. The central plaza, with shade structure, a community lawn, and retail kiosk serves as a gathering place and focal point for the community, as pictured in Figure 2.8; while smaller gathering nodes, open lawn areas facing residential and live-work units, water features, and other open space areas provide opportunities for more intimate gathering, seating, café dining, and other outdoor activities.

Another landscape feature of the community is the Overhoff relief art wall. The art wall, currently located at the existing Capitol Towers pool area, is proposed to be relocated and moved north to align with the North-South Promenade, adjacent to the Capitol Towers building, as illustrated in Figure 2.9. Ground floor neighborhood support/ retail, live-work uses, and residential common space provide eyes on the street and along the promenades, supporting a safe pedestrian atmosphere within the community. A second large community plaza, with water feature, shade structure, and landscaping, is planned on the corner of P and 7th Streets, as shown in Figure 2.10,to provide a welcoming entry to the community. Extended living space and community amenities such as, pools, decks, shaded seating areas, and play areas are provided above podium parking structures and residential rooftops, as shown in Figure 2.2 and in the three-dimensional site concepts, illustrated earlier in Figures 2.3-2.6.

A secondary network of walkways connects residential units to the uses on- and off-site and is designed to complement landscaped themes and features in the community, with shaded and landscaped paths and seating areas. Lighting within the community is designed to create a comfortable and safe pedestrian environment into the evening, with emphasis on low level or ambient pedestrian lighting that prevents unnecessary light spillage or glare on adjacent or adjoining residential units.

Pedestrian-scaled lighting is planned along the streets and the North-South and East-West Promenades within Sacramento Commons, as suggested in the conceptual streetscape view of N Street towards the entrance to the North-South Promenade in Figure 2.11. Improvements to crosswalks and sidewalks and pedestrian and transit facilities adjacent to the project site will be coordinated with the City, Regional Transit, and other agencies to be compatible with surrounding Downtown development.

New trees planned on-site will be selected to integrate with existing trees on-site that will remain subsequent to project development. Trees should be planted where the available space between structures is equal to or greater than the footprint of a tree's expected mature canopy in order to achieve adequate soil volume. As the project is designed, the spaces between the buildings will be carefully studied and adjusted to ensure that the number of trees planted will be equal to or exceed those shown on the conceptual landscape plans. The canopy tree palette will be carefully chosen to meet several important criteria.

- Emphasis will be placed on trees that are adapted to Sacramento's climate and are consistent with the existing urban tree canopy found within the Downtown area.
- Trees that are drought tolerant and have watering needs consistent with understory plantings will be prioritized.
- Overall, a broadly multi-species tree canopy palette is desired to provide greater resistance to disease and dieback, which is more common in monoculture plantings.

Information on impacts to Heritage Trees, City Street Trees, and Non-Heritage Trees on-site as a result of the development and new trees planned on-site as replacement are summarized in the Arborist Report. Trees impacted shall be replaced, consistent with City Code standards for tree removal and replacement, as recommended by the Arborist Report. The Arborist Report also collected data and provided analysis of ecosystem service values of existing trees on-site and evaluates when future project landscape improvements would return comparable ecosystem service values as existing conditions. Characteristics, including canopy cover, leaf surface area, carbon storage, carbon sequestration, and avoided run-off were considered in the analysis. The results of the analysis reflected different time spans for each tree characteristic to reach the value currently calculated for the site.

Open space, planned for Sacramento Commons, will serve multiple functions, including opportunities for stormwater treatment; in addition, to meeting the open space and recreational needs of community residents and neighbors who access the site. Figures 2.12, 2.13, and Table 2.3 that follows provide a comparison of the differences in the built and open space (hardscape and softscape) environment/uses within Sacramento Commons, under existing conditions and proposed project conditions. Development within Sacramento Commons shall comply with City Code park requirements, requiring dedication of either park land or payment of an in-lieu fee to satisfy the project's Quimby requirements.

Table 2.3: Open Space Summary [1]		
Land Use	**Existing Site Conditions Area (acres)**	**Project Site Conditions Area (acres)**
Common Open Space	**4.32**	**4.17**
Open Space (Lawn and Landscaping)	2.14	1.82
Hardscape (Walkways)	2.18	2.35
Private Open Space	**0.72**	**2.97**
Private Open Space	0.50	1.32 (upper floor patios)
Pool Area	0.22	[2]
Residential Podium/Roof Open Space	-	1.65
Open Space Subtotal	**5.04**	**4.17 (ground level open space); 2.97 (above ground open space); 7.14 (total open space)**
Other Development Area (Ground Level)	**5.09**	**5.96**
Building Footprint (including Parking Garages)	3.10	5.96
Surface Parking	1.99	-
Total Area (Ground Level)	**10.13**	**10.13**

Notes:

[1] Refer to Figure 2.3 for the existing open space/land use summary plan and Figure 2.4 for the proposed project open space/land use summary plan.

[2] Pools are included on podium/roof open space, as shown in Figure 2.2.

Source: Van Tilburg, Banvard & Soderbergh, and compiled by AECOM in 2014

As an infill site in Downtown Sacramento, the project proposes a site-integrated approach to stormwater management, using a variety of stormwater quality control measures, consistent with guidance provided in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*. The project proposes an array of run-off reduction and source control measures for the treatment of storm water quality on-site, which begins with utilizing existing site features, including the large number of mature street trees that surround the project site. These trees intercept the rain and their roots take in the water that soaks into the ground. Within the North-South and East-West Promenades, the project will employ run-off reduction measures such as, porous pavement, disconnected roof drains, disconnected pavement, and interceptor trees, as identified in Figure 2.14. The project will comply with site planning source control principles and design guidance for loading, outdoor storage, and waste management areas, as recommended in the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*.

Figure 2.7: Conceptual View of East-West Promenade Looking Towards O Street

Figure 2.8: Conceptual View of Central Plaza

Figure 2.9: Conceptual View of Overhoff Relief Art Wall Along the North-South Promenade

Figure 2.10: Conceptual View of Community Plaza on the Corner of P and 7th Streets

Figure 2.11 Conceptual View of Streetscape at N Street Entrance to the North-South Promenade

Source: Van Tilburg, Banvard & Soderbergh, 2014

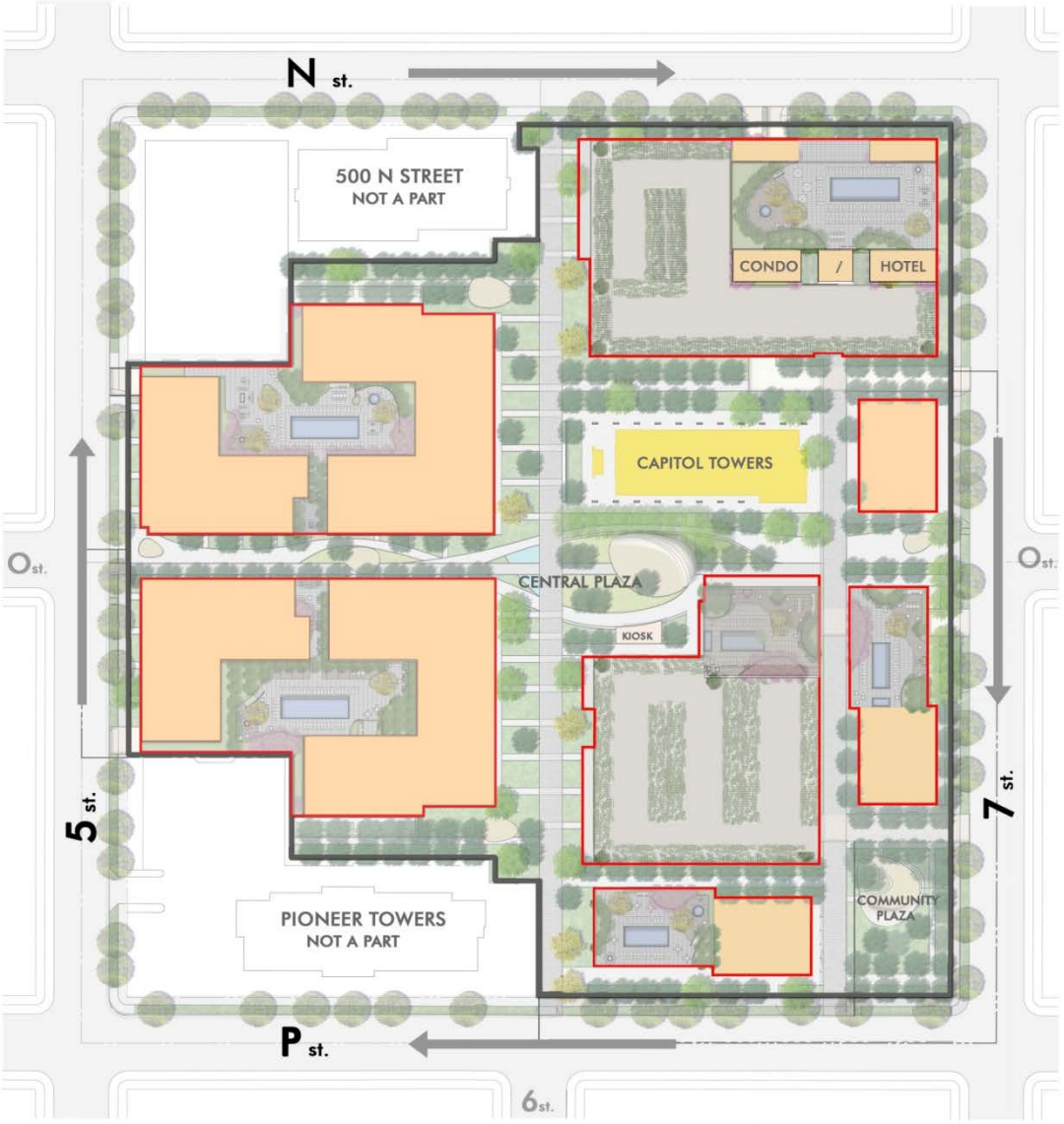
Figure 2.12: Existing Open Space/Land Use Summary Plan

Open Space (Lawn)	2.14 acres
Hardscape (Walkways)	2.18 acres
Pool Area	.22 acres
Private Open Space (Patios)	.5 acres
Capitol Towers	.24 acres
Garden Apartments	2.48 acres
Surface Parking Lots	1.99 acres
Parking Garage	.38 acres
Total Common Public/Private Open Space	5.04 acres

EXISTING
LAND USE/OPEN SPACE SUMMARY

Source: Van Tilburg, Banvard & Soderbergh, 2014

Figure 2.13: Open Space/Land Use Summary Plan for the Proposed Project

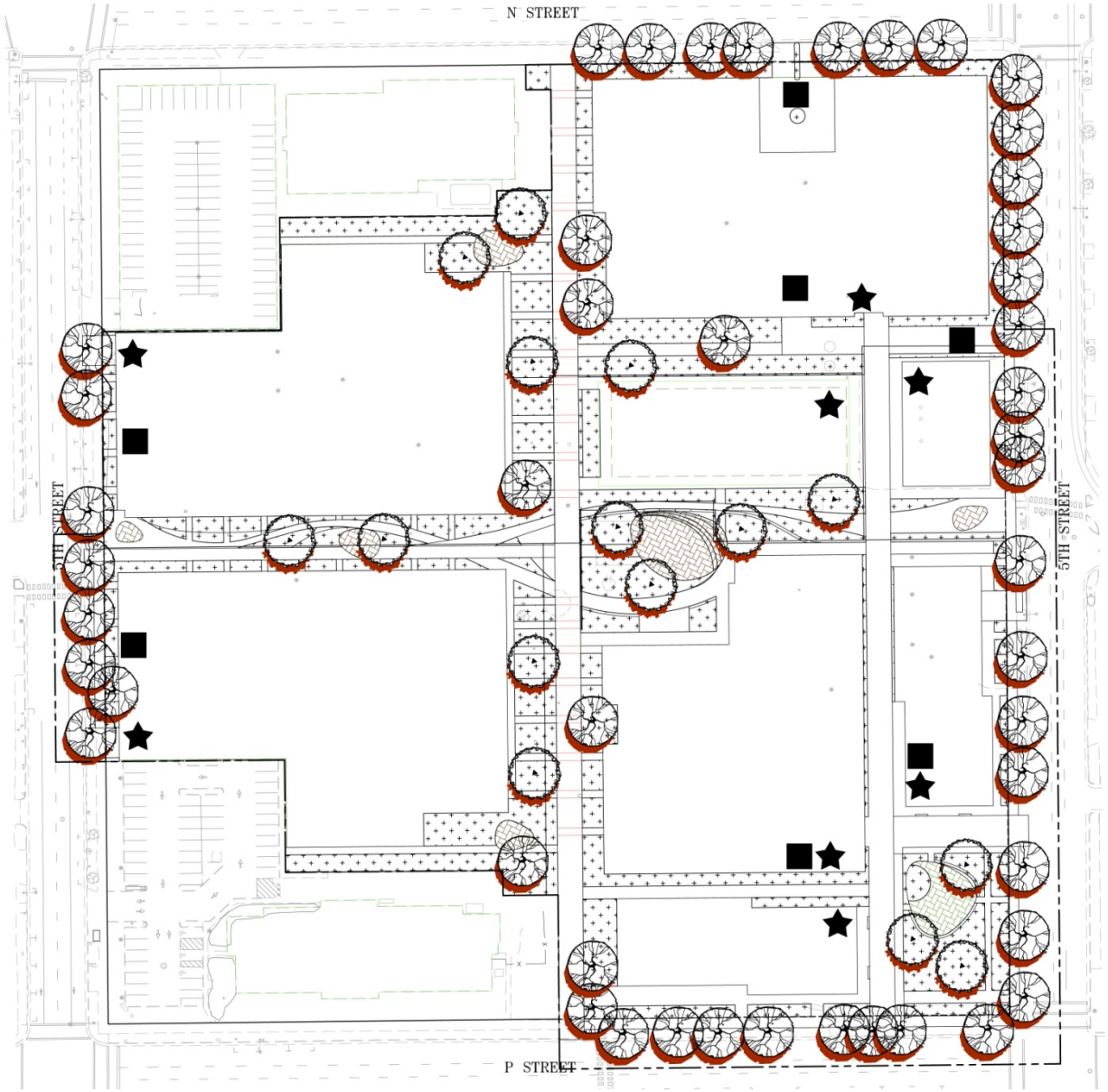


Hardscape (Walkways)	2.35 acres
Open Space (Lawn)	1.90 acres
Residential Open Space (Podium/Roof)	1.55 acres
Building footprints at Grade	5.64acres
Capitol Towers	.24 acres
Total Common Public/Private Open Space	7.12 acres*
*Residential Private Open Space (Balconies not shown)	1.32 acres

PROPOSED
LAND USE/OPEN SPACE SUMMARY

Source: Van Tilburg, Banvard & Soderbergh, 2015

Figure 2.14: Site Integrated Low Impact Development Strategies



EXISTING CONDITION AREA CALCULATIONS

TOTAL SITE AREA:	10.13 AC
TOTAL BUILDING FOOTPRINT:	3.40 AC
TOTAL PERMIABLE LANDSCAPE:	2.34 AC
TOTAL IMPERVIOUS HARDSCAPE: (SURFACE PARKING, WALKS, PATIOS)	4.39 AC

76.9 PERCENT IMPERVIOUS

PROPOSED PLAN AREA CALCULATIONS

TOTAL SITE AREA:	10.13 AC
TOTAL BUILDING & STRUCTURED PARKING FOOTPRINT:	5.97 AC
TOTAL PERMIABLE LANDSCAPE:	1.88 AC
TOTAL IMPERVIOUS HARDSCAPE:	2.28 AC

81.4 PERCENT IMPERVIOUS

POTENTIAL PROJECT LID MEASURES

LID MEASURE	TYPE
STORM DRAIN MARKINGS & SIGNS	SOURCE CONTROL
LOADING AREAS	SOURCE CONTROL
WASTE MANAGEMENT AREAS	SOURCE CONTROL
PERVIOUS PAVEMENT & HARDSCAPE	RUNOFF REDUCTION
DISCONNECTED ROOF DRAINS	RUNOFF REDUCTION
DISCONNECTED PAVEMENT	RUNOFF REDUCTION
PRESERVE EXISTING INTERCEPTOR TREES	RUNOFF REDUCTION
PLANT INTERCEPTOR TREES	RUNOFF REDUCTION

LEGEND

- EXISTING INTERCEPTOR TREES
- POTENTIAL WASTE MANAGEMENT AREA
- POTENTIAL NEW INTERCEPTOR TREE
- POTENTIAL LOADING AREA
- POTENTIAL PERVIOUS PAVEMENT
- POTENTIAL PERMIABLE LANDSCAPE

NOTE: PROPOSED LID MEASURES ARE SUBJECT TO REVIEW BY THE CITY OF SACRAMENTO AND MAY CHANGE. SITE WILL COMPLY WITH THE REQUIREMENTS OF THE STORMWATER QUALITY DESIGN MANUAL FOR THE SACRAMENTO AND SOUTH PLACER REGIONS (MAY 2007).

40' 20' 0 40'

SCALE: 1" = 40'

Source: Wood Rodgers, 2014

2.2 PERMITTED AND PROHIBITED USES

Sacramento Commons is to be designated R-5-PUD, maintaining the purpose of R-5 zones to permit dwellings, institutions, and limited retail and service uses to the surrounding neighborhood. Permitted, conditionally permitted, and uses not permitted for Sacramento Commons are consistent with and shall follow the same standards identified for the R-5 zone in the City Code, except as summarized in Table 2.3, below.

2.2.1 TABLE OF PERMITTED AND PROHIBITED USES

Uses proposed to be "not permitted," in Table 2.4, are currently "permitted" in the R-5 zone, but would not be consistent with the project proposal. The project proposes to separately define "bar" from "nightclub," as addressed in paragraph A and sets specific standards for live-work uses, as addressed in paragraph B, following Table 2.4.

Table 2.4: Permitted and Prohibited Uses

Land Use	Type of Approval
Residential Use	
Mobilehomes and mobilehome parks	Not Permitted
Non-Residential Use	
Bar (see definition in paragraph A., that follows)	Permitted
Cemetery	Not Permitted
Check-cashing center	Not Permitted
High voltage transmission facility	Not Permitted
Mortuary; crematory	Not Permitted
Night club (see definition in paragraph A., that follows)	Not Permitted
Non-profit organization, food storage and distribution and meal service facility	Not Permitted
Passenger terminal	Not Permitted
Temporary residential shelter	Not Permitted
Well-gas, oil	Not Permitted

Source: AECOM, 2014

A. Bars and Nightclubs

Within the R-5 zone, "bar; nightclub" is identified as a conditional use approved by the Planning and Design Commission. For the purposes of the PUD Guidelines, bars and nightclubs are separately identified and defined, where the term, "bar" is consistent with the existing City Code definition for "bar; and nightclub" to mean: "any establishment designed, maintained, operated, used, or intended to be used for the selling or serving of alcoholic beverages to the public for consumption on the premises, which does not qualify as, or is part of, a bona fide public eating place such as, a wine bar or off-site tasting room, as defined in Business and Professions Code section 23038. A "nightclub," as defined in the Sacramento Commons PUD Guidelines, shall mean: "An establishment in which music, dancing, or entertainment is conducted as a primary use." The PUD Guidelines is intended to allow a hotel

restaurant, with kitchen and bar that would permit selling or serving of alcoholic beverages to the public for consumption on the premises and music, dancing, or entertainment as an accessory use.

B. Live-Work Use and Standards

"Live-work" units in Sacramento Commons allow for the convenience of both living and working in one place. Live-work units provide for creative and active use of the ground floor space and typically, feature high ceilings and other comforts of living in a home with additional flex space to accommodate nonresidential uses allowed by the Code. Uses allowed in live-work units such as, offices, artist studios, or incubator businesses depend on little or no client or customer traffic; and thus, are consistent with the residential character and nature of the community. Live-work units provide community benefits by promoting employment opportunities and a day time population to activate the community on a regular basis; allow for mixed-use living arrangements to accommodate a variety of lifestyles; reduce commute travel and vehicular use; and promote creative development plans and designs. Live-work units shall be governed by the following standards:

1. The work use shall be provided on the ground floor to activate the street or open space. Living areas and private uses should be located above or behind the work use.

2. Home occupations or businesses shall comply with all applicable permitting processes for the City, as required for the use or operation.

3. Uses on-site shall not generate external noise, odor, glare, vibration or electrical interference detectable to the normal sensory perception by adjacent neighbors or detract from or cause a nuisance to the community.

2.3 DEVELOPMENT STANDARDS

Development within the Sacramento Commons PUD area is subject to the building setbacks, massing, and other development standards of this PUD. Unless otherwise noted, the development standards included in Table 2.5 supersede and supplement the development standards for R-5 in the Planning and Development Code. Development standards for Sacramento Commons are generally consistent with the development standards for the R-5 zone, except in a few respects, including in the maximum lot size; maximum lot depth; rear yard setbacks; and tower interior side and rear yard setbacks. These variations are due to the unique configuration of the project site, as four city blocks, with centrally located promenades and frontage on four major roadways.

The project proposes to modify the definition of "building base" in the Planning and Development Code from the first 65 feet of the building height to the first 75 feet of the building height, which is consistent with the Central Core Design Guidelines that addresses building base heights of between 65 feet and 85 feet. The project also proposes bulk control standards that deviate from recommendations in the Central Core Design Guidelines, but are permitted under the Central Core Design Guidelines, subject to meeting performance standards, further described in Section 2.3.1.A, "Bulk Control Standards for High-Rise Towers."

The design of the building structures and towers were given significant thought and consideration. The proposed project has been designed to balance multiple site objectives, including maintaining a sense of proportionality with new structures, in relation to the three existing towers within the four block site; providing design features for the construction of functional and efficient structures; and maximizing ground floor open space. In order to accomplish these objectives, the development standards for Sacramento Commons vary from the R-5 zone, as noted above.

2.3.1 DEVELOPMENT STANDARDS TABLE SUMMARY

Table 2.5: Development Standards Summary	
Lot Size and Coverage and Building Density, Intensity, and Height	
Lot Coverage (percentage)	80% maximum
Lot Size (square feet)	144,000 maximum
Lot Width (feet)	40 minimum
Lot Depth (feet)	80 minimum; 370 maximum
Density for Residential Parcels (units/net acre) [1]	175 maximum
Floor Area Ratios for Non-Residential and Mixed-Use Parcels	3.0 minimum; 15.0 maximum
Height	240 feet maximum
Building Setbacks (in feet) [2]	
Front Yard and Street Side Yard Setback	10 minimum; 25 maximum
Ground Floor Transparency	60% minimum
Permitted Setback Encroachments into the Front and Street Side Yard	Structures such as, storefronts and arcades; covered and uncovered porches, decks, and patios may extend into minimum front and street side setback areas, up to a height of 15 feet, if not interfering with the street tree canopy
Interior Side Yard Setback	0
Midrise to Midrise and Midrise to Tower Building Separation (within PUD area) [3]	40 minimum
Separation from Existing Buildings (500 N and Pioneer Towers) Outside the PUD area [3]	55 minimum
Tower [4] Setbacks (in feet)	
Front Yard and Street Side Yard Setbacks	Same as for the main wall of the building base
Interior Side Yard and Rear Yard Setbacks	
Tower to Tower Separations [3]	80 minimum
Other Development Standards	
Architectural Design Guidelines	See Code Chapter 17.600
Landscaping and Paving Requirements	See Code Chapter 17.612
Recycling and Solid Waste Disposal Regulations	See Code Chapter 17.616
Wall, Fence, and Gate Regulations	See Code Chapter 17.620
Parking Requirements	See Section 2.3.2, below
Sign Standards and Regulations	See Section 2.3.3, below

Notes:

[1] As proposed, Parcels 1, 2A, 2B, and 4B are residential parcels; parcels 3 and 4A are mixed-use parcels.

[2] No rear yards due to unique site configuration.

[3] Minimum separation distances between buildings are not applicable to parking garages.

[4] "Tower" means the portion of the building located above a building base height of 75 feet.

Source: AECOM, 2015

A. Bulk Standards for High-Rise Towers

The following bulk controls shall be applicable to the high-rise towers planned within the PUD area, above a base height of 75 feet. These standards are proposed to vary from the CCUDG. Section 4.D.3 of the Central Core Design Guidelines provides bulk control guidelines, intended to serve as a framework for the review of projects. Alternative designs are permitted that meet the intent of the Central Core Design Guidelines if: "the proposed design provides equal or greater amenities and benefits to compensate for areas of the project design not in compliance. Projects that do not adhere to bulk control criteria should ensure, at a minimum that tower designs take into consideration shadow casting, heat island effect, solar orientation, wind tunnel effects, prevailing winds, as well as viewsheds."

1. For the high-rise tower on Parcel 3, both site development scenarios, with a maximum building height of 240 feet:
   a. Maximum average tower floor plate: 17,000 square feet;
   b. Maximum plan dimension: 185 feet; and
   c. Maximum diagonal dimension: 225 feet.
   d. Bulk reduction: 10% reduction required for top 20% of the tower height, measured from grade; no setback from the street is required at the street wall base height
2. For the residential high-rise towers on Parcel 1, with a maximum building height of 240 feet:
   a. Maximum average tower floor plate: 13,500 square feet;
   b. Maximum plan dimension: 192 feet;
   c. Maximum diagonal dimension: 208 feet; and
   d. Bulk reduction: 10% reduction required for top 20% of the tower height, measured from grade; no setback from street required at the street wall base height.

2.3.2 PARKING AND LOADING

Vehicular Parking and Loading

No minimum parking requirements are identified for land uses within the Central Business District in City Code Chapter 17.608. Refer to Section 2.1.4 for the description of parking, proposed to serve parking demand on-site. Refer to the parking standards in Code Chapter 17.608 for all other parking requirements.

The number, size, and design of loading areas proposed to serve the project shall be addressed through the Site Plan and Design Review process, at the time of submittal of future development applications.

Bicycle Parking

Bicycle parking for Sacramento Commons shall include both long-term and short-term bicycle parking spaces and conform to applicable bicycle parking standards for the Central Business District in City Code Chapter 17.608. In addition, the project will comply with CalGreen standards for non-residential uses (including spaces for hotel and neighborhood support/retail uses) that require short-term bicycle parking be permanently anchored bicycle racks within 100 feet of a visitor entrance, visible to passersby for 5% of the visitor vehicle parking capacity.

2.3.3 SIGNAGE STANDARDS

Signage used within Sacramento Commons generally consists of project identity signs; business identification signs; wayfinding signs; live-works signs; real estate signs; informational signs; and building or unit number signs. Signage for Sacramento Commons shall comply with the standards in Chapter 15.148 of the City's Code, except as defined and provided in the standards that follow. Signs shall be designed to the following standards, consistent with the overall design themes of the community, as addressed in the design guidelines for signage and public art in Section 3.1.5. Unless otherwise permitted, exceptions to these standards shall require an amendment to the PUD Guidelines. A Master Sign Plan, to be submitted to the City during the Site Plan and Design Review process and subject to the standards set forth below, is proposed to guide development of all project identity and wayfinding signs.

A. Project Identity Signs

Project identity signs identify the community and present a uniform image and character for Sacramento Commons. Project identity signs may consist of landscaped monument signs, pilaster signs, freestanding signs, wall signs, banner signs, and other attached or detached signs, as regulated by City Code Chapter 15.148. The number, location, and size of project identification signs permitted along the street frontage and on interior promenades and walkways shall be identified in a master sign plan, consistent with the following standards.

1. **Number and Location of Signs.**

   a. **Monument Signs.** One monument sign or other project identity sign is permitted at each major or promenade entrance into the community and in the landscaped setback of a street corner, subject to visibility requirement for corner lots in Chapter 17.60 of the Code. Project identification signs shall be coordinated with the location of business tenant identification signs to prevent signage clutter.

   b. **Interior Signs.** Signs located interior to the property, including signs along the promenades and walkways intended to be viewed primarily from inside the premises, shall be located in visible locations and coordinated with other signs on the property.

   c. **Banner Signs.** Banner signs may be permitted. The maximum number and size of banner signs and locations shall be determined with the approval of the master sign plan.

   d. **Attached Signs.** Attached signs, where provided, shall be limited to one for each building, per street frontage.

2. **Size and Design of Signs.** The design of signs shall be addressed in a master sign plan, consistent with the intent of regulations in the City Code and the following standards.

   a. Monument signs shall not exceed six (6) feet in height or a maximum sign area of 48 square feet, unless, otherwise permitted in the master sign plan.

   b. Banner signs shall be limited to 40 square feet.

   c. Attached signs shall be placed flat against a building or designed as part of an architectural feature, as addressed in City Code, Sections 15.148.280 and 15.148.150. The maximum area of an attached sign shall not exceed a total aggregate area of two square feet for each foot of linear street frontage, up to a maximum of 150 square feet.

B. Business Tenant Identification Signs

Tenant signs shall be used to identify business tenants on the property. Tenant identification signs may consist of a variety of attached signs and/or freestanding signs. Building tenant identification signs shall be regulated by City Code, Chapter 15.148 and the standards that follow.

1. **Number and Location of Signs**

   a. **Attached Tenant Signs.** Each tenant may have up to two attached signs, one per building face, to be located either flat against the wall of the building or projecting, subject to the standards for attached signs in Section 15.148.280 and projecting signs in Sections 15.148.370 through 15.148.440 of the City Code. If a hotel use is included in the high-rise tower proposed on Parcel 3, the high-rise tower may include a rooftop sign for each building face, identifying the hotel use. The rooftop sign may project above the parapet wall.

   b. **Freestanding Tenant Signs.** One tenant monument sign, tenant directory sign, or other freestanding tenant sign is permitted for each building, per street front to be coordinated with the location of freestanding project identity signs, as addressed in paragraph A.1.a above. Signage for multiple in-line tenants within a building are encouraged to be provided on one common base.

   c. **Window Signs.** For each ground floor tenant, no more than two permanent window signs may be painted on or otherwise displayed on the inside surface of any window.

2. **Size and Design of Signs.**

   a. **Attached Tenant Signs.** The total area for all attached signs shall not exceed a total aggregate area of two square feet for each foot of linear street frontage, up to a maximum of 150 square feet per tenant frontage, for a maximum of two street faces (if on a corner lot). If a hotel use is included in the high-rise tower proposed on Parcel 3, the high-rise tower may include signage in the upper sign area or on the rooftop sign of each building face, identifying the hotel use. The rooftop sign may project above the parapet wall.

   b. **Freestanding Tenant Signs.** Freestanding tenant signs shall not exceed 48 square feet in area, unless otherwise permitted with a sign permit.

   c. **Window Signs.** The total area of window signs for each ground floor tenant shall not exceed a sign area of four square feet.

C. Wayfinding Signs

Wayfinding signs support the identity themes for Sacramento Commons and may consist of directional signs and site information maps that aid residents, tenants, and visitors in navigating the property. Wayfinding signs shall be developed in accordance with a master sign plan for the overall project site and coordinated with the location of other site signage.

1. **Number and Location of Signs** One directional wayfinding sign or site information map is permitted at each promenade entrance into the community, visible from the street and as permitted for signs located interior to the property, as addressed in paragraph a., below.

   a. **Wayfinding Signs.** One directional wayfinding sign or site information map is permitted at each promenade entrance into the community, visible from the street and

as permitted for signs located interior to the property, as addressed in paragraph 1.b, below.

b. **Interior Signs.** Signs located interior to the property, including signs along the promenades and walkways, intended to be viewed primarily from inside the premises, constitute "Interior Signs" for the purposes of City Code, Section 15.148.660.D and are exempt from permit requirements in the City Code, Chapter 15.148. Interior signs may be illuminated, subject to an electrical permit. Signs shall be located in visible locations and coordinated with other signs on the property.

2. **Size and Design of Signs.** Wayfinding directional signs shall not exceed 20 square feet in area. Site information maps shall not exceed a maximum area of 30 square feet. Both types of signs may be double-sided and illuminated.

D. Live-Work Tenant Signs

Live-work tenant signs shall be subject to the standards that follow.

1. **Attached Tenant Signs.** Signage intended to promote on-site commercial uses shall be restricted to projecting signs or signs permanently affixed to the door or wall of the business, subject to the standards for attached signs in Section 15.148.280 and projecting signs in Sections 15.148.370 through 15.148.440 of the City Code.
2. **Freestanding Tenant Signs.** Freestanding signs shall not be permitted for live-work uses.

E. Small Signs

Signs providing direction or instruction on the property and not advertising a business shall be regulated as "Small Signs," addressed in City Code, Section 15.148.660.C of the City Code, and not to exceed four square feet in area, unless otherwise permitted by the City. Identification of the community: "Sacramento Commons" or a Sacramento Commons logo, do not constitute general advertising.

F. Building or Unit Number Signs

Building or unit numbers and name plates should not exceed two square feet in area for each residential building, unless otherwise permitted by the City.

G. Sign Illumination

Signage may be indirectly or directly illuminated, when designed, located, and appropriately screened to avoid casting direct light sources on residential units in the PUD area, subject to City review and approval as part of a master sign plan or signage permit. All illuminated signs shall be subject to an electrical permit.

III. COMMUNITY DESIGN

Community design concepts, standards, and guidelines are described in this chapter, to guide and support the quality site, architectural, and landscape design of the Sacramento Commons community, consistent with the site form and function summary concepts specific for the project development that follows and the City's guidelines for the Central Core. Design standard and guidelines also recognize and provide flexibility to respond to market needs and conditions and ensure compatibility with existing surrounding development and uses. The standards and guidelines in this chapter will assist planning staff, the Planning and Design Commission, and City Council in evaluating future site plans on the project site for consistency with the PUD Guidelines. To this end, this chapter identifies both design standards, which express a requirement that must be followed and use the terms: "shall" or "required;" and design guidelines, which are intended to be qualitative and express design intent. Design Guidelines provide flexibility for interpretation, so long as the intent of the guidelines is upheld. Design Guidelines use terms like "should," "may," "encouraged," and "discouraged."

Application of the standards and guidelines in this chapter ensures development that may occur over an extended period of time within Sacramento Commons is of high quality, consistent with the City's adopted goals and policies, and addresses the project objectives of the PUD Guidelines. The design standards and guidelines in this chapter reference Section 3 (Central Core Design Guidelines) of the Central City Urban Design Guidelines (CCUDG). They, therefore, supplement and provide adjustments to the City's guidelines and provide additional specificity, as they apply to project conditions, goals, objectives, and the overall design themes for Sacramento Commons. The standards and guidelines in this chapter address the intent of the design guidelines set forth in Chapter 3 - Public Realm and Chapter 4 - Private Realm of the Central Core Design Guidelines.

Where the design standards and guidelines are silent, the project shall comply with the City's Planning and Development Code and Central Core Design Guidelines. Where design guidelines in this document are not the same as those contained within the Central Core Design Guidelines, the design standards and guidelines in this document shall prevail. Design standards and guidelines in this chapter that change or modify guidelines in the Central Core Design Guidelines are identified in brackets and italicized text, with section references provided to corresponding descriptions in the Central Core Design Guidelines.

3.1 COMMUNITY DESIGN FRAMEWORK

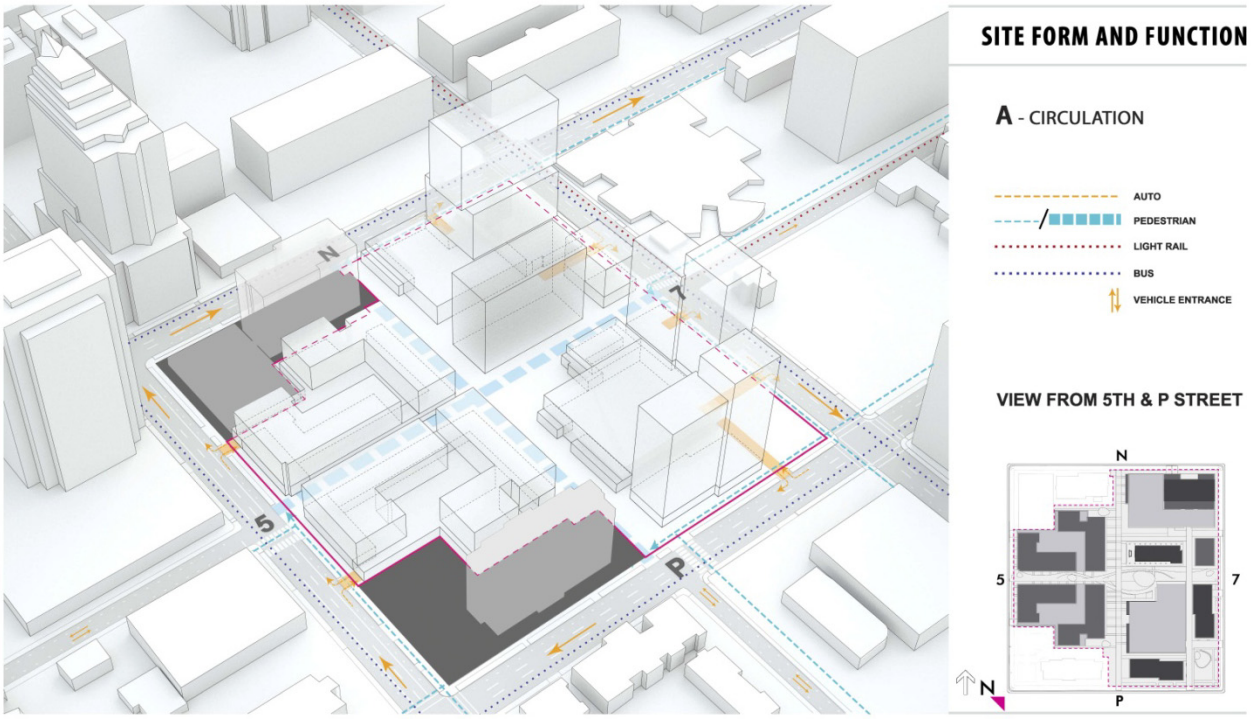
The community design framework for Sacramento Commons are summarized in the following site form and function diagrams that highlight the basic concepts guiding development of Sacramento Commons.

3.1.1 SITE FORM AND FUNCTION CONCEPTS

A- Circulation

Bicycle, pedestrian, vehicular, and transit circulation and access, including vehicular parking entrances into Sacramento Commons, is illustrated in Figure 3.1. The East-West and North-South Promenades (represented by turquoise blue lines) continue the urban grid of the City and establish the primary pedestrian and bicycle access movements through the community. These walkways provide connections to nearby transit stops on- and off-site and support surrounding Downtown area access. Vehicular and parking access has been balanced and distributed along each of the street frontages (with one-way streets that circulate traffic in a clockwise direction around the site) to serve the vehicular access and on-site parking needs of the community. The community also benefits from being served by bus and light rail transit, with bus lines traveling along all four street sides that surround the property and light rail access along 7th and O Street, with a station on O Street, east of the property. Located within the rich, multimodal transportation environment of Downtown Sacramento, Sacramento Commons will ensure all modes of access are safe and support a pedestrian-friendly community environment.

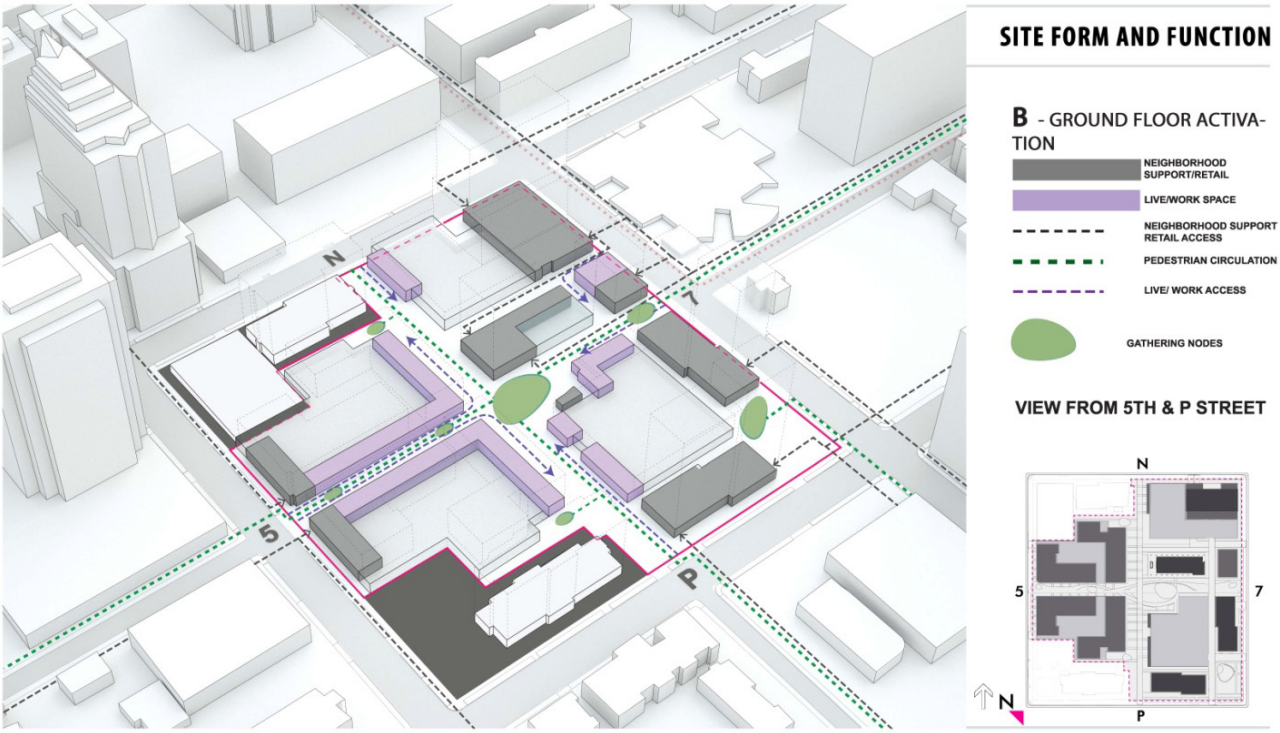
Figure 3.1: Circulation Concept



B- Ground Floor Activation

To support the primary pedestrian movements along the city's grid, Sacramento Commons will be designed with architectural and landscape features that ensure a lively and active ground floor experience. Each of the residential or mixed-use development products in the community include neighborhood retail or support uses (as indicated by the grey building masses) that line each of the street frontages around the property. The existing ground level retail uses in the Capitol Towers building is also indicated and would continue to remain as part of the Sacramento Commons project. Internal East-West and North-South Promenades, accessed by the community, are lined with live-work spaces (shown in purple) and landscaped open space that is interspersed with gathering or activity nodes (shown by the shaded green masses).

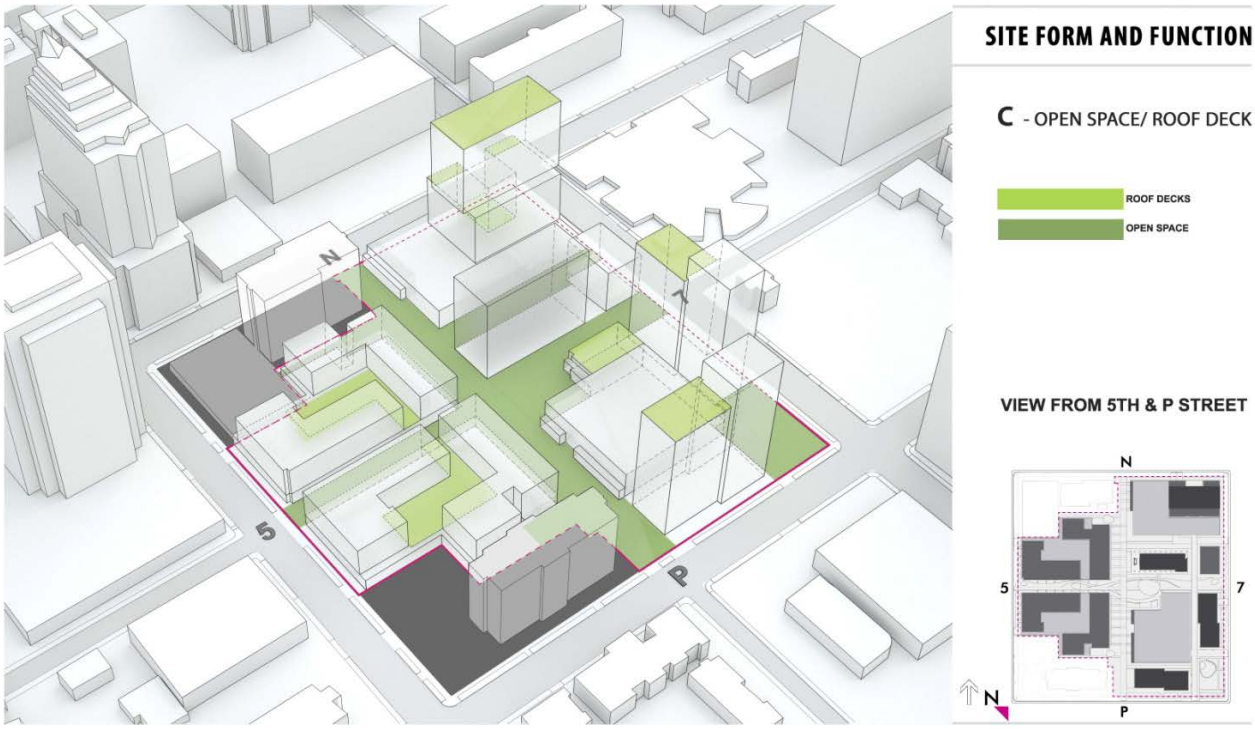
Figure 3.2: Ground Floor Activation Concept



C- Open Space

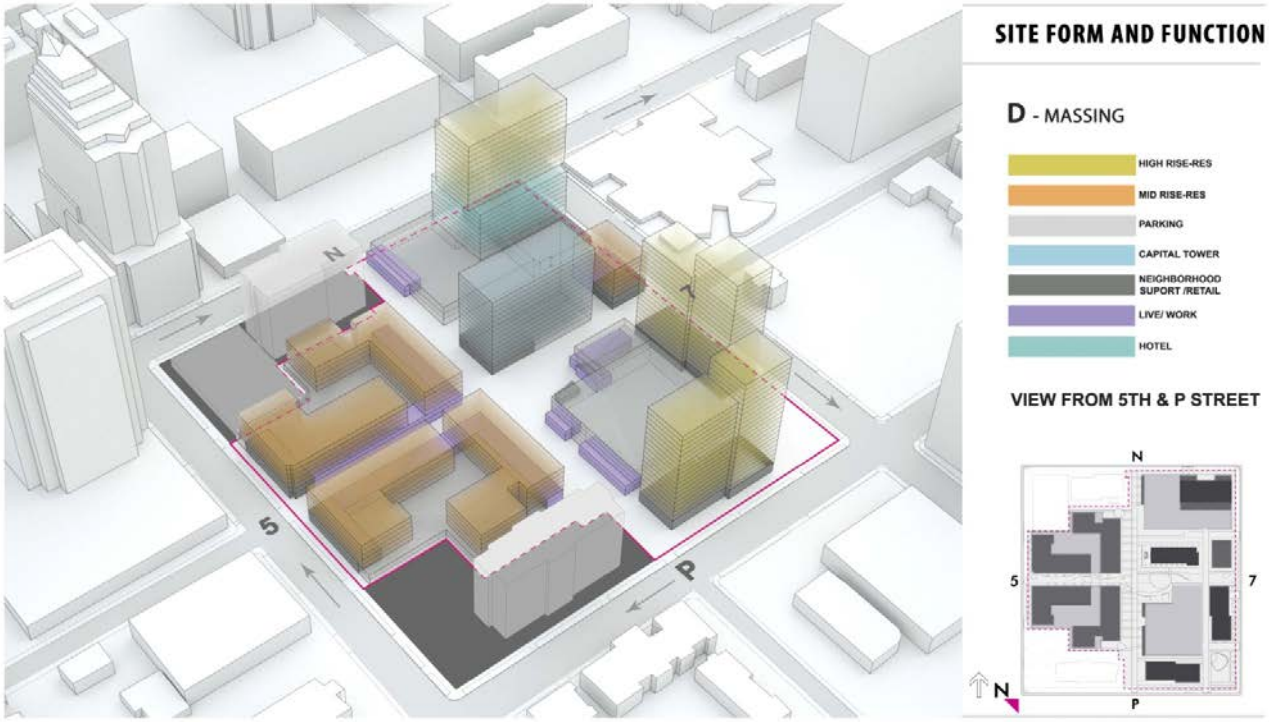
Sacramento Commons includes a landscaped garden setting, organized by two landscaped promenades, as well as podium and rooftop decks that establish the open space system for Sacramento Commons and serve as the major community amenity.

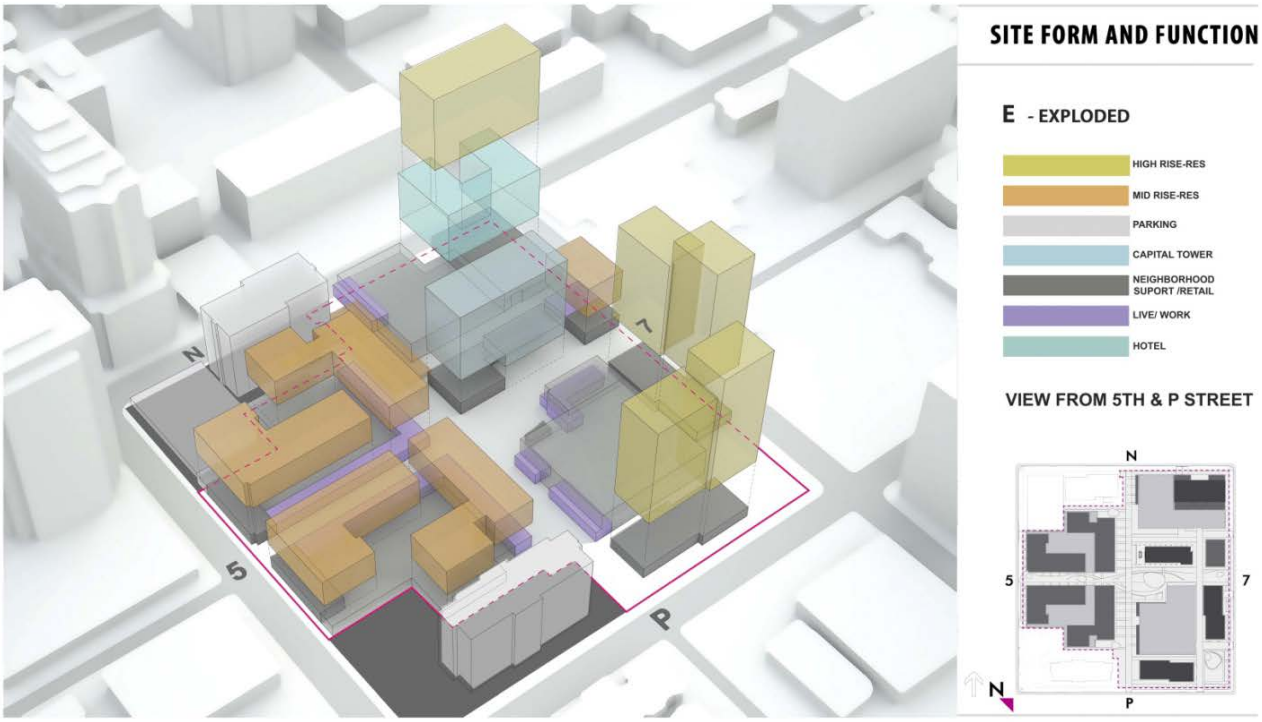
Figure 3.3: Open Space Concept



D- Land Use and Massing

Sacramento Commons has been designed as an active residential mixed-use community that has been carefully integrated into the Downtown urban grid to enhance the mix of land uses in the community and fit into the context and character of the surrounding Downtown area. Through careful site planning and design of the building architecture and massing, the project will support active pedestrian spaces and a pedestrian-, bike-, and transit-friendly community environment.





These features, as a whole, establish the unique community design context for Sacramento Commons and serve as a basis for the development standards and design guidelines that follow in this chapter.

3.1 SITE, STREETSCAPE, AND LANDSCAPE DESIGN

Site design standards and guidelines for Sacramento Commons are intended to complement the development character of the existing neighborhood; integrate with the existing circulation network; and promote high-quality building development and landscape design.

3.1.1 SITING AND ORIENTATION

Intent

Siting and orientation standards and guidelines for Sacramento Commons are intended to provide design criteria for the placement of buildings in response to existing site and building conditions, the local climate, land use activities, and design themes in the community.

Siting and orientation of development respects and responds to existing site, building conditions, and land uses.

Guidelines for siting and orientation are addressed in Chapter 4: Private Realm, sections 4.B.1 through 4.B.4 of the Central Core Design Guidelines, which addresses:

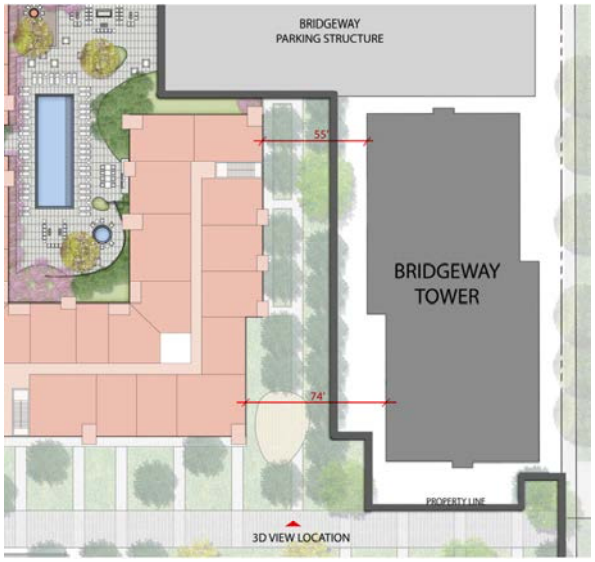
- Setbacks and build-to-lines
- Building setbacks from trees
- Lot coverage
- Open space

Sacramento Commons should conform to the design guidelines in Sections 4.B.1 through 4.B.4 of the Central Core Design Guidelines and the following additional design standards and guidelines.

Design Standards

Orientation

- While placing buildings on the site, sufficient distance between adjacent towers, as required by the minimum setback standards in Chapter 2 of the PUD Guidelines and shown in the design concept to the right, shall be maintained to allow individual tower units, ground level uses, and rooftop terraces access to sunlight and natural ventilation.



Buildings on the site shall be provided a sufficient distance from adjacent residential towers to allow units, ground level uses, and patios access to sunlight and natural ventilation.

Design Guidelines

Setbacks

- New buildings fronting an existing street should have setbacks, generally consistent with setbacks of existing buildings on the street and respond to existing features in the setback areas, including preserving existing street trees and quality landscape features within the street and other setback areas. Refer to Table 2.3 for setback requirements for Sacramento Commons.
- Placement and design of new buildings should reinforce the site design and landscape concepts of the project, with landscape features, community amenities, and gathering nodes that help foster opportunities for social interaction.

New buildings should generally be consistent with setbacks of existing buildings on street.

Orientation

- Residential buildings should be oriented to the street or common open space areas to allow units access to natural light and ventilation, as well as, street or promenade views.
- Street-level or upper level units, visible from the streets and common open space, or from another unit, should be designed to ensure privacy, where desired in each unit for private spaces such as bedrooms and bathrooms, and allow eyes-on-the-street for semi-private areas such as, living rooms, kitchens, patios, and balconies.

Units should be oriented to the street or internal courtyard areas to take advantage of access to passive solar and natural ventilation.

3.1.2 PUBLIC REALM DESIGN

Intent

The public realm design guidelines that follow address the zone between the building and the street and their relationships.

Specific design guidelines applicable to Sacramento Commons are addressed in Chapter 3: Public Realm, Sections B.1, B.3, C.1, and C.2 of the Central Core Design Guidelines, which cover the following topics:

- Street types (within Sacramento Commons, N Street, P Street, and 5th Street are described as “corridor streets” while 7th Street is defined as a “transit street”)
- Intersections
- Sidewalks
- Functional zones

Sacramento Commons should conform to these design guidelines and the following new or modified design guidelines (see italicized text for modified guidelines and reference to the corresponding Central Core Design Guidelines).

Design Guidelines

Circulation and Multimodal Access

- *Surrounded by one-way streets on all sides and organized by central promenades, the project requires vehicular ingress and egress points along all street frontages, but should be designed to do so in a manner that ensures efficient vehicular access for the project and minimizes curb cuts and conflicts with the safety of pedestrians, bicyclists, and transit users [modification to Chapter 4, Section B.7 of the Central Core Design Guidelines].*

Coordination with Existing Streetscape

- Design the community plaza at the intersection of 7th and P Streets as an entry statement, with design elements that are compatible with the character of the plaza space, south of P Street at the State Central Plant.
- In enhancing pedestrian and transit facilities on-site, improve the existing mid-block crosswalk from Sacramento Commons to the light rail station on O Street, with enhancements that improve the visibility of the crosswalk.
- When feasible, preserve, enhance, and maintain sidewalk landscaping and street trees on all streets surrounding the PUD area.

Consider paving treatment that enhances the existing mid-block crosswalk from Sacramento Commons to the light rail station on O Street.

Site Access

- Provide necessary internal vehicular ways, with adequate driveway widths and turning radii to serve on-site parking areas and fire and service access for Sacramento Commons' residents, visitors, and other users expected to uses these areas.
- Plan pedestrian and bicycle connections on-site to connect and integrate into the City's existing multimodal transportation network.
- Design and improve the landscaped promenades and walkways with signage, street furniture, and landscaping to serve both residents and other site users.

Design and improve landscaped promenades and walkways to serve needs of residents and other site users.

3.1.4 PARKING, LOADING, AND SERVICE AREAS

Intent

The intent of parking, loading, and service area guidelines are to minimize the visual impact of these uses in public areas, while maintaining their efficient function. Most of the parking provided for Sacramento Commons will be in parking structures or podium garages beneath residential development, wrapped with live-work uses. Therefore, it will be important to ensure that circulation to and from parking garages is safe and visible for drivers, pedestrians, and bicyclists.

Ensure safe access to parking, loading, and service areas that minimize conflicts with pedestrian, bicyclists, and other site users.

The design guidelines provided below are based on Chapter 4: Private Realm, Sections B.7, E.1, and E.2 of the Central Core Design Guidelines, which address the following topics:

- Site access, service areas, and utilities
- Location and configuration of structured and surface parking
- Bicycle parking

Sacramento Commons should conform to these design guidelines and the following additional design guidelines.

Design Guidelines

Off-Street Parking and Parking Structures

- On-site parking should be provided in parking structures to maximize use of floor space for residential, commercial, open space, and other active uses to ensure a pedestrian-friendly community.
- Provide safe and convenient pedestrian connections, including defined walkways from uses on site to parking areas.
- Parking structure or garage facades along the promenades should be wrapped by active ground floor uses or creatively screened with landscaping to minimize the visual impact of the parking structure.

Parking structure or garage facades are planned to be wrapped with ground floor live-work uses along the major pedestrian ways of the community.

- Light fixtures provided in the ceiling of parking structures or garages should not be visible from adjacent walkways or streets.
- Landscaped screening or short walls shall be applied on the sides of the parking structure or garage to shield headlights of parked cars from ground floor uses.

- Bicycle parking should be provided within parking garages or in convenient locations, preferably close to building entries, providing good visibility.

Loading, Services, and Utility Areas

- The number and design of loading areas will be addressed during the Site Plan and Design Review process, during the submittal of each development phase.
- Loading and services areas for non-residential uses on the site should be designed to minimize visibility from the adjoining streets.
- Loading, trash, and recycling areas should be accessible from the side or rear of buildings in secondary alleys or driveways (off primary streets) or in pull-out areas or bays, screened from public view, when possible; and shall allow adequate space and turning radii for truck movement and access and pick-up, without impeding walkways.
- Mechanical equipment that produces noise, exhaust, or visual blight should be located away from public walkways or screened from public view in a manner consistent with the character of the building.

Loading and service areas should be located away from public walkways and/or screened from public view.

3.1.5 LANDSCAPE DESIGN

Intent

Landscape design guidelines for Sacramento Commons ensure existing trees on-site are preserved, to the extent possible, and maintain and enhance the natural charm, quality of place, and pedestrian-friendly character of the community.

The Guidelines provided below are based on Chapter 3: Public Realm, sections C.3, D.1 through D.3, and Chapter 4: Private Realm, sections B.5 and D.4.j of the Central Core Design Guidelines, which cover the following topics:

- Street furnishings and amenities
- General landscaping guidelines
- Street tree guidelines
- Tree planting guidelines
- Landscaping as part of site planning
- Lighting

Site landscaping should enhance the pedestrian experience, complement existing development, and enhance the quality of the community.

Sacramento Commons should conform to these design guidelines and the following additional design guidelines.

Design Guidelines

General

- Landscaping in Sacramento Commons should help to enhance the pedestrian experience, complement on-site development, and improve the appeal and identity of the community.
- Landscape design should focus on preserving existing trees, to the extent practicable, particularly Heritage Trees and Street Trees, and should replace trees removed at the earliest possible development phase, especially along the promenades.
- The landscape palette, including planting and hardscape materials, should be chosen in a manner to reduce stormwater runoff and urban heat island effect.
- Trees should be planted where the available space between structures is equal to or greater than the footprint of a tree's expected mature canopy in order to achieve adequate soil volume. As the project is designed, the spaces between the buildings will be carefully studied and adjusted to ensure the number of trees planted will be equal to or exceed those shown on the conceptual landscape plans.
- In selecting canopy trees for the project site, trees selected should meet the following criteria:
    - Trees should be adapted to the local climate and chosen to be consistent with the existing urban tree canopy found within the Downtown area.
    - Priority should be given to trees that are drought tolerant and have watering needs consistent with understory plantings.
    - Overall, a broadly multi-species tree canopy palette is desired to provide resistance to disease and dieback, more common with monoculture plantings.
- Landscaping or signage located near intersections and site access locations should be maintained to ensure adequate site distances, in accordance with City Code standards.

Landscaping for Sacramento Commons should complement existing uses on the site and help to enhance the pedestrian environment.

Landscaping in the open space should help establish a design theme and a variety of public spaces for Sacramento Commons.

A broad multi-specifies tree palette is recommended to support a healthy tree canopy within Sacramento Commons.

Common Open Space Areas

- Climate appropriate landscaping, including ornamental plants, should be used to accentuate community plazas, promenades, courtyards, and other open space areas.
- Landscaping within the promenades should help establish a site design theme and identity for the common open spaces areas in Sacramento Commons.
- The East-West Promenade, which connects pedestrians and bicyclists to the light rail station, should be designed to enhance the pedestrian experience through the site, with shaded and well-lit pathways and durable seating areas.

Landscaping palettes and materials should be chosen to support/enhance the design themes within the community.

- Landscaping palettes and materials for the community plazas, promenades, and other open space areas should be chosen to help define an identity for the community.
- Landscaping should be placed and maintained to allow for plant growth, without obstructing community walkways or paths.

Street Lighting, Furnishings and Amenities

- A common theme, material, and color specification should be chosen for site lighting and furnishings (such as seating areas, trash receptacles, tree grates, and bollards) to create a unique identity for Sacramento Commons.
- Walks through covered or open space courtyards and entrances to buildings and parking structures should be illuminated with low-level or ambient lighting.
- Pedestrian lighting should provide adequate lighting for safety and navigation and shielded and directed downward to avoid casting glare into adjoining residential units or adjacent properties.
- Site lighting fixtures should complement building fixtures and use low voltage and LED lights.
- Site furniture, including benches and small trash receptacles should be located and placed in highly visible pedestrian areas.
- Tables and chairs in outdoor seating areas should be compatible in design aesthetics, material quality, and color to the site furnishings on-site to maintain an overall uniform design theme throughout the community.

A common theme, material, and color specification should be chosen for site lighting and furnishings.

Street furnishings should support landscape themes and maintain an overall uniform look.

3.1.6 SIGNAGE AND PUBLIC ART

Intent

Signage and public art design guidelines are intended to promote attractive, well-proportioned, and carefully located signs and public art that enhance the overall character of Sacramento Commons; provide information, direction, and wayfinding; and help to establish the identity of Sacramento Commons.

The design guidelines provided below are based on Chapter 3: Public Realm, Sections C.3.e, F. and Chapter 4: Private Realm, sections D.4.k and D.8 of the Central Core Design Guidelines, which cover the following topics:

- Furnishings and amenities
- Public art
- Signage on façades

Sacramento Commons should conform to these design guidelines, the signage standards in Section 2.3.3 of these PUD Guidelines, and the following additional design guidelines.

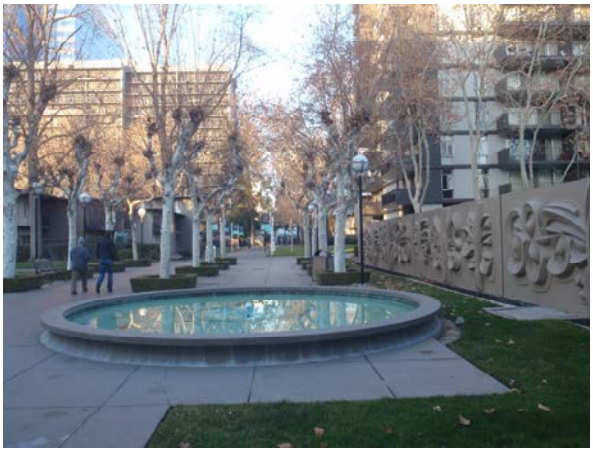
Design Guidelines

- A uniform system of signs should be provided for Sacramento Commons, consisting of: community signs (project identity and wayfinding signs) and tenant signs.
    - Project identity signs brand Sacramento Commons as a place and distinguish the entrances and areas that make up the community. These signs may consist of monument signs at major entrances to the site, banner signs, or other types of signs within the internal common open space areas of the site.
    - Wayfinding signs identify the locations of destinations or uses on-site or nearby such as, transit or parking locations and designated bicycle paths or connections and should be located in highly visible locations along major promenades or walkways, within the community plazas, in setback areas, or adjacent to building entries.
    - Tenant signs identify the businesses on-site and may consist of attached building signs, landscaped monument signs, awning signs, or projecting signs. Tenant signs should be compatible with the general themes and site design of Sacramento Commons.

Community identity signs

Wayfinding signs

- Signage and public art should be provided in highly visible locations within the internal promenades, walkways, plazas, and other public spaces of the community to activate and add identity to these spaces.
- Landscaping and signage at the N Street, 5th Street, P Street, and 7th Street promenade entries to Sacramento Commons should provide wayfinding information to support pedestrian use.
- Bicycle paths through the community should be clearly designated with signage to support the City's existing multimodal transportation network.
- Public art within Sacramento Commons may be integrated into the site furnishings such as, seating areas or bicycle racks.
- Site lighting and building façade lighting may be used tastefully to create public art displays within Sacramento Commons.



Public art should be used to activate and bring identity to community spaces.

Public art should be integrated into the site furnishings such as, seating areas or bicycle racks within the community.

3.2 ARCHITECTURE AND BUILDING FORM

Architecture and building form standards and guidelines are intended to create a distinct, memorable, and sustainable project, drawing from the unique architecture and climate of Downtown Sacramento. Buildings in Sacramento Commons should take into consideration the unique climate, in particular the cooling summer Delta breezes in the design of future buildings. The architecture and building form shall be designed with consideration of the long historical context of Sacramento. Buildings shall be designed to contribute to the high level of design in the Central Core. Future buildings should use the existing patterns and forms of the city as the basis of their designs while creating something unique to Sacramento Commons.

Building design and form should support the streetscape environment and uses on the site.

3.2.1 STREET FRONTAGE/GROUND LEVEL USES/FAÇADE TREATMENT

Intent

Street frontage and façade treatment design guidelines are intended to ensure an attractive pedestrian and streetscape environment for Sacramento Commons.

The Guidelines provided below are based on Chapter 3: Public Realm, sections C.2. and Chapter 4: Private Realm, sections D.2. and D.4.a. through D.4.h. of the Central Core Design Guidelines, which cover the following topics:

- Functional zones, including pedestrian, public amenity, and frontage zones
- Street wall and building base heights
- Façades, including the subtopics of ground level uses, transparency, articulation of street-wall, building corners, fenestration, entrances, canopies/awnings, and projecting elements

Building frontage and façade treatment along streets and common areas should create an active and attractive pedestrian environment.

Sacramento Commons should conform to the design guidelines in the sections noted above and the following additional design guidelines.

Design Guidelines

- Special emphasis should be given to place active uses such as, retail spaces along the street (especially the potential specialty market along 7th Street, due to its proximity to light rail and its gateway location) and on the promenades.

- Façade treatment along the street should focus on creating an interesting and comfortable pedestrian experience, providing shade, articulating the building base, middle, and roof line, and incorporating distinct storefronts, doors, windows, and other architectural elements.
- Curtain wall systems, particularly at the ground level, are encouraged to achieve a high level of transparency. The architect shall design the curtain wall system to convey lightness, transparency, and texture to achieve beautiful building elevations that consider both the near views of adjacent neighbors and distant views from within the City.

Façade treatment along the street should articulate the base, middle, and roof line.

- Above the street-level, façade articulation may include private balconies, decks, and rooftop design features.

3.2.2 MASSING AND DESIGN DETAILS

Intent

The intent of these design standards and guidelines is to ensure buildings within Sacramento Commons are designed to respond to Sacramento's climate and use high quality design and material details that draw from and respect the surrounding Downtown cityscape.

The Guidelines provided below are based on Chapter 4: Private Realm, sections B.1 and D.3, and D.4.i. of the Central Core Design Guidelines, which cover the following topics:

- Setbacks and build-to-lines
- Bulk controls for residential and non-residential buildings (refer also to Chapter 2.3 for additional information on bulk control standards)
- Façade materials

Buildings in Sacramento Commons should be designed with high quality materials that respect the local Downtown context.

Sacramento Commons should conform to the design guidelines in the sections noted above and the following additional design standards and guidelines.

Design Standards

To ensure the quality of new development, the following additional standards for the use of high quality materials and design details shall apply to Sacramento Commons.

Materials and Material Quality

- New buildings shall be made of durable and high quality materials that have a proven longevity.
- Materials and color shall be used to reinforce variations in the building massing such as, in locations where the building form changes or where materials wrap around the building, so that form and material are cohesively integrated.
- Materials shall vary in the vertical plane. Buildings shall exhibit greater detail and higher quality materials at the lower levels, where viewed by pedestrians, and contribute substantially to the streetscape.
- Materials shall vary in tandem with the massing in the horizontal plane, with changes in the materials used to emphasize entrance lobbies and massing changes or differentiate uses or tenants.
- Buildings shall have a simple color palette that reinforces the building massing and is not independent of the building structural form.
- Finish material textures and colors shall be compatible with the materials used in the project and shall be consistent with the overall architectural approach.
- Balconies shall have glass or metal guardrail system and windscreens, where needed.

Materials and color should reinforce variations in the building massing.

Materials shall vary in tandem with massing to differentiate uses or tenants.

- Doors and windows shall have glass or curtain wall systems.
- Building materials shall be selected to minimize the impacts of glare on surrounding development.

Design Details

- The architect shall study the interplay of solid and transparent forms and how materials meet and are read at the scale of the pedestrian or distant viewer.
- Construction details shall be authentic and applied with consistency and brevity.
- The architect shall develop a design approach for towers that considers the building texture, shadows, and details that are true to the proposed material palette.

Design Guidelines

Towers

- Towers should be designed to capitalize on natural breezes and views.

- For the towers at the intersection of 7th and P Streets (for the south, east, and west sides of the building[s]), special consideration should be given to the following standards:
  - Orientation/siting of the towers shall take into consideration Sacramento's climate conditions.
  - Building facades shall be modulated through the use of setbacks, projections, cut outs, balconies, terraces, and curved elements; a low base or arcade shall be provided along the pedestrian walkways; and, tower elements shall be tapered.
- Towers should have an overall design concept that translates from the overall massing down to the details of the exterior skin. Details execute the overall design at the most refined scale.
- Towers should embody simplicity and be graceful in form - they should appear slender and sculpted. Details should be designed to reinforce the tall, slender massing for towers.
- Towers should taper as they ascend to meet the sky or have a clear design for the top floors of the building.
- Towers should appear transparent by maximizing the use of glass, curtain wall systems, and glass balcony railings.
- Materials used in towers should be designed to the following guidelines:
  - Acceptable materials include architectural concrete or precast panels, stone, stainless steel, curtain wall, and heavy gage metal panels with factory finish. Being the most prominent building type seen for miles, high quality design, material, and details are required. Use of stucco or poor quality, and high maintenance materials are discouraged.
  - Materials and glass textures that clad tower façades should be carefully chosen to reduce glare and reflectivity. The use of highly reflective glass is discouraged, including very dark or black glass curtain wall systems or fenestrations, but if incorporated shall comply with the 2035 GP policy, ER 7.1.4, which limits the extent and location of reflective glass, black glass, metal building materials, and exposed concrete and prohibits the use of mirrored glass.
  - Brick is permitted on the lower levels if consistent with the architectural style.

Towers should appear transparent by maximizing the use of glass, curtain wall systems, and balcony railings.

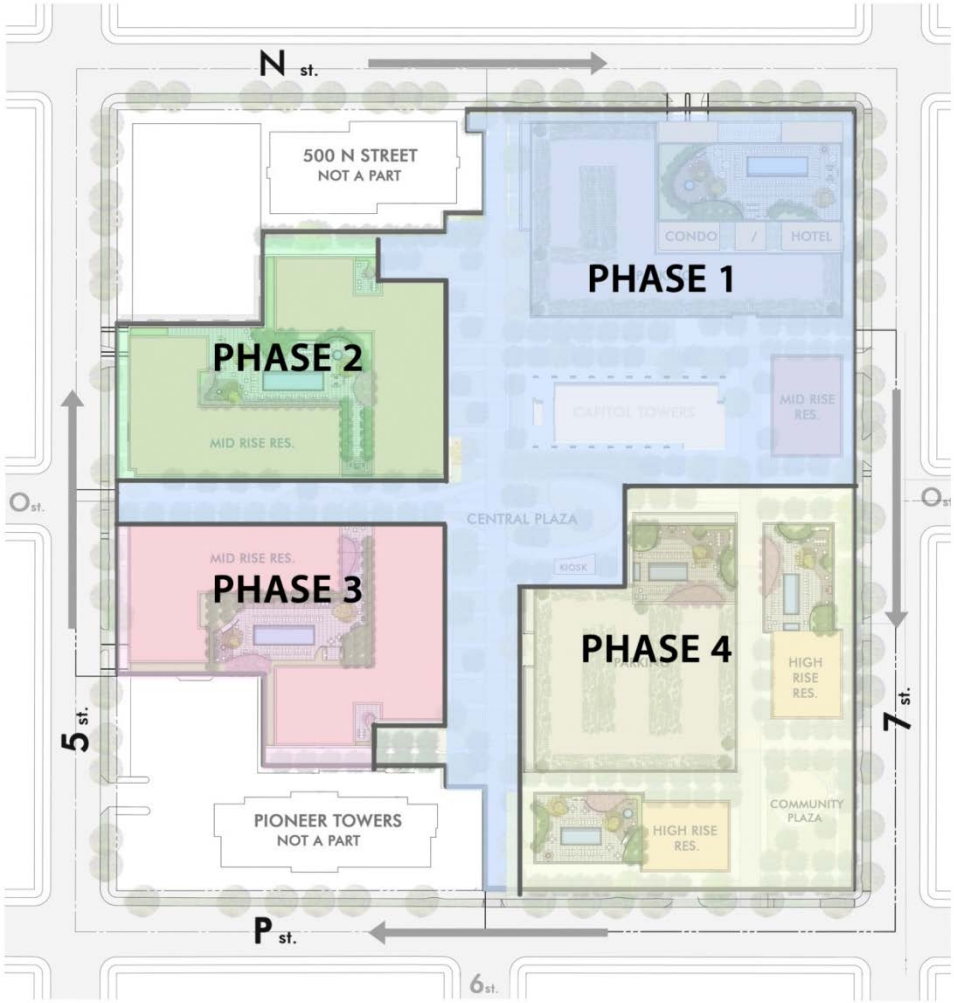
High quality materials and design should be used for towers above the street wall.

IV. ADMINISTRATION AND IMPLEMENTATION

4.1 PHASING

Development of Sacramento Commons is expected to occur in four phases to enable the project to respond to market demand and ensure infrastructure is adequate to support the project. The Phasing Plan in Figure 4.1, below, represents an estimate of the order in which areas will develop, although it should be noted that project phases may overlap. Construction of off-site and on-site infrastructure (including water, sewer, and storm drainage facilities) will be necessary in the early phases of development. The actual sequence of phasing may vary depending on economic and market conditions.

Figure 4.1: Phasing Sequence Diagram



Source: Van Tilburg, Banvard & Soderbergh, AECOM, 2014

As illustrated in the Phasing Plan in Figure 4.1, the promenades are proposed for construction as part of Phase 1. It should be noted, however, some portions of the proposed promenades may not be developed until later phases. For example, the existing Capitol Towers pool may not be redeveloped until a later phase to provide continued pool access for residents of the project site during development of the project. Additionally, the following measures will be implemented to ensure public access during construction activities:

- Coordinate with Regional Transit on the light rail line along 7th Street to understand the timing of trains and minimize their interaction with construction traffic.
- Notify Bridgeway Towers, Pioneer Towers, and Capitol Towers on access provisions during construction.
- Install wayfinding signs advising residents and pedestrians of construction-related detours.
- Install construction fencing around the work area perimeter.
- Install public sidewalk detour/protection, as required by the City of Sacramento.

Following completion of construction, fencing and sidewalk protection and detour signs shall be removed.

4.2 FUTURE DEVELOPMENT APPLICATIONS

4.2.1 DEVELOPMENT PERMITTING PROCESS

The PUD standards and guidelines provided herein, once approved, apply to all future development applications within Sacramento Commons and will be reviewed to determine consistency with the vision and regulations of this document and other regulatory documents. The approval process for future development applications, described in this section, is intended to facilitate streamlined application processing for proposals, consistent with the Sacramento Commons PUD and all applicable General Plan and Code regulations. The appropriate hearing body shall exercise its discretion to determine whether development proposals are consistent with the intent, standards, objectives, and other provisions of the Sacramento Commons PUD Guidelines; comply with the Environmental Impact Report (EIR) once certified; and other applicable regulations.