

# Natomas Crossing

## Planned Unit Development (PUD) Guidelines

City of Sacramento, California

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# Table of Contents

Chapter 1- Purpose and Intent	7
Chapter 2- Review and Approvals	7
2.1 Procedures for Approval	7
Chapter 3- Community Development Guidelines	8
3.1 Overview	8
3.2 Community Design Standards	9
3.2.1 Land Use and Design Criteria	9
3.2.2 Community Roadway Master Plan	10
Connection to Baseline Roadway Network	10
Site Access from Roadways	11
Community Streetscape Master Plan	12
Public Open Space and Parks	15
Signage Standards	19
Lighting Standards	23
Transit Stations	25
Public Arts Standards	27
Comprehensive Flood Management Plan	28
Gated Residential Developments	29
3.2.3 Development Area Standards	30
Building/ Site Design	30
Automobile Parking	30
Circulation and Linkages	31
Landscaping and Irrigation	31
Toxic Storage and Handling	32
Chapter 4- Land Use and Site Specific Guidelines	33
4.1 Land Use Classifications	33
4.1.1 Residential	33
Low Density Residential (LD)	34
Medium Density Residential (MD)	34
High Density Residential (HD)	34
4.1.2 Employment Center (EC)	34
4.1.3 Retail – Commercial	35
Convenience Commercial (CC)	35
Neighborhood Commercial (NC)	35
EC Support Commercial	35
4.1.4 Civic Transit	35
4.1.5 Community Center	35
4.1.6 Parks	36
Mini Parks	36
Neighborhood Parks	36
Community Parks	36
4.1.7 Detention Basins	36
4.2 Development Area Conceptual Planning	36

4.2.1 Development Area I (Reference Appendix AP.35)	37
Land Use	37
Adjacencies	37
Site Access	37
Building Orientation	37
Parking	38
Amenities	38
4.2.2 Development Area II (Reference Appendix AP.36)	38
Land Use	38
Adjacencies	39
Site Access	39
Building Orientation	39
Parking	39
Amenities	40
4.2.3 Development Area III (Reference Appendix AP.39)	40
Land Use	40
Adjacencies	41
Site Access	41
Building Orientation	41
Parking	42
Amenities	42
4.3 Site Specific Design Criteria	42
4.3.1 Commercial Development	43
Commercial Building Setbacks and Orientation	43
Commercial Building Height	43
Commercial Architecture	44
Circulation and Parking	44
Site Features	45
4.3.2 Residential Development	46
Residential Building Placement and Orientation	46
Residential Building Setback Standards	47
Residential Building Height	50
Residential Architecture	50
Driveways and Garages	52
Circulation and Parking	53
Site Features	53
4.4 Setbacks and Lot Coverage:	54
Attachment 1	57
Attachment 2	61
Attachment 3	63
Chapter 1- Intent and Purpose	65
Chapter 2- Approvals and Compliance	65
2.1 Review Process	65
2.2 Code Compliance	65
2.3 Interpretation	65
2.4 Unique Conditions	65

Chapter 3- Definition of Terms	66
Chapter 4- Prohibited Sign Types	66
4.1 Unsafe or Inadequately Maintained Signs	66
Chapter 5- Office Use- Detached Signage	67
Chapter 6- Office Use- Attached Signage	67
6.1 Materials, Construction, and Design	67
6.2 Illumination	68
6.3 Location	68
6.4 Wording and Logos	68
6.5 Quantity	69
Chapter 7- Hotel, Motel, and Support Commercial Uses- Detached Signage	69
Chapter 8- Hotel, Motel, and Support Commercial Uses- Attached Signage	70
8.1 Material, Construction, and Design	70
8.2 Number	70
8.3 Illumination	70
8.4 Location	70
8.5 Wording and Logos	71
8.6 Maximum Signage	71
Chapter 9- Highway Commercial- Attached and Detached Signage	71
Chapter 10- Auto/ Gas Service Stations- Attached and Detached Signage	72
Chapter 11- Combination/ Co-Brand Facilities- Attached and Detached Signage	72
Exhibits	73
Exhibit 1- Multi Tenant ID Sign	73
Exhibit 2- Project ID Feature 1	75
Exhibit 3- Multi tenant Direction Sign	77
Appendix	79
AP.1 Project Location- Regional	79
AP.2 Project Location- Local	80
AP.3 Land Use Plan	81
AP.4 Land Use Summary Table	83
AP.5 Land Use Allocation within Community Plan Table	83
AP.6 Land Use Allocation within PUD Table	85
AP.7 Roadway Master Plan Matrix Table	86
AP.8 Roadway Master Plan	87
AP.9 Truxel Road and Arena Boulevard (I-5 to East Commerce Way)	88
AP.10 Arena Boulevard (Truxel to East Commerce Way), Del Paso Road, and East Commerce Way (North of Road F)	89
AP.11 Roadway A, Roadway F, (Road J to Truxel and E. Commerce to W. Commerce) East Commerce Way (South of Road F)	89
AP.12 Roadway F (Road J to East Commerce Way), and San Juan Road	90
AP.13 Local Road and Minor Local Road	91
AP.14 Site Access Map	93
AP.15 Streetscape Master Plan	94
AP.16 Truxel Road Streetscape Plan (with future Light Rail)	95
AP.17 East Commerce Way (North) and Arena Boulevard Streetscape Plan	96
AP.18 Roadway A, Roadway F (at Commercial Frontage), and East Commerce	

Way (South) Streetscape Plan	97
AP.19 San Juan Road	98
AP.20 Roadway F Streetscape Plan	99
AP.21 Minor Collector, Minor Local, and Local Streetscape Plan	100
AP.22 Public Open Space Master Plan	101
AP.23 Open Space Conceptual Diagram (Private)	102
AP.24 Detention Basin Conjunctive Uses	103
AP.25 Conceptual Community Park/ Drainage Basin 6A	104
AP.26 Community Gateway Signage Master Plan	104
AP.27 Community Gateway Signage Diagram	106
AP.28 Neighborhood Entry Master Plan	107
AP.29 Neighborhood Entryway Signage	108
AP.30 Transit Station Map	109
AP.31 Development Area Map	110
AP.32 Building Orientation to Roadways	111
AP.33 Building and Parking Orientation	112
AP.34 Mini Park Schematic Plan	113
AP.35 Development Area I- Conceptual Site Plan	114
AP.36 Development Area II- Conceptual Site Plan	115
AP.37 Natomas Crossing Subdivision	116
AP.38 Enhanced Entrance	117
AP.39 Development Area III (North)- Conceptual Site Plan	118
AP.40 Development Area III (South)- Conceptual Site Plan	120
AP.41 Single-Family Residential Building Setback Diagrams	121
AP.42 Single-Family Attached Residential Building Setback Diagrams	121
AP.43 Five-Unit Proto-Typical Lotting for North Natomas	123
AP.44 Six-Unit Proto-Typical Lotting for North Natomas	124
AP.45 Nine-Unit Proto-Typical Lotting for North Natomas	125
AP.46 Residential Arch Standards	126
AP.47 Residential Garage Standards	128
Entitlement History	129

**Originally Prepared For:**

Alleghany Properties, Inc.  
2150 River Plaza Drive, Suite 155  
Sacramento, CA 95823  
(916) 648-7700

**Originally Prepared By:**

Vail Engineering Corporation  
2033 Howe Avenue, Suite 220  
Sacramento, CA 95825  
(916) 929-3323  
(916) 929-1772 Fax

**Reformatted by:**

City of Sacramento  
Current Planning Division  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, California 95811  
(916) 808-5656

# Chapter 1- Purpose and Intent

The Planned Unit Development (PUD) Guidelines are intended to unify the design and implementation of Natomas Crossing within North Natomas. It is intended to unify “individual parcels” into one “holistic community” with the completed development greater than the sum of its individual parcels. The grand vision for North Natomas has evolved over many years of debate and discussion between planners, architects, environmentalists, engineers, and city officials. The vision is expressed within many planning documents that dictate the future of North Natomas including the Planning Principles and Composite Plan, adopted November 5, 1992, the North Natomas Community Plan, adopted May 3, 1994, and the North Natomas Development Guidelines, adopted November 22, 1994.

The PUD Guidelines were mandated by the North Natomas Community Plan (NNCP) as a companion document to the master parcel tentative map. The Alleghany properties have been divided into three (3) development areas. Specific standards for parcels within the development area have been created to address issues critical to the entire North Natomas Community. The PUD Guidelines are organized into the following sections: Review and Approvals, explaining the process of submittals and approvals through the City of Sacramento; Community Development Guidelines, establishing standards for common areas within the community such as parks, roadways, civic uses, etc., and Land Use and Site Specific Guidelines, defining the site specific issues of land use, setbacks, density, etc. This document should be used in conjunction with the other planning documents noted above to develop the final entitlements required by the City of Sacramento.

This document is specific to an area of ownership or “project area” defined by Appendix AP.1 Regional Location Map and Appendix AP.2 Local Location Map. All parcels within the project area are required to adhere to these guidelines and the other planning documents. These guidelines shall prevail over other planning documents and / or city ordinances.

## Chapter 2- Review and Approvals

### 2.1 Procedures for Approval

Each individual parcel, or combination of parcels, shall be reviewed by the City of Sacramento Planning and Development Department and routed to other pertinent agencies and/ or organizations for review. The review and subsequent approval of the PUD schematic plan (and/ or subdivision tentative map and/ or special permit), will be based upon the project’s ability to implement this document and to be consistent with the NNCP and other applicable codes and/ or city standards. Applicants should review

the North Natomas processing protocols prepared by the City of Sacramento Planning and Development Department, as it defines the process and information required to secure each type of project entitlement. The City of Sacramento Planning and Development Department recommends a pre-application meeting with the North Area Planning, Public Works, and Utilities staff. This meeting will help determine what entitlements will be appropriate, what information will be needed in the application, and what issues may be anticipated during processing.

## **Chapter 3- Community Development Guidelines**

Chapter 3 of this document addresses community wide development related issues. These are the “big picture” issues that promote a thoughtful and comprehensive approach to development. The successful implementation of these principles will encourage a greater sense of community in North Natomas and ensure a high quality development. Chapter 4 addressed specific guidelines for each parcel and/ or land use.

### **3.1 Overview**

To fully understand the motivating principles behind the development philosophy and entitlement process for North Natomas, it is recommended that each applicant review three key documents that preceded these development guidelines: the Planning Principles and Composite Plan adopted November 5, 1992, the North Natomas Community Plan, adopted May 3, 1994, and the North Natomas Development Guidelines, adopted November 22, 1994. These documents have been incorporated into these document guidelines where applicable to the PUD.

The following summary highlights a few planning principles that are critical to the Community Development Guidelines section of this document:

- A well- integrated mixture of retail, residential, and commercial uses, interdependent on quality transit services.
- An extensive network of pedestrian and bike trail connections linking activity centers with streets, transit routes, and linear parkways.
- The creation of transit centers serving as the hub of multiple land uses with high density uses directly adjacent.
- Promote air quality through thoughtful transportation and transit linkages that function effectively with the land uses.
- Provide a jobs/ housing ration of 62% throughout North Natomas using innovative land use mixtures and multiple modes of transportation.

- Preserve the natural environment to the benefit of the residents and the existing plant and animal species.

Many of the planning principles noted above have been permanently implemented by the NNCP through zoning and land use policy. There are some principles, however, that must be implemented at the site specific/ entitlement stage of development. This document will implement as many of these remaining planning principles as possible. Additional implementation will occur during the PUD schematic plan, tentative subdivision map, and special permit review.

## **3.2 Community Design Standards**

The community design standards unify the collective development of the Natomas Crossing neighborhood. These standards encourage a holistic approach to the collective environment created by the placement of buildings, the provisions for vehicular and pedestrian access, open space, landscaping, and mass transit. Space shaping (rather than space occupying) site planning will create a dynamic environment for these two neighborhoods.

### **3.2.1 Land Use and Design Criteria**

The Land Use Plan (Appendix AP.3) illustrates the general intent of the land use plan to create an integrated mixture of land uses. The land uses within the project area include: residential, employment center, commercial, institutional, i.e. daycare, community center, park, school, and a civic transit station (see Appendix AP.4). Comparative exhibits showing the differences between the NNCP land use plan and this PUD are contained in Appendix AP.5. The land uses are organized within each neighborhood to encourage pedestrian, bicycle, and transit activity, and to encourage jobs adjacent to housing. Individual parcels are sized and configured to accommodate a multitude of development scenarios that relate to the circulation patterns created by adjacent roadways. Each parcel should be a complete and resolved site plan within the larger context of each neighborhood. Additional discussion and specific land use elements unique to each development area will occur in Chapter 4 Land Use and Site Specific Guidelines.

The North Natomas Community Plan provided the option of transferring the allowable retail, residential and industrial land uses between parcels. The maximum retail allowable within the EC-40, EC-50, and EX-65 land use designations is 10% of the total land area. The maximum residential allowable is 25% of total acreage, and the maximum light industrial is 20% of total acreage. The Land Use and Density Matrix (Appendixes AP.5- AP.7) define the transfer of these land uses between development areas. These tables shall be updated by the City to reflect any allocations that occur after the computation of this document.

### **3.2.2 Community Roadway Master Plan**

The roadways shown on the Roadway Master Plan (Appendix AP.8) are the primary circulation corridors throughout the project area. These roadways are the single most important element in influencing a unified development pattern that encourages pedestrian activity, transit usage, safety, and a holistic project wide aesthetic. The roadway must; therefore, be defined as the total public space associated with the roadways including medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, furniture, walls, entrances, intersections, fire hydrants, etc. The Roadway Master Plan Matrix Table (Appendix AP.7) defines the technical specifications for each roadway shown on the map. Roadway sections are shown in Appendixes AP.9, AP.10, and AP.11).

#### **Connection to Baseline Roadway Network**

The PUD is served by three major regional roadways; Interstate 5, Interstate 80, and State Highway 99. These three roadways converge at the southern boundary of the project area, providing excellent regional access. The roadways that connect the project site to these adjacent freeways are most notably Del Paso Road, Truxel Road, and Arena Boulevard. Vehicular access to the project area off of these three roadways is somewhat limited due to the design speeds of the roads and the high traffic volume projected on each of these roads. Based upon the *Traffic Evaluation Report* prepared by Kittelson & Associated, Inc., in October of 1992, the following turning movements from adjacent roadways into our project sites are recommended (subject to approval by the City of Sacramento). For further information, reference the Site Access Map, AP.14.

#### **Del Paso Road**

Turning movements are restricted to signalized intersections only. There will be two signalized intersections adjacent to our project site, where Del Paso Road intersects East Commerce Way and Truxel Road. Additional limited access will be provided at Development Area I, as shown on the Site Access Map, AP.14.

#### **Truxel Road**

Turning movements are restricted to signalized intersections only. Signalized intersections along Truxel Road will occur at the intersection of Del Paso Road, Road B, Arena Boulevard, Road D, and Road F. No direct project access will occur along Truxel Road.

#### **Arena Boulevard**

The minimum signal spacing along Arena Boulevard is 1,000 feet. Probable locations

include; one at the intersection of east Commerce Way, a second at the intersection of Road I, a third at the intersection of Road J, and a fourth at the intersection of Truxel Road. Additional limited access will be provided along Arena Boulevard as shown on the Site Access Map, AP.14.

**Site Access from Roadways**

Site access from adjacent roadways within the PUD vary a great deal, depending on the adjacent road and its proximity to proposed intersections. Much of the design criteria used to establish these points of access were developed from the Traffic Evaluation Report prepared by Kittelson & Associates, Inc., in October of 1992. To simplify the discussion of site access, the points of ingress and egress will be discussed relative to each development area. The following recommendations are subject to approval by The City of Sacramento at such time that the special permit submittal for individual parcels in reviewed by the city.

The owner shall provide the following information to be transferred to future owners:

Access to individual parcels from the street with the number of lanes indicated below shall be restricted as follows:

# of Lanes	Min. Driveway Spacing	Left Turn from Street	Left Turn to Street
2	Per City Code	Allowed Turn Lane Required	Allowed 2-way Turn Lane
2	Per City Code	Turn Lane Required	Required
+	Code	Protected Lane	2-way Turn Lane
4	250'	Required	Required
6	500'	At Signalized	Prohibited
8	Not Allowed	Intersections	At Signalized Intersections

**Development Area I**

Development Area I has frontage on three roadways; Del Paso Road, Truxel Road, and Roadway B. Del Paso Road has restrictions on left-turn egress movements from our development site. Therefore, access to Del Paso Road is restricted to a right-in/ right-out, or left-in turning movement. Access from Truxel Road is not permitted. Access from Roadway B would be unrestricted, with full turning movements in and out of Development I. (Refer to AP.14)

**Development Area II**

Development Area II is served by two major roadways and a network of smaller local

roads. The two major roadways are Arena Boulevard and Truxel Road. Turning movements are restricted on these two roads. On Arena Boulevard, there would be two access opportunities. One is located between Roadway I and Roadway J, the second between Roadway J and Truxel Road. Both would be restricted to right-in/ right-out turning movements. These access points should be coordinated with access to the parcel located to the north of our development area (the Arena Corporate Center). The only access to Development Area II off of Truxel Road will occur at the signalized intersections where Roadway D and Roadway F intersect Truxel Road. These two intersections provide the only access to the easterly most parcels within Development Area II. The remaining roadways in Development Area II are considered local roads that have no turning movement restrictions other than intersection offset minimum dimensions specified by the city to be no less than 120 feet centerline to centerline. The preferred ingress and egress locations are shown on Appendix AP.14 The Site Access Map. It is recommended that access points to individual parcels be aligned with one another as shown in this appendix.

### **Development Area III**

Development Area III is provided access by East Commerce Way, Road A, and Road F. East Commerce way has two different levels of service classifications based upon the *North Natomas Composite Plan* prepared by Kittelson & Associates, Inc. The section of road north of Arena Boulevard is classified as a six-lane arterial and has some restrictions associated with it. This area will allow for several right-in/ right-out and left-in turning movements, and one signalized entrance located directly across from the Arena entrance road. These entry points should be aligned on parcel lines as shown in the Site Access Map (AP.14) which will require a reciprocal access easements, thereby reducing the total number of curb cuts along that roadway. Access to commercial parcels will have to be addressed at special permit stage, but most will likely result in right-in/ right-out turning movements only. Road A and Road F offer right-in/ right-out and left-in/ left-out opportunities.

The portion of East Commerce Way in Development Area III located south of Arena Boulevard and north of San Juan Road is designed as a four-lane arterial which has a reduced level of service allowing for a larger variety of turning movements. (Please reference the Site Access Map, AP.14). There will be two signalized entrances in this southern area that align with adjacent roadways.

### **Community Streetscape Master Plan**

The Streetscape Master Plan (Appendix AP.15) strives to create continuity within public spaces and to create an environment that caters to people rather than cars or buildings. The streetscapes created by this master plan attempt to remove the focus from a single tree, shrub, sign, or light fixture and place attention on the greater collective aesthetic generated by all these elements. Rather than creating abrupt boundaries through the disjointed application of walls, fences, hedges, etc., the total streetscape environment

should flow together as one communitywide feature.

The roadway right-of-way (ROW) and Public Utility Easement (PUE) information presented in the preceding Roadway Master Plan subsection was developed in concert with the Streetscape Master Plan. The specific species of the dominant street tree for each roadway is defined in Appendix AP.7 Roadway Master Plan Matrix. Schematic streetscape plans are shown in Appendixes AP.17- AP.22. These plans work together to create a holistic approach to the public lands associated with roadways in North Natomas. Specific design issues within the roadway ROW and PUE such as paving materials, signage, benches, artwork, and trash receptacles are addressed in the *North Natomas Development Guidelines* (City of Sacramento Resolution No. 94-687, adopted November 22, 1994). Enforcement of these standards will ensure a safe, attractive public environment along the North Natomas roadways. Additionally, planting and irrigation solutions within North Natomas must adhere to the City of Sacramento Water Conserving Landscape Ordinance (Chapter 9, Section 9.1300, Article XXIX, Adopted November 5, 1992).

The Streetscape Master Plan is designed to implement key aspects of the NNCP. Some of the concepts used to create this plan are summarized below:

- Landscaping along major streets should be park-like in character to serve as linear parkways for pedestrian and bicycles.
- Streetscapes should frame vistas of landmark buildings and other public areas.
- Front-on buildings are encouraged. Avoid sound walls, replace with mounds and other sound absorption features.
- Provide prominent entry treatment at neighborhoods.
- Encourage separation of cars and pedestrians with street trees and/ or parked cars, while preserving pedestrian dominance of streets.

Within the Streetscape Master Plan, there are specific design and/ or implementation issues that must be address:

### **Street Tree Planting**

- Install tree species within the ROW and Public Utility Easement (PUE) per the Roadway Master Plan Matrix (AP.7) at spacing indicated in the matrix.
- Obtain soils report to determine if subsurface drain lines or soil amendments are needed.
- Stake 15-gallon trees and guy wire larger trees against prevailing wind.

- Coordinate tree placement with street lights, utilities, and entry drives. Tree spacing shall prevail where practical.
- Trees shall be located as to preserve sight lines at intersections and near signage.
- Accent trees should be located at key driveway entrances and at intersections.
- Trees should be matched in size, height, and form where formalized, and mixed-matched where in formalized.

### **Understory and Groundplane Planting**

- Plant species shall be selected from the *North Natomas Development Guidelines* document prepared by the City of Sacramento.
- The functional demands on the groundplane will vary greatly for each roadway based on the adjacent land uses. Planter strips adjacent to “on-street parking” lanes shall be planted with durable ground covers or turf, and planter strips *not* adjacent to “on-street parking” lanes shall be planted with native and/ or low water use ground covers and/ or low shrubs.
- The ground plane areas within the right-of-way shall be flat and capable of handling foot traffic. Turf and ground covers are acceptable in most areas but others may require paved surfaces due to heavy traffic volumes. This will be reviewed on a “case-by-case” basis during the special permit review.
- When shrubs are used, they shall be low height varieties that do not obscure views and/ or access to the walkway or roadway.
- Multiple permeations between the right-of-way and adjacent parcels are encouraged.
- Water-conserving plant materials shall be used where practical. Durability under foot traffic may prohibit their use between curb and walkway planters.
- Maintain positive drainage towards the street within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.
- Maintain clear sight lines at entry drives and intersections per city standards.
- Decorative rocks, cobble, crushed rock, permanent wood chips, or gravel are not to be used as dominant ground cover material. Cobbles may be used to stabilize drainage swales and channels.

## **Irrigation Requirements in the Roadway Right-of-Way**

- The roadway right-of-way plantings should be operated from an automated, centralized, computer monitored system per the City of Sacramento Public Works Department specifications.
- Water conserving irrigation techniques and equipment shall be used throughout.
- Heads shall be located and specified to prohibit overspray onto paved surfaces.

## **Implementation**

The trees and plantings associated with the Streetscape Master Plan within the landscape easement will be installed by individual land owners prior to occupancy and will be maintain by the North Natomas Landscape and Lighting District.

## **Public Open Space and Parks**

The public open space and parks within this project area are intended to provide a network of pedestrian linkages between private use area and the public amenities located within parks and open space throughout North Natomas. These linkages will play a major role in making North Natomas a successful pedestrian-friendly environment. When viewed as one interconnected system of linkages these parks and open spaces can serve many needs within the community, including recreation, circulation, habitat preservation, beautification, and drainage retention.

Specific objectives and principles to be achieved with the public open spaces and parks are listed below:

- Every resident and worker in the community shall have convenient access to active and passive recreational opportunities.
- Distribute open space and parks throughout the project area based on density.
- Locate and design parks and open space to optimize conjunctive use of schools, drainage facilities, and other facilities (where applicable).
- Promote stewardship of community's natural resources.

The open space amenities within the PUD are defines as either Neighborhood Parks, Community Parks, Landscape Easements, Private Plazas, or Drainage Basins. The presence, size, and orientation of these amenities may vary greatly within each development area and will be defined by each individual project and/ or parcel. The primary objective of this document is to ensure that there is a proportionate allocation of open space for each development area and that the open space is connected to

surrounding development areas. The Public Open Space Master Plan, Appendix AP.22, illustrates the interconnectedness of the open space amenities within the project area.

### **Neighborhood Parks**

The NNCP defines “neighborhood parks” as parks from two to 10 acres in size serving a one-half mile radius, or approximately one neighborhood. There is one “neighborhood park” within the project area, adjacent to the civic center where Roadways D and J intersect (Reference Appendix AP.22). Because of the prominence, access, and visibility created by these two roadways, it is recommended that this park be a **ceremonial park** that embodies the character of the neighborhood. This park should provide joint use facilities that support the civic center facility such as a plaza or amphitheater. This park should primarily provide passive uses and leave active uses such as playgrounds, ball fields, etc., to the conjunctive use park within drainage basin 6A. The neighborhood park should have strong connections to the adjacent parcels and a linkage to the entire Parks and Open Space System. The park designs should consider safety and security as a primary objective without enclosing the park with fences or walls.

### **Community Parks**

There is one community park directly adjacent to, but not located with, the project area. This park is a conjunctive use park with drainage basin 6A. It will accommodate larger recreational activities than the neighborhood parks that may include soccer fields, softball and’ or baseball fields, and group picnic facilities. The community park has been conceptually designed to incorporate seasonal drainage and retention into a variety of recreational uses. See Appendix AP.25 Conceptual Community Park/ Drainage Basin 6A.

### **Landscaped Easements**

Landscaped easements within the project area can be grouped into two types: roadway landscape easements and utilitarian landscape easements.

The roadway landscape easements overlay the 12.5-foot public utility easements. They are defined by the individual plans and cross sections associated with the Streetscape Master Plan (Appendix AP.15). They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted and irrigated according to the *North Natomas Design Guidelines* and per the Street Tree Master Plan contained in this document. The costs of maintaining the landscaping shall be provided through a financing district. The city will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

The roadway landscape easement transforms an otherwise ordinary city street into an

open space amenity that can add value to adjacent properties, enrich the overall community, and encourage a pedestrian-friendly environment. The primary purpose of this easement is to create a continuous street tree planting along major roadways. The groundplane treatments within this easement are somewhat flexible. In areas of high foot traffic, pavement or turf may be desirable. In areas of low foot traffic, drought-tolerant or low water use plants should be used. Plants exceeding three feet in height are not allowed within the groundplane (police standard).

Utilitarian landscape easements are areas that can provide open space linkages and/ or buffers throughout the community, but are providing primarily a utilitarian purpose, i.e, such as a pipeline easement. There are four utilitarian easements within this project area. Easement #1 is located along Interstate 5, and Easements 2, 3 and 4 are located adjacent to the existing main canal (Reference Appendix AP.22).

- Easement #1 is a 100-foot-wide drainage easement, landscape buffer, and open space amenity paralleling the east side of Interstate 5. The easement is generally conceived as an open drainage channel along side a meandering pedestrian/ bicycle pathway that has informal massings of trees, shrubs, and ground covers. The final design of the individual features within the easement should be developed as one holistic design solution that informs interstate travelers that they have entered a master planned community... the new gateway to Sacramento. Opportunities for character signage, public art, hardscape, and signature design features should be explored.
- Easement #2 is a 150-foot-wide City of Sacramento RD-1000 storm drain, a city transmission water line, and a regional sanitary district sewer interceptor easement with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal between Truxel Road and drainage basin 6A. The bike trail will be accessed at two locations within the PUD; through drainage basin 6A within the community park (southern end) and through a 25-foot-wide public access easement connecting to Road J (northern end). The bike trail within Easement #2 is likely to share uses with a maintenance road along the proposed levee/ storm drain improvements.
- Easement #3 is a 86-foot-wide City of Sacramento RD-1000 storm drain, a city transmission water line, proposed regional sanitary sewer interceptor with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal. The bike trail shall be accessed by each parcel adjacent to the easement and from the intersection roadways ROW's, i.e., Del Paso Road, Arena Boulevard, and Truxel Road.
- Easement #4 is a 103- 108-foot-wide City of Sacramento RD-100 storm drain, city transmission water line, and SMUD 69 KV transmission line (North of the C-1 Canal).

## Private Plazas

Within each development area, there must be outdoor spaces that provide opportunities for people to sit, walk, and/ or gather. These plaza areas must be located adjacent to building access points and should promote street life and a sense of activity around the building.

Plazas should be designed in context with the building architecture, materials, and color. They should provide a sense of place unique to the buildings they serve but also become a unifying element between individual buildings within each development area.

Plazas should be pedestrian-friendly and buffered from parking lots, service areas, and potential nuisances. They shall be handicap accessible and well lighted at night. Permanent seating, hardscape, and site furnishings are encouraged. Plazas shall be provide at an average (per development area) of one (1) square foot per 100 square feet of building. Qualifying space shall be paved surfaces, fountains, seating areas, etc., excluding sidewalks that provide access to the plaza (reference Appendix AP.23 Open Space Conceptual Diagram).

## Drainage Basins

The primary purpose of the North Natomas drainage system is to convey urban runoff to the Sacramento River. The drainage system is comprised of drainage canals and drainage basins. The drainage basins within this project area will have some standing water throughout the year with a seasonally variable water line depending on peak flows.

- **Drainage Basin 5** is a 6.5-acre basin located within Development Area I just south of Road b, adjacent to the existing storm drain canal. This basin is strictly utilitarian due to the volume of water detention and frequency of use throughout the yearly drainage cycle. Basin 5 will likely have restricted maintenance access only i.e., no public access, and is therefore, not considered a conjunctive use drainage basin.
- **Drainage Basin 6A** is 35-acre basin located just outside this PUD, south of Development Area II. Within the Basin 6A, approximately 18 acres are subject to annual flooding with the balance of the site subject to various levels of seasonal flooding. A small portion of the site is above the 100-year flood plain. Given the flood potential and size of this basin, there are multiple conjunctive park uses that can be achieved within drainage basin 6A. The Conceptual Community Park/ Drainage Basin 6A (Appendix AP.25) illustrates the potential for creating shared used within this site. Access to the basin will be provided for Road J and from bike trail with Easement 2 described above.
- **Drainage Basin 6B** is a 12-acre basin located in the southerly end of development site III. The entire 12 acres is subject to annual flooding, but the

majority of the basin will remain dry throughout the summer months. Conjunctive uses might include passive uses such as picnicking, play fields, and hiking/ biking trails. The park design should reflect the noise constraints created by Interstate 5 and 80. Access to drainage basin 6B is provided from East Commerce way, San Juan Road, the parcel directly north, and the bike trail within Easement 1.

## **Signage Standards**

The identification and directional signage within the public use areas should provide a cohesive bond between individual projects and provide a “thread of continuity” throughout the entire community. These public use areas include the roadway right-of-way, civic centers, transit stops, parks, landscape easements, and open space preserves.

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2686, 4<sup>th</sup> Series. Signage proposals will be reviewed at the special permit submittal for general conformance, and again at the sign permit/ building permit submittal for technical conformance.

This section addresses signage that occurs in the public use areas and signage standards that are common to all parcels.

## **General Guidelines**

- All signage should be constructed of high-quality materials, finishes, and fabrication. High quality materials include: acrylic, aluminum, brass and painted steel, painted metal, porcelain enamel, or lexan or other high quality plastic approved by the city. Wood and painted backgrounds are prohibited on permanent signs.
- All signs and their supporting structures should be enclosed and maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.
- In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.
- All signage within private uses should maintain a minimum 10-foot setback from any public right-of-way.
- The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.

- All signs shall be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs, from either a natural occurrence or man created, should be replaced within 30 days.
- Upon notice from the City of Sacramento, all sign illumination malfunctions shall be replaced or remedied within 10 days.
- Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
- All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.
- All exterior sign illumination shall be consistent with the lighting program, except as otherwise stated within this signage program.

### **Gateway Signage**

Gateway signage consists of three (3) types of signs- community gateway signs, neighborhood gateway signs, and project entrance signs. Each type of signage performs a different function, but they work together as one collective information system. They provide character and a sense of arrival within the community.

The **community gateway signage** shall be located around the entire North Natomas community. There is one such sign in this project area located along Interstate 5. These sign monuments will be located along major roadways entering North Natomas as illustrated in the Community Gateway Signage Master Plan (Appendix AP.26). The signs should be located within the public landscape easement and respect adjacent circulation patterns, sight lines, and streetscape design (Appendix AP.27). Reference the *North Natomas Development Guidelines* for additional information. The signs may be funded through the Landscape and Lighting District financing plan.

The **neighborhood gateway signage** shall be located around the perimeter of each neighborhood as defined in the *North Natomas Community Plan*. There is one such neighborhood in the PUD. Sign monuments should be located at roadway intersections leading into the neighborhood as illustrated in the Neighborhood Entryway Master Plan (Appendix AP.28). The signs should be located within an expanded landscape easement respecting adjacent circulation patterns sight lines and streetscape design (Appendix AP.29). The actual design of these neighborhood sign monuments should depict a theme for the neighborhood that permeates the architecture, building materials, street names, etc. The signs may be funded through the Landscape and Lighting District financing plan.

The **project entrance signs** shall be located at the entrances of specific developments within each development area. Where possible, entrance signage should be consolidated on to one sign monument per entrance that serves multiple buildings within each development area. These signs may be located within the landscape easement, attached to privacy walls, integrated into retaining walls or architecture at the discretion of the City of Sacramento.

The specific design proposal shall be created by each project developer and submitted for approval during the schematic plan review process. The signs shall be funded solely by the developers.

### **Marketing Signage**

Individual developments within North Natomas shall be required to adhere to the standards regarding marketing/ informational signage contained within the City of Sacramento sign ordinance. These signs include any temporary or permanent signage associated with the marketing of land and buildings. The signs shall be funded solely by the developers.

### **Directional Signage**

Kiosks may be implemented within the public right-of-way and/or PUE to facilitate communitywide communication and/ or announcements. These kiosks should be designed as an integral part of the architectural and landscape theme of each development, especially at transit stations/ stops and at civic center locations.

### **Commercial Signage**

In addition to meeting the City of Sacramento Sign Ordinance Standards, development within the PUD must adhere to the following standards:

- In no case shall flashing, moving, or audible signs be permitted.
- In no case shall the wording of signs describe products sold, prices (except for gas stations), or any type of advertising, except as part of the occupant's trade name or insignia.
- No signs shall be permitted on building roofs.
- No sign, or any portion thereof, may project above the building or top of the wall upon which it is mounted.
- No exposed bulb signs are permitted, except neon tubing.
- The location of signs shall be determined during the special permit review process.

- 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 conductors, transformers, and other equipments shall be concealed.
- All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass, bronze, or black iron.
- All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
- Location of all openings for conduit and sleeves in sign panels of buildings shall be indicated by the sign contractor on drawings submitted to the city. Installation shall be in accordance with the approved drawings.
- No sign maker's label or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.
- Each occupant will be permitted to place upon each entrance to its building not more than one hundred forty-four (144) square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship.
- Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door, in a location as directed by the city in two-inch high block letters, the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letter will be approved by the city.
- Occupants may install street address numbers, as the U.S. Post Office requires, in a proposed location approved by the city. Size, type, and color of the numbers must be approved by the city.
- Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted within the occupant's lease line or property line, if approved by the city.
- One temporary standard sign denoting the name of the project, the marketing agent, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said sign shall be permitted until such time as a final city inspection of the building(s) designates said structure(s) fit for occupancy or the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair and shall not exceed a maximum area

- A temporary sign advertising the sale or lease of the site or building shall be permitted, but shall not exceed a maximum area of six (6) square feet.

## **Lighting Standards**

The lighting within North Natomas will have a major impact on the overall aesthetics and safety of the community. The lighting standards are intended to ensure a consistent level of light throughout the project area without creating a monotonous effect. Each light standard and lamp type should be selected within the context of the entire community design objectives and with specific regard to the functional demands for its location.

These lighting standards will provide a hierarchy of lighting effects which contribute to the overall cohesiveness of the community image. When used together with the other development guidelines, these standards will unify the project area.

For simplicity, the standards are related to five major use areas: roadways, walkways, parking lots, buildings, and landscapes.

## **General Guidelines**

- Light sources with a white color within the color temperature range of 2700-4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources shall be avoided.
- Light standards should be attractive to look at during daylight hours.
- Light sources shall be located and directed to minimize glare to adjacent uses.
- Energy saving devices such as solar sensors and timers are encouraged. Developers shall contact SMUD new construction services staff to discuss methods to conserve energy.

## **Roadway Lighting**

The light standards selected for use in the roadway right-of-way will have the most profound effect on overall streetscape lighting aesthetics. Specific light standards for major roadways will be designed and installed by the City of Sacramento. Lighting within the landscape easement and directly adjacent to the roadway right-of-way shall conform to the following standards:

- Lighting shall be consistently located and installed on each parcel such that each roadway has a consistent and unique treatment, i.e, singular product, regular

- The placement of lighting shall be coordinated with signage, landscaping and entry feature lighting to avoid "hot spots" of light along the roadway.
- Light standards shall not have signs and other decorative appurtenances attached to them that have not been specifically designed to be attached to them unless approved by the City.
- Light standards shall be evenly spaced in between the street trees as to compliment the formal pattern of vertical elements within the roadway right-of-way.

### **Walkway Lighting**

- Pedestrian walkway lighting should range from a minimum of one-quarter (1/4) foot-candle to a maximum one-half (1/2) foot-candle of light.
- Pole mounted light fixtures shall be mounted such that the center of the lamp is between twelve (12) and fourteen (14) feet above the adjacent sidewalk.
- Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.
- Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

### **Parking Lot Lighting**

- Generally, 1.0 foot-candle is the preferred standard. The application of greater than 1.0 foot-candle of light shall be subject to the review and approval by the Department of Planning and Development of a photometric site plan to ensure that off-site glare does not adversely impact adjacent uses.
- Light standards shall be located to minimize glare to adjacent roadways and buildings.
- Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/ or walkway lighting.
- Light standards should be limited to 30-foot maximum height.
- Light standards shall be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

## **Building Lighting (Exterior)**

- Exterior building lighting shall have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.
- Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.
- Indirect wall lighting or “wall washing” is encouraged rather than spot lighting from great distances.
- Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in the daylight.
- Light fixtures shall not project above the fascia or roof line of the building.

## **Landscape Lighting**

- Landscape lighting shall be used as supplemental or accent lighting only and shall not be used to meet minimum foot-candle requirements for safety. Exceptions that can be verified will be considered on a case-by-case basis.
- Light sources should be concealed and unobtrusive during daylight hours.
- Uplights shall be shielded to prevent glare for pedestrians and vehicles.
- Vandal resistant fixtures are encouraged.

## **Transit Stations**

There are three types of transit stations in North Natomas: light rail transit stations, bus transit centers, and bus/ shuttle bus stops. Each of these stations serves a unique role in a comprehensive transit network. The network is critical to the success of a functional transit system that attracts multiple users on a regular basis.

Each station must be integrate<sup>3d</sup> into the fabric of the community and in many instances becomes catalyst for community interaction. The stations must capitalize on linkages to intra-community circulation systems such as pedestrian walkways, bikeways, and roadways to create a multimodal transportation network. Consideration for alternative modes of individual transportation should be accommodated such as bicycles, skateboards, mopeds, electric vehicles, etc.

There are many standards for transit station design that are enforced by Sacramento Public Works and the Sacramento Regional Transit District. These city standards should be used as a starting point for individual station design. However, due to unique site and user opportunities inherent to each individual station location, it is imperative that station design becomes an integral component of the surrounding developments. The following guidelines should be incorporated into the three types of transit stations.

## **Light Rail Stations**

There are six light rail stations throughout North Natomas; three south of Del Paso Road and three north of Del Paso Road (See Appendix AP.30 Transit Station Map). The “South Village Center” station is the only light rail station in this project area. This station is located at the northwest corner of Truxel Road and Roadway ‘D’ within Development Area II. The Neighborhood Commercial and EC-65 zoning adjacent to the transit station is intended to promote intensive, employee oriented uses that generate ridership on the light rail. Buildings within Development Area II shall orient towards the South Village Center station and provide access to that station. The following guidelines will be incorporated into the light rail station design and are noted here for information purposes only.

- The station shall be designed to establish a “sense of place” using a theme unique to the surrounding neighborhood or “village”, and consistent with the light rail station themes established by the NNCP.
- The station shall be designed as a community landmark, yet identifiable as part of the overall community regional transit system.
- The station should be an integral component of the adjacent architecture and site improvements, (incorporating residential and convenience commercial uses where possible).
- The station should act as a catalyst to public activities that encourage constant use and interaction, i.e, friendly and safe gathering places, e.g., sidewalk cafes/ ATM/ newspaper stands/ coffee shop, etc.
- The station should invite multiple modes of transportation by providing adequate storage and access for bicycles, mopeds, skateboards, electrical vehicles, automobiles, buses, etc.
- The station should provide shared parking between adjoining uses and avoid large parking lots surrounding the pedestrian areas.
- The station should incorporate futuristic technologies to accommodate recharging electric vehicles, alternative fuel vehicles, telecommunications, and others, as identified.

## **Bus Transit Centers**

Bus transit centers will be required throughout North Natomas. The locations of these centers will be reviewed by the Sacramento Regional Transit District as development occurs. None occur in this PUD area.

## **Bus/ Shuttle Bus Stops**

- Bus shelters that are incorporated into the primary entrance of buildings shall receive a two-story height bonus if located within 25 feet of the bus stop. The sheltered area must be publicly accessible and integral to the architecture of the building and site. The two-story bonus is subject to review and approval by the planning department and Regional Transit.
- Bus stops should have multiple pedestrian linkages to adjacent developments.
- Bus stops shall be provided as required by the Sacramento Regional Transit District along major roadway corridors shown in the NNCP (Appendix AP.15).
- Bus stops should be located adjacent to commercial uses and/ or high activity area to prevent isolation. Visibility from a distance is important.
- Bus stops should have identifiable signage, shelter, shade, and landscaping.
- Bus stops shall have adequate on-street stopping area for bus vehicles, as required by Regional Transit.
- Bus stops should have attractive and comfortable shelters that are architecturally compatible with adjacent development.

## **Public Arts Standards**

The City of Sacramento has a public art ordinance that allocates a percentage of construction costs for public facilities on public art. This artwork can take many different forms and may involve multi-disciplinary efforts. Examples include sculpture, murals, mosaics, and video art. The artwork can occupy many different locations including neighborhood parks, office buildings, pedestrian plazas and walkways, parking garages, and transit facilities. Reference the current city ordinance for exact requirements.

North Natomas will serve a diverse collection of residents, employers, employees, and visitors that represent a variety of ethnic and cultural backgrounds. Integrating public artists into the process of evolving the community will provide a catalyst for community participation and a sense of ownership. The development teams involved with creating North Natomas are encouraged to bring artists into the projects early and maximize their contribution to the creative process.

The public art in North Natomas can provide a rich element of continuity throughout the community. Just as the streetscapes, building materials, and signage provide character, the careful orchestration of public art will create a truly unique sense of community. The following recommendations should be considered while evolving the public art for commercial and civic development within this project area:

- Initiate a Public Arts Master Plan for each development area that includes both temporary and permanent art installations and performances by artists.
- Involve artists whose work responds to specific aspects of the social, built, and natural environments.
- Invite artists whose creative process involves collaboration with members of the community. This will be more likely to produce artwork that provides a sense of community ownership and pride.
- Identify and engage private and public funding sources for the construction of special “community installations” that benefit the entire North Natomas development area at strategic locations such as village centers/ town centers/ transit stations, etc.
- Promote a diverse variety of art installations that capitalize on historical, cultural, and metaphorical aspects of the North Natomas Community.
- Temporary art installation opportunities should be identified in the Public Arts Master Plan. These installations will provide an opportunity to showcase local artists and provide a dynamic expression of our ever-changing society.

## **Comprehensive Flood Management Plan**

In addition to the standard FEMA development standards, the following guidelines and standards will be required:

In areas defined as rescue zones in the 1996 Flood Management Plan subject to greater than three feet of ultimate flooding:

### **Special Needs Facilities**

New special needs facilities (hospitals, schools, and residential care facilities) will be required, through the standard Special Permit process, to implement the following safety measures:

- Register address with utilities department for evacuation purposes.
- Locate critical equipment (heating, generators, phone banks, etc.) above the bas

flood elevation, where feasible.

## **Refuge and Evacuation**

- In order to improve evacuation and emergency services opportunities in the event of a flood, new public facilities shall have either roof access, contain an accessible floor or roof above the “rescue flood elevation.” When the accessible roof is utilized, a minimum of 20% of the roof area shall be designated for live load. Roof materials in the live load surface shall accommodate foot traffic.
- New major non-residential projects greater than 40,000 square feet (excluding industrial) shall have roof access and have an accessible floor or roof one foot above the rescue flood elevation. A minimum 20% of the roof area shall be designated for live load. Roof materials in the live load surface shall accommodate foot traffic.
- New residential subdivisions shall either identify public refuge locations or have a minimum of 50 % of residential units with a top plate at or above the rescue flood elevation.
- Public refuge locations may include commercial and office buildings, levees, schools or other public facilities with roof access. Public refuge locations must be located within one mile of the project site; and

### Citywide (all areas within A-99 Zone)

- New subdivisions and neighborhoods shall have multiple ingress and egress points to facilitate evacuation and other emergency services. Knox boxes shall be provided in gated communities to facilitate emergency vehicle access;
- All new residential and non-residential structures continue to be anchored to their foundations per existing state law; and
- Gas valve shut-off keys shall continue to be required to be attached in a visible location for all residential and commercial gas water heaters per existing state law.

## **Gated Residential Developments**

Gated communities are prohibited in Natomas Crossing, unless the City permits gated communities in other North Natomas PUDs.<sup>1</sup>

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<sup>1</sup> Wording in this section modified on 07/24/1997 by CPC (P97-374)

### 3.2.3 Development Area Standards

In this subsection of the development guidelines, issues pertaining to the design and planning of each development area (three total) will be identified. Just as the previous subsection III-B discussed macro-level issues of the entire *North Natomas Community*, subsection III-C will discuss the macro-level issues of the collective parcels within the PUD and their relationship to each other.

The Natomas Crossing have been divided into three (3) development areas (see Appendix AP.32). Each development area must be designed to be compatible with the surrounding sites and adhere to the following development standards:

#### Building/ Site Design

- Develop an architectural style that provides a strong sense of identity and respects the local vernacular of Sacramento.
- Architectural facades should provide visual interest and scale to the adjacent streets. Avoid overly monotonous facades that do not have relief, shadow, or textural changes at the pedestrian level.
- Provide windows that look out to the adjacent streetscape and parking lot areas. Avoid or minimize use of reflective glass at the street level.
- Orient building entrances towards the adjacent streetscape and celebrate the connection between public and private uses (see Appendix AP.32).
- Select a building orientation that minimizes the need for extensive screen walls.

#### Automobile Parking

- Where reasonable, locate parking lots away from the primary adjacent roadways, behind the buildings, or within the buildings as structured parking (see Appendix AP.33).
- Avoid unnecessary and excessive parking where possible by developing reciprocal parking arrangements between compatible uses within each development area.
- Provide shade trees per the city shade tree ordinance.
- Provide pedestrian circulation through parking lots and between adjacent land uses, i.e., make them pedestrian-friendly.

- Blend parking lots into the adjacent landscape using them as form-giving elements to the overall site.
- Segment large singular surface lots into smaller units.
- Screen the bumpers of automobiles from adjacent pedestrian spaces where possible, but not at the expense of the safe and convenient access to the parked vehicles.
- Anticipate potential infill development of the parking lots; locate and size them accordingly.
- Electrical vehicle recharging opportunities and alternative fuel facilities are encouraged in areas per prevailing SMUD standards. Coordinate this with SMUD's new construction services staff.
- Where structured parking fronts roadways, the first level must be designated as storefront commercial uses with multiple access points and transparent facades (except for entry points into building).

### **Circulation and Linkages**

- Development areas should be linked together with multiple modes of circulation including sidewalks, bikeways, open space/ landscape corridors, plazas, roadways, and transit.
- Promote direct visible linkages between buildings and streets to transit facilities.
- Security walls and other physical barriers that reduce permeability throughout the community will be discouraged.
- Maintain permanent and uninhibited access to public open spaces and public facilities.
- Provide an interconnected roadway system within individual development areas to increase the off-site linkages and promote a complex urban fabric with multiple connections.

### **Landscaping and Irrigation**

- An individual project landscaping plan shall be received and approved by the City of Sacramento Planning Department through the special permit submittal process. Projects must also adhere to the City landscape ordinance to obtain final occupancy permits.

- Landscape materials must be selected and located without adverse impact to the adjacent land uses and/ or development areas. (Refer to *North Natomas Development Guidelines* for acceptable plant species).
- Street trees and other landscape improvements critical to the “community landscape framework” may be required of individual development areas. These improvements will be addressed on the PUD schematic plan.
- Landscape improvements within the roadway right-of-ways shall be installed per City of Sacramento standards.
- Individual projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to *North Natomas Development Guidelines*).
- Xeriscape planting and irrigation techniques should be utilized where feasible.
- Automatic irrigation controller systems are required as a minimum, and climate controlled systems are encouraged.
- Planting areas shall be maximized on each project site to provide relief from intense summer temperatures.
- Project landscapes shall be maintained to minimum City standards for safety and access.

## **Toxic Storage and Handling**

Future development may be subject to hazards created by contamination resulting from existing or past land uses on the site or adjacent site. Hazardous substances include both hazardous wastes and hazardous materials. In general, a material or waste is classified as “hazardous” if it is one of over 700 chemicals specifically listed in the document *California Code of Regulations*, if it contains one of these chemicals, or if it is reactive, ignitable, corrosive, or toxic. Because of their potential danger to public health and the environment, hazardous substances are closely regulated by federal and state laws which focus on controlling their production, handling, storage, transportation, and disposal. Various county, state, and federal agencies coordinate with each other to ensure that requirements from each agency are consistent.

The Sacramento County Environmental Management Department (SCEMD) is the implementing agency for Underground Storage Tank and Business Plan Laws (Chapter 6.7, 6.75, & 6.95, *California Health and Safety Code*). A Memorandum of Understanding (MOU) has been entered into between the SCEMD and the State of California Department of Health Services (DHS) to act as the local health officer. The SCEMD is comprised of three divisions; the Air Division, the Environmental Health

Division, and Hazardous Materials Division. The Hazardous Materials Division enforces local and state regulations regarding proper and safe storage, and disposal of hazardous materials in Sacramento County. The Hazardous Materials Division has the primary responsibility for providing technical assistance in minimizing hazardous waste in the private and public sectors.

The City of Sacramento Planning and Development department relies upon the SCEMD Hazardous Materials Division for expertise regarding toxins. **Prior to any development on parcels that have the potential to be contaminated, applicants must coordinate with and obtain approval from the SCEMD.** This procedure is required to assure that a proposed development does not interfere with the cleanup of potential ground water or soil contaminants. If there are any ground water wells on the project site, they must be abandoned in accordance with the SCEMD regulations and State of California Department of Water Resources guidelines. The property owner is responsible for contacting the Environmental Health Division of the Environmental Management Department to obtain any necessary permit (s).

Hazardous waste could potentially be generated from various uses within the PUD. Any such waste generated shall be removed and disposed of by a licensed hazardous waste hauler under a contractual agreement.

## **Chapter 4- Land Use and Site Specific Guidelines**

### **4.1 Land Use Classifications**

This section of the development guidelines will address issues that are specific to a particular development area and/ or land use. An emphasis will be placed on issues that affect the entire development area, leaving parcel specific issues to be addressed during the special permit submittal process.

The PUD consists of many land use classifications (reference Appendix AP.5 Land Use Allocations with Community Plan Table). The land use descriptions adopted in the NNCP that pertain to these properties are as follows:

#### **4.1.1 Residential**

Residential classifications set a target average number of units per net acre (excluding public streets) within a specified density range. The density on a portion of a project site may be anywhere within the category if the whole Planned Unit Development (PUD) is equal to the target average established for the residential land use classification.

### **Low Density Residential (LD)**

Target average density is 7 dwelling units per net acres and allowable density range is 3 to 10 units per net acre. Single-family detached and attached units (including patio homes, duplexes, and halfplexes) are included within this designation. Secondary units above detached garages (or otherwise) are encouraged as a means to increase density and provide economic diversity.

### **Medium Density Residential (MD)**

Target average density is 12 units per net acre and allowable density range is 7 to 21 units per net acre. Single-family petite lot detached, single-family attached, townhouse, and condominium units are included in this designation.

### **High Density Residential (HD)**

Target average density is 22 units per net acre and allowable density range is 11 to 29 units per net acre. Condominium units, garden apartments, and conventional apartments are included in this designation. HD designated areas within ¼ mile of a light rail station or bus transit center may have a density greater than 29 dwelling units per net acre.

### **4.1.2 Employment Center (EC)**

The EC land use designation is a mixed-use business center that incorporates primary employment generating uses such as offices, high-tech uses, medical and educational facilities, and child care centers with secondary uses such as support retail, light industrial and residential uses. The secondary uses are intended to serve the employees and employers at the center. A maximum of 10% of the acreage of an Employment Center site may be devoted to support retail. A maximum of 20% of the acreage can be light industrial uses, and maximum of 25% can be medium or high residential uses.

The suffix on the EC designation indicates the average number of employees per net acre allowed in the development. For example, EC-40 indicates 40 employees per net acre. The EC suffices in this PUD range from EC-40 to EC-65. The most intense designation, EC-65, is located within 1/8<sup>th</sup> mile of the six light rail stations and is intended to provide an effective ridership base to support a quality transit service. The plan also allows a further intensification of uses within 1/8<sup>th</sup> mile once the light rail system is functional. EC-65 is intended to provide a large ridership base around the two bus transfer centers. EC-50 would be an appropriate intensity around local bus and shuttle routes. The least intense EC designation is located further away from transit.

### **4.1.3 Retail – Commercial**

#### **Convenience Commercial (CC)**

The Convenience Commercial (CC) site, an average of one to three acres, is intended to serve the daily, carry-home goods and services needs of an immediate neighborhood. Uses could include food market, drug store, coffee shop, service station or other convenient services.

#### **Neighborhood Commercial (NC)**

The commercial center is intended to serve as the focal point for two to four neighborhoods. The anchor tenant is a grocery store and/ or drug store.

#### **EC Support Commercial**

Land designated for employment center may allow a maximum of 10% support commercial to provide the goods and services needed on a day-to-day basis by employers and employees. Retail may be incorporated within an office building without adding to the 10% total retail acreage. For example, a dry cleaners or florist may serve the employees, and a print shop or payroll service may serve the employers. The retail may be incorporated within office buildings without adding to the total 10% retail acreage/ square footage allowed within the EC land use designation.

### **4.1.4 Civic Transit**

The civic transit land use area should include park and ride opportunities, bus staging area, and other transit related uses. Transit related commercial activities such as coffee vendor, snack bar, newspaper stand, or shoe repair are encouraged. Telephones, ATM's, information kiosks, vending machines, telecommute centers, and other conveniences are also encouraged.

### **4.1.5 Community Center**

The community center land use area should include facilities for community meetings, family gatherings, neighborhood association meetings, holiday events, voting booths, etc. The facility should serve approximately 15,000 residents in a geographical area defined by Interstate 5 to the west, Interstate 80 to the south, Del Paso Road to the north and the easternmost boundary of the North Natomas Community.

## **4.1.6 Parks**

### **Mini Parks**

Within the single-family residential neighborhoods, “mini parks” are encouraged. These mini parks create public open space amenities that encourage neighborhood interaction and satisfy the *North Natomas Community Plan* objectives for open space (880-foot walking contour). The mini parks have the added benefit of reducing driveway curb-cuts on roadways where access is limited. These amenities will be installed by the developer, or adjacent home builders, and maintained by the Landscape and Lighting District. (Reference Appendix AP.34)

### **Neighborhood Parks**

There is one neighborhood park with the PUD. The park is five acres in size and serves a one-half mile radius or approximately one neighborhood. Conjunctive uses with schools, civic uses, and/ or institutional uses is encouraged.

### **Community Parks**

There is one community park adjacent to the PUD. The park is approximately 40 acres in size and serves residents and workers within a three-mile radius. The park should provide a variety of playfields and other active park uses that are compatible with an extensive detention basin planned as a conjunctive use.

## **4.1.7 Detention Basins**

The detention basins and canal corridors will be developed as conjunctive uses with parks, linear parkways, utility corridors and other compatible land uses. Including the drainage canals and detention basins with other conjunctive uses will help convert a potential physical barrier into an amenity that serves as a local linkage, and aesthetically pleasing viewshed, and/ or passive/ active recreational areas.

## **4.2 Development Area Conceptual Planning**

This section of the development guidelines establishes specific planning objective for each of the three development areas. Issues affecting the successes of the entire built environment will be addressed on a development area basis (Reference Appendix AP.31). Six elements of the site planning will be addressed for each development area: land use, adjacencies, site access, building orientation, parking, and amenities. These recommendations should be the catalyst for the preparation of the schematic plan that

will be processed through the City of Sacramento.

## **4.2.1 Development Area I (Reference Appendix AP.35)**

### **Land Use**

Development Area I is a 56-acre site with four master parcels bounded by Del Paso Road to the north, the existing east drain to the east, Road B to the south and Truxel Road to the west. The primary commercial parcel is zoned EC-50 and occupies the frontage along Del Paso Road and Truxel Road. A secondary commercial parcel zoned EC-40 is located at the southeast intersection of Truxel Road and Road B. There is a high density residential parcel with access on Road B and directly adjacent to the existing canal. The final land use within Development Area I is the drainage basin for drainage shed five. The drainage basin could potentially be used as a conjunctive surface parking lot and drainage detention area.

### **Adjacencies**

Development Area I is adjacent to community commercial to the north, medium density to the east, EC-40 to the south and EC-80 to the west. In addition, there is an existing Pacific Bell utility parcel within Development Area I that will remain in its current location. The adjacency should be mitigated with screening and or plant buffers.

### **Site Access**

Vehicle access to Development Area I is somewhat limited due to the heavy traffic volumes along Del Paso Road and Truxel Road. There will not be any access allowed off Truxel Road as per the city Roadway Master Plan. Access from Del Paso Road will be limited to right-in/ right-out and left-in only, if approved during the special permit review process. The only unrestricted turning movement into Development Area I will occur from Road B, where full turning movements are possible. The Conceptual Site Plan should have an internal roadway between Del Paso Road and Road B that would allow greater access within the interior of Development Area I. From this internal roadway, access could be provided to multiple buildings within the EC-50 and high density residential parcels.

### **Building Orientation**

Buildings should be located close to the public utility easement (PUE). Buildings should be located close to one another (side yard) to create a continuous architectural edge along the adjacent roadways, and should be particularly sensitive to the corner of Del

Paso Road and Truxel Road. The building footprints should create obvious points-of-entry off of Del Paso Road and Road B, creating an urban-like edge along these adjacent roadways.

## **Parking**

Development Area I should accommodate the necessary parking requirements utilizing surface parking lots. These lots shall be located to the rear of the buildings. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within Development Area I will be considered by the City at PUD schematic plan submittal.

## **Amenities**

Development Area I is small enough that one of two parties may elect to develop the entire EC-50 parcel. If this occurs, there should be special consideration given to consolidating common use area, such as required outdoor plazas, parking lots and signage. Development Area I has a unique relationship between high density residential and EC-50. There shall be pedestrian linkages between the two uses. In addition, the Reclamation District (RD-1000) easement could be used for surface parking with a conjunctive use for a public hike/ bike trail system subject to the approval of city agencies.

### **4.2.2 Development Area II (Reference Appendix AP.36)**

## **Land Use**

Development Area II is 211-acre site with 36 master parcels bounded by Arena Boulevard to the north, the existing "East Drain" to the east, Road J to the south and the property line for the Alleghany Properties land holdings to the west. The Alleghany Properties land holdings with Development Area II constitute the "community core" for neighborhood four as define in the *North Natomas Community Plan*. At the center of the "core area" is the light rail station, located along Truxel Road. This light rail station is surrounded by intensive uses of EC-65, neighborhood commercial, high density residential and civic uses such as a community center, a daycare, an elementary school, and a neighborhood park. The Conceptual Site Plan for Development Area II (Appendix AP.36) is focused on the core area of land uses that establishes the character of neighborhood four.

## **Adjacencies**

Development Area II is adjacent to EC-40 to the north, light industrial to the east, a community park to the south, and medium and low density residential land uses to the west. The project is within one city block of the existing Arco Arena. Also of significance is one of the busiest intersections projected for the North Natomas Community Plan area, the intersection of Arena Boulevard and Truxel Road.

## **Site Access**

Development Area II is accessed from multiple locations, with the predominant access occurring along Arena Boulevard and Truxel Road. These points of access are restricted due to the city classification of roadways, but offer an indirect connection to Interstate 5 and Interstate 80. Additional access is provided from Roadway F as a future overcrossing to the west side of Interstate 5 and from Roadway J, which links the southernmost portion of Development Area II to East Commerce.

## **Building Orientation**

Buildings should be located close to the public utility easement (PUE). Building footprints will vary greatly within the different land use areas, with the most intensive development occurring on the EC-65 and neighborhood commercial parcels directly adjacent to the proposed light rail station. The building orientation of neighborhood commercial is of particular importance to the light rail station and must be designed as one holistic solution of retail, commercial and transit uses. Refer to the community plan for further suggestions on this topic. Other critical building orientations include the creation of a “neighborhood intersection” where Road J and Road D intersect. This intersection is flanked by neighborhood commercial, EC-65, civic/ community center, high density residential development. This intersection, more than any of the others in development Area II, will define the character scale and quality of neighborhood number 4. Buildings should be located close to the intersection with a strong architectural edge along the roadway PUE. Additionally, there are two opportunities to locate buildings as the terminus to an internal roadway in Development Area II. This occurs where Road D terminated into Truxel Road and again where Road E terminates into Road J.

## **Parking**

Development Area II will accommodate the necessary parking requirements using surface parking lots, with the possible exception of the neighborhood commercial site adjacent to the transit station, which may elect to use structured parking if the density of development warrants that. Parking lots should be located to the rear of the buildings. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within individual parcels and between parcels will be considered by

the city at the PUD schematic plan review. As an example, non competing land uses that have opposite hours of operation such as an office building and a dinner-only restaurant. On-street parking will be considered by the City as a credit towards the parking requirements for each land use within Development Area II.

## **Amenities**

There are two significant amenities within Development Area II. The first is the light rail station and the second is the “civic block” (school/ civic building, and neighborhood park uses bounded by Road D, E, and J). The light rail station offers a significant opportunity to create commercial and retail uses that support the light rail station and create a unique identity for neighborhood four. This station could create the theme for neighborhood four by establishing the architectural palate and/ or graphic design palette for the core commercial areas within Development Area II.

The school, civic/ institutional use, and the neighborhood park uses form a “civic block” for the community. The civic/ institutional site is ideally suited to a community center/ daycare facility with reciprocal parking, possibly with the school facility participating as well. These uses will collectively anchor the public domain of neighborhood four. They must be designed to be compatible with one another and to maximize the impact that they make on the community. Internal circulation for pedestrians will help to unify these three uses and connect them to the adjacent land uses. In addition to the “civic block,” there are other core community areas shown in Appendix AP.36) that will serve office, retail, commercial and residential interests within the community and will also provide opportunity for themes within Development Area II.

Development Area II also features a unique single-family neighborhood located south of the core commercial area. The neighborhood is designed for pedestrian comfort and safety. The tree-lined streets are configured such that homes “front-on” to the streets with porches and front doors rather than sound walls and garages. The streets are connected to one another to minimize cul-de-sacs and dead-end streets. Mini parks are distributed throughout the neighborhood (Appendix AP.34). Medium density, single-family homes are located adjacent to the existing storm water canal. These homes are on interlocking/ small lot parcels that share driveways and a common recreation facility. The medium density units are described in greater detail in Appendixes AP.39- AP.42. The medium density homes east of Road J have entries with sign monuments, medians, and pilasters, as shown in Appendix AP.38.

## **4.2.3 Development Area III (Reference Appendix AP.39)**

### **Land Use**

Development Area III is a 298-acre site with 19 master parcels bounded by Del Paso Road to the north, East Commerce Way to the east, San Juan Road to the south and

Interstate 5 to the west. Development Area III has four commercial land uses. Highway commercial, EC-50, EC-40 and convenience commercial. The primary emphasis of these land uses is to provide employment uses that compliment the visual and physical adjacency to Interstate 5, and to form a suitable transition between the residential uses and Interstate 5.

## **Adjacencies**

Development Area III is adjacent to EC-40 to the north, EC-40 and residential to the east, Interstate 80 to the south and EC-40 to the west. The critical adjacency for Development Area III is Interstate 5. This adjacency provides Development Area III with some of the highest visibility commercial property in the Sacramento region. This, combined with the activity generated by Arco Arena and the proposed stadium, will ensure a high degree of vehicular and pedestrian activity in and around Development Area III. Additionally, Development Area III must provide a suitable interface with the residential uses located to the east. This can be accomplished by scaling the buildings and articulating the building facades so that they relate to residential architecture.

## **Site Access**

Vehicular access to Development Area III is provided by two major interchanges along Interstate 5; the Del Paso interchange and the proposed Arena Boulevard interchange. These interchanges provide access to East Commerce Way where individual parcel access will be provided. The turning movements along East Commerce Way vary greatly and may be reviewed in greater detail on the Site Access Map (Appendix AP.14).

## **Building Orientation**

Buildings should be located close to the public utility easement (PUE). In the case of buildings that front Interstate 5, there is a freeway buffer that exists there that is approximately 100 feet in width. Buildings may locate along this buffer and are encouraged to do so if it allows for the internalization of surface parking lots. There is an opportunity for signature building placement at the Arena Boulevard interchange and the Del Paso Road interchange.

These locations will enjoy great visibility and will act as gateways into the North Natomas Community. In addition, there are gateway building opportunities along the Road F and Road A over crossings. These also act as gateways to the North Natomas Community.

## **Parking**

Development Area III should accommodate the necessary parking requirements using surface parking lots. These lots shall be located to the rear of the buildings. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking with Development Area III will be considered by the City at PUD schematic plan submittal. Parking should be located as to encourage some internal pedestrian connection between buildings as shown in the Conceptual Site Plan (See Appendix AP.39).

## **Amenities**

The existing freeway buffer along I-5 provides the most significant amenity within Development Area III. This easement acts as a landscape buffer to the freeway offers a park-like transition between the freeway and EC uses. The *North Natomas Development Guidelines*, prepared by the City of Sacramento Planning Department, calls for community gateway signage along Interstate 5 near the Interstate 80 crossing. This signage is considered a major amenity to Development Area III. This signage should be designed, approved, and built during the early stages of construction within Development Area III. A third amenity would be the potential for an internal pedestrian linkage as illustrate in the conceptual site plan. This internal linkage gives pedestrians the opportunity to walk between buildings and from their vehicle to the rear entrance of buildings with some level of comfort and security. However, primary pedestrian circulation is considered to be along East Commerce Way, and this frontage shall be considered the “front door” entrance to the buildings along East Commerce in Development Area III. Additionally, the drainage basin located at the southerly tip of Development Area III offers a conjunctive use passive park opportunity.

## **4.3 Site Specific Design Criteria**

The land uses with the PUD vary greatly in purpose, size, and style, yet all work together to create the urban fabric of the community. The individuality of each building is less important than the collective contribution it makes to the “holistic architecture” of the community. By establishing standards that create an active and dynamic street life, the various land uses can mix together to create a vibrant pedestrian environment.

The site design criteria listed below are split into the two primary land uses located within the PUD: Commercial and Residential.

## 4.3.1 Commercial Development

### Commercial Building Setbacks and Orientation

- Due to the wide variety of land uses possible within the commercial zoning, setback and orientation issues shall be reviewed by the City of Sacramento on a case-by-case basis. This review will be conducted during the special permit submittal; however, a pre-submittal project programming/ scoping meeting with City staff is recommended.
- The building setback will be a minimum of 12.5 feet and maximum of 30 feet. Where practical, buildings that house offices, service retail, and convenience commercial should be located along the landscape easement boundary. Parking lots should be located away from the primary roadway frontage or limited to two parking bays (60-foot width) along the primary roadway frontage.
- Commercial centers requiring large building footprints should provide pedestrian-friendly architecture along adjacent roadways that encourage a uniform building edge along those roadways.
- Buildings should have pedestrian access and visual orientation to the adjacent roadways.
- Landmark buildings should be located in prominent locations at intersections, or as terminus to roadways.
- Commercial buildings should be oriented to maximize pedestrian linkages to adjacent circulation/ transit systems.
- Awnings, overhangs, and arcades are encouraged on commercial buildings along adjacent roadways, and are allowed to encroach into the building setback and/ or landscape easement.

### Commercial Building Height

- Maximum commercial building height shall be established by the current zoning ordinance.
- In the EC\_40 zoning, commercial building height should be sensitive to the scale and character of the adjacent roadways.
- Buildings located within 1,000 feet of a transit station (light rail) will be given a two-story height bonus.

- Building height is relative to EC intensity based upon the North Natomas Community Plan.

## **Commercial Architecture**

- Finished building materials shall be applied to all visible facades of commercial buildings. Facades include mechanical screens, trash enclosures, and other permanent walls.
- Building facades shall be articulated with variations of texture, form, and material to preclude monotonous “blank” facades.
- Building colors and materials should be harmonious and compatible with the surrounding buildings.
- Highly reflective materials are discouraged for major facades, but may be used in limited quantities.
- Mechanical equipment and other undesirable elements shall be visually screen from view.
- Energy efficiency should be incorporated into all buildings, including passive solar considerations.
- Building facades fronting the street shall have a minimum of 75% transparency within the first floor level, i.e., glass, open air structures, court yards, etc.

## **Circulation and Parking**

- Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.
- Secondary entrances to commercial buildings should provide linkages to adjacent buildings and facilities on- and off-site.
- Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Where parking must front the adjacent roadway it should be limited to two bays paralleling the roadways.
- Structured parking fronting a roadway shall provide retail and/ or commercial uses on the first floor level and articulated facades on the remaining levels that harmonize with adjacent architecture.

- Reciprocal parking is encouraged within commercial development sites via a reciprocal easement agreement. The feasibility of the proposed parking shall be evaluated on a case-by-case basis using the following criteria:
  - 100% of parking may be reciprocal if hours of operation do not overlap.
  - 75% of parking may be reciprocal if hours of operation do not overlap by more than two hours.
  - 50% of parking may be reciprocal if hours of operation do not overlap by more than four hours.
  - 25% of parking may be reciprocal if hours of operation completely overlap but users are likely to park once to access multiple buildings.
- On-street parking directly fronting the project site will be counted towards overall parking.
- Internal surface parking lots should be designed to allow for future infill development.
- Internal surface parking lots should be designed to allow for future infill development.
- Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet are discouraged around parking lots.
- Truck loading docks should be designed as an integral part of the buildings and should not be oriented to any public right-of-way, freeway, or adjacent residential area.
- Garbage and trash enclosures should be located away from public right-of-way and residential adjacencies, and screened from view with walls or plant materials. Such enclosures or screen shall be compatible with the architecture of the building.
- Required parking count shall be determined by the current zoning ordinance. No required parking for retail uses within an office building.

## **Site Features**

- Utility lines shall be underground (where feasible).
- Mechanical equipment shall be located so as not cause nuisance or discomfort from noise, fumes, odors, etc.
- Each commercial site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

- All unpaved areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity, and variety of plant materials.
- Undeveloped areas reserved for future expansion shall be planted with native wildflowers and maintained weed free. Curbs to be provided next to undeveloped sites.
- No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.
- Create a variety of outdoor spaces that will support social interaction, e.g., benches, basketball courts, kiosks, etc.
- No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be visible from public areas.

### **4.3.2 Residential Development**

Residential development with the PUD shall promote a sense of neighborhood, with the school and parks acting as a focal point to the neighborhood. Many different housing products and a wide variety of densities are encouraged. The following guidelines for housing are therefore generic enough to apply to a multitude of potential solutions.

#### **Residential Building Placement and Orientation**

- Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features, i.e., “front-on” lotting.
- Residential buildings shall be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.
- Soundwalls shall be avoided!
- A variety of housing products should be incorporated into each development area to promote economic and architectural variety.
- Garages should be recessed from the front façade, accessed from an alley or side yard, or detached to the rear of the building.
- A rich variety of architectural façade styles and materials should be incorporated into each development.

- Corner Lots: Special building configurations should be considered for corner lots because they have street frontages on two sides. First, it is important to address both of the streets on which the building abuts. Second, it is essential to have the building mass address the streets, rather than a driveway. With this in mind, porches on corner lots must either: a) wrap the corner, or b) the porch must have two sides which address the corner, or c) the entry and walk must address the corner. Orientation of the primary façade should take into account the location of entries on adjacent lots and lots across the street, as well as adjacencies to parks and other open spaces or urban design features. A driveway may not run along the length of a street. It must be to the inside of the building and the block. The driveway may access either street, but orientation to the minor street is preferred.

## Residential Building Setback Standards

- Single-Family Detached Residential (6-8 du/ac) Building Setbacks: The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage and car. The porch or entry feature should bring the “social” part of the dwelling closer to the sidewalk and naturally recess the garage. The porch and entry will be allowed within 12’-6” of the front property line (or in case of split sidewalk, from back of walk), with a maximum front yard setback of 15’-0”. The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage is recommended to be recessed at least 5’-0” behind the building line (See Appendix AP.41, Figures A and B).<sup>2</sup>
  - Porch/ Entry            12’-6” min.    15’-0” max.
  - Building                17’-6” min.    23’-0” max.
  - Side Yard               5’-0” or 0’ at detached garages  
(Note: zero-lot line configurations are allowed on the side drive)
  - Rear Yard               15’-0” min<sup>3</sup>
  - Garage (Front)        20’-0” min    No Maximum  
(Note: 20’-0” for front facing garages; side-entry garages may be at a minimum building setback)<sup>4</sup>
- Single-Family Detached Residential (3-5 du/ac) Building Setbacks: The porch and entry will be allowed within 15’-0” of the front property line, or in case of split sidewalk, from the back of walk, with a maximum front yard setback of 20’-0”. The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage is recommended to be recessed at least 5’-0” behind the building line (See Appendix AP.41, Figures C and D).<sup>5</sup>

<sup>2</sup> Wording modified and added to this section on 11/15/2001 by CPC (P00-030)

<sup>3</sup> Modified from 20’-0” to 15’-0” on 08/26/1999 by CPC (P99-098)

<sup>4</sup> Garage front setback requirements added on 11/15/2001 by CPC (P00-030)

<sup>5</sup> Wording in this section modified on 11/15/2001 by CPC (P00-030)

- Porch/ Entry            15'-0" min.    20'-0" max.
  - Building                20'-0" min.    25'-0" max.
  - Side Yard               5'-0" or 0' at detached garages<sup>6</sup>
  - Rear Yard               15'-0" min<sup>7</sup>
  - Garage (front)        20'-0" min    No Maximum<sup>8</sup>
- Small Lot Single-Family Detached Residential (8-12 du/ac) Building Setbacks: many setback variations are possible within small lot single-family densities. This category includes housing such as zero lot line, "Z"-lots, and patio homes. Setbacks adjacent to public roads must conform to the standards set for the density of the development unit noted above. Setbacks between buildings, internal property lines, and private roads/ drives shall be reviewed by the City on a case-by-case basis during the City PUD schematic plan and special permit review. The encroachment into the side and rear yard setbacks for shade structures such as trellis, patio covers, and/ or awnings will be allowed, if in compliance with the City Building Code (See Appendixes AP.43, AP.44, and AP.45).
  - Small Lot Single-Family Detached Residential (12-16 du/ac) Building Setbacks: It is the goal of the City of Sacramento and the North Natomas Community Plan to encourage a variety of housing types and alternative ownership housing. In order to achieve these goals it is recognized that minimum setbacks and lot coverage requirements may need to be amended to provide the flexibility to develop alternative ownership housing product. The following setbacks and lot coverage guidelines may be used when considering **small lot**, alternative ownership housing product. Medium and high density residential units that do not correspond to this unit type shall have setbacks and lot coverage determined at time of Special Permit.
    - Front of Building: Units shall have a minimum setback of 12'-6" to the porch and 15' to the living space.
    - Rear Yard: Units shall have a minimum rear yard setback of 10'.
    - Garage Setback: Units shall have a minimum garage setback of 20' from a public street.
    - Side Yard: Units shall have a minimum interior side yard setback of 5' and a minimum street side yard setback of 10'. For zero-lot line, side yard setbacks shall be 5' minimum and 0'.
    - Architectural Projections: Bays and projections shall be allowed to encroach up to 2' into the front, side, and rear yard setbacks, subject to the following:
      - All projections are subject to building code requirements;
      - No projection may encroach into the required P.U.E.;
      - No projection may be more than 10' in width;
      - If the side yard is 5' or more, a maximum 2' projection shall be

<sup>6</sup> Modified from 7'-6" to 5'-0" on 08/26/1999 by CPC (P99-098)

<sup>7</sup> Modified from 20'-0" to 15'-0" on 08/26/1999 by CPC (P99-098)

<sup>8</sup> Garage front setback requirements added on 11/15/2001 by CPC (P00-030)

allowed.

- Lot Coverage: The maximum lot coverage for one-story and two-story homes shall be 45%. Calculation of the lot coverage shall be subject to the following allowances: 1) covered porches in the front and street side do not count towards the minimum lot coverage; 2) attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50% towards the maximum lot coverage; 3) at the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.<sup>9</sup>
- Half-plexes: Half-plex units shall adhere to the setback standards established for single-family detached residential 6-8 du/ac. Corner lots designated for half-plex development shall have two separate driveways each entering from a different street except when located on the corner of a collector. The entry and porch elements for each of the units will face the alternate streets and the drives must be set back from the corner to meet City standards. Where possible, one garage should separate the two units. In no case shall the driveway border or run parallel to the street (see Appendix AP.42, Figure A).
- Townhomes: Special building configurations should be considered for townhouse development to create a built environment consistent with the single-family standards established within this document. This includes provisions for front porches, front door visibility, and garage setback from the house. Garage access from alleys or shared driveways should be considered. The porch and entry will be allowed to within 12'-6" of the front property line, or in the case of a split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". The garage is recommended to be recessed at least 5'-0" behind the building line (See Appendix AP.42, Figure B).<sup>10</sup>
  - Porch/ Entry 12'-0" min. 15'-0" max.
  - Building 17'-6" min. 23'-0" max.
  - Side Yard 0' (5'-0" adjacent to roadways)
  - Rear Yard 10'-0" (0' at alley or shared drive)
- Condominiums and Apartments: Special building placement and orientation should be considered for the higher density housing types. The scale and character of the architecture should be residential to blend with surrounding single-family development, porches are encouraged. Garages and/ or parking should be located away from public roadways, i.e, internal to the development, such that front door entries are accessed from public sidewalks. The building entrances will be allowed to within 12'-6" of the front property line or in the case of split, from back of sidewalk, with a maximum front yard setback of 15'0". Garages and/ or surface parking lots are recommended to be located at least 5'-0" behind the adjacent building line.<sup>11</sup>

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<sup>9</sup> Section added on 01/27/2005 by CPC (P04-114); 02/22/2005 by CC (R05-103)

<sup>10</sup> Wording in this section modified on 11/15/2001 by CPC (P00-030)

<sup>11</sup> Wording in this section modified on 11/15/2001 (P00-030)

- Bldg. Entrance      12'-6" min.    15'-0" max.
- Building            17'-6" min.    23'-0" max.
- Side Yard            10'-0" min. (15'-0" if less than or equal to three-stories)
- Rear Yard            10'-0" min. (15'-0" if less than or equal to three-stories)

## Residential Building Height

- Residential building heights shall be established by the City Zoning Ordinance.
- Residential building heights should be sensitive to the scale and character of the adjacent roadways. A road to building height ratio of 2:1 is recommended (e.g. if roadway right-of-way is 50 feet) then maximum building height along that roadway should be approximately 25 feet.

## Residential Architecture

Variety in the architecture is important to the character of the community and is strongly encouraged. The use of different “styles” and materials is intended to add variety to the buildings just as is most often found in towns that have evolved over time. To balance this diversity, the public design features – street landscaping, visible fencing, arcades, entries, esplanades, and public buildings – will be treated with an eye to unity and consistency. These architectural parameters apply to all lots, but are intended to control only those aspects which directly affect the public areas.

- Exterior Materials: Variation in building facades should be achieved, in part, by using a variety of materials along each street, including, but not limited to, stucco, wood siding, stone, and brick. Street elevations should be broken with porches, reveals, recesses, trim elements and other architectural features to provide visual interest. In general, high quality materials are encouraged, and pre-fabricated inexpensive materials are discouraged; exterior plywood, such as T1-11, is not allowed on the front façade or any part visible from any street or public space.

In order to avoid the appearance of a false appliqués, no material change is allowed at corners. Material change must occur at reverse corners or must return on the side wall to the privacy fence. In no case shall this return be less than 4'-0”.

- Model Variations: In order to prevent the appearance of home builder “villages” and promote the sense of a whole community, each home builder must develop as much variety in design and material as possible within each neighborhood. Each area of 100 or fewer homes must have at least three models with three elevations and material change variations. For villages above 100 units, at least

four models with three variations each are required. Additional homes may require additional plans and elevations. A consistent “style” for a group of homes should be avoided. For example, a “unit” with similar materials and architectural style throughout will not be allowed. The different models should exploit the possibilities of variation offered by the garage location and entry-porch options outlined above, as well as variations in floor plan.<sup>12</sup>

The elevation variation should expand on these differences with differing porch treatments, window design, surface materials, roofing materials, and bay treatments. For example, elevation variation should use different architectural styles, building massings and details, as well as different façade and roof materials. No identical model and elevation type will be allowed side by side, except single-family attached units. Roofing material must vary in type, such as cedar shake, tile, and composition shingles, not just configuration. Of the elevation variations, at least two different primary roofing and siding materials are required on the front façade. Similar materials with different colors will not be allowed.

- **Projections and Bays:** In order to encourage variety and scale in the facades, bays and projections of up to 3’-0” will be allowed in the front yard setback, and up to 2’-0” in the side yard building setback, and 3’-0” into the rear yard setback. Projections in the front must be designed in such a way to avoid visual competition with front porches or entries (See Appendix AP.46, Figure A).<sup>13</sup>
- **Porches:** The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It is also to provide a social edge to the private dwelling in which people can choose to “see and be seen” along the neighborhood streets. The porch will be required in 20 percent of the houses within the PUE (S.F. & M.F.) and will have a minimum depth of 5’-0” and minimum length of 50 percent of the *primary front building façade*. The porch should provide space for the primary entrance to the house and be covered by a roof. It is recommended that the porch be raised 8”- 12” or at least one step above adjacent grade. The porch can be integrated with second floor elements to provide balconies and decks. Various types of roof supports are encouraged and cantilevered roofs are not allowed. The front door must be clearly visible from the street (See Appendix AP.46, Figures B and C).
  - Depth 5’-0” min.
  - Length 50 percent minimum of primary front building facades (non-garage façade)
- **Entries:** In those houses without porches, a strongly articulated entry feature facing the street is required. This feature must clearly mark the entry and provide a minimum shelter area at the front door. It must provide a covered area of no less than 4’-0” deep and 6’-0” wide with no more than 2’-0” of the depth

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<sup>12</sup> Wording added to section on 08/26/99 by CPC (P99-098)

<sup>13</sup> Wording modified and added to this section on 11/15/01 by CPC (P00-030)

recessed. Its architectural elements must be proportioned and detailed to create a sense of permanence and strength. The front door must be clearly visible from the street (See Appendix AP.46, Figures D and E).

- Depth 4'-0" min.
  - Length 6'-0" min.
- **Mechanical:** All electrical, gas, television, radio, and telephone lines shall be placed underground. No heating, cooling, antennas, or air conditioning equipment, including fans or similar devices, shall be placed on the building roof. Satellite dishes are not permitted on roofs where they can be seen from the public right-of-way.

## Driveways and Garages

- **Driveways:** Driveway widths will be minimized where ever possible. Shared driveways between two or more homes will be considered where practical, and where common maintenance and/ or ownership can be achieved.
- **Garages:** The goal in controlling the garage placement is to reduce the visual impact of garages on the streetscape and to allow the "human scale" elements of the building to dominate the street. This goal may be accomplished by a variety of means including but not limited to: garages which are detached or attached at or near the rear of units or lots; garages which are set back equal to or behind the non-garage façade or porch; houses with forward facing garages that also include courtyard features, arbors, arches or other similar treatments to enhance the streetscape; second floor living space over the garage; or side-turned garages.<sup>14</sup>

Front facing garages are recommended to be located at least 5'-0" behind the front façade line of the building and are also encouraged to be not less than 10'-0" behind the front of the porch entry. The garage door shall have a minimum 6-inch recess from the frame. Three-car garages are permitted, but are encouraged to have a tandem stall, resulting in the appearance of a two-car configuration. An optional "granny" flat or second unit may be located above the garage.<sup>15</sup>

- See footnote below<sup>16</sup>
- See footnote below<sup>17</sup>
- "Hollywood" driveways are allowed and encouraged. For single-car driveways,

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<sup>14</sup> Wording modified and added to this section on 11/15/2001 by CPC (P00-030)

<sup>15</sup> Wording modified and added to this section on 11/15/2001 by CPC (P00-030)

<sup>16</sup> Section removed on 11/15/2001 (P00-030)

<sup>17</sup> Section removed on 11/15/2001 (P00-030)

this consists of two hard paved tire paths, 2'-0" to 3'-0" wide, separated by a landscaped strip, at least 2'-6" wide; and for double car driveways, it consists of a landscaped strip at least 2'-6" wide between the two driveways.<sup>18</sup>

## Circulation and Parking

- Pedestrian walkways connecting the residential entrances to the adjacent roadway are required.
- Pedestrian walkways that connect residential neighborhoods to the surrounding community are encouraged.
- Shared driveways and alleys are encouraged where applicable.
- Surface parking lots for medium and high density units shall be located away from the adjacent roadways, to the rear of the buildings.
- On-street parking will be counted towards City parking requirements for single-family attached and multi-family projects.

## Site Features

- Street Trees: The intent is to create a heavy "canopy" over the sidewalk. Specified street trees will be located a minimum of 4'-0" and a maximum of 6'-0" from the sidewalk edge, except in the case of split sidewalks where trees will be located at the center of the planter strip, and space according to an approved street plan at approximately 25 feet to 35 feet on center, depending on lot size. A minimum of one tree per lot is required in single-family projects. Multi-family projects shall provide one tree at 30-foot o.c.
- Fence and Fencing Material: Side yard, rear yard, and alley fences should be 6'-0" high. Front yard fences and side yard fences within the front yard setback shall be a maximum height of 3'-0". Fences shall be mainly constructed of stained wood, masonry, and/ or metal; other fencing materials must be consistent with the materials and architecture of the homes. In no case will cyclone or wire fencing be allowed. Front yard fences must be at least 50 percent open to provide visibility between the front yard and the public street. The top rail of the fence shall be unbroken horizontally across the width of the lot. Alley fences must be coordinated to have unified material for the run of the alley.
- Each residential site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

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<sup>18</sup> Section modified on 11/15/2001 (P00-030)

- All unpaved areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity, and variety of plant materials.
- Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free.
- No fencing, walls, planted hedges, or similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.

#### 4.4 Setbacks and Lot Coverage:<sup>19</sup>

It is the goal of the City of Sacramento and the North Natomas Community Plan to encourage a variety of housing types and alternative ownership housing. In order to achieve these goals it is recognized that minimum setbacks and lot coverage requirements may be needed to be amended to provide the flexibility to develop alternative ownership housing types. The following setbacks and lot coverage guidelines may be used when considering **auto-court cluster** as an alternate ownership housing product. Medium and high density residential units that do not correspond to this unit type shall have setbacks and lot coverage determined at the time a Special Permit is issued.

- Front of Building: Units shall have a minimum setback of 10' from the public street and 5' from a private drive. The front of the building includes living area and front porch.
- Rear Yard: Units shall have a minimum rear yard setback of 10'.
- Garage Setback: Units shall have a minimum garage setback of 18' from a public street and 5' from a private drive.
- Side Yard: Units shall have a minimum interior side yard setback of 4' and a minimum street side yard setback of 10'. Refer to the Cluster Plan details for specific side yard requirements associated with each planned product type.
- Architectural Requirements: Bay and projections shall be allowed to encroach up to 2' into the front, side, and rear yard setbacks, subject to the following:
  - All projections are subject to building code requirements;
  - No projection may encroach into the required P.U.E.;
  - No Projection may be more than 10' in width;
  - If the side yard is 5' or more, a maximum of 2' projection shall be allowed.

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<sup>19</sup> Section added on 02/10/2005 (P03-134); 03/22/2005 (R05-175)

- Lot Coverage: The maximum lot coverage for one-story and two-story homes shall be 50% unless determined otherwise by the Planning Commission. Calculation of the lot coverage shall be subject to the following allowances: 1) covered porches in the front and street side do not count towards the maximum lot coverage; 2) attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50% towards the maximum lot coverage 3) At the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.



# Attachment 1

The following conditions apply to the Natomas Crossing PUD:

- Prior to approval of any development request within the Natomas Crossing PUD, a Special Permit must be approved by the City Planning Commission.
- Prior to approval of any development in the AE Flood Zone, the area within the 100 year underlying floodplain shall be removed from the floodplain.
- The property owners of the PUD shall participate in the North Natomas Landscaping and Lighting District and any other applicable Lighting and Landscape Districts, once adopted, to fund the maintenance costs of landscaping and lighting needs throughout the project area.
- Any development within Natomas Crossing PUD must comply with the Residential and Non-Residential Development Guidelines in the Comprehensive Floodplain Management Plan.
- The PUD Development Guidelines shall incorporate all applicable Expanded North Area Design Review District standards related to single and two family residential uses and multi-family residential uses. Any development within the PUD shall comply with these standards.
- The North Natomas Community Plan requires that high density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage. No Special Permit shall be approved for a high density residential project that exceeds the apartment complex size unless a local street or other public linkage has been provided between apartment complexes.
- Front-on lots on streets with projected volumes greater than 4,000 average daily trips (ADT) should be discouraged. Front-on lots in these locations must incorporate special design features to lessen their impact on street operations. These features include, but are not limited to: additional building setbacks, circular or hammerhead driveways, sidewalks separated from the curb (if allowed), etc. to the satisfaction of Public Works and Development Departments.
- As a condition of approval of any additional entitlements, or issuance of any site, or other building permit for any portion of this PUD, the applicant shall construct traffic signals at the following locations (if not already constructed):
  - Del Paso Road at E. Commerce Way- (Area #3)
  - Del Paso Road at Truxel Road - (Area #1)  
(Signal shall be constructed with the first development in the area indicated). Signal design and construction shall be to the satisfaction of

the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all easement and right-of-way needed for turn lanes, signal facilities and related appurtenances.

- Consistent with the policies of the North Natomas Community Plan (NNCP), in order to avoid providing too much commercial space or injuring the markets of existing businesses, a market study shall be completed during the Special Permit entitlement process for any proposed commercial use that is not consistent, i.e, greater in size (square footage, acreage etc.), than the NNCP Neighborhood/ Convenience Commercial criteria.
- Access to individual parcels from street with the number or lanes indicated below shall be restricted as follows:

<u>No. of Lanes</u>	<u>Min. Driveway Spacing</u>	<u>Left Turn from Street</u>	<u>Left Turn to Street</u>
2	Per City Code	Allowed	Allowed
2+	Per City Code	Turn lane req'd	2-way turn lane req'd
4	250'	Turn lane req'd	2-way turn lane req'd
6	500'	Protected lane req'd	Prohibited
8	Not allowed	Signalized intersections	Signalized intersections

- All future entitlements approved within the area of this PUD shall be conditioned to include appropriate on-site and off-site public improvements, as defined in the map conditions for this PUD (P96-082, 083, and 084). The extent and nature of the improvements to be provided with each entitlement shall be at the discretion of, and subject to the approval of the City.
- Upon submittal of the first subsequent entitlement application in the area of this PUD between Del Paso Road and Stadium Boulevard (Parcels 1-8), the applicant of that project shall fund a traffic impact analysis for all parcels between Stadium Boulevard and Del Paso Road that are part of this PUD. The study shall be conducted under the direction of the City and be completed prior to approval of the requested entitlements. The applicant of that project shall be responsible for implementation of all required mitigation measures identified in the study.
- Upon submittal of the first subsequent entitlement application in the area of this PUD between Stadium Boulevard and San Juan Road (Parcels 9-18), the applicant of that project shall fund a traffic impact analysis for all parcels between Stadium Boulevard and Del Paso Road that are part of this PUD. The study shall be conducted under the direction of the City and be completed prior to approval of the requested entitlements. The applicant of that project shall be responsible

for implementation of all required mitigation measures identified in the study.

- Pursuant to the North Natomas Community Plan, design the bridge over the Drainage Canal for Road B and construct the bridge at the time determined by the Public Works Department, as warranted by traffic conditions. If the North Natomas Financing Plan is amended to include the bridge, costs associated with construction of the bridge shall not be reimbursable per the Development Agreement. If the bridge is not included in the North Natomas Financing Plan, all subsequent developments and Final Subdivision Maps within Area 1 of this site shall be conditioned to pay a fair-share contribution for the cost of the bridge (based on traffic volumes). Provide slope easements and additional right-of-way, if necessary, for the canal crossings at Del Paso Road and Road B, to the satisfaction of the Department of Public Works and Utilities.
- As a condition of all subsequent entitlements for this PUD, provide adequate right-of-way for all necessary turn lanes, tapers, transitions, etc., for all intersections, bridges, interchanges, freeway widening, etc., as defined in the map conditions for this PUD (P96-082, 083, and 084) and as specified by the Department of Public Works. Subsequent traffic impact studies performed for subsequent development of parcels created by this map may require additional dedications.
- On-street parking shall be prohibited on the east side of Road J, adjacent to commercial uses north and south of Road F, or the street must be constructed as a standard 54' right-of-way. Vertical curbs are required on the street side of Road J adjacent to commercial uses.
- As a condition of approval of any entitlements in Area 2 or issuance of any site, or other building permit(s) for any portion of that area, or filing of any phase of the Final Map for Area 2 (P96-083), the applicant shall construct traffic signals at Truxel Road at Road D and Truxel Road at Road F (Road F signal requirement applies only to entitlements, permits, maps, etc., in the area included in the Natomas Crossing Tentative Subdivision Map). Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all easements and right-of-way needed for turn lanes, signal facilities, and related appurtenances.
- Prior to the recordation of any future map, issuance of any site or other building permit for any portion of this PUD, and as a condition of any subsequent entitlement for the area included in the PUD, the applicant shall pay the City to determine if traffic signals at the following locations will be warranted as a result of that map, permit, entitlement, etc. for the following locations (if the signals are not already constructed):
  - Stadium Boulevard and E. Commerce Way
  - Stadium Boulevard and Truxel Road

- E. Commerce Way and San Juan Road
- Major entrances to future development on this site, where signalization is allowed.

When warranted, the signal(s) shall be required as a condition of that map, entitlement, permit, etc. Signal design and construction shall be to the satisfaction of the Department of Public Works. The applicant shall pay for the design and construction of the signal and these costs may be subject to reimbursement as set forth in the Development Agreement. The developer shall provide all easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. Costs associated with the design and construction of these signals may be reimbursed per the development agreement.

- Provide slope easements and additional right-of-way, if necessary, for interchange I-5 and Stadium Boulevard, and over crossing of I-5 between Parcel 3 and 4, and I-5 at Road F, to the satisfaction of the Department of Public Works.
- Provide slope easements and additional right-of-way as needed for widening interchange at I-5 and Stadium Boulevard (parcels 7-10), and the new ramp connecting eastbound I-80 with northbound I-5 (Parcel 18). Dedications shall be required by the Department of Public Works Dedication may qualify for credit or reimbursement subject to the North Natomas Finance Plan.
- Provide the required right-of-way for future purchase by Caltrans along I-5 for additional northbound lane(s) (Parcel 1-7, 10-14, 17 and 18). Reservations shall be required by the Department of Public Works;
- A 100 foot landscaped buffer area shall be provided along the freeway, in addition to right of way required for future widening of I-5.

## Attachment 2<sup>20</sup>

- Tentative Map Conditions and approved Tentative Map street sections shall supersede PUD Guidelines.
- Sound Wall shall be located a minimum of 15 feet from the public right-of-way.
- Site access to individual parcels shown on the PUD is general in nature. Specific locations and allowed movements for driveways will be determined as part of the special permit review process. Appropriate North Natomas documentation and good engineering practices will be utilized in the access review. Site access shall be reviewed and approved by the Department of Public Works.
- With each special permit of Final Map the Department of Public Works shall determine the need for signals based on the total project development. This determination shall be made prior to the recordation of each Final Map or the approval of a special permit (at the discretion of the Department of Public Works). Signals may be required based on roadway level of service, or based on traffic conditions (per Caltrans signal warrants) or at the time of future Final Maps or special permit. If warranted, signals shall be constructed as part of the public improvements for that Final Map or Special Permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. Signals shall be operational prior to occupancy of any part of the associated Final Map or Special Permit for which they are required. The applicant shall provide all on-site easements and right-of-ways needed for turn lanes, maintenance, signal facilities and related appurtenances.
- Prior to approval of improvement plans, the applicant shall submit top the Planning Director landscape plans for landscape corridors, open space areas and other public landscape areas (including design of walls and fences) for review and approval by the Planning Director. Landscape plans shall comply with the PUD Guidelines. Final landscape plans for landscape areas shall be reviewed and approved by the Planning Director.
- All proposed PUD elements within public right-of-way (Street Cross sections, Landscaping, etc.) shall be to City Standards and at the discretion of the Department of Public Works.
- Construct traffic signals (if not already in place) at the following intersections when warranted, with the first Special Permit that requires the signal for access, or when required by the Department of Public Works based on evaluation of impending anticipated roadway infrastructure improvements:

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<sup>20</sup> Attachment added on 06/06/2002 (P01-028); 06/25/2002 (R02-455)

- East Commerce Way and “B” Street
- East Commerce Way and Snowy Egret Boulevard
- East Commerce Way and “C” Street
- East Commerce Way and “D” Street
- East Commerce Way and the southern portion of “E” Street
- East Commerce Way and Natomas Crossing Drive
- East Commerce Way and “F” Street
- East Commerce Way and San Juan Road

NOTE: The Department of Public Works shall determine the need for signals, based on Caltrans signal warrants and site access requirements, prior to the approval of a Special Permit. No un-signalized left turns will be allowed onto a 6-lane or 8-lane roadway. If required, signals shall be constructed as part of the public improvements for the Special Permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances;

- Freeway Buffer Conditions:  
Landscaping in the freeway buffer shall be constructed with the first building permit in the corridor segment as noted below:
  - First Building permit in the segment adjacent to the freeway buffer, must build the landscaping for the whole segment. The segment is defined as “the entire freeway buffer between existing or future freeway over crossing.”
  - Design shall be consistent with the I-5 Corridor Landscape Implementation Guidelines. If the plan is not approved when the building permit is issued, the landscape design shall be based on the latest draft of the I-5 Corridor Landscape Implementation Guidelines (dated April, 2002) and/ or requirements of the City. City requirements will ensure consistency with the principles and goals of the Corridor plan. Construction may be deferred for up to two years as allowed by the public improvement agreement to allow the plan to be approved.
  - Landscape design shall be based on a detailed site specific landscape plan. The intent of this plan is to allow review for consistency with the I-5 Corridor Implementation Guidelines. The site specific landscape plan may be included with the special permit application.

## Attachment 3<sup>21</sup>

# Natomas Crossing

## Area #3 Project Signage Guidelines

City of Sacramento, California

08/18/2004

Planning Number#: P04-127

Prepared by  
Weidner Architectural Signage  
Ross/ Luthin Creative

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<sup>21</sup> Attachment added on 09/09/2004 (P04-127)

# Table of Contents

Chapter 1- Intent and Purpose .....	65
Chapter 2- Approvals and Compliance	65
2.1 Review Process	65
2.2 Code Compliance	65
2.3 Interpretation	65
2.4 Unique Conditions	65
Chapter 3- Definition of Terms	66
Chapter 4- Prohibited Sign Types	66
4.1 Unsafe or Inadequately Maintained Signs	66
Chapter 5- Office Use- Detached Signage	67
Chapter 6- Office Use- Attached Signage	67
6.1 Materials, Construction, and Design	67
6.2 Illumination	68
6.3 Location	68
6.4 Wording and Logos	68
6.5 Quantity	69
Chapter 7- Hotel, Motel, and Support Commercial Uses- Detached Signage	69
Chapter 8- Hotel, Motel, and Support Commercial Uses- Attached Signage	70
8.1 Material, Construction, and Design	70
8.2 Number	70
8.3 Illumination	70
8.4 Location	70
8.5 Wording and Logos	71
8.6 Maximum Signage	71
Chapter 9- Highway Commercial- Attached and Detached Signage	71
Chapter 10- Auto/ Gas Service Stations- Attached and Detached Signage	72
Chapter 11- Combination/ Co-Brand Facilities- Attached and Detached Signage	72
Exhibits	73
Exhibit 1- Multi Tenant ID Sign	73
Exhibit 2- Project ID Feature 1	75
Exhibit 3- Multi tenant Direction Sign	77

# **Chapter 1- Intent and Purpose**

The following Master Sign Program has been established to regulate locations, sizes, design character and materials for all project signage at Natomas Crossing Area #3 to ensure that signage design is consistent with the project development plan and established architectural standards. This Master Sign Program shall be the singular guideline for all project signage design on or around the project.

The design of all project signage shall draw upon Sacramento Valley vernacular styles, reflecting materials, colors and imagery found in the valley. Signs must be designed as integral parts of landscaped areas to become part of the fabric that ties Natomas Crossing Area #3 together as one place.

# **Chapter 2- Approvals and Compliance**

## **2.1 Review Process**

All construction documents for signage, permanent or temporary, must be reviewed and approved by the CC&R Declarant prior to submittal to local governing agencies for review and permitting.

## **2.2 Code Compliance**

All signage, permanent or temporary, must comply with applicable building codes and have the required local agency building permits prior to installation.

## **2.3 Interpretation**

Where intent of these guidelines is found to be unclear, CC&R Declarant shall interpret and make a decision for clarification subject to the local agency review and approval.

## **2.4 Unique Conditions**

Where unique site conditions or building design dictates, Natomas Crossing Declarant under CC&R's will make recommendations for exceptions to these guidelines.

## Chapter 3- Definition of Terms

Area (of sign): The entire area within a single continuous perimeter composed of squares or rectangles which enclose the extreme limits of the advertising message, announcement, declaration, demonstration, display, illustration, insignia, surface or space of a similar nature, together with any frame or other material, color, or condition which forms an integral part of the display and is used to differentiate such sign from the wall or background against which it is placed; excluding the necessary supports or upright on which such sign are placed. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign, except that only one face of a double-faced sign shall be considered in determining the sign area, provided both faces are parallel and the distance between faces does not exceed two feet.

Further, where a sign consists only of individual letters, numerals, symbols, or other similar components and is painted on or attached flat against the wall of a building, and where such individual components are without integrated background definition and are not within a circumscribed frame area, the total area of the sign shall be the sum of the areas of the squares or rectangles surrounding each individual sign component. The area of a sign will be described and calculated consistent with the City of Sacramento Sign ordinance.

Commercial Signage: Signage with imagery and content that promotes service, goods, products, and facilities that cannot be classified as Project or Tenant Identification.

Project Identification: Provides identity for the project consisting of the project logo and/ or the words "Natomas Crossing" or any combination thereof.

Quantity: Quantity of each sign type are listed as the allow maximum.

Site: The entire development site known as Natomas Crossing Area #3.

Tenant Identification: Signs to identify any tenants found within Natomas Crossing Area #3.

## Chapter 4- Prohibited Sign Types

### 4.1 Unsafe or Inadequately Maintained Signs

- All sign materials to be constructed of noncorrosive materials or have noncorrosive finishes.
- No signs shall be permitted on canopy roofs or building roofs.

- No sign or any portion thereof may project above the building or top of the wall upon which it is mounted, without prior written consent of the Architectural Review Committee.
- No signs perpendicular to the face of the building shall be permitted, without prior written consent of the Architectural Review Committee.
- No exposed bulb signs are permitted.
- All signs types that are prohibited by the City's Sign Ordinance shall be prohibited within the Natomas Crossing PUD.

## **Chapter 5- Office Use- Detached Signage**

- One on-site internally illuminated monument sign shall be allowed per parcel. Should either parcel further subdivide, tenants will locate detached signage on either common monument sign; no additional monument signs will be allowed.
- Maximum area of sign: forty-eight (48) square feet.
- Maximum height of sign: six (6) feet.
- Location: to be located at the major entry/ exit to the parcel. May be placed in the setback area; however, the sign must be located farther than five feet from the public right-of-right and farther than ten feet from any driveway. Landlocked parcels with no street frontage shall be permitted one on-site, detached monument sign per parcel.

## **Chapter 6- Office Use- Attached Signage**

If the specific signage program is not known, the applicant shall designate a zone or alternative zones on the building façade(s) on which attached signage may be located as well as the location or alternative locations of detached signage.

A specific or conceptual location sign program shall be submitted with individual project Special Permit applications per Section II, Item 6 of these guidelines. City planning staff shall review and approve all signs consistent with these guidelines.

### **6.1 Materials, Construction, and Design**

- Signs may be constructed of metal individual letters, marble, granite, ceramic tile, or other comparable materials that convey a rich quality, complementary to the material of the building exterior. Examples of acceptable metal materials are chrome, aluminum, brass, stainless steel, or fabricated sheet metal. Wood signs and cabinet signs are specifically prohibited.
- Individual metal letters shall be applied to the building with a non-distinguishable background, in a consistent manner to be established by the Architectural Review Committee.

## 6.2 Illumination

- Letters may be internally illuminated to create a halo back lighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.
- Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.
- Internally lit acrylic signs are permitted.

## 6.3 Location

- Signs must be attached to and parallel to a building face. A sign may not project above the wall on which it is located.
- Signs may be located anywhere on the face of a building subject to the two following sections and may be oriented towards the freeway.
- A sign may be located in the “upper signage area,” the area bounded by the top of the window of the tallest floor of the building and building parapet line. “Upper signage area” shall be defined as the area bounded by (1) the top of the window of the highest floor of the building; (2) the building parapet line; and (3) the two vertical edges of the building face on which the sign is attached.
- A sign may be located outside the: “upper signage area” if in a sign zone approved as part of the building Special Permit.

## 6.4 Wording and Logos

- A sign located in the “upper signage area” shall not exceed ten (10) percent of that area, or 200 square feet, whichever is less.

- The length of a sign shall not exceed thirty (30) percent of the length of the linear building face on which the sign is affixed.
- A sign located below the second floor windows shall not exceed fifty (50) square feet.
- In a scale consistent with 6 (a), (b), and (c) above, the Planning Director shall determine the maximum size of the following types of signs:
  - (1) Signs located other than as specified in 6 (a) and (c) above.
  - (2) Signs located on buildings with unique or unusual architectural design.

## 6.5 Quantity

A maximum four (4) attached signs shall be allowed per office building subject to the following:

- A maximum of two (2) signs shall be allowed on any single side of a building.
- No single tenant may have more than two attached signs.
- Two attached signs for a single tenant shall not be on the same side of the building.<sup>22</sup>

## Chapter 7- Hotel, Motel, and Support Commercial Uses- Detached Signage

- One internally illuminated on-site monument sign is allowed per parcel, excepting any common shopping center or freeway pylon detached signage.
- Maximum Area of each Sign: forty-eight (48) square feet.
- Maximum Height of each Sign: six (6) feet.
- Location: On-site monument sign to be located at the major entry/ exit to the parcel.

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<sup>22</sup> Wording removed and replaced on 04/28/2005 (P05-030)

# Chapter 8- Hotel, Motel, and Support Commercial Uses- Attached Signage

If the specific signage program is not known, the applicant shall designate a zone of alternative zones of the building façade(s) on which attached signage may be located as well as the location of alternative locations of detached signage.

## 8.1 Material, Construction, and Design

- Signs may be constructed of metal individual letters, marble, granite, ceramic tile, internally illuminated transparent face channel letters or other comparable materials that convey a rich quality complimentary to the material of the building exterior. Examples of acceptable metal materials are chrome, brass, stainless steel, or fabricated sheet metal. Cabinet signs and wood signs are not permitted.
- Individual solid metal letters shall be applied to the building with a non-distinguishable background. Letters shall be pegged-out from the building face at least one and one-half (1 ½") inches and be reverse pan channel construction.

## 8.2 Number

One (1) attached sign per each street and/or freeway frontage for a maximum of four (4) attached signs per parcel. A hotel/ motel may, in addition to the above attached signs, incorporate a sign that identifies the office and/ or conference component of the hotel.

## 8.3 Illumination

- Letters may be internally illuminated to create a halo backlighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.
- Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.

## 8.4 Location

- Signs must be attached to and parallel to a building face. A sign may not project above the wall on which it is located.
- Signs may be located anywhere on the face of the building subject to the two

sections below and may be oriented towards the freeway.

- A sign may be located in the “upper signage area.” “Upper signage area” shall be defined as the area bounded by the: (1) top of the windows of the highest floor of the building; (2) the building parapet line; and (3) the vertical edges of the building face on which the sign is attached.
- A sign may be located outside the “upper signage area” if within a sign zone approved as part of the building Special Permit.

## **8.5 Wording and Logos**

A sign may consist of a company logo and/ or a company name. No other wording is permitted.

## **8.6 Maximum Signage**

- A sign located in the “upper signage area” shall not exceed 10 percent of that area.
- The length of a sign shall not exceed 30 percent of the length of the linear building face on which the sign is affixed.
- A sign located below the second floor windows shall not exceed 50 square feet.
- Attached building signs shall not exceed fifty (50) square feet each.
- In a scale consistent with the items listed above in this section, the Planning Director shall determine the maximum size of the following types of signs:
  - Signs located other than as specified in the first and third sections above.
  - Signs located on buildings with a unique or unusual architectural design.
- Letter size shall not exceed four (4) feet in height.

## **Chapter 9- Highway Commercial- Attached and Detached Signage**

Within the Highway Commercial (HC) zone, a maximum of three signs shall be allowed. All three signs may be attached signs or one of those signs may be a detached sign. In any case, the signage size allowed shall not exceed the size allowed by the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

## **Chapter 10- Auto/ Gas Service Stations- Attached and Detached Signage**

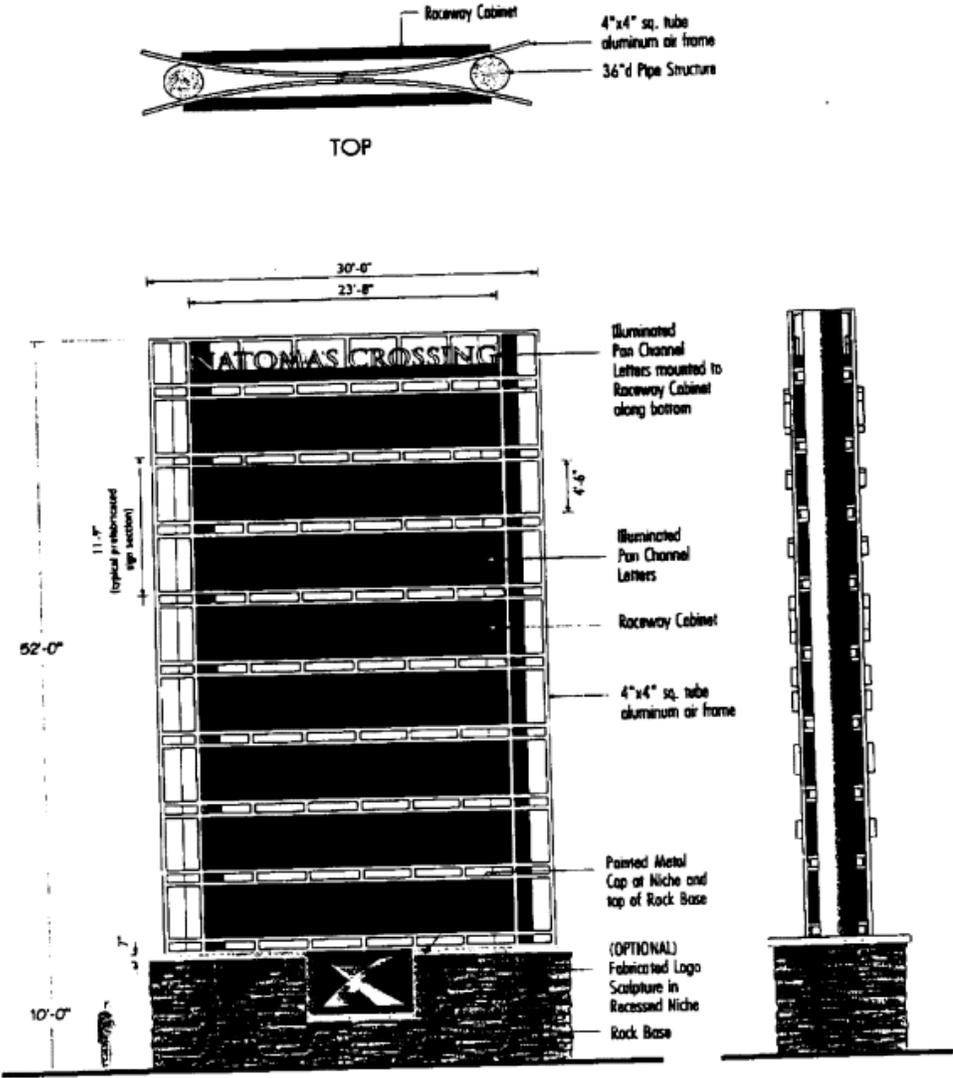
Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

## **Chapter 11- Combination/ Co-Brand Facilities- Attached and Detached Signage**

Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

# Exhibits

## Exhibit 1- Multi Tenant ID Sign





**A Multi Tenant ID Sign**

**Description:**  
Sign oriented to freeway traffic with areas for display of Project ID and tenant names/logos.

**Quantity:** 2 Signs fronting Hwy 5

**Allowable Messages:**

- Project ID
- Tenant ID

**Height:**

- 62' overall max.
- 36" max tenant letter

**Area:**

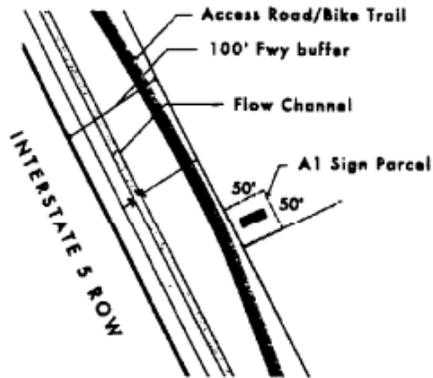
- 12.5 s.f. Project ID
- 8.875 s.f. per tenant face

**Lighting:**

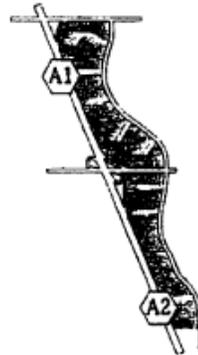
- Halo, indirect and/or internal illumination.

**Materials:**

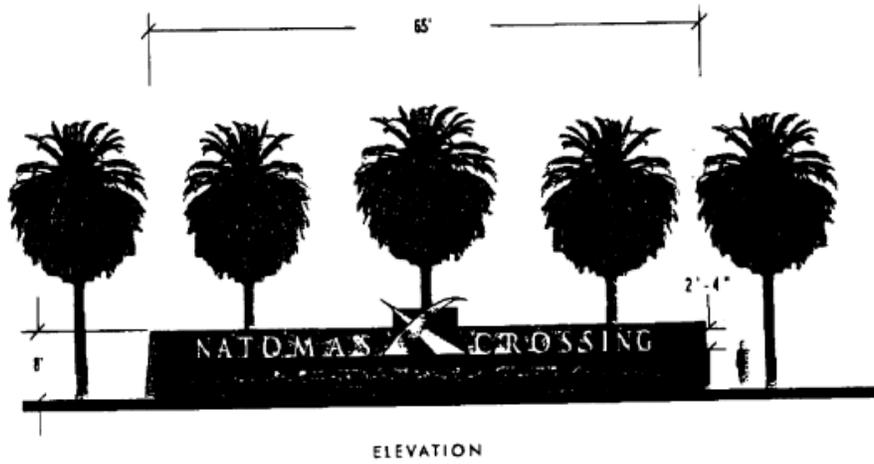
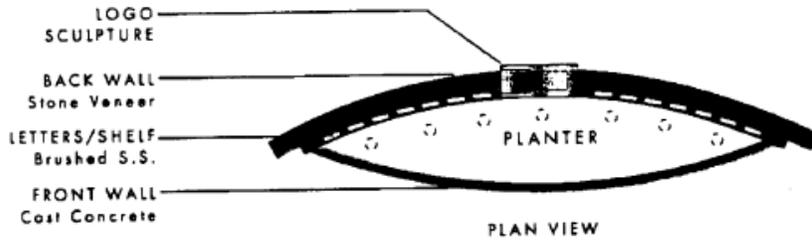
Stone, natural and painted metals, acrylic for illuminated portions of sign, and printed materials.



A1 SIGN LOCATION PLAN



# Exhibit 2- Project ID Feature 1





**E Project ID Feature 1**

**Description:**  
Single sided sign oriented to freeway traffic with project identity to help define the project boundaries and establish project design vocabulary.

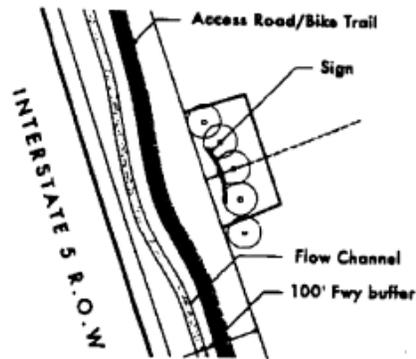
**Allowable Messages:** Project ID

**Height:** 12' to top of feature

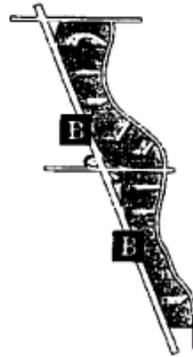
**Area:** 150 s.f.

**Lighting:**  
Feature shall be halo and indirectly lit from the surrounding landscaped areas

**Materials:**  
Natural stone, natural and painted metals.



SIGN LOCATION PLAN







**C Multi Tenant Directional Sign**

**Description:**  
Double sided sign oriented to Del Paso Road traffic with tenant directions.

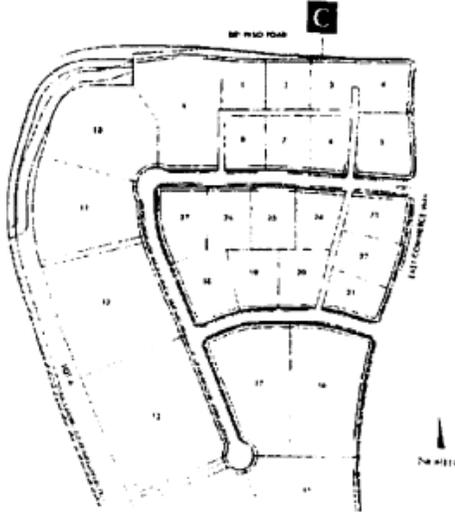
**Allowable Messages:**  
- Tenant Names  
- Directional Arrows

**Height:** 11' to top of feature

**Area:**  
- 10.3 s.f. Project ID  
- 11.5 s.f. per tenant face

**Lighting:**  
Feature shall be internally lit with fluorescent lights and exterior flood lights.

**Materials:**  
Stone, natural and painted metals, acrylic for illuminated portions of sign.

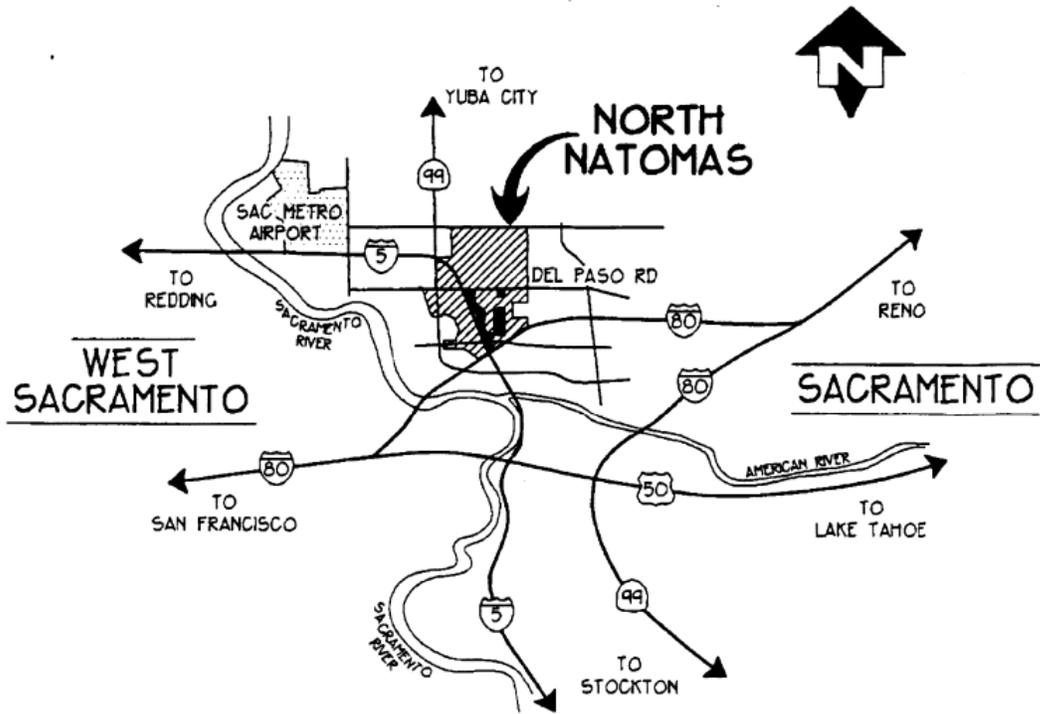


SIGN LOCATION PLAN

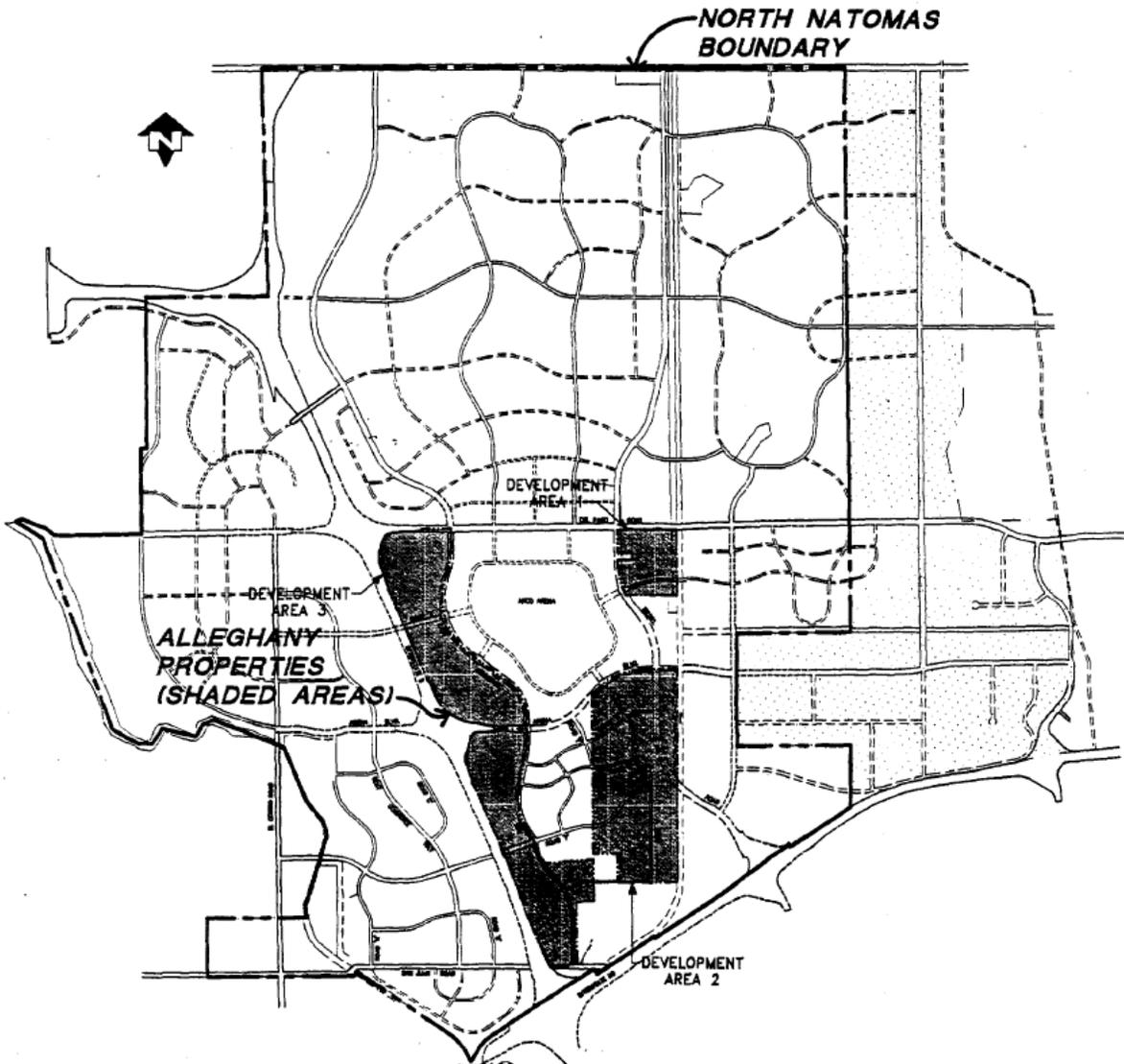


# Appendix

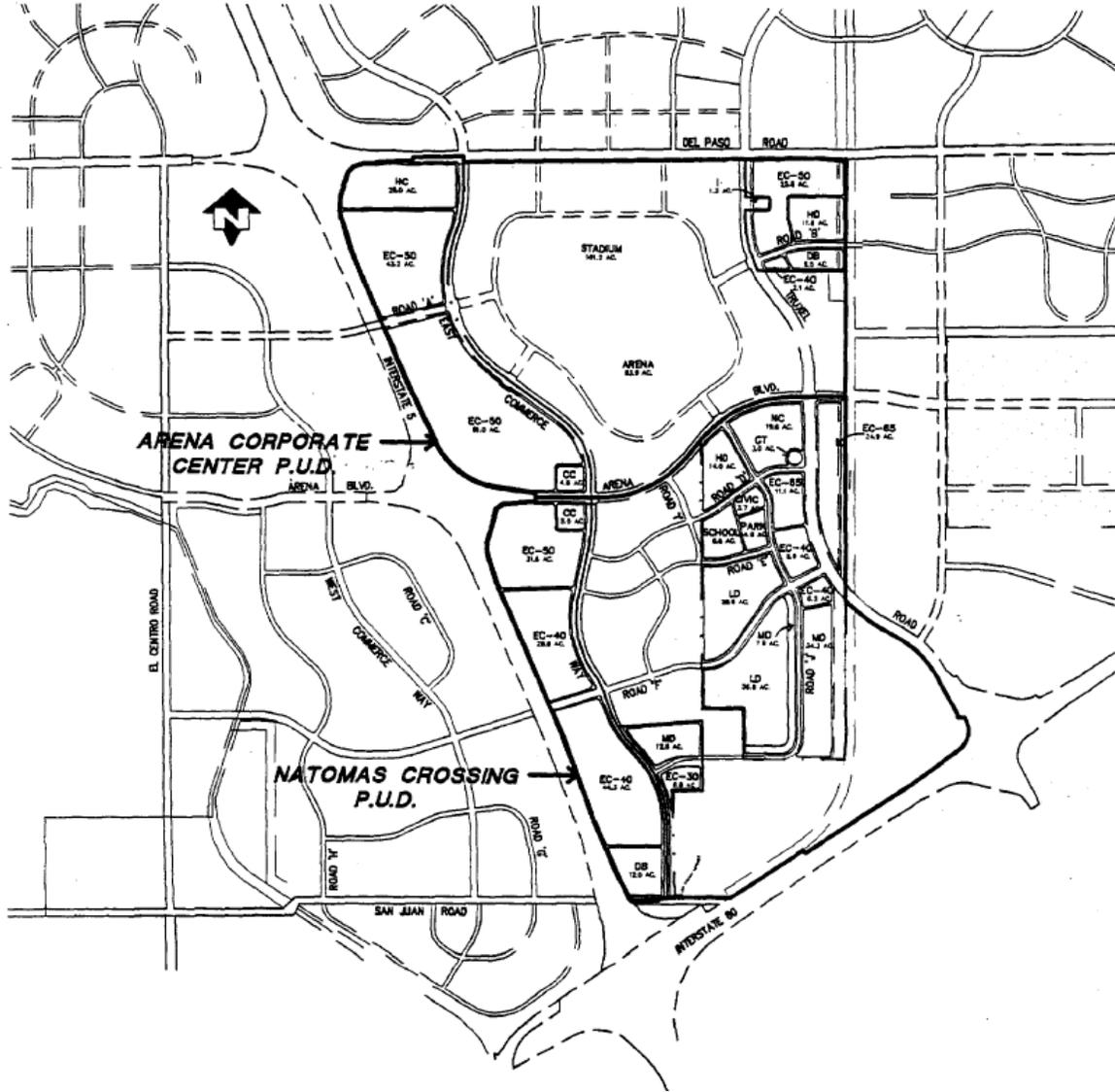
## AP.1 Project Location- Regional



# AP.2 Project Location- Local



# AP.3 Land Use Plan



## AP.4 Land Use Summary Table

Land Use Designation	(A) Community Plan (Adopted 5/3/94)			(B) Proposed Tent. Map (2/1/97)			(A-B) Net Difference Totals		
	Net Gross AC*	Units	Buildable S.F.	Net Gross AC	Units	Buildable S.F.	Net Gross AC	Units	Buildable S.F.***
Low Density Residential	67.88	389.6	831,530	62.71	360	0	(5.2)	(29.7)	
Medium Density Residential	41.3	421.3	505,925	50.84	519	0	9.5	97.3	
High Density Residential	30.49	583.6	373,503	25.64	491	0	(4.9)	(92.8)	
Employment Center- 30	8.9		109,025	8.8		107,800	(0.1)		
Employment Center- 40***	118.91		1,456,648	91.33		1,118,793	(27.6)		(337,855.0)
Employment Center- 50***	137.1		1,809,720	181.6		2,397,120	44.5		587,400.0
Employment Center- 65	27.11		386,318	36.04		513,570	8.9		127,252.5
Convenience Commercial	10		120,000	9.8		117,600	(0.2)		(2,400.0)
Neighborhood Commercial	17.23		206,760	19.69		236,280	2.5		29,520.0
Highway Commercial	22.5		202,500	25		225,000	2.5		22,500.0
Community Center	2.07		25,358	2.78		34,055	0.7		
Institutional	2.05		25,113	1		12,250	(1.1)		
Park	4.86		59,535	4.98		0	0.1		
Drainage Basin	3.6		44,100	18.5		0	14.9		
Civic Transit Station	3.18		47,700	3.01		0	(0.2)		(47,700.0)

Elementary School	1.15		17,250	8.64	0	7.5			
RD-1000 Easement**	0		0	0	0	0.0			
I-5 Landscape Easement**	0		0	0	0	0.0			
Canal	6		73,500	0	0	(6.0)			
Canal	20.23		247,818	0	0	(20.2)			
Buffer/ O.S.	26.8		328,300	0	0	(26.8)			
Light Rail	3.39		41,528	0	0	(3.4)			
Right-of-Way	0		0	4.29	0	4.3			
	555	1,394	6,912,128	555	1,369	4,762,468	(0)	(25)	378,717

\*Net gross acreage is defined as the project gross acreage for primary roadways as shown on the Adopted Community Plan. Units are calculated on net-net acres.

\*\*RD-1000 and Interstate 5 landscape easement have been deducted from the gross acreages indicated on the master parcel maps before listing on this land use summary.

\*\*\*Difference between EC40 and EC50 and increase in total building square feet occurred due to 1) Change in drainage canal easement and 2) relocation of density due to location of new detention basin 6B.

## AP.5 Land Use Allocation within Community Plan Table

Areas	Proposed Tentative Map					Total AC	Total PUD	10% Allocation of Retail		20% Allocation of Light Industrial		25% Allocation of Residential	
	EC 30	EC 40	EC 50	EC 65	EC 80		S.F.	AC	SF	AC	SF	AC	SF
Area 1		2.10	25.80	36.04		27.9	416,400	27.9	25,110	27.9	122,760	27.9	153.5
Area 2		15.33		36.04		51.37	800,270	51.37	46,233	51.37	226,028	51.37	282.5
Area 3	8.8	73.90	155.80			238.5	3,464,000	238.5	214,650	238.5	1,049,400	238.5	1312
Totals	8.8	91.33	181.60		0	317.8	4,680,670	317.8	285,993	317.77	1,398,188	317.8	1748

\*Parcel ID\* numbers, as identified within the North Natomas Finance Plan land use map. Acreages are an interpolation of net/ net numbers to net/ gross acreages, as applicable on specific projects.

\*\*Net Gross Acres

## AP.6 Land Use Allocation within PUD Table

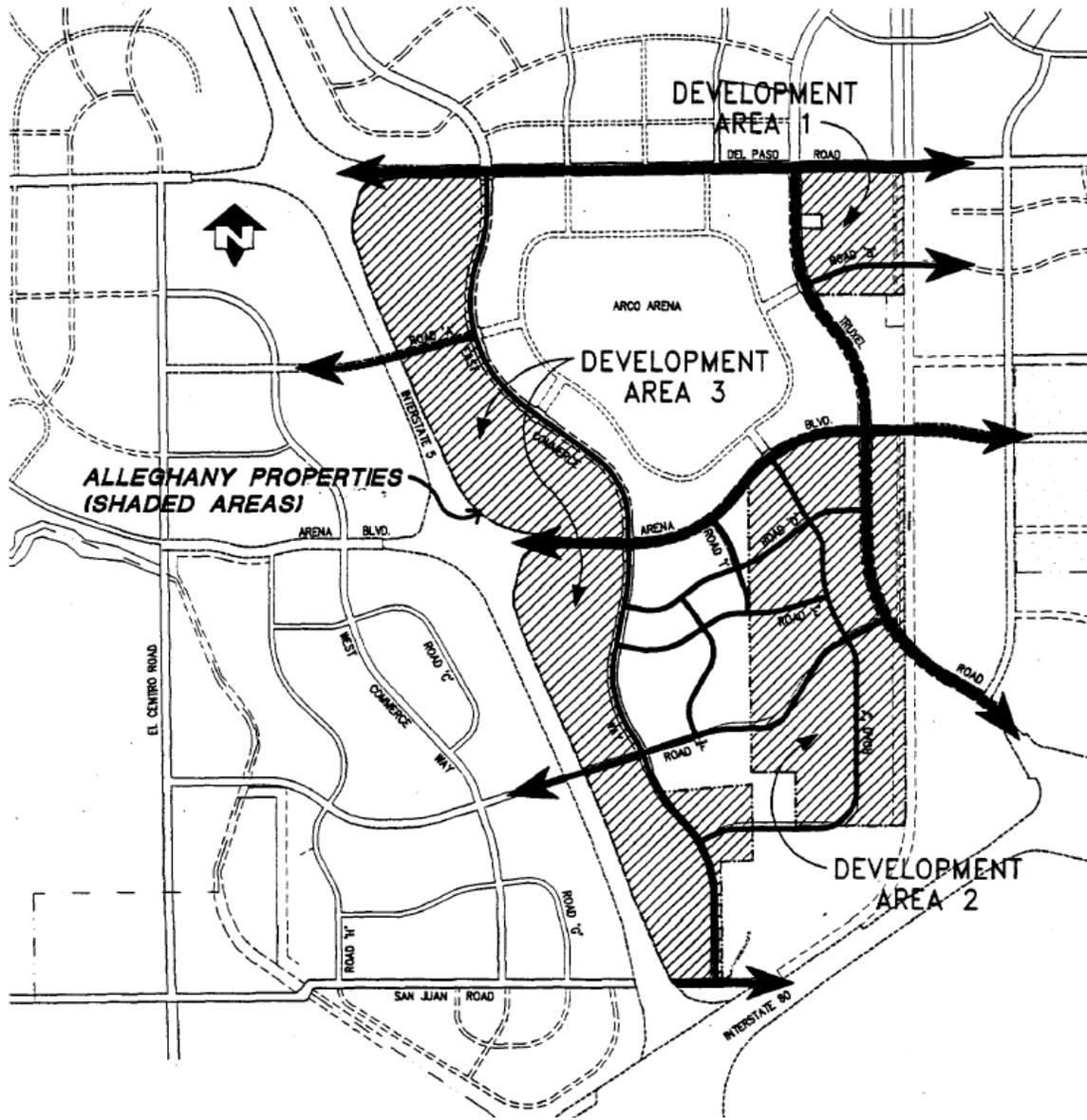
DISTRIBUTION OF AVAILABLE SQUARE FEET ALLOCATED WITHIN PARCELS (for EC Designated Parcels Only)

PUD Parcel	EC 30		EC 40		EC 50		EC 65		Building		Retail Alloc		L.I. Alloc.		Res. Alloc.		Retail Remain		L.I. Remain		Res. Remain	
	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
1-1					27.8	417,000																
1-3					2.1	31,500																
2-1							6.2	100,750														
2-7							4.9	79,625														
2-8							14.0	0														
2-9			6.9	96,600																		
2-10			9.9	138,600																		
2-11							11.1	180,375														
3-3					18.6	279,000																
3-4					24.6	369,000																
3-5					20.8	312,000																
3-6					19.5	292,500																
3-7					21.6	941																
3-8					19.1	831,996																
3-11			31.6	442,400																		
3-12			16	224,000																		
3-13			13.6	190,400																		
3-14			7.7	107,800																		
3-15			15.5	217,000																		
3-18			13.6	190,400																		
3-19			19.3	270,200																		
			134	1,877,400	154	2,533,937																

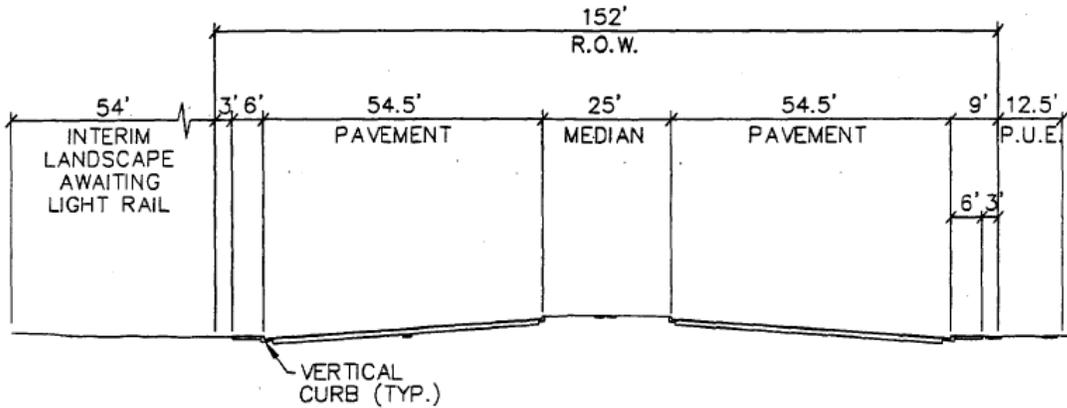
## AP.7 Roadway Master Plan Matrix Table

Roadway Name	Travel Lanes	Total ROW	Dominant Users	Bike Lanes	On-Street Parking	Lighting Standards (ht)	Dominant Tree Species	Tree Spacing o.c.	Roadway Type
Truxel Road	8-lane Div.	158'(F) 152'(E)	Auto/ Bus Light Rail	Yes	No	30'-50'	Platanus acerfolia	50'	Major
E. Commerce (N. of Road F)	6-lane Div.	136'(F) 128'(E)	Auto/ Bus	Yes	No	30'-50'	Platanus acerfolia	50'	Major
E. Commerce (S. of Road F)	4-lane Div.	100'	Auto/ Bus	Yes	No	30'-50'	Platanus acerfolia	50'	Major
Arena Blvd. (Stadium)	6-lane Div.	136'(F) 128'(E)	Auto/ Bus	Yes	No	30'-50'	Quercus suber	50'	Major
San Juan Rd.	2-lane turn	70'	Auto	Yes	Yes	30'-50'	Quercus suber	40'	Collector
Roadway A	4-lane Div.	100'	Auto	Yes	No	30'-50'	Fraxinus oxycarpa "Raymond"	30'	Major
Roadway B	2-lane	54'	Pedestrian	No	Yes	15'-30'	Fraxinus oxycarpa "Raymond"	30'	Minor Collector
Roadway C	2-lane	50'	Pedestrian	No	Yes	15'-30'	Liriodendron tulipifera	30'	Local
Roadway D	2-lane	54'	Pedestrian	No	Yes	15'-30'	Robinia pseudo-acacia	30'	Minor Collector
Roadway E	2-lane	54'	Pedestrian	No	Yes	15'-30'	Magnolia grandiflora	30'	Minor Collector
Roadway F (Road J to Truxel)	4-lane Div.	100'	Auto/ Bus	Yes	No	30'-50'	Platanus acerfolia	40'	Major
Roadway F (Road J to E. Commerce)	2-lane turn	70'	Pedestrian / Bus	Yes	Yes	15'-30'	Platanus acerfolia	40'	Minor Collector
Roadway I	2-lane	50'	Pedestrian	No	Yes	15'-30'	Pistacia chinensis	30'	Local
Roadway J	2-lane	50'	Pedestrian	No	Yes	15'-30'	Gleditsia tricanthos	25'	Minor Collector

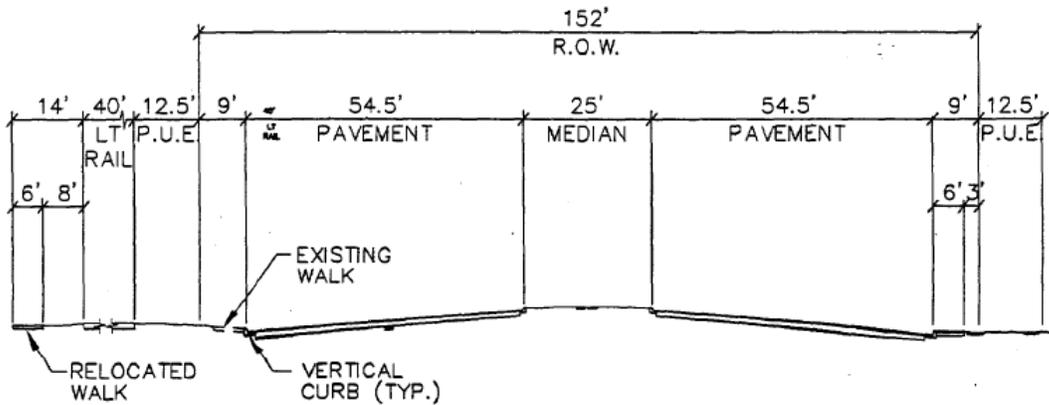
# AP.8 Roadway Master Plan



# AP.9 Truxel Road and Arena Boulevard (I-5 to East Commerce Way)



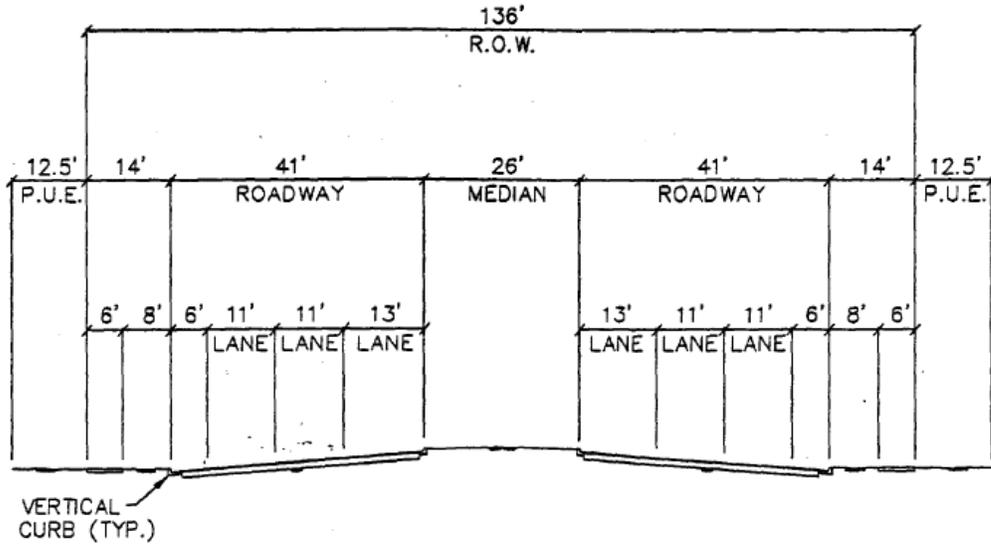
## FUTURE MAJOR STREET - 8 LANE DIVIDED



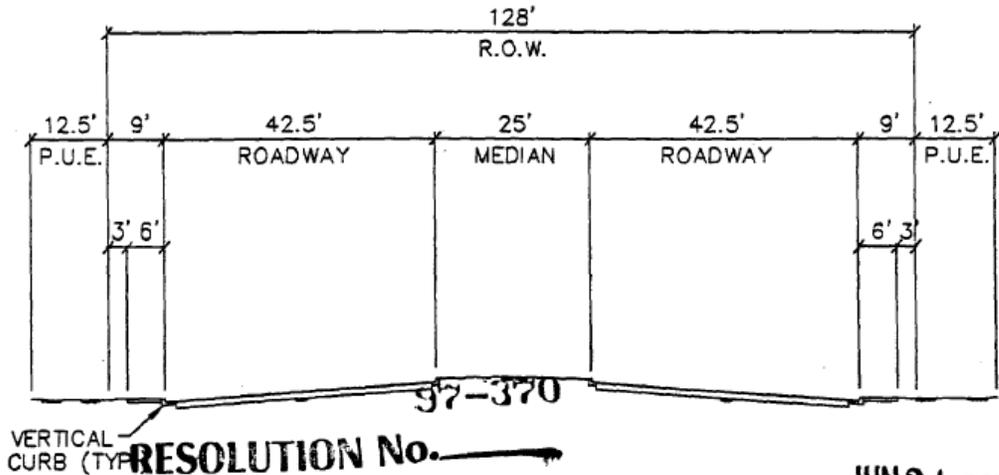
RELOCATE EXISTING WALK  
& REPLACE WITH PLANTER  
WHEN LIGHT RAIL IS BUILT.

## EXISTING MAJOR STREET - 8 LANE DIVIDED

**AP.10 Arena Boulevard (Truxel to East Commerce Way), Del Paso Road, and East Commerce Way (North of Road F)**



**FUTURE MAJOR STREET - 6 LANE DIVIDED**

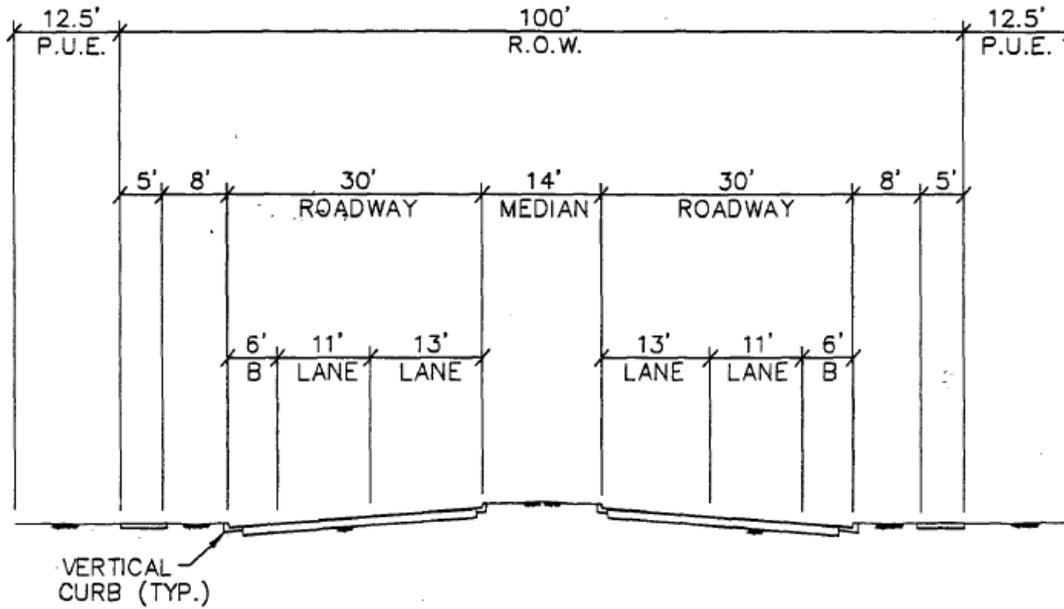


RESOLUTION No. \_\_\_\_\_

JUN 24 1007

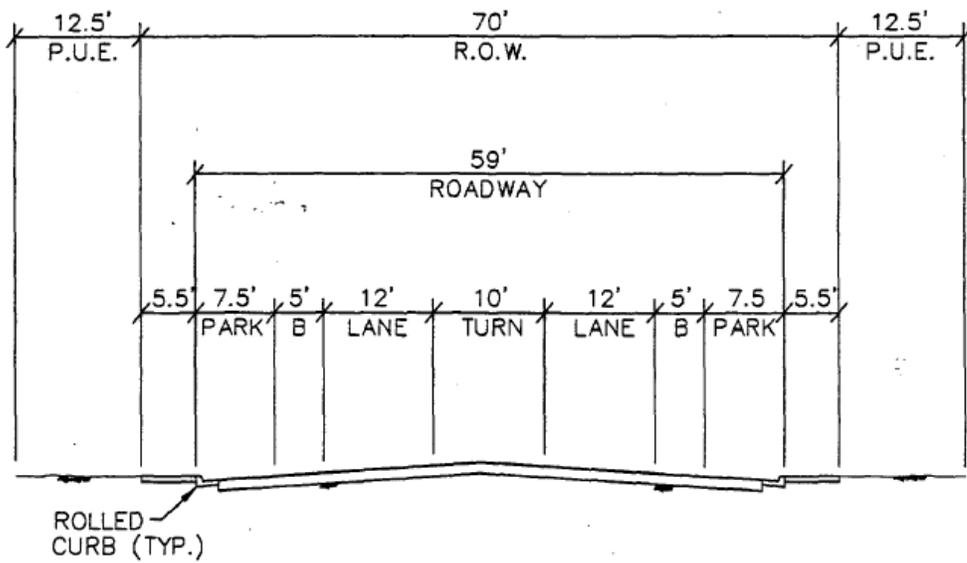
**EXISTING MAJOR STREET - 6 LANE DIVIDED**

**AP.11 Roadway A, Roadway F, (Road J to Truxel and E. Commerce to W. Commerce) East Commerce Way (South of Road F)**



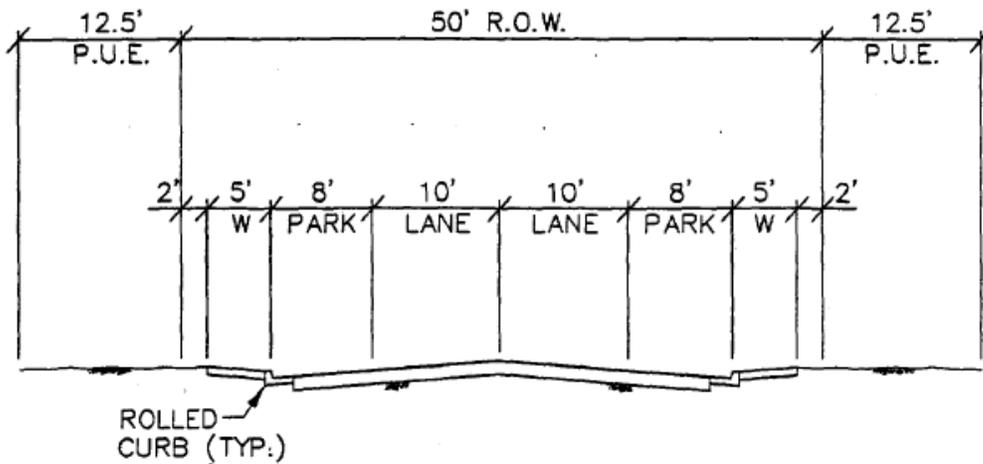
**FUTURE MAJOR STREET - 4 LANE DIVIDED**

**AP.12 Roadway F (Road J to East Commerce Way), and San Juan Road**

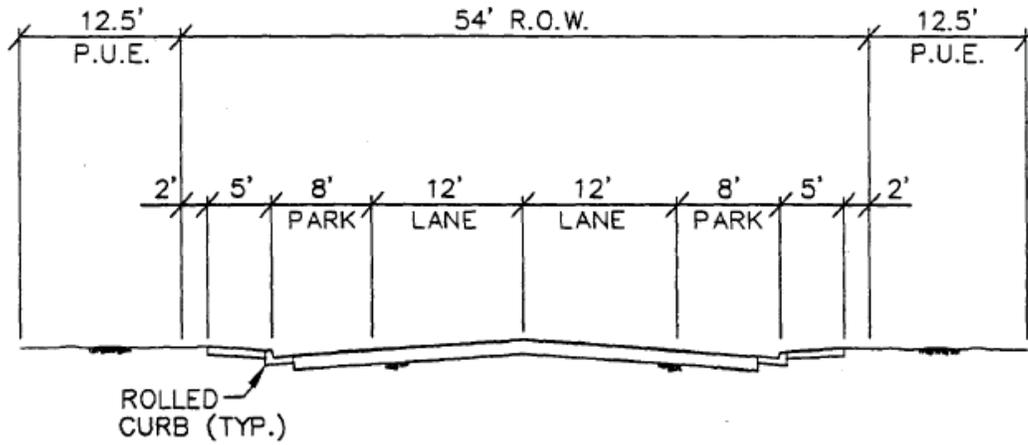


**FUTURE MINOR COLLECTOR - 2 LANE W/TURN**

**AP.13 Local Road and Minor Local Road**

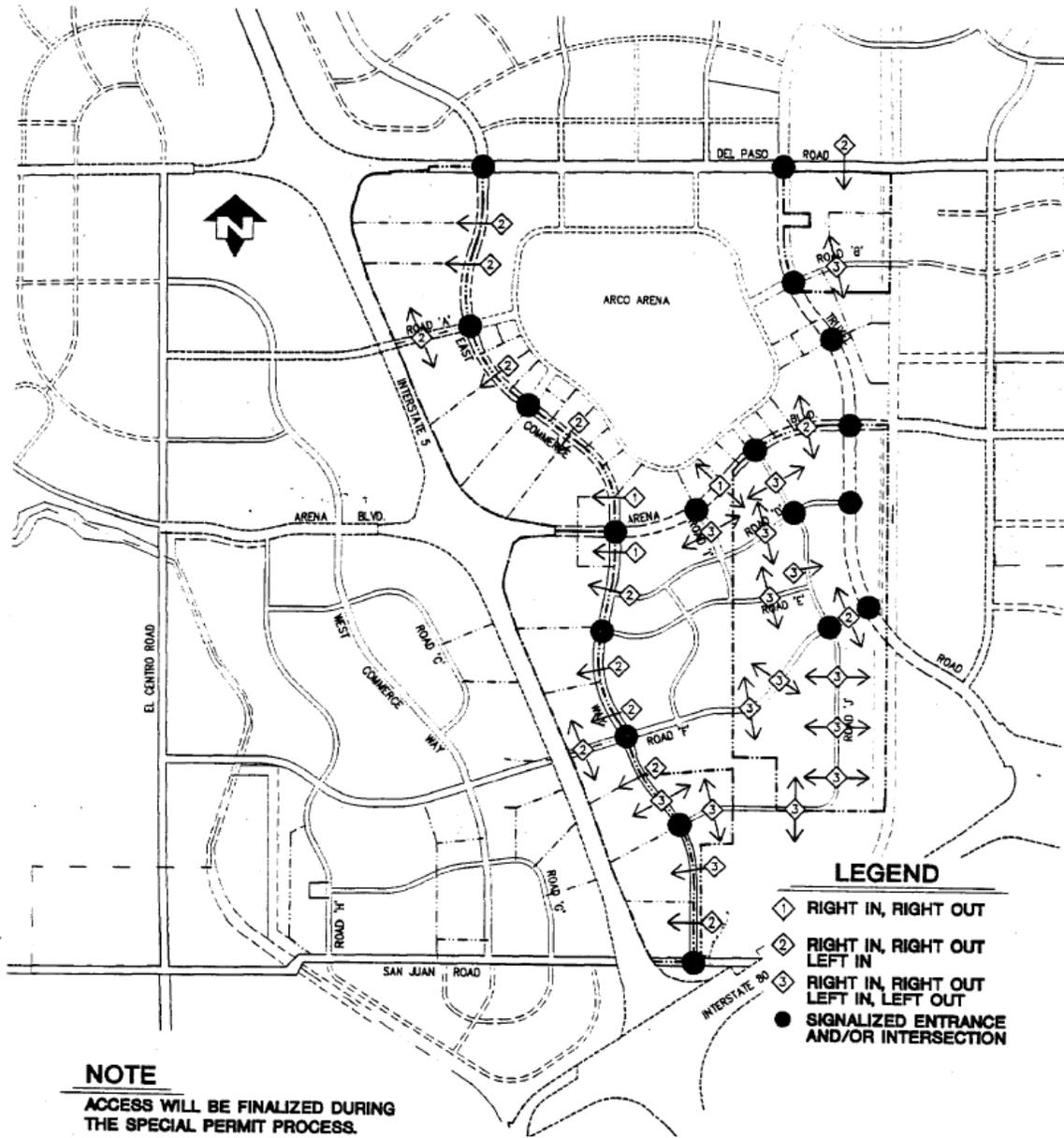


**FUTURE LOCAL ROAD**

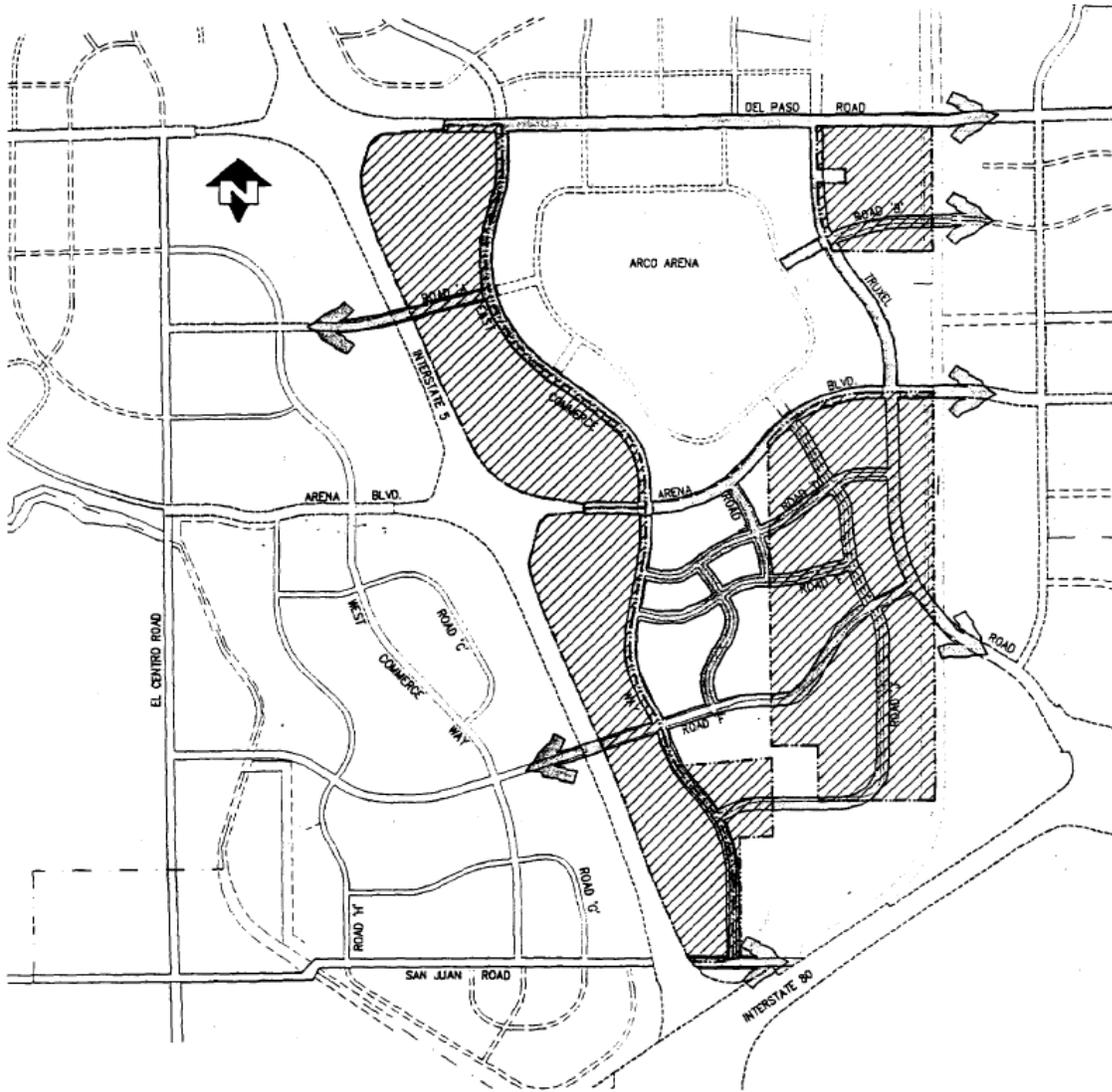


**FUTURE LOCAL ROAD**

# AP.14 Site Access Map

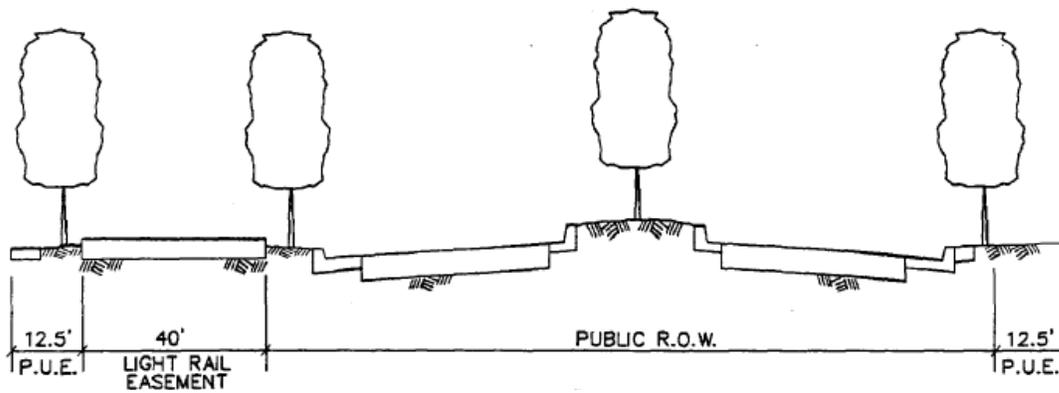
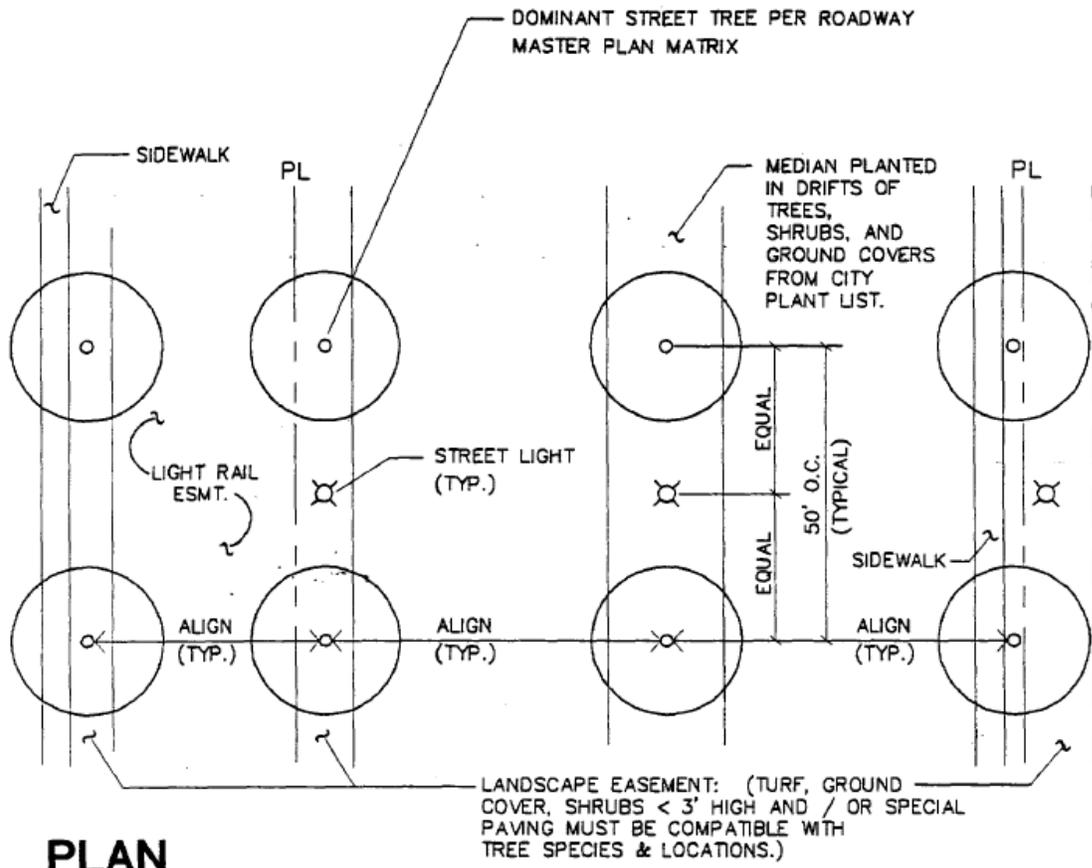


# AP.15 Streetscape Master Plan

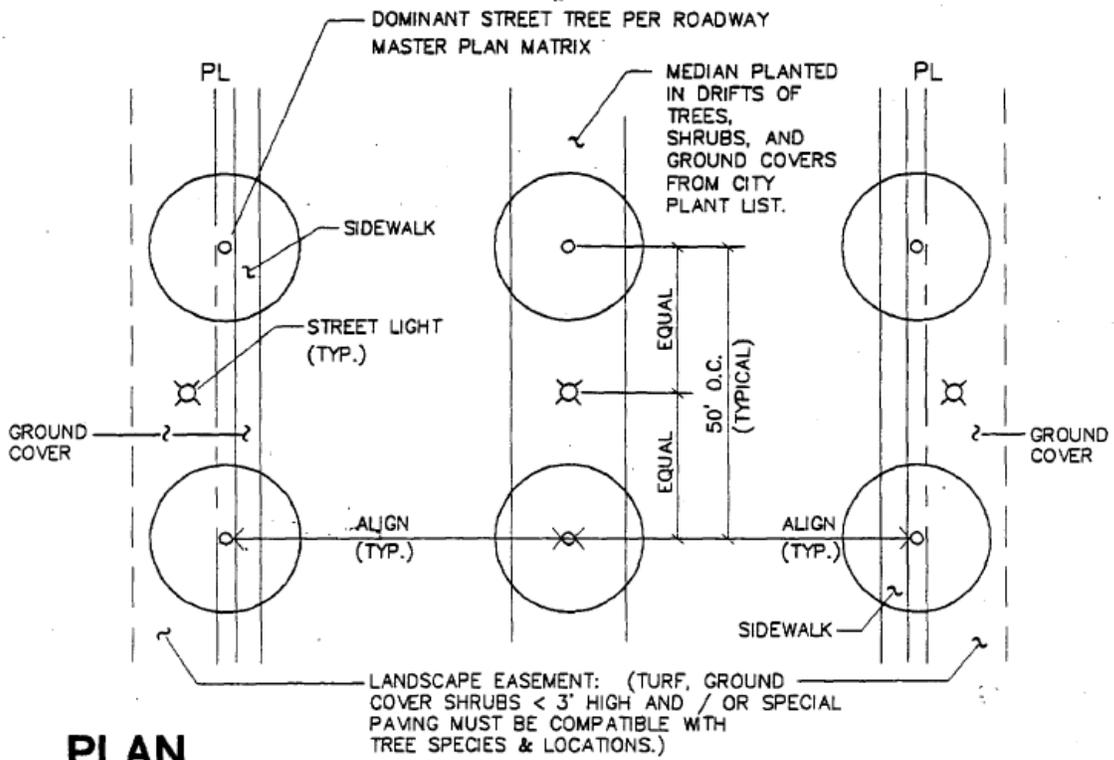


Note: Minor and local street are not shown on this appendix. One street tree per lot shall be installed (by owner/ developer) within the landscape easement along minor and local streets per Appendix AP.21.

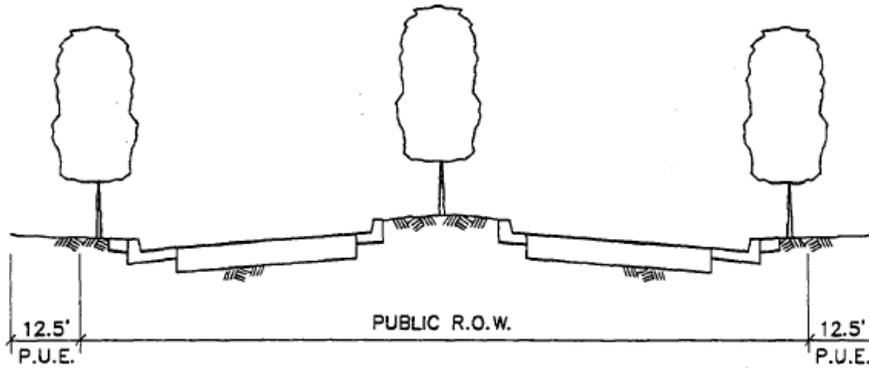
# AP.16 Truxel Road Streetscape Plan (with future Light Rail)



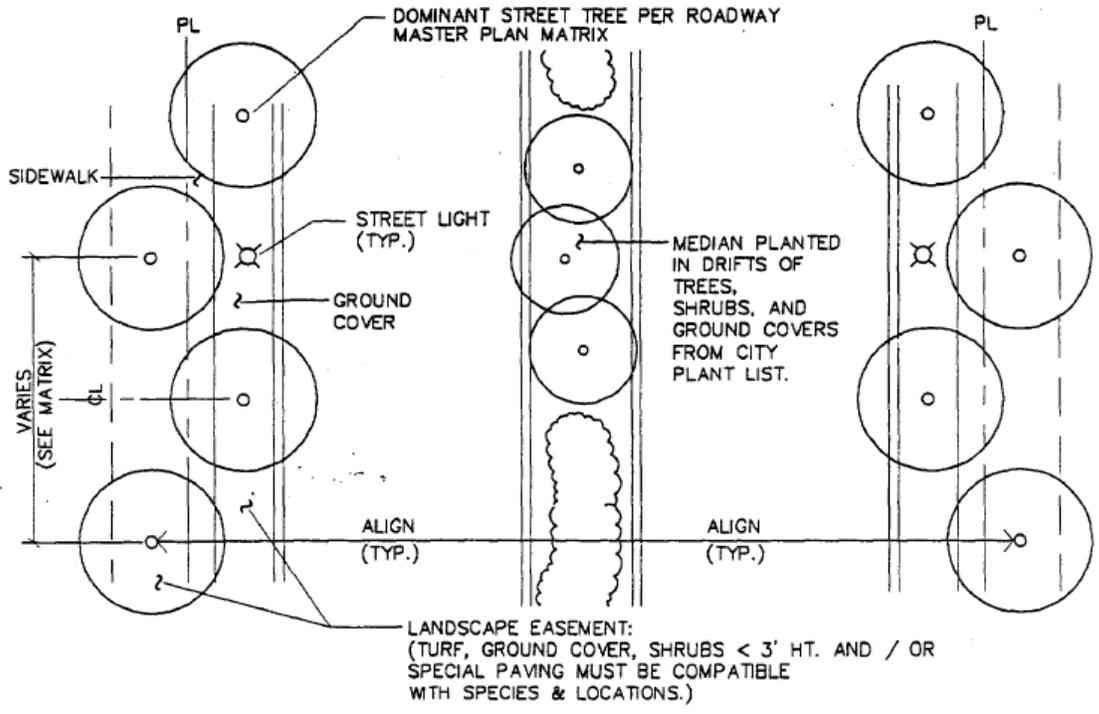
# AP.17 East Commerce Way (North) and Arena Boulevard Streetscape Plan



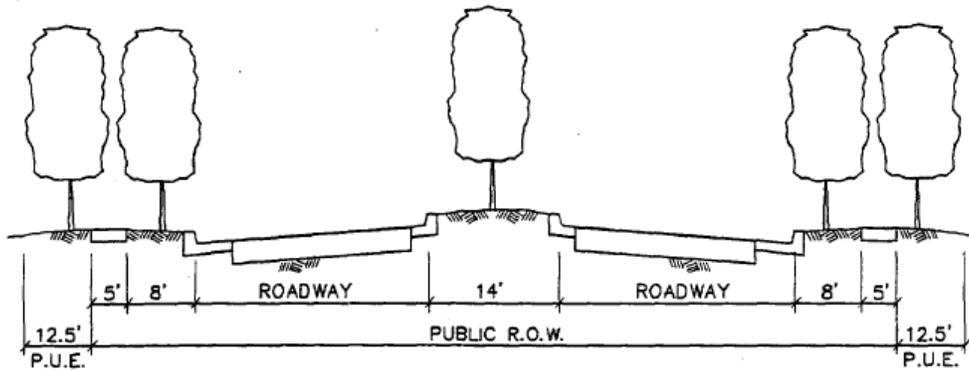
## PLAN



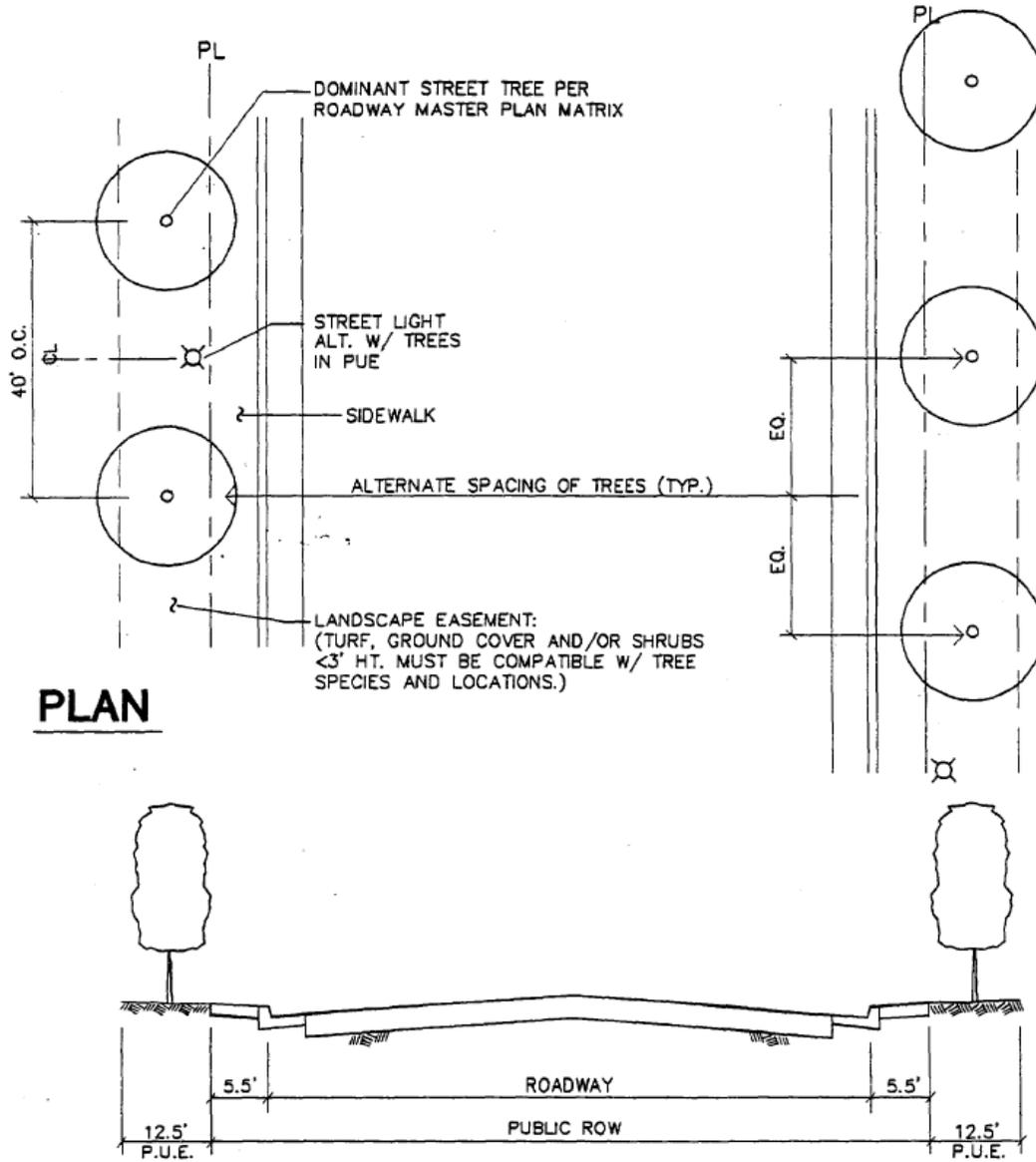
# AP.18 Roadway A, Roadway F (at Commercial Frontage), and East Commerce Way (South) Streetscape Plan



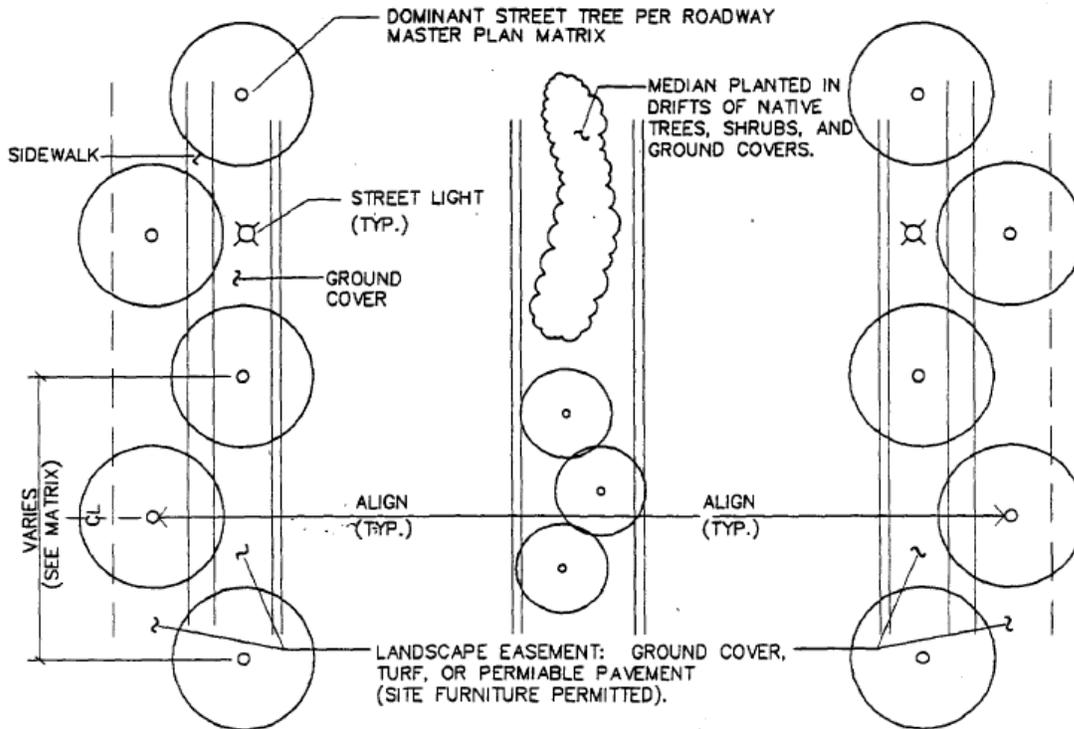
## PLAN



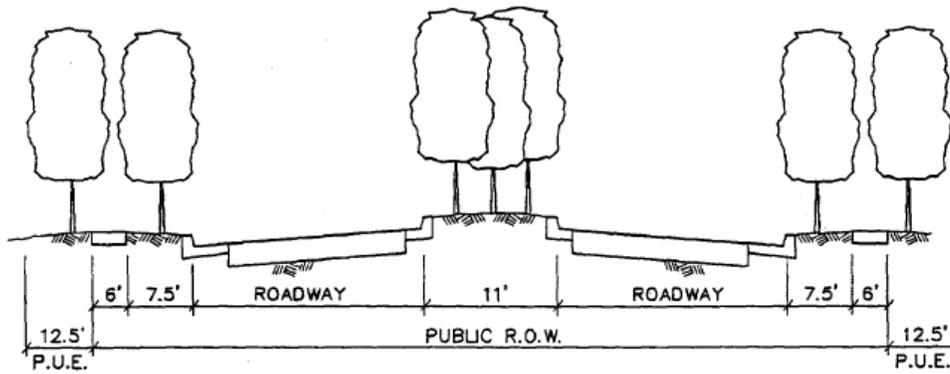
# AP.19 San Juan Road



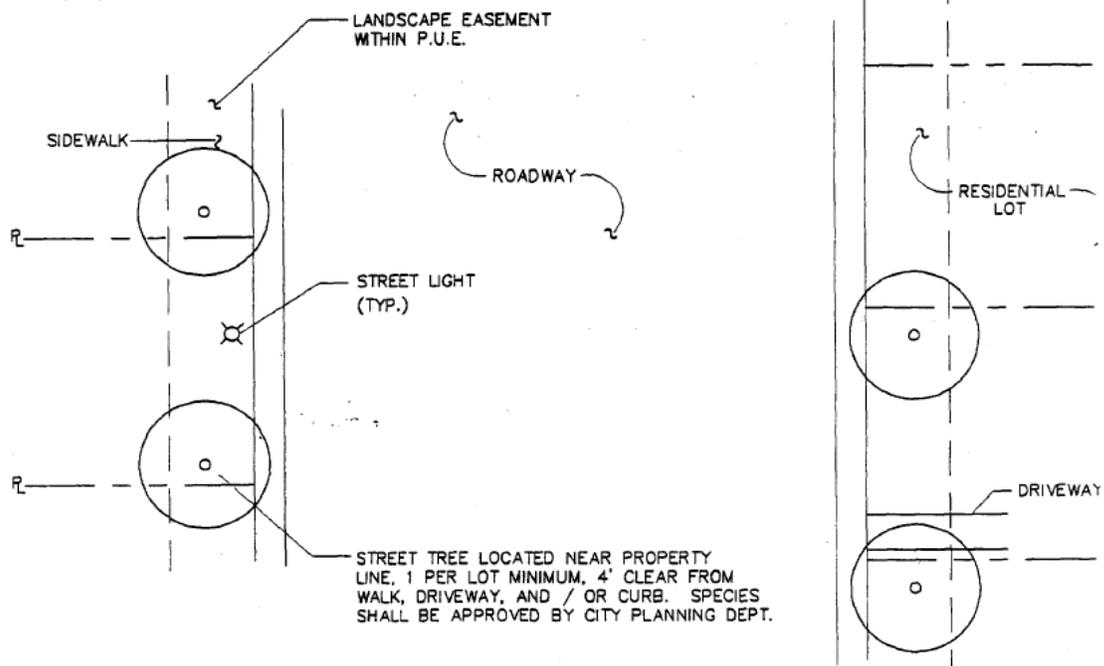
# AP.20 Roadway F Streetscape Plan



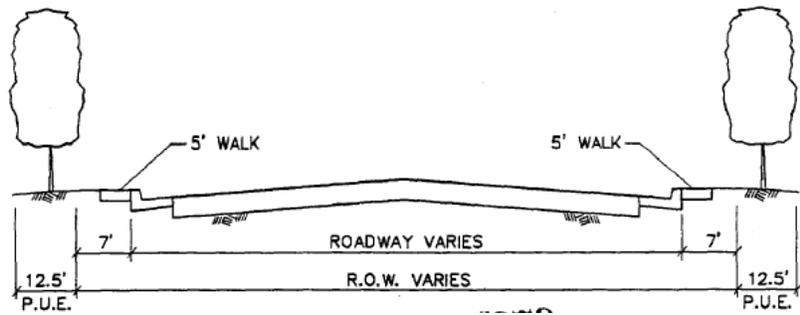
## PLAN



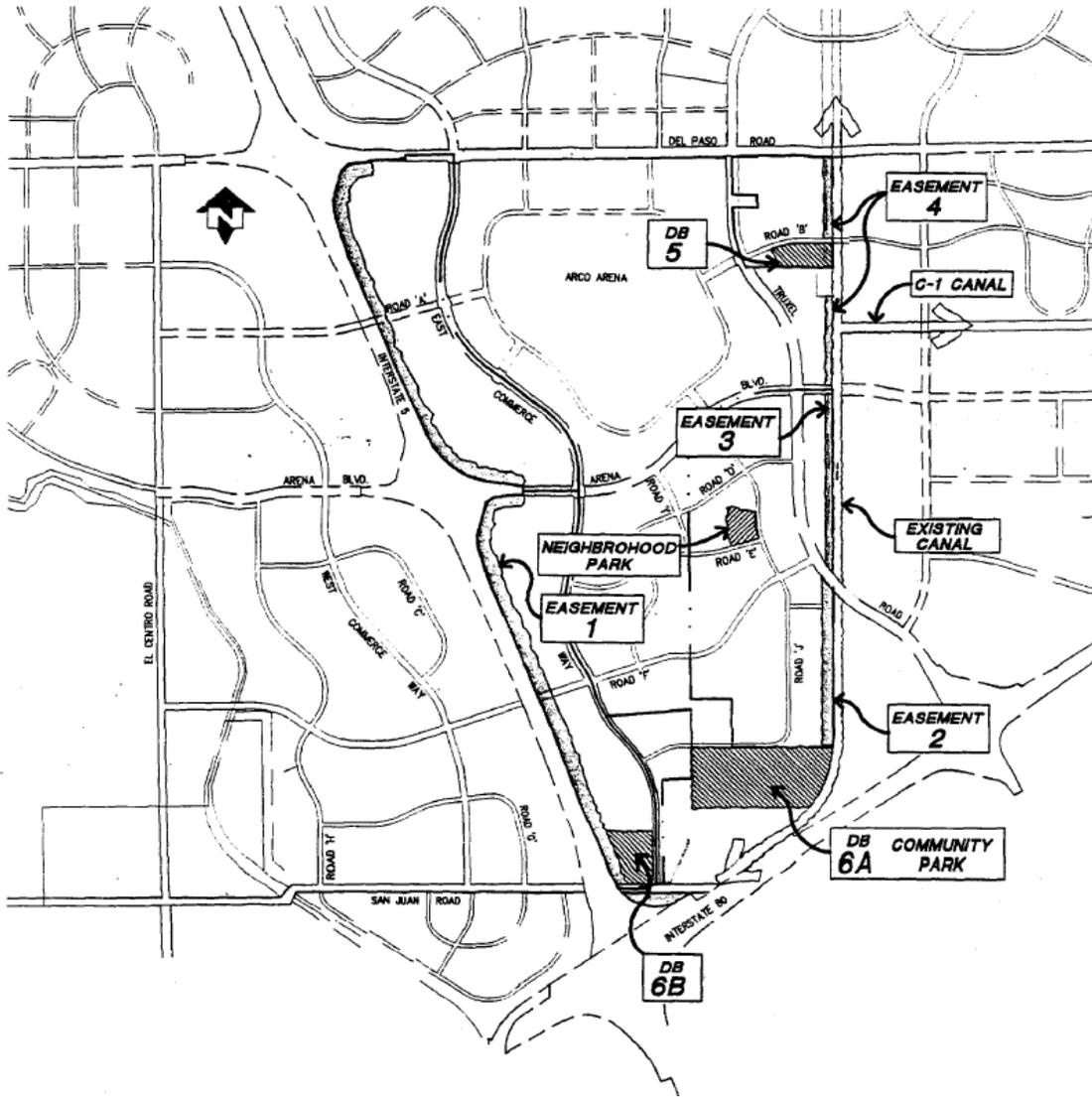
# AP.21 Minor Collector, Minor Local, and Local Streetscape Plan



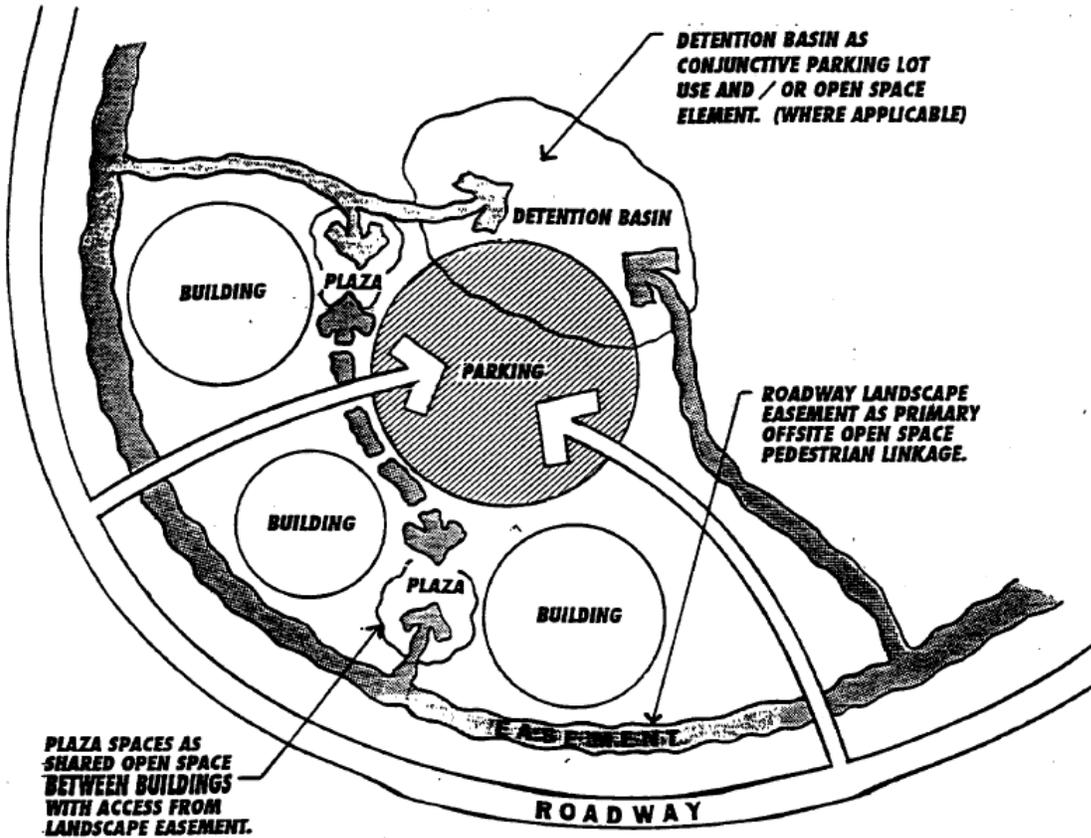
## PLAN



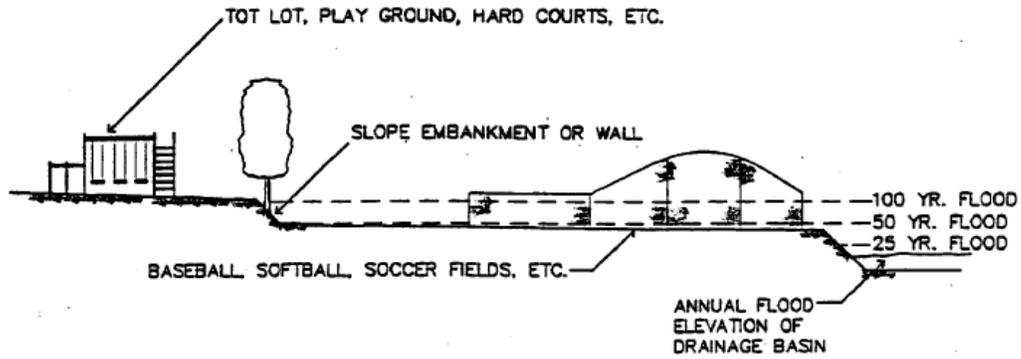
# AP.22 Public Open Space Master Plan



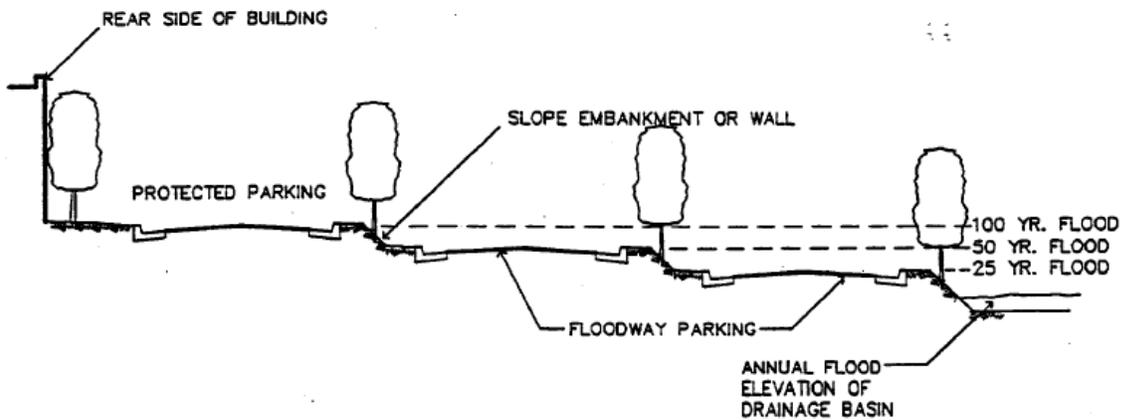
# AP.23 Open Space Conceptual Diagram (Private)



## AP.24 Detention Basin Conjunctive Uses



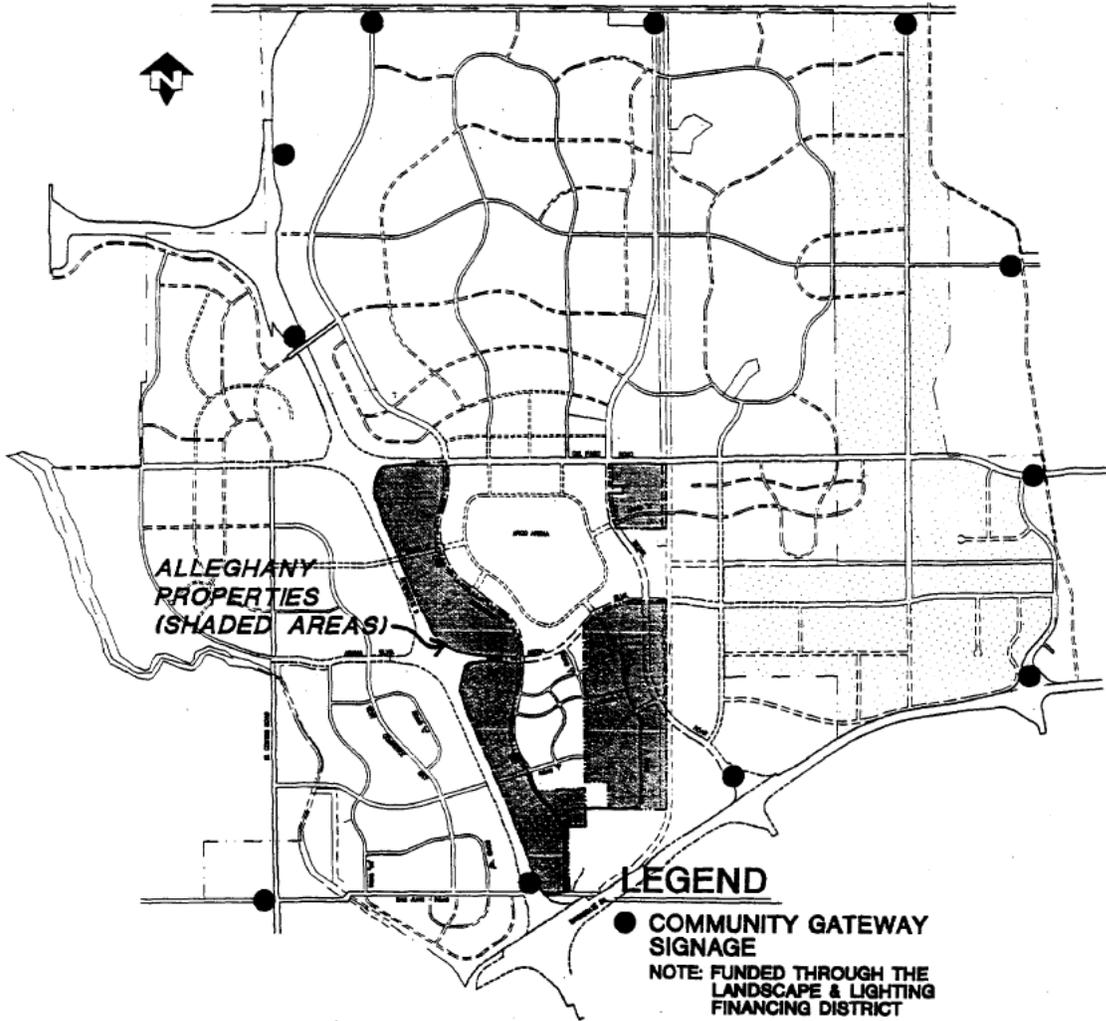
### CONJUNCTIVE USE WITH PARKS



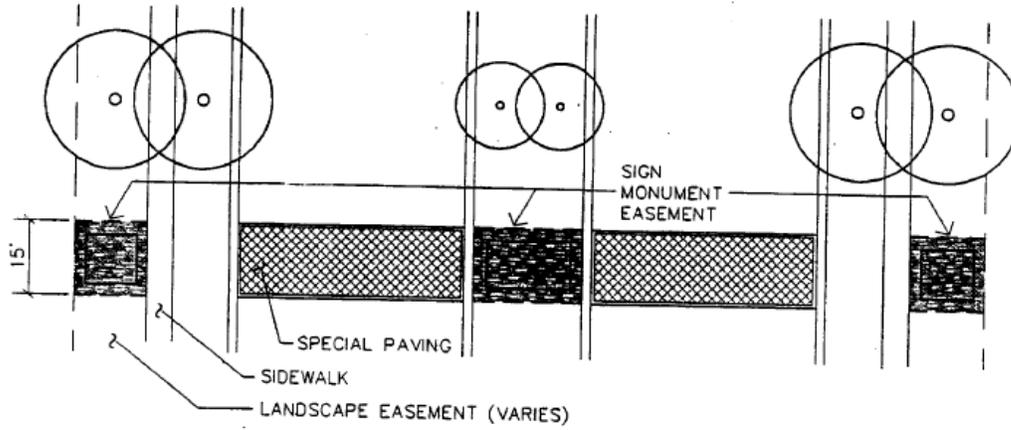
### CONJUNCTIVE USE WITH PARKING LOTS



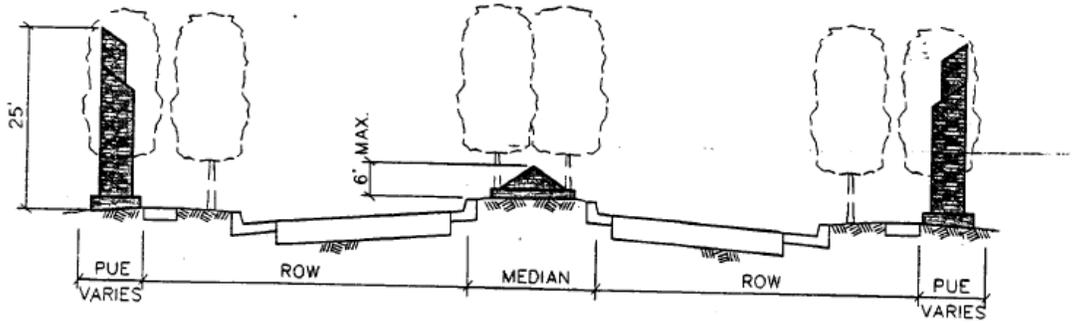
# 6 Community Gateway Signage Master Plan



# AP.27 Community Gateway Signage Diagram



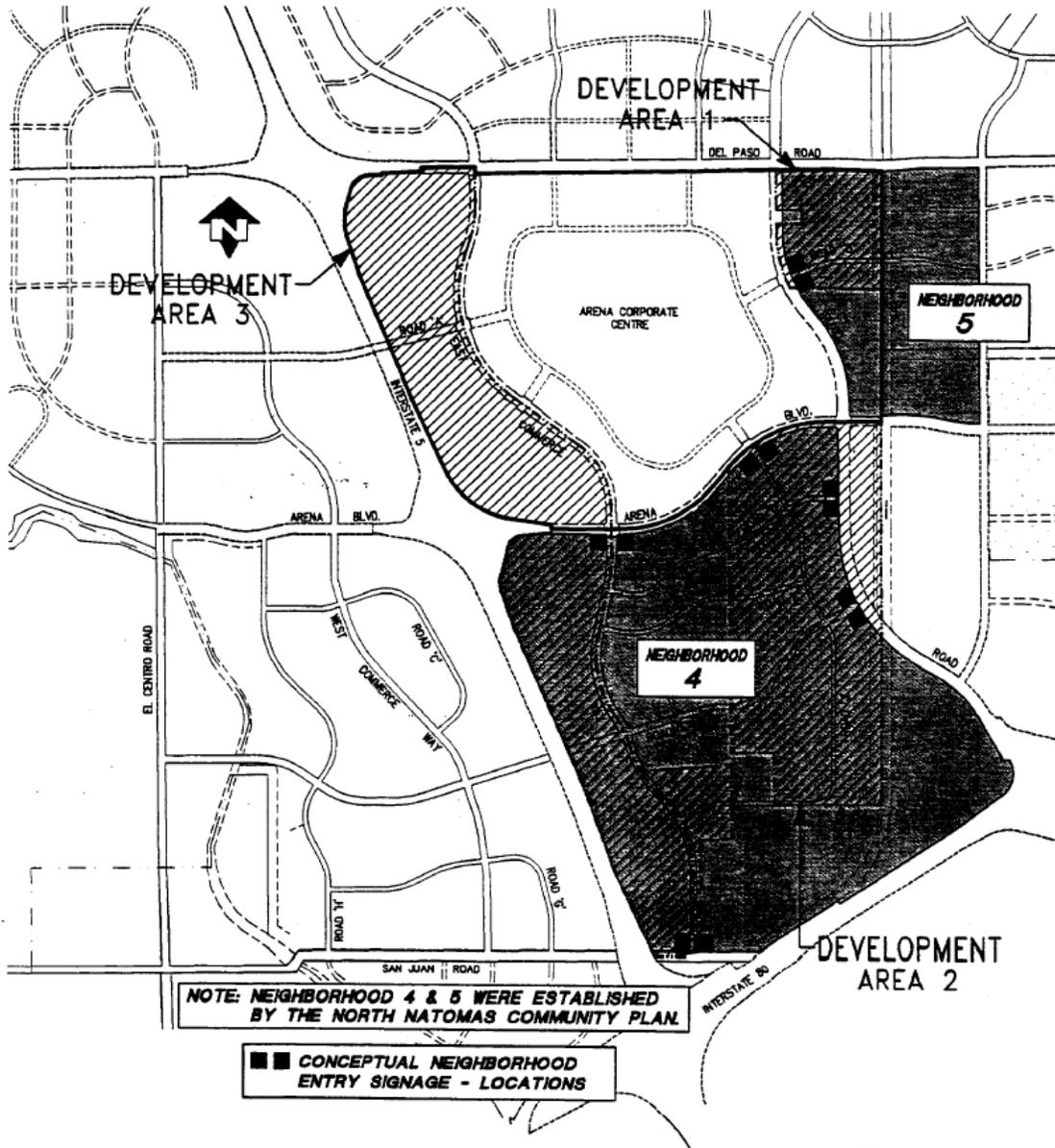
**PLAN**



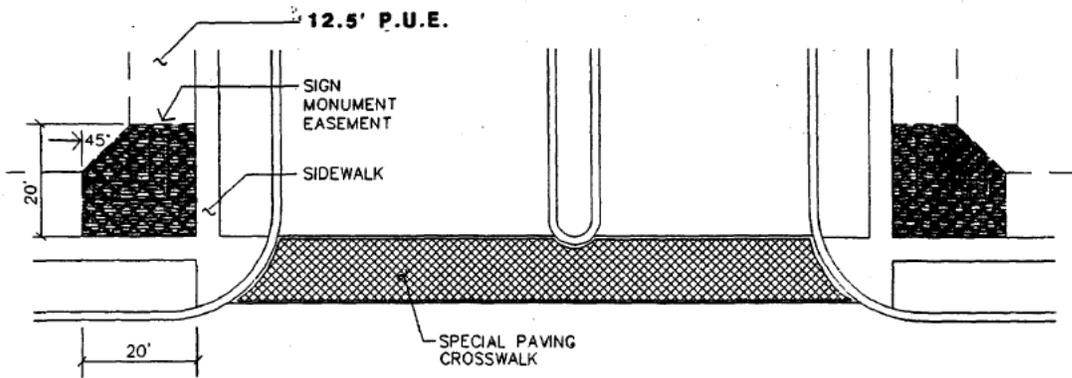
REFERENCE THE COMMUNITY GATEWAY SIGNAGE MASTER PLAN FOR LOCATION OF THESE SIGNS.

**SECTION**

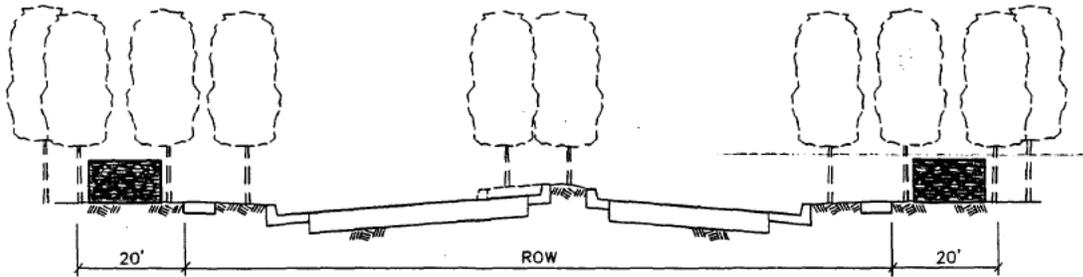
# AP.28 Neighborhood Entry Master Plan



# AP.29 Neighborhood Entryway Signage



## PLAN

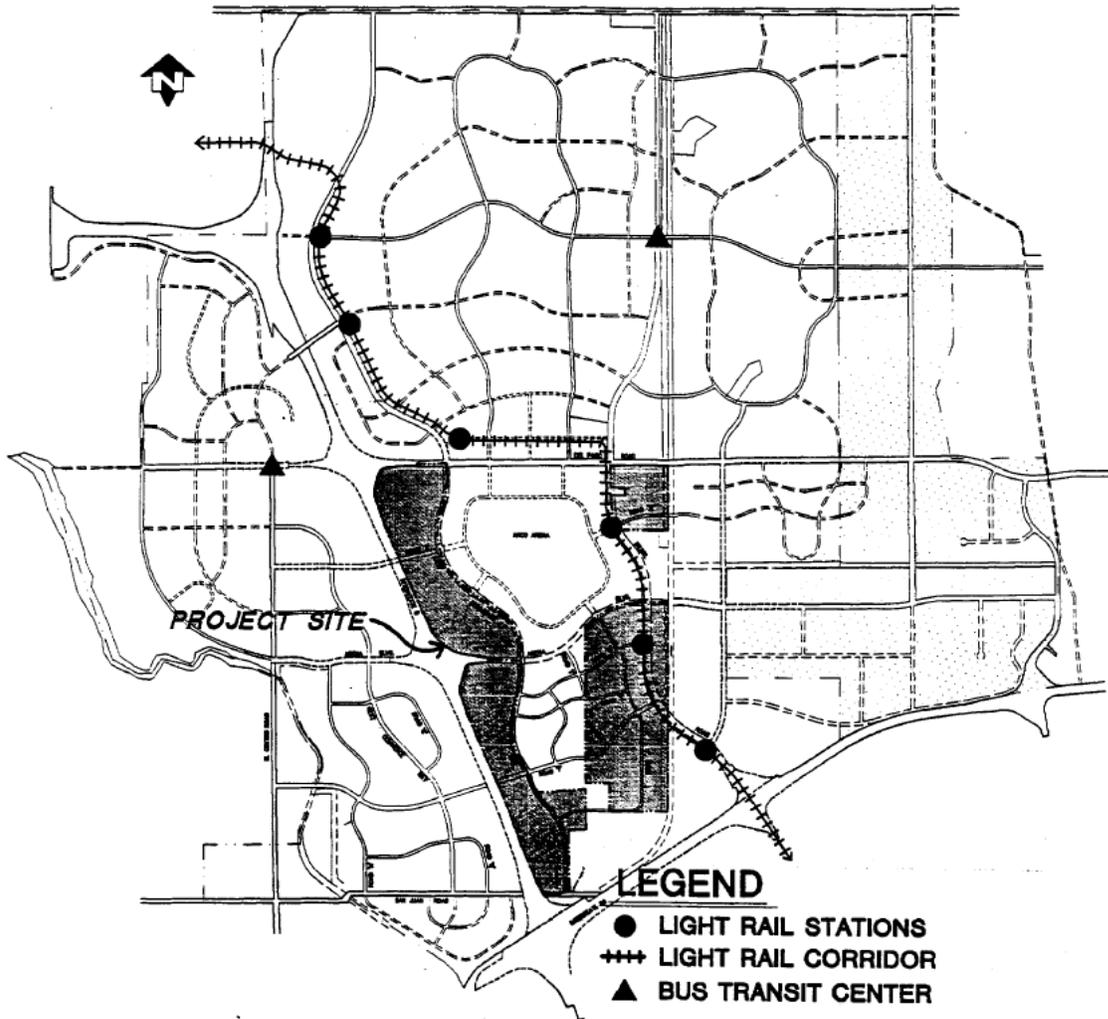


• REFERENCE THE NEIGHBORHOOD SIGNAGE MASTER PLAN FOR CONCEPTUAL LOCATIONS OF THESE SIGNS.

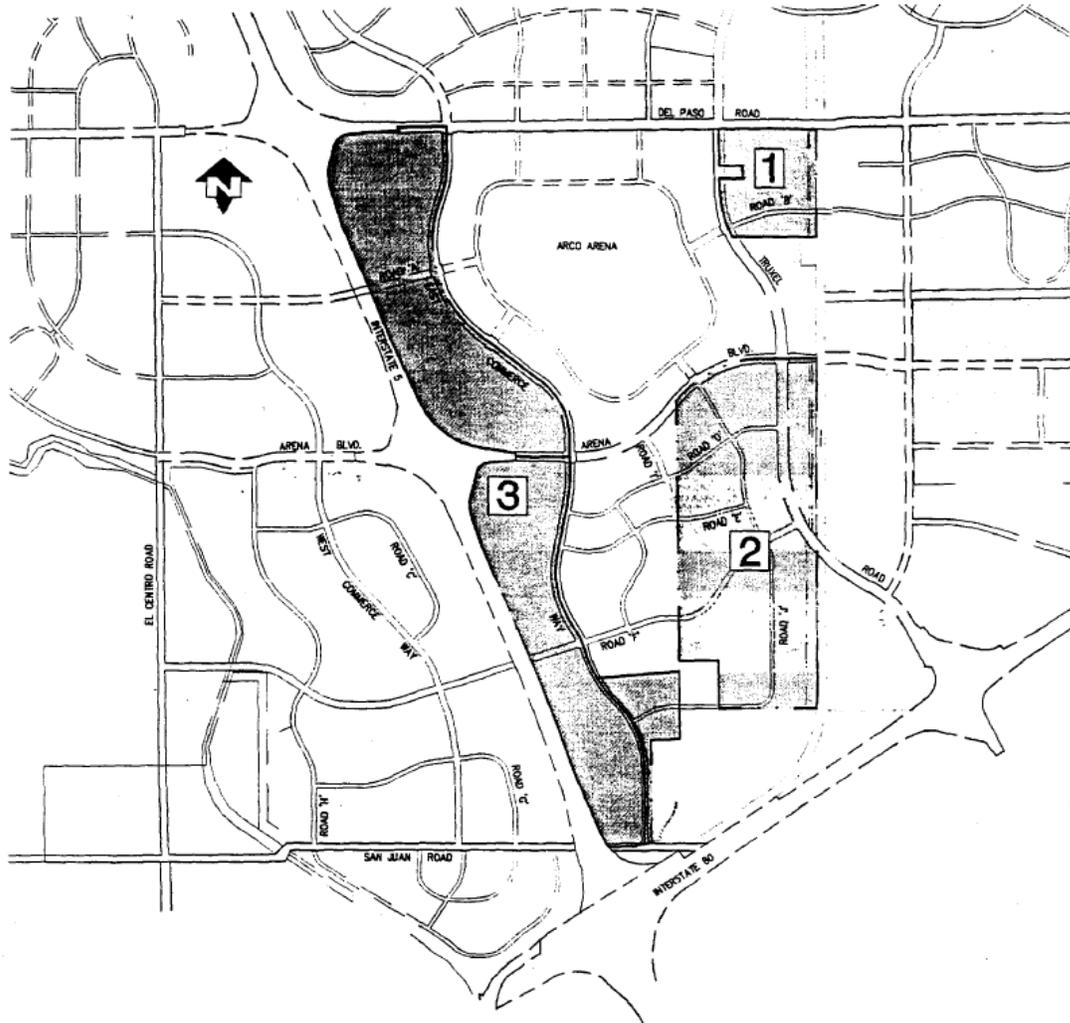
• ACTUAL SIGN MONUMENT DESIGN WILL BE INCLUDED WITH THE PUD SPECIAL PERM AND/OR SUBDIVISION MAP SUBMITTAL.

## SECTION

# AP.30 Transit Station Map

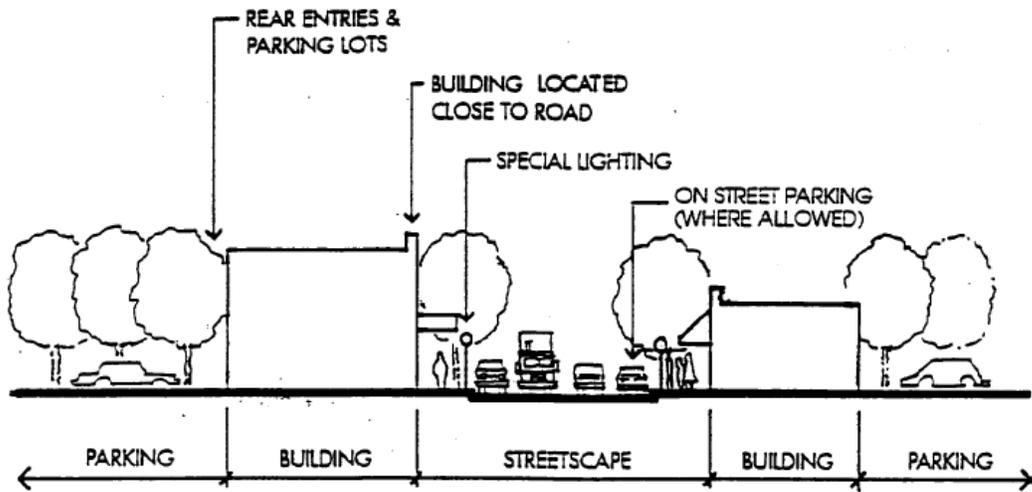


## AP.31 Development Area Map



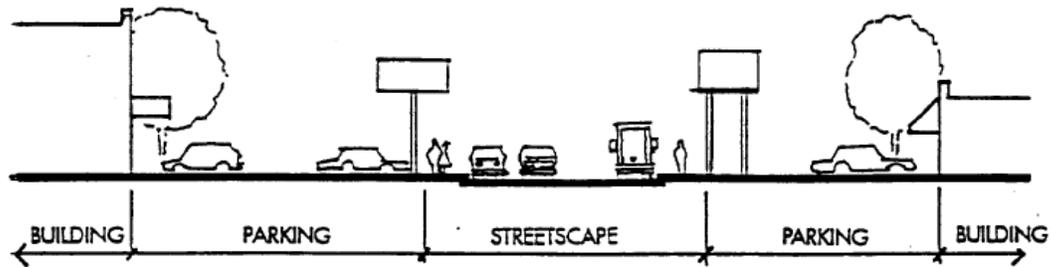
Note: Minor and local streets are not shown on this exhibit. One street tree per lot shall be installed (by owner/ developer) within the landscape easement along minor and local streets per Appendix AP.21.

## AP.32 Building Orientation to Roadways



### **PEDESTRIAN DOMINATED ENVIRONMENT**

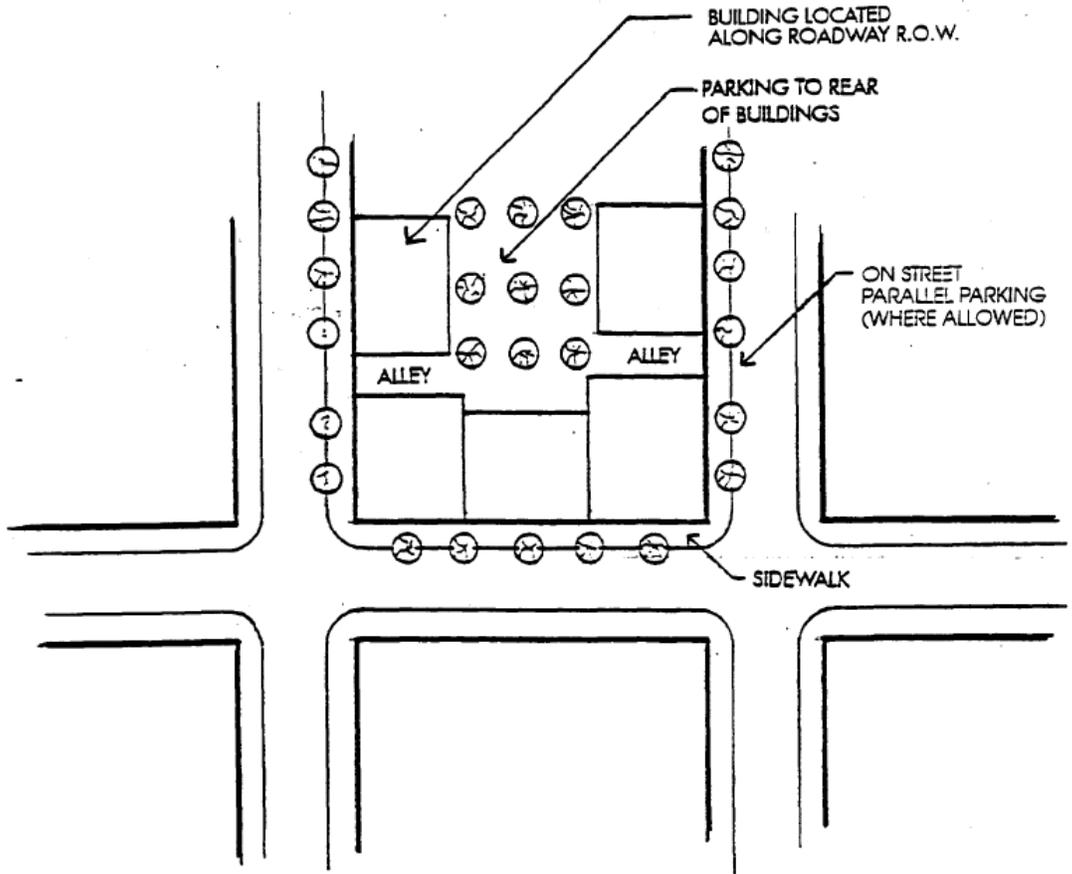
*(ENCOURAGED ORIENTATION)*



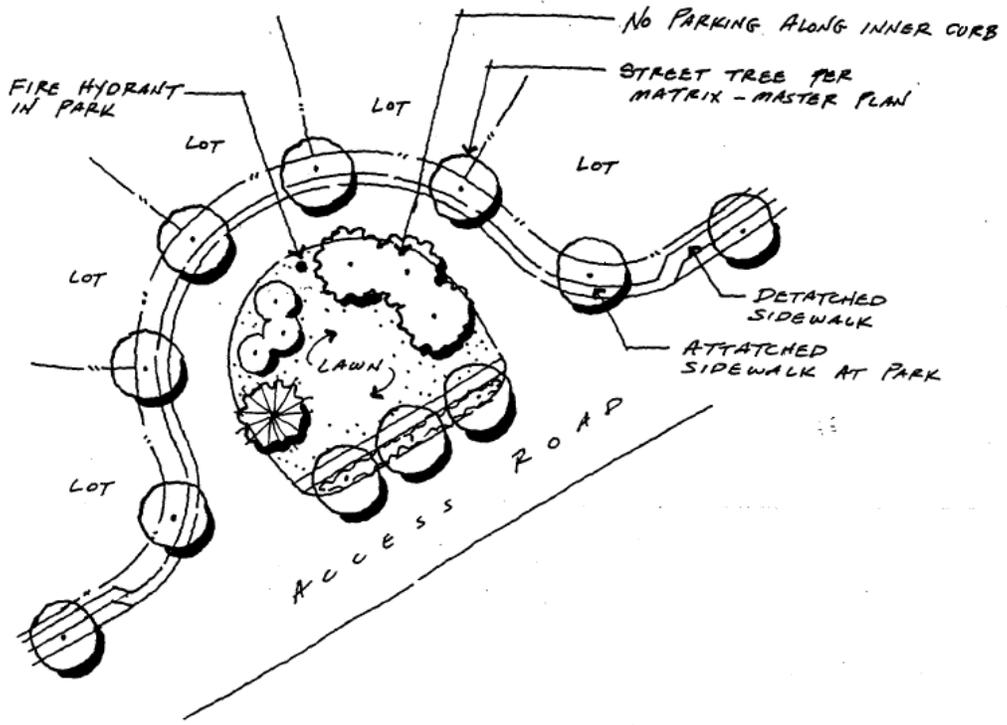
### **VEHICULAR DOMINATED ENVIRONMENT**

*(DISCOURAGED ORIENTATION)*

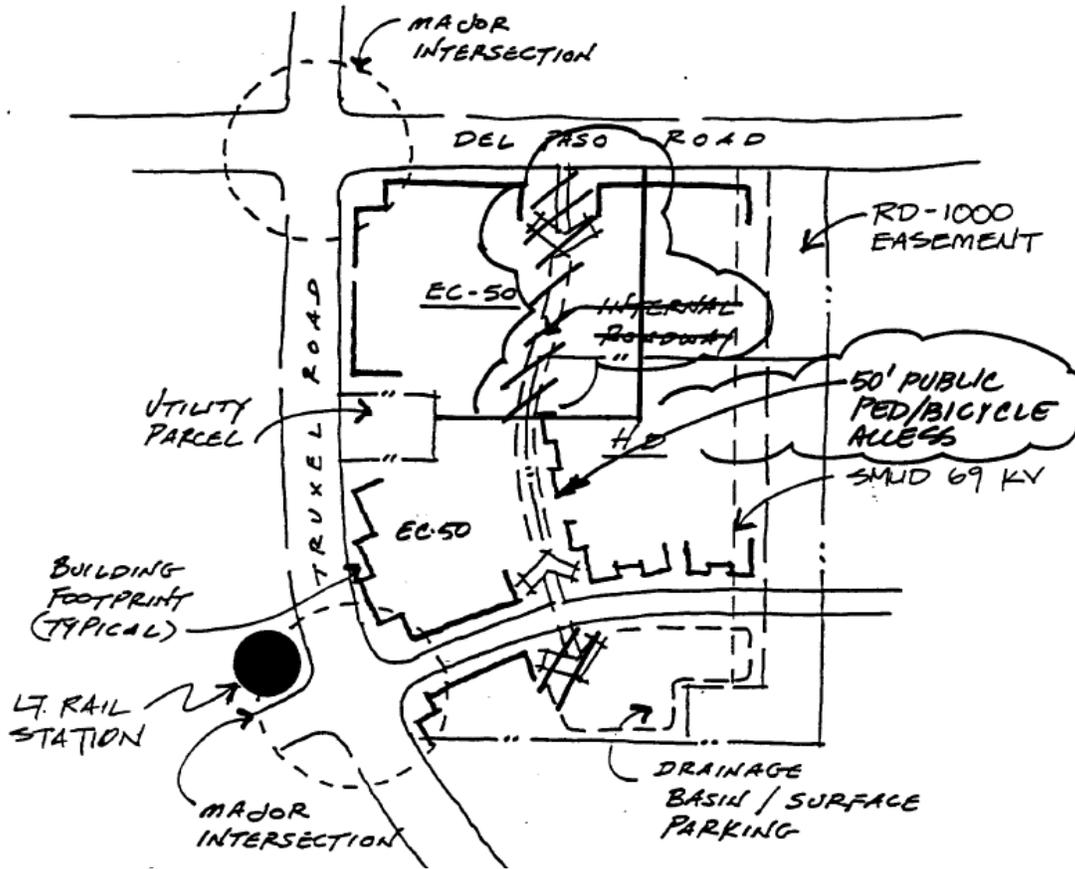
# AP.33 Building and Parking Orientation



# AP.34 Mini Park Schematic Plan

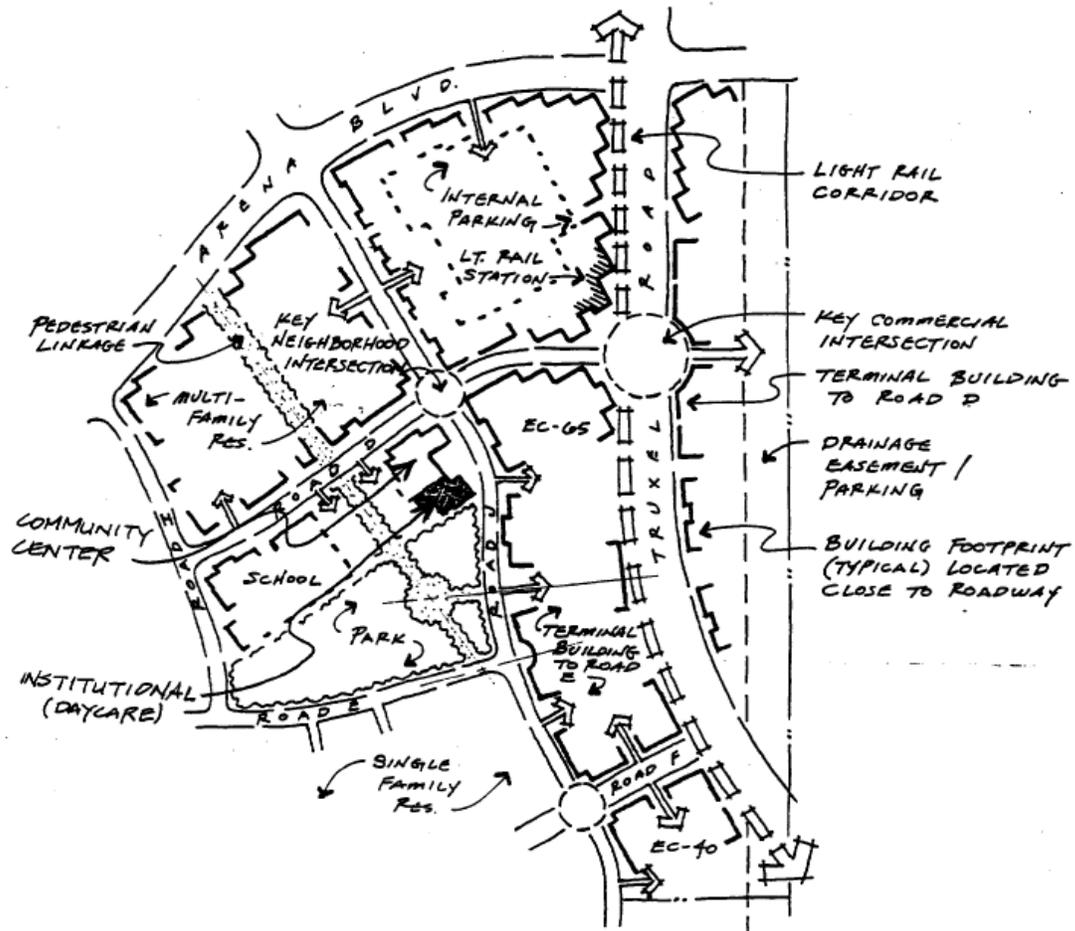


# AP.35 Development Area I- Conceptual Site Plan<sup>23</sup>

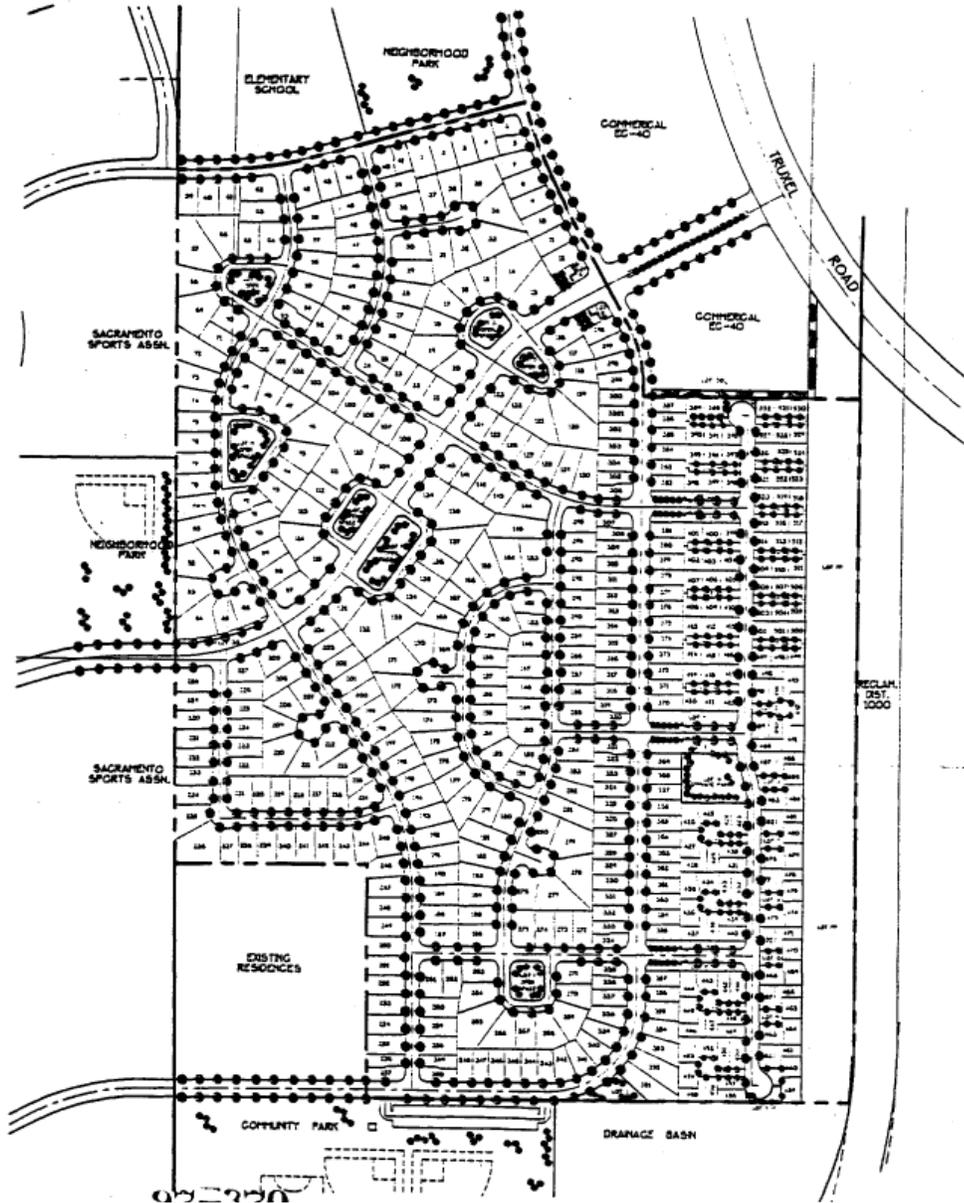


<sup>23</sup> Modified on 11/20/2001 by CPC (P01-763)

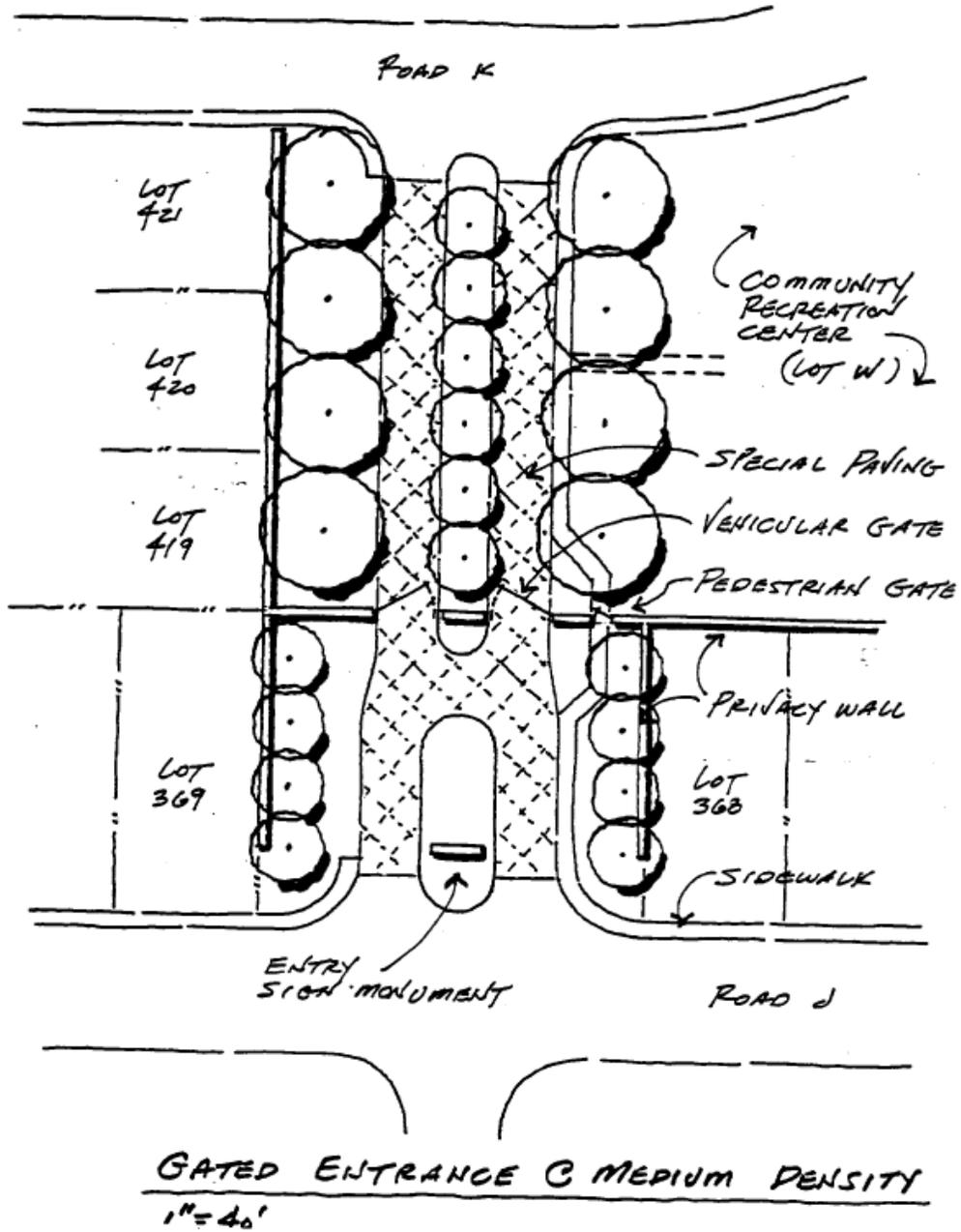
# AP.36 Development Area II- Conceptual Site Plan



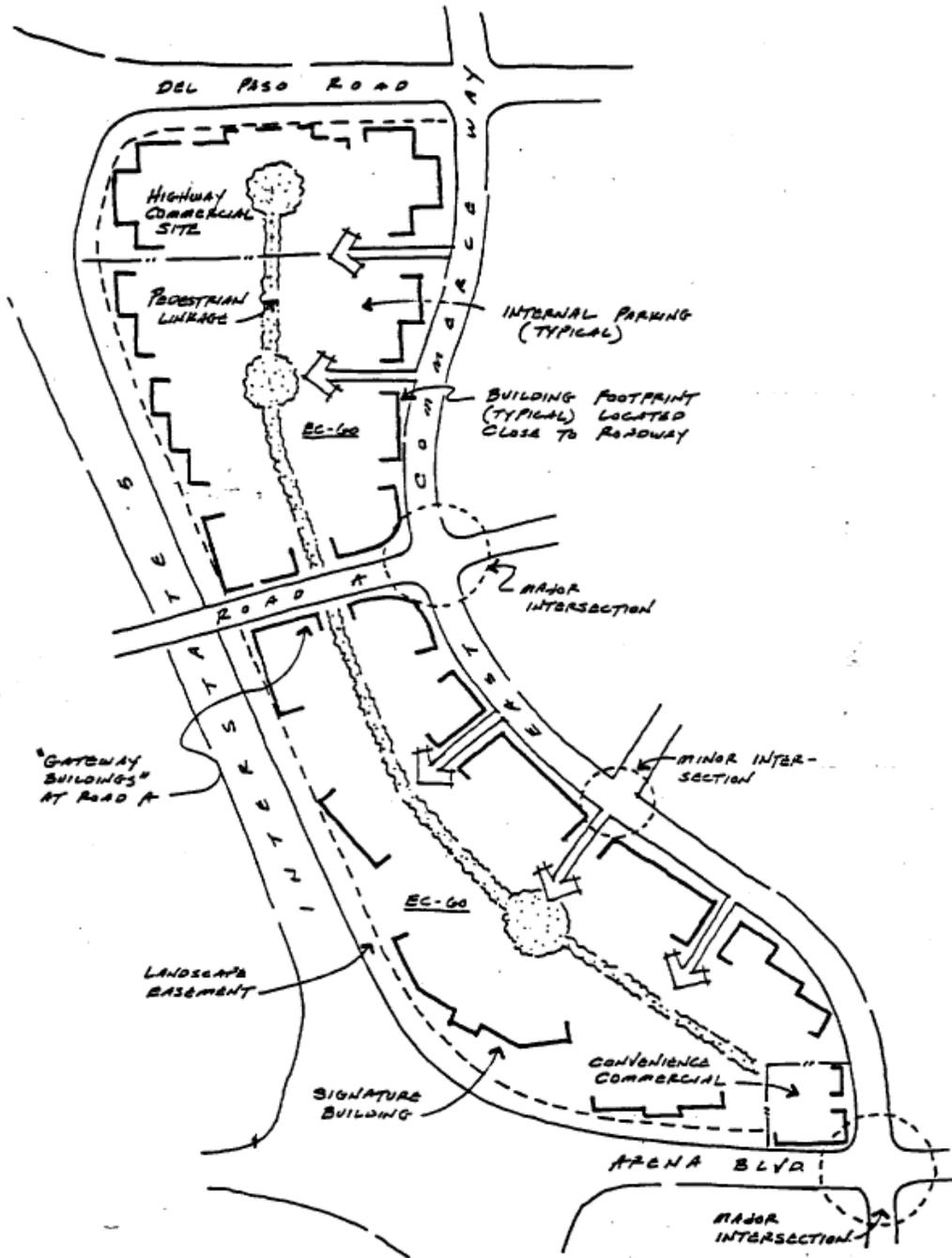
# AP.37 Natomas Crossing Subdivision



# AP.38 Enhanced Entrance

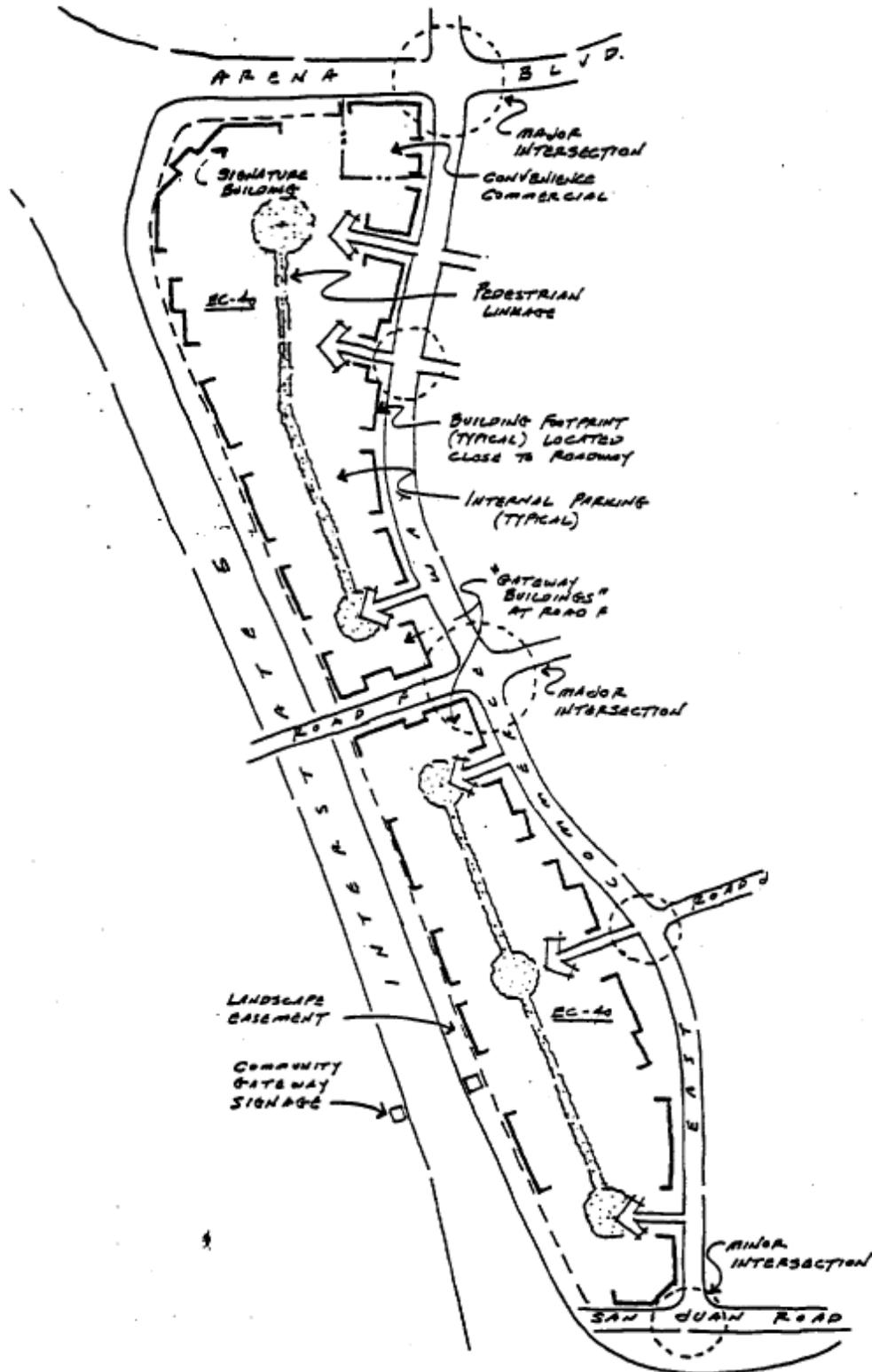


# AP.39 Development Area III (North)- Conceptual Site Plan

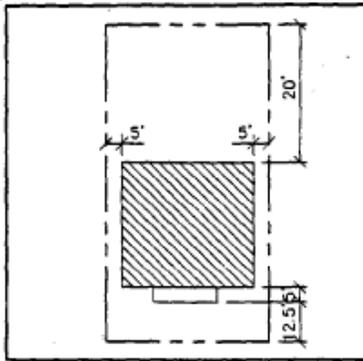




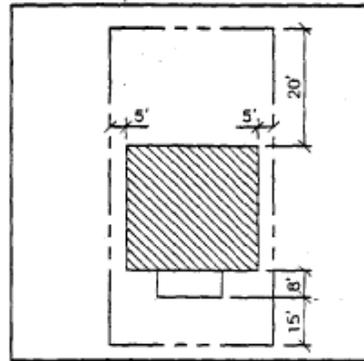
# AP.40 Development Area III (South)- Conceptual Site Plan



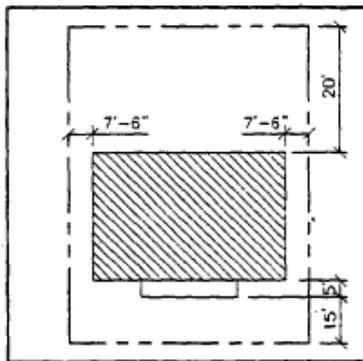
## AP.41 Single-Family Residential Building Setback Diagrams



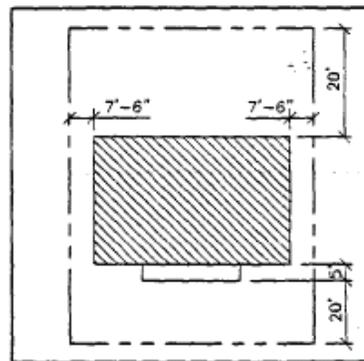
A. SETBACK (SHOWS MIN.)  
5-8 DU/AC



B. SETBACK (SHOWS MAX.)  
5-8 DU/AC



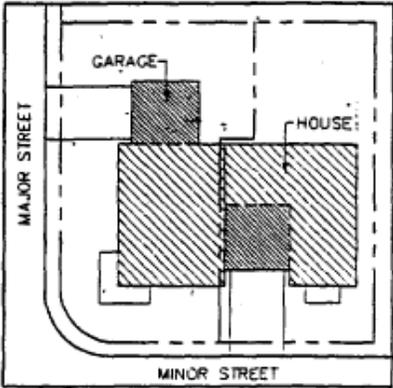
C. SETBACK (SHOWS MAX.)  
3-5 DU/AC



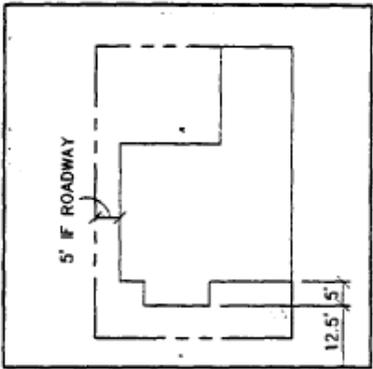
D. SETBACK (SHOWS MAX.)  
3-5 DU/AC

## AP.42 Single-Family Attached Residential Building Setback

# Diagrams

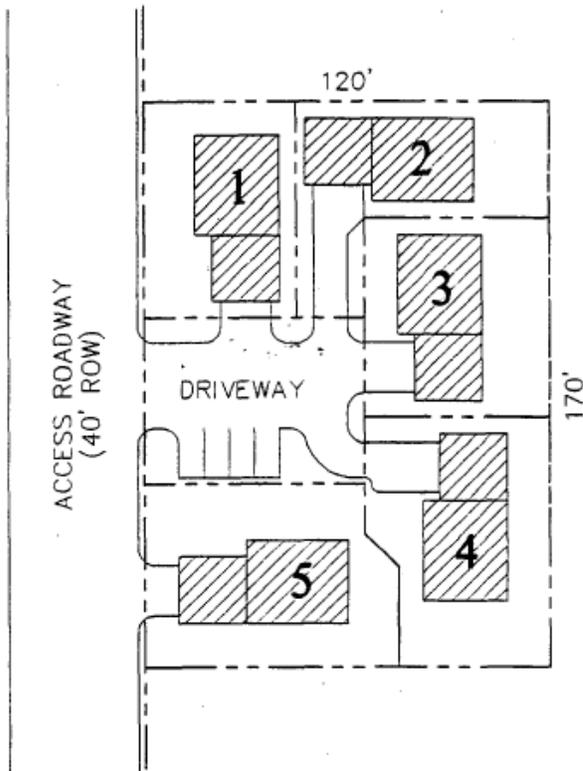


A. HALF PLEX



B. TOWNHOUSE

# AP.43 Five-Unit Proto-Typical Lotting for North Natomas



## SITE SUMMARY

9.15 du/ac GROSS \*  
10.67 du/ac GROSS / NET \*

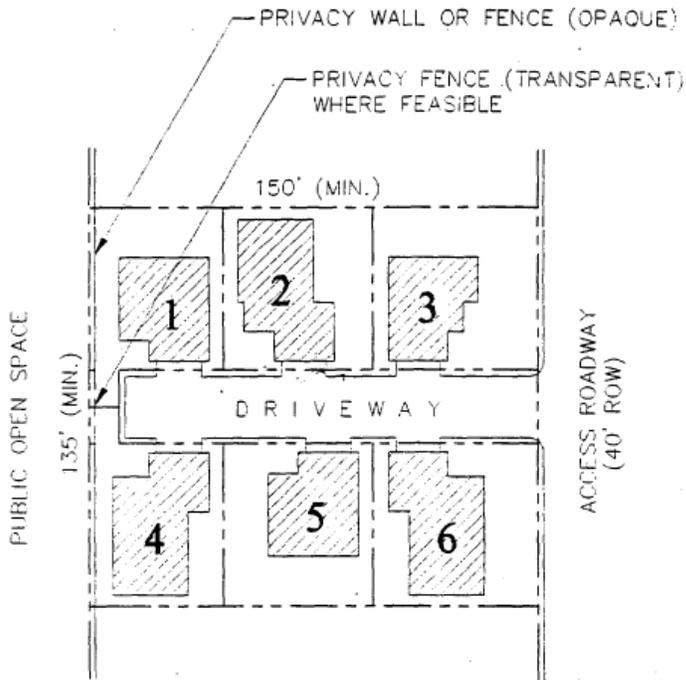
## BUILDING SUMMARY

1,500–1,950 s.f./UNIT  
35'x74' LOT MIN.  
15' REAR YARD MIN.

\* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

# AP.44 Six-Unit Proto-Typical Lotting for North Natomas



## SITE SUMMARY

11.39 du/ac GROSS \*

12.90 du/ac GROSS / NET

## BUILDING SUMMARY

1,500-1,950 s.f./UNIT

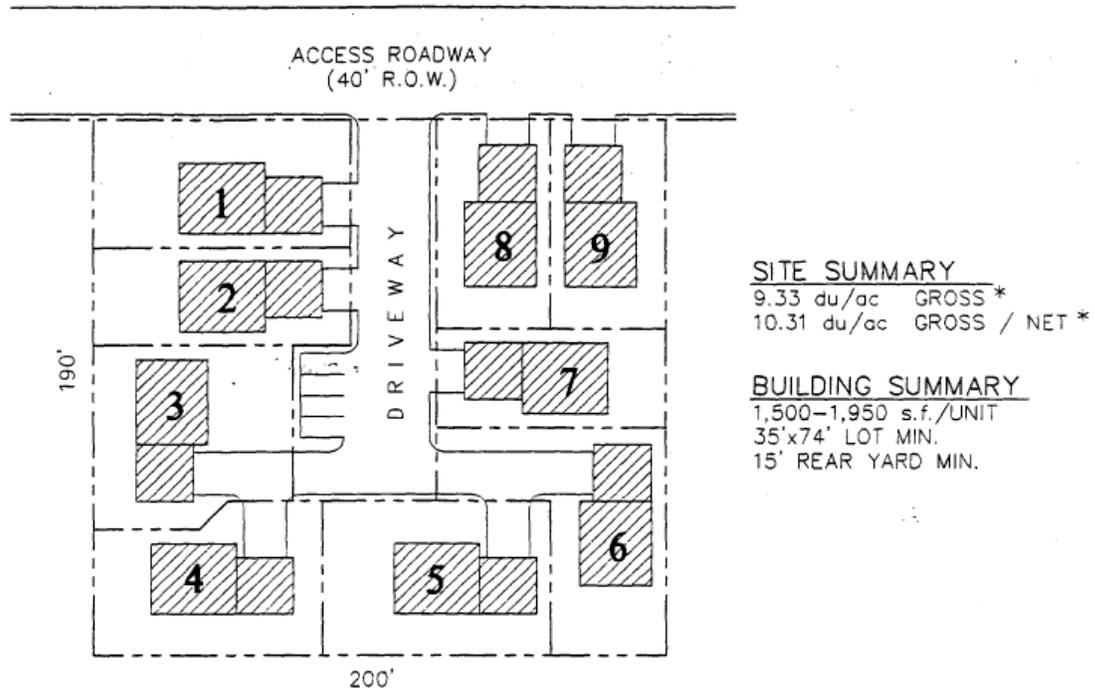
46'x55' LOT MIN.

10' REAR YARD MIN.

\* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

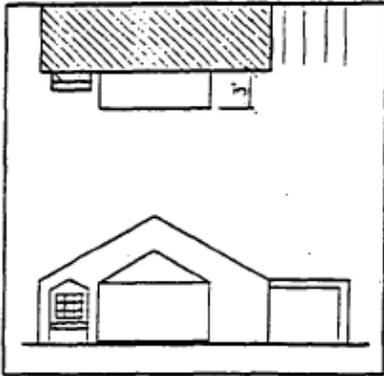
# AP.45 Nine-Unit Proto-Typical Lotting for North Natomas



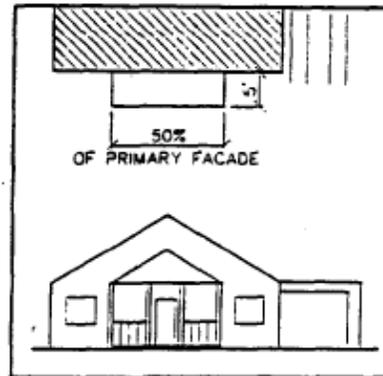
\* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

GROSS / NET ACREAGE CALCULATED TO EDGE OF ROADWAY, INCLUDES SHARED DRIVEWAY.

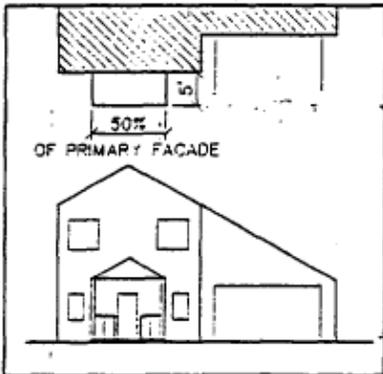
# AP.46 Residential Arch Standards



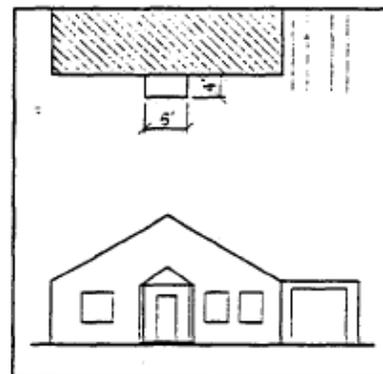
A. PROJECTIONS & BAYS



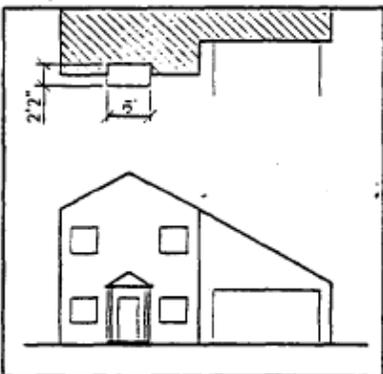
B. PORCH @ SIDE DRIVE



C. PORCH @ FRONT DRIVE

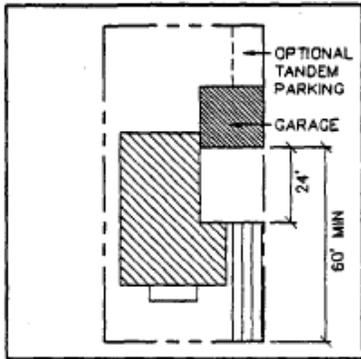


D. ENTRY @ SIDE DRIVE

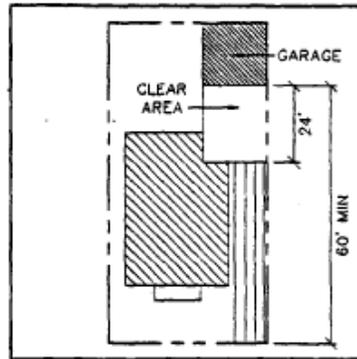


E. ENTRY @ FRONT DRIVE

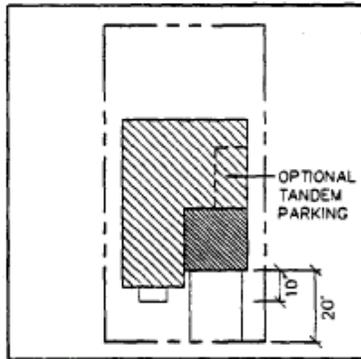
# AP.47 Residential Garage Standards



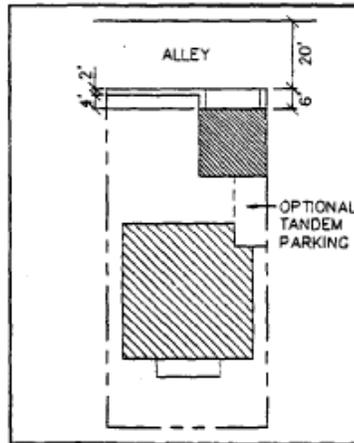
A. SIDE DRIVE (ATTACHED)



B. SIDE DRIVE (DETACHED)



C. FRONT GARAGE



D. ALLEY GARAGE

**NOTE: CONSULT WITH THE CITY BUILDING DEPARTMENT  
FOR BUILDING CODE RESTRICTIONS**

