

Arena Corporate Center

Planned Unit Development (PUD) Guidelines

City of Sacramento, California

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Chapter 1 – Purpose and Intent

The *PUD Development Guidelines* are intended to unify the design and implementation of Arena Corporate Center property 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 1994 *North Natomas Community Plan*, adopted May 3, 1994, and the *North Natomas Development Guidelines* adopted November 22, 1994.

The *PUD Development Guidelines* were mandated by the North Natomas Community Plan (NNCP) as a companion document to the master parcel tentative map. It establishes specific standards for parcels within the "project area" defined on the accompanying master parcel tentative map, but have been generalized to address issues critical to the entire North Natomas Community. The guidelines are organized into three sections: (1) Administration, explaining the process of submittals and approvals through the City of Sacramento; (2) Community Development Guidelines, establishing standards for common areas within the community such as parks, roadways, civic uses, etc., and; (3) Site/Land Use 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 submittal required by the City of Sacramento.

This document is specific to an area of ownership or "project area" located within the land "island" defined by Sports Boulevard, Truxel Road, Arena Boulevard and East Commerce Way. The project area is within Sections I and II of the North Natomas Composite Plan, and is clearly defined on Appendix AP.1- Project Location Regional Map and Appendix AP.2- Project Location Local 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.

The owners of the project area and the owners of the Arena parcel, which is adjacent to the project area on the north, west, and east, have negotiated and expect to enter into an agreement clarifying certain relationships between their parcels by relinquishing certain rights and further defining certain remaining rights. These *PUD Development Guidelines* are intended to conform to that agreement and nothing contained in these *PUD Development Guidelines* shall be deemed to affect or modify the provisions of that agreement.

Chapter 2 – Review and Approvals

2.1 Procedures for Approval

The *PUD Development Guidelines* and master parcel tentative map, along with the development agreement and rezone maps, constitute the first step in a multi-step development review procedure.

Each parcel, or combinations of parcels, shall be reviewed by the City of Sacramento Planning Department and routed to other pertinent agencies 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. The planning department recommends a pre-application meeting with the North Area Planning and Environmental staff. This meeting will help determine what entitlements will be appropriate, what information will be needed in the application, and what problems may be anticipated during processing. The meeting can be arranged through the North Area Planning staff at (916) 264-5604.

Chapter 3 – 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.

3.1 Overview

To fully understand the motivating principles behind the development philosophy and entitlement process for North Natomas, it is recommended that each applicant review three key documents that preceded these development guidelines: the *Planning Principles and Composite Plan* adopted November 5, 1992, and the 1994 *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 Arena Corporate Center properties.

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 a transit center serving as the hub of multiple land uses with high density.
- 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.

3.2 Community Design Standards

The community design standards unify the collective development of the Arena Corporate Center properties into one cohesive element. 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 serving the entire North Natomas community.

3.2.1 Land Use Design and Criteria

The properties owned by Arena Corporate Center properties have been parceled into six "development sites". These development sites facilitate the logical distribution of densities and land uses within the Arena Corporate Center properties, and additionally provide the opportunity to delineate infrastructure demands, circulation requirements, and building orientations.

Appendix AP.3- Conceptual Site Plan illustrates the general intent of the land use plan to create a variety of parcel sizes. The parcels are sized to accommodate a multitude of development scenarios that relate to the circulation patterns created by adjacent roadways. The building footprints shown on the Conceptual Site Plan encourage individual parcels to consider the holistic impact that their buildings may have on the overall character of the Arena Corporate Center project area. Each development site should be a complete and resolved site plan within the larger community of North Natomas. Additional discussion about specific land use elements unique to each development site will occur in Section IV - Site/Land Use Guidelines.

The *North Natomas Community Plan* provides Arena Corporate Center the option of transferring the allowable retail, residential and industrial land uses between development sites. The maximum retail allowable within the EC-40 and EC-80 land use designations is 10% of the total land area. The maximum residential allowable is 25% of total acreage and the maximum light industrial is 20% of total acreage. The Land Use and Density Matrix tables (Appendix AP.4- AP.7) define the transfer of these land uses between development sites.

See footnote below¹

¹ Section removed on 08/06/1998 by CPC (P98-033); 07/21/1998 by CC (R98-371)

3.2.2 Community Roadway Master Plan

The roadways shown on Appendix AP.8- Roadway Master Plan 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 actual road pavement including the medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, furniture, walls, entrances, intersections, fire hydrants, etc. The actual design specifications for each roadway are defined in the *North Natomas Landscape Development Guidelines* (City of Sacramento).

The Arena Corporate Center properties are bound by three (3) major roadways – East Commerce Way, Arena Boulevard, and Truxel Road. Sports Boulevard and the Arena connector roads are private roads. Access to Arena Corporate Center will not be provided off Sports Boulevard. Access off the Arena connector roads will be governed by agreements with the owners of said roads. Each roadway is defined in detail within this document as to setbacks, locations of trees, sidewalks, etc. Appendix AP.9- Roadway Master Plan Matrix defines the technical specifications for each roadway shown on the maps (Appendix AP.10- AP.11).

In addition to the four perimeter roadways, there are four entrance drives that connect Sports Boulevard to the other three streets. These entrance drives are defined in Appendix AP.12. The landscape planting along these drives is designed to signal a special arrival sequence to vehicular and pedestrian traffic entering the Arena. Temporary flags/banners and special signage are incorporated into this arrival sequence to customize the entrances to special events.

Vehicular access to the Arena Corporate Center properties is somewhat limited due to the design speeds and high traffic volumes projected on the adjacent roadways. Based upon the *Traffic Evaluation Report* prepared by Kittelson and Associates in October 1992, the following turning movements from adjacent roadways into our site are recommended (subject to approval by the City of Sacramento. Reference the Site Access Map (Appendix AP.13).

- **Truxel Road** - Turning movements are restricted to signalized intersections only. There will be a new signal provided at a midpoint between Road B and Arena Boulevard. Signals must be spaced at intervals of 1,000 feet.
- **Arena Boulevard** - Turning movements are restricted to signalized intersections only. There will be two signals provided along Arena Boulevard, one at the intersection of Road "I" and one at the intersection of Road "J". Signals must be spaced at intervals of 1,000 feet.
- **East Commerce Way** - Turning movements are restricted to right in, right out, and left turn pocket ingress. No left turn out will be permitted. These turning movements are limited to three locations along East Commerce Boulevard, as shown on the site access map. Driveways must be spaced at a minimum of 500 feet.

- **Sports Boulevard (Private)** - Access to Arena Corporate Center will not be provided off the private, Sports Boulevard.
- **Connector Roads (Private)** - There are four Arena entrance drives abutting the project area. These drives connect Sports Boulevard (one-way) to the surrounding roadways. Turning movements are restricted to right in and right out, and are governed by agreements with the owners of said roads.

3.2.3 Community Street Tree Master Plan

The Street Tree Master Plan strives to create a diversity of public right-of-way spaces that mitigate varying styles and quality of architecture and to create streetscapes that cater to people rather than cars or buildings. The streetscapes created by this master plan attempt to remove the focus from a single tree or shrub and place attention on the greater collective aesthetic generated by all the trees and all the shrubs. 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 information presented in the preceding Roadway Master Plan subsection was developed in concert with Appendix AP.14- Street Tree Master Plan. The specific species of the dominant street tree for each roadway is defined in Appendix AP.9- Roadway Master Plan Matrix. Schematic street tree plans are shown in Appendix AP.15- AP.17. The two plans work together to create a holistic approach to the public lands associated with roadways in North Natomas. Specific design issues within the roadway right-of-way such as paving materials, signage, benches, artwork, and trash receptacles are addressed in the *North Natomas Landscape Development Guidelines* (City of Sacramento). Enforcement of these standards will ensure a safe, attractive public environment along the North Natomas roadways.

The *Street Tree 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.
- Discourage 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.

In addition to the Street Tree Master Plan and roadway matrix, there are specific design and/or implementation issues that must be addressed.

- Tree Planting in Roadway Right-of-Way
 - Obtain soils report to determine if subsurface drain lines or soil amendments are needed.

- Stake 15-gallon trees and guy wire larger trees against prevailing wind.
 - Coordinate tree placement with street lights, utilities, and entry drives.
 - Tree spacing shall prevail where practical.
 - Trees shall be located as to preserve sight lines at intersections near signage.
 - Root barriers must be used when root ball is within three feet of sidewalks, curbs, utilities, walls, etc.
 - Accent trees shall be located at key driveway entrances and at intersections.
 - Trees shall be matched in size, height, and form where formalized, and mixed-matched where informalized.
- Understory and Groundplain Planting in Roadway Right-of-Way
 - The functional demands on the right-of-way groundplain will vary greatly between each roadway based on their associated land uses. Planter strips adjacent to "on-street parking" lanes shall be planted with turf, and planter strips not adjacent to "on-street parking" lanes shall be planted with native and/or low water use ground covers.
 - The functional demands on the right-of-way groundplain will vary greatly between each roadway based on their associated land uses and pedestrian/auto impacts. Generally speaking, the groundplain areas within the right-of-way shall be flat and capable of handling foot traffic. Turf and ground covers may be acceptable in some areas and others may require paved surfaces due to heavy traffic volumes. This will be reviewed on a "case-by-case" basis.
 - Shrubs and other understory plantings will be used on a limited basis. When shrubs are used, they shall be low height varieties that do not obscure views and/or access to the walkway or roadway.
 - Multiple permeations between the right-of-way and adjacent parcels will be encouraged.
 - Water-conserving plant materials shall be used where practical. Durability under foot traffic may prohibit their use between curb and walkway planters, but they may be acceptable on the outer edge of the right-of-way planter.
 - Maintain positive drainage within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.
 - Maintain clear sight lines at entry drives and intersections.
 - 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.
 - Irrigation Requirements in the Roadway Right-of-Way
 - The roadway right-of-way plantings should be operated from an automated, centralized, computer monitored system per the City of Sacramento Public Works Department specifications.
 - Water conserving irrigation techniques and equipment shall be used throughout.
 - Heads shall be located and specified to prohibit overspray onto paved surfaces.

3.2.4 Open Space Amenities

The open space amenities within this project area should provide a network of pedestrian linkages between the private amenities located on-site and the public amenities located 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 private and public open spaces can serve many needs within the community, including recreation, circulation, beautification, and drainage retention.

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

- Every resident and worker in the community shall have convenient access to active and passive recreational opportunities.
- Distribute open spaces throughout the development based on density.
- Locate and design open space to optimize conjunctive use of drainage facilities (where applicable).
- Promote stewardship of the community's natural resources.
- Develop water retention and recharge basins when possible.

The open space amenities within the Arena Corporate Center project area are defined as either **plazas, easements, or drainage basins**. The presence, size and orientation of these amenities may vary greatly within each development site 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 site and that the open space is connected to surrounding development sites.

Appendix AP.18- Open Space Conceptual Diagram illustrates the conceptual relationships between the three open space elements as they occur within a prototypical development site. The actual site design for each project must demonstrate conformance to these principles. Conformance will be evaluated by the City of Sacramento during the PUD schematic plan review.

- **Plazas**
 - Within each development site, 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 site.
 - Plazas should be pedestrian-friendly and buffered from parking lots, service areas, and potential nuisances. They shall be handicap accessible and well lighted at night. Permanent seating and site furnishings are encouraged. Plazas shall be provided at an average (per development site) 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.

- Landscaped Easements
 - Landscape easements occur along the adjacent roadways surrounding the Arena Corporate Center properties as defined in the *North Natomas Development Guidelines* (City of Sacramento). Each parcel and/ or development site shall be designed to embrace these easements and to encourage pedestrian linkages between the easements, the building entrances, and the plazas.
 - The landscape easements along public roadways described in the Appendix AP.14- Street Tree Master Plan will effectively become the primary open space linkage within North Natomas. Therefore, it is important to provide multiple connections between these roadways and the plazas and drainage basins. The second linkage is between parcels and off-site parks and open spaces. Each parcel shall be designed such that it is integrated within the community-wide pedestrian-friendly fabric of North Natomas. This will be reviewed on a case-by-case basis during the city review of the PUD Schematic Plan.

- Drainage Systems
 - 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 detention basins. The Arena Corporate Center properties have a basin located on Development Site VI. There may be a new drainage canal required on Development Site VI.
 - The detention basin located in Development Site VI of the Arena Corporate Center properties will require careful integration with the proposed development. Due to the unique configuration of Site VI and the constrained access to the site, this parcel shall be required to provide a detailed schematic plan submittal showing the integrated detention basin solution.
 - The schematic plan submittal for Site VI shall demonstrate the flood capacities for the detention basin within the context of the proposed development of that site. Conjunctive use of parking lots for flood retention is encouraged. (See Appendix AP.19) Integration of usable open space for employees or patrons of this development into the detention basin is also encouraged.
 - As mandated by the NNCP, a habitat conservation plan shall be developed in coordination with SAFCA, State Fish and Game, and U.S. Fish and Wildlife to protect and promote native vegetation and wildlife along the canals.

3.2.5 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 building permit submittal for technical conformance.

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

- General Guidelines
 - All signage should be constructed with high-quality materials, finishes, and fabrication.
 - All signs and their supporting structures should be enclosed and maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.
 - In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.
 - All signage within private uses should maintain a minimum 10-foot setback from any public right-of-way.
 - The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.
 - All signs shall be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs, from either a natural occurrence or man created, should be replaced within 30 days.
 - All sign illumination malfunctions shall be replaced or remedied within 10 days.
 - Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
 - All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.
 - All exterior sign illumination shall be consistent with the lighting program, except as otherwise stated within this signage program.

- Gateway Signage
 - Gateway signage consists of 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 development area and does not impact the Arena Corporate Center properties. These sign monuments will be located along major roadways entering North Natomas as illustrated in Appendix AP.20- Community Gateway Signage Master Plan. The signs should be located within the public landscape easement and respect adjacent circulation patterns, sight lines, and streetscape design (Appendix AP.21). The signs may be funded through the Landscape and Lighting District financing plan.
 - The **neighborhood gateway signage** shall be located around the perimeter of each neighborhood as defined in the North Natomas Community Plan.

Because the Arena Corporate Center properties have no neighborhood designation within the NNCP, there are no traditional neighborhood gateway signs located here. However, there are four (4) existing gateway structures located along the connector roads to the Arena (within the project area) that function as gateway monuments (Appendix AP.22). These gateway signs will remain in place. Any improvements and/or modifications should be completed unilaterally to all sign monuments and should be consistent with these sign guidelines.

- The **project entrance signs** shall be located at the entrances of specific developments within each development site. Where possible entrance signage should be consolidated on to one sign monument per entrance that serves multiple buildings within each development site. These signs may be located within the landscape easement, attached to privacy walls, integrated into retaining walls or architecture at the discretion of the City of Sacramento. The specific design proposal shall be created by each project developer and submitted for approval during the schematic plan review process. The signs shall be funded solely by the developers.
- Marketing Signage
 - Individual developments within North Natomas shall be required to adhere to the standards regarding marketing/ informational signage contained within the City of Sacramento sign ordinance. These signs include any temporary or permanent signage not associated with the project specific entrance signs described in item 'b' above.
- Identification Signage
 - Street signage should be coordinated with light standards and other appurtenances to ensure a unified design theme.
 - Street signage should be provided at the intersections of all pedestrian and/or bike trails.
 - Transit signage should be provided throughout the community and integrated with the total identification signage system.
- Directional Signage
 - Kiosks may be implemented within the public right-of-way 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.
- Commercial Signage
 - In no case shall flashing, moving, or audible signs be permitted.
 - In no case shall the wording of signs describe the products sold, prices, or any type of advertising, except as part of the occupant's trade name or insignia.
 - No signs shall be permitted on building roofs.
 - No sign, or any portion thereof, may project above the building or top of the wall upon which it is mounted.
 - No exposed bulb signs are permitted.
 - The location of signs shall be determined by the special permit.
 - All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.

- No exposed conduit, tubing, or raceways will be permitted.
- All conductors, transformers, and other equipment shall be concealed.
- All signs, fastenings, bolts, and clips shall be of hot dipped galvanized iron, stainless steel, aluminum, brass, bronze, or black iron.
- All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.
- Location of all openings for conduit and sleeves in sign panels of buildings shall be indicated by the sign contractor on drawings submitted to the city. Installation shall be in accordance with the approved drawings.
- No signmaker'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.
- Each occupant will be permitted to place upon each entrance to its building not more than one hundred forty-four (144) square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship.
- Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door, in a location as directed by the city in two-inch high block letters, the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letters will be approved by the city.
- Occupants may install street address numbers, as the U.S. Post Office requires, in the exact location stipulated by the city. Size, type, and color of the numbers shall be stipulated by the city.
- Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted with the occupant's lease line or property line, if approved by the city.
- One 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.
- A sign advertising the sale or lease of the site or building shall be permitted, but shall not exceed a maximum area of six (6) square feet.

3.2.6 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 our project area. For simplicity, the standards are related to five major use areas: roadways, walkways, parking lots, buildings,

and landscapes.

- General Guidelines
 - All light sources shall have a white color within the color temperature range of 2700 - 4500 degrees Kelvin. Golden, yellow, blue, or reddish light sources shall not be used. No blinking lights are permitted.
 - Light standards should be attractive to look at during daylight hours.
 - Light standards should blend aesthetically with buildings, pedestrian areas, and other built elements directly adjacent to the light.
 - Light sources shall be located and directed to minimize glare to adjacent uses.
 - Energy saving devices such as solar sensors and timers are encouraged.

- Roadway Lighting
 - The light standards selected for use in the roadway right-of-way will have the most profound effect on overall project lighting aesthetics. Specific light standards for major roadways shall be determined by the City of Sacramento.
 - A minimum of one (1) footcandle of light shall be provided within the roadway right-of-way.
 - Lighting within the roadway right-of-way shall be restricted to pole mounted fixtures or "light standards" only, i.e., no bollards, well lights, tree lights, etc.
 - Light standards shall be consistently located and installed throughout the project area such that each roadway has a consistent and unique treatment, i.e., singular product, regular spacing, same color, etc.
 - The placement of light standards shall be coordinated with signage, landscaping and entry feature lighting to avoid "hot spots" of light along the roadway.
 - Light standards shall not have signs and other decorative appurtenances attached to them that have not been specifically designed to be attached to them.
 - Light standards shall be located within the landscape planter area between the curb and sidewalk along minor roadways. Light standards along four to eight-lane roadways shall be located per city standards.
 - Light standards shall be evenly spaced in between the street trees as to compliment the formal pattern of vertical elements within the roadway right-of-way.

- Walkway Lighting
 - A minimum of one-half (1/2) footcandle of light shall be provided along walkways.
 - 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.
 - Lighting may be mounted in bollards, walls, walkways, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.
 - Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

- Parking Lot Lighting

- A minimum of one (1) footcandle and a maximum of three (3) footcandles of light shall be provided on parking lot surfaces.
 - Light standards shall be located to minimize glare to adjacent roadways and buildings.
 - Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.
 - Light standards should be limited to a 30-foot maximum height.
 - Light standards shall be located in planters on grade where possible. Large concrete bases are discouraged.
- Building Lighting (Exterior)
 - Exterior building lighting shall have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.
 - Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.
 - Indirect wall lighting or "wall washing" is encouraged rather than spot lighting from great distances.
 - Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.
 - Building mounted security and/or parking lot lighting shall be discouraged unless concealed carefully and directed downward, close to the building.
 - Light fixtures shall not project above the fascia or roof line of the building.
- Landscape Lighting
 - Landscape lighting shall be used as supplemental or accent lighting only and shall not be used to meet minimum footcandle requirements for safety. Exceptions that can be verified will be considered on a case-by-case basis.
 - Light sources should be concealed and unobtrusive during daylight hours.
 - Up lights shall be shielded to prevent glare for pedestrians and vehicles.

3.2.7 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 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.

- Light Rail Stations
 - There are six light rail stations throughout North Natomas; three south of Del Paso Road and three north of Del Paso Road (see Appendix AP.23 - Transit Station Map). The "Sports Complex Station" is the closest light rail station to the Arena Corporate Center project area. This station is located at the northwest corner of Truxel Road and Roadway 'B' directly adjacent to Development Site V. For this reason, Development Site V has been zoned EC-80 to promote intensive, employee oriented uses that generate ridership on the light rail. In addition, development should orient to the light rail stations located to the south. Buildings within Development Site IV shall orient towards the southern Truxel 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.
 - The station shall be designed to establish a "sense of place" using a theme unique to the surrounding land uses and built environment, i.e., the "Sports Complex".
 - The station shall be designed as a community landmark, yet identifiable as part of the overall community regional transit system.
 - The station should be an integral component of the adjacent architecture and site improvements, incorporating residential and convenience commercial uses where possible.
 - The station should act as a catalyst to public activities that encourage constant use and interaction, i.e., friendly and safe gathering places.
 - The station should invite multiple modes of transportation by providing adequate storage and access for bicycles, mopeds, skateboards, electric vehicles, automobiles, buses, etc.
 - The station should provide shared parking between adjoining uses and avoid large parking lots surrounding the pedestrian areas.
 - The station should incorporate futuristic technologies to accommodate recharging electric vehicles, alternative fuel vehicles, telecommunications, and others, as identified.
- Bus Transit Centers
 - Bus transit centers will be required throughout North Natomas. The locations of these centers will be reviewed by the Sacramento Regional Transit District as development occurs.
- Bus/Shuttle Bus Stops
 - Bus shelters that are incorporated into the primary entrance of buildings shall receive a two-story height bonus if located within 100 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.
 - Bus stops should have multiple pedestrian linkages to adjacent developments.
 - Bus stops shall be provided as required by the Sacramento Regional Transit

- District along major roadway corridors.
- Bus stops should be located adjacent to commercial uses and/or high activity areas to prevent isolation. Visibility from a distance is important.
- Bus stops should have identifiable signage, shelter, shade, and landscaping.
- Bus stops shall have adequate on-street stopping areas for bus vehicles.
- Bus stops should have attractive and comfortable shelters that are architecturally compatible with adjacent development.

3.2.8 Public Art Standards

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

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

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

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

3.3 Development Site Standards

In this subsection of the Development Guidelines, issues pertaining to the design and

planning of each development site (six 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 owned by Arena Corporate Center and their relationship to each other. In the subsequent section, Section IV -Site Specific Standards, each parcel will be addressed in detail.

The Arena Corporate Center properties have been divided into six (6) development sites (see Appendix AP.24). Each development site must be designed to be compatible with the surrounding sites and adhere to the following development site standards:

- Building / Site Design
 - Develop an architectural style that provides a strong sense of identity and respects the local vernacular of Sacramento.
 - Architectural facades should provide visual interest and scale to the adjacent streets. Avoid overly monotonous facades that do not have relief, shadow, or textural changes at the pedestrian level.
 - Provide windows that look out to the adjacent streetscape and parking lot areas.
 - Orient building entrances toward the adjacent streetscape and celebrate the connection between public and private uses. (Reference Appendix AP.25).
 - Select a building orientation that minimizes the need for extensive screen walls.

- Automobile Parking
 - Where reasonable, locate parking lots away from the primary adjacent roadways, behind the buildings, or within the buildings as structured parking. (Reference Appendix AP.26).
 - When possible, develop reciprocal parking arrangements between compatible uses within each development site.
 - Provide shade trees per the city shade tree ordinance.
 - Provide pedestrian circulation through parking lots and between adjacent land uses, i.e., make them pedestrian-friendly.
 - Blend parking lots into the adjacent landscape using them as form-giving elements to the overall site.
 - Segment large singular surface lots into smaller units.
 - Screen the bumpers of automobiles from adjacent pedestrian spaces where possible, but not at the expense of safe and convenient access to the parked vehicles.
 - Anticipate potential infill development of the parking lots; locate and size them accordingly.
 - Electrical vehicle recharging opportunities and alternative fuel facilities are encouraged in areas per prevailing SMUD standards.
 - Where structured parking fronts roadways, the first level must be designated as storefront commercial uses with multiple access points and transparent facades (except for entry points into building).

- Circulation and Linkages
 - Development sites should be linked together with multiple modes of circulation including sidewalks, bikeways, open space/landscape corridors, plazas, roadways, and transit.
 - Promote direct and visible linkages between buildings and streets and to transit facilities.

- Security walls and other physical barriers that reduce permeability throughout the community will be discouraged.
 - Maintain permanent and uninhibited access to public open spaces and public facilities.
 - Provide an interconnected roadway system within individual development sites to increase the off-site linkages and promote a complex urban fabric with multiple connections.
- Landscaping and Irrigation
 - Individual project landscaping shall be received and approved by the City of Sacramento Planning Department through the special permit submittal process. Projects must also adhere to the city landscape ordinance to obtain final occupancy permits.
 - Landscape materials must be selected and located without adverse impact to the adjacent land uses and/or development sites. (Refer to *North Natomas Development Guidelines*.)
 - Street trees and other landscape improvements critical to the "community landscape framework" may be required of individual development sites. These improvements will be addressed on the PUD schematic plan.
 - Landscape improvements within the roadway right-of-ways shall be installed per City of Sacramento standards.
 - Individual projects are encouraged to utilize native plant materials and drought tolerant plant materials where feasible. (Refer to *North Natomas Development Guidelines*.)
 - Xeriscape planting and irrigation techniques should be utilized where feasible.
 - Automatic irrigation controller systems are required as a minimum, and climate controlled systems are encouraged.
 - Planting areas shall be maximized on each project site to provide relief from intense summer temperatures.
 - Project landscapes shall be maintained to minimum city standards for safety and access.
 - Toxic Storage and Handling
 - Future development may be subject to hazards created by contamination resulting from existing or past land uses on the site or adjacent 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).

Chapter 4- Site/Land Use Guidelines

4.1 Land Use Classifications

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

The Arena Corporate Center properties are comprised of just two (2) land use classifications – Employment Center (EC)-80 and EC-40. Within these two land use classifications, there may be a percentage of acreage dedicated for other uses. (Reference Appendix AP.4 - Land Use Allocation Within Community Plan). The land use descriptions adopted in the NNCP that pertain to these properties are as follows:

4.1.1 Employment Center (EC)

The EC land use designation is a mixed-use business center that incorporates primary employment generating uses such as offices, high-tech uses, medical and educational facilities, and child care centers with secondary uses such as support retail, light industrial and residential uses. The secondary uses are intended to serve the employees and employers at the center.

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 range from EC-40 to EC-80. The most intense designation, EC-80, is located within 1/8th mile of the six light rail stations and is intended to provide an effective ridership

base to support 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.

4.1.2 Retail - Commercial

Neighborhood Convenience Commercial (NCC)

- The Neighborhood Convenience Commercial (NCC) 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 (10% maximum of EC acreage).

EC Support Commercial (ECC)

- 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 office building without adding to the 10% total retail acreage. For example, a dry cleaners or florist may serve the employees, and a print shop or payroll service may serve the employers. This retail may be incorporated within office buildings without adding to the total 10% retail acreage/square footage allowed within the EC land use designation.

4.1.3 Residential

Residential development within the Arena Corporate Center shall adhere to the standards specified in Attachment A of this document.²

See footnote below³

4.2 Site Design Criteria

The commercial land uses within the Arena Corporate Center project area 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 commercial land uses can mix together to create a vibrant pedestrian environment.

The site design criteria listed below are common to the six development sites within Arena Corporate Center project area. Issues that are unique to individual parcels and/or development sites will be discussed in 4.4 Development Site Schematic Planning which follows.

2 Section added on 08/06/1998 by CPC (P98-033); 07/21/1998 by CC (R98-317)

3 Section removed on 08/06/1998 by CPC (P98-033); 07/21/1998 by CC (R98-317)

4.2.1 Building Setbacks and Orientation

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

4.2.2 Building Height

- Maximum commercial building height shall be established by the current zoning ordinance.
- In the EC-40 zoning, commercial building height should be sensitive to the scale and character of the adjacent roadways. When commercial buildings are located along the right-of-way or landscape easement within EC-40, a road to building height ratio of 2:1 is recommended (e.g., if roadway pavement is 88 feet (eight lanes at 11 feet/lane) the maximum building height along that roadway should be approximately 44 feet.
- Buildings located within 1,000 feet of a transit station (light rail) will be given a two-story height bonus, and may be eligible for height variances.

4.2.3 Architecture

- Finished building materials shall be applied to all visible facades of commercial buildings. Facades include mechanical screens, trash enclosures, and other

permanent walls.

- Building facades shall be articulated with variations of texture, form, and materials to preclude monotonous "blank" facades.
- Building colors and materials should be harmonious and compatible with the surrounding buildings. The general color range should be earth tones. Natural building materials are encouraged.
- Highly reflective materials and colors are discouraged for major facades, but may be used in limited quantities.
- Mechanical equipment and other undesirable elements shall be visually screened from view.
- Energy efficiency should be incorporated into all buildings, including passive solar considerations.
- Building facades fronting the street shall have a minimum of 75% transparency within the first floor level.
- Tilt-up style buildings are discouraged. They will be considered if they have the appearance of an architecturally designed building.

4.2.4 Circulation and Parking

- Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.
- Secondary entrances to commercial buildings should provide linkages to adjacent buildings and facilities on- and off-site.
- Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Where parking must front the adjacent roadway it should be limited to two bays paralleling the roadway.
- Structured parking fronting a roadway shall provide retail and/or commercial uses on the first floor level and articulated facades on the remaining levels that harmonize with adjacent architecture.
- Reciprocal parking is encouraged within commercial development sites.
- Internal surface parking lots should be designed to allow for future infill development.
- Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet are discouraged around parking lots.

- Truck loading docks should be designed as an integral part of the buildings and should not be oriented to any public right-of-way, freeway, or adjacent residential area.
- Garbage and trash enclosures should be located away from the 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.

4.2.5 Site Features

- Utility lines shall be underground (where feasible).
- Mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
- Each commercial site shall be required to provide adequate drainage facilities in accordance with City of Sacramento Standards.
- All unpaved areas shall be planted with irrigated plant materials. The City of Sacramento Landscape Ordinance shall govern the quality, quantity and variety of plant materials.
- Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free.
- No fencing, walls, planted hedges, or other similar barriers will be permitted to exceed three feet (3') in height within the front yard areas.
- Create a variety of outdoor spaces that will support social interaction.
- No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be allowed.

4.3 Development Site Conceptual Planning

This section of the development guidelines establishes specific planning objectives for each of the six development sites. Issues affecting the success of the entire built environment will be addressed on a development site basis. Six elements of site planning will be addressed for each development site: land use, adjacencies, site access, building orientation, parking and amenities. These recommendations should be the catalyst for the preparation of the schematic plan that will be processed through the City of Sacramento.

4.3.1 Development Site I

(Reference Appendix AP.28)

- Land Use

- Development Site I is a 12-acre site with five parcels bounded by the extension of Road "A" to the north (private, connector road), Sports Boulevard to the east, Arena Entrance Road to the south, and East Commerce Boulevard to the west. Parcels 1 through 5 are zoned Employment Center 40 (EC-40). Development Site I can be maximized by using one-story buildings with surface parking on-site. Two-story buildings can be utilized here, but will detract from the unified street frontage that can be achieved using multiple one-story structures.
- Adjacencies
 - Development Site I is adjacent to EC-40 north and south, EC-50 on the west, and the Sports Arena to the east. The most significant opportunity to maximize adjacency occurs along Road "A".
- Site Access
 - The vehicular access to Development Site I will be provided by one entrance off East Commerce Boulevard. Access from the arena connector roads will be restricted. These access points and turning movements are subject to review by the city during the schematic plan approval process.
- Building Orientation
 - Buildings should be located along the public utility easement (PUE) or within 10 feet of that easement. Small building footprints ranging from 10,000 to 20,000 square feet in total area are recommended. Buildings should be located close to one another (side yard) to create a continuous architectural edge along the adjacent roadways. Buildings should be located in each of the four "corner areas" to define the city block and prevent surface parking at roadway intersections. The building footprint on Parcel 1 should optimize the corner frontage as a gateway to the arena/sports complex.
- Parking
 - Development Site I will accommodate the necessary parking requirements utilizing surface parking lots. These lots shall be located to the rear of the buildings. Avoid a parking lot having direct frontage to the adjacent roadway PUE within 100 feet of the curb return of the roadway intersections. Service, handicap, and/or visitor parking may be exempted. Reciprocal parking within Development Site I will be considered by the city at PUD Schematic Plan submittal.
- Amenities
 - Development Site I is small enough that one or two parties may elect to develop all five parcels as one development. If this occurs, there should be special consideration given to consolidating common use areas such as the required outdoor plazas, parking lots, and signage.
 - Parcel 1 should consider outdoor seating along Roadway "A" if a food vendor is located within this parcel.
 - The **internal hub** shown on Appendix AP.28 identifies an opportunity to create a feature or amenity at the crossroads of vehicular and pedestrian access to Development Site I.

4.3.2 Development Site II

(Reference Appendix AP.29)

- Land Use
 - Development Site II is a 13-acre site with five parcels bounded by an Arena Entrance Road to the north, Sports Boulevard to the east, Development Site III to the south, and East Commerce Boulevard to the west. Parcels 1 through 5 are zoned Employment Center 40 (EC-40). Development Site II can maximize its density by using a combination of one and two-story buildings with surface parking lots on-site.
- Adjacencies
 - Development Site II is adjacent to EC-40 to the north and south, EC-50 to the west, and the Sports Arena to the east. The most significant opportunity to maximize adjacency occurs along the southern border of this development site adjacent to Development Site III. This adjacency should be considered with the ultimate goal being one unified development along that shared boundary. Future connections to and circulation between Development Site II and Development Site III shall be provided in the schematic plan.
- Site Access
 - The vehicular access to Development Site II will be provided by two (2) locations off East Commerce Boulevard. Access from the arena connector roads will be restricted. Access into the development site should generally occur along parcel lines to facilitate shared use of entry points among the various parcels. Internal circulation between parcels will be emphasized in the PUD schematic plan. Additionally, a shared entrance along the boundary between Development Site II and Development Site III should be considered. Vehicular access between Development Sites II and III should be provided (pedestrian access as a minimum). These access points and turning movements are subject to review by the city during the schematic plan approval process.
- Building Orientation
 - Buildings should be located along the public utility easement (PUE) or within 10 feet of that easement. Building footprints ranging from 10,000 to 30,000 square feet in total area are recommended for this site. Buildings should be located close to one another (side yard) to create a continuous architectural edge along the adjacent roadways. Buildings should be located in each of the two "corner areas" to define the city block and prevent surface parking at roadway intersections. Due to the unique taper of Development Site II from north to south, it is anticipated that Parcel 5 will accommodate only one building footprint. Therefore, excess surface parking will be available to absorb parking demands for Parcels 1 and 2, thereby allowing Parcels 1 and 2 to accommodate two-story structures.
- Parking
 - Development Site II will accommodate the necessary parking requirements utilizing surface parking lots. The parking lots shall be located to the rear of

the buildings and away from the adjacent roadways. Parking lots shall be avoided along adjacent roadways within 100 feet of the curb return of those adjacent roadways (i.e., at roadway intersections). Service, handicap and/or visitor parking may be exempted. Reciprocal parking within Development Site II will be considered by the city at the PUD Schematic Plan submittal as a way of providing two-story structures on Parcels 1 and 2 and resolving the unique constraints placed on Parcel 5 by the adjacent roadway tapers.

- Amenities
 - Development Site II will need to generate its own amenities because it has no major frontage or adjacencies that would generate off-site amenities. These amenities could be shared between parcels and incorporated into the site planning as plazas, signage, fountains and other gathering places.
 - The **internal hub** shown on Appendix AP.29 identifies an opportunity to create a feature or amenity at the crossroads of vehicular and pedestrian access to Development Site II.

4.3.3 Development Site III

(Reference Appendix AP.30)

- Land Use
 - Development Site III is a 27-acre site with five parcels bounded by Sports Boulevard to the north, Arena Entrance Road (Roadway J) to the east, Arena Boulevard to the south, and East Commerce Boulevard to the west, and additionally bound by Development Site II on the northwest edge of the parcel. Parcels 1 through 5 are zoned EC-40. Development Site III can maximize its density using a combination of one- and two-story buildings, with two-story buildings being recommended along East Commerce Boulevard and Arena Boulevard.
- Adjacencies
 - Development Site III is adjacent to EC-40 to the east, medium and high density residential to the south, convenience commercial to the west, EC-40 and EC-50 to the west and north, and the sports arena to the north. There are multiple opportunities to utilize adjacent land uses for Development Site III. The first opportunity occurs at the intersection of East Commerce Boulevard and Arena Boulevard, which is considered to be one of the busiest intersections in the North Natomas Community. This adjacency provides an opportunity for a major tenant/building owner that requires a high visibility or strong presence in the community. This corner fronts an intersection that has two convenience commercial parcels and one medium density residential frontage, and therefore, is a truly unique adjacency. The second adjacency of importance would be the termination of Roadway "I" from the south, which terminates into Development Site III and offers a unique opportunity to provide a terminus to Roadway "I". The third adjacency opportunity is the extension of Roadway "J" which becomes a private "connector road" north of Arena Boulevard. The adjacency of Parcel 5 to this private connector road will allow the opportunity to create a gateway entrance into the arena/sports complex.
- Site Access

- Vehicular access to Development Site III is restricted along East Commerce Boulevard and Arena Boulevard to only those shown on the site access map (Appendix AP.13). There will be a signal located at the intersection of Roadway "I" and Arena Boulevard which will create a major signalized entry into Development Site III. This entry point should be considered the primary access to Development Site III. Entrances should be located along parcel lines, where possible, to facilitate shared entrances between parcels. A third entry point will be made available by the shared entrance off of East Commerce with right-turn-only movements along the shared boundary between Development Site II and Development Site III. A fourth entry point will be made available off East Commerce with right-turn-only movements along the shared boundary between Parcels 1 and 2. Access from the arena connector roads will be restricted.
- Building Orientation
 - Buildings should be located along the public utility easement (PUE) or within 10 feet of that easement. Building footprint sizes will range dramatically within Development Site III, with the largest building footprints anticipated on Parcels 2 and 3, and smaller footprints located on Parcels 1, 4, and 5. The buildings should be oriented to capitalize on key points of access and frontage to adjacent land uses. For example, the building orientations on Parcel 2 should take into consideration the intersection frontage along East Commerce and Arena Boulevards. This intersection should be celebrated within the schematic plan for Parcel 2. Another example would be the orientation of buildings along the shared boundary of Parcels 2 and 3 that act as the gateway into Development Site III and the terminus to Roadway "I". The building orientation on Parcel 5 should also be considered as a gateway element into the sports complex along the extension of Roadway "J" which becomes a private, connector road north of Arena Boulevard. It would be desirable for Parcel 5 of Development Site III, to relate to Parcel 5 of Development Site IV. Buildings are encouraged to articulate their frontage along adjacent roadways to mitigate the skewed roadway frontages that surround Development Site III. This can be done through the creation of a grid-like building footprint that relates to the greater context of Development Site III rather than the individual parcel to which the building is attached.
- Parking
 - Development Site III will accommodate the necessary parking requirements utilizing surface parking. Parking lots shall be located to the rear of the buildings and shall avoid direct frontage to the adjacent roadways, respecting a minimum of 100-foot setback from the adjacent intersection curb returns. Reciprocal parking within Development Site III will be considered by the city at the PUD Schematic Plan submittal, particularly if Parcel 2 is dominated by one user such as a corporate headquarter facility that has a large surface lot capable of supporting some of the adjacent parcels.
- Amenities
 - Development Site III has a unique opportunity to develop internal hubs of activity that service all five parcels. These hubs could be vehicular rotaries, fountains, special planter areas, sculpture, or other features that create points of interest within the development site. A special focal element should be considered at the terminus of Roadway "I" within Development Site III.

Special consideration should also be given to an amenity at the corner of East Commerce Boulevard and Arena Boulevard.

4.3.4 Development Site IV

(Reference Appendix AP.31)

- Land Use
 - Development Site IV is a 29-acre site with five parcels bounded by Development Site V to the north, Truxel Road to the east, Arena Boulevard to the south, and Sports Boulevard to the west. Parcels 1 through 5 are zoned Employment Center 40 (EC-40). Development Site IV will maximize its density through the use of one- and two-story buildings.
- Adjacencies
 - Development Site IV is adjacent to EC-80 to the north, EC-40 to the east, transit uses to the south, and the arena/sports complex to the west. There are several opportunities to maximize adjacency within Development Site IV. The first opportunity is created by the intersection of Arena Boulevard to the south and Truxel Road to the east. This intersection is considered to be the highest volume intersection within the Arena Corporate Center project area. Orienting development to this intersection will be critical to the success of the schematic plan of Development Site III. The second adjacency opportunity occurs at the intersection on Truxel Road along the shared boundary of Parcels 1 and 3. Maximizing this entrance to Development Site VI is considered a major opportunity. A third adjacency consideration is the shared boundary between Development Site IV and Development Site V. Due to the EC-80 zoning of Development Site V, there will be a very high density of development on that site that will create a strong edge along the shared boundary. The design of Development Site IV should embrace that edge and provide, at the very least, a pedestrian connection. The fourth adjacency is the opportunity created along Parcel 5 where it intersects Arena Boulevard and Roadway "J". This will become a key gateway for traffic entering the arena/sports complex from the south. The development of Parcel 5 should maximize this gateway opportunity. The fifth adjacency for Development Site IV is the light rail easement along Truxel Road. This easement will provide a unique constraint for the architecture along that easement and should be given special consideration.
- Site Access
 - Development Site IV is serviced by one primary point of entry, the intersection along Truxel Road (between Parcels 1 and 3). This entrance point should be shared among Parcels 1, 2, and 3, and possibly Parcels 4 and 5 using some type of internal circulation system. All other access points to Development Site IV will be right-in-only movements and will most likely occur along shared parcel lines. Access from the arena connector roads will be restricted. These access points and turning movements are subject to review by the city during the schematic plan approval process.
- Building Orientation

- Buildings should be located along the public utility easement or within 10 feet of that easement. Building footprints within Development Site IV will range from 10,000 square foot one-story buildings to 40,000 square foot (two-story) footprints. Buildings should be located close to one another, where possible, to create a continuous architectural edge along the adjacent roadways. Special considerations should be given to the following parcels: Parcel 1 and 2 should consider the density proposed on the adjacent Development Site V; building orientation on Parcel 3 should consider the possibility of a major tenant user that will want to maximize the frontage of the corner created by Arena Boulevard and Truxel Road. Parcel 3 should also consider developing an enclave of buildings that creates a unique sense of place. Parcel 5 of Development Site IV should orient architecture to compliment the architecture of Parcel 5 within Development Site III. Together, these two parcels will create a gateway into the arena/sports complex.
- Parking
 - Development Site IV will accommodate the necessary parking requirements utilizing surface parking lots. These parking lots shall be located to the rear of buildings and shall avoid having direct frontage to the adjacent roadways. No parking lot shall front the roadway PUE within 100 feet of the curb return of roadway intersections. Service, handicap, and/or visitor parking may be exempted from this requirement. Reciprocal parking between Parcels 1, 2, 4, 5, and Parcel 3 shall be considered by the city at PUD Schematic Plan submittal. Parcel 3, due to its size and likely development as a single-user parcel, will better facilitate reciprocal parking than the other four parcels.
- Amenities
 - Parcel 3 has the opportunity to develop unique amenities created by the intersection of Arena Boulevard and Truxel Road. If Parcel 3 is developed as a single-user development, then signage, plazas, and other amenities should be designed in a holistic manner to benefit the entire development site. Parcels 1 and 5 should utilize the opportunity for outdoor seating if there is a food service located within those parcels. Outdoor seating should happen adjacent to the roadway PUE and should encourage a lively pedestrian streetscape.
 - The **internal hub** shown in Appendix 31 identifies an opportunity to create a feature or amenity at the crossroads of vehicular and pedestrian access to Development Site IV.

4.3.5 Development Site V

(Reference Appendix AP.32)

- Land Use
 - Development Site V is a single parcel, seven-acre site bounded by the Arena private, connector road to the north (Road "B"), Truxel Road to the east, Development Site IV to the south and Sports Boulevard to the west. Development Site V is zoned Employment Center 80 (EC-80) because of its close proximity to the sports complex transit stop.

- Adjacencies
 - Development Site V is adjacent to civic/transit to the north, EC-40 to the east and south, and the sports arena to the west. The most significant adjacency to this development site is the civic/transit parcel to the north. The site design for Development Site V must incorporate retail and other employment uses that relate to the opportunity created by the transit station. Secondly, the adjacency of Development Site V to the intersection of the private, connector road and Truxel Road presents a unique opportunity to capitalize on a high visibility intersection. Both access and visibility should be considered. The other significant adjacency is the shared boundary of Development Site V with Development Site IV. This shared boundary should be developed to encourage connections between the two development sites for pedestrians at a minimum and with the potential for vehicular access.

- Site Access
 - The primary access for vehicular traffic could be provided through Development Site IV, capitalizing on the proposed intersection into Development Site IV off of Truxel Road.⁴

- Building Orientation
 - The building footprint and orientation on Development Site V could take many different forms. Due to the EC-80 zoning, a variety of building and parking combinations are possible. If surface parking is the preferred method of parking on-site, then the building will most likely be four to five stories in height. Under this scenario, the building should be located to the northeast corner of Development Site V creating a critical mass of architecture adjacent to the transit station. The building should be oriented to capitalize on the visibility from that intersection and should have entrances located relative to the transit station approach. The secondary consideration for building orientation on Development Site V is that in the future, the density may be increased through zoning to allow additional office/commercial space. The orientation of the building should accommodate future expansion capabilities assuming that future expansion of density would have structured parking.

- Parking
 - Development Site V will accommodate the necessary parking requirements utilizing surface parking lots if the architectural footprint is small and the building is multi-leveled. Should the development of this site require a lower profile building utilizing one and two-story architecture, then structured parking would be necessary. Surface parking lots shall be located to the rear of the building and away from the intersection of the Arena private, connector road and Truxel Road. Surface parking lots shall avoid abutting the roadway PUE within 100 feet of the curb return of that intersection. Service, handicap and/or visitor parking may be exempted.

- Amenities
 - Development Site V has the unique opportunity to activate the intersection created by Truxel Road and the Arena private, connector road. This

⁴ Wording in this section modified on 08/06/1998 by CPC (P98-033); 07/21/1998 by CC (R98-317)

intersection will become a key pedestrian crossing within the project area due to the location of the transit station and due to the density of development surrounding Development Site V. Any outdoor amenities associated with Development Site V should be oriented towards this intersection or the adjoining streets. For instance, retail/restaurant uses within the building should orient outdoor seating towards the transit station.

4.3.6 Development Site VI

(Reference Appendix AP.33)

- Land Use
 - Development Site VI is a 24-acre site with two parcels bounded by EC-50 to the north, the proposed drainage canal to the east, Arena Boulevard to the south and Truxel Road to the west. Development Site VI is zoned Employment Center 40 (EC-40). This site can be maximized using one-story buildings, but will most likely demand two-story buildings in an effort to preserve the detention basin easement that exists on-site. The detention basin easement is a defined area within Parcel 1. The basin may be integrated into parking and/or open space elements within Parcel 1. The signalized intersection creates an opportunity for neighborhood retail on Development Site VI. Daily retail services, such as laundry, deli, coffee shop, or salon, may be located here if it is integrated within the overall site plan.
- Adjacencies
 - Development Site VI is adjacent to EC-50 to the north, a public utility easement (canal) to the east, EC-65 to the south, and EC-40 and EC-80 to the west. The most significant opportunity to maximize adjacency on Development Site VI occurs along the north, west and south boundaries of this development site. Those boundaries abut the highest density of development and warrants two-story structures and building massing adjacent to those higher density areas. The other significant adjacency is the canal and detention basin easement located along the easterly portion of the development site. This buffer acts as a barrier between the commercial employment uses of this development site and the residential land uses east of this development site. Therefore, it is suggested that buildings be located along the adjacent roadways and away from this canal area.
- Site Access
 - Vehicular access to Development Site VI will be provided by the signalized intersection along Truxel Road. This entrance creates the unique opportunity to connect Development Site VI with the site directly across Truxel Road, Development Site IV. Additional access between Development Site VI and the parcel directly north of this site (zoned EC-50) should be considered.
- Building Orientation
 - Buildings should be located along the public utility easement (PUE) or within 10 feet of that easement. Small building footprints ranging from 15,000 to 30,000 square feet in total area are recommended. Two-story buildings should be considered at the northern-most boundary and southern-most

boundary to compliment existing densities on abutting properties. Because of the unusual shape and restrictions of Development Site VI created by the canal and detention basin easements, building footprints will not be as closely clustered as on the other development sites in the Arena Corporate Center project area. However, when possible, buildings should be located close to one another in the side yard dimension as to create a strong architectural edge along Truxel Road. Building orientation should also consider use of the detention basin easement as a conjunctive use open space amenity for Development Site VI and for the flood water detention needs of the community.

- Parking
 - Development Site VI will accommodate the necessary parking requirements utilizing surface parking lots exclusively. Close proximity to the Arena Transit Station may allow a parking count reduction for this site. The PUD conjunctive use of parking lots as flood water detention basin could allow for a greater density of development on this site. The schematic plan prepared for this development site should demonstrate the use of the parking lots for various stages of flood control if the applicant desires to maximize the density permitted within EC-40. The parking lots shall be located to the rear of the buildings and away from adjacent roadways. Parking lots that must front the adjacent roadways shall be set back a minimum of 100 feet from the primary entrance to the site and/or the intersection created by Arena Boulevard and Truxel Road.

- Amenities
 - Development Site VI is uniquely positioned adjacent to two transit stations (one north and one south) along Truxel Road and the open space element created by the canal and detention basin easements. This development site will have very high visibility and represents a unique opportunity to bridge the two transit stops and capitalize on the adjacent residential development to the east. Special consideration should be given to the southwest corner of the development fronting the intersection of Truxel Road and Arena Boulevard; and, special attention should be given to the northernmost boundary that abuts the EC-50 land use to the north. This area will need to be intensely developed in relationship to the transit station located diagonally from this development site.

Attachment A- Arena Corporate Center Multi-Family Residential PUD Guidelines⁵

The purpose of this appendix is to define basic guidelines for multi-family development within the Arena Corporate Center PUD. Providing residential uses within the PUD achieves a fundamental goal of the North Natomas Community Plan (NNCP) to place jobs and housing close together within each neighborhood. Multi-family residential is allowed within the Employment Center (EC) parcels for the Arena Corporate Center subject to City review and approval and the following guidelines.

Att.1 Permitted Uses

Att.1.1 Residential

Residential uses are considered conditionally permitted uses which provide housing opportunities within the Employment Center (EC). The factors used to gauge the appropriateness of residential uses in the PUD are: 1) proximity to the freeway and other noise generators; 2) compatibility of adjacent uses both inside and outside the PUD; and 3) availability of transit, commercial uses, open space, and public facilities to serve the potential residents. Residential uses located within a primary use structure (e.g. live/work space) are considered ancillary and are not calculated in the allowable range for residential uses.

The amount of residential acreage allowed within the EC PUD may vary between 0% and 25% (25% of Arena Corporate Center equals 28.23 acres). The specific amount is dependent on a number of factors including, but not limited to: project size, land use, market needs, and proximity to transit.

Multi-family complexes may be a maximum of 200 units and eight acres. If larger, the parcel must be divided by a public street or pedestrian access. Larger multi-family parcels shall avoid massive structures, using a scale compatible with those of neighboring parcels.

The NNCP defines medium and high density residential development as follows:

Att.1.2 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.

Att.1.3 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

⁵ Attachment added on 08/06/1998 by CPC (P98-033); 07/21/1998 by CC (R98-317)

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.

Att.1.4 Commercial Retail

Small scale retail uses may be incorporated into the multi-family residential sites. These uses may not exceed 2,500 sq. ft. and should serve the immediate residential neighborhood. Examples include: flower shop, coffee shop, news stand, salon, etc. Retail uses shall be subject to review/approval from the City.

Att.2 Multi-Family Residential Development Standards

Multi-family residential development within the PUD shall promote a sense of neighborhood, with the schools, parks, and open spaces acting as primary features within the neighborhood. The following guidelines for housing are therefore generic enough to apply to a multitude of potential solutions.

Att.2.1 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.

It is anticipated that in general, each multi-family complex within Arena Corporate Center will have its own consistent architectural style with some variation.

Large, massive, box-like structures are to be avoided. Uninterrupted wall surfaces exceeding fifty (50') feet in length are strongly discouraged and should be broken with facade detailing and/or staggered wall and roof lines. Individual units should be suitably identified by staggered exterior walls, details, or other means.

Street elevations should be broken with reveals, recesses, trim elements, and other architectural features to provide visual interest. Details which can add interest and texture include posts or columns, wainscoting, decorative tiles, shutters, window boxes, etc.

- Exterior Materials
 - Variation in building facades should be achieved, in part, by using a variety of materials within each development including, but not limited to, stucco, wood siding, stone, and brick. Pre-fabricated inexpensive materials are discouraged; exterior plywood, such as T1-11, is not allowed.
 - Shutters, trim, canvas awnings, and moldings on windows are encouraged. Larger trim, such as 1 x 4's and 1 x 6's, are preferable to thin 1 x 2's. Aluminum windows in stucco walls without trim or stucco moldings are not permitted. Raw or clear anodized aluminum window frames are strongly discouraged. Operable windows should have screens so that they can be used for ventilation.
 - Entry doors must meet the City Security Code, requiring viewers for safety.

- 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".
- Roof Materials
 - “Permanent” roof materials, such as concrete and clay tile, are encouraged because of their low maintenance and consistent appearance over time. Wood shake or shingle roofing is also acceptable. When composition shingles are used, they should be the heavy laminated dimensional type, and be of at least 25-year quality. Roofs shall have a 4:12 minimum pitch. Flat roofs are prohibited (including garages and carports).
- Exterior Colors
 - There should be some color variation within each multi-family project, with a minimum of two colors, plus a third color for accent or trim. For townhouses or detached units, color should vary for each side-by-side unit. For multi-family and stacked units, colors should vary within the building using bays, offsets, and returns as break lines.
 - A variety of wall textures is encouraged. Monotone wall surfaces without texture or color differentiation are discouraged.
- Entries
 - A strongly articulated entry feature 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.
- Entry Porches/Courtyards/Patios
 - The purpose of providing an entry feature is to create a buffer and human-scale layer between the sidewalk and the building. It is also to provide a social edge to the private dwelling in which people can choose to “see and be seen”. It is recommended that the entry feature be raised 8 inches to 12 inches, or at least one step above adjacent grade. It can be integrated with second floor elements to provide balconies and decks. Various types of roof supports are encouraged.
- 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 entries.

Att.2.2 Building Placement and Orientation

- Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features.

- Residential buildings shall be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.
- Soundwalls shall be avoided!
- Garages should be located away from the front facade, accessed from a side yard, or detached to the rear of the building, so as not to compete with the front door entry of each unit.
- A rich variety of architectural facade styles and materials should be incorporated into each PUD.

Att.2.3 Building Setbacks

- Medium- and high-density buildings are encouraged to be oriented to the adjacent public street by providing windows, front doors, and other entry features along the street. For security, landscaping or other suitable barriers shall be provided between sidewalk and entrances or windows.
- Units fronting a public street shall have a minimum setback of 12'-6" from the street (from back-of-walk where there are no split sidewalks). In the case of split sidewalk, the minimum setback shall be 7'-6" from back-of-walk to the extent consistent with the public utility easement.
- The minimum distance between buildings shall be determined by the Building Codes.
- Side yard setbacks shall be 5'-0" for up to three (3) stories in height. Rear yard setbacks shall be 15'-0".

Att.2.4 Building Height

- Multi-family buildings shall be generally limited to three (3) stories in height. Occasional design elements, such as chimneys, roof peaks, and cupolas may project up to five (5') feet above the top story.

Att.2.5 Circulation, Parking, and Storage

- Pedestrian walkways connecting the multi-family development to the adjacent public walkways are required.
- Pedestrian walkways linking residents to the surrounding community amenities, such as restaurants, employment, transit, parks, etc., are required.
- Shared driveways and alleys are encouraged where applicable.
- Surface parking lots for medium- and high-density units should be located away from the adjacent public roadways to the rear of the buildings where possible.

- On-street parking will be counted towards city parking requirements for single-family attached and multi-family projects.
- Parking directly against buildings is strongly discouraged. Landscaping and/or walkways should be provided between buildings and paved parking areas. A three (3') foot minimum planter shall be provided adjacent to the building foundation.
- Per City standards, a minimum of 1.5 parking spaces are required for each dwelling unit, provided at curbside or in gathered parking areas within approximately 200 yards of the unit. Guest parking areas must also be provided at the rate of one space per fifteen units, clearly marked. Parking reductions for senior housing may be allowed during the special permit review. Parking reductions for close proximity to transit facilities may be allowed during the special permit review.
- Surface parking areas shall have landscaped islands and/or shade trees adjacent to parking, in compliance with City of Sacramento standards, with a minimum of one tree per five parking stalls in large expanses of parking. Stalls shall be sized in accordance with City standards.
- Long runs of parking spaces (exceeding 100 feet) adjacent to public roadways are prohibited unless they have a minimum fifteen (15') foot relief between runs. Flat carport structures are prohibited. Carport roofs should reflect the design of the buildings, and materials and colors should be compatible with the adjacent buildings.
- Parking areas visible from the right-of-way shall be landscaped for visual screening. When visible from the right-of-way, parks, and other public areas, storage for boats, recreational vehicles, and trailers, as well as storage sheds, shall be fully enclosed.
- Bus stops and/or transit stations shall be linked to residential units with walkways.
- Resident storage areas should be integrated into the building design to avoid cluttered patios and porches. Storage facilities integral with carports require architectural treatment consistent with the buildings, using similar design elements.
- Trash storage areas should not be visible from public streets. Trash enclosures should be constructed of concrete block or other durable material; wood is prohibited. Trash enclosures shall meet City standards for design and compliance with the City's recycling ordinance. ATT.2.6 Public Landscape (Off-Site)
- Public Street Trees
 - The intent is to create a heavy "canopy" over the public sidewalk. Specified public street trees will be located a minimum of 4'-0" and a maximum of 6'-0" from the sidewalk edge, except in the case of split sidewalks where trees will be located at the center of the planter strip, and spaced according to an approved street plan at approximately 25 feet to 35 feet on center. (Reference Appendix AP.9).

Att.2.6 Public Landscape (Off-Site)

- Public Street Trees

- The intent is to create a heavy “canopy” over the public sidewalk. Specified public street trees will be located a minimum of 4’-0” and a maximum of 6’-0” from the sidewalk edge, except in the case of split sidewalks where trees will be located at the center of the planter strip, and spaced accordingly to an approved street plan at approximately 25 feet to 35 feet on center (Reference Appendix AP.9)

Att.2.7 Private Landscape (On-Site)

- The site plan for each multi-family complex shall address both active and passive open space uses. Open spaces consisting of playgrounds, pools, picnic areas, tot lots, and/or recreation rooms shall be provided.
- Plantings next to the foundations of the buildings are encouraged, with plants selected with consideration for their mature size and height. Planting location, size, and shape should be considered so as not to hide the front of the building and thereby decrease security.
- Plants should be selected which are tolerant of Sacramento’s climate. Low maintenance plant materials are encouraged to reduce pruning, spraying, and litter clean-up. Plants chosen should be pest and disease resistant.
- Sprinkler/irrigation systems are required. Systems should be automatic, controlled by a timer, and not subject to easy vandalism. Pop-up heads recessed into the ground or drip systems are strongly encouraged. Sprinkler systems should be designed so that they do not spray onto sidewalks (which interferes with pedestrians) or walls of buildings (which leads to staining). Sprinkler controls shall be screened from street view.
- Grading of multi-family sites shall provide for storm drainage to either on-site systems, or to the street, if appropriate. Grading shall always be away from buildings. Down spouts should terminate in underground piping to the storm system or to splash blocks or swales. All roof drainage should terminate in established storm drainage system.
- All unpaved areas shall be planted with irrigated plant materials. The City of Sacramento Water Conservation Ordinance shall govern the quality, quantity, and variety of plant materials.
- Undeveloped areas reserved for future expansion shall be planted with native wildflowers or maintained weed free.

Att.2.8 Fencing and Walls

- Fences within the public street setback shall be a maximum height of 6’-0” and must be at least 50% open to provide visibility between the building and the public street. The top rail of the fence shall be unbroken horizontally.

- Fences and walls shall be mainly constructed of stained wood (treated), masonry, and/or metal. Other fencing materials must be consistent with the materials and architecture of the homes. In no case will cyclone or chain link fencing be allowed.
- No solid fencing, walls, large hedges, or other similar barriers will be permitted to exceed three (3') feet in height within the public street setback area.

Att.2.9 Mechanical

- All electric, gas, television, radio, and cable television 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. Visible satellite dishes are not permitted. Mechanical equipment shall be installed consistent with the Comprehensive Floodplain Management Plan.
- Utility meters must be visible for meter reading, but be either integrated into the design or be surrounded by suitable landscaping.
- Antennas for satellite T.V. should be located in areas not visible from adjoining properties, streets, or public areas. Antennas mounted on towers must have City approval.

Att.2.10 Recycling

- Individual floor plans and internal features of each unit shall be designed to facilitate recycling, including provisions for recycling enclosures.
- Multi-family complexes shall have common collection facilities that include provisions for recycling.

Att.2.11 Gates

- The City shall determine when and where gated access is required and/or allowed. Wrought iron, aluminum, steel, and/or quality wood gates may be provided to allow access to public areas.
- Although the City recognizes the need for security measures, it is not recommended that multi-family projects become walled-in enclaves with few connections to the surrounding neighborhood or streets. Security gating will be considered on a case-by-case basis per the City of Sacramento Gated Communities Ordinance.

Att.2.12 Lighting

- Every multi-family parcel shall have adequate lighting to provide for security and visibility. Site lighting should not be pervasive or impact surrounding neighboring properties. Decorative lighting along walkways and driveways shall be provided.

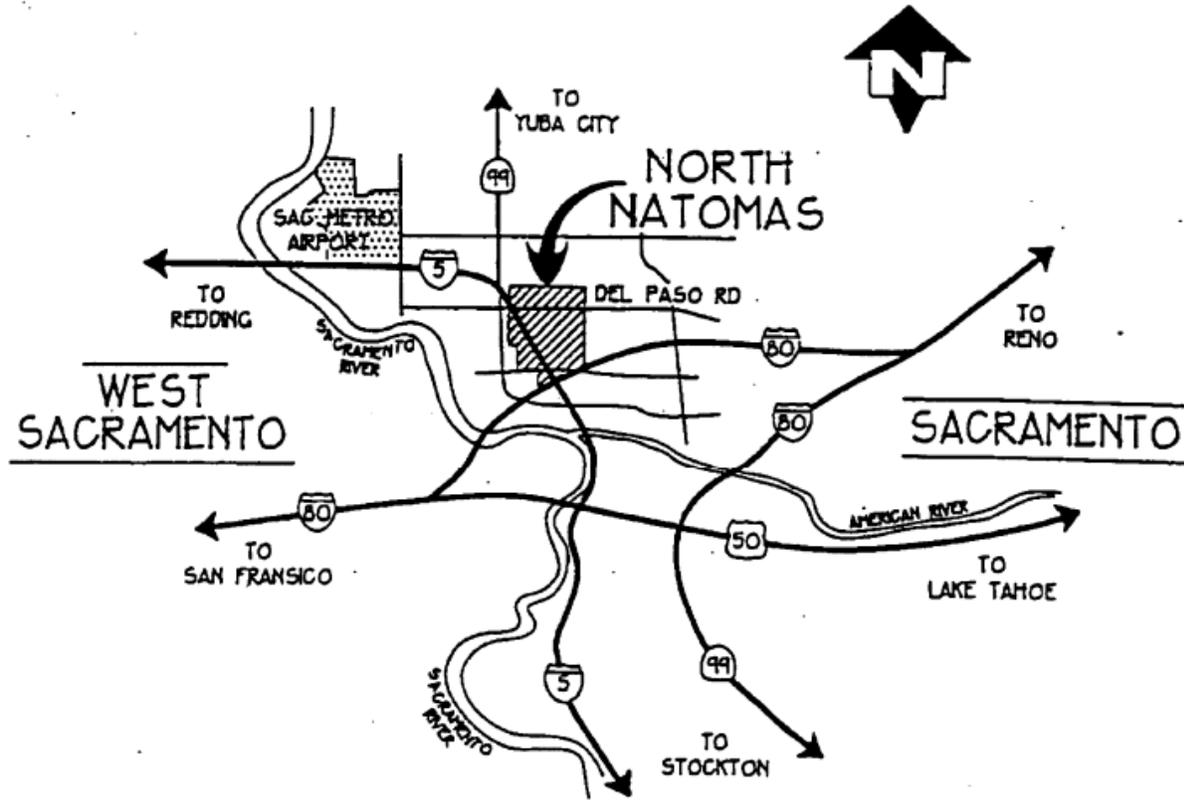
- Street lights to be installed on multi-family parcels throughout Arena Corporate Center will be per the City of Sacramento standards, as will lights for parking lots and other public spaces. In certain locations, the City may require special street lighting and parking lot lighting, and/or may require the painting of City light standards.

Att.2.13 On-Sight Management and Security

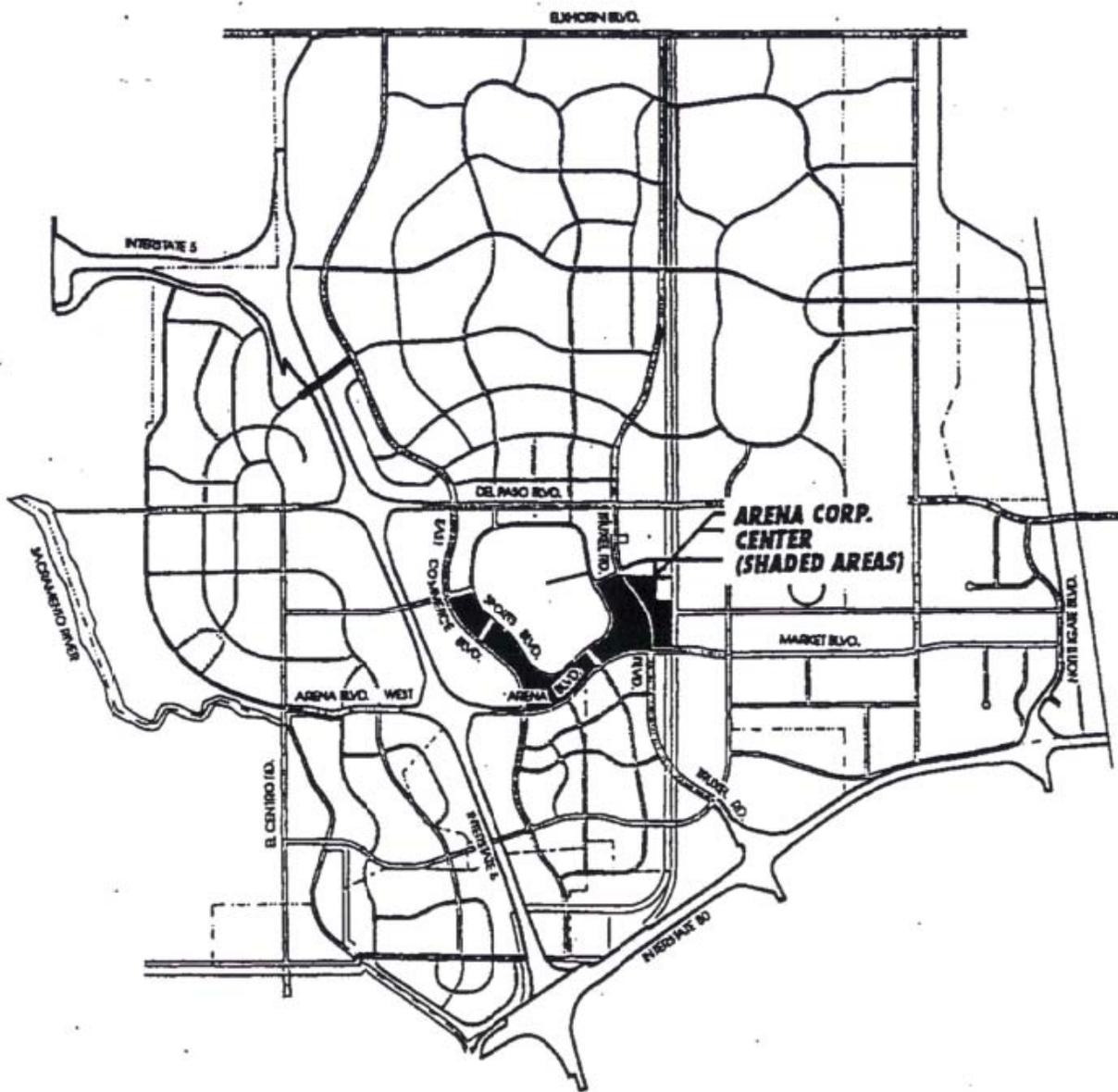
- Every multi-family complex in the PUD shall have on-site management. A contract with a reputable security firm shall provide on-site security, day and night, when the management office is closed.

Appendix

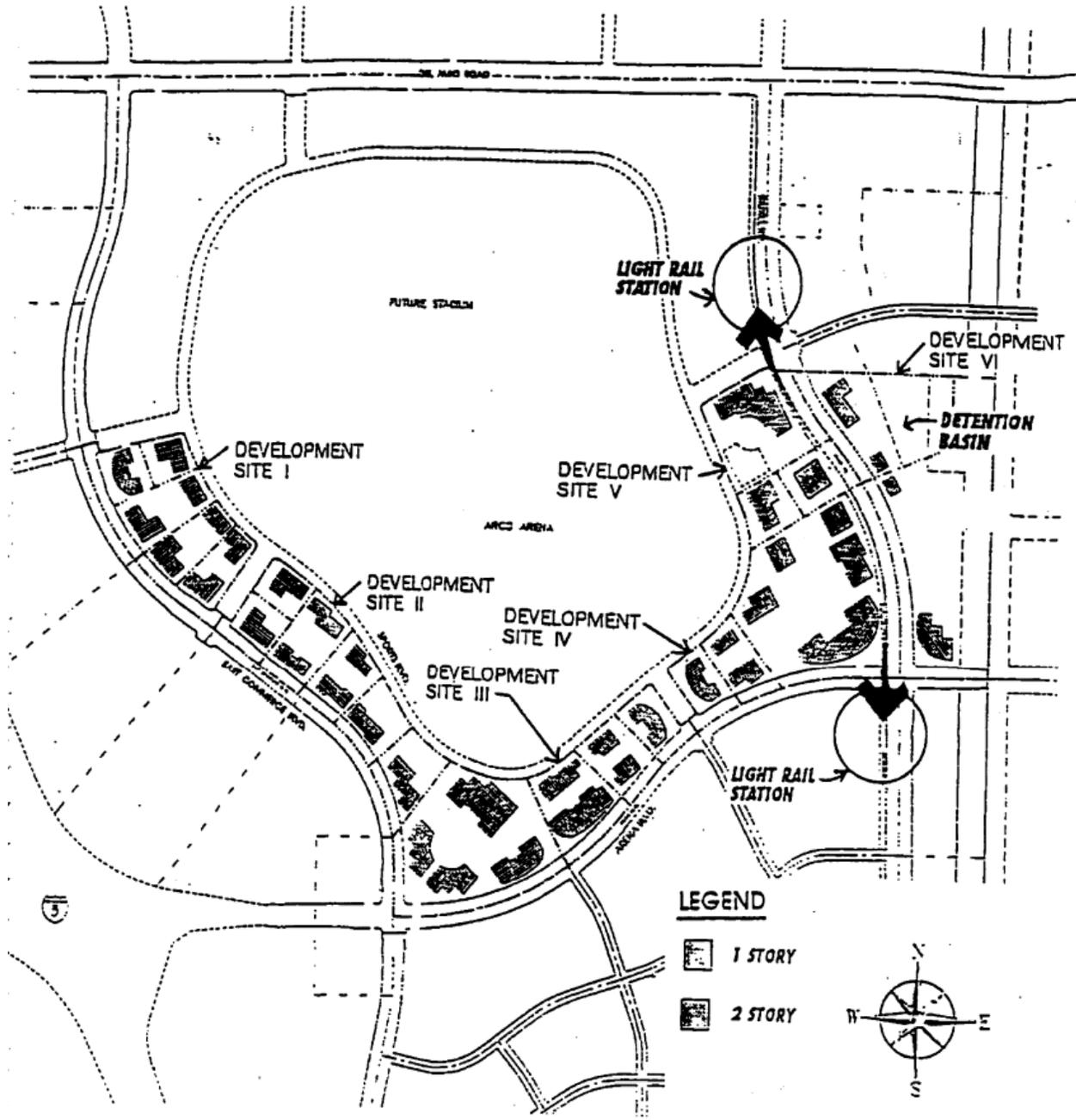
AP.1 Project Location- Regional



AP.2 Project Location- Local



AP.3 Conceptual Site Plan



AP.4 Land Use Allocation within Community Plan (Table)

AP.9 Roadway Master Plan Matrix (Table)

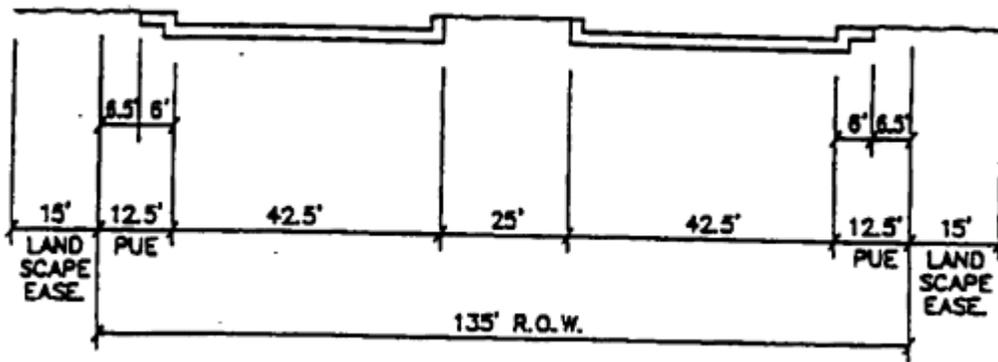
Roadway Name*	Roadway Type	Total ROW	Dominant User	Bike Lanes	On-Street Parking	Dominant Tree Species	Tree Spacing o.c.	Remarks
Truxel Rd	8-lane Div.	159'	Auto/ Transit	Yes	No	Platanus acerfolia	50'	Major Arterial
East Commerce Way	6-lane Div.	135'	Auto	Yes	No	Platanus acerfolia	50'	Major Collector
Arena Blvd.	6-lane Div.	135'	Auto	Yes	No	Quercus lobata	50'	Major Collector
Sports Blvd. (Private)	5 Lanes	90'	Auto	No	No	Cedrus deodora*	30'	Major One-Way
Arena Connector Roads (Private)	6 Lanes	120'	Auto	No	No	Pyrus calleriana	20'	Ceremonial Entrance

Reference Exhibit 4 on Page 13 for roadway locations.

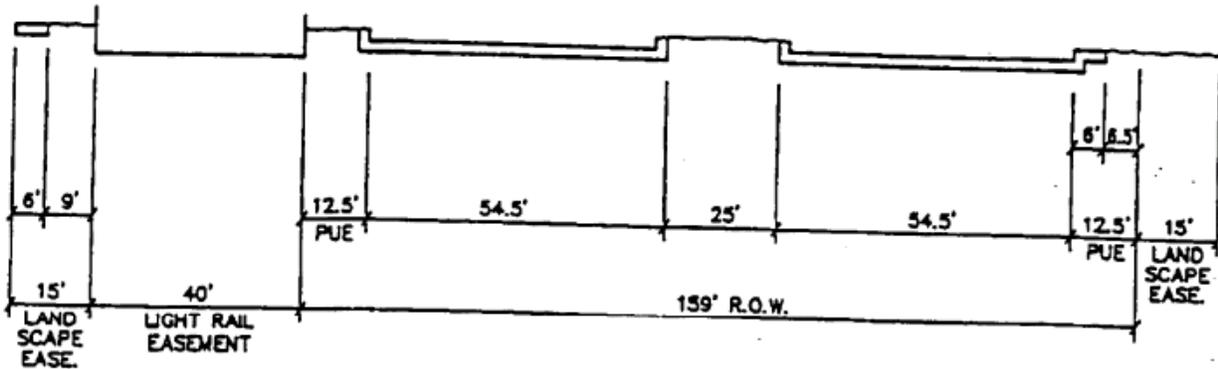
Note: Sports Boulevard and the Arena connector roads are private roads. Pedestrian and/or vehicular access to Arena Corporate Center will not be provided off the private, Sports Boulevard.

- Other species may be used as required to match the existing planting along the interior of Sports Boulevard.

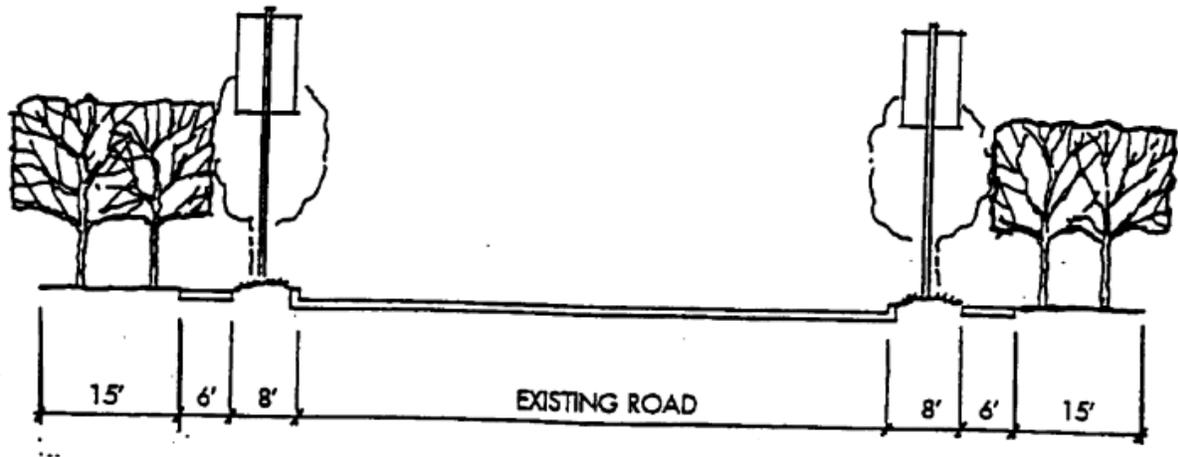
AP.10 Arena Boulevard and East Commerce Way



AP.11 Truxel Road

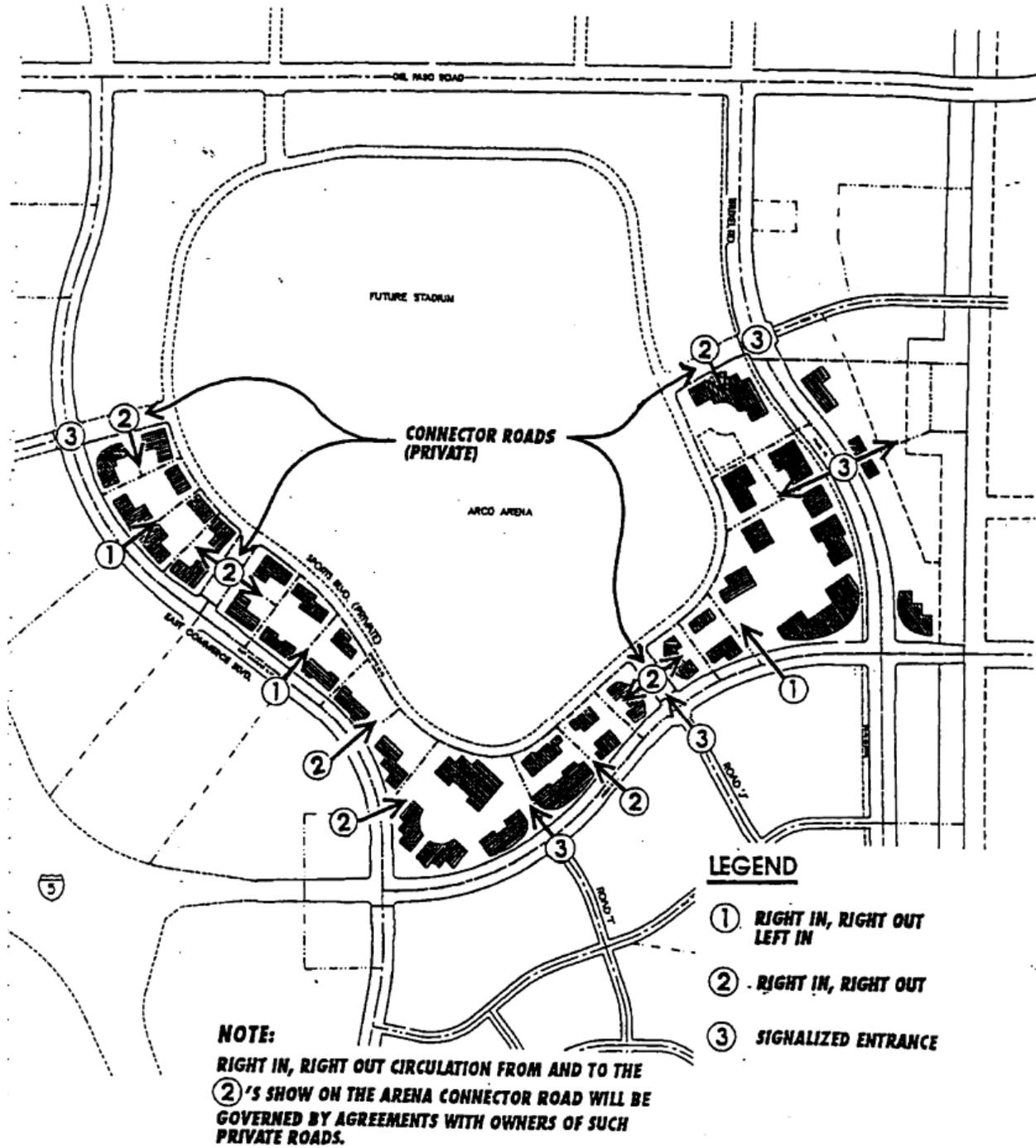


AP.12 Arena Connector Roads

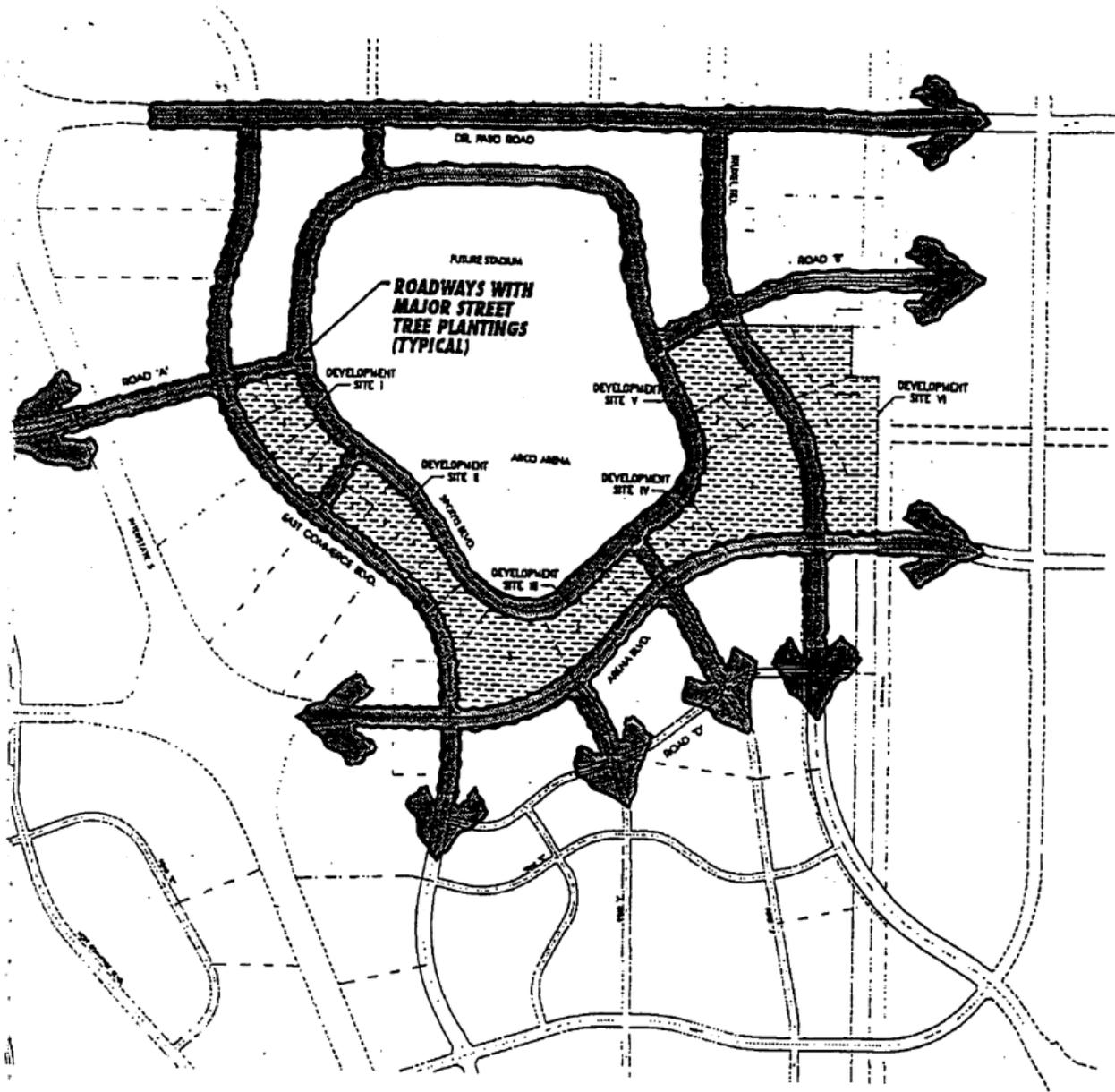


Note: Illustrative only. Access to Arena Corporate Center governed by agreements with the owners of said roads.

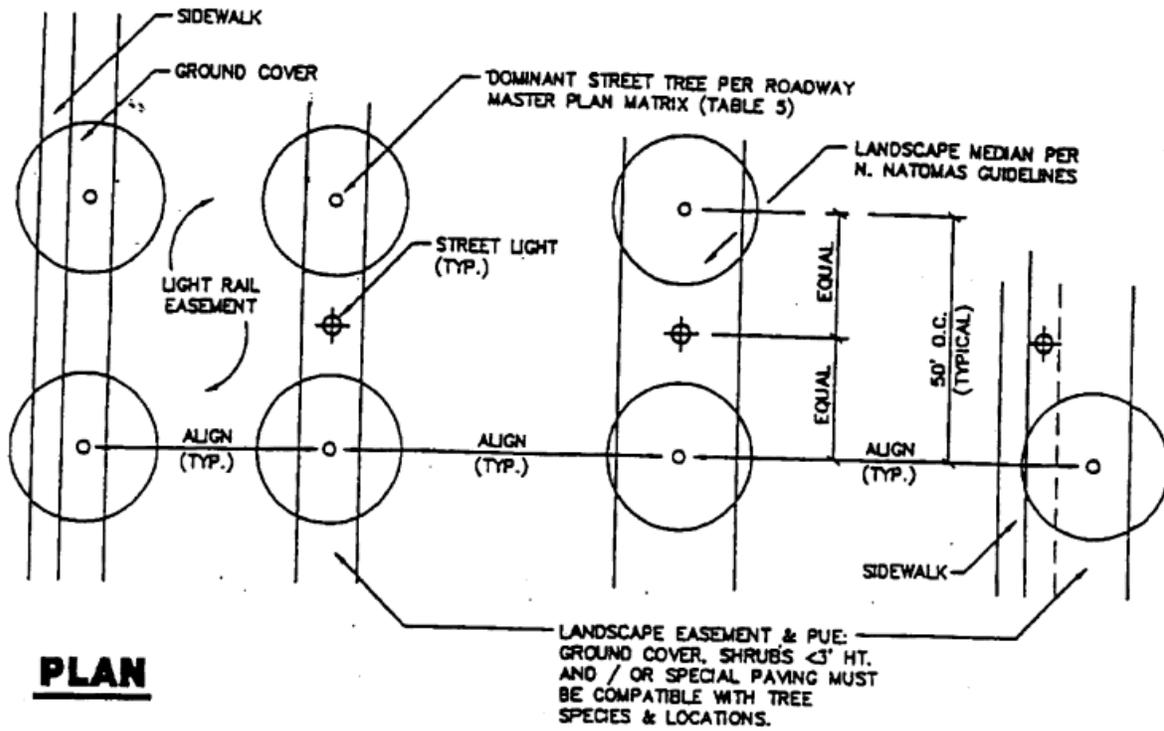
AP.13 Site Access Map



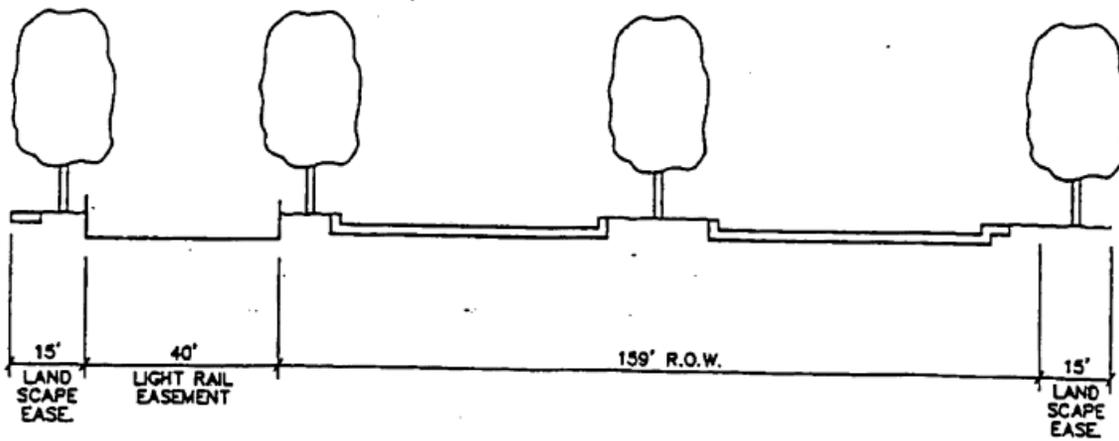
AP.14 Street Tree Master Plan



AP.15 Truxel Road Street Tree Plan

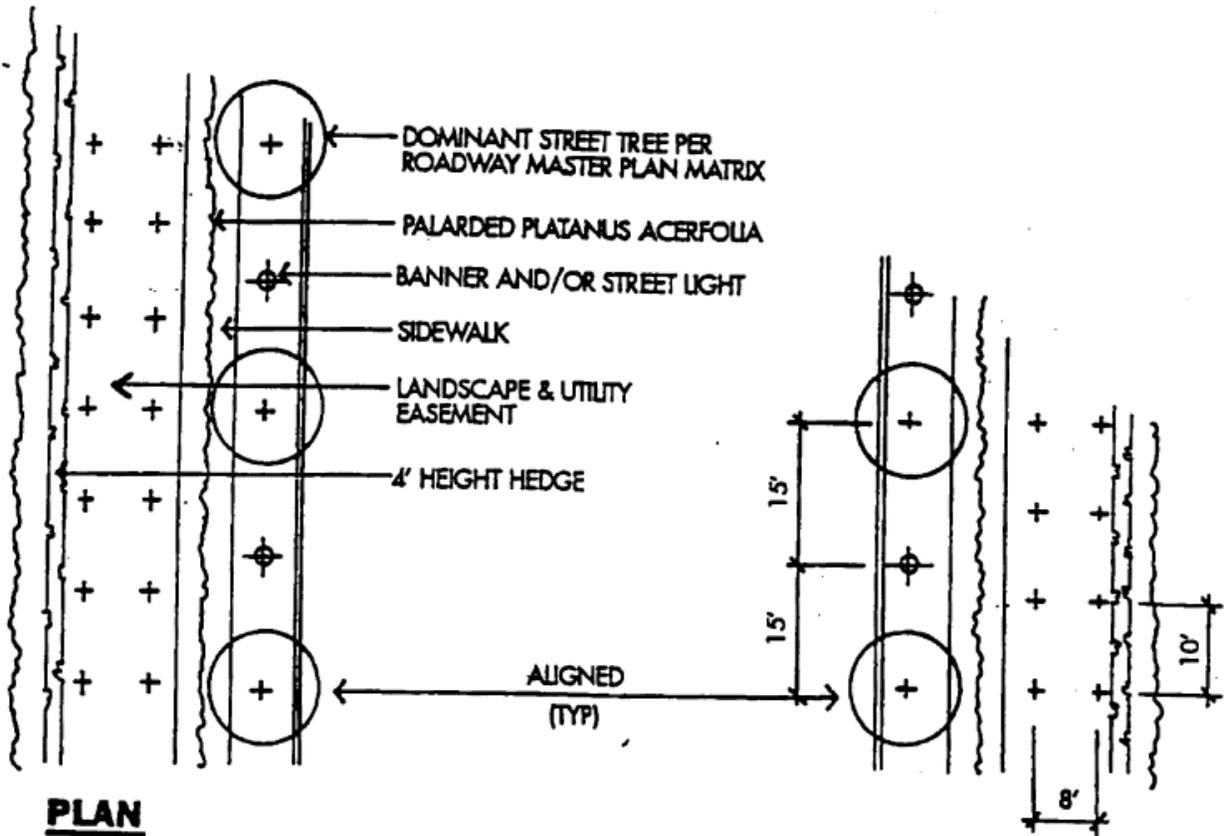


PLAN

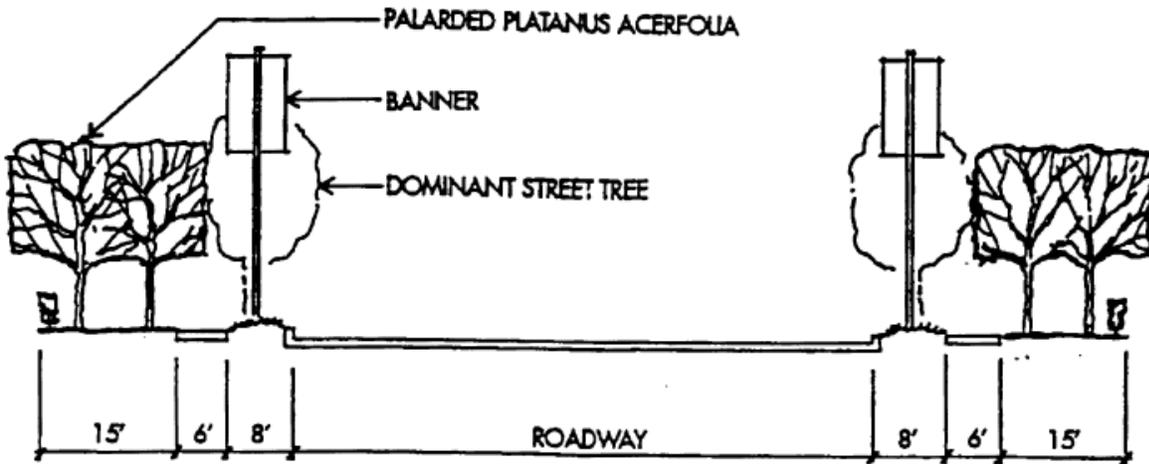


SECTION

AP.17 Arena Connector Road Street Tree Plan

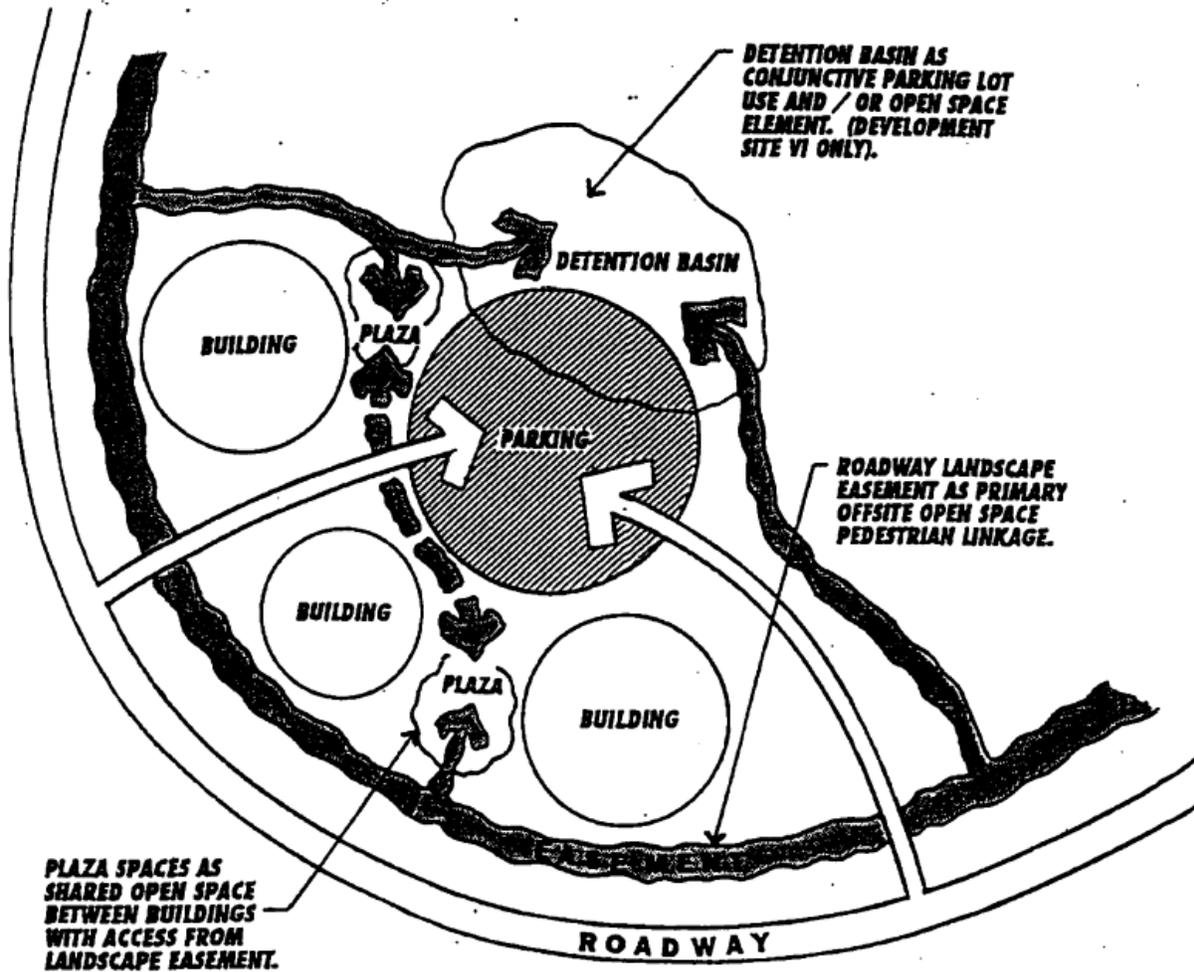


PLAN

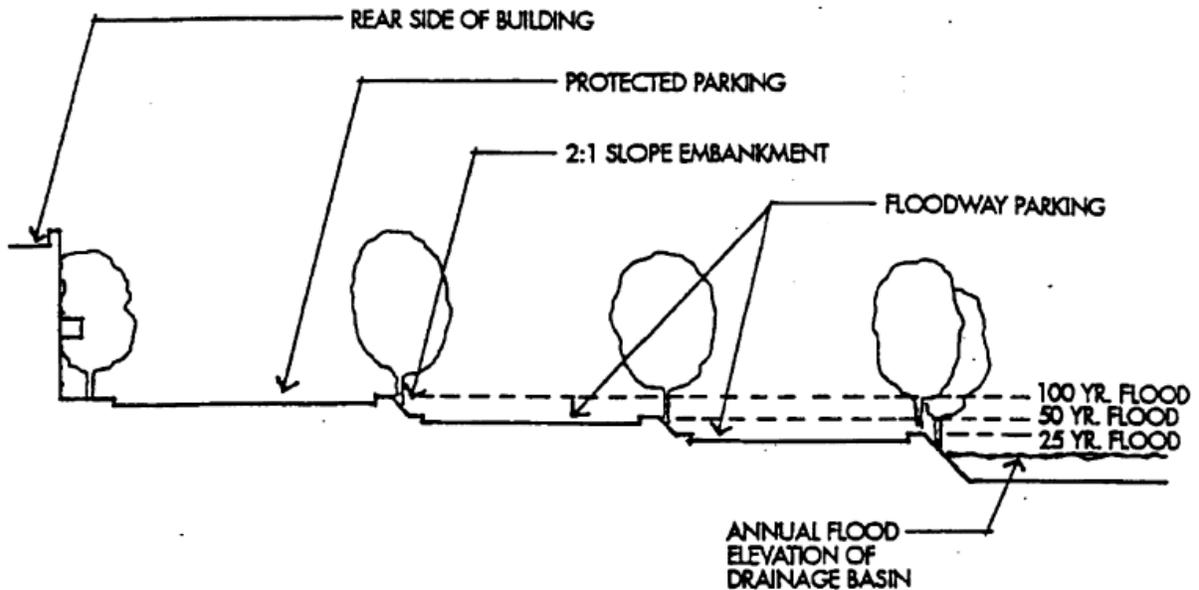


SECTION

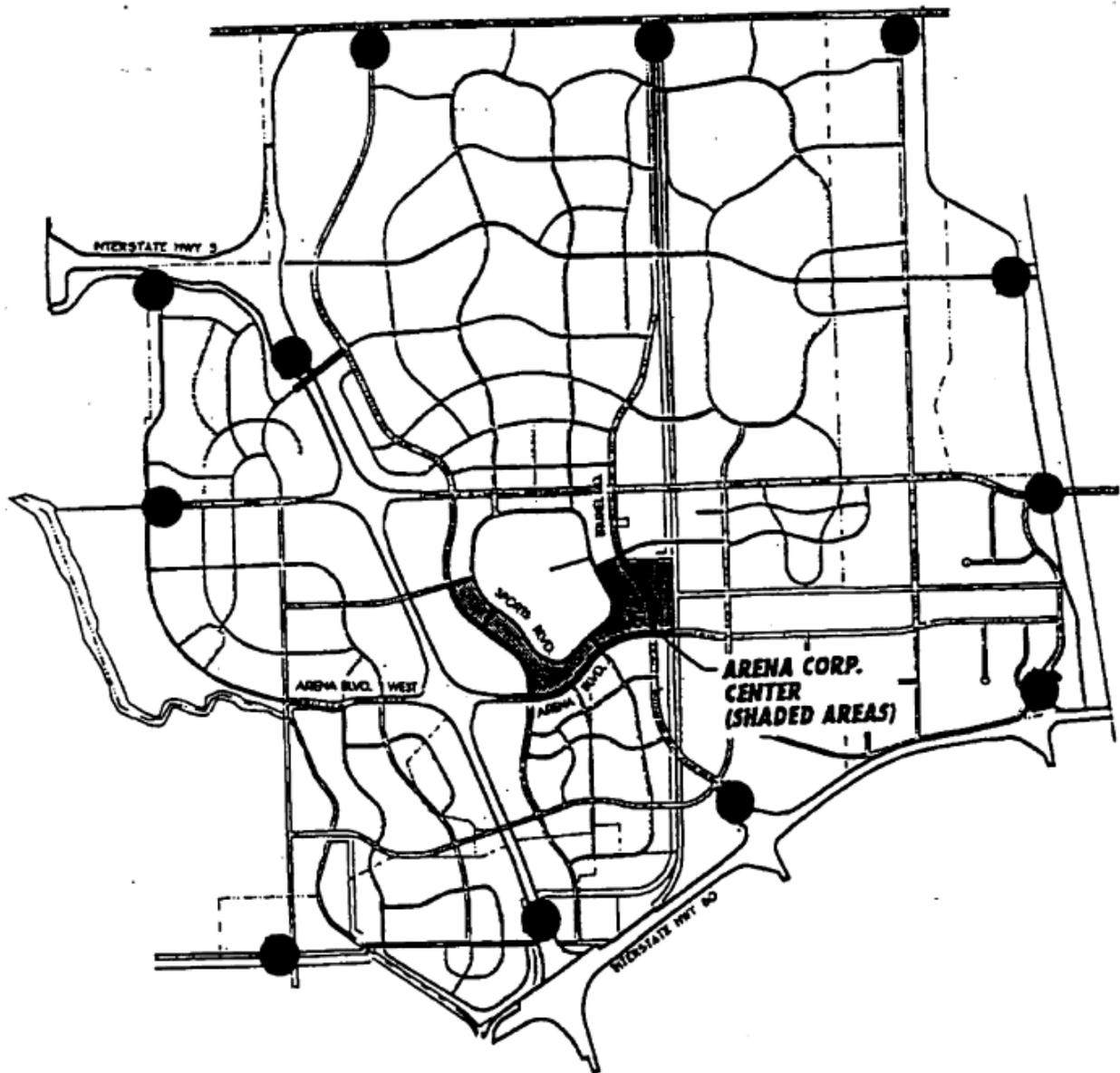
AP.18 Open Space Conceptual Diagram (On-site)



AP.19 Detention Basin Conjunctive Uses

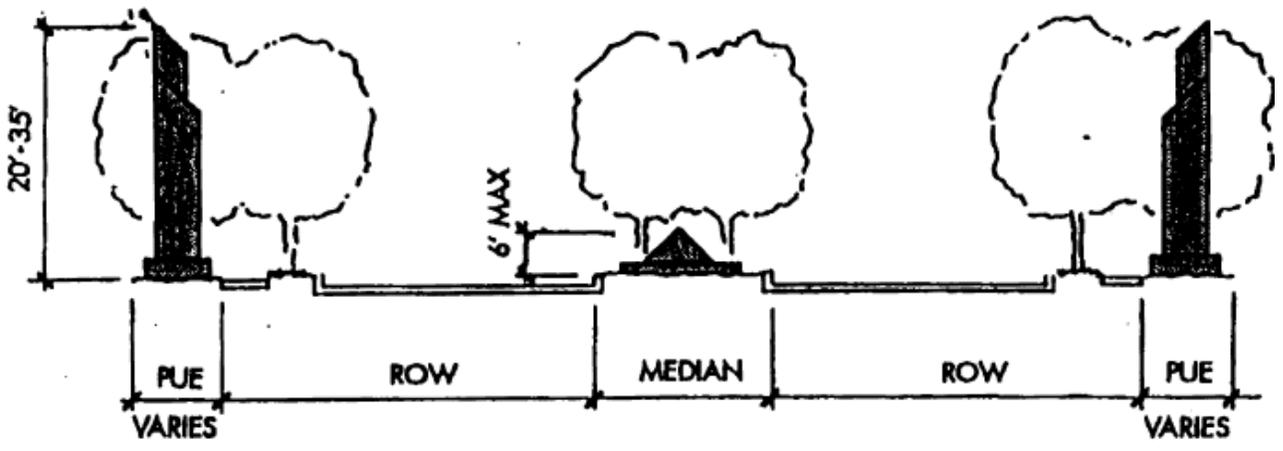
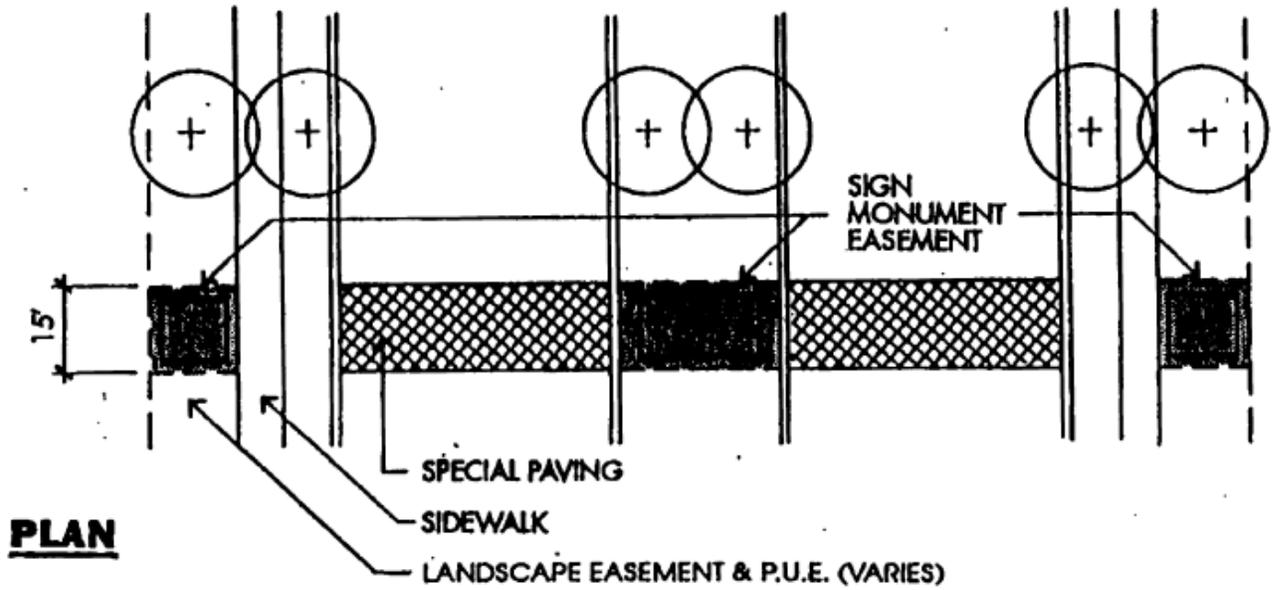


AP.20 Community Gateway Signage Master Plan



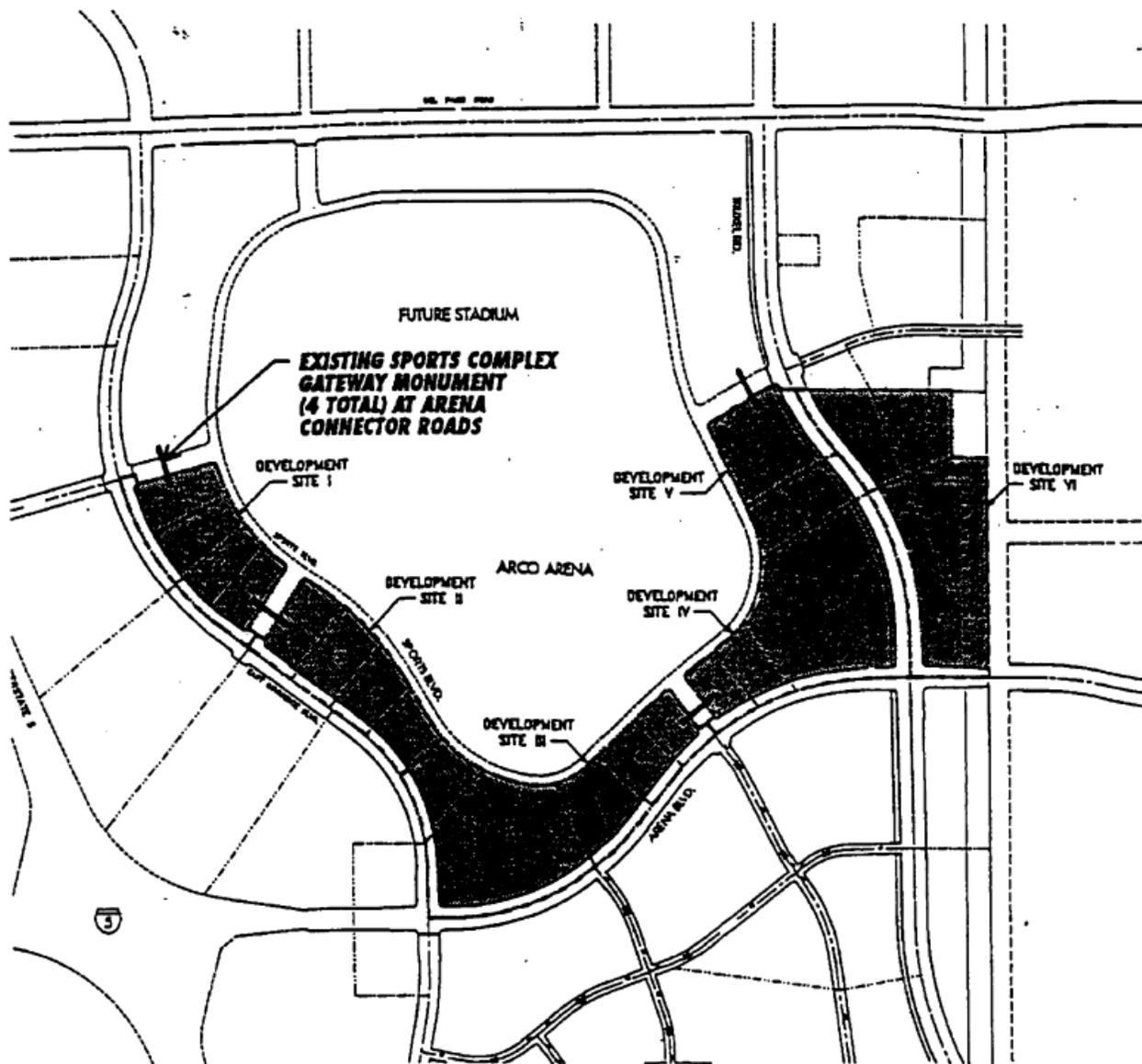
Note: Funded through the landscape and lighting financing district.

AP.21 Community Gateway Signage Diagram

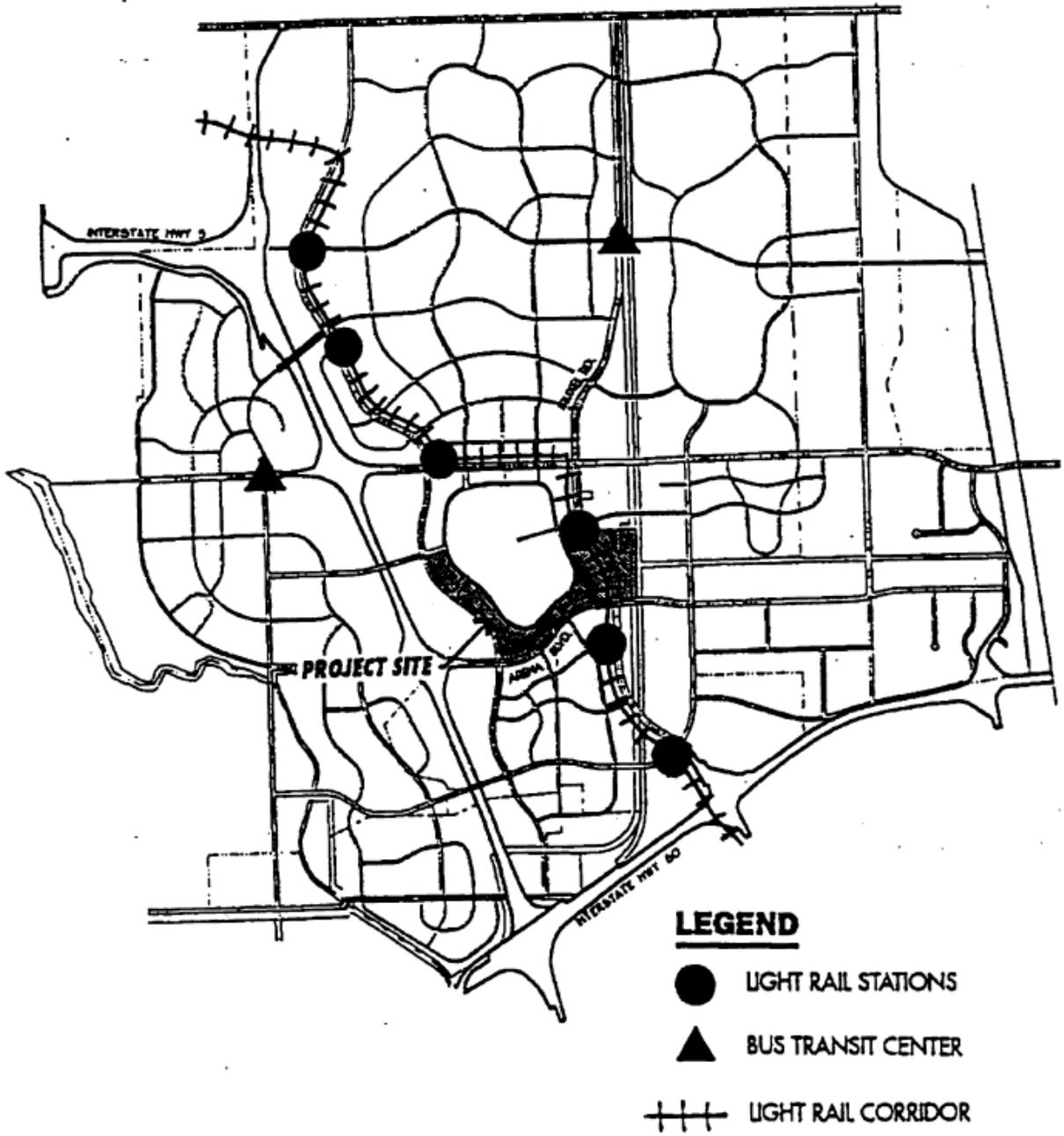


REFERENCE THE COMMUNITY GATEWAY SIGNAGE MASTER PLAN FOR LOCATION OF THESE SIGNS. (N.N. DEV. GUIDES., EXHIBIT A, PG 21)

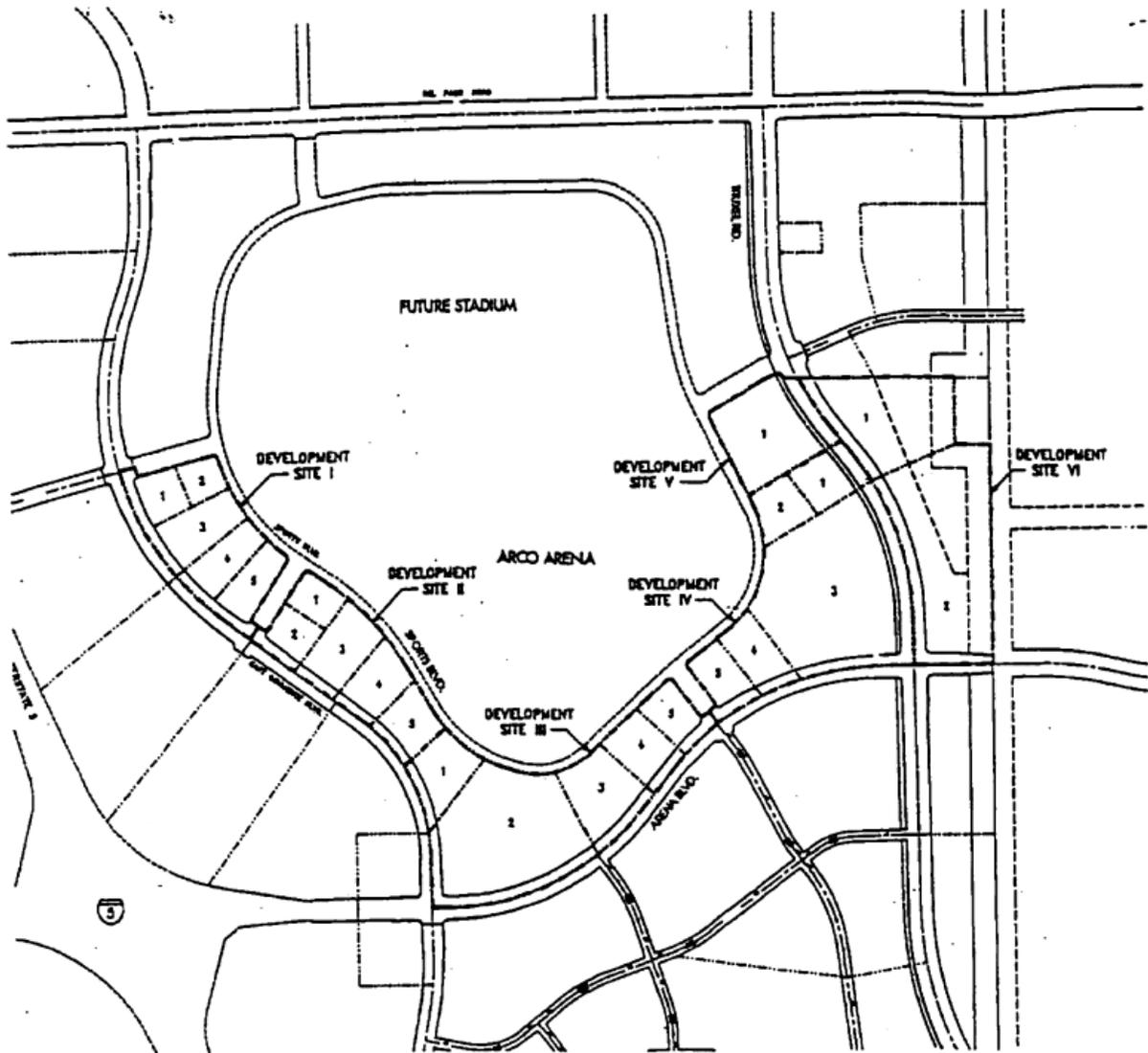
AP.22 Existing Sports Complex Gateway Monuments



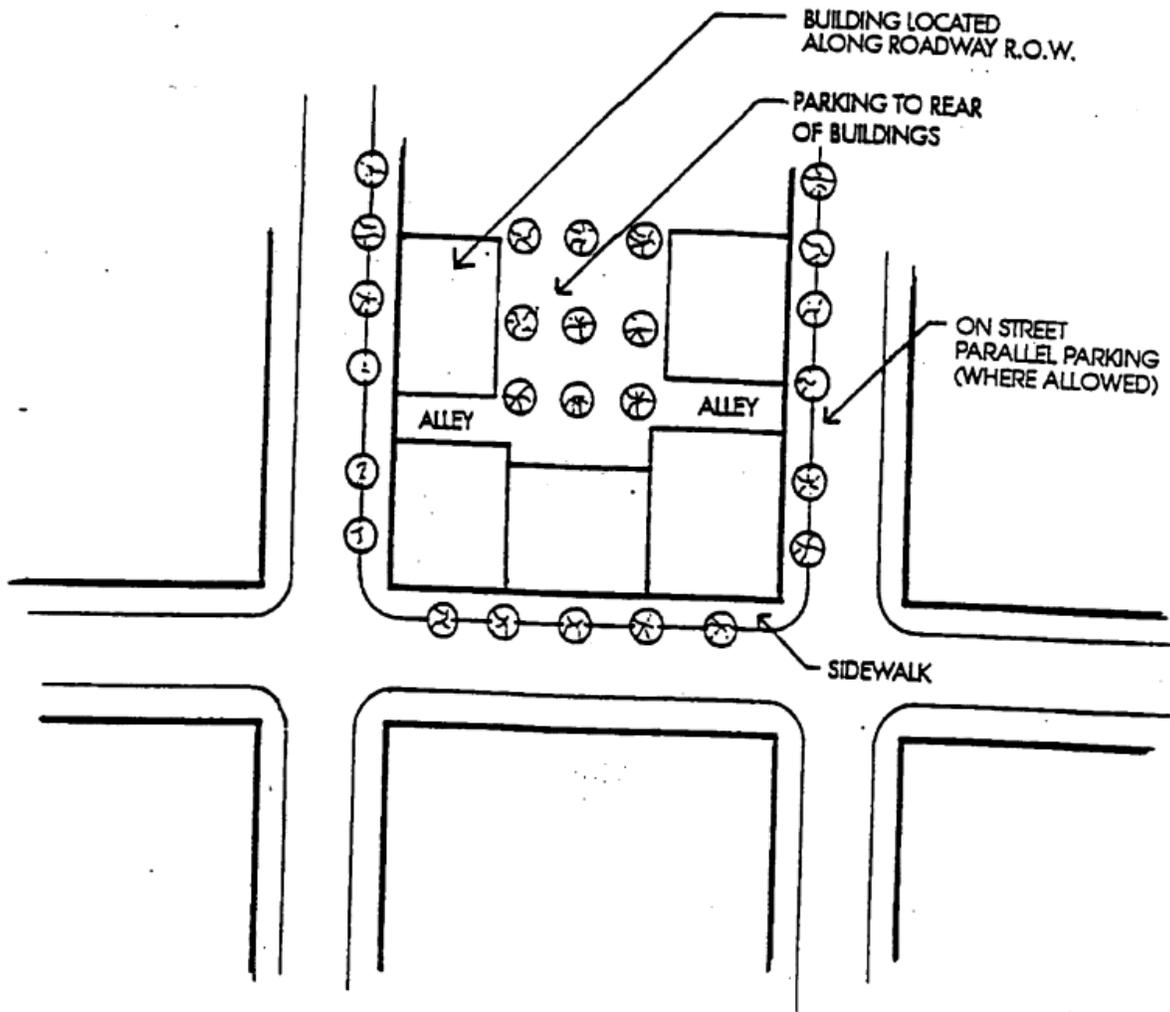
AP.23 Transit Station Map



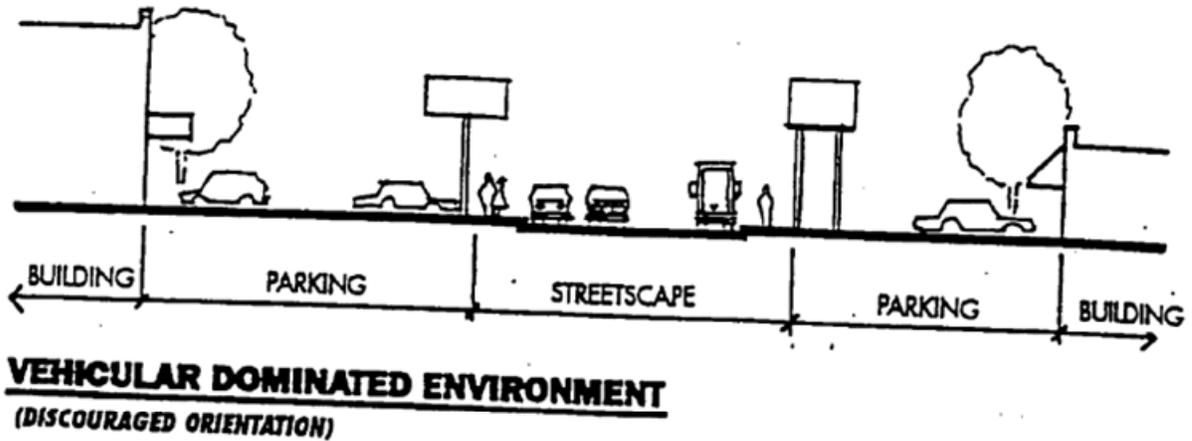
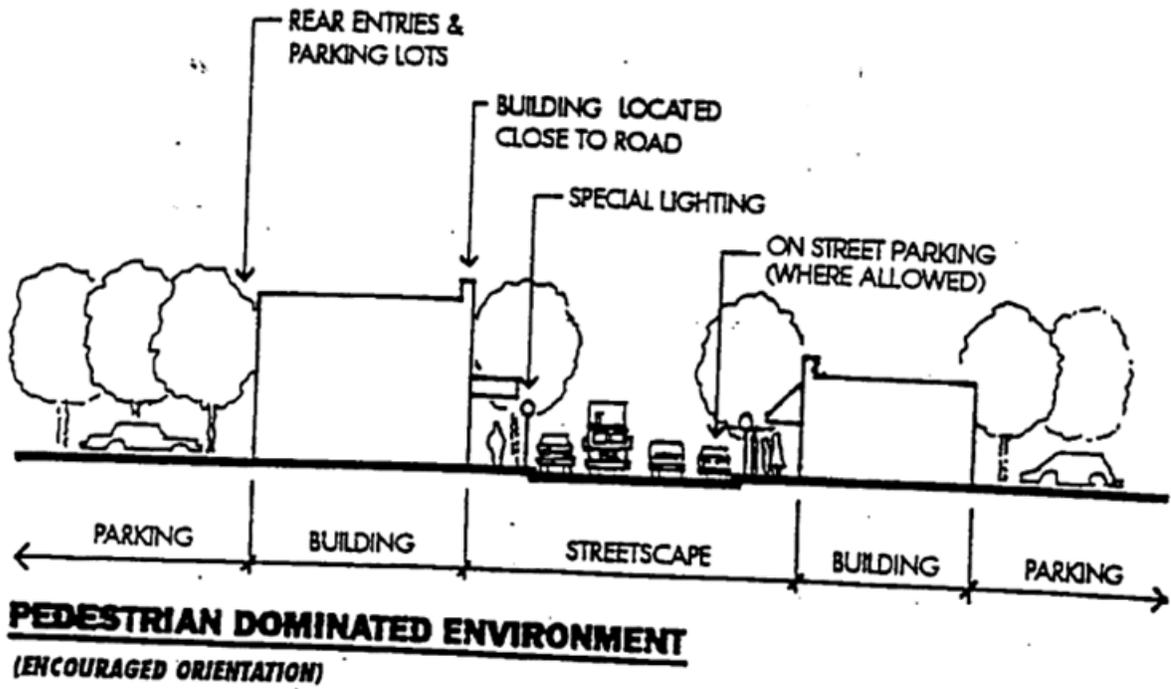
AP.24 Development Site Map



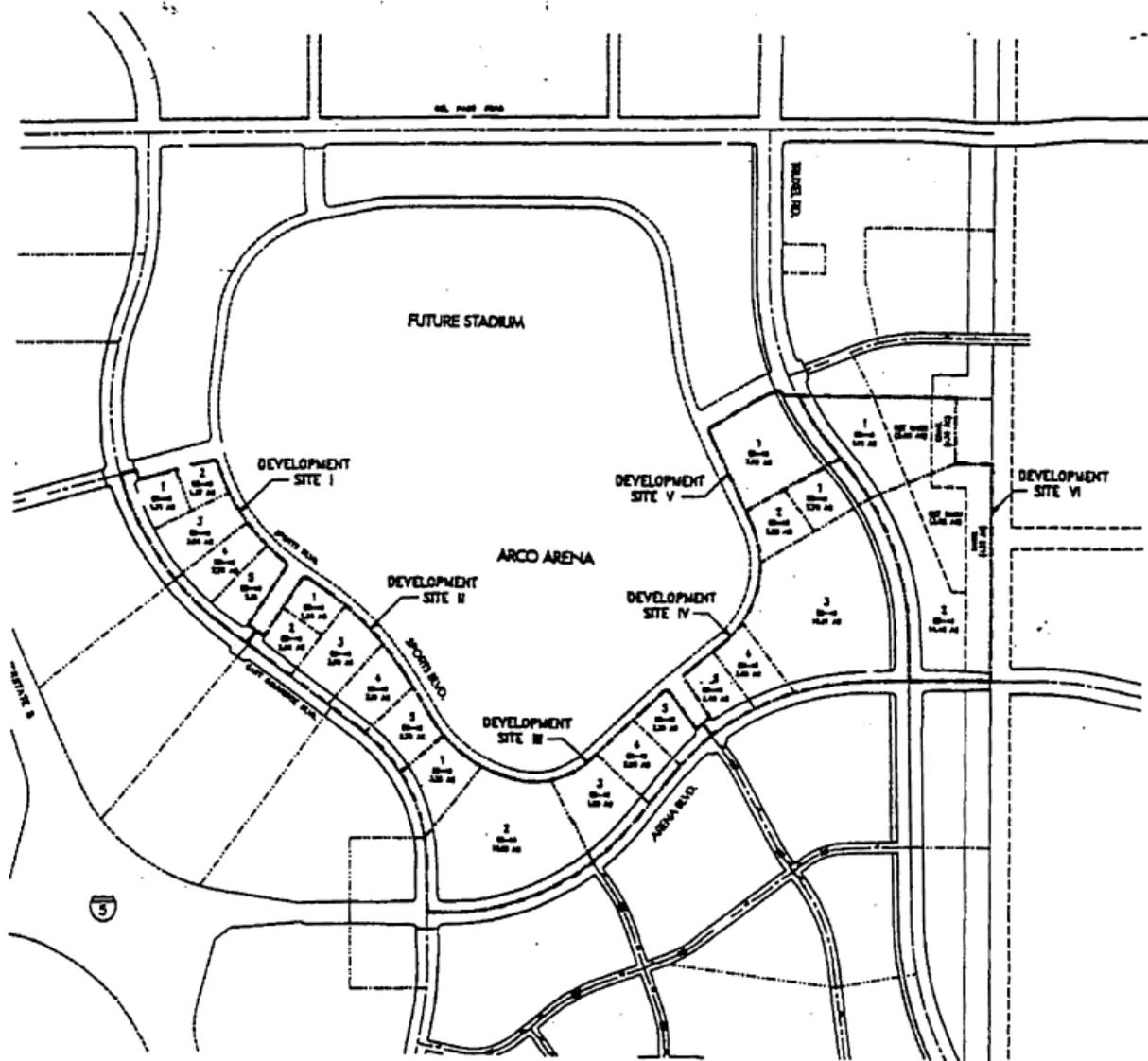
AP.25 Building Orientation to Roadways



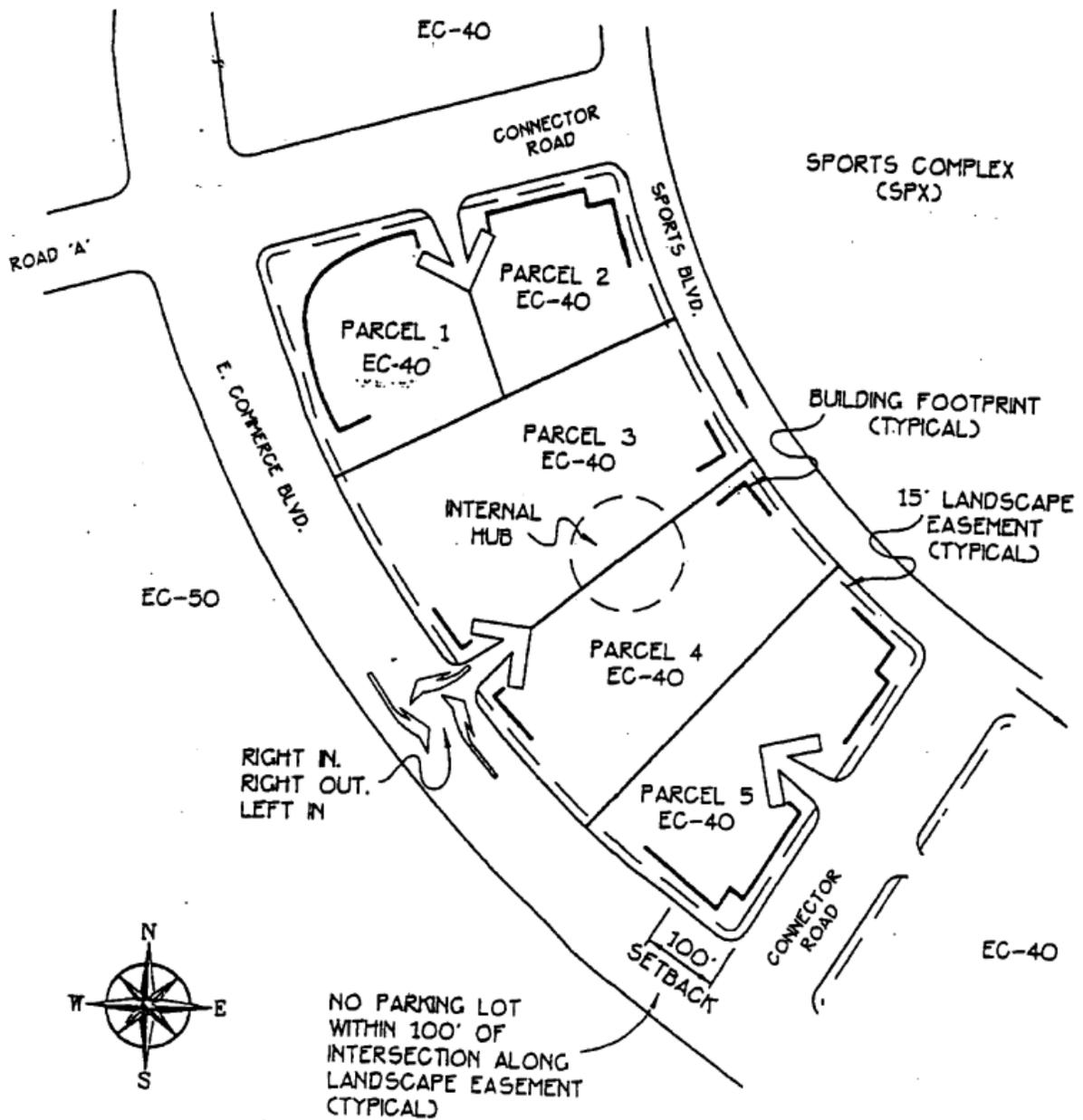
AP.26 Building and Parking Orientation



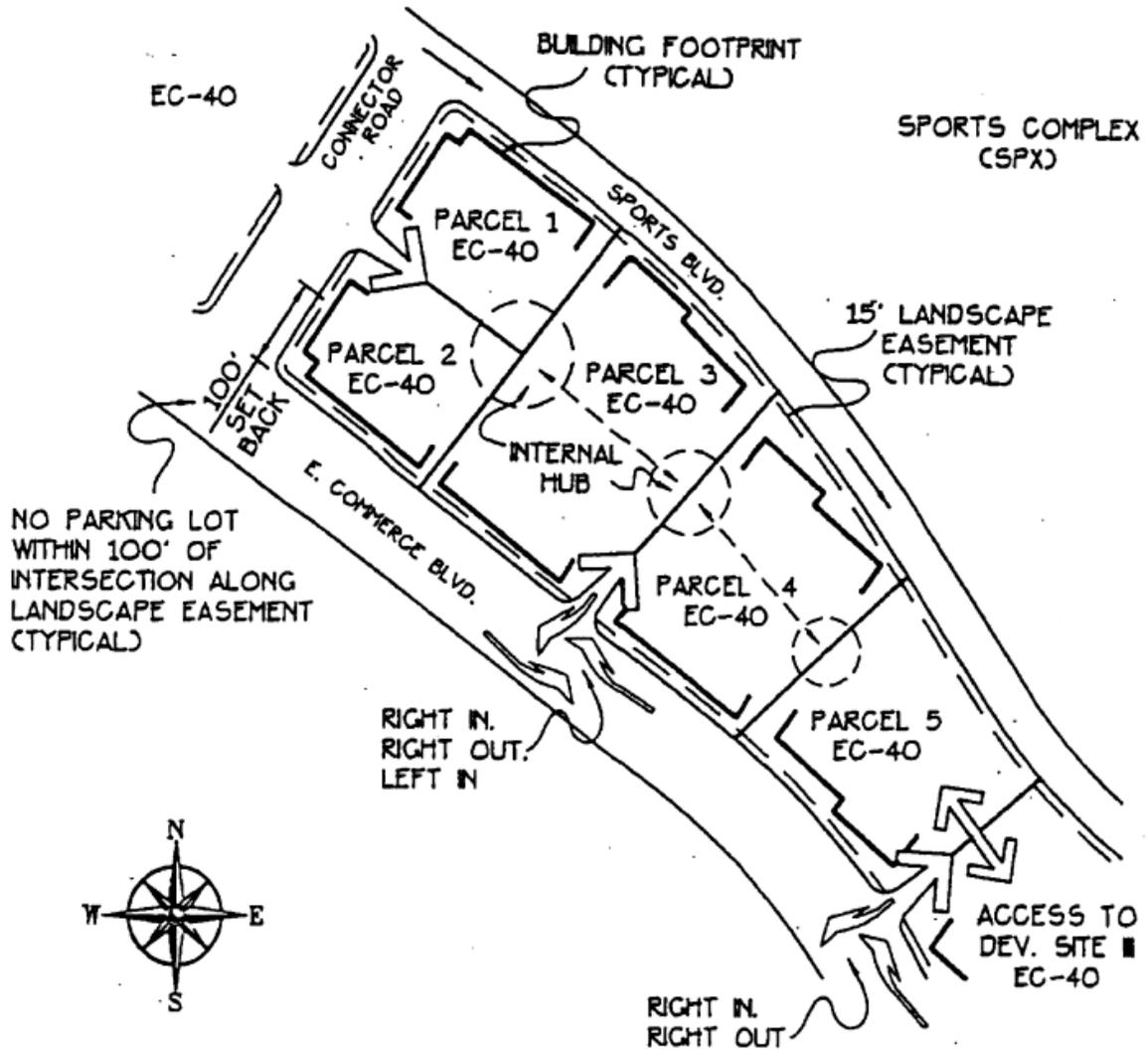
AP.27 Master Parcelization Map



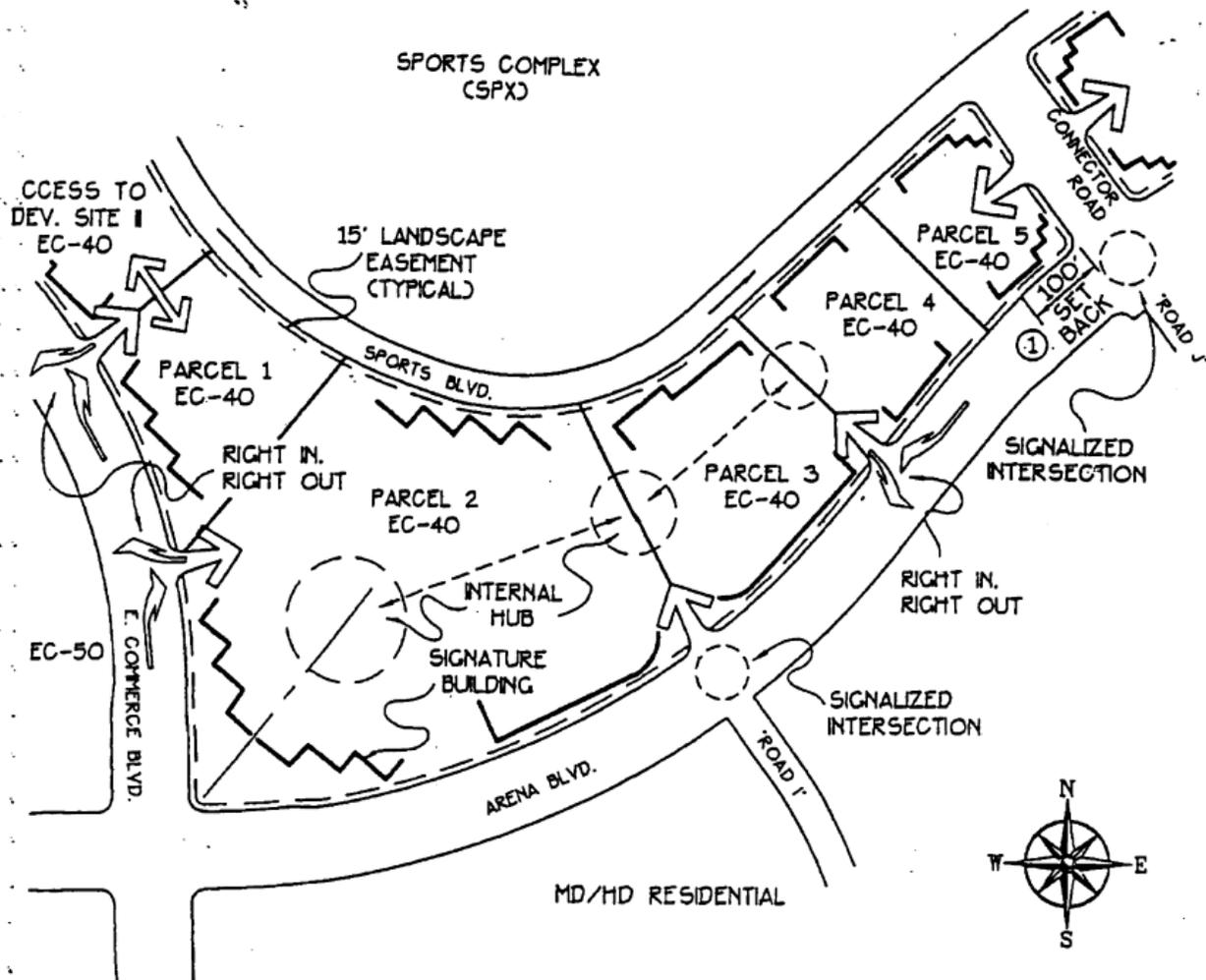
AP.28 Development Site I- Conceptual Plan



AP.29 Development Site II- Conceptual Plan

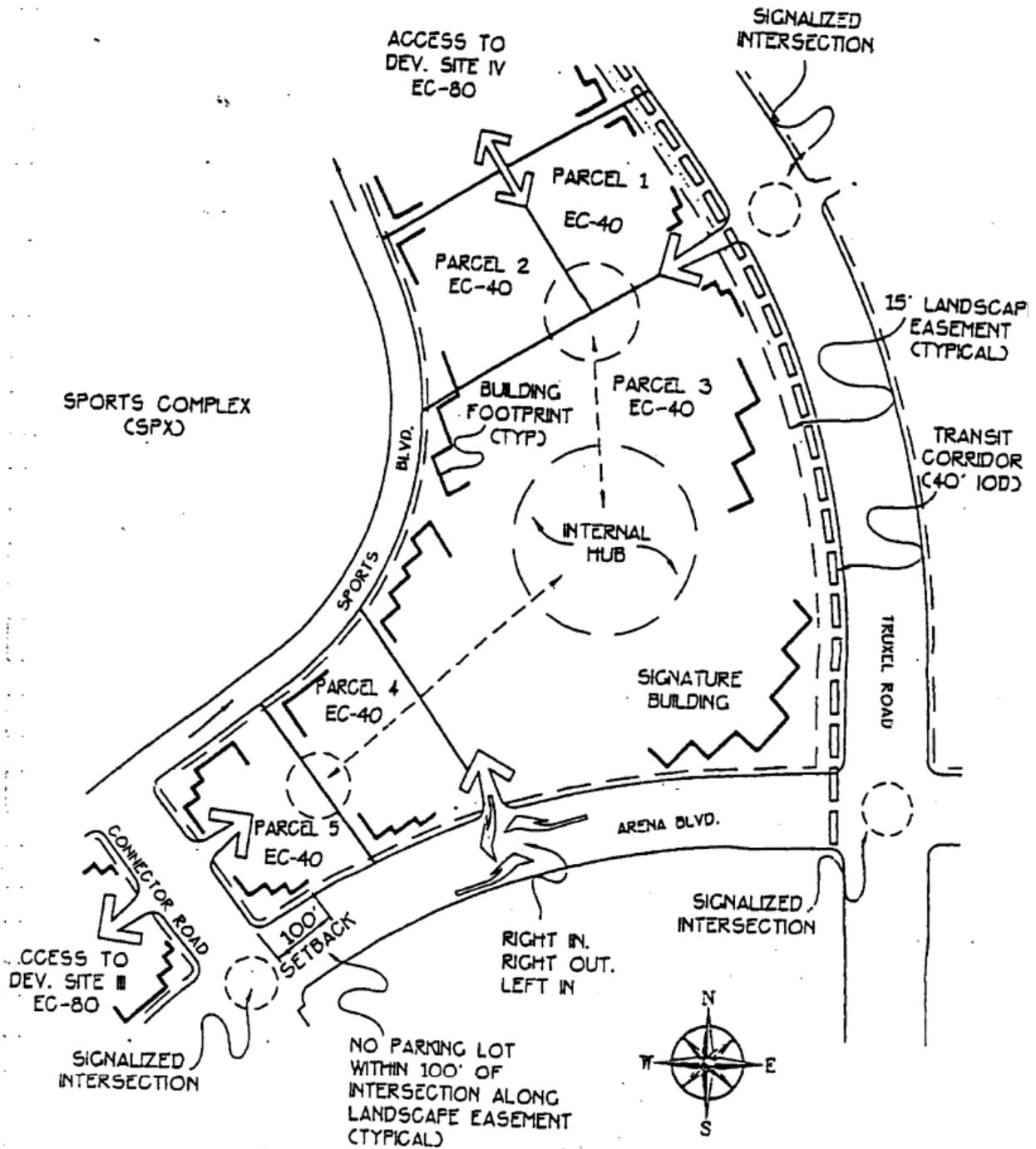


AP.30 Development Site III- Conceptual Plan

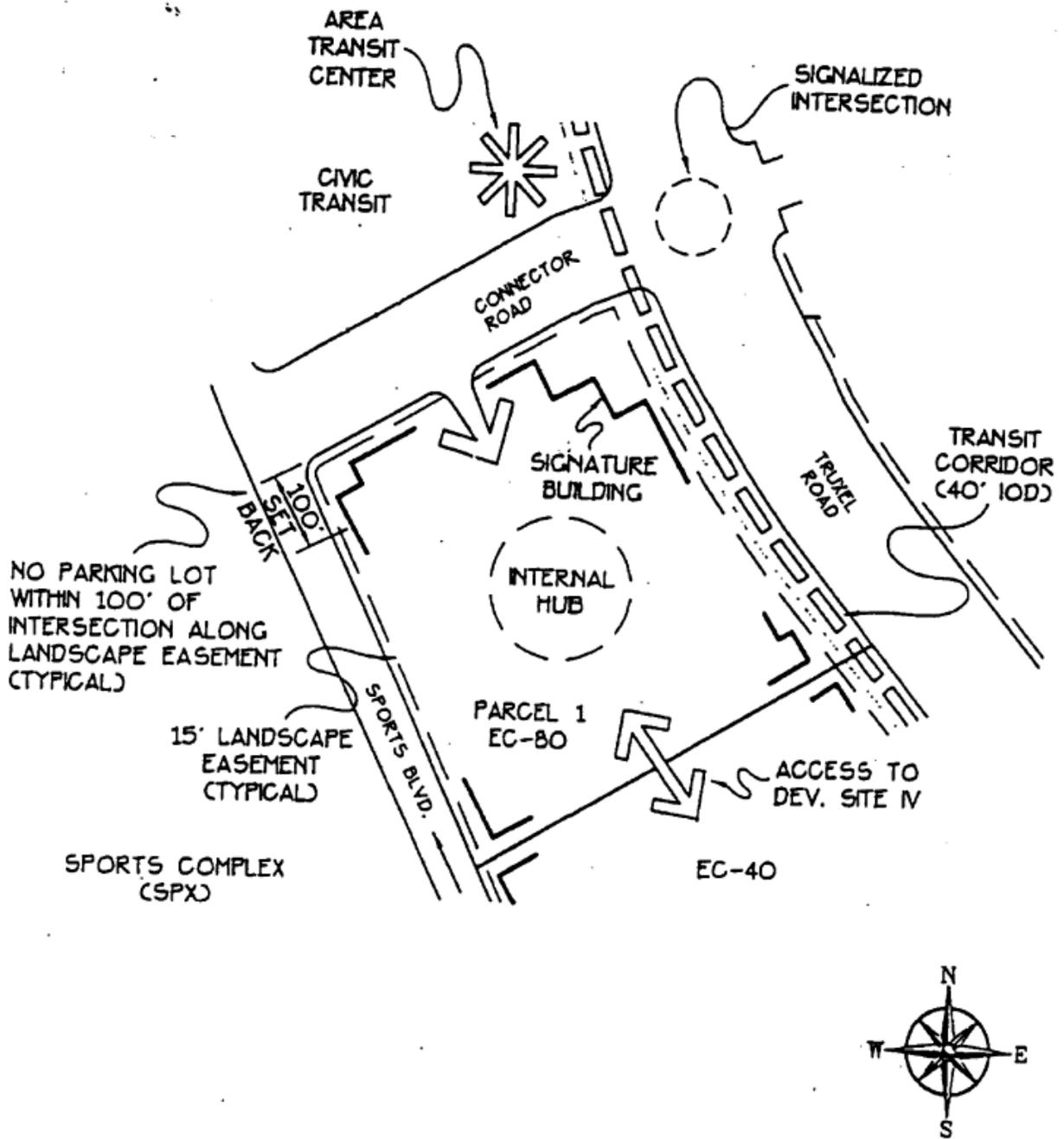


① NO PARKING LOT WITHIN 100' OF INTERSECTION ALONG LANDSCAPE EASEMENT (TYPICAL)

AP.31 Development Site IV- Conceptual Plan



AP.32 Development Site V- Conceptual Plan



AP.33 Development Site VI- Conceptual Plan

