

Del Paso Road Property

Planned Unit Development (PUD) Guidelines

City of Sacramento, California

PUD Established: 02/20/1996
PUD Revised: 06/10/04, 01/13/05,
5/25/06, & 10/26/06

Originating Resolution Numbers# R96-080
Originating Planning Numbers# P95-096

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Chapter 1- Introduction

1.1 Purpose and Intent

The Del Paso Road Property Development Guidelines focus on the creation of an innovative and viable employment center which is closely intertwined with the development of the North Natomas Community Plan Area (NNCP) as a whole and the Town Center specifically. The grand vision for North Natomas has evolved over many years of coordination and is defined by several documents which include the Planning principles and Composite Plan adopted November 5, 1992; the North Natomas Community Plan adopted May 13, 1986 (amended May 3, 1994); and the North Natomas Development Guidelines, adopted November 22, 1994

The Del Paso Road Property Development Guidelines are mandated by the North Natomas Community Plan. These guidelines shall establish specific standards for all parcels within the Planned Unit Development (PUD) area and are intended to work in conjunction with all other planning documents. In instances when this document is more or less restrictive than other planning documents and/or City ordinances, this document shall prevail. These guidelines are organized into three main sections as follows:

- PUD Wide Development Guidelines
- Site Design Guidelines
- Building Design Guidelines

Each section shall establish design criteria for development at varying degrees as it relates to the PUD area as a whole, to the individual parcels within the PUD, and to each building proposed within the PUD, respectively.

The owners of the subject property within this PUD and the owners of the Sports Complex (being the City of Sacramento as the owner of the Stadium property pursuant to a donation of the Stadium property and the owners of the Arena property), which is adjacent to the subject property on the south, west and east, have negotiated and expect to enter into an agreement clarifying certain relationships between their parcels by relinquishing certain rights and further defining certain remaining rights, including, but not limited to, certain access restrictions and provisions for overflow parking on the subject property. These Development Guidelines are intended to conform to that agreement and nothing contained in these Development Guidelines shall be deemed to affect or modify the provisions of that agreement.

1.2 PUD Area and Setting

The Del Paso Road Property PUD is defined as the area bounded by Del Paso Road on the north, the stadium property to the south, Truxel Road on the east and East Commerce way on the west. Appendix AP.1 Regional Location Map and Appendix AP.2 North Natomas Community Plan Location Map illustrate the relationship to the project site to the City of Sacramento and to the surrounding North Natomas Community, respectively.

The stadium property is not a part of this PUD and instead is subject to the guidelines set forth in the Capitol Gateway Sports Complex PUD, and the agreement between the owners of the subject property within this PUD and the owners of the Stadium property and the Arena property governing the relationship between the subject property and the Stadium property and Arena property with respect to, among other matters, access and overflow parking. The Del Paso Road Property PUD includes a total of 82 acres (net) and is designated as Employment Center in its entirety on the North Natomas Community Plan and EC designations ranging in intensity from 40 to 80 employees per net acre. In addition, the area bounded by Del Paso Road to approximately 350 feet south is within the Town Center District. The boundaries of the project site are defined in Appendix AP.3 Del Paso Road Property PUD Area Exhibit.

1.3 Administration

The Del Paso Road Property PUD is intended to act as an intermediate step between the NNCP and final development of a project. These guidelines are to be utilized in conjunction with the Tentative Master Parcel Map, PUD Designated and Schematic Plan, Development Agreement and Rezone. In order to proceed with development of any parcel within the PUD, a site specific Special Permit, approved by the Planning Commission, is required. Any approvals for development within this PUD must be consistent with both the NNCP as well as these PUD Guidelines.

Chapter 2 – PUD Wide Development Guidelines

2.1 Overview

The following development guidelines are intended to provide a foundation for the development of the overall PUD as it relates to the NNCP. This section will cover elements which need to be addressed on a broad scale in conjunction with the North Natomas Community as a whole, such as circulation, infrastructure, air

quality and landscape design standards. The successful implementation of these principles will encourage a greater sense of community in North Natomas while assuring a higher quality of development.

2.2 Design Standard Principles

The following design standard principles are intended to unify the phased, mixed-use development of the Del Paso Road Property into a cohesive, functional employment center. Consistent with the NNCP designations of the entire PUD as Employment Center, the design standards included in the following sections will focus strictly on the EC zones and how the project area can best be integrated into a pedestrian-friendly, employment-generating district. As defined in the NNCP, the following guiding policies for Employment Center uses are the basis for the specific guidelines outlined in Section 2.3 through 2.10.

- Designated Employment Centers along the light rail corridor, along both sides of Intrastate 5, and elsewhere in the community in order to provide flexible, mixed-use employment centers that serve the needs of major employers and employees.
- Create mixed-use Employment Centers by allowing major employers and permitting support uses such as retail, residential, and light industrial uses in the EC designation.
- Locate the highest intensity EC uses along the light rail corridor to encourage interdependence between the transit service and land uses.
- Encourage further intensification of EC uses within 1/8 mile of the light rail stations once funding for the construction of the light rail extension is assured.
- Decrease the need for off-site auto trips during the day by requiring support retail within each EC PUD.
- Maintain or improve the 1986 jobs/housing ratio of 66 percent in the City of Sacramento portion of the North Natomas Community Plan area.
- Improve the jobs/housing link by permitting residential uses in close proximity to the major employers.

2.3 Land Use Design and Criteria

The 82 acres (net) which comprise the Del Paso Road Property PUD are divided into ten separate parcels. Each parcel is designated as Employment Center

ranging in intensity from 40 to 80 average number of employees per acre. These parcels will facilitate the logical distribution of intensities within the PUD while providing the opportunity to delineate infrastructure demands, circulation requirements and building orientation. Please refer back to Appendix AP.3 Del Paso Road Property PUD Area Exhibit which outlines the boundaries of the PUD and also defines the individual parcels and zoning. Each parcel within the PUD is sized to accommodate a multitude of development scenarios that relate to the adjacent circulation patterns. All parcels should be integrated to work within the overall PUD as well as the larger community of North Natomas. Specific design guidelines which pertain to each parcel, including internal circulation and building coverage are discussed in detail in Chapter 3- Site Design Guidelines.

2.4 Densities

The NNCP defines the EC zone as a land use designation which allows several categories of permitted intensities. The specific densities allowed are tied primarily to proximity to planned transit service, access to freeways and roads, proximity to the Town Center District, and maintaining or improving housing opportunities. As shown on Appendix AP.3 Del Paso Road Property PUD Area Exhibit, five EC-40 parcels, four EC-65 parcels and one EC-80 parcel are designed within the PUD. Further defining the intensity of uses, the NNCP allows a maximum of 10 percent of the acreage of an EC PUD to be devoted to support retail, a maximum of 20 percent to the light industrial uses and a maximum of 25 percent to be medium or high density residential uses. Appendix AP.4 Land Use/Density allocation Matrix Table clearly defines the maximum amount of each land use allowed within the PUD as it relates to both the individual acreage of each parcel as well as the total acreage of the entire PUD.

Based upon Appendix AP.4 Land Use/ Density Allocation Matrix Table, a maximum of 8.21 acres are devoted to retail, 16.40 acres are devoted to light industrial, and 20.52 acres are devoted to medium or high density residential in the Del Paso Road Property PUD. The total acreage of each support land use may be spread among each of the ten parcels or allocated to a single parcel.¹

Appendix AP.5 Support Retail Calculation for the Del Paso Road PUD Table shows the current distribution of support retail within the Del Paso PUD. Any additional support retail excess of 0.33 net acres within the PUD would not be allowed unless it is with a primary use building and ancillary to a primary use.²

2.5 Allowable Uses

¹ Wording removed from this section on 06/10/2004 by CPC (P04-044)

² Section added on 06/10/2004 by CPC (P04-044)

The Employment Center designation provides for a mixed-use business center that incorporates primary employment generating uses such as office, high-tech uses, medical and educational facilities with secondary uses such as support retail, light industrial and residential. The primary uses listed below are allowed on all parcels within the PUD. The support retail, light industrial, and residential uses listed below are conditional uses within the PUD. The percentage range of allowable acreage devoted to each support use is also listed in the following section as well as in Appendix AP.4 Land Use/Density Allocation Matrix Table. As noted in the Administration section, any site specific development must obtain Planning Commission approval through the Special Permit process prior to the issuance of building permits.

Primary Uses

Allowable acreage range is 45 to 95 percent except EC-80 which is 45 to 100 percent of the entire PUD.

Allowable primary uses shall include all uses listed in the City of Sacramento Zoning Code which are consistent with the OB, C-2 and C-4 zones. Because of its location adjacent to the future Sports Complex Light Rail Station, Parcel 11 should provide transit commercial uses in conjunction with the primary use. Included in the allowable uses are the following:

- Office
- High-tech Manufacturing Research & Development (no office limit)
- Medical Facilities
 - Hospital
 - Skilled Nursing Facility
 - Convalescent Hospital
 - Drug/Alcohol Treatment Centers (non-residential)
 - Physician's Clinic
 - Dental Offices
 - Laboratory
 - Pharmacy
 - Optician
- Education/Vocational/Training Facilities (Public or Private)
- Banks/Saving and Loans
- Distribution and Warehousing (ancillary to another primary use)
- Post Office
- Child Care Center

- Open Space

Support Retail Good and Services

Allowable acreage range is 0 to 10 percent of the entire PUD.

Allowable support retail goods and services uses shall include all uses listed in the City of Sacramento Zoning Code which are consistent with the SC, C-1 and C-4 zone. Included in these uses are the following:

- Health Club
- Auto services (ie, gas sales, parts, service, and repair)
- Restaurant/cafes
- Hotel/motel/Inn
- Retail stores for consumer goods and services (ie, video, food, florist, dry cleaners, barber, etc.)

Support retail goods and services shall be conditionally permitted uses if they meet the following criteria: 1) provide support for the primary permitted land uses; 2) provide pedestrian and transit orientation; and 3) help to provide sense of place or destination. Retail goods and services uses located within a primary use structure are considered to be part of the primary Employment Center use and are not applied toward the allowable range total for support retail. Because the Del Paso Road Property PUD is greater than two acres in size, some level of retail goods and services must be provided as either support retail or as part of the primary use.

Light Industrial

Allowable acreage range is 0 to 20 percent of the entire PUD.

Allowable light industrial uses shall include all uses listed in the City of Sacramento Zoning Code which are consistent with the M-1 zone. Included in these uses are the following:

- Distribution and warehouse
- Light Manufacturing

- High-tech manufacturing, research and development with a maximum of 20 percent office
- Assembly

Light industrial uses are conditionally permitted subject to review during the Special Permit process.

Residential

Allowable acreage range is 0 to 25 percent of the entire PUD.

Residential uses are restricted to multi-family residential of medium and/or high density. Residential uses are considered conditionally permitted uses which provide housing opportunities within an EC PUD. The factors used to gauge the appropriateness of residential uses in the EC zone are: 1) proximity to the freeway and other noise generator, 2) compatibility of adjacent uses both inside and outside the PUD and 3) availability to transit, commercial uses, open space, and public facilities to serve the potential residents.

Residential uses located within a primary use structure (e.g. live/work space) are not calculated in the allowable range total for residential uses.

2.6 Circulation Master Plan

The overall circulation system designated for both the North Natomas Community Plan as well as the Del Paso Road Property PUD is the single most important element in creating a viable, functional Employment Center which is appropriately integrated into the overall framework of the community.

Furthermore, a well planned circulation system will help reduce vehicle travel needs and the resulting air quality impacts of development. Included within this system are roadways, mass transit corridors, bike paths and pedestrian ways.

This section will outline the major streets and detail their sections including sidewalks and landscape treatment, in addition to defining the policies on which pedestrian and transit circulation are to be provided. Site specific guidelines pertaining to non-vehicular access are addressed in Section 3.4 – On-Site Pedestrian and Bicycle Circulation.

The Del Paso Road Property PUD is bound by four roadways; Del Paso Road to the north, Sports Boulevard (partially constructed private street which is part of the Stadium site) to the south, Truxel Road to the east, and East Commerce way to the west. In addition, there are two existing private entry streets (which are part of the Stadium site) have been provided between Del Paso Road and Sports Boulevard. The primary circulation system which serves the project site is illustrated on Appendix AP.6 Roadway Master Plan, and is further broken down

by right-of-way, landscape treatment etc. on Appendix AP.7 Roadway Master Plan Matrix Table.

Street Sections

Roadway sections for each street within the PUD, as well as the four private entry streets and Sports Boulevard which are part of the Capitol Gateway Sports Complex PUD are shown in Appendixes AP.8 through AP.13. Each street section shall be consistent with the guidelines and policies set forth in the North Natomas Community Plan as well as with the as-built street sections already constructed within the PUD.

Vehicular Access

As a result of design speeds, high traffic volumes and roadway configurations, vehicular access to and from each street will be somewhat limited. Turn movements on each street within the PUD are outlined below. In addition, specific driveway locations will also be limited and are illustrated on the Del Paso Road Property PUD Schematic Plan. Shared ingress/ egress points are encouraged between parcels.

- Del Paso Road
 - Four signalized intersections will be provided along Del Paso Road as follows: East Commerce Way, Truxel Road, two private entry streets to Sports Boulevard. Access to and from Del Paso Road will be restricted to the signalized intersections and right in/ right out at approved driveway locations. Left turn access into the PUD at locations other than the signalized intersections may be allowed at the discretion of the City of Sacramento Department of Transportation. A total of four shared driveways shall be allowed on Del Paso Road and shall be placed a minimum of 500 feet apart. Specific driveway locations are shown on the Schematic Plan.

- Truxel Road
 - Access along Truxel Road is restricted as a result of the light rail alignment along the streets western right of way as well as the design of the street for high speed traffic and heavy volume. A shared driveway between parcels 10 and 11 allowing egress only may be allowed if approved by the City Traffic Engineer. No other access points shall be allowed.

- East Commerce Way
 - Turning movements along East Commerce Way shall be limited to right in/ right out and left turn pocket egress. No left turnout will be permitted. Driveway access shall be limited to three locations

along East Commerce Way as shown on the Schematic Plan, and shall have a minimum spacing of 500 feet.

- Sports Boulevard/ Private Streets
 - Sports Boulevard and its 4 entry streets are private streets which are not included within the Del Paso Road PUD, but rather the Capitol Gateway Sports Complex PUD. Sports Boulevard is a one-way street which runs in a counter-clockwise direction. Due to this one way alignment, access is limited to only left in/ left out. Because these street sections are all private, specific access arrangements on both Sports Boulevard and the entry streets will need to be coordinated with the City of Sacramento Transportation Planning Division and the current property owner. Access to and from Sports Boulevard and the private entry streets will be governed by agreement between the owners of the subject property within this PUD and the owners of the Stadium property and the Arena property.

Major Pedestrian Circulation

Major pedestrian corridors, as shown on Appendix AP.14 Major Pedestrian Circulation, are planned within the PUD to provide connections throughout the development in the following locations:

- Along the west side of the Private Entry Streets from Del Paso Road to Sports Boulevard.
- From the Sports Complex LRT station west to East Commerce Way, intersecting both north/ south pedestrian corridors.
- Along the west side of Truxel Road and along the south side of Del Paso Road.

These corridors shall be:

- Well lit (for 24 hour use)
- Universally accessible
- Shaded (trees, awnings, or arbors)
- Visible (for security and ease of use)
- Continuous throughout the PUD
- Aesthetically pleasing

- Enhanced by plazas, benches, etc, (see Section 3.5 Open Space Amenities)
- Well connected to other pathways and building entrances (see Section 3.4 On-site Pedestrian and Bicycle Circulation)
- Hard surfaced, at least 8' wide (concrete or asphalt)

Transit Circulation

Along with vehicular circulation and pedestrian access, transit circulation is an integral part of the viability and quality of the Del Paso Road PUD. The 40' wide light rail corridor is located adjacent to Truxel Road on the west side with the accompanying Sports Complex Light Rail Station on the southeast corner of parcel 11. A second station will be located just off site to the north of Del Paso Road in the Town Center Core. Complimenting the Sports Complex transit station will be a 300 space park-and-ride lot which is to be located on the stadium parcel parking lot. The park-and-ride lot will be directly accessible from the Sports Complex transit station by way of the major pedestrian corridor which runs along the north side of the private access street connecting Truxel Road and Sports Boulevard. Both the park-and-ride lot and Sports Complex transit station will be accessible from other locations within the PUD by way of the major pedestrian circulation corridor as identified in Appendix AP.14 Major Pedestrian Circulation.

In addition to rail transit, bus access will also serve the Del Paso Road PUD. Due to the financial constraints of implementing the light rail line in the near future, bus service to and from the PUD is highly encouraged in the interim. Per the North Natomas Community Plans, major bus corridors which serve the site are to be located along both Del Paso Road and Truxel Road. As is the case with the park-and-ride lot and the Sports Complex Light Rail Station, direct access to bus service points shall be provided by way of the major pedestrian corridors.

2.7 Infrastructure Master Plan

Prior to development occurring within the Del Paso Road Property PUD, it is necessary to identify all existing infrastructure as well as defining future infrastructure improvements which must be constructed to serve the area. The Infrastructure Framework Plan for the Del Paso Road Property, approved by the City of Sacramento, will serve as the conceptual master plan in conjunction with the design guidelines in preceding the preliminary and actual design of improvement plans for each parcel within the PUD.

Utilities (sewer, water, drainage)

Sewer and water facilities for each of the ten parcels are available by connecting to existing facilities within the major roadways. Drainage shall be provided eventually by participating in and completing the Drainage Basin 5 improvements. Until permanent drainage facilities are available, an interim detention basin to be approved by the City of Sacramento shall be allowed to serve parcels 2 through 5 and 7 through 10. Parcel 6 shall be allowed to drain into existing facilities without further off-site improvements, in conjunction with RD-1000 and City of Sacramento approvals. Please reference the approved Del Paso Road Property Infrastructure Framework Plan for specifics on how each parcel is to be served.

Open Space (parks, corridors, buffers)

Open space areas provided within the Del Paso Road Property PUD should serve as focal points for the development while also providing pedestrian linkages between private amenities and the public streets and other amenities throughout North Natomas. Open space elements which must be provided within the Del Paso Road Property PUD include plazas and courtyards, landscaped corridors and medians, pedestrian ways, and project entry ways. The location, size, and design of these elements may vary with each phase and will be defined by the individual projects at the Special Permit stage with the goal of providing an Employment Center with a complete system of open space elements which complement each other. Refer to Section 3.5 Open Space Amenities for on site design.

Community Facilities (school, fire, police, civic)

The Del Paso Road Property is an integral part of the overall North Natomas Community Plan area, but it is not designated to provide community facilities such as schools, fire or police stations, or other civic uses. Parcels within the PUD are encouraged to locate civic uses such as post office, theaters and child care on-site. Parcel 2 of the PUD will locate a SMUD sub station on-site to help facilitate the future alignment of the 69 KV line which is proposed to traverse the stadium property to the east.

2.8 Air Quality Mitigation and Transportation Systems Management Strategies

Development within the del Paso Road Property PUD will be required to meet the air quality goals as outlined in the North Natomas Community Plan and the subsequent implementation strategies as detailed in the Transportation Systems Management Plan (TSM) prepared by the Hoyt Co. and dated October, 1995.

Please reference the Del Paso Road Office Building TSM Plan for specific development requirements.

The primary objective of the TSM Plan is to reduce the number of single occupancy vehicle uses thereby resulting in improved traffic conditions and, ultimately, improved air quality. The following measures have been included in the TSM Plan in an effort to achieve these goals:

- Preferential parking for carpool/ Cleaner Fuel Vehicles
- Shuttle to LRT
- Transit pass subsidy
- Showers and lockers
- Secured bicycle lockers
- Personalized Matching Assistance (PMA)
- Guaranteed Ride Home (GRH) Program
- Transportation Management Association (TMA) Start Up
- On-site amenities
- Transportation Coordinator
- Light Rail Irrevocable Offer of Dedication (IOD)
- Flex Time

In addition to the above measures, the combination of mixed land uses proposed for the PUD will also contribute to the reduction in vehicle trips. Through the implementation of these measures, development of the Del Paso Road Property PUD should meet the emission reduction goals as outlined in the North Natomas Community Plan.

2.9 Landscape Design Standards

Appropriate landscape design supports and reinforces the site design while reducing the environmental and aesthetic impacts of development. Furthermore, the use of native plants is an important factor in maintaining/ attracting native

wildlife to the area and is highly encouraged. The following issues must be addressed by the landscape architect during the design process:

- Safety and crime deterrence
- Visibility/ screening
- Water conservation
- Ease of maintenance
- Year round interest
- Circulation reinforcement
- Shade/ solar access
- Aesthetics, comfort
- Use of native plant material
- City codes, ordinances, and policies

All landscape plans must be prepared by a California licensed landscape architect and approved by the City of Sacramento Planning Department. Landscaping shall be maintained by the property owner so all approved materials are healthy and thriving. Replace any dead or dying plantings within one season. An extensive plant species list is included in the North Natomas Development Guidelines (NNDG); however, other plant materials may be utilized with approval of the City.

Streetscape

The frontages of all streets within the PUD shall be landscaped with a combination of evergreen and deciduous trees, shrubs, and groundcovers, appropriately watered by an automatic underground irrigation system and maintained by the property owner unless and until a Lighting and Landscape District for this area is formed. The full width of the frontage shall be developed from the building and/ or parking lot edge to the back of curb and/ or walk along the streets (see Section 2.6 for pedestrian circulation within this zone). Up to 50% of the landscaping can be dedicated to hardscape (plazas, decorative rock, and pedestrian circulation).

Views shall be controlled through proper selection and placement of plant materials, landscape grading, and/ or use of fencing or walls where appropriate. Screen the following: trash dumpsters, receiving/ loading docks, storage areas,

utilities and mechanical equipment, parking lots, and other objectionable views. Maintain visibility to storefronts, building entrances, signage, driveway intersections, walkways, and transit stops.

Trash dumpsters shall be screened with a masonry wall and gated in accordance with city standards. Decorative fencing in wood, masonry, or tube steel may be utilized where appropriate and as required by code. Permanent installations of chain link or wire mesh fencing are prohibited unless a dense green vine cover is planted concurrently, and maintained properly.

Phasing of the streetscape installation shall be allowed as each parcel in the PUD is developed; however, the entire frontage of a parcel shall be completed before any building on that parcel received an occupancy permit. Efforts shall be made to seamlessly integrate each new phase of frontage landscaping into the existing fabric, utilizing similar materials, designs, methods, and maintenance.

Planting palettes have been developed utilizing one dominant tree for each street, one accent tree and limited shrub and groundcover selection. These plant materials shall cover at least 50% of the available landscape area with the balance a combination of interesting colorful and appropriate plant materials. Any turf grass areas must be balanced by an equal area of drought resistant, low water-using plant materials and/ or bark mulch, decorative paving or stone products within the parcel.

- Del Paso Road
 - Dominant Tree: Platanus acerifolia 'Bloodgood/ London Plane Tree'- 15 gallon size at 50' o.c.
 - Accent Tree: Lagerstroemia 'Cherokee'/ Crape Myrtle at 20' o.c.
 - Shrubs: Pittosporum, Photinia, Azalea, Camellia
 - Groundcover: Hermerocallis, Gazania, Trachelospermum, Cotoneaster
 - Turf: 90% Tall Fescue/ 10% Bluegrass Blend

- East Commerce Way
 - Dominant Tree: Quercus agrifolia/ Interior Live Oak- 15 gallon size at 50' o.c.
 - Accent Tree: Pyrus kawakamii/ Evergreen Pear at 20' o.c.
 - Shrubs: Arctostaphylos, Xylosma, Rhipiolepis, Dietes
 - Groundcover: Cotoneaster, Rosmarinus
 - Turf: 90% Tall Fescue/ 10% Bluegrass Blend

- Truxel Road
 - Dominant Tree: Quercus rubra/ Red Oak- 15 gallon size at 50' o.c.
 - Accent Tree: Sapium sebiferum/ Chinese Tallow Tree at 30' o.c.
 - Shrubs: Arctostaphylos, Dodonea, Lagerstroemia
 - Groundcover: Ceanothus, Gazania, Juniperus, Baccharis

- Turf: 90% Tall Fescue/ 10% Bluegrass Blend
- Sports Boulevard
 - Dominant Tree: Celtis sinensis/ Chinese Hackberry- 15 gallon size at 30' o.c.
 - Accent Tree: Prunus cerasifera/ Purple Lweaf Plum at 15' o.c.
 - Shrubs: Ribes, Nandina, Escallonia
 - Groundcover: Baccaris, Rosmarinus
 - Turf: 90% Tall Fescue/ 10% Bluegrass Blend
- Private Entry Streets
 - Dominant Tree: Sequoia sempervirens/ Coast Redwood- 15 gallon size at 20' o.c.
 - Accent Tree: Pyrus calleryana/ Flowering Pear at 30' o.c.
 - Shrubs: Ribes, Nandina, Escallonia
 - Groundcover: Hedera, Hypericum, Cotoneaster

Parking Lots

The parking areas shall be designed to meet the City standard for 50% shading in 15 years. Solar panels, structured parking, and other shade structures may also be applied to meet this requirement. Select large canopy trees from the City or North Natomas Design Guidelines tree list to provide maximum shade. Shade trees shall be a minimum of 15 gallon installed size. Delineate main driveway aisles with accent trees and colorful planting. Break up large expanses of paving with planters to meet or exceed the City's minimum landscape coverage requirement. Coordinate parking lot lighting and tree placement to assure that safe lighting levels will be maintained. Consider the addition of electric vehicle charging outlets. Use low planting where needed to maintain safe visibility, and fences, walls, and/ or tall planting to screen parking lots from the street. Ensure easy and safe pedestrian crossing within parking lots through the use of stripping, steps, raised pedestrian access, and pavers.

Private Amenities

Amenities such as outdoor art work, plazas, water features, and recreational facilities (sports court, jogging path, putting green, etc.) are encouraged in the development, can be placed within the required street setback if appropriate, and count towards meeting the landscape coverage requirements. Benches, drinking fountains, and bicycle parking facilities are desirable along major pedestrian corridors. (See Section 3.5 for a list of possible site amenities).

Circulation

Utilize the planting design to help define circulation patterns. Provide summer shade for pedestrian pathways. Low, non-toxic and thornless plantings along

with night lighting shall be used to provide safe pathways while tall and/ or thorny shrubs can deflect pedestrian circulation and define private spaces. Decorative paving at crosswalks, plazas, and entries is strongly encouraged and counts towards meeting the landscaping requirements.

Irrigation

Efficient, underground irrigation systems are required for all planted areas in the development. Because of the predominance of slow draining clay soils in the area, low volume or low precipitation rate systems are recommended. Design, construct and maintain all irrigation systems to meet the City's water conservation policies and regulations. Planting that can survive on natural rainfall may be exempt from providing a permanent irrigation system; however, manual watering may be required during establishment and low rainfall years.

Town Center District

As the focal point of the North Natomas Community, the Town Center District should maintain a distinctive look which clearly identifies it as the hub of the community. Specifically, the Town Center District applies to the northern 350' of the parcels which are located within the Town Center District should also adhere to the specific architectural guidelines are listed below.

- Encourage commercial businesses to locate in those buildings which lie within the Town Center District. Buildings which provide for commercial establishments on the ground floor should also provide a high degree of visibility from the public right of way by allowing for a substantial amount of windows into the building design and providing for separate exterior access.
- To the extent possible, buildings which are located on Parcels 4 and 10 should be of maximum height as noted in the North Natomas Community Plan.
- Buildings within the Town Center District (i.e. Parcels 4 through 10) shall be located no further than 45' from the southern R.O.W. of Del Paso Road. The minimum building setback from Del Paso Road is 25'. Parking within Parcels 4-10, with the exception of Parcel 6 which is allowed a drive aisle and a single row of 90° parking perpendicular to the front of the building. (Please reference the PUD schematic plan).
- Formal building entrances should be oriented toward the streets and pedestrian/ transit corridors. Plazas may be provided within the setback with site walls and/ or canopies at the discretion of the City and Utility Companies occupying the P.U.E.

- Innovative roofing materials, colors, and roof lines are encouraged to provide a varied and distinctive skyline.
- Parking structures, whether integrated into building design or separate, are encouraged to increase job density values, but shall not be placed adjacent to Del Paso Road.
- The buildings at the corners of Del Paso and East Commerce Way, and Del Paso Road and Truxel Blvd. shall be of landmark quality design and clearly address the streetscape as they serve as cornerstones of the Town Center District.

Chapter 3- Site Design Standards

3.1 Overview

Appropriate site design plays an important part in creating a safe, functional, aesthetically pleasing and economically viable employment center. North Natomas Community Plan policies shall be considered when designing each site, including:

- Provide safe, logical, and fully accessible pedestrian connections throughout the development to reduce the need for short vehicle trips.
- Buildings should address the streets with entrance and/ or plazas to encourage pedestrian traffic.
- Building setbacks are designed to accommodate utility corridors, landscaping, and pedestrian movement along street frontages but allow the high intensity of land use appropriate for the Town Center of North Natomas.
- Adequate parking on site is required; however, parking credits may be approved by the City Planning Department in accordance with the Community Plan Guidelines and the TSM Plan. Parking structures are encouraged particularly with subsequent intensification of the site, and are subject to Planning Department approval.
- Provide bicycle parking facilities in relation to the square footage of building per parcel.

3.2 Access and Building Orientation

The orientation of a building within a parcel is critical to providing a pleasing streetscape while reinforcing pedestrian activity along the street as well as internally between parcels. Building orientation and its subsequent access shall be designed utilizing the following guidelines:

- The location of buildings along Del Paso Road is subject to the Town center District design guidelines.
- Buildings not located within the Town Center District may be flexible in their setbacks and orientation in an effort to create a varied streetscape. These buildings are encouraged to provide the majority of required parking in the rear and/ or along the sides of the building.
- Encourage buildings to be located as close to the street as practical.
- Primary entrances to buildings should be oriented to the adjacent street. Buildings will be allowed to side on to a major street if appropriate entrances are provided with direct pedestrian access to the street and if the building design takes on the same quality as the main entry.
- All buildings shall have pedestrian access and visual orientation to the adjacent streets as well as pedestrian and visual access to nearby circulation/ transit systems.
- Work with RT to coordinate building entrances with likely LRT/ bus stops.
- Retail uses are encouraged on the ground floor street side of buildings to add visual interest to the streetscape.

3.3 Landscaping and Setbacks

Building and parking setbacks shall allow for pedestrian circulation, utility easements, shade trees and inviting plantings along the street. Building facades shall be close to and staggered along the streets. All setbacks shall be fully landscaped in accordance with section 2.9 Landscape Design Standards.

The following are minimum setbacks:

- Del Paso Road
 - Minimum building setback- 25' from R.O.W.
 - Maximum building setback- 45' from R.O.W.
 - Parking lot setback- 25' from R.O.W.

- East Commerce Way
 - Building setback- 15' from R.O.W.
 - Parking lot setback- 10' from R.O.W.

- Truxel Road/ Light Rail I.O.D.
 - Building setback- 0' from LRT I.O.D.
 - Parking lot setback- 0' from LRT I.O.D.

Note: The future light rail extension is subject to funding and growth patterns. The property owner shall be responsible for landscaping and maintaining the I.O.D. (and Truxel Road landscape corridor to the back-of-curb) as part of development of the affected parcels. Interim landscaping and/ or parking is subject to the approval of Regional Transit during the Special Permit process. Air space rights may be negotiated with RT and City Planning for building over the LRT right-of-way.

- Sports Boulevard
 - Building setback- 15' from back of curb.
 - Parking lot setback- 25' from back of curb.

- Private Entry Streets (Del Paso Road access)
 - Building setback- 10' from P.U.E. on the west side of each street, 15' from P.U.E. on the east side of each street.
 - Parking lot setback- 15' from P.U.E. on the west side of each street, 10' from P.U.E. on the east side of each street.

- Private Entry Street (Truxel and East Commerce access)
 - Building setback- 25' from P.U.E.
 - Parking lot setback- 30' from P.U.E.

- Parcel Lines and Common Drives
 - Building setback- 5'.
 - Parking lot setback- 0'.

3.4 On-site Pedestrian and Bicycle Circulation

Safe, easy pedestrian and bicycle circulation is an important part of creating a community less dependent on the automobile, and is a critical component of site design in this development. Refer to sub-section 2.6 Major Pedestrian Corridor requirements.

Pedestrian Circulation- Accessible pedestrian ways must be provided on the following locations:

- Between buildings on and off-site.
- Between building entrances and parking.
- Between LRT stations, transit stops, and building entrances.
- Between civic uses and regional park north of Del Paso Road and the Sports Complex south of the development.
- Between shared parking facilities and the sports complex.
- Between the Sports Complex light rail transit station and the park-and-ride lot.
- Along all public and private streets.

Bicycle Circulation- Bicycles shall share vehicular driveways within the development. Bicycle parking facilities shall be provided at a ratio of one stall per 5,000 square feet of building. Of the total spaces provided, a minimum of 50% shall be class 2 or 3. Refer to the Transportation Systems Management Plan for possible vehicle parking credits for providing shower facilities and secure parking for bicycle commuters which could be shared with the entire development.

3.5 Open Space Amenities

Private amenities are encouraged in the development and may be placed within the required street setback if appropriate. Such facilities count towards meeting the landscape coverage requirements. Utilize night lighting to extend the impact of these important spaces and provide easy access for persons with disabilities.

Possible site amenities:

- | | |
|-----------------|---------------------|
| • Plaza | • Garden |
| • Arbor | • Drinking Fountain |
| • Jogging Path | • Transit Shelter |
| • Water Feature | • Artwork |
| • Picnic Area | • Shoe Shine Stand |
| • Amphitheater | • Bird Feeder/ Bath |

- Bench
- Food Vendor Court
- Decorative Wall/ Fence
- Bicycle Rack
- Playground
- Decorative Paving
- News Rack/ Stand
- Sports Court
- Rock Installation
- Kiosk
- Putting Green
- Deck
- Canopy
- Flower Cart
- Barbecue
- Lighting
- Trash/ Ash Container
- Raised Planters/ Pots
- Containers/ Plain

3.6 Parking Lot Design/ Standards

Thoughtful and flexible vehicular parking standards are necessary in order to meet many community Plan goals. As the North Natomas community grows, and as housing, frequent transit, and bicycle pedestrian ways become available, the need for on-site parking is expected to lessen. Consistent with the Del Paso Road PUD Schematic Plan, parking shall be required at 1 stall per 350 square feet of building area for office uses. Residential, commercial, warehouse, and other non-office type uses shall meet current City standards. These standards shall be utilized until a public transit system in the form of bus service or light rail, or a privately funded TSM system is in regular operation, at which time parking standard reductions are encouraged. Parking standards which differ from the 1: 350 ratio shall be reviewed and approved by the City of Sacramento at the Special Permit stage and in conjunction with the TSM Plan. For projects which are to be developed prior to the availability of transit, parking credits may otherwise be allowed by the City of Sacramento for implementing established policies such as shared parking lots, bicycle rider shower facilities or other measures listed in the TSM Plan.

Parking stall sizes and aisle widths shall meet City standards. Included in these standards is the ability to landscape the 2' overhang within each parking space. This design is highly encouraged as it will reduce the amount of paving. To promote a strong streetscape, place most parking to the side and/ or interior of the parcel with buildings closer to the street. Building entries should have clear,

direct access from public sidewalks, parking lots, and internal circulation paths. Refer to City standards for lighting, tree shading, curb, and paving requirements. All parking lots shall be screened from public streets by fences, walls, and/ or plantings of at least 3' in height. Parking structures are encouraged as a way of maximizing building area, but should not be allowed along the Del Paso Road street frontage. Reciprocal parking is allowed to facilitate increased density as long as clear pedestrian ways are provided.

3.7 Lighting

Site lighting shall provide for safe vehicular and pedestrian movement throughout the development. Minimum light levels shall meet City standards with a maximum maintained 4 foot candles. Innovative lighting techniques, unique fixtures, and light-as-art installations are encouraged as long as safety is maintained. Light glare that distracts motorists or is visible from residential properties is prohibited. A unique aspect of this PUD is the need for safely lit major pedestrian ways 24 hours a day (refer to sub-section 2.6 Pedestrian Circulation). Light poles and fixtures are subject to Planning Department approval. Parking lot lighting fixtures are to be on maximum 40' high poles.

3.8 Walls and Fencing

Walls and fencing should be utilized for security purposes and screening of mechanical equipment, loading areas, trash collection and recycling facilities, and outdoor storage. All materials used for walls or fences, as well as their design and location, are subject to approval by the City of Sacramento during the Special Permit process.

3.9 Project Identification and Sign Program

A specific sign program has been integrated into these design guidelines to create a unifying theme which is consistent with the overall development of the PUD. The result will be signage which is aesthetically appealing to the community while also maintaining its functionality to the Employment Center. The sign program is divided into the following sections:

- Employment Center Detach Monument Signs
- Employment Center Attached Building Signs
- Directional Signs

- Special Signs

In all cases, any sign within the PUD will be subject to the following general requirements:

- In no case shall flashing, moving, or audible signs be permitted.
- All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
- No exposed conduit, tubing, or raceways will be permitted.
- All sign fastenings, bolts, and clips shall be of hot-dipped galvanized iron, stainless steel, aluminum, brass, bronze, or black iron.
- Lighting design shall not produce hazardous or annoying glare to motorists, building occupants, or the general public.
- All connectors, transformers, and other equipment shall be concealed.
- The location and design of all signs shall be as shown on the Special Permit Site Plan and as approved by the City of Sacramento through the Special Permit process.
- All signs are to be constructed with high quality materials and finishes.

Employment Center Detached Monument Signs³

General Requirements for Detached Signage

- One monument sign should be located near the main entry drive to the site. The sign may be located within the landscape setback area; however it must be located no closer than ten (10) feet from the R.O.W.
- In the instance where a retail use is located within the anchor building or additional buildings are located on the same parcel, such signage shall be allowed on the anchor building monument sign. Additional approaches to providing signage for ancillary retail uses and secondary buildings may be approved by the City of Sacramento through the Special Permit process.

Employment Center Detached Monument Signs- Support Commercial Uses (Retail)

³ Wording in this section modified on 05/25/2006 by CPC (P06-052)

- One monument sign shall be allowed at each main driveway.
- The maximum allowed area of the monument sign shall be 48 square feet.
- The maximum height of the monument sign shall be six (6) feet, not including the base of the sign. The maximum overall height (base plus sign area) shall be nine (9) feet.

Employment Center Detached Monument Signs- Office Uses and other Primary Uses

- One monument sign shall be allowed on each parcel.
- The maximum allowed area of the monument sign shall be 48 square feet.
- The maximum height of the monument sign shall be six (6) feet, not including the base of the sign. The maximum overall height (base plus sign area) shall be nine (9) feet.

Employment Center Attached Building Signs⁴

General Requirements for Attached Signage

- Signs perpendicular to the face of the building shall be permitted only with City of Sacramento, Development Services department , Planning Division approval.
- All exterior letters or signs exposed to the weather shall be mounted at least three fourth of an inch (3/4) from the building to permit dirt and water drainage.
- No signs shall be permitted on building roofs, nor shall any sign project above the building top of the wall upon which it is mounted.
- One additional sign identifying the address of the building shall be allowed. Such a sign shall not exceed 25 square feet and shall be located where it is visible from the public right of way.

Employment Center Attached Building Signs- Support Commercial Uses (Retail)

- Buildings are allowed two signs per occupancy, provided the two signs are not located on the same elevation. One sign must appear above tenant

⁴ Wording in this section modified on 01/13/2005 by CPC (P04-211)

store entrance. Exception: Single-tenant pad buildings may have a maximum of three (3) signs where each sign shall be on a different building elevation; the maximum aggregate sign area shall not exceed 250 square feet and the length shall not exceed 70% of the lineal frontage of the façade upon which the sign is located.⁵

- All exterior letters or signs exposed to the weather shall be mounted at least three fourth of an inch (3/4) from the building to permit dirt and water drainage.
- Building signs will be individual illuminated channel letters with plastic faces.

Employment Center Attached Building Signage- Office and other Primary Uses

- Each building will be allowed a total of four (4) signs, subject to the following:
 - A maximum of two (2) signs shall be allowed on Del Paso Road, East Commerce Way, or Truxel Road, provided the two signs are not for the same tenant. Total allowable sign area on Del Paso Road, East Commerce Way, or Truxel Road shall not exceed 200 square feet (a maximum of 100 square feet per sign).
 - A maximum of two (2) additional signs shall be allowed on any other side of the building. These signs shall not exceed 50 square feet each.
 - No single tenant may have more than two attached signs (of any size).
 - Office buildings or other primary uses that do not have frontage on Del Paso Road, East Commerce Way, or Truxel Road shall be allowed one (1) sign per tenant, for a maximum of four signs per building. Each sign shall be limited to a maximum of 50 square feet.
 - Building signs will be individual illuminated reverse pan-channel letters.

Employment Center Attached Building Signage- Industrial Uses

- One (1) attached building sign of a maximum of 100 square feet shall be allowed per tenant, for a maximum of two (2) attached signs per building. The sign shall not extend above the top of the building.

Employment Center Attached Building Signage for Support Commercial in Mixed Use Buildings

⁵ Wording added to this section on 10/26/2006 by CPC (P06-144)

- Support Commercial uses that are located in the same building as a Primary Use and constitute less than 50% of the overall building square footage shall be allowed one (1) attached sign per tenant or storefront, up to a maximum of two signs per leasehold.
- Total allowable area for each sign is not to exceed 25 square feet.

Directional Signs

- Directional signs shall be allowed at the discretion of the Planning Department to alert patrons and delivery trucks of delivery area and additional buildings located off the public right-of-way.
- Directional signs may be a maximum of 25 square feet and shall not exceed five (5) feet in height for monument signs or six (6) square feet and ten (10) feet in height for pole mounted signs.

Special Signs

- Special signs, such as “signs as art” which add to the uniqueness and artistic appeal of the PUD are encouraged.
- Such special signs should be of innovative design and color and must fit with the overall theme of the buildings located on the parcel.
- All special signs are to be reviewed and approved by the City of Sacramento during the Special Permit process.

3.10 Loading, Outdoor Storage, and Trash Enclosures

All loading areas and outdoor storage facilities, including solid waste and recycling enclosures, shall be located away from the public right-of-way and clear from pedestrian access so as not to be a safety concern. Such facilities shall be visually screened through the use of mechanical screens, enclosures, permanent walls, or landscaping which is consistent with the overall building design and shall also meet setback and height requirements as defined elsewhere in the PUD Guidelines and in the City of Sacramento Zoning Code.

Chapter 4- Building Design Guidelines

4.1 Overview

The focus of the Building Design Guidelines Section is to establish a master/thematic design concept for all employment center uses within the PUD. In order to create a quality employment center which encourages pedestrian activity and creates a sense of community between all uses, special consideration shall be paid to building height, building design, building materials and colors, and attached signs. Architectural diversity and innovation is encouraged to visually celebrate this mixed-use employment center. Those buildings which lie within the Town Center District will also be subject to additional guidelines and policies as detailed in Section 2.10 Town Center District.

4.2 Building Height

- Maximum building height shall comply with the guidelines set forth in the North Natomas Community Plan as follows:
 - EC-40 parcels: 1-4 stories
 - EC-65 parcels: 2-6 stories
 - EC-80 parcels: 3-8 stories
- Those buildings which are located within 1/8 mile of the Sports Complex Light Rail Station (i.e. Parcel 11) and the Town Center Light Rail Station (i.e. Parcels 5 & 6) are encouraged to maximize building height in an effort to intensify use.
- At the discretion of the City, any building located within 1/8 mile of the Sports Complex Light Rail Station (i.e. Parcel 11) and the Town Center Light Rail Station (i.e. Parcels 5 & 6) which exceeds the maximum height limit may be allowed through the Special Permit process.

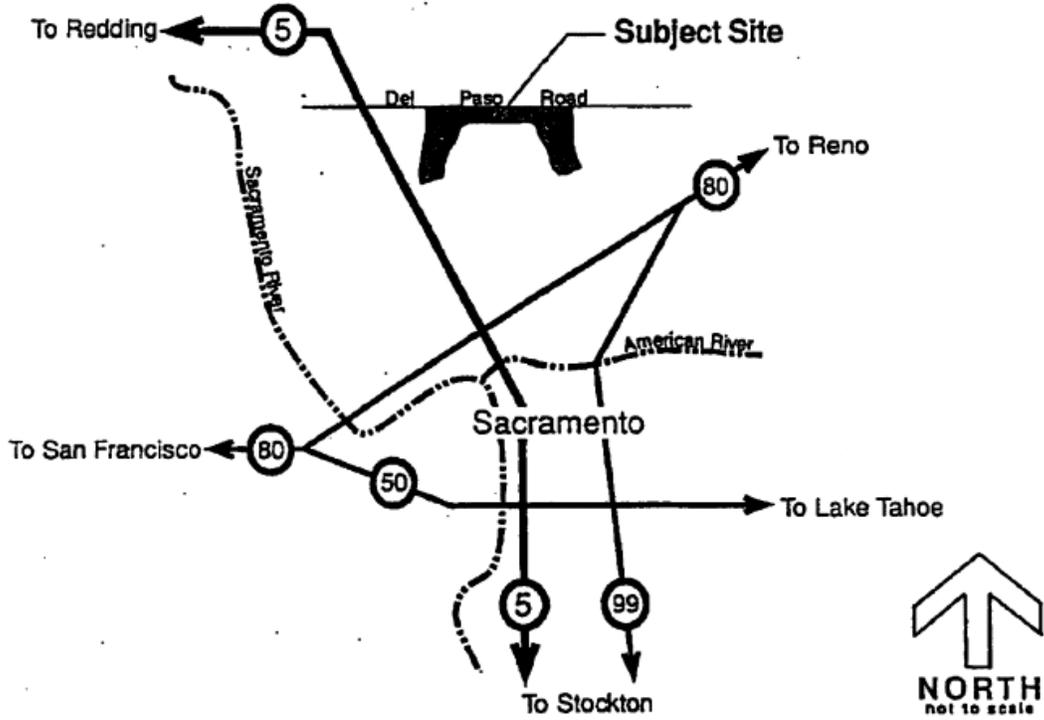
4.3 Building Design

- Building facades shall be finished with a variation of textures, materials, or colors to avoid blank facades and diminish the massing effect of the structure. The ground floor façade shall clearly address the street.
- Tilt-up style buildings are allowed as long as they offer a unique architectural style and form, and avoid a “box” appearance.

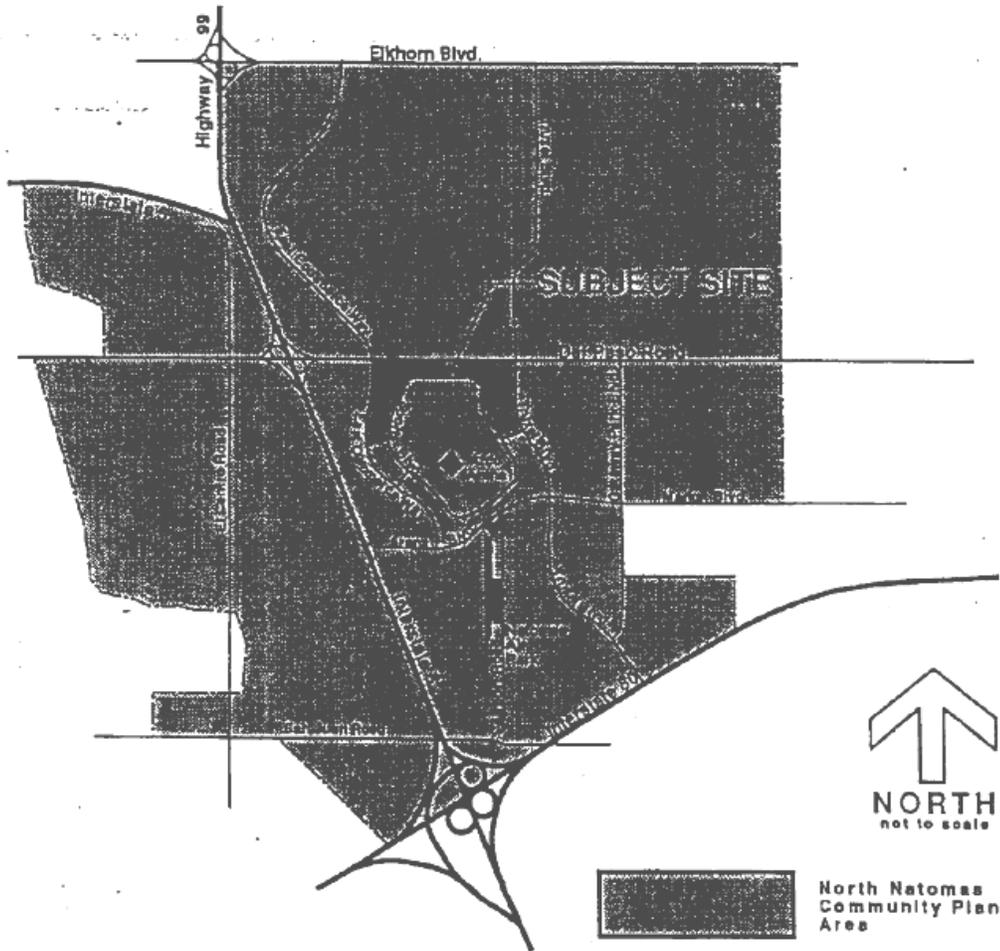
- Architectural features such as awnings, overhangs, arcades, etc. are encouraged and are allowed within setbacks and/ or within the sidewalk portion of the public street or other right-of-way with the applicable encroachment permits.
- Mechanical equipment either at ground level or on the roof shall be sufficiently screened from view through the use of mechanical screens, enclosures, permanent walls, or landscaping which is consistent with the overall building design.
- Energy efficiency should be designed into each building including passive solar gain, wind protection, and shade features such as awnings, patios, and landscaping. The Sacramento Metropolitan Utilities District (SMUD) should be contacted for technical assistance in maximizing the energy efficiency of the buildings and site.
- Building colors and materials shall add to the visual interest of the buildings. Innovative colors and textures may be used, with brighter and more radiant color choices used primarily for accent or trim purposes.
- Mirrored glass shall not be allowed in the design or construction of any part of a building.

Appendix

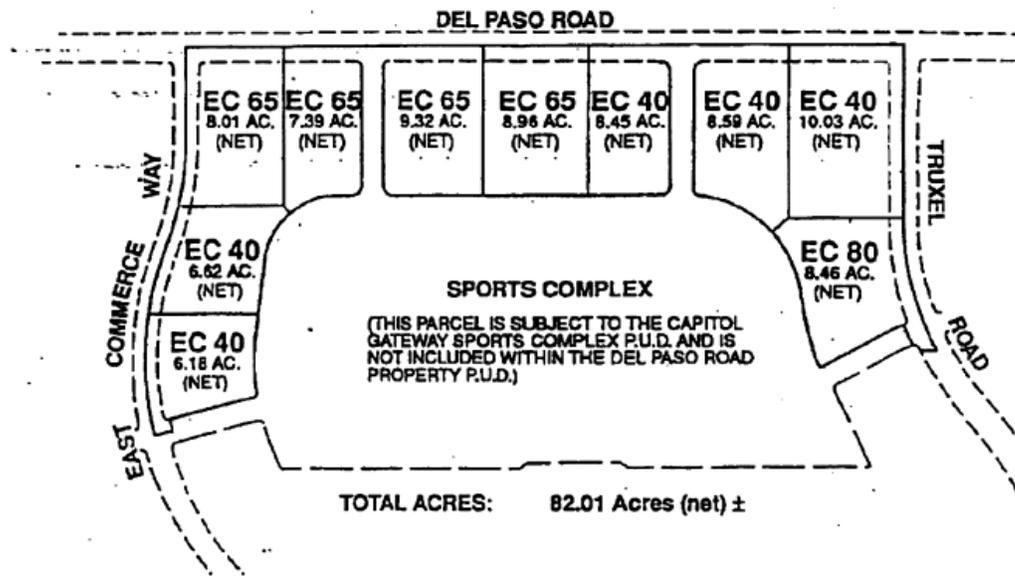
AP.1 Regional Location Map



AP.2 North Natomas Community Plan Location Map



AP.3 Del Paso Road Property PUD Area



AP.4 Land Use/Density Allocation Matrix Table

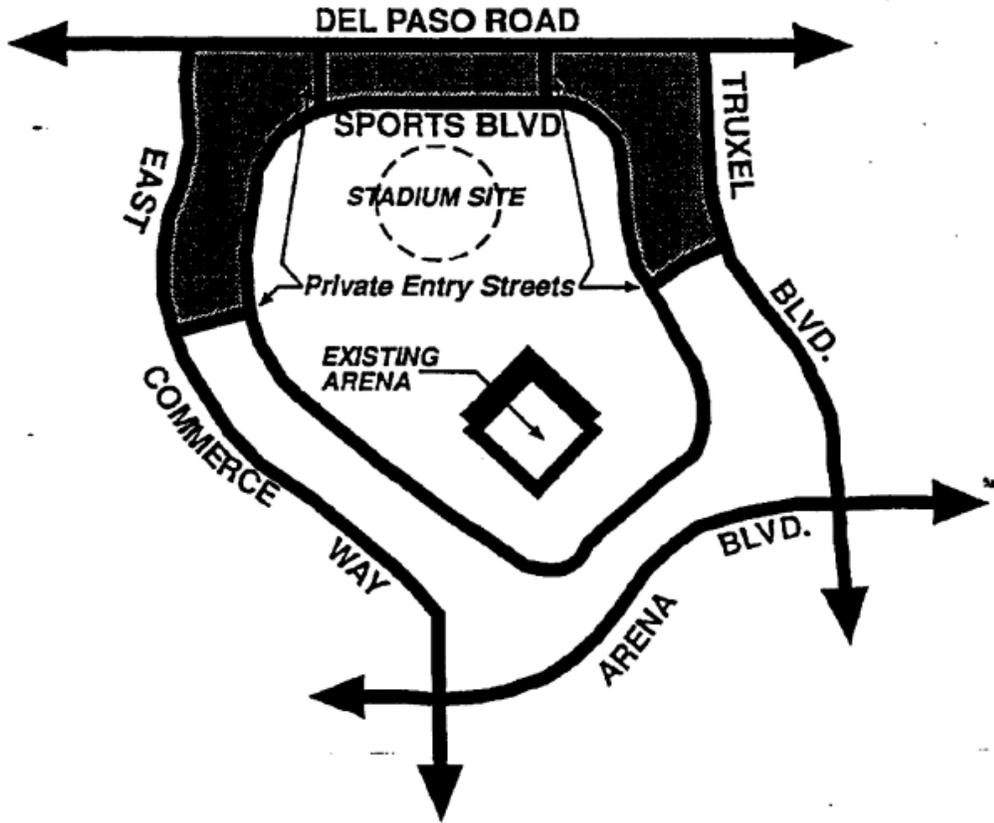
Parcel Number	Community Plan Designated Acres within Planned Development					10% Allocation of Retail	20% Allocation of Light Industrial	25% Allocation of Residential
	EC 40	EC 50	EC 65	EC 80	Total Acres	Acres	Acres	Acres
2	6.18				6.18	.62	1.24	1.55
3	6.62				6.62	.66	1.32	1.66
4**			8.01		8.01	.80	1.60	2.00
5			7.39		7.39	.74	1.48	1.85
6			9.32		9.32	.93	1.86	2.33
7			8.96		8.96	.90	1.79	2.24
8	8.45				8.45	.85	1.69	2.11
9	8.59				8.59	.86	1.72	2.15
10	10.03				10.03	1.00	2.01	2.51
11				8.46	8.46	.85	1.69	2.12
Totals	39.87		33.68	8.46	82.01	8.21	16.40	20.52

AP.5 Support Retail Calculation for the Del Paso Road PUD Table⁶

Total Net Acreage	10% for Support Retail	Previously Approved Support Retail	Net Acreage	Remaining Amount of Support Retail Allowed in the PUD
82.01	8.201	Jack-in-the-Box Restaurant/ Drive-thru (Parcel No. 5, Building A)	0.95	
		Chevron Service Station/ Convenience Market (Parcel No. 5, Building B)	1.05	
		Proposed Retail Buildings (Parcel No. 4A	5.87	
	8.201		7.87	0.33 net acres

AP.6 Roadway Master Plan

⁶ Table added on

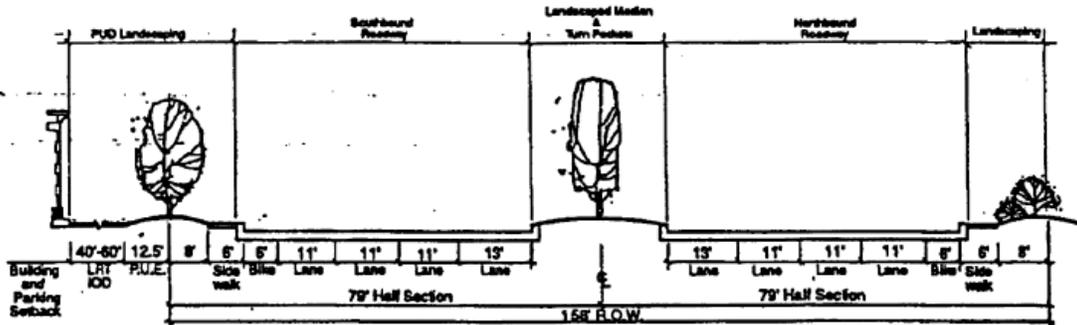


AP.7 Roadway Master Plan Matrix Table

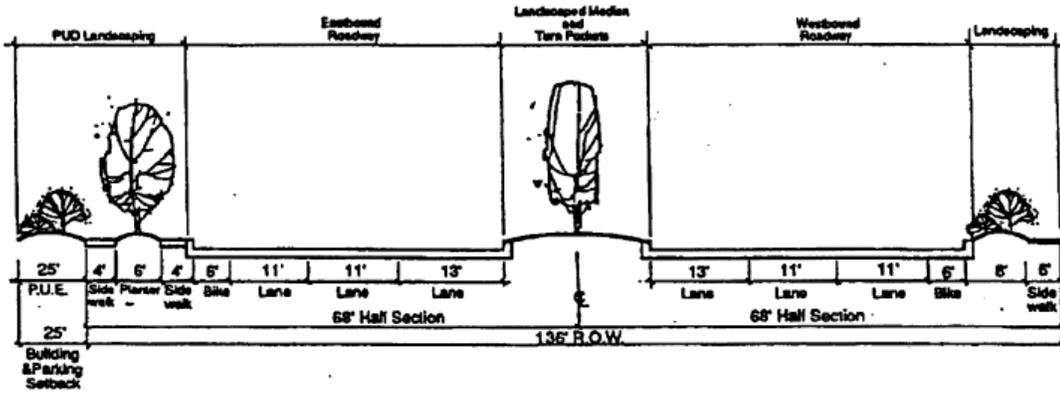
Roadway Name	Roadway Type	Total ROW	Dominant User	Bike Lane	On-Street Parking	Lighting Standard	Dominant Tree Species	Tree Spacing	Remark
Del Paso Road	6-Lane Divided	136'	Auto	Yes	No	30'- 50'	Plantus acerifolia/ London Plane	50' oc	Major Arterial
Truxel Road	8-Lane Divided	158'	Auto/ Transit	Yes	No	30'- 50'	Quercus agrifolia/ Coast Live Oak	50' oc	Major Arterial
East Commerce Way	6-Lane Divided	136'	Auto	Yes	No	30'- 50'	Quercus rubra/ Red Oak	50' oc	Major Arterial
Sports Boulevard	5-Lane Divided	65'	Auto/ Pedestrian	No	No	15'- 30'	Celtis sinensis/ Chinese Hackberry	30' oc	Private Loop Street
Existing Sports Com-	4-Lane (Private)	120'	Auto/ Pedestrian	No	No	15'- 30'	Pyrus calleryana/ Flowering Pear	30' oc	Ceremonial Sports Com-

plex Entry Street									plex En- trance
Proposed Sports Complex Entry Street	4-Lane (Private)	60'	Auto/ Ped- estrian	No	No	15'- 30'	Pyrus calleryana/ Flowering Pear	30' oc	Sports Complex/ Town Center Connector

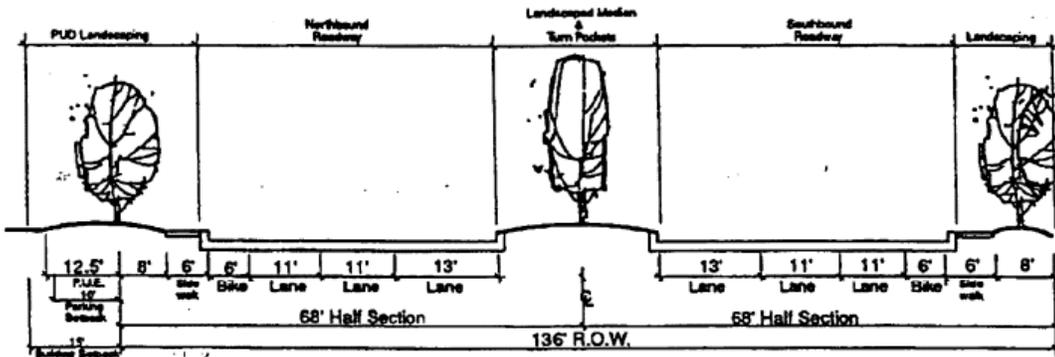
AP.8 Truxel Road Section



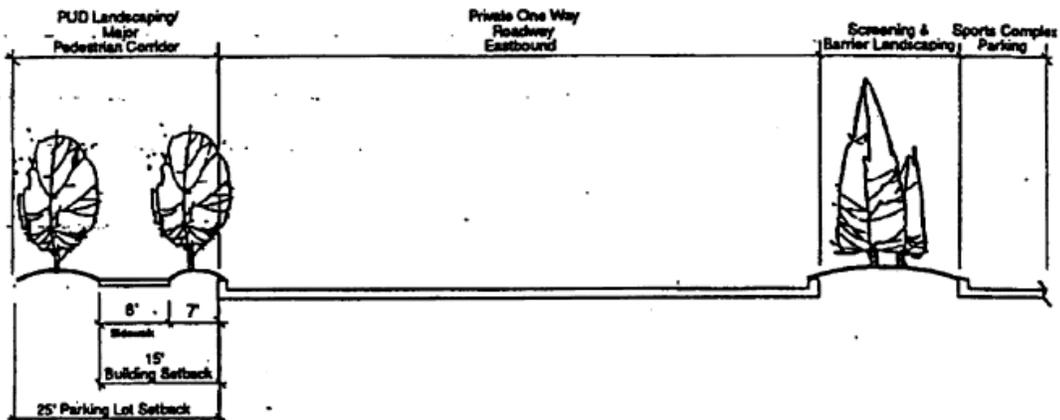
AP.9 Del Paso Road Section



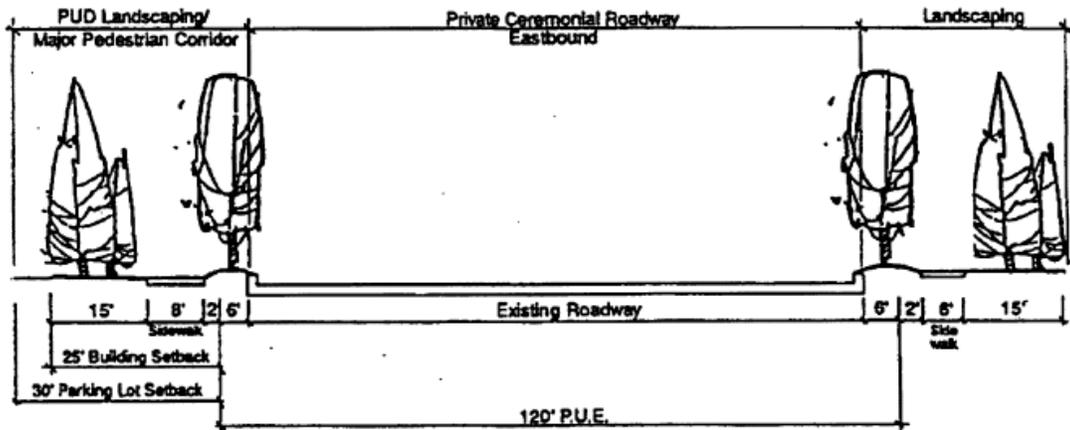
AP.10 East Commerce Way Section



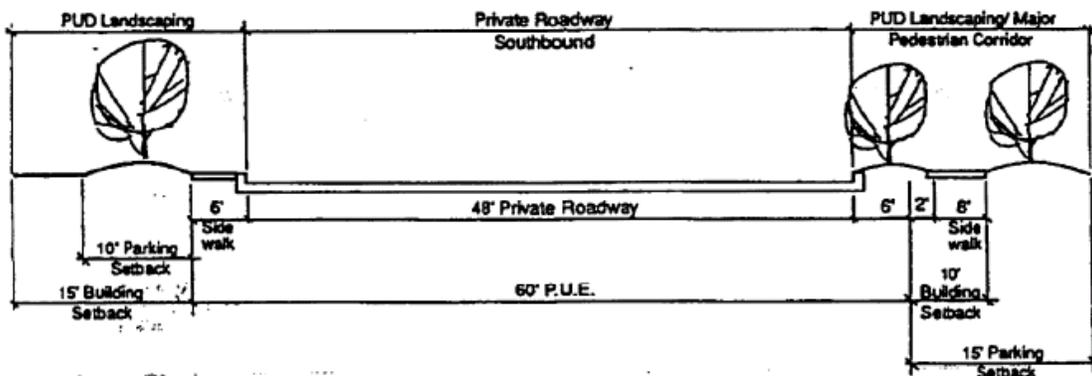
AP.11 Sports Boulevard Section (Private Road)



AP.12 Private Entry Street Section (Truxel and East Commerce Access)



AP.13 Private Entry Street Section (Del Paso Road Access)



AP.14 Major Pedestrian Circulation

