TABLE OF CONTENTS

SECTION I — PURPOSE AND INTENT 1

SECTION II — REVIEW AND APPROVALS 5
A. Procedures for Approval 5

SECTION III — COMMUNITY DEVELOPMENT GUIDELINES 6
A. Overview 6
B. Community Design Standards 6
1. Land Use and Design Criteria 7
2. Community Roadway Master Plan 9
a. Connection to Baseline Roadway Network 9
b. Site Access From Roadways 11
3. Community Streetscape Master Plan 13
a. Street Tree Planting 14
b. Understory and Groundplane Planting 14
c. Irrigation Requirements in the Roadway Right-of-Way 15
d. Implementation 15
4. Public Open Space and Parks 24
a. Neighborhood Parks 24
b. Community Parks 25
c. Landscaped Easements 25
d. Private Plazas 26
e. Drainage Basins 27
5. Signage Standards 31
a. General Guidelines 31
b. Gateway Signage 32
c. Marketing Signage 33
d. Directional Signage 38
e. Commercial Signage 38
f. Area 3 Project Signage Guidelines 39
6. Lighting Standards 39
a. General Guidelines 40
b. Roadway Lighting 40
c. Walkway Lighting 41
d. Parking Lot Lighting 41
e. Building Lighting (Exterior) 41
f. Landscape Lighting 42
7. Transit Stations 42
a. Light Rail Stations 42
b. Bus Transit Centers 45
c. Bus/Shuttle Bus Stops 45
C. Development Area Standards 45
1. Building / Site Design 46
2. Automobile Parking 46
3. Circulation and Linkages 48
4. Landscaping and Irrigation 48
5. Toxic Storage and Handling 49

TABLE OF CONTENTS, CONT.

SECTION IV — LAND USE AND SITE SPECIFIC GUIDELINES 49
A. Land Use Classifications 49
1. Residential 50
a. Low Density Residential (LD) 50
b. Medium Density Residential (MD) 50
c. High Density Residential (HD) 50
2. Employment Center (EC) 50
a. Hospital (EC-50) 51
3. Retail - Commercial 51
a. Convenience Commercial (CC) 51
b. Neighborhood Commercial 51
c. EC Support Commercial (EC) 51
d. SC Shopping Center 51
4. Parks 52
a. Mini Parks 52
b. Neighborhood Parks 52
c. Community Parks 52
5. Detention Basins 52
B. Development Area Conceptual Planning 54
1. Development Area 1 54
a. Land Use 54
b. Adjacencies 54
c. Site Access 54
d. Building Orientation 54
e. Parking 55
2. Development Area 2 57
a. Land Use 57
b. Adjacencies 57
c. Site Access 57
d. Building Orientation 57
e. Parking 58
f. Amenities 58
3. Development Area 3 63
a. Land Use 63
b. Adjacencies 63
c. Site Access 63
d. Building Orientation 63
e. Parking 64
f. Amenities 64
C. Site Specific Design Criteria 67
1. Commercial Development 67
a. Commercial Building Setbacks and Orientation 67
b. Commercial Building Height 67
c. Commercial Architecture 68
d. Circulation and Parking 68
e. Site Features 69
2. Residential Development 69
a. Residential Building Placement and Orientation 70
b. Residential Building Setback Standards 70
c. Residential Building Height 79
d. Residential Architecture 79
e. Driveways and Garages 82
f. Circulation and Parking 85
g. Site Features 85

LIST OF EXHIBITS

Exhibit 1: Regional Location Map 3

Exhibit 2: Local Location Map 4

Exhibit 3: Land Use Plan 8

Exhibit 4: Roadway Master Plan 10

Exhibit 5: Streetscape Master Plan 17

Exhibit 6: Truxel Road Streetscape Plan (with future Light Rail) 18

Exhibit 7: East Commerce Way (North) and Arena Boulevard Streetscape Plan 19

Exhibit 8: Snowy Egret Blvd., Natomas Crossing Drive (at Commercial Frontage), and East Commerce Way (South) Streetscape Plan 20

Exhibit 9: San Juan Road 21

Exhibit 10: Natomas Crossing Drive Streetscape Plan 22

Exhibit 11: Minor Collector, Minor Local, and Local Streetscape Plan 23

Exhibit 12: Public Open Space Master Plan 28

Exhibit 13: Detention Basin Conjunctive Uses 29

Exhibit 14: Conceptual Community Park/Drainage Basin 6A 30

Exhibit 15: Community Gateway Signage Master Plan 34

Exhibit 16: Community Gateway Signage Diagram 35

Exhibit 17: Neighborhood Entryway Master Plan 36

Exhibit 18: Neighborhood Entryway Signage 37

Exhibit 19: Transit Station Map 44

Exhibit 20: Development Area Map 47

Exhibit 21: Mini Park Schematic Plan 53

Exhibit 22: Development Area 1 - Conceptual Site Plan 56

Exhibit 23: Development Area 2 - Conceptual Site Plan 60

Exhibit 24: Natomas Crossing Subdivision 61

Exhibit 25: Enhanced Entrance 62

Exhibit 26: Development Area 3 (North) - Conceptual Site Plan 65

Exhibit 27: Development Area 3 (South) - Conceptual Site Plan 66

Exhibit 28: Single-Family Residential Building Setback Diagrams 72

Exhibit 29: Single-Family Attached Residential Building Setback Diagrams 75

Exhibit 30: Five-Unit Proto-Typical Lotting For North Natomas 76

Exhibit 31: Six Unit Proto-Typical Lotting for North Natomas..... 77

Exhibit 32: Nine Unit Proto-Typical Lotting for North Natomas 78

Exhibit 33: Residential Arch Standards 81

Exhibit 34: Residential Garage Standards 84

Appendix

A: Natomas Crossing Area 3 Signage Guidelines
B. Greenhouse Gas Emissions Measures

SECTION I — 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.

Subsequent to adoption of the North Natomas Community Plan (Resolution No. 94-259 for M92-078), the following entitlements have been approved (to date) for Natomas Crossing:

On June 24, 1997, the City Council approved the following:

P96-082: Resolution 97-038 contained a Development Agreement for properties located in Quad 1 specifically at the southeast corner of Truxel and Del Paso Road.

P96-082,-083, -084: Resolution 97-370 approved the designation of a Planned Unit Development for the “Natomas Crossing PUD” and approved the *PUD Guidelines*.

P96-084: Ordinance 97-042 approved a rezone for the project site from Highway Commercial (HC-PUD) and Manufacturing Research and Development (MRD-PUD) to various zones including Employment Center and Limited Commercial.

On June 25, 2002, the City Council approved the following:

P01-028: Resolution 2002-453 ratified the Negative Declaration and adopted the Mitigation Monitoring Plan for Natomas Crossing Area #3.

Resolution 2002-454 amended the *North Natomas Community Plan* to redesignate 281.7 ± acres.

Resolution 2002-455 amended the *Natomas Crossing PUD Guidelines* and Schematic Plan to modify the existing guidelines and establish an overall schematic plan providing the acreage, types, and intensification of the uses for each parcel in Area #3.

Ordinance 2002-024 approved the rezone of 286.4± acres.

It is assumed that revisions will continue to be made as development of the project progresses in the future. As such, a system of changes that recognizes addendums will be utilized. Future revisions will be briefly listed below and attached as appendices to this document.

Appendix	Title	Date
A	Natomas Crossing Area 3 Signage Guidelines	August 18, 2004
B	Greenhouse Gas Emissions Measures	June 2009

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 areas 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 Exhibit 1 - Regional Location Map and Exhibit 2 - Local Location Map. All parcels within this project area are required to adhere to these guidelines and the other planning documents. These guidelines shall prevail over the other planning documents and/or city ordinances.

Exhibit 1: Regional Location Map

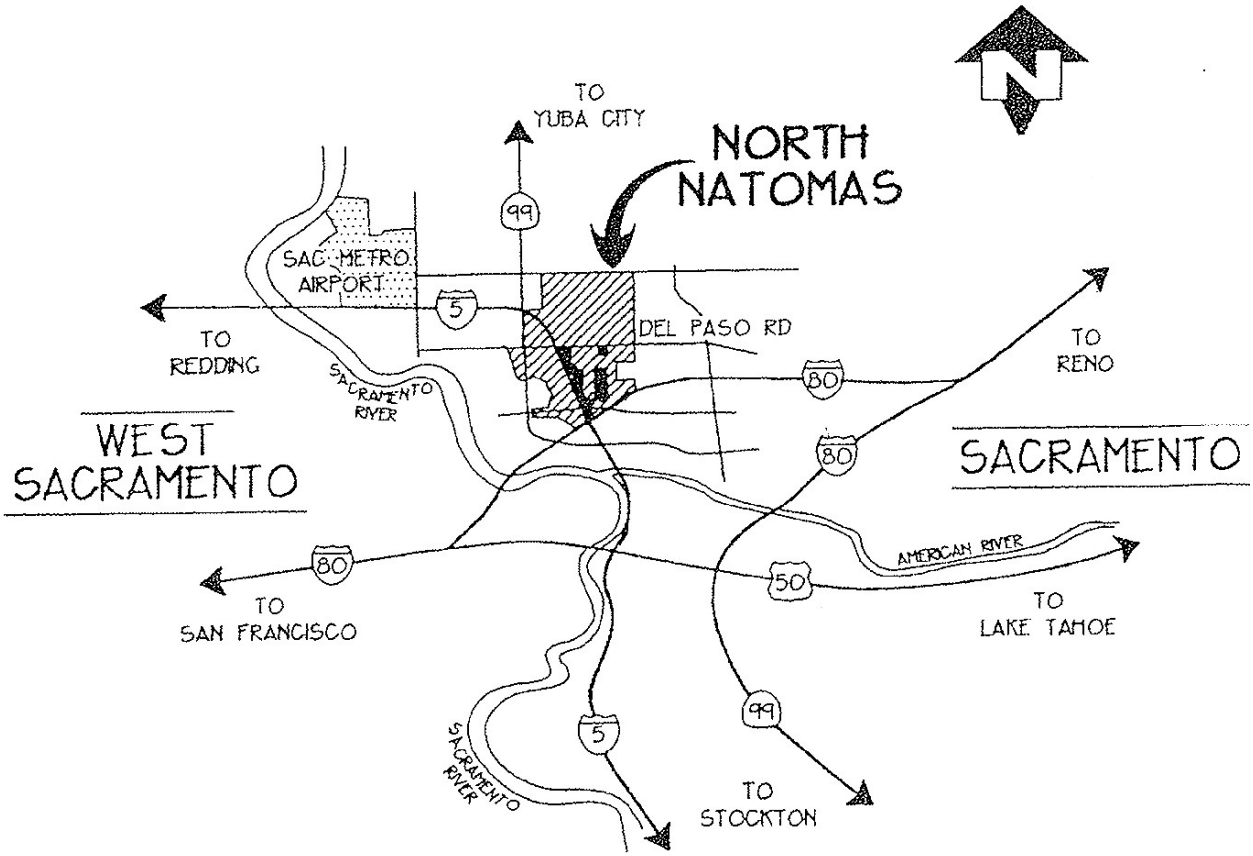
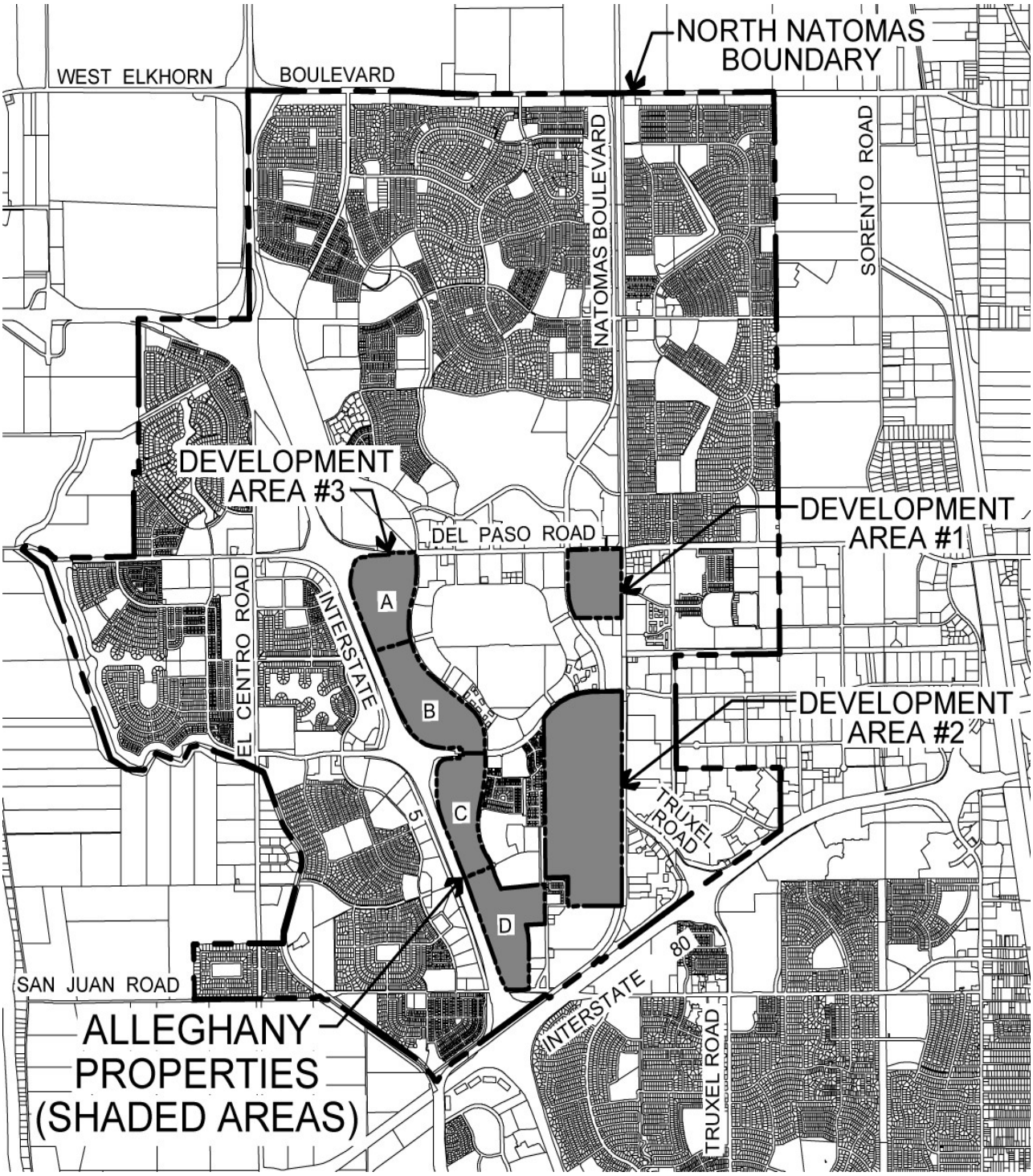


Exhibit 2: Local Location Map



SECTION II — REVIEW AND APPROVALS

A. Procedures for Approval

Each individual parcel, or combinations of parcels, shall be reviewed by the City of Sacramento Development Services 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 they define the process and information required to secure each type of project entitlement.

The Area 3 schematic plan has been prepared using a concept of a range of possible building sizes that could fit on each parcel. No schematic plan amendment will be required as long as the proposed building falls within the range approved for the particular parcel. While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted. For further details on the development of Area 3, refer to Appendix A thru B.

SECTION III — COMMUNITY DEVELOPMENT GUIDELINES

Section III of this document addresses community wide development 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. Section IV addresses specific guidelines for each parcel and/or land use.

A. 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, and 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 development 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 ratio 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, or other process the City of Sacramento may adopt from time to time.

B. 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

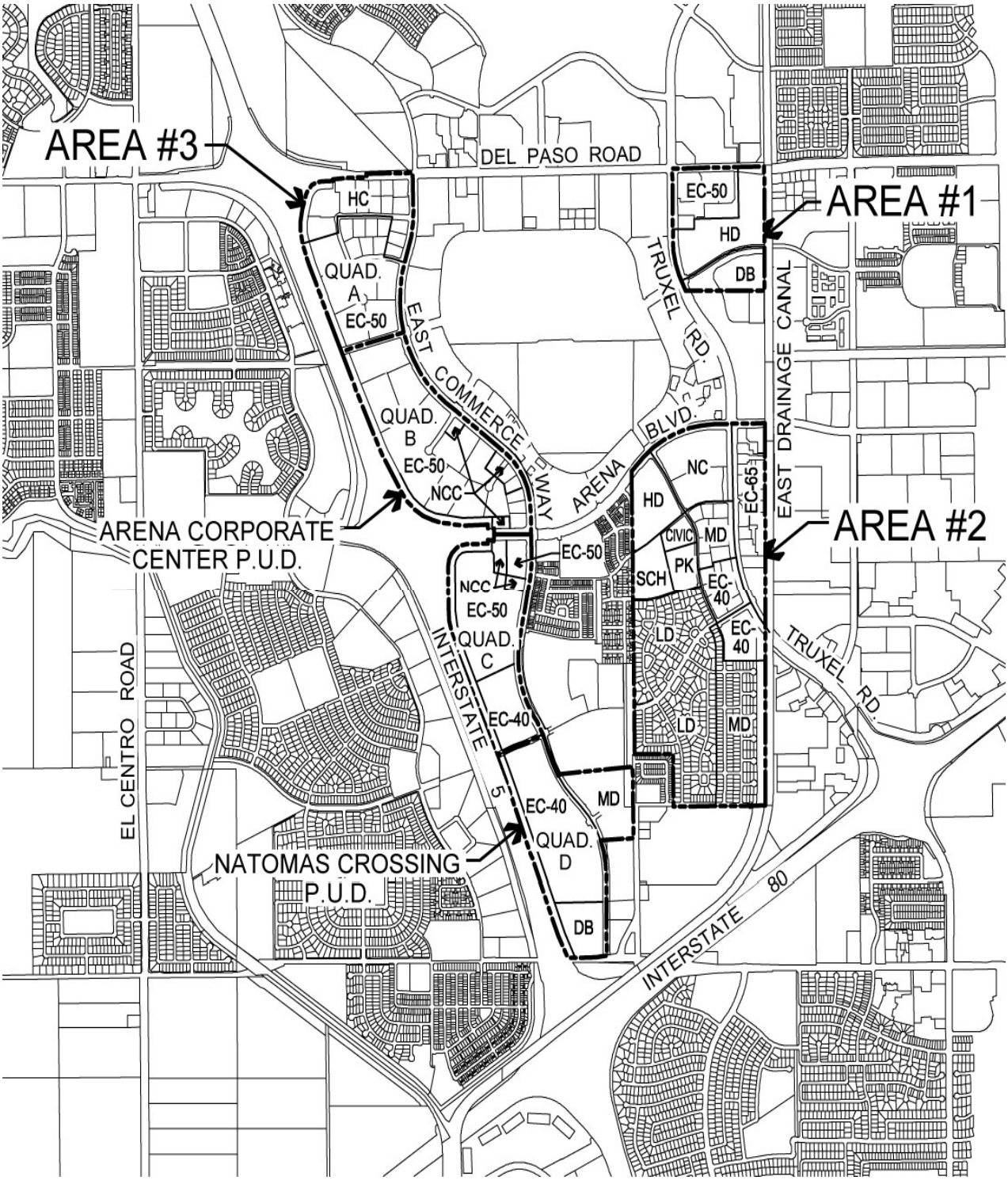
environment created by the placement of buildings, the provisions for vehicular and pedestrian access, open space, landscaping, and mass transit. Space shaping (rather than space occupying) site planning will create a dynamic environment for these two neighborhoods.

1. Land Use and Design Criteria

The Land Use Plan (Exhibit 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. 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 about specific land use elements unique to each development area will occur in Section IV - Land Use and Site-Specific Guidelines.

The EC zone permits allocation of a percentage of the allowable land uses between office, retail, residential, and industrial land uses. The maximum retail allowable within the EC-40, EC-50, and EC-65 land use designations is 10% of the total land area, net of public roadways and the freeway buffer. The maximum residential allowable is 25% of total net acreage and the maximum light industrial is 20% of total net acreage.

Exhibit 3: Land Use Plan



2. Community Roadway Master Plan

The roadways shown on the Roadway Master Plan (Exhibit 4) 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 the medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, furniture, walls, entrances, intersections, fire hydrants, etc. Each roadway is defined in detail within this document as to setbacks, locations of trees, sidewalks, etc. The roadway master plan matrix (Table 4, page 13) defines the technical specifications for each roadway shown on the map. Roadway sections are shown in Exhibits 5, 6, and 7)

a. Connection to Baseline Roadway Network

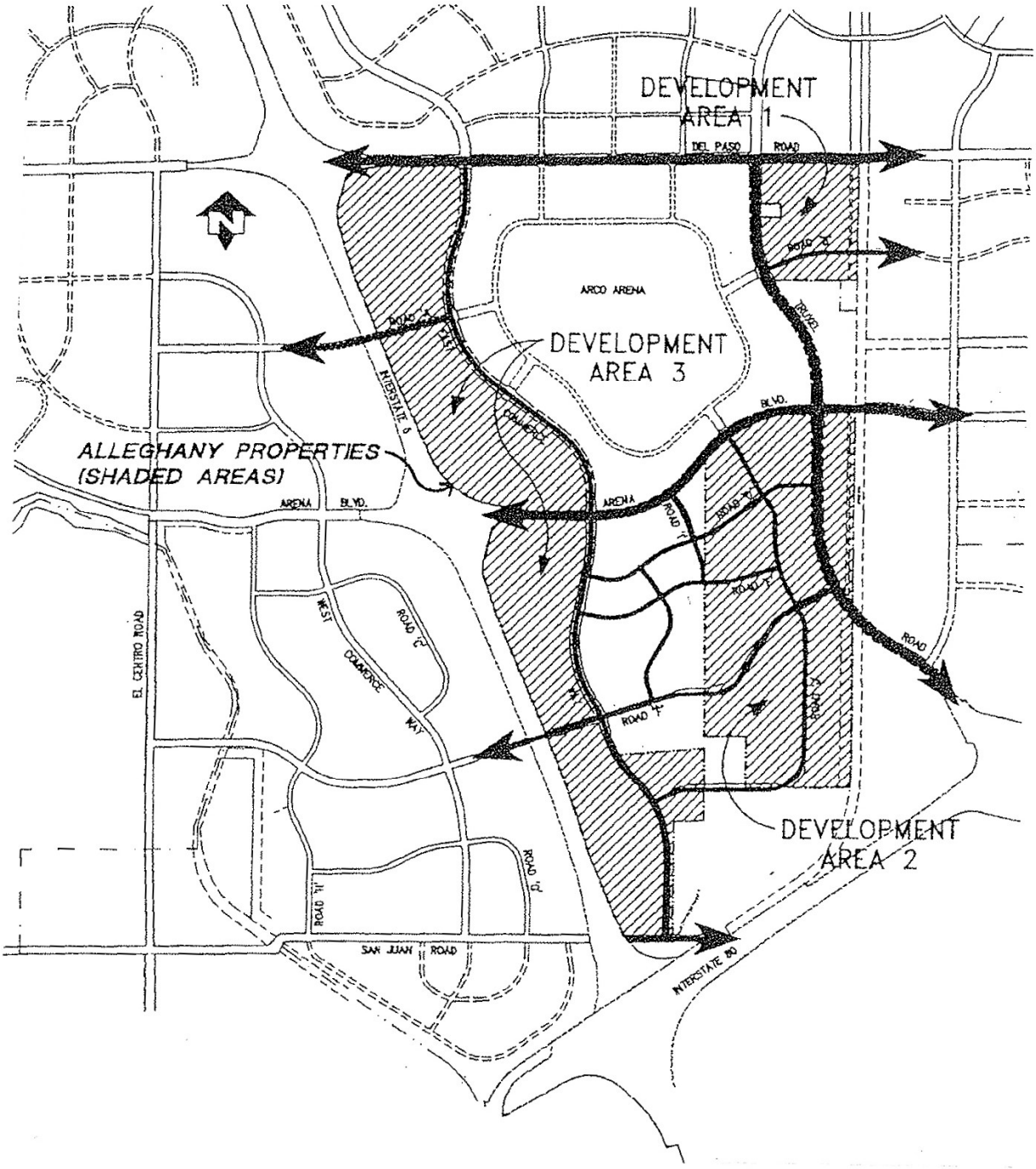
The PUD is served by three major regional roadways; Interstate 5, Interstate 80, and State Highway 99. These three roadways converge at the southern boundary of the project area, providing excellent regional access. The roadways that connect the project site to these adjacent freeways are most notably 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 & Associates, 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).

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.

Truxel Road. Turning movements are restricted to signalized intersections only. Signalized intersections along Truxel Road will occur at the intersection of Del Paso Road, Terracina Drive, Arena Boulevard, Prosper Street, and Natomas Crossing Drive. 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 Innovator Drive, and a fourth at the intersection of Truxel Road. Additional limited access will be provided along Arena Boulevard.

Exhibit 4: Roadway Master Plan



b. 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 suggestions are subject to approval by the City of Sacramento at the time the schematic plan and special permit is reviewed by the City. Tentative Map Conditions and approved Tentative Map street sections shall supersede these PUD Guidelines. Site access to individual parcels shown on the PUD is general in nature. Specific locations and allowed turning 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 site access review. Site access will be reviewed and approved by the Department of Public Works. All proposed PUD elements within the public right of way (street cross sections, landscaping, etc.) shall be to City Standards and at the discretion of the Department of Public Works. Sound walls shall be located a minimum of 15 feet from the public right of way.

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

No of Lanes	Min. Driveway Spacing	Left Turn from Street	Left Turn to Street
2	per City Code	Allowed	Allowed
2+	Per City Code	Turn Lane Required	2-way turn lane required
4	250'	Turn Lane Required	2-way turn lane required
6	500'	Left Turn Pocket Required	Prohibited
8	Not allowed	At Signalized Intersections	At signalized intersections

(1) Development Area 1

Development Area 1 has frontage on three roadways; Del Paso Road, Truxel Road, and Roadway B. Del Paso Road has restrictions on left-turn egress movements. Access to Del Paso Road is provided by a signalized intersection approximately 900 feet east of Truxel Road. Access from Truxel Road is not permitted. Access from Roadway B would be unrestricted, with full turning movements in and out of Development Area I.

(2) Development Area 2

Development Area 2 is served by two major roadways and a network of smaller local roads. The two major roadways are Arena Boulevard and Truxel Road. Full turning movements are restricted

on these two roads, unless at signalized intersections. 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 2 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 2 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. It is recommended that access points to individual parcels be aligned with one another as shown in this exhibit.

(3) Development Area 3

Development Area 3 is provided access by East Commerce Way, Snowy Egret Boulevard, and Natomas Crossing Drive. 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 four signalized entrances. Arena Boulevard offers right in/right out opportunities, while Snowy Egret Boulevard and Natomas Crossing Drive offer right-in/right-out and left-in/left-out opportunities. No access is allowed on Arena Boulevard west of East Commerce Way.

The portion of East Commerce Way in Development Area 3 located south of Arena Boulevard and north of Natomas Crossing Drive is designed as a six-lane arterial which then is reduced to a four lanes south of Natomas Crossing Drive which has a reduced level of service allowing for a larger variety of turning movements. There will be three signalized entrances in this southern area that align with adjacent roadways and provide access to the Convenience Commercial area immediately south of Arena Boulevard.

With each special permit or 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 permits. If warranted, signals shall be constructed as a 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-way needed for turn lanes, maintenance, signal facilities and related appurtenances.

Traffic signals shall be constructed 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 an evaluation of impending anticipated roadway infrastructure improvements:

a. East Commerce Way and B Street

b. East Commerce Way and Snowy Egret Boulevard

c. East Commerce Way and C Street

d. East Commerce Way and D Street

e. East Commerce Way and the southern portion of E Street

f. East Commerce Way and Natomas Crossing Drive

g. East Commerce Way and F Street

h. East Commerce Way and San Juan Road

3. Community Streetscape Master Plan

The Streetscape Master Plan (Exhibit 5) 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 community wide 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. 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 pedestrians and bicycles.
- Streetscapes should frame vistas of landmark buildings and other public areas.
- Buildings are encouraged to be oriented to the streets on which they front. 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 addressed:

a. Street Tree Planting

(1) Install tree species within the ROW and Public Utility Easement (PUE) per the Roadway Master Plan Matrix (Table 4) at spacing indicated in the matrix.

(2) Obtain soils report to determine if subsurface drain lines or soil amendments are needed.

(3) Stake 15-gallon trees and guy wire larger trees against prevailing wind.

(4) Coordinate tree placement with streetlights, utilities, and entry drives. Tree spacing shall prevail where practical.

(5) Trees shall be located as to preserve sight lines at intersections and near signage.

(6) Accent trees should be located at key driveway entrances and at intersections.

(7) Trees should be matched in size, height, and form where formalized, and mixed-matched where informalized.

b. Understory and Groundplane Planting

(1) Plant species shall be selected from the *North Natomas Development Guidelines* document prepared by the City of Sacramento.

(2) The functional demands on the ground plane 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.

(3) 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.

(4) When shrubs are used, they shall be low height varieties that do not obscure views and/or access to the walkway or roadway.

(5) Multiple permeations between the right-of-way and adjacent parcels are encouraged.

(6) Water-conserving plant materials shall be used where practical. Durability under foot traffic may prohibit their use between curb and walkway planters.

(7) 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.

(8) Maintain clear sight lines at entry drives and intersections per city standards.

(9) Decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be used as a dominant ground cover material. Cobbles may be used to stabilize drainage swales and channels.

c. Irrigation Requirements in the Roadway Right-of-Way

(1) 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.

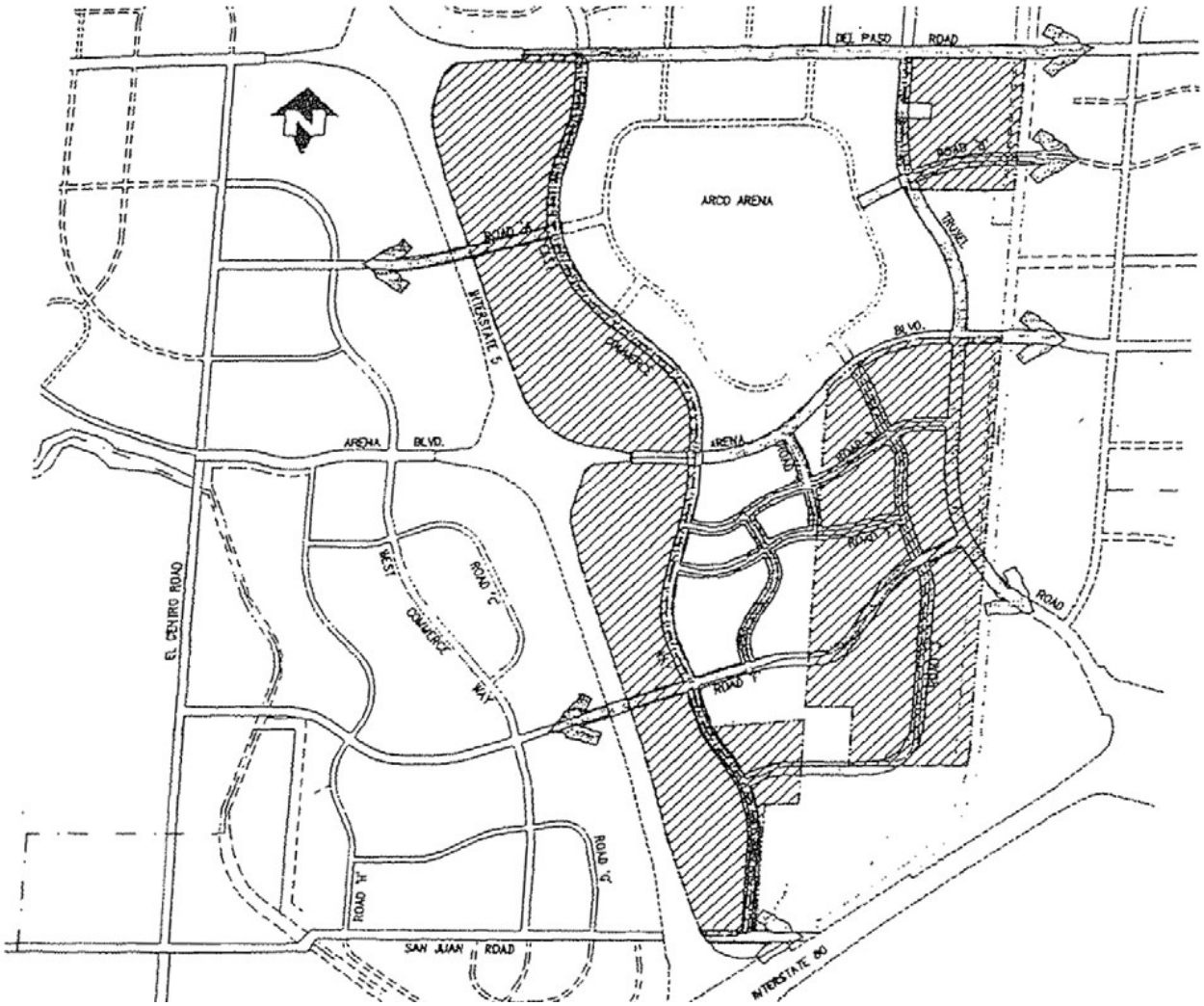
(2) Water conserving irrigation techniques and equipment shall be used throughout.

(3) Heads shall be located and specified to prohibit over spray onto paved surfaces.

d. Implementation

The trees and plantings associated with the Streetscape Master Plan within the landscape easement will be installed in phases by individual landowners prior to occupancy and will be maintained by the North Natomas Landscape and Lighting District. Prior to approval of improvement plans, the applicant shall submit to 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.

Exhibit 5: Streetscape Master Plan



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 Exhibit 11.

Exhibit 6: Truxel Road Streetscape Plan (with future Light Rail)

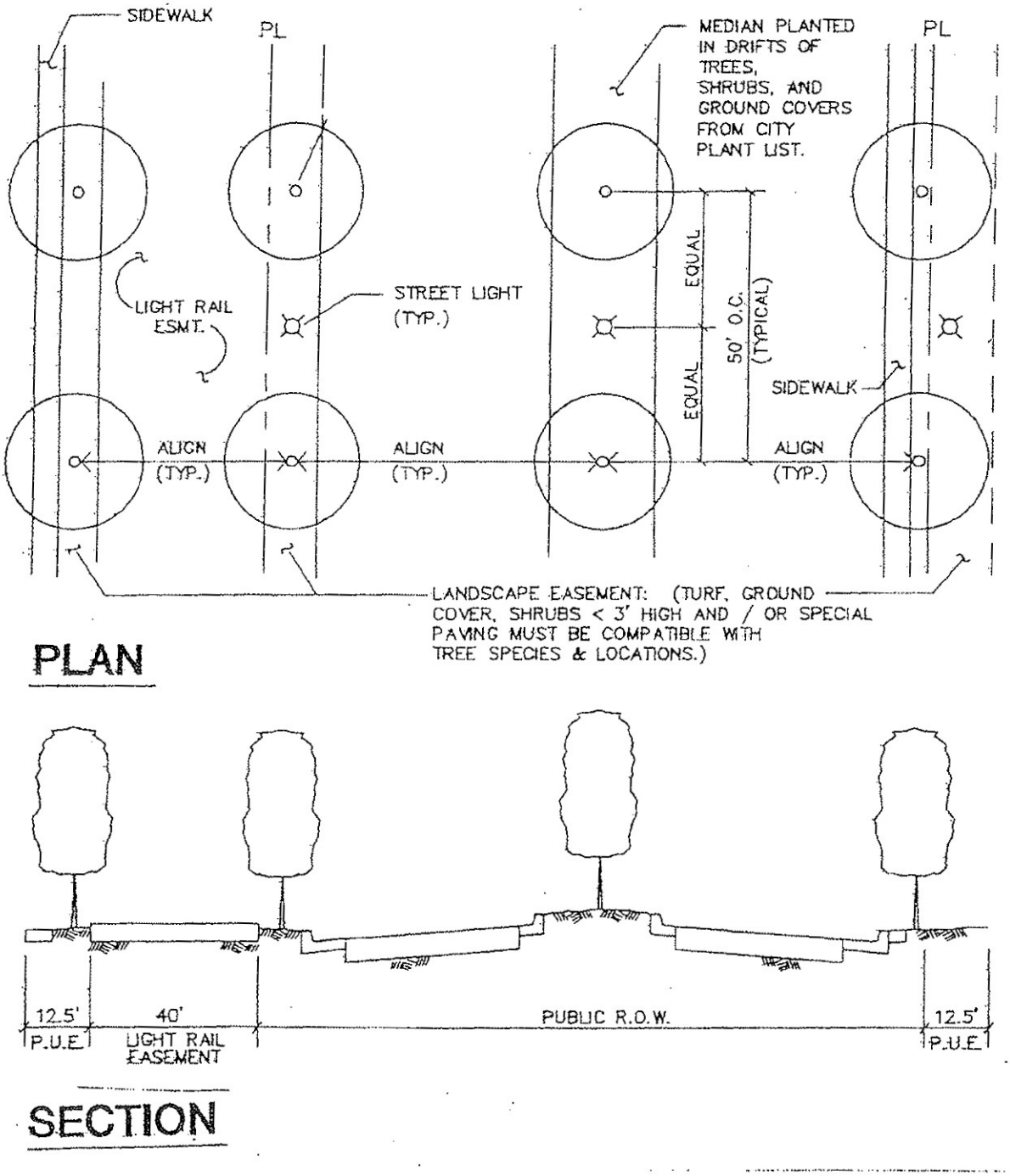
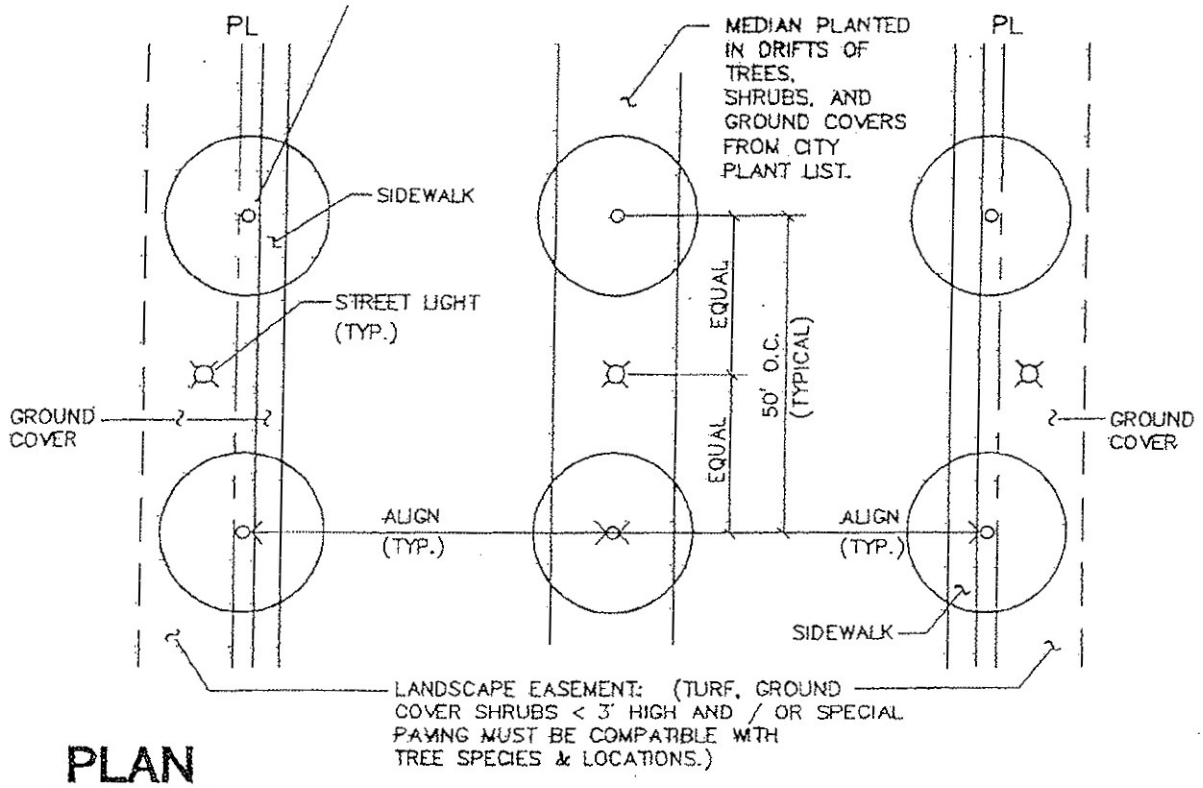
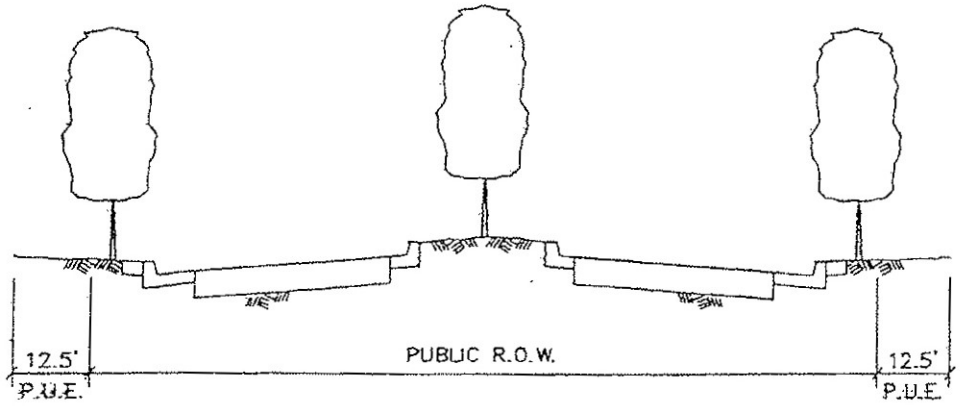


Exhibit 7: East Commerce Way (North) and Arena Boulevard Streetscape Plan

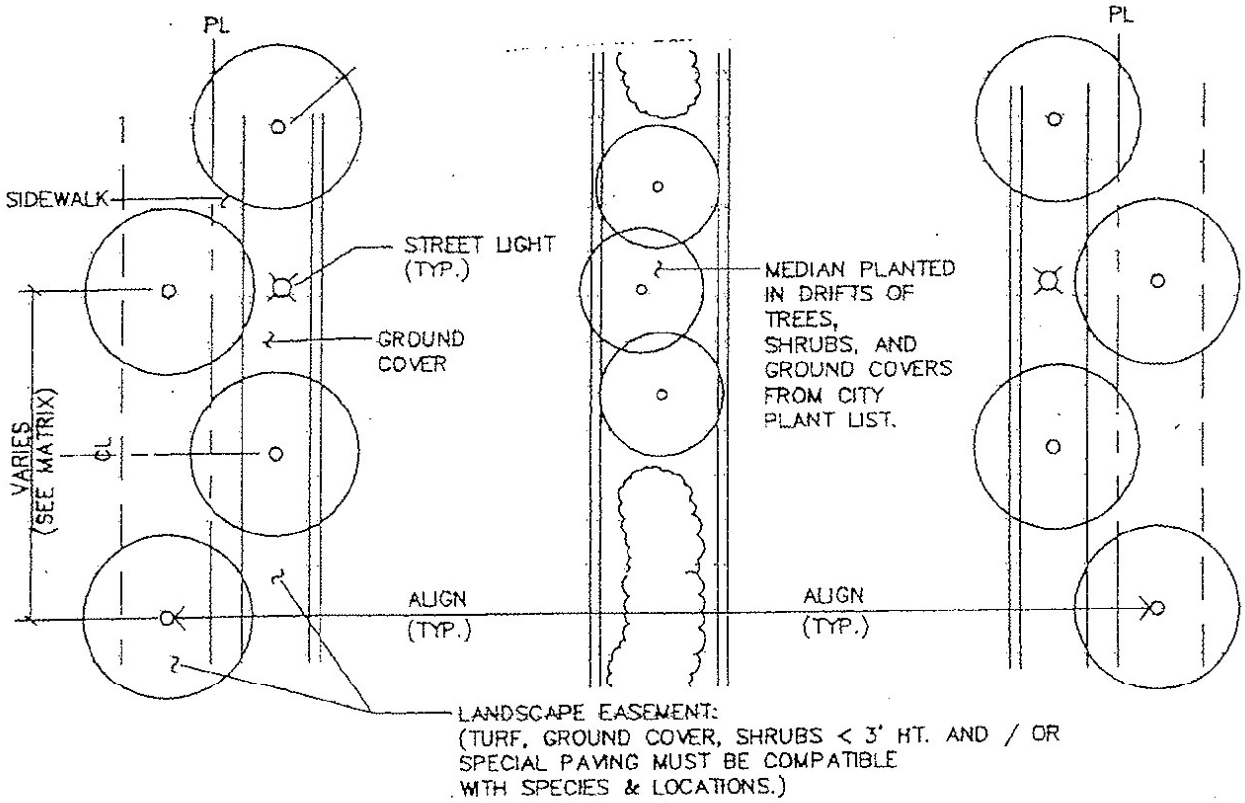


PLAN



SECTION

Exhibit 8: Snowy Egret Boulevard, Natomas Crossing Drive (at Commercial Frontage) & East Commerce Way (South) Streetscape Plan



PLAN

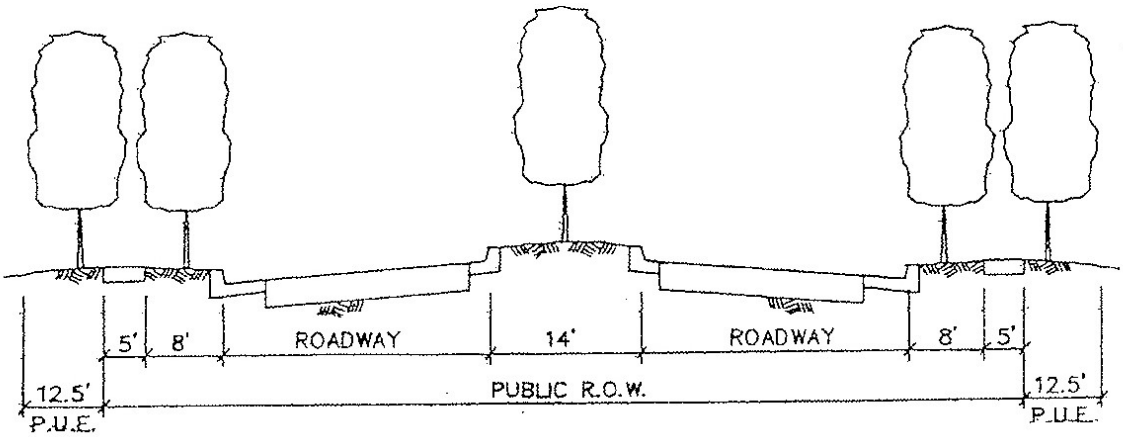
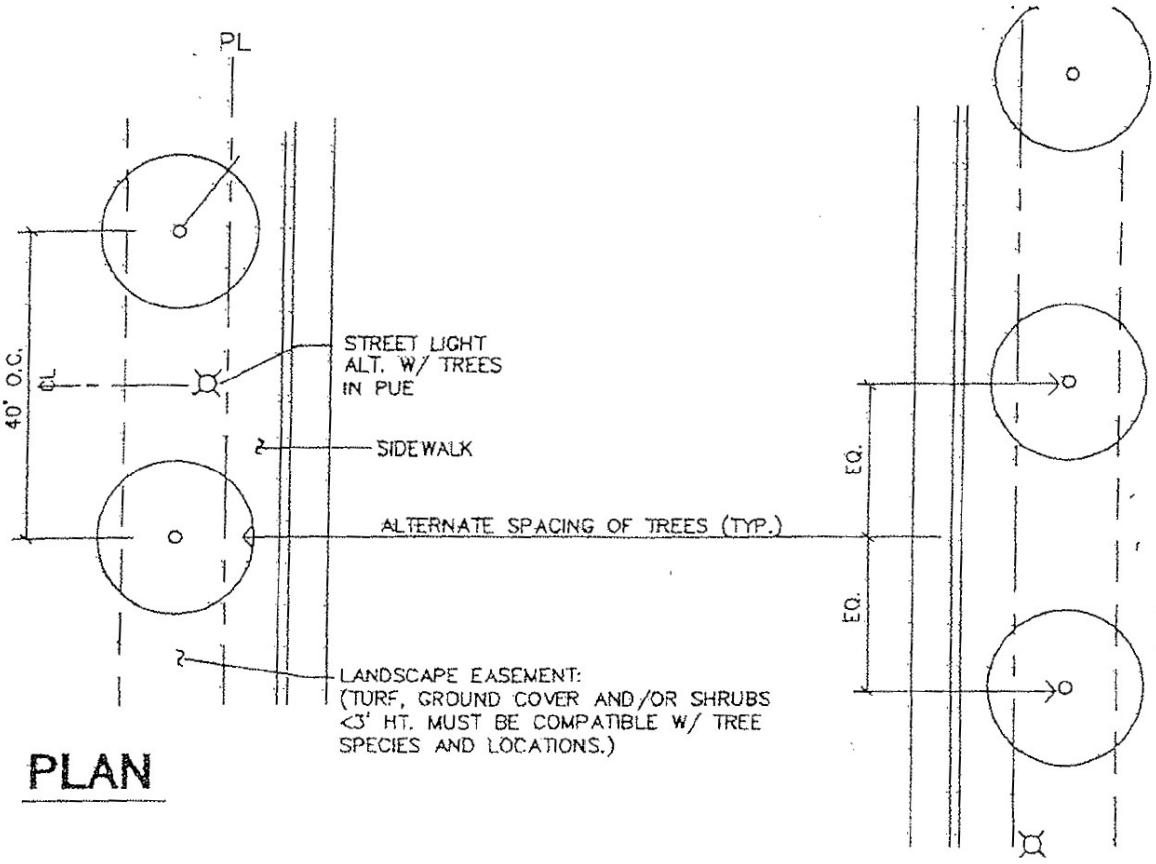
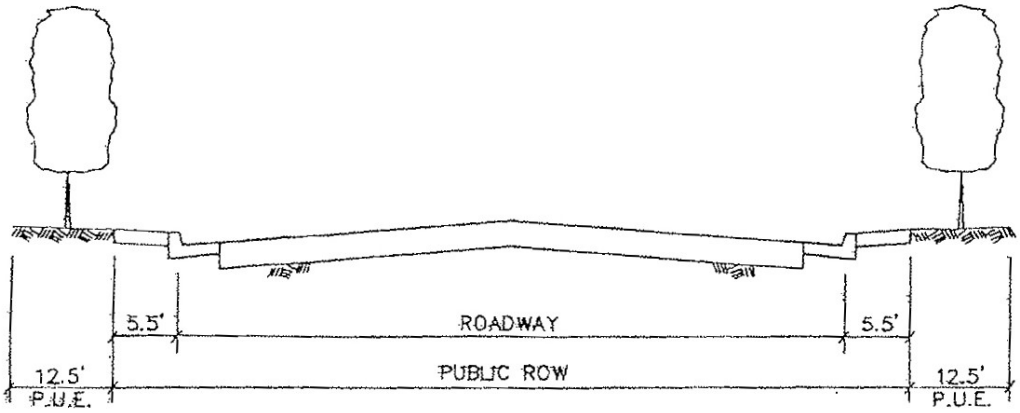


Exhibit 9: San Juan Road

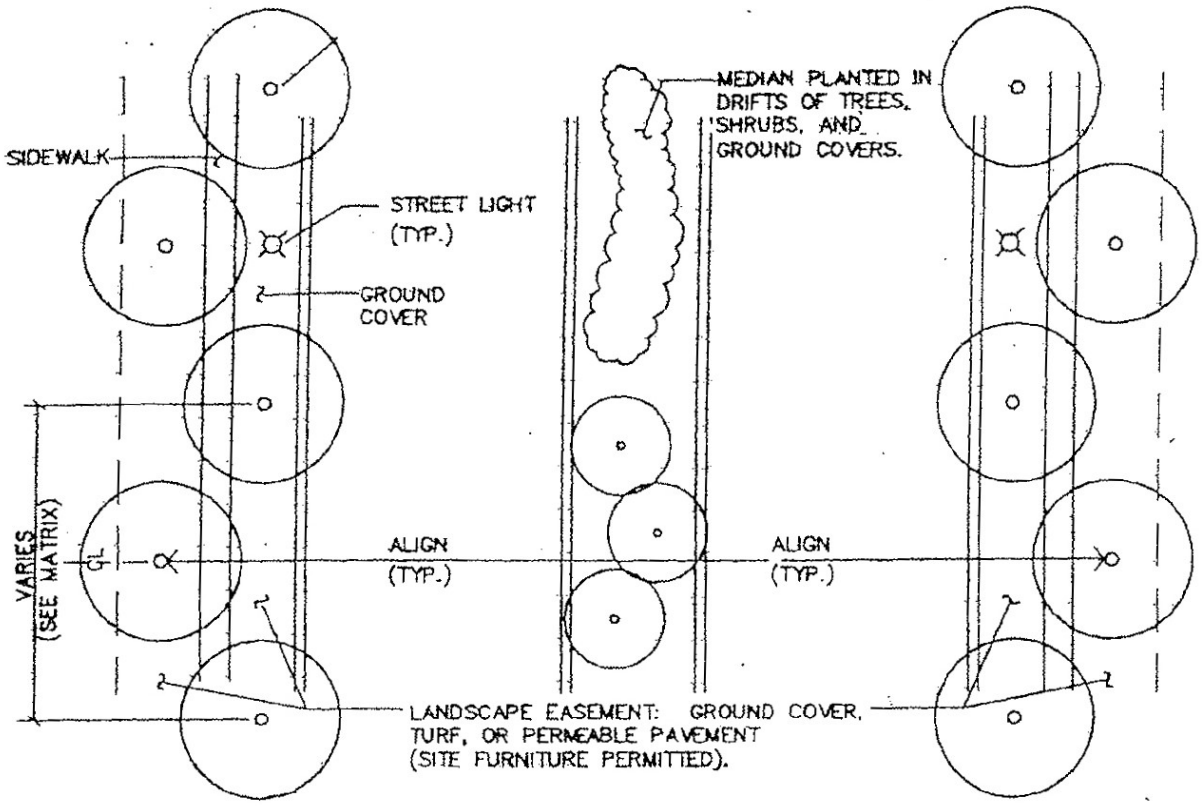


PLAN

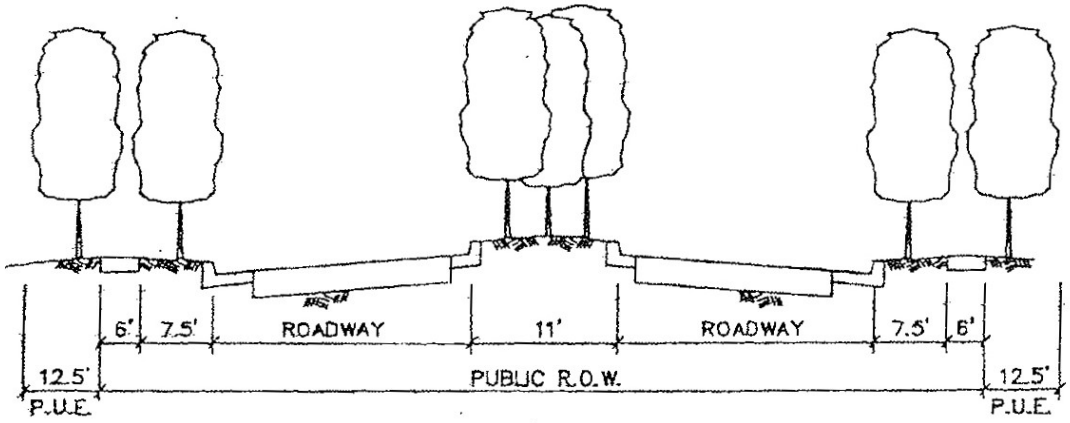


SECTION

Exhibit 10: Natomas Crossing Drive Streetscape Plan

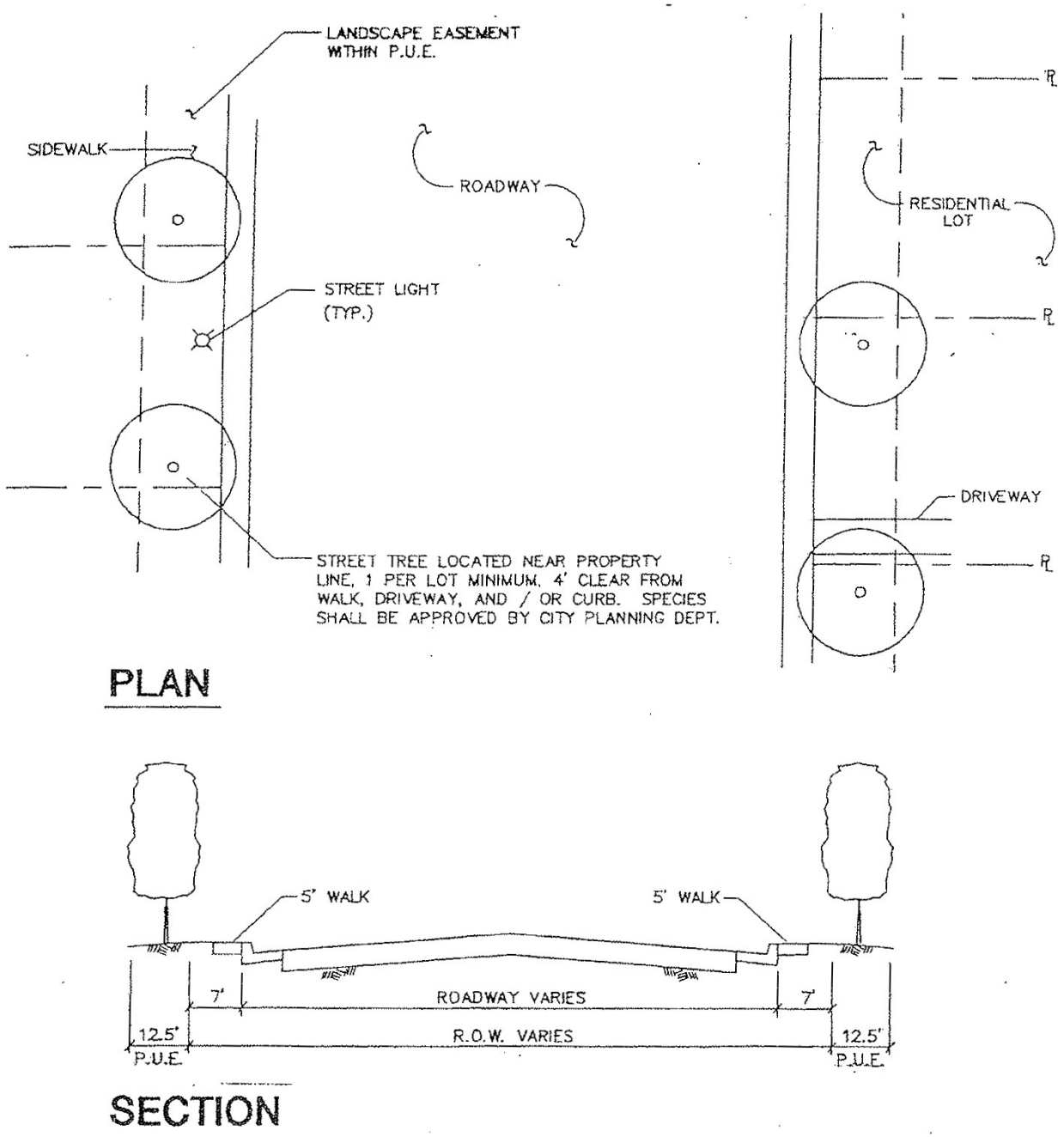


PLAN



SECTION

Exhibit 11: Minor Collector, Minor Local, and Local Streetscape Plan



4. 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 areas 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 defined 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, Exhibit 12, illustrates the interconnectedness of the open space amenities within the project area.

a. 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 this project area, adjacent to the civic center where Roadways D and J intersect (reference Exhibit 12). 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, ballfields, 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.

b. Community Parks

There is one community park directly adjacent to, but not located within, 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 Exhibit 14 - Conceptual Community Park/Drainage Basin 6A.

c. Landscaped Easements

Landscape 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 (Exhibit 5). 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 ground plane 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 ground plane (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 Exhibit 12.)

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 alongside a meandering pedestrian/bicycle pathway that has informal massing 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 project and highway commercial signage, public art, hardscape and signature design features should be encouraged. Landscaping in this area 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 overcrossings".

Design shall be consistent with the I-5 Corridor Landscape Implementation Guidelines. If the Guidelines are 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.

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; though drainage basin 6A within the community park (southern end) and through a 25-foot-wide public access easement connecting to Natomas Crossing Drive (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 an 86-foot-wide City of Sacramento and 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 roadway ROW's, i.e., Del Paso Road, Arena Boulevard, and Truxel Road.

Easement #4 is a 103-to-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).

d. 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. The Plaza shall be handicap accessible and well lighted at night. Permanent seating, hardscape, and site furnishings are encouraged. Plazas shall be provided 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.

e. 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 1 just south of Terracina Drive, 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 not considered a conjunctive use drainage basin.

Drainage Basin 6A is a 35-acre basin located just outside this PUD, south of Development Area 2. Within 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 (Exhibit 14) illustrates the potential for creating shared uses within this site. Access to the basin will be provided from Innovator Drive and from bike trail within Easement 2 described in Section C above.

Drainage Basin 6B is an 8.8-acre basin located in the southerly end of Development Area 3. The entire 8.8 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. Access to drainage basin 6B is provided from East Commerce Way, San Juan Road, the parcel directly north, and from the bike trail within Easement 1.

Exhibit 12: Public Open Space Master Plan

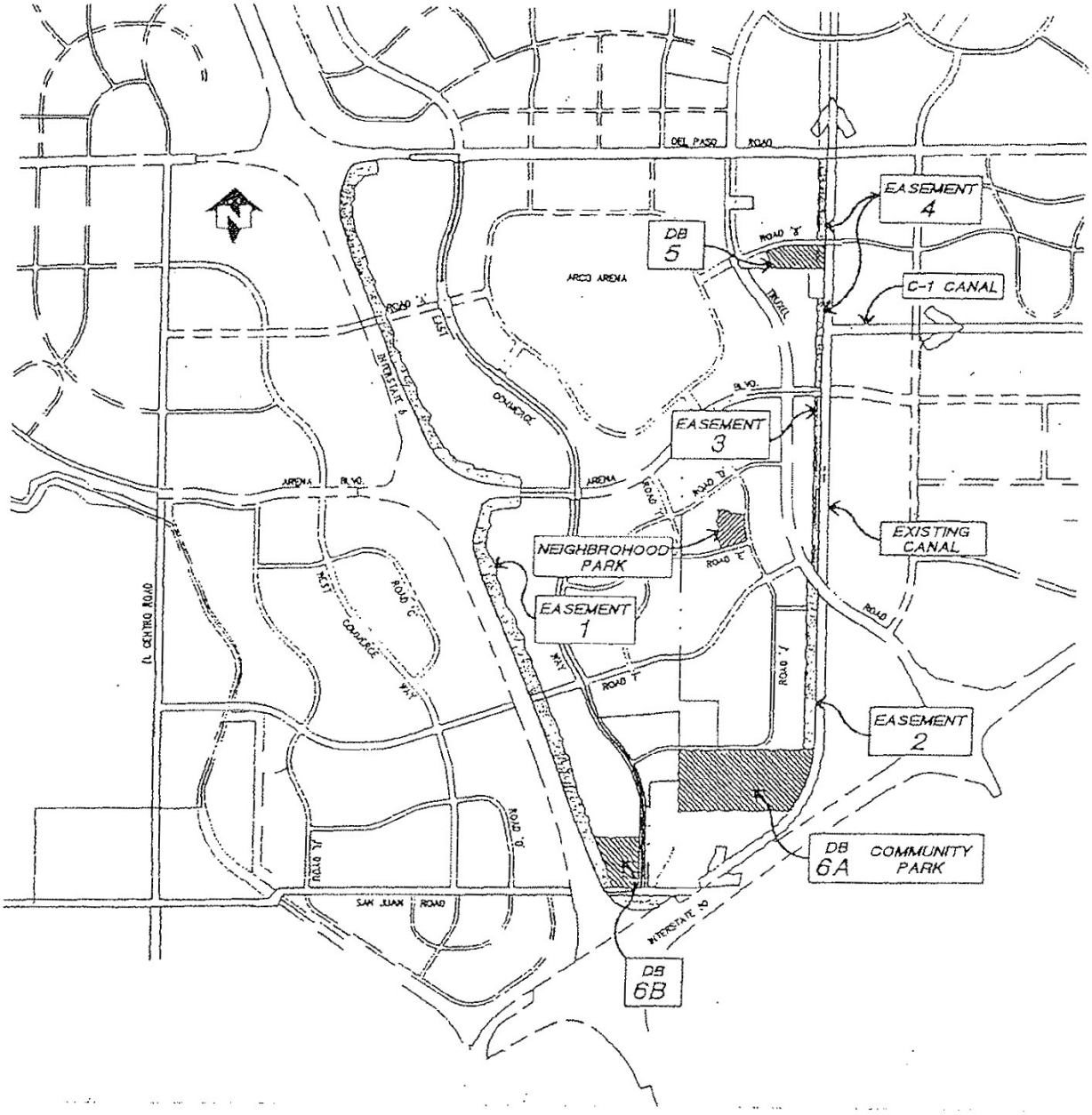
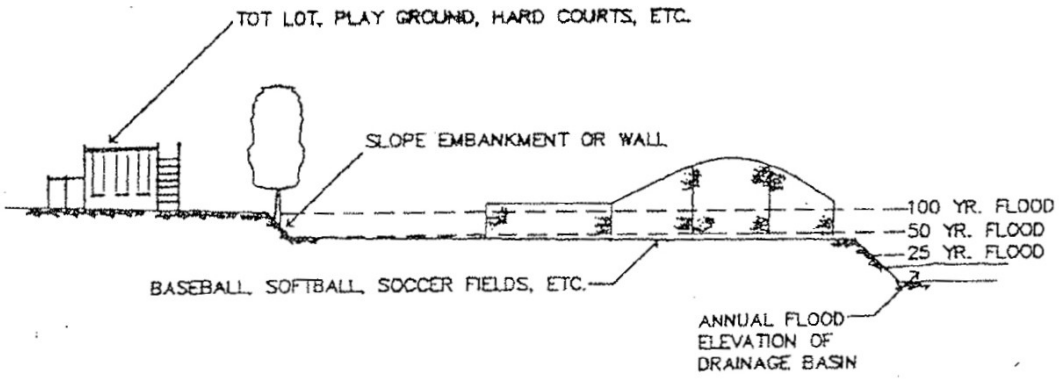
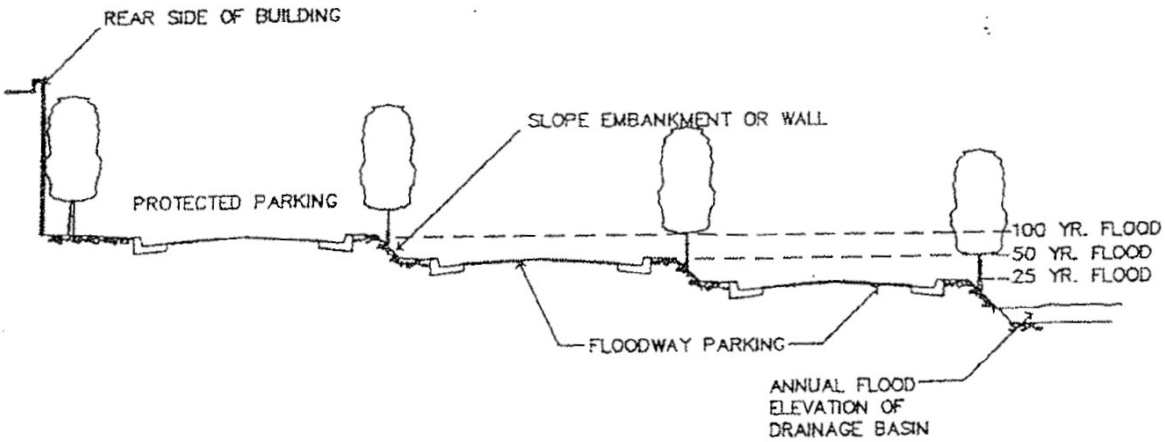


Exhibit 13: Detention Basin Conjunctive Uses

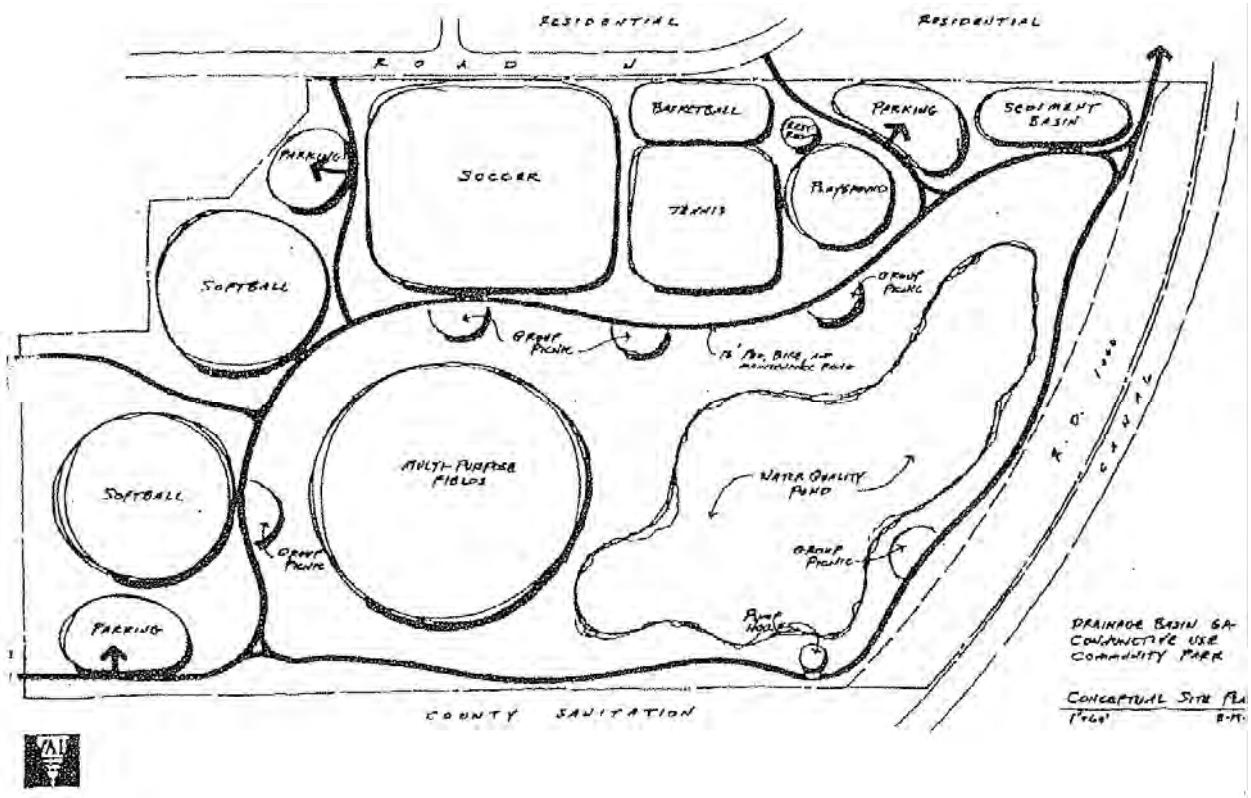


CONJUNCTIVE USE WITH PARKS



CONJUNCTIVE USE WITH PARKING LOTS

Exhibit 14: Conceptual Community Park/Drainage Basin 6A



5. 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. 2868, 4th 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.

a. General Guidelines

(1) All signage should be constructed with 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.

(2) 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.

(3) In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.

(4) All signage within private uses should maintain a minimum 10-foot setback from any public right-of-way.

(5) The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.

(6) 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.

(7) Upon notice form the City of Sacramento, all sign illumination malfunctions shall be replaced or remedied within 10 days.

(8) Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.

(9) 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.

(10) All exterior sign illumination shall be consistent with the lighting program, except as otherwise stated within this signage program.

b. Gateway Signage

Gateway signage consists of the 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 (Exhibit 15). The signs should be located within the public landscape easement and respect adjacent circulation patterns, sight lines, and streetscape design (Exhibit 16). Reference the *North Natomas Development Guidelines* for additional information. The signs will be designed by the City and 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 (Exhibit 17). The signs should be located within an expanded landscape easement respecting adjacent circulation patterns sight lines and streetscape design (Exhibit 18). 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.

c. 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.

Exhibit 15: Community Gateway Signage Master Plan

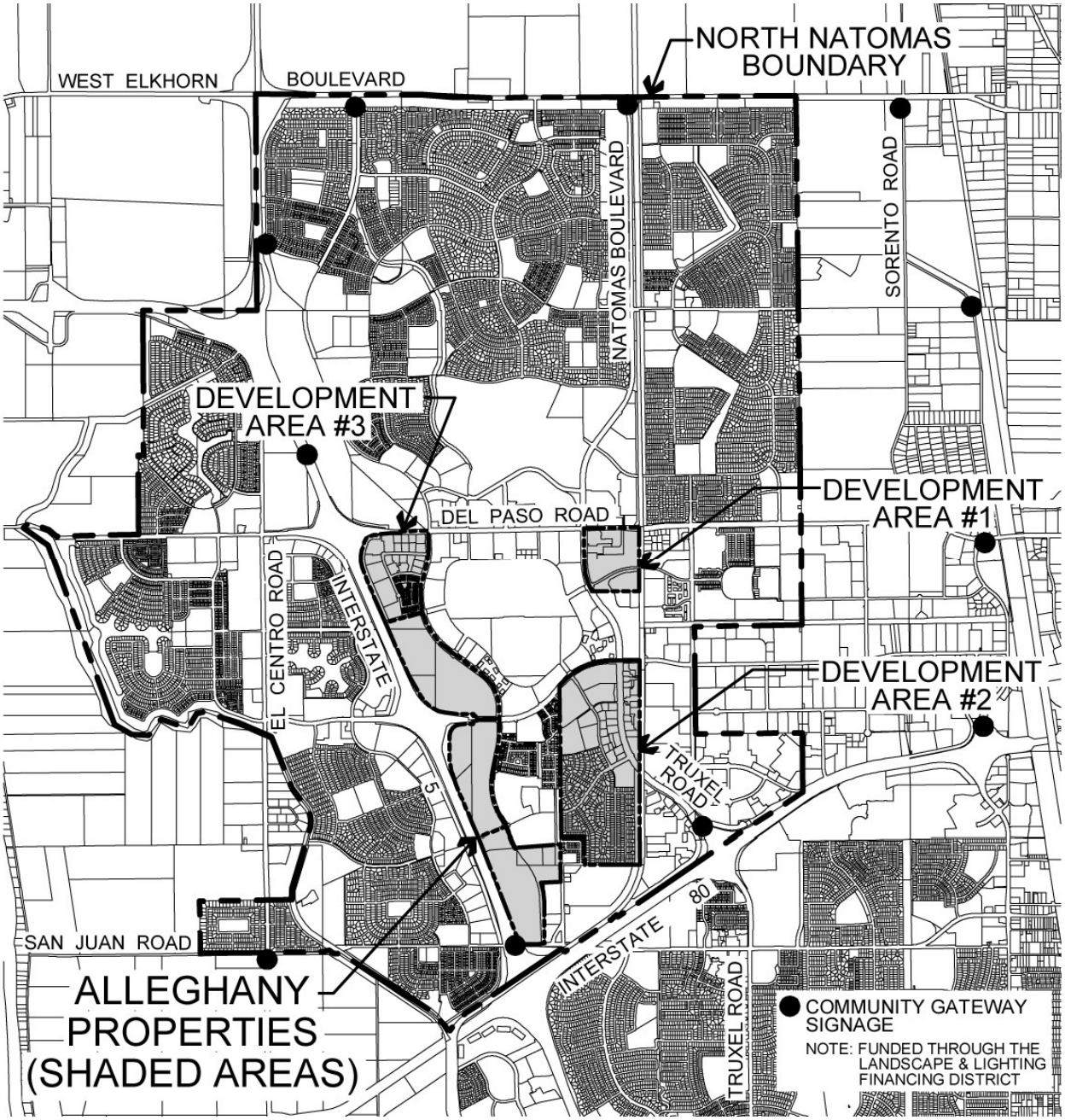
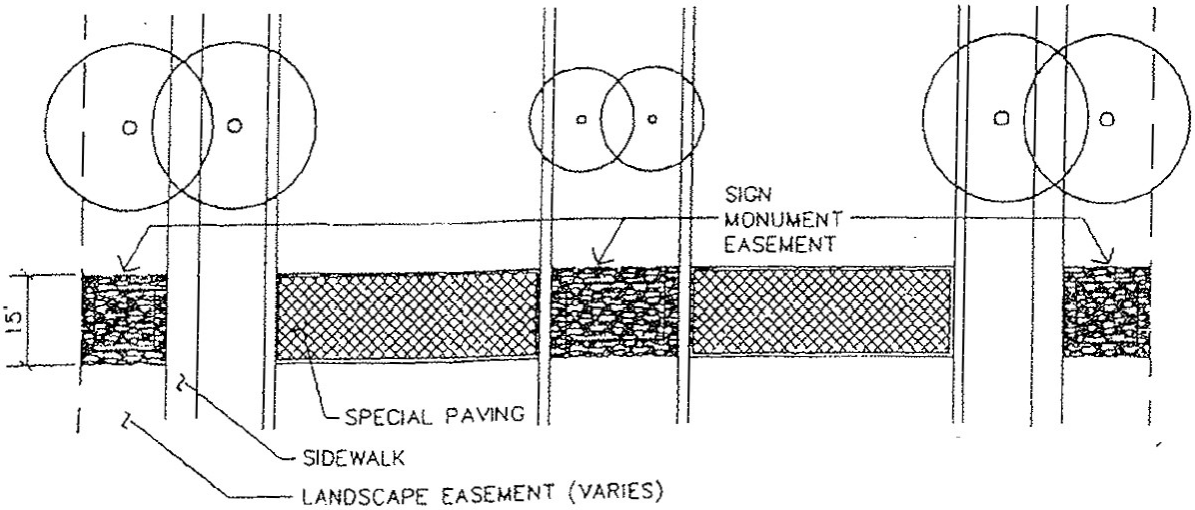
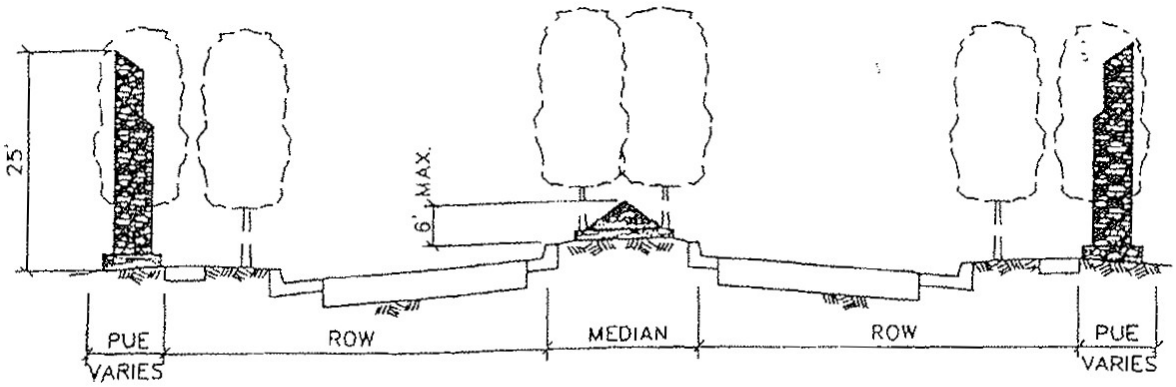


Exhibit 16: Community Gateway Signage Diagram



PLAN



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

SECTION

Exhibit 17: Neighborhood Entryway Master Plan

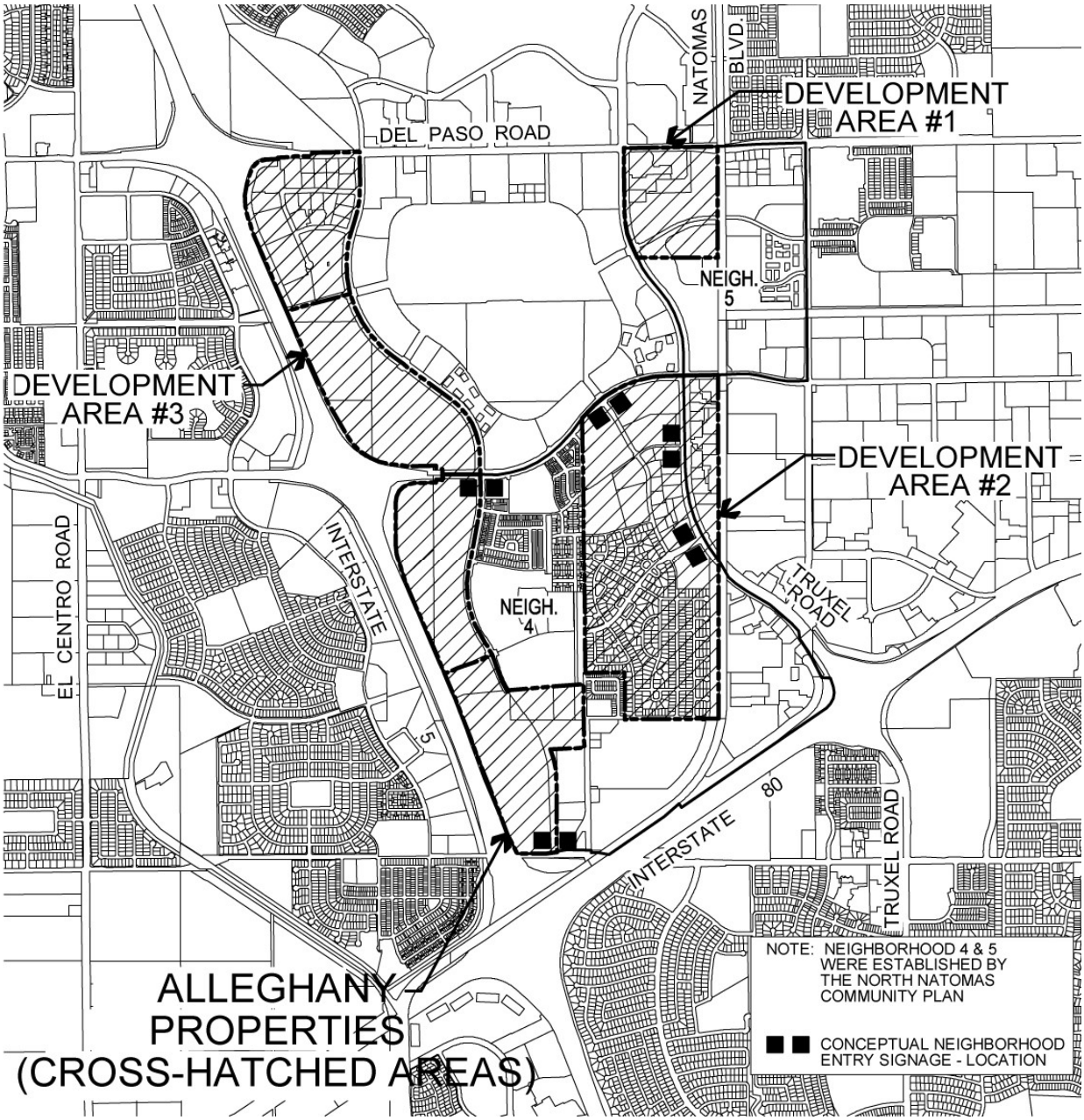
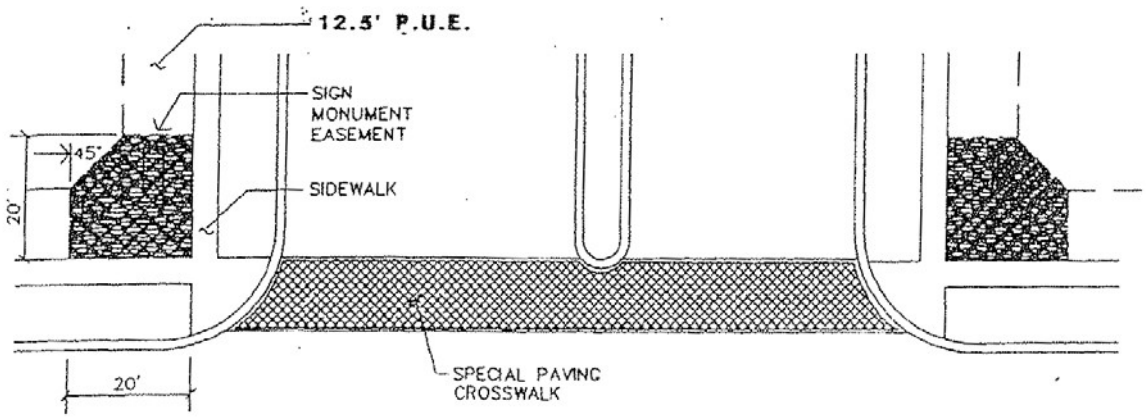
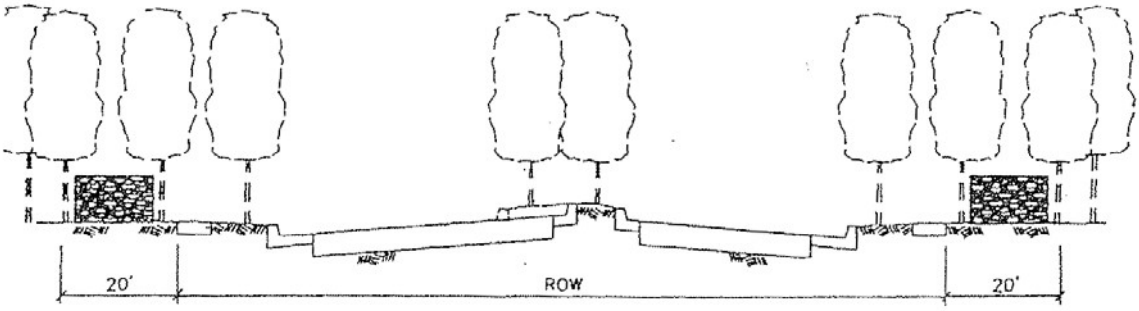


Exhibit 18: Neighborhood Entryway Signage



PLAN



- REFERENCE THE NEIGHBORHOOD SIGNAGE MASTER PLAN FOR CONCEPTUAL LOCATIONS OF THESE SIGNS.
- ACTUAL SIGN MONUMENT DESIGN WILL BE INCLUDED WITH THE PUD SPECIAL PERMIT AND/OR SUBDIVISION MAP SUBMITTAL.

SECTION

d. Directional Signage

Kiosks may be implemented within the public right-of-way and/or PUE to facilitate community wide 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.

e. Commercial Signage

Development within the PUD must adhere to the following standards. to the extend these guidelines do not address specific situations, the City of Sacramento Sign Ordinance will apply:

(1) In no case shall flashing, moving, or audible signs be permitted.

(2) In no case shall the wording of signs describe the products sold, prices (except for gas stations), or any type of advertising, except as part of the occupant's trade name or insignia.

(3) No signs shall be permitted on building roofs.

(4) No sign, or any portion thereof, may project above the building or top of the wall upon which it is mounted.

(5) No exposed bulb signs are permitted, except neon tubing.

(6) The location of signs shall be determined during the special permit review process.

(7) All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.

(8) No exposed conduit, tubing, or raceways will be permitted.

(9) All conductors, transformers, and other equipment shall be concealed.

(10) All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass, bronze, or black iron.

(11) 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.

(12) 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.

(13) No sign maker's labels, 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.

(14) 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.

(15) 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 letters will be approved by the city.

(16) 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.

(17) 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.

(18) 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 a 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 of thirty-two (32) square feet.

(19) A temporary sign advertising the sale or lease of the site or building shall be permitted but shall not exceed a maximum area of eighty (80) square feet.

f. Area 3 Project Signage Guidelines (Appendix A)

Specific guidelines for Area 3 are attached as Appendix A to these guidelines.

6. 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.

a. General Guidelines

(1) 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.

(2) Light standards should be attractive to look at during daylight hours.

(3) Light sources shall be located and directed to minimize glare to adjacent uses.

(4) 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.

b. 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:

(1) 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 spacing, same color, etc.

(2) The placement of lighting shall be coordinated with signage, landscaping, and entry feature lighting to avoid "hot spots" of light along the roadway.

(3) 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.

(4) 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.

c. Walkway Lighting

(1) Pedestrian walkway lighting should range from a minimum of one-quarter (1/4) foot candle to a maximum one-half (½) foot candle of light.

(2) 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 walkway.

(3) 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.

(4) Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

d. Parking Lot Lighting

(1) 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.

(2) Light standards shall be located to minimize glare to adjacent roadways and buildings.

(3) Light standards should be selected that complement the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.

(4) Light standards should be limited to a 30-foot maximum height.

(5) Light standards shall be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

e. Building Lighting (Exterior)

(1) Exterior building lighting shall have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.

(2) 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.

(3) Indirect wall lighting or "wall washing" is encouraged rather than spot lighting from great distances.

(4) 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 daylight.

(5) Light fixtures shall not project above the facia or roof line of the building.

f. Landscape Lighting

(1) 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.

(2) Light sources should be concealed and unobtrusive during daylight hours.

(3) Uplights shall be shielded to prevent glare for pedestrians and vehicles.

(4) Vandal resistant fixtures are encouraged.

7. 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 integrated into the fabric of the community and in many instances becomes a 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 multi-modal 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 the 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.

a. 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 Exhibit 19 - 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 Village 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 2 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 informational purposes only.

(1) 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.

(2) The station shall be designed as a community landmark, yet identifiable as part of the overall community regional transit system.

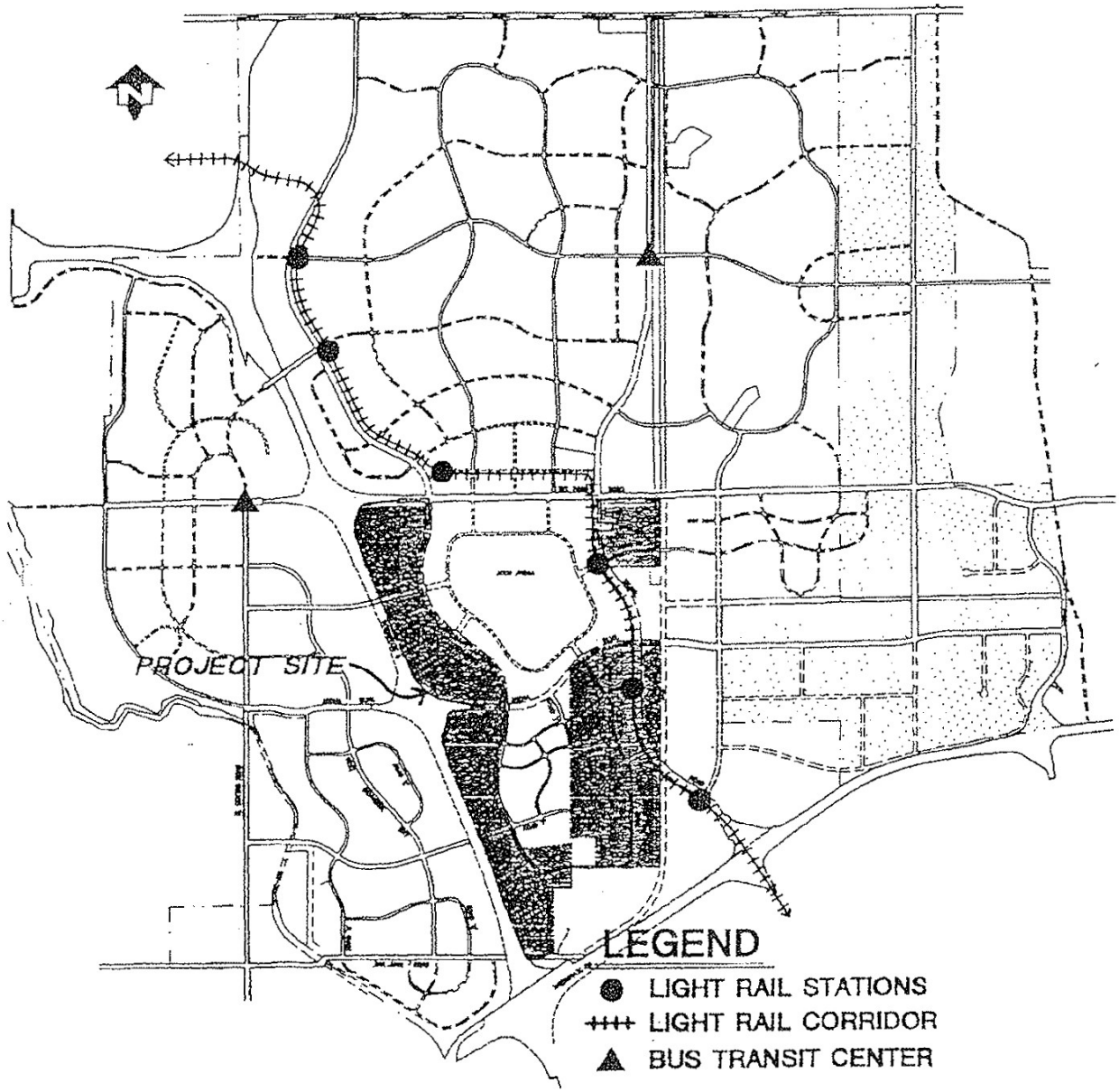
(3) The station should be an integral component of the adjacent architecture and site improvements, (incorporating residential and convenience commercial uses where possible).

(4) The station should invite multiple modes of transportation by providing adequate storage and access for bicycles, mopeds, skateboards, electric vehicles, automobiles, buses, etc.

(5) The station should provide shared parking between adjoining uses and avoid large parking lots surrounding the pedestrian areas.

(6) The station should incorporate futuristic technologies to accommodate recharging electric vehicles, alternative fuel vehicles, telecommunications, and others, as identified.

Exhibit 19: Transit Station Map



b. 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.

c. Bus/Shuttle Bus Stops

(1) 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.

(2) Bus stops should have multiple pedestrian linkages to adjacent developments.

(3) Bus stops shall be provided as required by the Sacramento Regional Transit District along major roadway corridors shown in the NNCP (Exhibit 5) and subject to City of Sacramento approval.

(4) Bus stops should be located adjacent to commercial uses and/or high activity areas to prevent isolation. Visibility from a distance is important.

(5) Bus stops should have identifiable signage, shelter, shade, and landscaping.

(6) Bus stops shall have adequate on-street stopping areas for bus vehicles, as required by Regional Transit and City of Sacramento Department of Public Works.

(7) Bus stops should have attractive and comfortable shelters that are architecturally compatible with adjacent development.

C. 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.

Natomas Crossing has been divided into three (3) development areas (see Exhibit 20). Each development area must be designed to be compatible with the surrounding sites and adhere to the following development standards:

1. Building / Site Design

   a. Develop an architectural style that provides a strong sense of identity and respects the local vernacular of Sacramento.

   b. 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.

   c. Provide windows that look out to the adjacent streetscape and parking lot areas. Avoid or minimize use of reflective glass at the street level.

   d. Orient building entrances toward the adjacent streetscape and celebrate the connection between public and private uses.

   e. Select a building orientation that minimizes the need for extensive screen walls.

2. Automobile Parking

   a. Where reasonable, locate parking lots away from the primary adjacent roadways, behind buildings, or within the buildings as structured parking. Parcels fronting East Commerce Way shall have a maximum of one double row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

   b. Provide shade trees per the city shade tree ordinance.

   c. Provide pedestrian circulation through parking lots and between adjacent land uses, i.e., make them pedestrian friendly.

   d. Blend parking lots into the adjacent landscape using them as form-giving elements to the overall site.

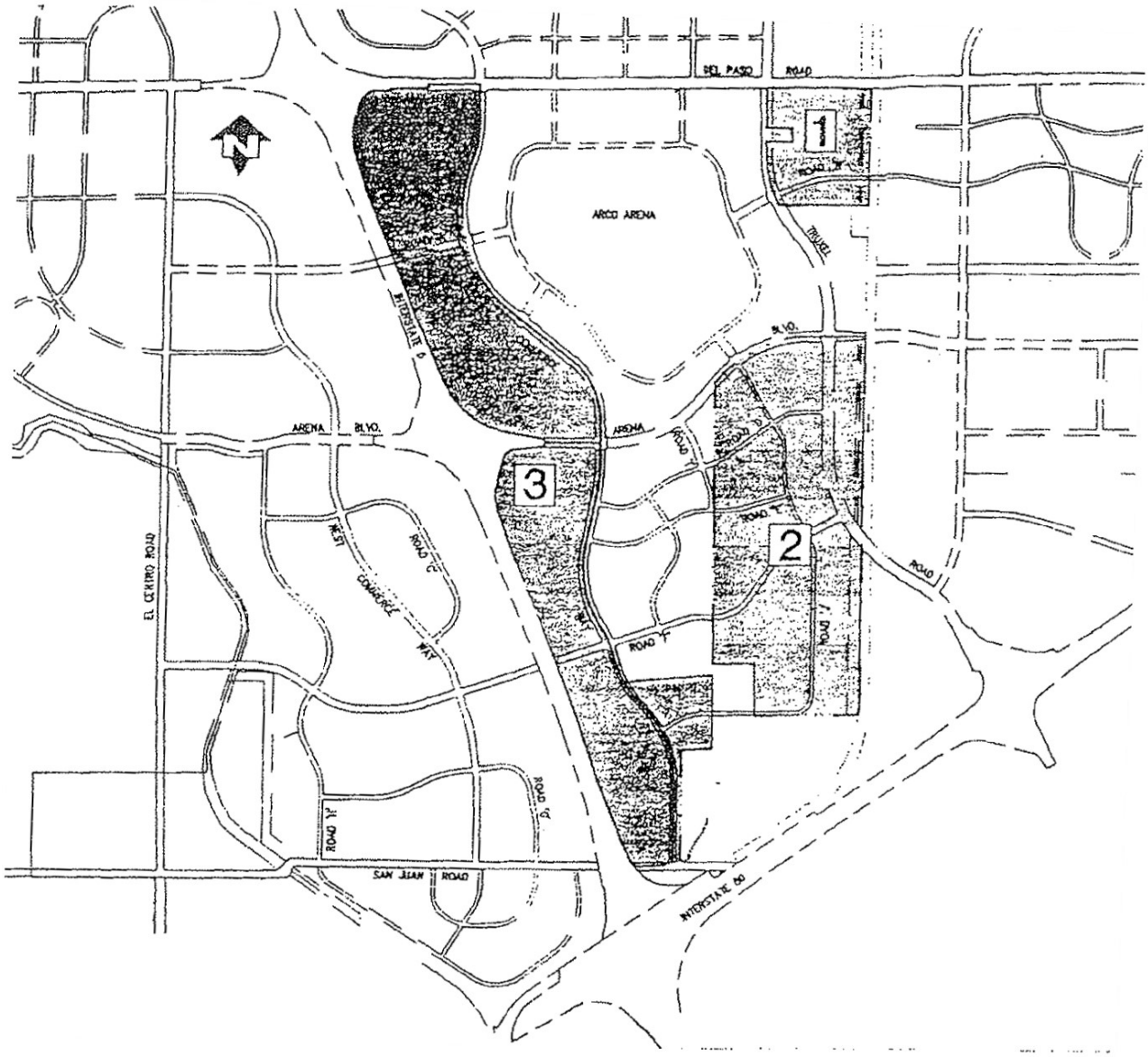
   e. Segment large singular surface lots into smaller units.

   f. Screen the bumpers of automobiles from adjacent pedestrian spaces where possible, but not at the expense of safe and convenient access to the parked vehicles.

   g. Anticipate potential infill development of the parking lots; locate and size them accordingly.

   h. 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.

Exhibit 20: 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 Exhibit 11.

3. Circulation and Linkages

a. Development areas should be linked together with multiple modes of circulation including sidewalks, bikeways, open space/landscape corridors, plazas, roadways, and transit.

b. Promote direct and visible linkages between buildings and streets and to transit facilities.

c. Security walls and other physical barriers that reduce permeability throughout the community will be discouraged.

d. Maintain permanent and uninhibited access to public open spaces and public facilities.

e. Provide an interconnected roadway system within individual development area to increase the off-site linkages.

4. Landscaping and Irrigation

a. 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.

b. 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.)

c. Landscape improvements within the roadway rights-of-way shall be installed per City of Sacramento Standards.

d. Individual projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to *North Natomas Development Guidelines*.)

e. Xeriscape planting and irrigation techniques should be utilized where feasible.

f. Automatic irrigation controller systems are required as a minimum, and climate-controlled systems are encouraged.

g. Planting areas shall be maximized on each project site to provide relief from intense summer temperatures.

h. Project landscapes shall be maintained to minimum city standards for safety and access.

5. 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 sites. 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 the Hazardous Materials Division. The Hazardous Materials Division enforces local and state regulations regarding proper and safe storage and handling of hazardous materials by regulating the use, 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.

SECTION IV — LAND USE AND SITE SPECIFIC GUIDELINES

A. 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. The land use descriptions adopted in the NNCP that pertain to these properties are as follows:

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.

a. 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 half-plexes) are included within this designation. Secondary units above detached garages (or otherwise) are encouraged as a means to increase density and provide economic diversity.

b. 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.

c. 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 1/4 mile of a light rail station or bus transit center may have a density of greater than 29 dwelling units per net acre. Also, senior citizen housing may have a density greater than 29 dwelling units per net acre.

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 childcare 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 a 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 1/8th mile of the six light rail stations and is intended to provide an effective ridership base to support a quality transit services. The plan also allows a further intensification of uses within 1/8th 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.

a. Hospital (EC-50)

This zone allows for a 600,000-sf medical facility and up to 600,000 sf. of Medical Office space. Refer to Appendix C -Quadrant D PUD Guidelines for specific requirements.

3. Retail - Commercial

a. 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 a food market, drug store, coffee shop, service station or other convenient services.

b. Neighborhood Commercial (NC)

This 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.

c. 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 be incorporated within office buildings without adding to the total 10% retail acreage/square footage allowed within the EC land use designation.

d. SC Shopping Center

This is a general shopping center zone which provides a wide range of goods and services to the community. Lands in Quadrant B designated for SC use are allowed a building range of 189,795 sf to a maximum of 660,126 sf

4. Parks

a. Mini Parks

Within the single-family residential neighborhoods, "mini parks" are encouraged. These mini parks create public open space amenities that encourage neighbor 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 Exhibit 21).

b. Neighborhood Parks

There is one neighborhood park within 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.

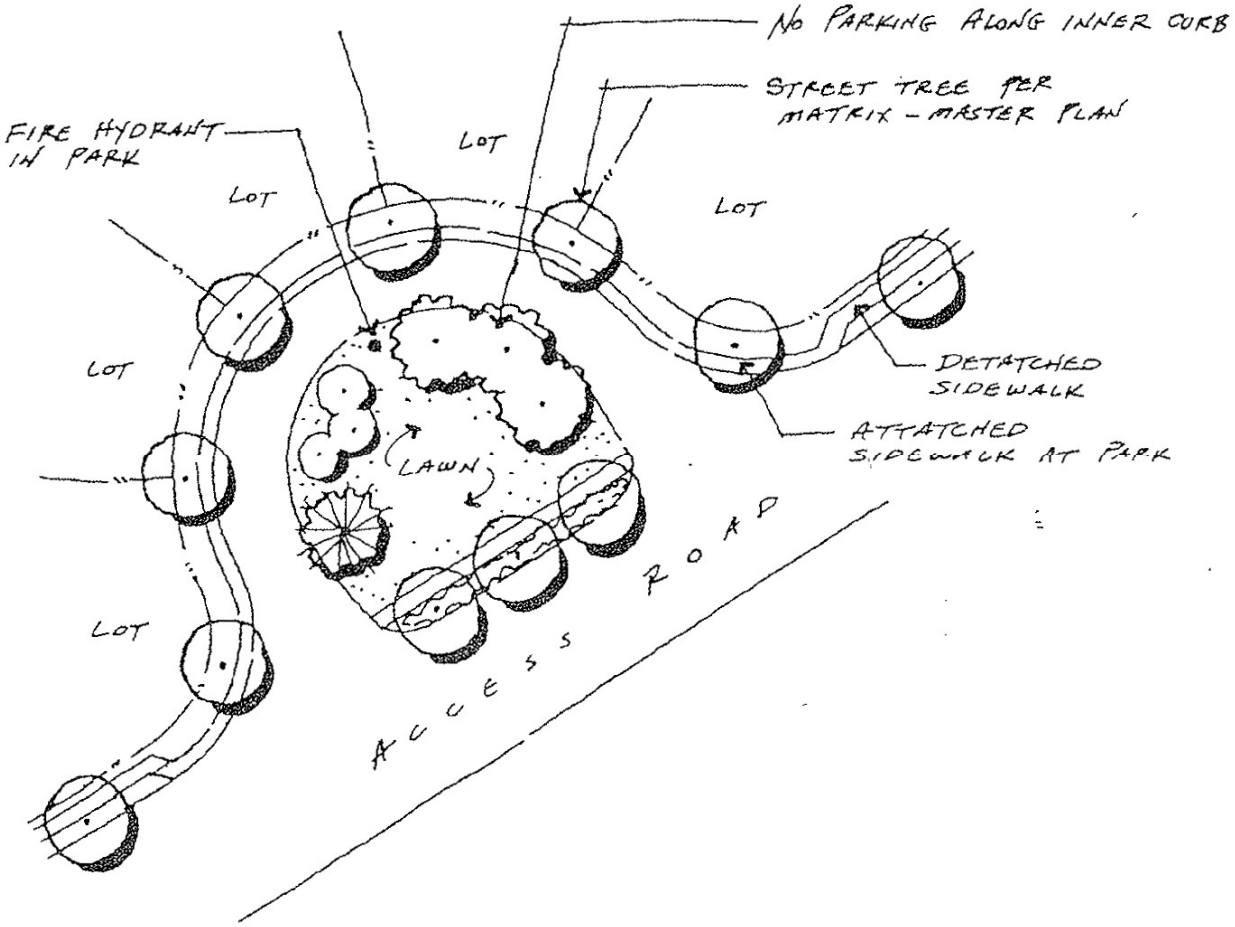
c. Community Parks

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. This 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.

5. Detention Basins

The detention basins and canal corridors may be developed as conjunctive uses with parks, linear parkways, utility corridors and other compatible land uses. Including the drainage canals and detention basins with the 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.

Exhibit 21: Mini Park Schematic Plan



B. Development Area Conceptual Planning

This section of the development guidelines establishes specific planning objectives for each of the three development areas. Issues affecting the success of the entire built environment will be addressed on a development area basis. (Reference Exhibit 20.) Six elements of site planning will be addressed for each development area: land use, adjacencies, site access, building orientation, parking, and amenities.

1. Development Area 1 (Reference Exhibit 22)

a. Land Use

Development Area 1 is a 36-acre site with seven parcels bounded by Del Paso Road to the north, the existing east drain to the east, Terracina Drive to the south and Truxel Road to the west. The primary parcels are zoned EC-50 and occupy the frontage along Del Paso Road and Truxel Road. Two secondary parcels zoned EC-40 are located at the southeast intersection of Truxel Road and Terracina Drive. There is a high-density residential parcel with access on Terracina Drive and directly adjacent to the existing canal.

b. Adjacencies

Development Area 1 is adjacent to community commercial to the north, medium density residential 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. This adjacency should be mitigated with screening and or plant buffers.

c. Site Access

Vehicle access to Development Area 1 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 provided at a signalized intersection approximately 900 feet east of Truxel Road, and two right-in/ right-out only, if approved during the special permit review process. Unrestricted turning movement into Development Area I will occur from Terracina Drive, where full turning movements are possible.

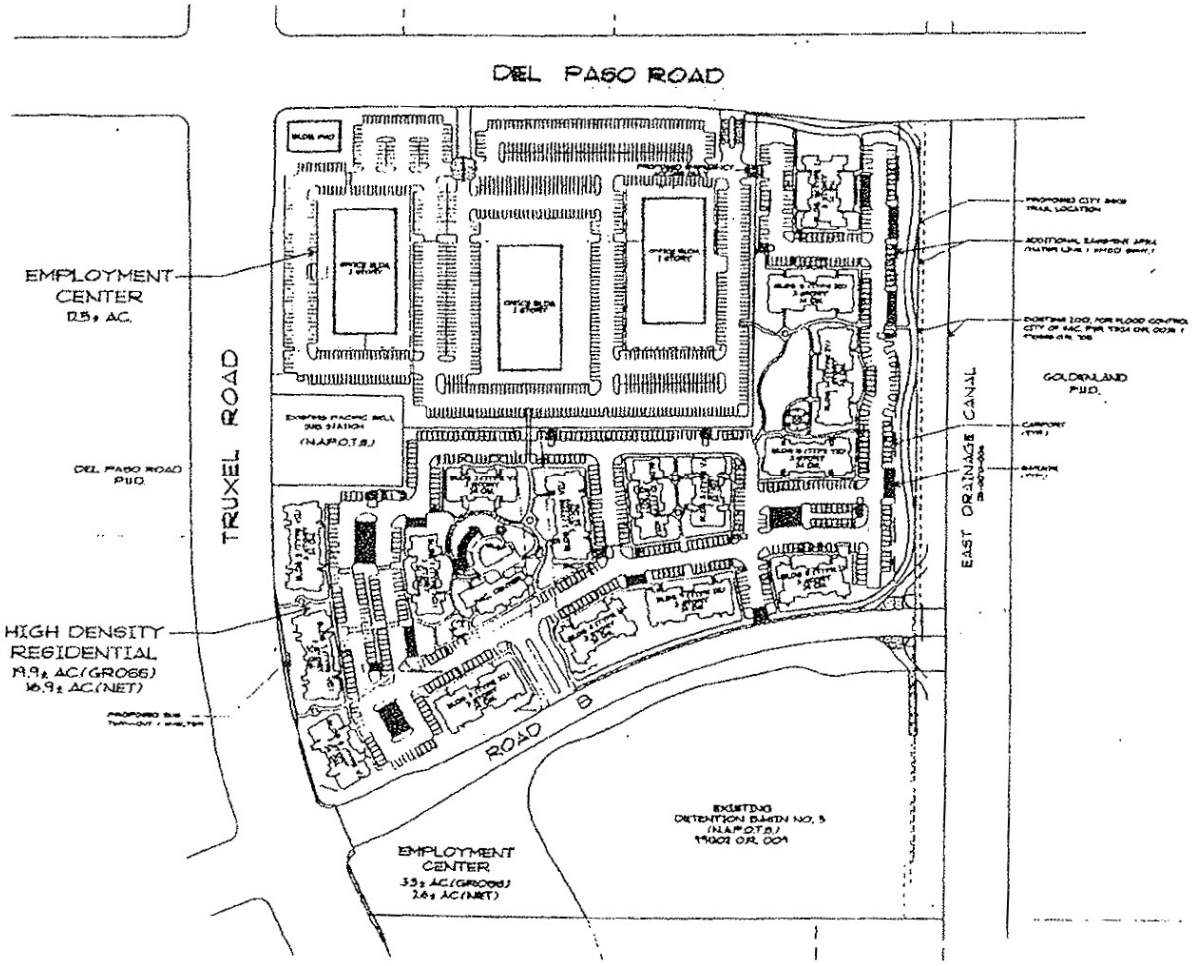
d. Building Orientation

Buildings should be sited to complement adjacent buildings and landscaping. They should be oriented to the street in a manner that is convenient for the building's occupants and visitors. The building footprints should create obvious points-of-entry off of roadways upon which they front. While buildings are generally to be oriented to the street, parcels fronting on Del Paso Boulevard shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

e. Parking

Development Area 1 should accommodate the necessary parking requirements utilizing surface parking lots. 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.

Exhibit 22: Development Area 1 - Conceptual Site Plan



2. Development Area 2 (Reference Exhibit 23)

a. Land Use

Development Area 2 is a 211-acre site with 36 parcels bounded by Arena Boulevard to the north, the existing "East Drain" to the east, Natomas Crossing Drive to the south and the property line for the Alleghany Properties land holdings to the west. The Alleghany Properties land holdings within Development Area 2 constitute the "community core" for neighborhood four as defined in the North Natomas Community Plan. At the center of this "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 2 (Exhibit 23) is focused on this core area of land uses that establishes the character of neighborhood four.

b. Adjacencies

Development Area 2 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.

c. Site Access

Development Area 2 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 Natomas Crossing Drive as a future overcrossing to the west side of Interstate 5 and will link the southernmost portion of Development Area 2 to East Commerce Way.

d. 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 Innovator Drive and Prosper Street intersect. This intersection is flanked by neighborhood commercial, EC-65, civic/community center, and 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 Prosper Street terminates into Truxel Road and again where Endeavor Street terminates into Innovator Drive.

e. Parking

Development Area 2 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 2.

f. Amenities

There are two significant amenities within Development Area 2. The first is the light rail station and the second is the “civic block” (school/civic building, and neighborhood park uses bounded by Prosper Street, Prosper Street, and Innovator Drive). 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.

The school, civic/institutional use, and 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 could collectively anchor the public domain of neighborhood four. In addition to the “civic block”, there are other core community areas shown in Exhibit 23 that could serve office, retail, commercial and residential interests within the community

Development Area 2 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. (Exhibit 21) 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 Exhibits 26 through 29. The medium density home east

of Natomas Crossing Drive have enhanced entries with sign monuments, medians, and pilasters, as shown in Exhibit 25.

Exhibit 23: Development Area 2 - Conceptual Site Plan

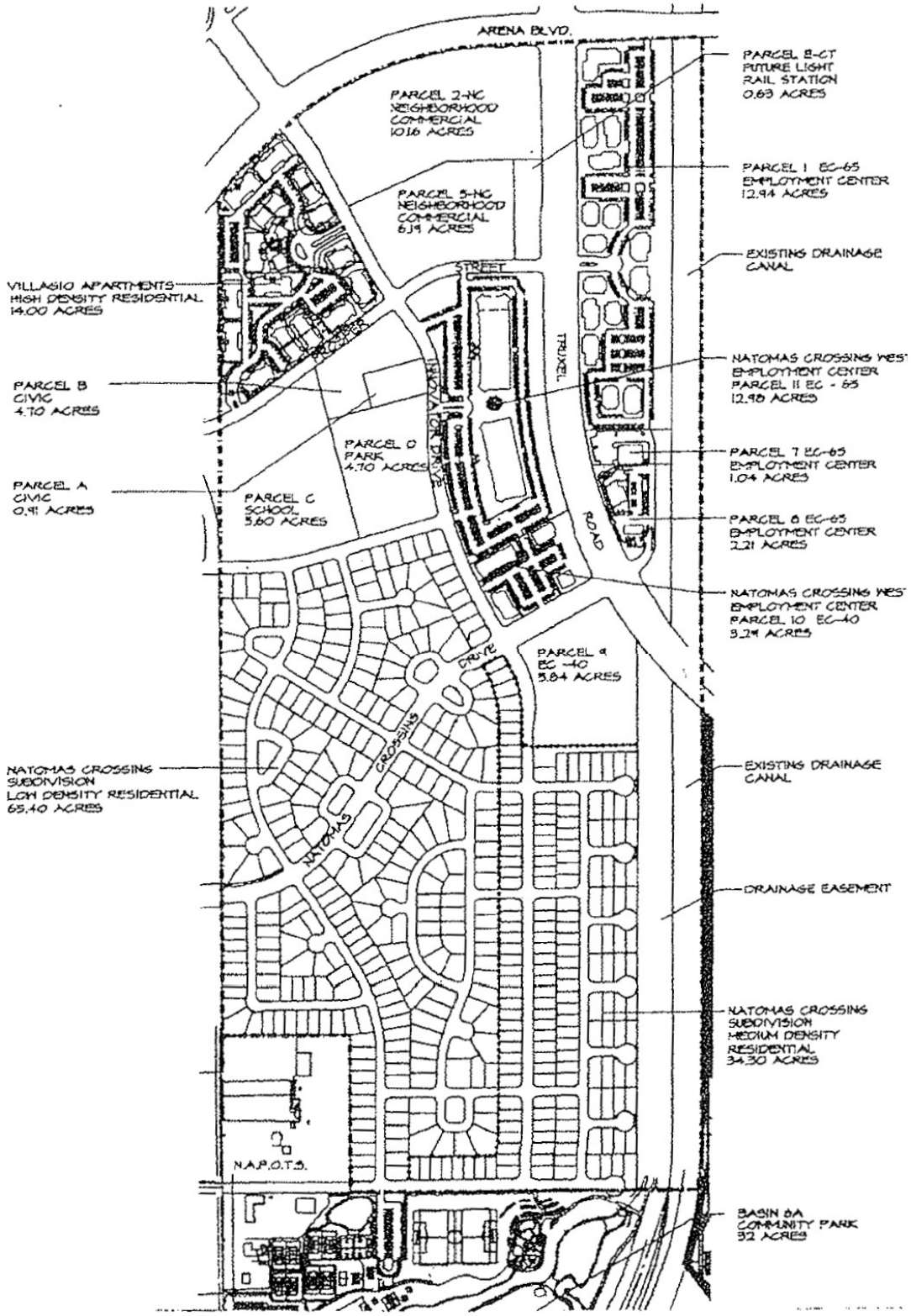


Exhibit 24: Natomas Crossing Subdivision

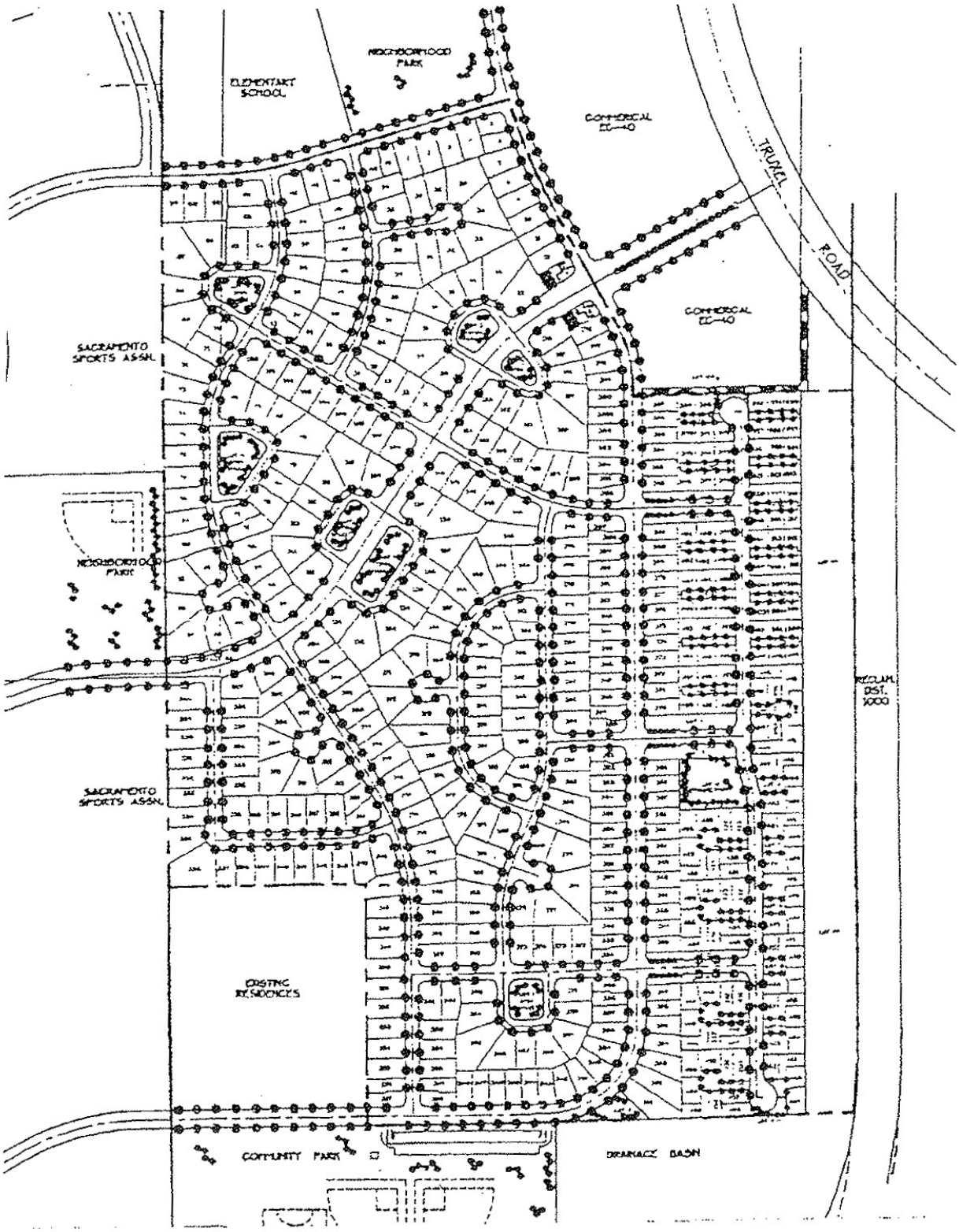
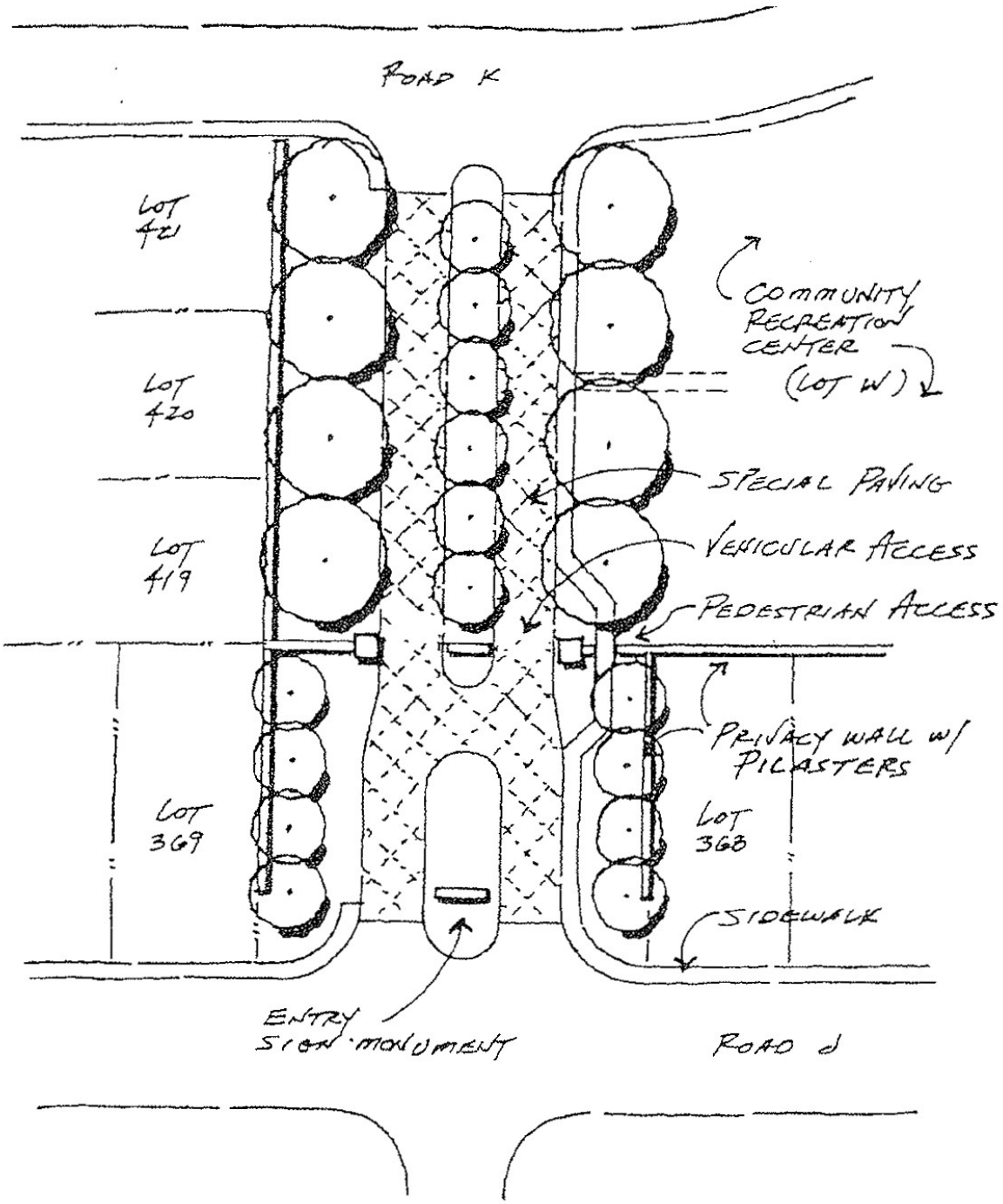


Exhibit 25: Enhanced Entrance



ENHANCED ENTRANCE @ MEDIUM DENSITY

NOT TO SCALE

3. Development Area 3 (Reference Exhibits 26 & 27)

a. Land Use

Development Area 3 is a 298-acre site with 60 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 3 has four commercial land uses, Highway Commercial, Regional Commercial, EC-40, and EC-50. Development Area 3 is further divided into 4 Quadrants (A-D). Quadrant A includes Highway Commercial and EC-50. Quadrant B includes Regional Commercial and EC-50. Quadrant C is designated as Regional Commercial and Quadrant D is designated as EC-50. The primary emphasis of these land uses is to provide employment uses that complement the visual and physical adjacency to Interstate 5, serve the needs of travelers on Interstate 5, and form a suitable transition between the residential uses and Interstate 5. Area 3 also includes two parcels of 10.8 acres of multi-family residential and 5.5 acres of EC-30 land uses on the East side of East Commerce Way, intersected by Natomas Crossing Drive.

b. Adjacencies

Development Area 3 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 3 is Interstate 5. This adjacency provides Development Area 3 with some of the highest visibility commercial property in the Sacramento region. This, combined with the activity generated by Arco Arena, will ensure a high degree of vehicular and pedestrian activity in and around Development Area 3. Additionally, Development Area 3 must provide a suitable interface with the residential uses located to the east.

c. Site Access

Vehicular access to Development Area 3 is provided by two major interchanges along Interstate 5: the Del Paso Road interchange and the proposed Arena Boulevard interchange. These interchanges provide access to East Commerce Way where individual parcel access will be provided.

d. Building Orientation

Buildings should be sited to complement adjacent buildings and landscaping. They should be oriented to the street in a manner that is convenient for the building's occupants and visitors. The building footprints should create obvious points-of-entry off of roadways upon which they front. In the case of buildings that front Interstate 5, there is a freeway buffer that exists that is approximately 100 feet in width. At least one row of parking is encouraged between the buildings and the freeway buffer.

While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row

of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

e. Parking

Development Area 3 should accommodate the necessary parking requirements using surface parking lots. Parking should be located as to encourage some internal pedestrian connection between buildings as shown in the Conceptual Site Plan. See Exhibit 26.

f. Amenities

The landscape buffer to the freeway and offers a park-like transition between the freeway and EC uses. The *North Natomas Development Guidelines*, prepared by the City of Sacramento Development Services Department, calls for community gateway signage along Interstate 5 near the Interstate 80 crossing. A third amenity would be the potential for an internal pedestrian linkage as illustrated in the conceptual site plan. This internal linkage gives pedestrians the opportunity to walk between buildings and from their vehicle to the entrances of buildings with some level of comfort and security. Additionally, the drainage basin located at the southerly tip of Development Area 3 offers a conjunctive use passive park opportunity.

Exhibit 26: Development Area 3 (North) - Conceptual Site Plan

Exhibit 27: Development Area 3 (South) - Conceptual Site Plan

C. Site Specific Design Criteria

The land uses within the PUD vary greatly in purpose, size, and style, yet they 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.

1. Commercial Development

a. Commercial Building Setbacks and Orientation

(1) 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 review.

(2) While buildings are generally to be oriented to the street, parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted. For service retail and convenience commercial, the building setback shall be a minimum of 12.5 feet and a maximum of 30 feet.

(3) Buildings should have pedestrian access and visual orientation to the adjacent roadways.

(4) Landmark buildings should be located in prominent locations at intersections, or as terminus to roadways.

(5) Commercial buildings should be oriented to maximize pedestrian linkages to adjacent circulation/transit systems.

b. Commercial Building Height

(1) Maximum commercial building height shall be established by the current zoning ordinance.

(2) In the EC-40 zoning, commercial building height should be sensitive to the scale and character of the adjacent roadways.

(3) Buildings located within 1,000 feet of a transit station (light rail) will be given a two-story height bonus.

(4) Building height is relative to EC intensity based upon the North Natomas Community Plan.

c. Commercial Architecture

(1) Finished building materials shall be applied to all visible facades of commercial buildings. Facades include mechanical screens, trash enclosures, and other permanent walls.

(2) Building facades shall be articulated with variations of texture, form, and materials to preclude monotonous "blank" facades.

(3) Building colors and materials should be harmonious and compatible with the surrounding buildings.

(4) Highly reflective materials are discouraged for major facades, but may be used in limited quantities.

(5) Mechanical equipment and other undesirable elements shall be visually screened from view.

(6) Energy efficiency should be incorporated into all buildings, including passive solar considerations.

(7) Building facades fronting the street shall have a minimum of 65% transparency within the first floor level, i.e., glass, open air structures, court yards, etc.

d. Circulation and Parking

(1) 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.

(2) Secondary entrances to commercial buildings should provide linkages to adjacent buildings and facilities on- and off-site.

(3) Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Parcels fronting on East Commerce Way shall have a maximum of one double loaded row of parking between the building and the street. Where special circumstances warrant, additional parking between the building and the street may be permitted.

(4) Structured parking fronting a major 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.

(5) When designing internal surface parking lots, possible future infill development should be considered. Reciprocal parking is encouraged within commercial development sites via a reciprocal easement agreement.

(6) Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet are discouraged around parking lots.

(7) 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.

(8) 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 screens shall be compatible with the architecture of the building.

(9) Required parking count shall be determined by the current zoning ordinance. No required parking for retail uses within an office building.

e. Site Features

(1) Utility lines shall be underground (where feasible).

(2) Mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.

(3) Each commercial site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

(4) 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.

(5) Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free. Curbs to be provided next to undeveloped sites.

(6) No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.

(7) Create a variety of outdoor spaces that will support social interaction, e.g., benches, basketball courts, kiosks, etc.

(8) 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.

2. Residential Development

Residential development within 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.

a. Residential Building Placement and Orientation

(1) Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features, i.e., "front-on" lotting.

(2) Residential buildings shall be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.

(3) Sound walls shall be avoided, except as necessary to mitigate noise impacts.

(4) A variety of housing products should be incorporated into each development area to promote economic and architectural variety.

(5) Garages should be recessed from the front facade, accessed from an alley or side yard, or detached to the rear of the building.

(6) A rich variety of architectural facade styles and materials should be incorporated into each development.

(7) Corner Lots : Special building configurations should be considered for corner lots because they have street frontage 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 facade 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.

b. Residential Building Setback Standards

(1) 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. In all cases, the porch or entry feature will 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 the 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 must be at least 5'-0" behind the building line. See Exhibit 28 (Figures A and B).

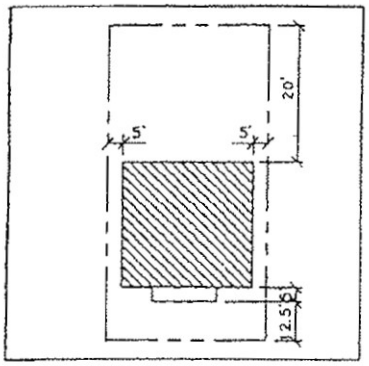
(a)	Porch/Entry	12'-6" min.	15'-0" Max.
(b)	Building	17'-6" min.	23"-0" Max
(c)	Side Yard	5'-0" or 0' at detached garages[1]	
(d)	Rear Yard	20'-0" Min	

(2) Single-Family Detached Residential (3-5 du/ac) Building Setbacks: The porch and entry will be allowed to within 15'-0" of the front property line, or in the 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 must be at least 5'-0" behind the building line. See Exhibit 28 (Figures C and D).

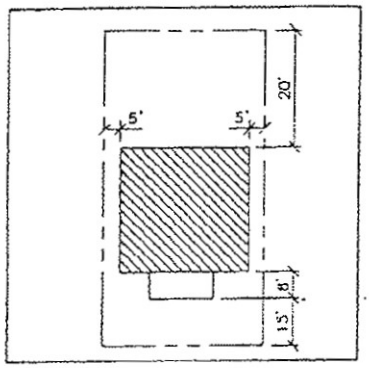
(a)	Porch/Entry	15'-0" min.	20'-0" Max.
(b)	Building	20'-0" min.	25"-0" Max
(c)	Side Yard	7'-6" or 0' at detached garages	
(d)	Rear Yard	20'-0" Min.	

[1] Zero-lot line configurations are allowed on the side drive.

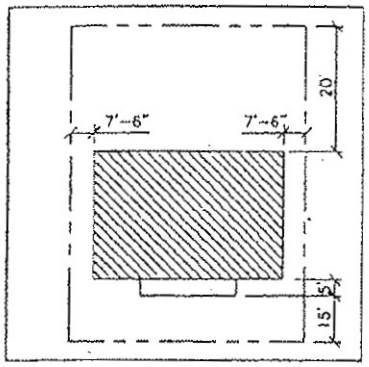
Exhibit 28: Single-Family Residential Building Setback Diagrams



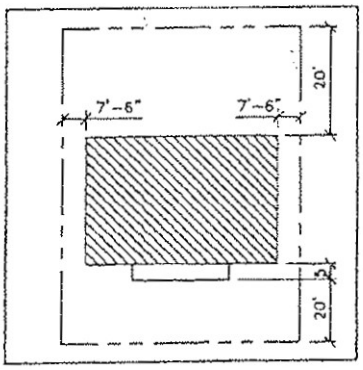
A. SETBACK (SHOWS MIN.)
5–8 DU/AC



B. SETBACK (SHOWS MAX.)
5–8 DU/AC



C. SETBACK (SHOWS MAX.)
3–5 DU/AC



D. SETBACK (SHOWS MAX.)
3–5 DU/AC

(3) 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 Exhibits 39, 40, and 41.

(4) Half-plexes : Half-plex units shall adhere to the setback standards established for single-family detached residential 6-8 du/ac, Section b-1 above. 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 and run parallel to the street. See Exhibit 29 (Figure A).

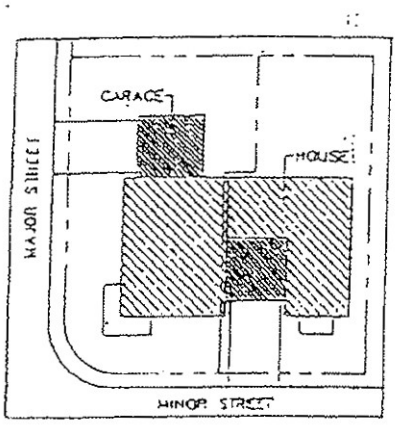
(5) Townhomes : Special building configurations should be considered for townhouse development to create a built environment consistent with the single-family standards established within this document. This includes provisions for front porches, front door visibility, and garage setback from house. 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 split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". The garage must be at least 5'-0" behind the building line. See Exhibit 29 (Figure B).

Porch/Entry	12'-0" min.	15'-0" Max.
Building	17'-6" min.	23"-0" Max
Side Yard	0' (5' adjacent to roadways)	
Rear Yard	10' (0' at alley or shared drive).	

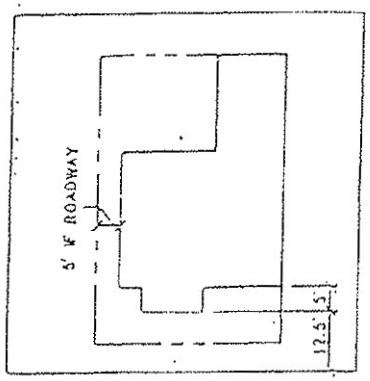
(6) Condominiums and Apartments: Special consideration should be considered for the higher density housing types. The scale and character of the architecture should be residential to blend with surrounding single-family development, porches are encouraged. Garages and/or parking should be located away 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 sidewalk, from back of walk, with a maximum front yard setback of 15'-0". Garages and/or surface parking lots shall be located at least 5'-0" behind the adjacent building line.

Bldg. Entrance	12'-6" min.	15'-0" Max.
Building	17'-6" min.	23"-0" Max
Side Yard	10' min. (15' if ≥ three-story)	
Rear Yard	10' min. (15' if ≥ three-story)	

Exhibit 29: Single-Family Attached Residential Building Setback Diagrams

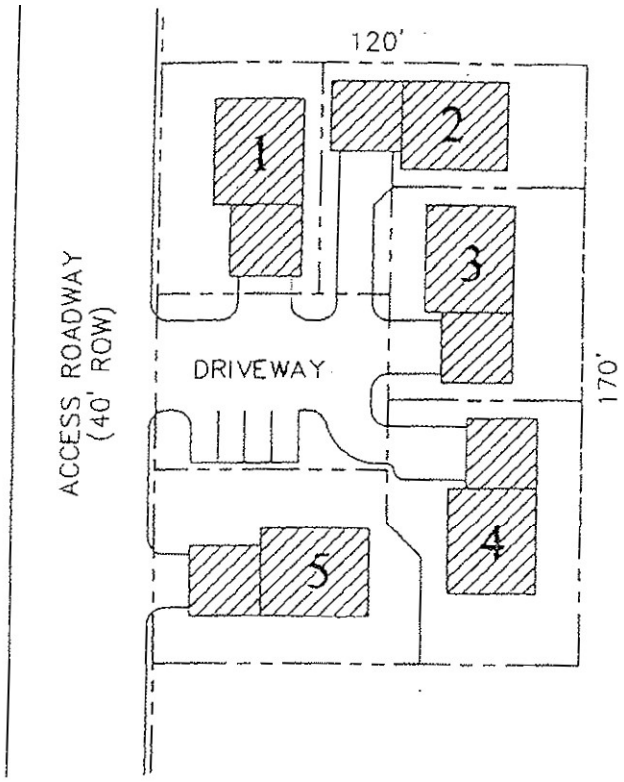


A. HALF PLEX



B. TOWNHOUSE

Exhibit 30: Five-Unit Proto-Typical Lotting For North Natomas



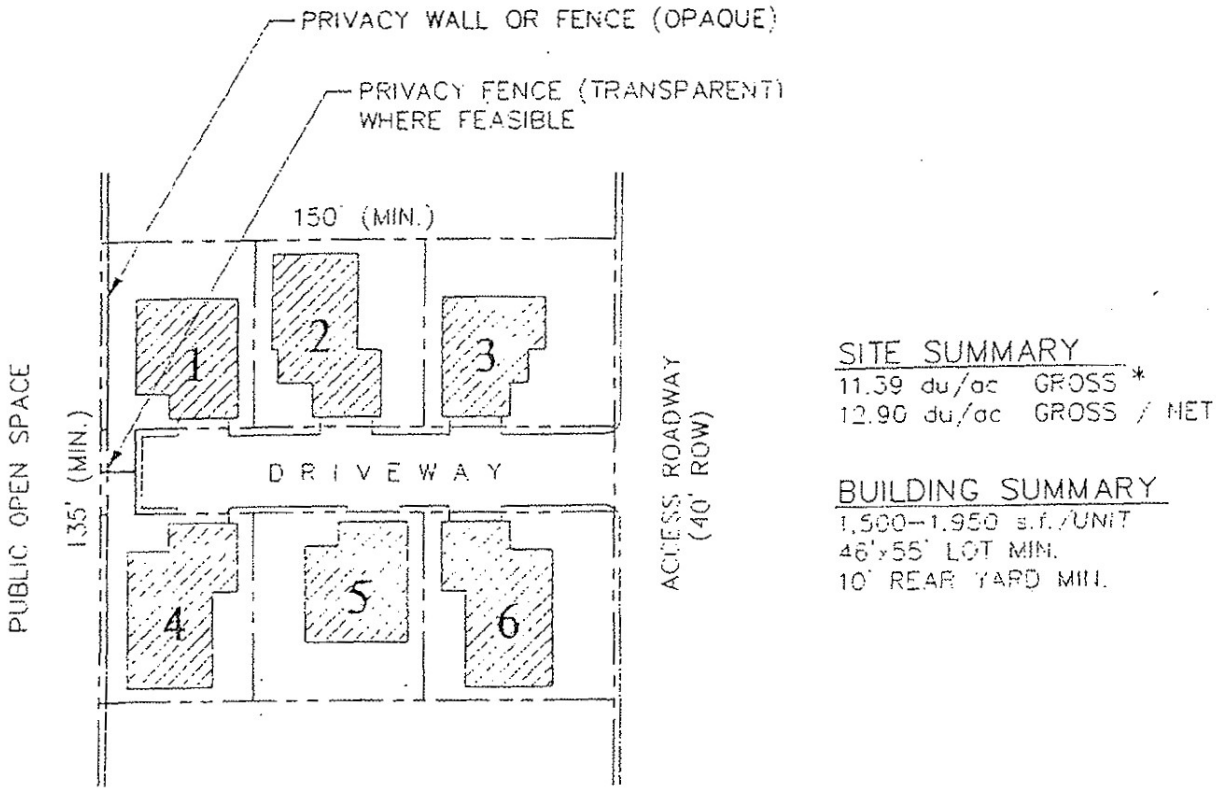
SITE SUMMARY
9.15 du/ac GROSS *
10.67 du/ac GROSS / NET *

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.

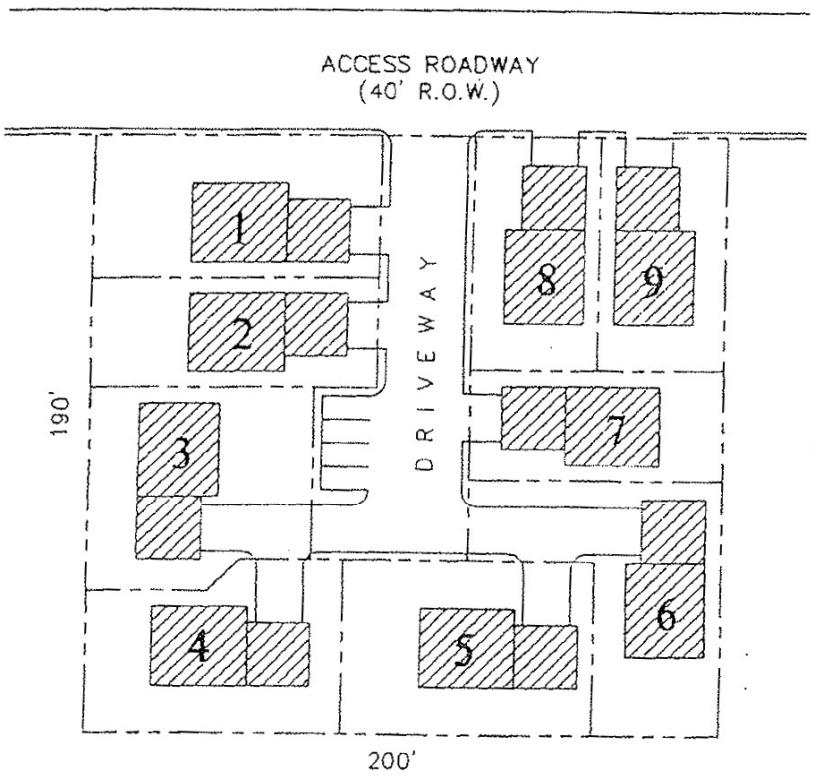
Exhibit 31: Six Unit Proto-Typical Lotting for North Natomas



* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

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

Exhibit 32: Nine Unit Proto-Typical Lotting for North Natomas



SITE SUMMARY
9.33 du/ac GROSS *
10.31 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.

c. Residential Building Height

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.

d. 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.

(1) 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 facade or any part visible from any street or public space.

In order to avoid the appearance of a false applique, no material change is allowed at corners. Material changes 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".

(2) 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 elevation. 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.

The elevation variations 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 facade 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 facade. Similar materials with different colors will not be allowed.

(3) 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. These projections must be designed in such a way to avoid visual competition with front porches or entries. See Exhibit 33 (Figure A).

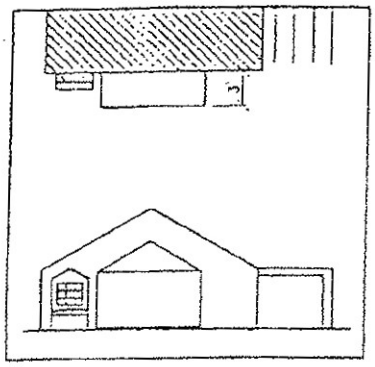
(4) Porches : The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It is also to provide a social edge to the private dwelling in which people can choose to “see and be seen” along the neighborhood streets. The porch will be required in 20 percent of the houses within the PUE (S.F. & M.F.) and will have a minimum depth of 5'-0" and a minimum length of 50 percent of the *primary front building facade*. 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 Exhibit 33 (Figures B and C).

Depth	5'-0" Min.
Length	50 percent minimum of primary front building facade (non-garage facade)

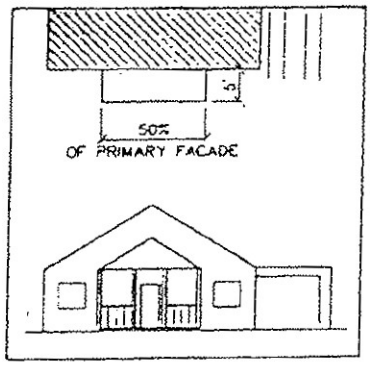
(5) Entries : In those houses without porches, a strongly articulated entry feature facing the street is required. This feature must clearly mark the entry and provide a minimum sheltered area at the front door. It must provide a covered area of no less than 4'-0" deep and 6'-0" wide with no more than 2'-0" of that depth 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 Exhibit 33 (Figures D and E).

Depth	4'-0" min.
Length	6'-0" min.

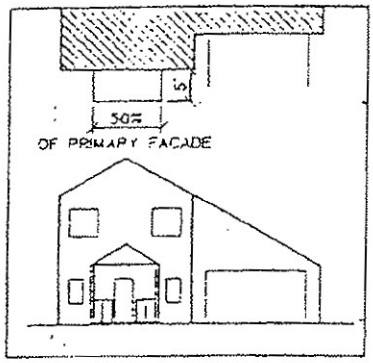
Exhibit 33: Residential Arch Standards



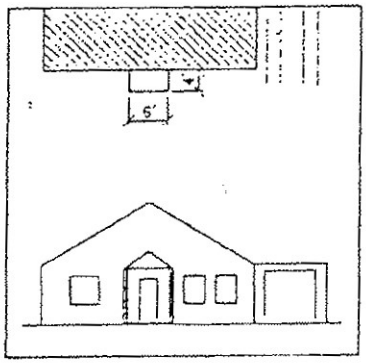
A. PROJECTIONS & BAYS



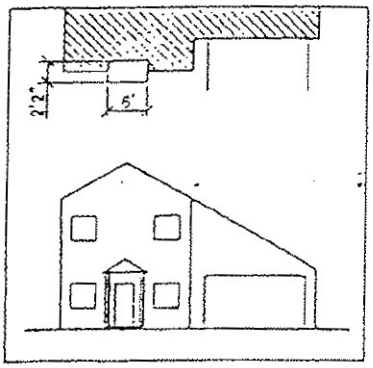
B. PORCH @ SIDE DRIVE



C. PORCH @ FRONT DRIVE



D. ENTRY @ SIDE DRIVE



E. ENTRY @ FRONT DRIVE

(6) Mechanical : All electric, 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.

e. Driveways and Garages

(1) 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.

(2) Garages : The goal in controlling the garage placement is to reduce the visual impact of the auto and to allow the "human scale" elements of the building to dominate the street. Three options are provided: a) a single-lane side drive to rear garage, b) a modified front garage position, and c) a rear garage off an alley. Three-car garages are permitted in Option A or C. If used in Option B, three-car garages must have one tandem stall, resulting in a two-door configuration. An optional "granny" flat or second unit may be located above the garage.

a. The side drive option can lead to an attached or detached garage located in the rear of the site no closer than 60'-0" to the front property lot line. The driveway shall have a single lane for a minimum of the first 25'-0" and the garage may be located in the side yard setback (zero lot line for uninhabited spaces). There will be a minimum 2'-0" planting strip required between the fence and the driveway. Exhibit 34 (Figures A and B).

2. The modified front garage position is required to be located 5'-0" (minimum) behind the facade line of the building and not less than 10'-0" behind the front of the porch or entry. It can be no closer than 20'-0" to the front of the property lot line and may have a double car driveway. The garage door is required to have a 12-inch to 18-inch recess from the frame. See Exhibit 34 (Figure C).

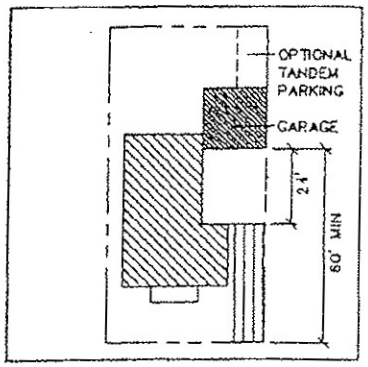
3. The alley option is only available in selected locations. In this case, the face of the garage would be located 16' from the centerline of a 20' paved alley at the rear of the lot (i.e., a 6'-0" setback from edge of alley). Light fixtures should be mounted onto garages so as to provide adequate lighting for the alleys. See Exhibit 34 (Figure D).

Garage Setbacks:

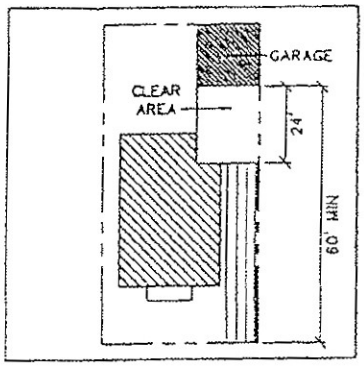
Option A (side drive)	60'-0" min. from front property line.
Option B (front)	21'-0" min. or 5'-0" behind primary facade line.
Option C (alley)	16' from center of alley.

“Hollywood” driveways are encouraged for Options A and B. A “Hollywood” driveway consists of two hard paved tire paths, 2'-0" to 3'-0" wide, separated by a planted strip, at least 2'-6" wide.

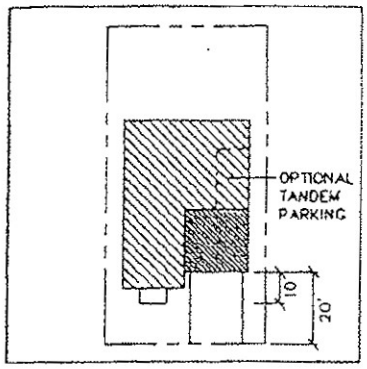
Exhibit 34: Residential Garage Standards



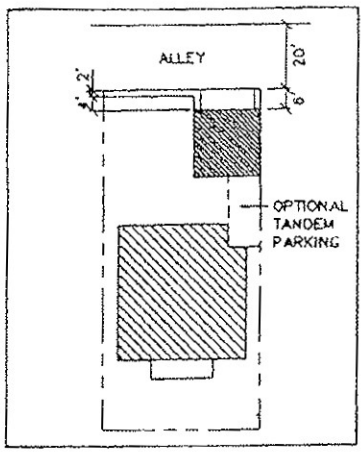
A. SIDE DRIVE (ATTACHED)



B. SIDE DRIVE (DETACHED)



C. FRONT GARAGE



D. ALLEY GARAGE

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

f. Circulation and Parking

(1) Pedestrian walkways connecting the residential entrances to the adjacent roadway walkways are required.

(2) Pedestrian walkways that connect residential neighborhoods to the surrounding community are encouraged.

(3) Shared driveways and alleys are encouraged where applicable.

(4) Surface parking lots for medium and high density units shall be located away from the adjacent roadways, to the rear of the buildings.

(5) On-street parking will be counted towards city parking requirements for single-family attached, and multi-family projects.

g. Site Features

(1) Street trees : The intent is to create a heavy "canopy" over the sidewalk. Specified street trees will be a located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalks where tree will be located at the center of the planter strip, and spaced 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.

(2) 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 cases 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.

(3) Each residential site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.

(4) All unpaved front yard areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity and variety of plant materials.

(5) Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free.

(6) No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.

APPENDIX A

NATOMAS CROSSING

AREA #3 PROJECT SIGNAGE GUIDELINES

8.18.04

Revised 6.17.09

Revised 6.28.18

Revised 7.26.18

Revised 3.26.20

prepared by

Weidner Architectural Signage

Ross/Luthin Creative

NATOMAS CROSSING

Contents

General Provisions i

Signage Exhibits

A - Multi-Tenant ID Signs 1

C - Multi Tenant Directional Sign 3

1.1 INTENT & 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.

1.2 APPROVALS & COMPLIANCE

1.2.1 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.

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

1.2.3 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.

1.2.4 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.

1.3 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 uprights on which such sign is 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 services, 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 allowed 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.

1.4 PROHIBITED SIGN TYPES

1.4.1 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 sign types that are prohibited by the City's Sign Ordinance shall be prohibited within the Natomas Crossing PUD.

1.5 OFFICE USE - DETACHED SIGNAGE

1.5.1 The number of signs is determined by the underlying zone.

1.5.2 Maximum area of sign: forty-eight (48) square feet.

1.5.3 Maximum height of sign: six (6) feet.

1.5.4 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 ten feet from the public right-of-way and farther than five feet from any driveway. Landlocked parcels with no street frontage shall be permitted one on-site, de-tached monument sign per parcel.

1.6 OFFICE USE - ATTACHED SIGNAGE

If the specific signage program is not known, the applicant shall designate a zone or alternative zones on the building facade(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.

1.6.1 Materials, Construction and Design

a. 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.

b. 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.

1.6.2 Illumination

a. Letters may be internally illuminated to create a halo backlighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.

b. 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.

c. Internally lit acrylic signs are permitted.

1.6.3 Location

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

b. Signs may be located anywhere on the face of a building subject to 1.6.3 (c) and 1.6.3 (d) below and may be oriented toward the freeway.

c. A sign may be located in the "upper signage area," the area bounded by the top of the windows of the tallest floor of the building and the building parapet line. "Upper signage area" shall be defined as the area bounded by (1) the top of the windows 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.

d. A sign may be located outside the "upper signage area" if in a sign zone approved as part of the building Special Permit.

1.6.4 Wording and Logos

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

b. 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.

c. A sign located below the second floor windows shall not exceed fifty (50) square feet.

d. 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 a unique or unusual architectural design.

1.6.5 Quantity

A maximum of two attached signs shall be permitted per building. In the instance of buildings with both freeway and street frontage, a third attached sign shall be allowed in exchange for the parcel monument sign. In no case shall more than two signs be on the same side of the building.

In the Quad B area, up to four signs per building are allowed for buildings over 200,000 square feet. The additional signage does not require an exchange for the monument sign. No more than two signs are allowed on one elevation.

1.7 HOTEL, MOTEL, AND SUPPORT COMMERCIAL USES - DETACHED SIGNAGE

1.7.1 One internally illuminated on-site monument sign is allowed per parcel, excepting any common shopping center or freeway pylon detached signage.

1.7.2 Maximum Area of each Sign: fifty-four (54) square feet.

1.7.3 Maximum Height of each Sign: six (6) feet.

1.7.4 Location: on-site monument sign to be located at the major entry/exit to the parcel.

1.8 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 on the building facade(s) on which attached signage may be located as well as the location or alternative locations of detached signage.

1.8.1 Materials, Construction, and Design

a. Signs may be constructed of metal individual letters, marble, granite, ceramic tile, internally illuminated transparent face chanel letters or other comparable materials that

convey a rich quality complementary 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.

b. 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 1/2") inches and be reverse pan channel construction.

1.8.2 Number: Three (3) attached signs per hotel. There shall not be more than one attached sign per building elevation. A hotel/motel may, in addition to the above attached signs, incor-porate a sign that identifies the office and/or confer-ence component of the hotel.

1.8.3 Illumination

a. Letters may be internally illuminated to create a halo backlighted effect or non-illuminated. Internally illuminated letters shall be lighted appropriately.

b. 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.

1.8.4 Location

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

b. Signs may be located anywhere on the face of the building subject to 4 (c) and 4 (d) below and may be oriented toward the freeway.

c. 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.

d. A sign may be located outside the "upper signage area" if within a sign zone approved as part of the building Special Permit.

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

1.8.6 Maximum Signage

a. A sign located in the "upper signage area" shall not exceed 10 percent of that area.

b. The length of a sign shall not exceed 30 percent of the length of the linear building face on which the sign is affixed.

c. A sign located below the second floor windows shall not exceed 50 square feet.

d. Attached building signs shall not exceed two-hundred (200) square feet each.

e. In a scale consistent with (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 (a) and (c) above.

(2) Signs located on buildings with a unique or unusual architectural design.

f. Letter size shall not exceed four (4) feet in height.

1.9 HIGHWAY COMMERCIAL - ATTACHED AND DETACHED SIGNAGE

1.9.1 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).

1.10 AUTO / GAS SERVICE STATIONS - ATTACHED AND DETACHED SIGNAGE

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

1.11 COMBINATION / CO-BRAND FACILITIES - ATTACHED AND DETACHED SIGNAGE

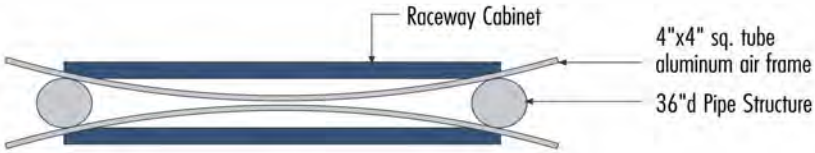
1.11.0 Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

NATOMAS CROSSING

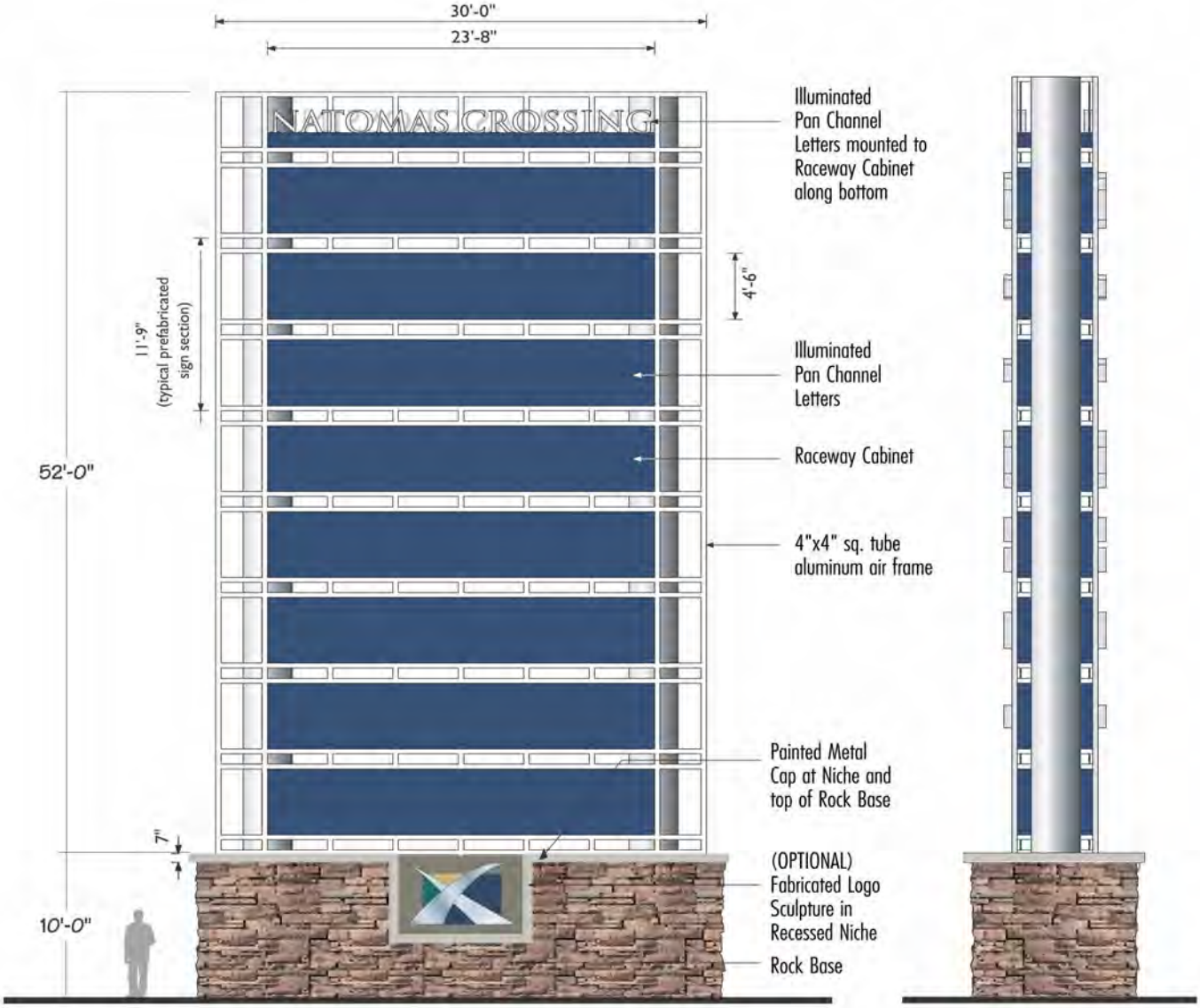
Signage Exhibits

A - Multi-Tenant ID Signs 1

C - Multi Tenant Directional Sign 3


Raceway Cabinet
4"x4" sq. tube aluminum air frame
36"d Pipe Structure

TOP


30'-0"
23'-8"
NATOMAS CROSSING
Illuminated Pan Channel Letters mounted to Raceway Cabinet along bottom
4'-6"
11'-9" (typical prefabricated sign section)
Illuminated Pan Channel Letters
Raceway Cabinet
52'-0"
4"x4" sq. tube aluminum air frame
Painted Metal Cap at Niche and top of Rock Base
7"
(OPTIONAL) Fabricated Logo Sculpture in Recessed Niche
10'-0"
Rock Base

NATOMAS CROSSING

A Multi Tenant ID Sign

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

Quantity: 1 Sign fronting Hwy 5

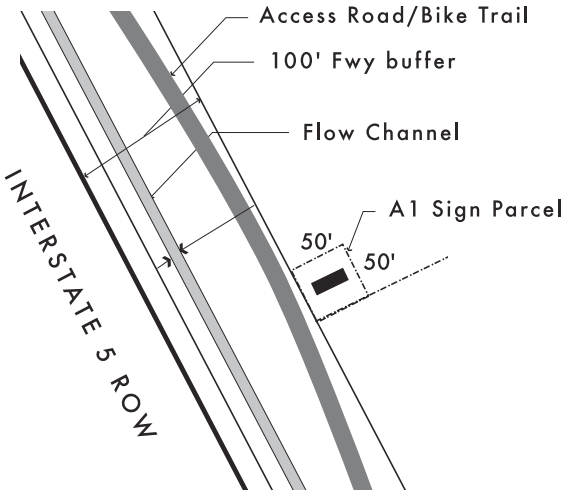
Allowable Messages:
- Project ID
- Tenant ID

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

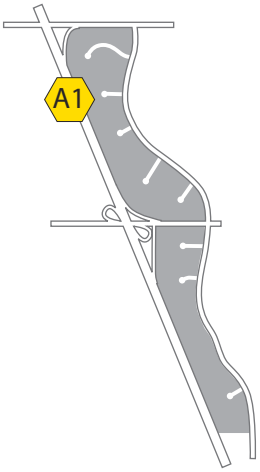
Area:
- 12.5 s.f. Project ID
- 8.875 s.f. per tenant face

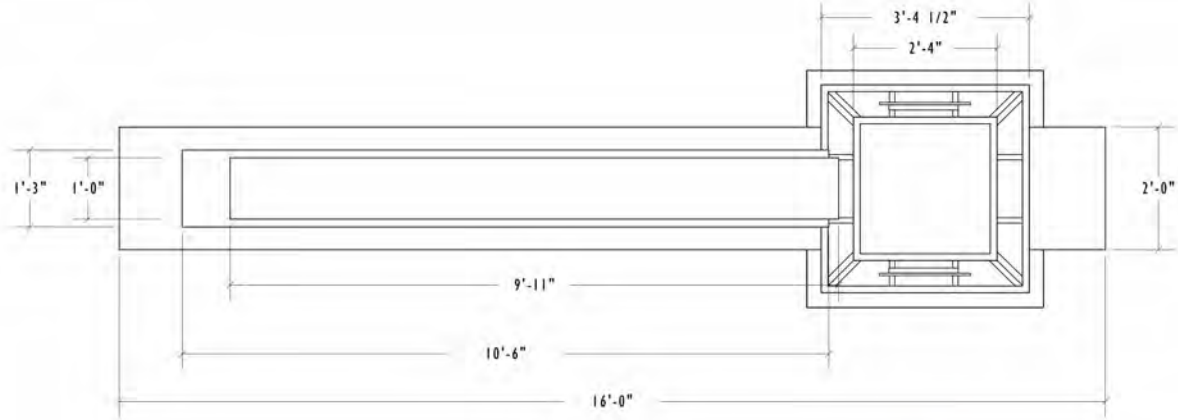
Lighting:
- Halo, indirect and/or internal illumination.

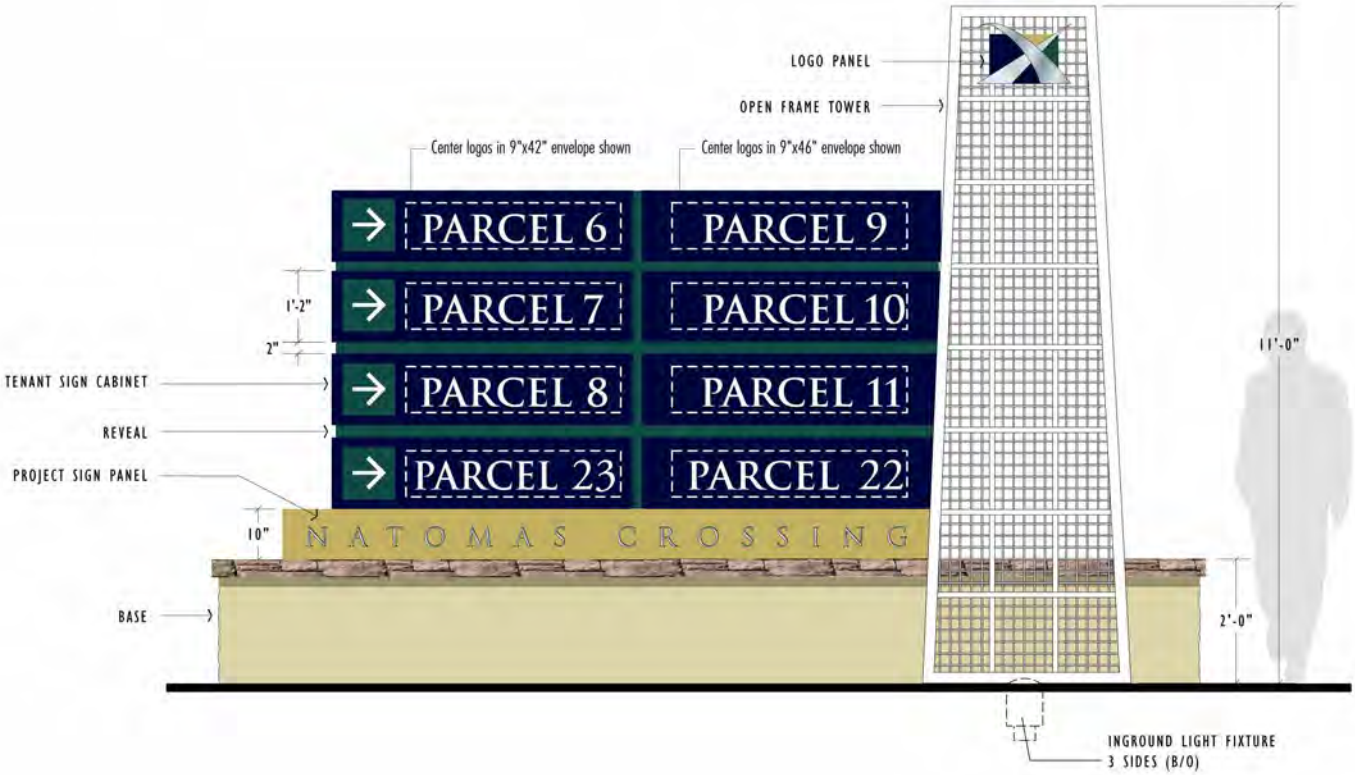
Materials:
Stone, natural and painted metals, acrylic for illuminated portions of sign, and printed materials.



A1 SIGN LOCATION PLAN




3'-4 1/2"
2'-4"
1'-3"
1'-0"
2'-0"
9'-11"
10'-6"
16'-0"


LOGO PANEL
OPEN FRAME TOWER
Center logos in 9"x42" envelope shown
Center logos in 9"x46" envelope shown
PARCEL 6
PARCEL 9
PARCEL 7
PARCEL 10
PARCEL 8
PARCEL 11
PARCEL 23
PARCEL 22
1'-2"
2"
TENANT SIGN CABINET
REVEAL
PROJECT SIGN PANEL
10"
NATOMAS CROSSING
BASE
11'-0"
2'-0"
INGROUND LIGHT FIXTURE
3 SIDES (B/O)

NATOMAS CROSSING

C Multi Tenant Directional Sign

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

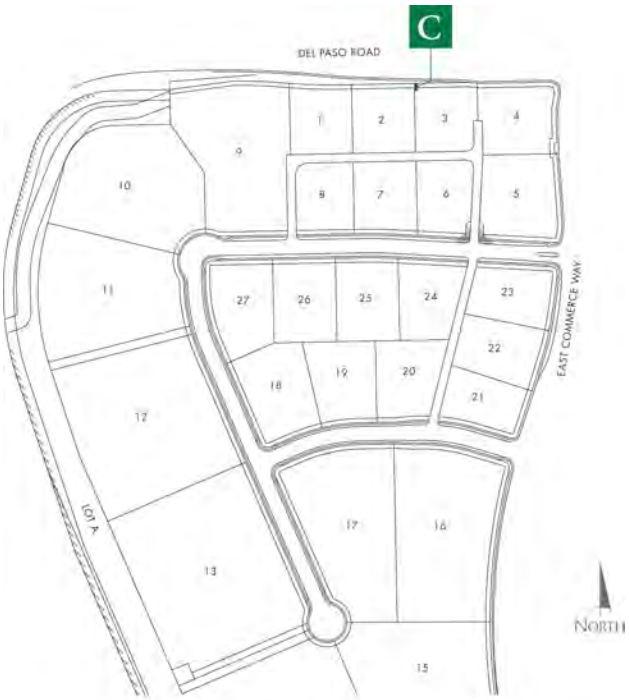
Allowable Messages:
- Tenant Names
- Directional Arrows

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

NATOMAS CROSSING

S A C R A M E N T O , C A L I F O R N I A

SIGN CRITERIA

NATOMAS CROSSING
Interstate 5 & Commerce Way
Sacramento, CA

DEVELOPER:

Alleghany Properties, LLC

2150 River Plaza Drive

Sacramento, CA 95833

916.648.7711

ARCHITECT:

Rauschenbach, Marvelli & Becker

2277 Watt Avenue - 2nd Floor

Sacramento, CA 95825

916.488.8500

SIGN CONSULTANTS:

Pacific Neon Company, Inc.

2939 Academy Way

Sacramento, CA 95815

916.927.0527

Rev: 1.23.09

Table of Contents

1. General Criteria

1.1 Purpose
1.2 Design Intent
1.3 Approval and Permits
1.4 General Requirements
1.5 Specific Design Criteria
1.6 Administration
1.7 Prohibited Signs
1.8 Temporary Signs

2. Freestanding Signs

2.1 Freestanding Signage Plan
2.2 Freeway Oriented Pylon
2.3 Entry Monument
2.4 Multi-tenant Monument
2.5 Directory Signs
2.6 Ornamental Banners

3. Wall Signage

3.1 Tenants Wall Signage Guideline
3.2 Anchor Tenant
3.3 Major Tenant
3.4 Minor Tenant
3.5 Pad Building (Single Tenant)
3.6 Pad Building (Multi-Tenant)
3.7 In-line Tenants
3.8 Food Court (Food Service Tenant)
3.9 In-Line Tenant
3.10 Under-canopy Signs

1.1 Purpose

The Natomas Crossing signage program has been established for the purpose of assuring a functional, coordinated graphics program that will provide project and tenant identification and traffic control, while encouraging creativity, compatibility and enhancement of the project in the City of Sacramento.

1.2 Design Intent

The guidelines of this program are designed to complement architectural elements of the existing buildings and coordinate the type, placement, and physical dimensions of signs within the shopping center thereby appearing as an integral part of the center and not appearing as an after-thought.

In cases not covered by the Natomas Crossing Signage Program, the prevailing criteria will follow the City of Sacramento Sign Ordinance in force.

1.3 Approvals and Permits

A. Each Tenant or Lessee will be provided with a copy of the Tenant sign guidelines and criteria as their first step in obtaining signs within the Natomas Crossing Shopping Center. Compliance with this signage program will be strictly enforced. Any non-conforming or unapproved sign installed by Tenant must be brought into compliance at Tenant's expense.

B. These criteria shall not imply that any governmental approval will be automatically granted. Tenant is solely responsible for obtaining any and all required approvals from governmental agencies and shall obtain all permits from the City of Sacramento Planning and Building Departments.

1.4 General Requirements

A. Each Tenant is required to submit to Landlord for approval before fabrication, at least four (4) copies of detailed design drawings indicating the location, size, copy layout, colors, materials, finishes, illumination and method of attachment.

B. All permits for signs and their installation shall be obtained by Tenant or Tenant's representative, at Tenant's sole expense prior to installation.

C. All signs shall be constructed, installed and maintained at Tenant's sole expense.

D. All signs shall be designed consistent with the City of Sacramento's adopted sign design guidelines for signs.

E. Tenant shall be responsible for fulfillment of all governmental requirements and specifications, including those of the City of Sacramento and Uniform Electric Code.

F. All signs shall be reviewed for compliance with the above mentioned criteria, as well as processed through a secondary review concerning overall design quality. Approval or disapproval of sign submittals based on aesthetics of design shall remain the right of the Landlord, Landlord's representative and the City of Sacramento.

1.5 Specific Design Criteria

A. All signs should meet or exceed all current applicable codes (i.e. electrical, mechanical, structural, etc).

B. Signage should meet all requirements of the State of California and the City of Sacramento.

C. Sign content shall be limited to business identification signs only; products or service shall not be displayed on any permanent signage. Anchor and Minor Tenants however, are permitted secondary signage (i.e. "Pharmacy", "Photos" and the like) when it forms part of a recognized corporate logo or slogan.

D. Tenant wall signs shall be individual pan-channel letters constructed to aluminum backs and returns with acrylic faces and internal neon lighting.

E. On all freestanding signs, including monument signs, only the signs copy shall be illuminated, and not the signs background.

F. The choice of copy font and colors shall be at discretion of the Tenant and shall be approved by owner/designer.

G. All exterior signs shall be secured by stainless steel, nickel, or cadmium plated fasteners.

H. All exposed fasteners to be panted to match the background surface.

I. All wireways, transformers, electrical boxes, wiring, conduit and access doors shall be concealed.

J. All exterior signs exposed to the weather shall be flush mounted, unless otherwise specified.

K. All tenant signs attached to building wall or fascia shall be connected to a junction box provided by Landlord, with the final electrical hook up and connections by Tenant's sign contractor. All Tenants shall have their signs connected to their own electrical panel.

L. All penetrations of the building structure by Tenant's sign contractor required for sign installation shall be neatly sealed and watertight.

M. All identification labels shall be concealed, except where required by code. An Underwriters Label is required on all electrical signage.

N. Sign contractor shall repair any damage caused by their work. Damage to structure that is not repaired by the sign contractor shall become the Tenant's responsibility to correct.

O. Tenant shall be fully responsible for the operation of their sign contractor, and shall indemnify, defend and hold the Landlord, Landlord's representative, and all parties harmless from damages or liabilities on account thereof.

P. Sign surfaces that are intended to be flat shall be without oil canning, or other visual deformities.

Q. All exposed welded seams and joints shall be finished smooth.

R. The general location of wall signs shall be centered vertically and horizontally on fascias, unless otherwise specified. Signs shall not cover or interrupt major architectural features.

1.6 Administration

A. The amount of hours per day during which the signs will be illuminated shall be determined and controlled at Landlord's sole discretion.

B. Landlord reserves the right to hire an independent electrical engineer (at Tenant's sole expense) to inspect the installation of all signs, and reserves the right to require that any discrepancies and/ or code violations be corrected at Tenant's expense.

C. The sign contractor shall carry a Workman's Compensation and Public Liability insurance against all damage suffered or performed against any and all persons or property while engaged in the construction or erection of signs in the amount of $1,000,000 per occurrence.

D. At the expiration or early termination of Tenant's lease term, Tenant shall be required to remove their signs, cap off electrical connection, patch the fascia and paint the entire fascia area to match the surrounding areas at Tenant's expense within seven (7) days.

E. Sign contractors shall be advised (by Tenant) that no substitutes will be accepted whatsoever unless so indicated in specification and approved by landlord and Tenant. Any deviation from these specifications may result in the rejection of the sign by Tenant and/or Landlord.

F. In the event any conflict in the interpretation of these guidelines cannot be satisfactorily resolved, the Landlord's decision shall be final and binding upon the Tenant.

1.7 Prohibited Signs

A. No sign shall be installed, relocated or maintained so as to prevent entry or exit out of any door. No sign shall create a safety hazard by obstructing view of pedestrian and vehicular traffic.

B. No sign shall be located within a required easement, unless an encroachment permit has been authorized by the affected utilities.

C. No sign shall obstruct access to fire hydrants, fire department connections or fire department access roads.

D. Signs on / or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of services from such vehicles are prohibited when such vehicles are located on the Shopping Center property.

E. Signs, which audibly advertise, identify or provide direction to a use or activity, are prohibited.

F. It is unlawful for any Tenant to exhibit, post or display or cause to be exhibited, posted or displayed upon any sign, anything of an obscene, indecent or of immoral nature or unlawful activity.

G. Painted wall signs are prohibited.

H. Cabinet wall signs are prohibited, except for logos which shall be constructed in a manner similar to channel letter construction.

I. Permanent advertising devices such as attraction boards, posters, banners and flags, except where approved by Landlord, Landlord's representative and the City of Sacramento.

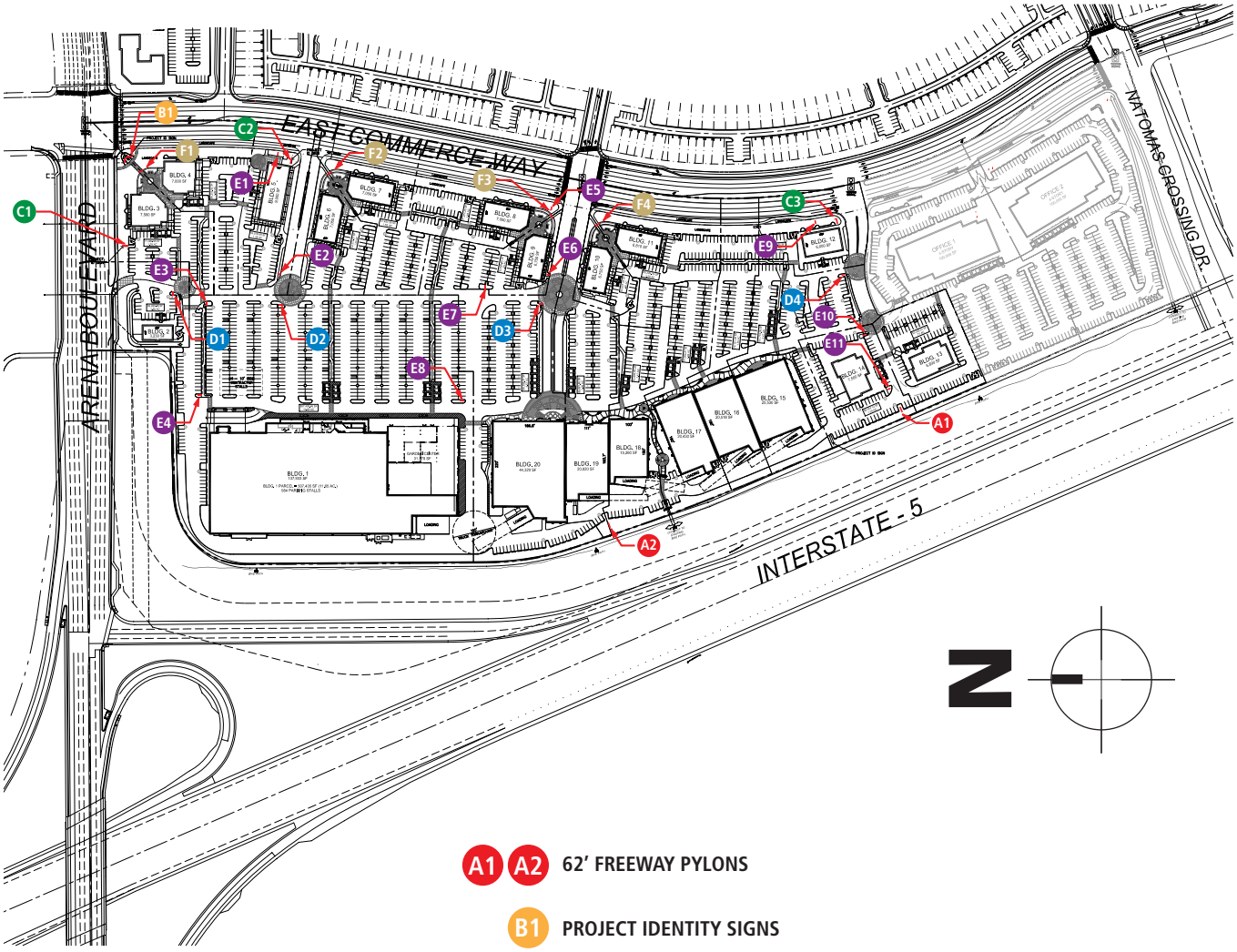
J. Window signs except where approved by Landlord, Landlord's representative and the City of Sacramento.

1.8 Temporary Signs

Temporary wall signs, leasing signs, window signs, pennants, banners or flags, inflatable displays or sandwich boards will be allowed if consistent with provisions in the City of Sacramento Sign Ordinance.

2. Freestanding Signage

2.1 Freestanding Signage Plan



A1 A2 62' FREEWAY PYLONS

B1 PROJECT IDENTITY SIGNS

C1 C2 C3 MULTI-TENANT MONUMENT SIGNS

D1 D2 D3 D4 WAYFINDING DIRECTIONAL SIGNS

E1 E2 E3 E4 E5 E6 E7 E8 E9 E10 E11 TRUCK DIRECTIONAL SIGNS

F1 F2 F3 F4 PEDESTRIAN ARCHWAY SIGNS

2.2 Freeway Oriented Pylon Sign (Sign Type A)

Configuration:

Double sided freestanding structures to reflect center architecture.

Content:

Center identification, anchors, majors/minors, pad tenants, gasoline and food service.

Location:

Adjacent to Interstate 5

Quantity:

Total of two (2) freeway oriented pylon signs.

Size:

62' overall height

A1 A2 D/F Illuminated Pylon Sign

Scale 3/32"=1'-0"

2.3 Multi Tenant Monument Sign (Sign Type B)

Configuration

Three sided freestanding structures to reflect center architecture

Content

Center identification, anchors, majors/minors, pad tenants, gasoline and food services.

Location

East Commerce Way at Arena Blvd. and at Natomas Crossing Drive

Quantity

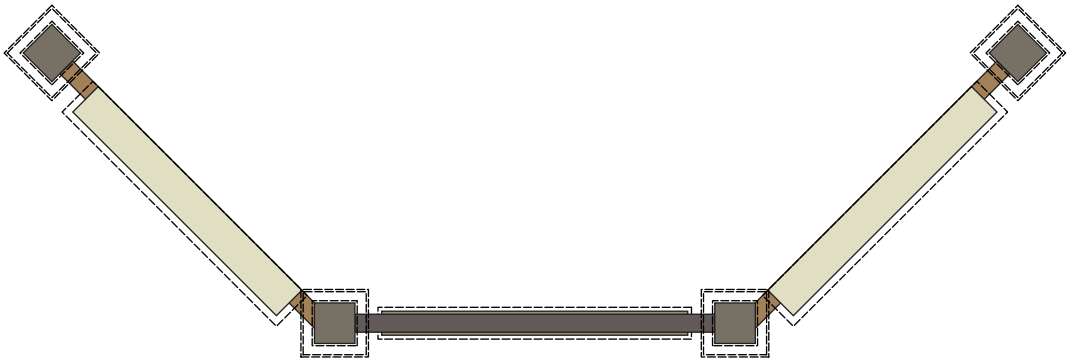
One (1) each

Size

6' overall height

Illumination

Internally illuminated



B1 Top View
Scale 3/16"=1'-0"

B1 Tri-Sided Illuminated Monument Sign (Corner View)
Scale 3/16"=1'-0"

2.4 Multi Tenant Monument Sign (Sign Type C)

Configuration

Double sided freestanding structure to reflect center architecture.

Content

Center Identification, anchors, majors/minors, pad tenants, gasoline and food services.

Location

On Arena Blvd. and on East Commerce Way

Quantity

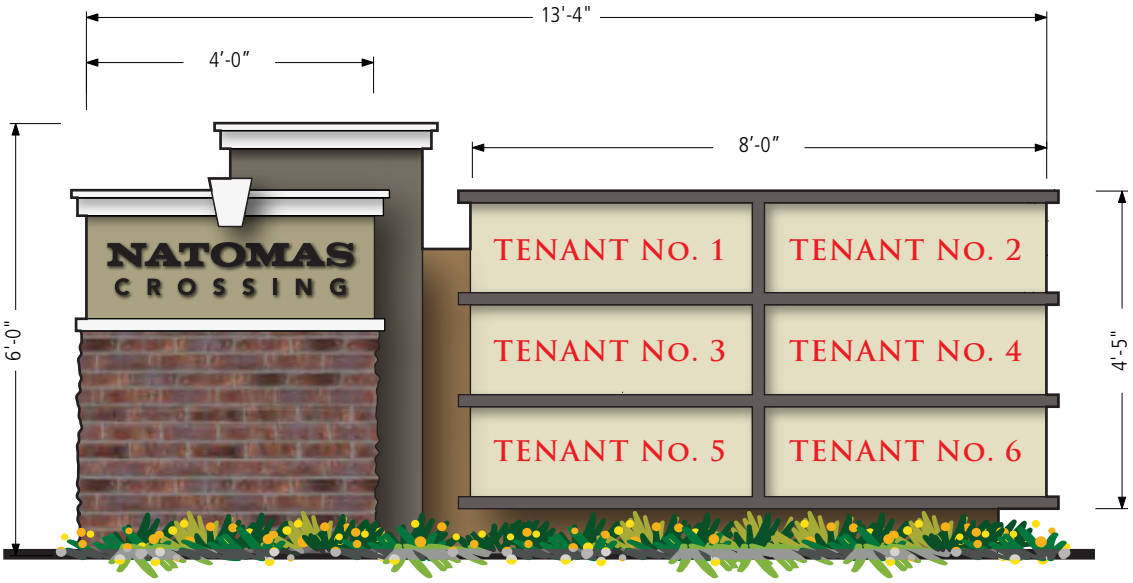
Three (3) each

Size

6' overall height

Illumination

Internally illuminated



C1 C2 C3 **D/F Illuminated Monument Sign**

Scale 3/8"=1'-0"

2.5 Pedestrian Archway Sign (Sign Type F)

Configuration

Double sided freestanding structure to reflect center architecture.

Content

Center identification

Location

At pedestrian gateways to project

Quantity

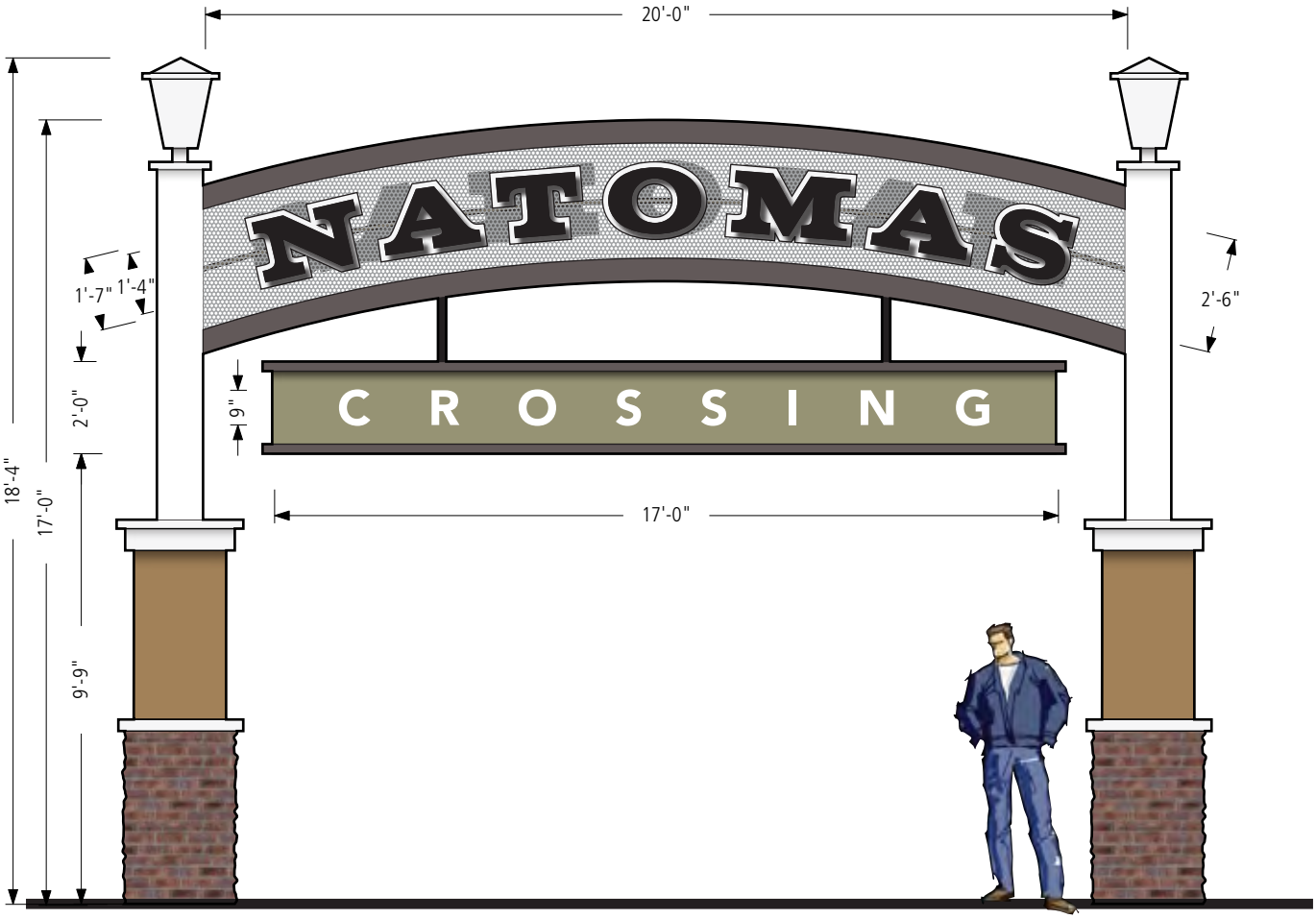
Four (4) each

Size

20' overall height

Illumination

TBD



F1 F2 F3 F4 **D/F Illuminated Pedestrian Archway Sign**

Scale 1/4"=1'-0"

2.6 Directional Signs (Sign Type D)

Configuration

Flag mounted freestanding structure to reflect the center architecture.

Content

Tenant listing with directional arrows as required

Location

Key locations throughout center

Quantity

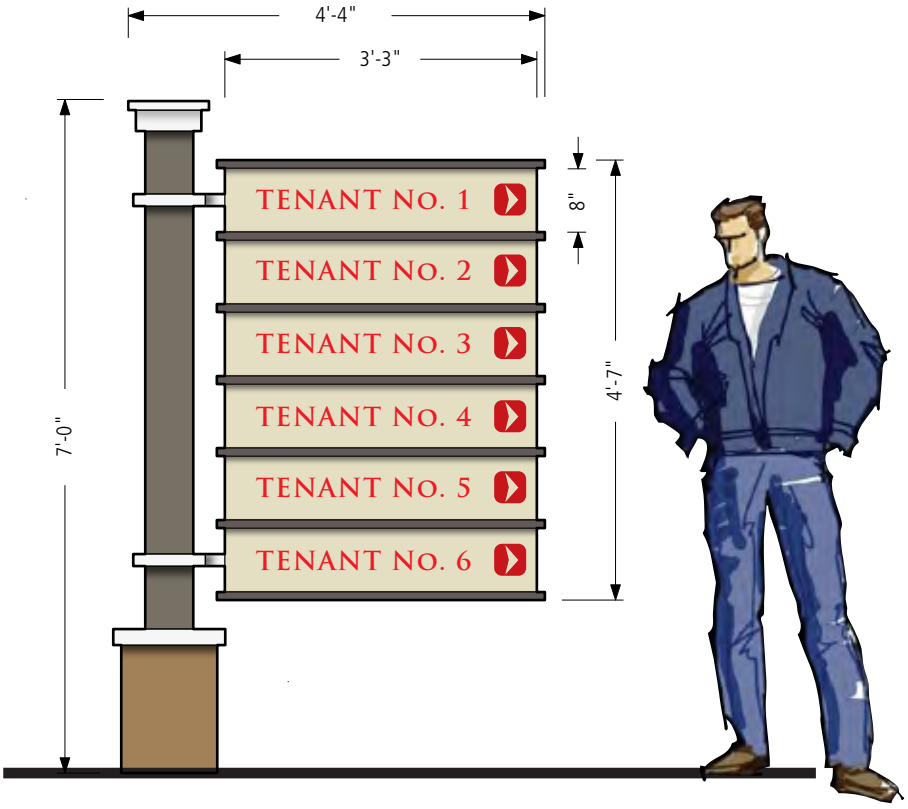
Four (4) each

Size

7' overall height

Illumination

None



D1 D2 D3 D4 **D/F Directional/Wayfinding Sign**

Scale 1/2"=1'-0"

APPENDIX B

NATOMAS CROSSING PROJECT – Project #P04-264

GREENHOUSE GAS EMISSIONS MEASURES

June, 2009

INTRODUCTION

In March 2008, the California Attorney General (AG) issued a paper for use by local agencies in carrying out their duties under the California Environmental Quality Act (CEQA) as they relate to global climate change. Included were examples of various measures that may reduce the emissions of individual projects that result in global warming. As noted in the paper, each of the measures shall not be considered in isolation, but as part of a larger set of measures, that together, would help reduce greenhouse gas emissions and the effects of global warming.

As discussed in the Environmental Impact Report (EIR) prepared for the Natomas Crossing Project P04-264, several state and local agencies have been considering methods to reduce the impacts associated with global climate change. These statewide emission reduction strategies and measures would result in a substantial decrease in statewide emissions to levels far below current background levels.

Of the approximately 228 strategies and measures that would ensure a statewide reduction in GHG emissions that are currently under consideration by the California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board (CARB), and California Attorney General, 24 strategies and measures would apply to the proposed project. The other policies are not applicable to the proposed project because they are directed at State entities (e.g., CARB), are planning-level measures (e.g., for general plans), or apply to particular industries (e.g., auto repair).Table 4.4-14 of the Draft EIR lists the measures from the California Attorney General's office that are applicable to the proposed Natomas Crossing project and indicates whether, and how, the project would conform to the measures. (DEIR, pp. 4.4-37 – 4.4-38.) As shown in Table 4.4-14, the proposed project would be in compliance with each of the 24 applicable State climate change strategies.

This appendix has been developed to identify the GHG measures that will be implemented through the PUD, and define the areas of the project site where the GHG measures shall be implemented. It is meant to provide guidelines, but the information should be considered flexible as new information and technology could identify alternative methods of achieving or improving on the goals. Additionally, as the guidelines cover a number of property types and locations, not all measures may be feasible for all properties and other means to mitigate GHG impacts could be considered.

Greenhouse Gases and Global Climate Change

Global climate change refers to the change in the average weather of the earth that may be measured by changes in ocean currents, wind patterns, storms, precipitation and temperature. The climate in California is expected to become increasingly warmer during the 21st century due to the accumulation of greenhouse gases (GHGs) in the atmosphere. The extent of change is linked to the rate of certain human activities, such

as the burning of fossil fuels. The Intergovernmental Panel on Climate Change (IPCC) Special Report on Emissions Scenarios (SRES) has developed a set of possible future GHG emissions scenarios based on different assumptions about global development. There are three general SRES emissions scenarios for California: a higher emissions scenario, a medium-high emissions scenario, and a lower emissions scenario. The higher emissions scenario represents rapid fossil-fuel intensive economic growth, global population that peaks mid-century then declines, and the introduction of new and more efficient technologies toward the end of the 21st century. The medium-high emissions scenario is based upon a projection of continuous population growth combined with slower economic growth and technological change than in the other scenarios. In contrast, the lower emissions scenarios represents a world with population growth similar to the highest emissions scenarios, but with rapid changes towards a service and information economy with the introduction of clean and resource-efficient technologies. Under this scenario, despite a reduction in CO_2 emissions, the global CO_2 concentration would double relative to its pre-industrial level, by the end of this century. It is important to note that even at the lower emissions scenario; increases in global temperature are predicted to be between 1.7 and 3.0 degrees Celsius (3 to 5.5 degrees Fahrenheit). In the medium-high emissions scenario and the higher emissions scenario, temperatures are predicted to increase between 3.1 and 4.3 degrees Celsius (5.5 to 8 degrees Fahrenheit) and 4.4 to 5.8 degrees Celsius (8 to 10.5 degrees Fahrenheit), respectively. According to these climate models, the temperature rise in California is expected to increase anywhere between 1.7 and 5.8 degrees Celsius. Among other effects, projected climate changes would affect California's public health through changes in air quality.

PROJECT LOCATION & DESCRIPTION

PROJECT LOCATION

The project site is located between Interstate 5 and East Commerce Way, within the North Natomas community of the City of Sacramento (See Figure 1 – Project Location Map). It consists of 36.2 net acres north of Arena Boulevard (referred to as Quadrant B (South)), and 83.6 net acres south of Arena Boulevard referred to as Quadrant C (47.2 net acres) and Quadrant D (36.4 net acres). The project site comprises the majority, but not the entirety, of the Natomas Crossing – Alleghany Area #3 PUD, which consists of Quadrants A-D.

Quadrant B (South) generally consists of the southern half of Quadrant B and is bound by Interstate 5 to the west, East Commerce Way to the east, Arena Boulevard to the South, and the future "Road C" to the north, as defined by the Natomas Crossing – Area 3 Tentative Subdivision Map, dated March, 2001.

Quadrant C is generally bound by Interstate 5 to the west, East Commerce Way to the east, Arena Boulevard to the north, and the future Natomas Crossing Drive overcrossing to the south.

Quadrant D is generally bordered by Interstate 5 to the west, East Commerce Way to the east, the future Natomas Crossing Drive overcrossing to the north and Detention Basin 6b/San Juan Road to the south.

PROJECT DESCRIPTION

QUADRANT B (SOUTH)

The southern portion of Quadrant B will be rezoned from Employment Center and Commercial to Shopping Center to allow for the future development of regional retail space within the range of 309,276 to 463,914 square feet.

Site plan details are not currently available as only program-level land use entitlements are being pursued at this time.

QUADRANT C

The 47.2 acre Quadrant C portion of the project is proposed for both retail and office development. More specifically, Quadrant C will have approximately 404,580 square feet of regional retail uses and 200,000 square feet of office uses. One large retail pad is proposed in the northern portion of Quadrant C, consisting of a 137,933 square foot large format retail pad with an attached 31,179 square foot garden center. The balance of Quadrant C would include a total of 20 medium and small sized retail pads.

QUADRANT D

Approximately 600,000 square feet of the development on Quadrant D is proposed for hospital use, and an additional 600,000 square feet are proposed for medical office uses. The northeastern portion of the hospital building (i.e., side closest to East Commerce Way) would consist of five (5) stories, and northwestern portion of the building would consist of three (3) stories.

Per the current Conceptual Hospital Site Plan, two above-ground parking structures would ultimately be developed. It shall be noted that both of these parking structures would not be needed during the early phase(s) of the build-out of Quadrant D; therefore, it is anticipated that the structures would be completed commensurate with the phase of the project necessitating its construction.

Figure 1 – Project Location Map

MEASURES TO ADDRESS GHG

As discussed above, this appendix has been developed to identify the GHG measures that will be implemented through the PUD, and define the areas of the project site where the GHG measures shall be implemented. The measures contained in the PUD guidelines ensure that greenhouse gas emissions will be considered by both the developer and the City in the design process of the project, while also emphasizing their importance as an inherent part of the project's theme.

The table below lists the applicable measures from the AG list that are implemented in this Appendix to the PUD Guidelines and indicates under which heading in the Appendix the measures are discussed. Specific measures that will be implemented through the PUD Guidelines are presented following the table.

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**
Energy Efficiency	
Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.	*See Energy Efficiency discussion below*
Install energy efficient heating and cooling systems, appliances and equipment, and control systems.	*See Energy Efficiency discussion below*
Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.	*See Energy Efficiency discussion below*
Limit the hours of operation of outdoor lighting.	*See Energy Efficiency discussion below*

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**

Water Conservation and Efficiency	
Create water-efficient landscapes.	*See Water Conservation and Efficiency Discussion Below*
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.	*See Water Conservation and Efficiency information below*
Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.	*See Water Conservation and Efficiency Discussion Below*
Restrict the use of water for cleaning outdoor surfaces and vehicles.	*See Water Conservation and Efficiency Discussion Below*
Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment.	*See Water Conservation and Efficiency Discussion Below*

Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	*See Solid Waste Measure Discussion Below*
Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	*See Solid Waste Measure Discussion Below*

Greenhouse Gas Emissions Measures – Natomas Crossing Project	
Office of the California Attorney General Methods to Offset or Reduce Global Warming Impacts	**Natomas Crossing Compliance**

Land Use Measures	
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	*See Land Use Measures discussion below*
Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.	*See Land Use Measures discussion below*

Transportation and Motor Vehicles	
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	*See Transportation and Motor Vehicle Measures discussion below*
Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.	*See Transportation and Motor Vehicle Measures discussion below*
Incorporate bicycle-friendly intersections into street design.	*See Transportation and Motor Vehicle Measures discussion below*

1. Energy Efficiency

Energy efficiency leads the AG's list of measures because it promises significant greenhouse gas reductions through measures that are cost-effective for the individual and commercial energy consumer. Applicable energy efficiency measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

As discussed below, these energy efficiency measures will be implemented throughout the project**.** Efficient lighting and heating/cooling systems will play a key part in meeting efficiency goals. Such measures will be impressed upon the project by way of both building design and tenant improvement design and in the design of outdoor lighting.

a) **Skylighting and daylight integration shall be maximized** in building design to take advantage of natural lights sources and thereby reduce traditional interior lighting demands.

b) **Efficient lighting and control systems will be utilized** in improvement design. Use of control systems including, but not limited to, the following shall be maximized:]
   - occupancy sensors,
   - time scheduling,
   - bi-level switching,
   - manual dimming,
   - automatic daylight dimming, and
   - demand lighting.

c) Consistent with City of Sacramento offsite traffic signaling, any **traffic control signaling onsite will utilize light emitting diodes (LEDs)** as the primary lighting source.

d) **LED lighting will also be utilized for street and other outdoor lighting** to the maximum extent possible with consideration of safety, security, and architectural effect.

e) **The hours of operation of outdoor lighting will be reduced** to the maximum level possible with consideration of safety, security, and tenancy/occupancy demands. The following efficiency control system shall be utilized:
   - time scheduling,
   - phasing, and
   - demand systems.

f) **Heating and cooling systems shall meet the highest energy efficiency ratings** feasible for the type of structure and tenancy they serve.

2. Water Conservation and Efficiencies

The AG list also identifies several water conservation and efficiency measures aimed at reducing GHG emissions. According to the California Energy Commission, the State's water-related energy use – which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge – consumes about 19

percent of the State's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. Therefore, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions. Applicable water conservation and efficiency measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment.

Water conservation techniques for the project landscape will be implemented through a combination of planting and irrigation design, as shown below. The landscape design will concentrate on the use of climate tolerant plant species, minimal turf, mulching, and shade trees. The project will use high efficiency irrigation strategies to ensure that plants only receive water when necessary.

a) Planting:

- The project will utilize climate tolerant plants that are indigenous to the locale and drought tolerant, which can considerably reduce the amount of water use.
- Water use zones will be planned so that plants are separated into different areas according to their function, location and water use in the landscape.

b) Minimal Turf:

- Turf grasses will be planted only for functional benefits such as near plazas and for pedestrian use. Reducing the amount of turf onsite will reduce maintenance and water use.

c) Mulching:

- Landscape areas will be kept mulched to conserve moisture and prevent evaporation from soil surface.

d) Shade Trees:

- Shade trees will be utilized to reduce heat island effect by providing adequate shade from trees and buildings.
- Trees will be planted to comply with the City of Sacramento Zoning Code section 6.D.19, which requires trees to be planted and maintained throughout surface parking lots to ensure that within 15 years after the establishment of a parking lot area, at least 50 percent of the parking area will be shaded.

e) **Irrigation:** High efficiency irrigation strategies will be used throughout the Project landscape to conserve water.
    - **Weather based evapotranspiration controllers** shall be required.
    - **The irrigation system design will minimize overspray** on non-planted areas and hardscape.
    - **Drip Irrigation** will be used in planting areas adjacent to buildings and throughout the site whenever possible. Drip systems apply water slowly and directly to the roots of plants, using 30% to 50% less water than sprinkler irrigation.
    - **Moisture and rain sensors** will be utilized where appropriate to save water by ensuring plants only receive water when necessary.

f) **Use of water for cleaning outdoor surfaces** will be kept to an absolute minimum.
    - "No Water" alternatives such as landscape blowers will be encouraged.
    - "Low water" alternatives such as pressure washing shall be utilized only when necessary.

g) **Use of water for cleaning of vehicles** will be restricted to an absolute minimal level.

h) **The project will be designed to utilize the natural hydrological character of the site** to minimize development impact and environmental impact.

i) **Storm water runoff** will be directed to a storm water detention facility in the landscaped freeway buffer to ensure water quality benefits and flood prevention.

3. Solid Waste Measures

The AG list identifies solid waste measures aimed at reducing GHG emissions. Waste reduction and recycling can both help to reduce such emissions by reducing methane emissions, saving energy, and increasing forest carbon sequestration. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

Both during construction of the project and throughout its ongoing operation, recycling shall be emphasized.

a) **The project will recycle and/or salvage non-hazardous construction and demolition debris**, and strive to divert 75% of such recycled material from disposal.
    - Pre-job meetings will be held to determine the maximum amount of material that can be recycled and to identify what waste products will be recycled and which recycling companies debris can be delivered to.
    - Compliance requirements will be included in the specification of the bid documents under construction waste management and disposal.

b) **Each phase of the project shall provide interior and exterior storage areas for recyclables and green waste**, and adequate recycling containers located in public areas.
    - Recycling bins/receptacles used for all recyclables including glass, plastic, metals, corrugated cardboard and paper will be located in central areas for customers and employees to have easy access to them.
    - A centralized collection area will be designed for the tenant collected materials adjacent to existing trash enclosures.
    - All green waste will be contracted for removal from site by landscape maintenance and recycling of such material encouraged.

4. Land Use Measures

The AG list identifies several land use measures aimed at reducing GHG emissions. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.

The project will incorporate trees and contribute to the preservation of open space. In addition, pedestrian and bicycle access is an important component of the project design, as described below.

a) **Open Space**. The Natomas Crossing Project will strive to preserve and create open space and park opportunities.
    - By participating in the North Natomas Habitat Conservation Plan (HCP), **the project was required to provide 0.5 acres of open space for every acre of area developed**. The result of which is a dedication of over 70 acres of land in the Natomas Basin area of Sacramento which will be preserved as open space and maintained into perpetuity by the Natomas Basin Conservancy (NBC).

- The project will continue to abide by the HCP and shall support the efforts of the NBC.

b) Tree Planting. No trees have been removed or impacted as a result of the Natomas Crossing Project. Further, the **project will be committed to planting and maintaining a significant amount of trees onsite**, striving to exceed a shade coverage ratio of 50% of asphalt paved area, per the City of Sacramento standard.

- **The parking lot "orchard" concept will be utilized and depicts massing of trees throughout the project** with the use of deciduous trees within interior parking areas, taking advantage of seasonal solar access, and the use of evergreen trees along drive aisles to provide year around interest. Each drive aisle will consist of a uniform evergreen tree species for its entire length while interior parking "orchards" will be organized with the one tree species throughout a given area of parking stalls. The layout of the parking trees will help to define and separate drive aisles from parking areas and create a sense of destination.

  Recommended Evergreen Trees for Drive Aisle
  Cinnamomum camphora – Camphor Tree
  Quercus virginiana – Southern Live Oak
  Ulmus parvifolia 'Drake' – Evergreen Drake Elm

  Recommended Deciduous Trees for Interior Parking Areas
  Acer rubrum 'October Glory' – 'October Glory' Maple
  Fraxinus Americana – White Ash
  Pistacia chinensis – Chinese Pistache
  Zelkova serrata 'Green Vase' – Sawleaf Zelkova

- **Parking lot shade trees will be planted to comply with, or exceed, the City of Sacramento Zoning Ordinance** Section 6.D.19, which requires that "[t]rees will be planted and maintained throughout the surface parking lot to ensure that within 15 years after the establishment of the parking lot, at least 50 percent of the parking area with be shaded. See *City of Sacramento Parking Lot Tree Shading Design and Maintenance* for shade calculation guidelines.

- Additionally, certain types of trees, such as eucalyptus & liquid amber, emit ozone precursors which contribute to ozone (smog) formation. The project shall select tree species which are more beneficial for air quality. The project **shall prohibit the use of liquid amber and eucalyptus trees that produce smog-forming compounds** (high emission factors for isoprene).

c) **Pedestrian, Bicycle, and Public Transportation Connectivity**. East Commerce Way, which fronts the entirety of the project, has an on-street Class II bike path. Additionally, a planned bike path within the freeway buffer, which conversely runs along the entire west line of the project and is part of the regional bikeway system, provides an excellent community connectivity opportunity.
    - The project shall include pedestrian and bicycle-only streets and plazas within developments, creating travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking.
    - The project will be designed to accommodate safe and convenient ingress/egress to each of the paths.
    - In order to take advantage of the bike trail connectivity, the project shall incorporate bike "plazas" that provide bicycle storage and encourage alternate transportation to the site.
    - In locations that do not lend themselves to trails internal to the site for safety and pedestrian conflict reasons, it shall offer many bike rack locations that will allow bicyclist the opportunity to walk their bikes to any area of the project.
    - The project shall be extensively connected for pedestrian use through walkways, and enhanced paved cross walks.
    - The pedestrian connections shall be further enhanced by intermittent trellises, site amenities, integral landscaping and hardscaping, and strategically located public plaza spaces.
    - Longer pedestrian connection between buildings shall have spines that encourage and visually draw foot traffic throughout the site.
    - The pedestrian connectivity shall be designed to link all buildings to each other, as well as to the public sidewalks, bus stops, parking areas, and adjacent developments.
    - Walkways shall be designed to maximize connectivity and safety. They will be landscaped to optimize the pedestrian experience, provide generous shade, and areas of refuge.

5. Transportation and Motor Vehicles

The AG list identifies several transportation and motor vehicle measures aimed at reducing GHG emissions. According to the AG, motor vehicle transportation is the largest contributor to greenhouse gas emissions. Applicable measures included in the AG's list that will be implemented through these PUD Guidelines include:

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.

Given the high density and mixed-use nature of the proposed development coupled with the proximity to existing employment centers and retail attractions in the City, the project

could reduce daily vehicle travel. In addition, the project will include the following specific measures to further reduce transportation emissions.

a) **The project will provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles**.
   - Preferred parking spaces for such uses will be encouraged with a target of 5% of the total vehicle parking capacity of the site.
   - Such parking spaces shall also provide the necessary infrastructure (i.e., conduit and electrical wiring stubbed to those locations) to accommodate electric vehicle charging facilities.
   - Charging facilities shall be provided consistent with demand and appropriate design.

b) **The project will incorporate bicycle lanes and routes into its street system.** Class II (on-street with signing and striping) bike lanes are provided along East Commerce Way, which fronts the entirety of the project site. Bike lanes either presently exist (north of Arena Boulevard) or will be required for construction concurrent with the project (south of Arena Boulevard).
   - In order to take advantage of existing bicycle lanes near the project site and throughout the project area, a bike plaza with lockers to encourage alternative transportation to the site will be included.
   - Designated bike lanes will be provided through the site to create connectivity from the bike path to East Commerce Way.
   - Bicycle parking facilities shall be easily visible and provided at locations where bicyclists can conveniently and effectively access the area.

   - A Class I bike path also is planned within the 100' freeway landscape buffer, west and adjacent to the entirety of the project site. The project will be designed for direct accessibility by and to these facilities.

c) **Bicycle friendly intersections will be incorporated into the project design**. All of the intersections external/adjacent to the project site will feature one or more of the following pedestrian safety/traffic calming design techniques:
   - Marked Crosswalks;
   - Count-down signal timers; Speed tables;
   - Raised crosswalks; raised intersections;
   - Median islands;
   - Tight corner radii; and
   - Roundabouts are some suggested measures.

   One, all, or other suggested traffic calming measures listed above will be utilized throughout the project. Additionally, due to the commercial nature of the project, specific pedestrian corridors designed to safely move pedestrian and bicycle traffic throughout the project will implement similar design techniques.