Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	4.2 Transportation and Circulation			
Transportation and Circulation 4.2-1	*4.2-1(a) Del Paso Road and El Centro Road – Before completion of the amount of development that would generate 45 percent of the a.m. peak hour traffic, the project applicant shall pay a fair share to add a northbound right turn lane to the intersection, if not implemented by others. This mitigation measure would reduce the impact of the project to a* ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 45 percent of the a.m. peak hour traffic	
	4.2-1(b) Del Paso Road and East Commerce Way – Before completion of the amount of development that would generate 50 percent of the p.m. peak hour project traffic, the project applicant shall add a northbound and a southbound right turn signal phase at the subject intersection. The project applicant shall also restripe the westbound approach to include an exclusive right turn lane, a shared through / right turn lane, two through lanes, and two left turn lanes. This mitigation measure would reduce the impact of the project on intersection operations to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 50 percent of the p.m. peak hour project traffic	
	4.2-1(c) Del Paso Road and I-5 Northbound Ramps – Before completion of the amount of development that would generate 5 percent of the p.m. peak hour project traffic, the project applicant shall pay a fair share to signalize this intersection. This mitigation measure would reduce the impact of the project on intersection operations to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 5 percent of the p.m. peak hour project traffic	
	4.2-1(d) Del Paso Road and Natomas Boulevard – Before completion of the amount of development that would generate 15 percent of the p.m. peak hour project traffic, the project applicant shall pay a fair share to add right turn signal phases on all approaches to the intersection. This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 15 percent of the p.m. peak hour project traffic	
	4.2-1(e) East Commerce Way and New Market Drive – Before completion of the amount of development that would generate 65 percent of the p.m. peak hour project traffic, the project applicant shall provide an eastbound double right turn lane and an eastbound right turn signal phase at the subject intersection. This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 65 percent of the p.m. peak hour project traffic	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	4.2-1(f) East Commerce Way and Road 1 – Before completion of the amount of development that would generate 75 percent of the p.m. peak hour project traffic, the project applicant shall provide an eastbound double right turn lane at the subject intersection. This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 75 percent of the p.m. peak hour project traffic	
	4.2-1(g) East Commerce Way and Elkhorn Boulevard – Before completion of the amount of development that would generate 45 percent of the p.m. peak hour project traffic, the project applicant shall pay a fair share to signalize this intersection with existing geometry (if not completed by others). This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*	Development Services Department & Department of Transportation	Before completion of the amount of development that would generate 45 percent of the p.m. peak hour project traffic	
Transportation and Circulation 4.2-4	*4.2-4(a) The project applicant shall pay development fees for infrastructure projects as outlined in the North Natomas Financing Plan ("NNFP") as its required share of all freeway-related improvements. In addition to payment for freeway related improvements, ramps and interchanges, the North Natomas Finance Plan includes share of the Natomas Airport Light Rail Extension (DNA) project costs. With several light rail-stations within the Commerce station site in the close proximity to the DNA project provides future congestion relief for both the I-80 and the I-5 freeways and is included in the Metropolitan Transportation Plan.* *In conjunction with the North Natomas Community Plan ("NNCP") and the NNFP, in 1994 the City of Sacramento prepared the North Natomas Freeway-Related Improvements Study (the "Kittleson Report"), which analyzed freeway-related impacts associated with development of the NNCP. The Kittleson Report recommended various improvements to the freeway mainlines, auxiliary lanes and interchanges and estimated that 43% of the cost for the proposed improvements are attributable to North Natomas. The Kittleson Report was discussed in further detail in the NNFP, which, in order to implement the Kittleson Report, provides that a portion of the PFF will be earmarked for the freeway-related improvements identified in the Kittleson Report.*	Development Services Department & Department of Transportation Caltrans	Pay NNFP and PFF fees prior to issuance of building permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes I-5 and SR 99 improvement projects near the Commerce Station site. The DSMP is the Vision Document for the District and has a 20-year planning horizon. The anticipated completion years of various DSMP projects are: *Interstate 5* *2006—Construct auxiliary lanes from Richards Blvd. to Garden Highway* *2008—Construct northbound auxiliary lane from Del Paso Road to SR 99* *2010—Add SR 99 southbound on-ramp lane to SR 99 / I-5 interchange* *2010—HOV lanes from downtown Sacramento to I-5 / I-80 interchange* *2016—Reconstruct I-5 northbound / I-80 eastbound ramp* *2019—HOV connector between I-5 / I-80 interchange* *2020—HOV lanes from downtown Sacramento to Sacramento International Airport* *2023—HOV lanes from I-80 to Sacramento International Airport* *State Route 99* *2012—Construct Elverta Road interchange* *2015—Expand Elkhorn Blvd. interchange to accommodate Elkhorn Blvd's widening* *2024—Construct lane in each direction from I-5 to Elkhorn Blvd.* *Unknown—HOV lanes from I-5 interchange to SR 70* *Some of these proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. It is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help*			

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax and other taxes rather than development fees. *The freeway improvement projects proposed by Caltrans are not currently approved and funded, but, consistent with the Kittleson Report, the applicant's payment of the PFF will satisfy its required share of the cost of such anticipated future improvements. Nevertheless, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.* *Consequently, payment of the PFF fees cannot assure that impacts on the I-5 Northbound Exit Ramp to Del Paso Road will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the I-5 Northbound Exit Ramp to Del Paso Road would remain* ***significant and unavoidable****.*			
Transportation and Circulation 4.2-6	*4.2-6* *Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor*	Development Services Department & Department of Transportation	Prior to issuance of building permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	other approaches to addressing freeway congestion. *Consequently, payment of the PFF cannot assure that impacts on the freeway weaving segment will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway weaving segment would remain* ***significant and unavoidable****.*			
Transportation and Circulation 4.2-7	*4.2-7(a) Prior to recordation of the first map, the project applicant shall coordinate with the City of Sacramento Development Engineering Division to identify the necessary on- and off-street pedestrian and bicycle facilities to serve the proposed development. These facilities shall be incorporated into the project and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, and pedestrian signal heads.* *4.2-7(b) Circulation and access to all proposed parks and public spaces shall include sidewalks that meet Americans with Disabilities Act standards.*	Development Engineering Division Development Services Department	Prior to recordation of the first map Prior to issuance of building permits.	
Transportation and Circulation 4.2-12	*4.2-12(a) Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that the prospects of the proposed freeway improvements ever being constructed remains uncertain due*	Development Services Department & Department of Transportation Caltrans	Pay NNFP and PFF fees prior to the issuance of building permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion. *Consequently, payment of the PFF cannot assure that impacts on the I-5 Northbound Exit Ramp to Del Paso Road will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the I-5 Northbound Exit Ramp to Del Paso Road would remain* ***significant and unavoidable****.*			
Transportation and Circulation 4.2-14	*4.2-14 Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.* *Consequently, payment of the PFF cannot assure that impacts on the freeway weaving segment will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and*	Development Services Department & Department of Transportation Caltrans	Prior to issuance of building permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway weaving segment would remain ***significant and unavoidable****.*			
Transportation and Circulation 4.2-15	*4.2-15 Implement mitigation measures 4.2-7(a) and 4.2-7(b).*	See mitigation measures 4.2-7(a) and 4.2-7(b)	See mitigation measures 4.2-7(a) and 4.2-7(b)	
Transportation and Circulation 4.2-17	*4.2-17 Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City traffic engineer and subject to review by all affected agencies. Implementation of the mitigation measure would reduce this impact to* ***less than significant****.*	City traffic engineer	Prior to beginning of construction	
Transportation and Circulation 4.2-18	*4.2-18(a) Del Paso Road and East Commerce Way – The project applicant shall pay a fair share contribution to implement mitigation measure 4.2-1(b). This mitigation measure would reduce the impact of the project to a* ***less than significant*** *level.*	Development Services Department & Department of Transportation For MM 4.2-18(a thru d).	See mitigation measure 4.2-1(b)	
	4.2-18(b) Del Paso Road and Natomas Boulevard – The project applicant shall pay a fair share contribution to provide a westbound double left turn lane. This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*		Prior to issuance of building permit	
	4.2-18(c) East Commerce Way and New Market Drive – The project applicant shall pay a fair share contribution to implement mitigation measure 4.2-9(e). This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*		See mitigation measure 4.2-9(e)	
	4.2-18(d) East Commerce Way and Road 3 – The project applicant shall pay a fair share contribution to provide an eastbound double right turn lane and a northbound double left turn lane. This mitigation measure would reduce the impact of the project to a ***less than significant*** *level.*		Prior to issuance of building permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Transportation and Circulation 4.2-19	*4.2-19(a) El Centro Road – I-5 Overcrossing – The project applicant shall provide the appropriate right-or-way within the project site to construct a North Natomas 2+ lane cross-section at this location. This will include 70 feet of right-of-way for road purposes, and appropriate slope easements. The applicant shall also provide for the eventual construction of the overcrossing by not encroaching with permanent structures within 40 feet of the dedication area. The applicant shall pay a fair-share contribution toward the future lane reconfiguration of the overcrossing from two to four lanes. The lane reconfiguration shall not require widening of the planned overcrossing structure. This mitigation measure would reduce the impact of the project and circulation alternative to a* ***less than significant*** *level.*	Development Services Department & Department of Transportation	Right-of-way shall be shown on final map prior to the issuance of building permit. Fair share fee shall be paid prior to issuance of building permit.	
Transportation and Circulation 4.2-20	*4.2-20 Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.* *Consequently, payment of the PFF cannot assure that impacts on the listed freeway mainline segments will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the listed freeway mainline segments would remain* ***significant and unavoidable****.*	Development Services Department & Department of Transportation Caltrans	See mitigation measure 4.2-4(a)	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Transportation and Circulation 4.2-21	*4.2-21 Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion.* *Consequently, payment of the PFF cannot assure that impacts on the identified freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the identified freeway ramp junctions would remain* ***significant and unavoidable****.*	Development Services Department & Department of Transportation Caltrans	See mitigation measure 4.2-4(a)	
Transportation and Circulation 4.2-22	*4.2-22(a) SR 99 Northbound – Elkhorn Boulevard Exit – The project applicant shall contribute a fair share to provide a northbound double right turn lane. This would reduce the length of the queue from 2,383 feet to 933 feet in the p.m. peak hour. The expected queue length does not exceed the available storage capacity. This mitigation measure would reduce the impact of the circulation alternative to a* ***less than significant*** *level.*	Development Services Department & Department of Transportation	Prior to issuance of building permit	
Transportation and Circulation 4.2-23	*4.2-23 Implementation of Mitigation Measure 4.2-4(a) and payment of the PFF by the project applicant will insure that the project pays its required share of freeway-related improvements. Nevertheless, given the status of the improvement projects identified by Caltrans (listed in*	Development Services Department & Department of	See mitigation measure 4.2-4(a)	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	Mitigation Measure 4.2-4(a)) and the information available at this time, the City has concluded that the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that may favor other approaches to addressing freeway congestion. *Consequently, payment of the PFF cannot assure that impacts on the freeway weaving segment will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvement and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway weaving segment would remain* ***significant and unavoidable****.*	Transportation Caltrans		
	4.3 Noise			
Noise 4.3-1	*4.3-1(a) Construction contractors shall locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.* *4.3-1(b) The project applicant shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances and will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem.*	Development Services Department Development Services Department	Prior to and during construction activities Prior to issuance of grading permit	
Noise 4.3-4	*4.3-4 All commercial heating, cooling and ventilation equipment shall be located within mechanical rooms where possible, or shielded from view with solid barriers or parapets.*	Development Services Department	Compliance shall be demonstrated on building plans prior to issuance of building	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
			permit	
Noise 4.3-6	*4.3-6(a) Prior to the issuance of building permits for the proposed townhouses located within 600 feet of the Interstate 5 right-of-way, STC 35 windows shall be included in the project design for the review and approval of the City Building Official. Additionally, a detailed interior noise analysis shall be conducted to confirm that the required mitigation measures are sufficient to achieve an interior noise level of 45 dB Ldn, or less. This report shall be submitted to the Development Services Department in conjunction with the submittal of a site plan for the townhouse parcel. If the incorporation of STC 35 windows is not deemed adequate mitigation, the report shall recommend additional measures, which shall be incorporated into the site plan in order to reduce interior noise levels in the townhomes to a level at or below the City's 45 dB L_{dn} standard.*	Development Services Department	Prior to the issuance of building permits for proposed townhouses located within 600 feet of I-5 right-of-way STC 35 windows shall be included in project design A detailed interior noise analysis shall be submitted in conjunction with the submittal of a site plan for the townhouse parcel	
	4.3-6(b) Prior to the issuance of building permits for the proposed townhouses townhomes located within 600 feet of the Interstate 5 right-of-way, mechanical ventilation systems shall be included in the project design for the review and approval of the City Building Official. The use of mechanical ventilation systems would allow occupants to keep windows and doors closed to achieve acoustical isolation from Interstate 5 traffic noise. The systems should allow for the introduction of fresh outside air, without the requirement of open windows.	Development Services Department	Prior to the issuance of building permits	
	4.3-6(c) STC 40 windows shall be included in the project design for the proposed hotel. Additionally, a detailed interior noise analysis shall be conducted to confirm that the required mitigation measures are sufficient to achieve an interior noise level of 45 dB Ldn, or less. This report shall be submitted to the Development Services Department in conjunction with the submittal of a site plan for the hotel parcel. If the incorporation of STC 40 windows is not deemed adequate mitigation, the report shall recommend additional measures, which shall be incorporated into the site plan in order to reduce interior noise levels in the hotel to a level at or below the City's 45 dB L_{dn} standard.	Development Services Department	Prior to the issuance of building permits STC 40 windows shall be included in the project design for the proposed hotel A detailed interior noise analysis shall be submitted in conjunction with the submittal of a site plan for the hotel parcel.	
	4.3-6(d) Prior to the issuance of building permits for the residential portion of the mixed use residential units adjacent to E. Commerce Way, STC	Development Services	Prior to the issuance of	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	32 rated window assemblies shall be included in the project design for the review and approval of the City Building Official. Additionally, a detailed interior noise analysis shall be conducted to confirm that the required mitigation measures are sufficient to achieve an interior noise level of 45 dB Ldn, or less. This report shall be submitted to the Development Services Department in conjunction with the submittal of a site plan for the residential units adjacent to E. Commerce Way. If the incorporation of STC 32 windows is not deemed adequate mitigation, the report shall recommend additional measures, which shall be incorporated into the site plan in order to reduce interior noise levels to a level at or below the City's 45 dB L_{dn} standard.	Department	building permits for the mixed-use residential units adjacent to East Commerce Way, STC rated window assemblies shall be included in the project design A detailed interior noise analysis shall be submitted in conjunction with the submittal of a site plan for the mixed-use residential units adjacent to East Commerce Way	
	4.4 Air Quality			
Air Quality 4.4-1	*4.4-1(a) The project applicant/developer shall provide a plan for approval by the City, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.*	SMAQMD Development Services Department	Prior to issuance of a grading permit	
	4.4-1(b) The project applicant/developer shall submit to the City and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required	SMAQMD Development Services Department	Prior to issuance of a grading permit	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	for any 30-day period in which no construction operations occur. At least 48 hours before subject heavy-duty off-road equipment is used, the project representative shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and on-site foreman.			
	4.4-1(c) The project applicant/developer shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour, as determined by an on-site inspector trained in visual emissions assessment. Any equipment found to exceed 40 percent opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.	SMAQMD Development Services Department	During construction	
	4.4-1(d) The applicant shall construct the Commerce Station project consistent with the development assumptions identified in the DEIR, as follows: • *Development of the Special Permit Area (SPA) shall not exceed 168,786 square feet of mixed-use office uses within a three-year consecutive construction period.* • *Prior to approval of Planning Director Review, the applicant shall calculate the construction emissions associated with the development phase being considered. Subsequent development phases shall not commence until completion of the SPA development. In the event that construction would exceed the above stated development restrictions, the SMAQMD shall be notified and construction-related emissions*	Development Services Department	During construction	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	shall be recalculated in accordance with the most current SMAQMD-recommended methodologies. Additional mitigation measures and/or offset fees, (to be calculated based on the most current SMAQMD-recommended fee structure at the time of development) shall be implemented to ensure that construction-generated emissions of NO_X would not exceed the SMAQMD's daily emissions threshold of 85 lbs/day.			
	4.4-1(e) Ground-disturbing activities (i.e., grading, trenching) shall not exceed a total disturbed area of 15 acres per day.	Development Services Department	During construction	
	4.4-1(f) Construction activities shall comply with SMAQMD's Rule 403, Fugitive Dust. As previously discussed, Rule 403 requires implementation of reasonable precautions so as not to cause or allow emissions of fugitive dust from being airborne beyond the property line of the project site. In accordance with SMAQMD-recommended mitigation measures for the control of fugitive dust, reasonable precautions shall include, but shall not be limited to, the following: • *Apply water, a chemical stabilizer or suppressant, or vegetative cover to all disturbed areas, including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive longer than a period of three months;* • *Water exposed surfaces sufficient to control fugitive dust emissions during demolition, clearing, grading, earth-moving, or excavation operations. Actively disturbed areas should be kept moist at all times;* • *Cover all vehicles hauling dirt, sand, soil or other loose material or maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114;* • *Limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring; and* • *Limit on-site vehicle speeds on unpaved surfaces to 15 mph, or less.*	SMAQMD	During construction	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Air Quality 4.4-2	*4.4-2 Prior to the issuance of the project's first grading permit, the project applicant will obtain written endorsement from the SMAQMD for an Air Quality Mitigation Plan (AQMP). In accordance with SMAQMD recommendations, the AQMP shall achieve a minimum overall reduction of 15 percent in the project's anticipated operational NO_x and ROG emissions. SMAQMD-recommended measures and corresponding emissions-reduction benefits are identified in SMAQMD's Guidance for Land Use Emission Reductions, which has been included in Appendix B of DEIR Appendix D, Air Quality Impact Assessment. Available measures to be included in the AQMP include, but are not limited to, the following:* <u>Commercial and Public Facilities</u> • *Provide preferential carpool/vanpool parking spaces;* • *Provide transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting);* • *Provide bicycle storage/parking facilities;* • *Provide shower/locker facilities;* • *Provide incentives to employees to rideshare or take public transportation; and* • *Provide a parking lot that provides clearly marked and shaded pedestrian pathways between transit facilities, pedestrian walkways and trails, and building entrances.* <u>Residential Use</u> • *Prohibit use of wood-burning stoves or fireplaces within interior and exterior areas. Install only USEPA-certified gas-fired fireplaces;* • *Install Energy Star or ground source heat pumps;* • *Install Energy Star labeled roof materials;* • *Exceed Title 24 energy standards; and* • *Include incentives for purchasers of new residential dwellings to incorporate solar-powered energy systems.* •	SMAQMD Development Services Department	Prior to issuance of grading permit	
Air Quality 4.4-5	*4.4-5(a) Implement Mitigation Measures 4.4-1(a) through 4.4-1(f) and 4.4-2.*	Development Services	See Mitigation Measures 4.4-1(a)	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	4.4-5(b) The City of Sacramento shall coordinate with the SMAQMD and SACOG to ensure that increases in vehicle miles traveled (VMT) attributable to the proposed project are accounted for in the VMT calculations used for the development of regional emissions inventories.	Department SMAQMD SACOG	through 4.4-1(f) and 4.4-2. Prior to issuance of building permits	
	4.5 Hydrology			
Hydrology 4.5-1	*4.5-1 If the North Natomas Area is remapped by FEMA into an AE Zone, AR Zone, or A99 Zone, then (1) the City shall require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento's Floodplain Management Ordinance. In existence at the date of issuance of building permits pertaining to the applicable remapped zone; (2) the project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the project. Any future homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.*	Development Services Department	Prior to issuance of building permits	
	Under any of the three scenarios (AE, AR, A99 Zone), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of the property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm event until the levees are recertified as providing 100-year storm protection.	Development Services Department	Prior to the sale of units	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.			
Initial Study Section 7. Biological Resources				
7. Biological Resources	*MM-1 Prior to site disturbance, surveys shall be conducted for special-status species by a qualified biologist retained by the project applicant and approved by the Development Services Department. Should any special-status species be identified appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director.*	Development Services Department Planning Director	Prior to site disturbance	
Initial Study Section 14. Cultural Resources				
14. Cultural Resources	*MM-2a Prior to issuance of grading permits, the applicant/developer shall submit plans to the Development Services Department for review and approval which indicate (via notation on the improvement plans) that if subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, the applicant shall stop work immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.*	Development Services Department	Prior to issuance of grading permits	
	MM-2b If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Society of Professional Archaeologists (SOPA) or who meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R.61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological site or historic architectural features are	Development Services Department County Coroner Native American Heritage Commission (if remains are	Prior to issuance of grading permits	

Impact Number	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R 61 requirements. Identified cultural resources should be recorded on DPR 523 (A-J) historic resource recordation forms.	determined to be Native American)		
	MM-2c If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.	Development Services Department County Coroner Native American Heritage Commission (if remains are determined to be Native American)	Prior to issuance of grading permits	

Attachment 5: Resolution for General Plan Amendment

RESOLUTION NO. 2008-

Adopted by the Sacramento City Council

May 20, 2008

RESOLUTION AMENDING THE GENERAL PLAN LAND USE MAP FROM MIXED USE AND OPEN SPACE TO MIXED USE, REGIONAL COMMERCIAL, AND OPEN SPACE FOR THE COMMERCE STATION PUD PROJECT LOCATED IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF DEL PASO ROAD AND EAST COMMERCE WAY (P06-018)

BACKGROUND

A. On April 17, 2008, the Planning Commission conducted a public hearing on, and forwarded to the City Council its recommendation on the Commerce Station PUD Project, and

B. On May 20, 2008, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 16.24.0907, 17.204.020(C), 17.208.020(C) 17.180.050(D), 17.220.035, and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Commerce Station PUD Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1 Based on the verbal and documentary evidence received at the hearing on the Commerce Station Project, the City Council approves the General Plan Amendment for the Commerce Station PUD.

Section 2 The 180.5± acre area described on the attached Exhibit 1 is hereby designated on the City of Sacramento General Plan land use map as 180.5± acres of Mixed Use (MU) and Parks-Recreation-Open Space (PROS) **to** 135.4± acres of Mixed Use (MU), 24.7± acres of Parks-Recreation-Open Space (PROS), and 20.4± acres of Regional Commercial and Offices (RCO).

Exhibit A: General Plan Amendment– 1 page

Exhibit A: General Plan Amendment

GENERAL PLAN AMENDMENT EXHIBIT

COMMERCE STATION

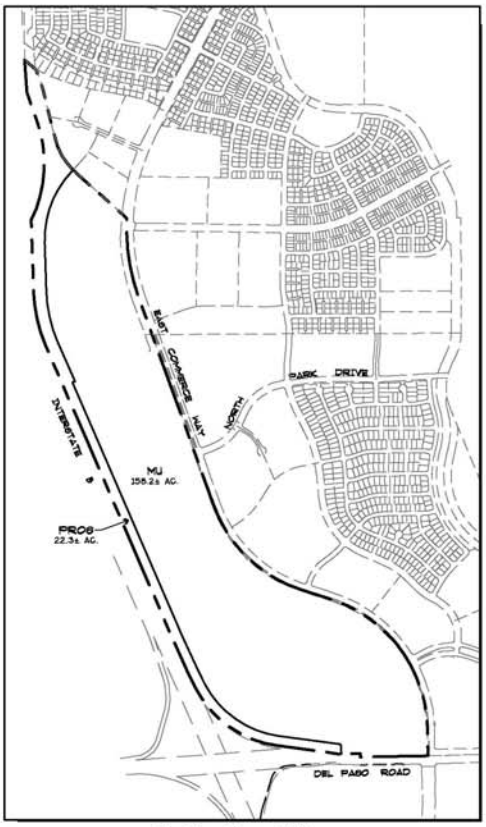
CITY OF SACRAMENTO, CALIFORNIA

JANUARY 19, 2006

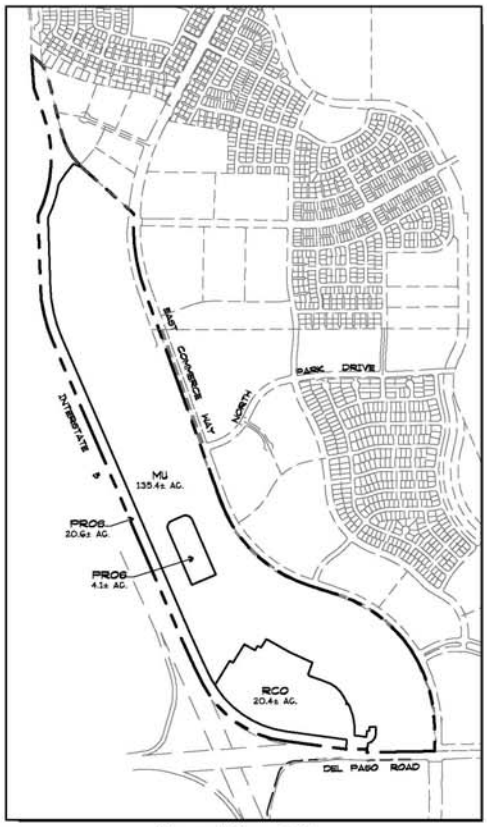
(REVISED SEPTEMBER 6, 2007)

(REVISED FEBRUARY 26, 2008)

LOCATION MAP



Existing General Plan



Proposed General Plan

GENERAL PLAN SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING	PROPOSED	DIFFERENCE
MU	MIXED USE	158.2	135.4	-22.8
PROS	PARK, RECREATION + OPEN SPACE	-	4.1	+4.1
RCO	REGIONAL COMMERCIAL + OFFICES	-	20.4	+20.4
PROS	FREEWAY BUFFER	22.3	20.6	-1.7
		180.5	180.5	

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Attachment 6: Resolution for North Natomas Community Plan Amendment

RESOLUTION NO. 2008-

Adopted by the Sacramento City Council

May 20, 2008

AMENDING THE NORTH NATOMAS COMMUNITY PLAN LAND USE MAP FROM EMPLOYMENT CENTER (EC-80, EC-65, EC-50, EC-40), AND PARKS-OPEN SPACE (AOS) TO EMPLOYMENT CENTER (EC-80, EC-65, EC-50), REGIONAL COMMERCIAL (RC), AND PARKS-OPEN SPACE (AOS) FOR THE COMMERCE STATION PROJECT LOCATED IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF DEL PASO ROAD AND EAST COMMERCE WAY (P06-018)

BACKGROUND

A. On April 17, 2008, the Planning Commission conducted a public hearing on, and forwarded to the City Council its recommendation on the Commerce Station PUD Project, and

B. On May 20, 2008, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 16.24.0907, 17.204.020(C), 17.208.020(C) 17.180.050(D), 17.220.035, and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Commerce Station PUD Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1 Based on the verbal and documentary evidence received at the hearing on the Commerce Station PUD Project, the City Council approves the North Natomas Community Plan Amendment for the Commerce Station PUD.

Section 2 The 180.5± acre area described on the attached Exhibit 2 is hereby designated on the City of Sacramento North Natomas Community Plan land use map as 15.4± acres of Employment Center (EC-80), 43.0± acres of Employment Center (EC-65), 88.1± acres of Employment Center (EC-50), 11.7± acres of Employment Center (EC-40), and 22.3± acres of Parks-Open Space (POS) **<u>to</u>** 34.6± acres of Employment Center (EC-80), 47.0± acres of Employment Center (EC-65), 53.8± acres of Employment Center (EC-50), 20.4± acres of Regional Commercial (RC), and 24.7± acres of Parks-Open Space (POS).

Exhibit A: North Natomas Community Plan Amendment– 1 page

Exhibit A: North Natomas Community Plan Amendment

COMMUNITY PLAN AMENDMENT EXHIBIT

COMMERCE STATION

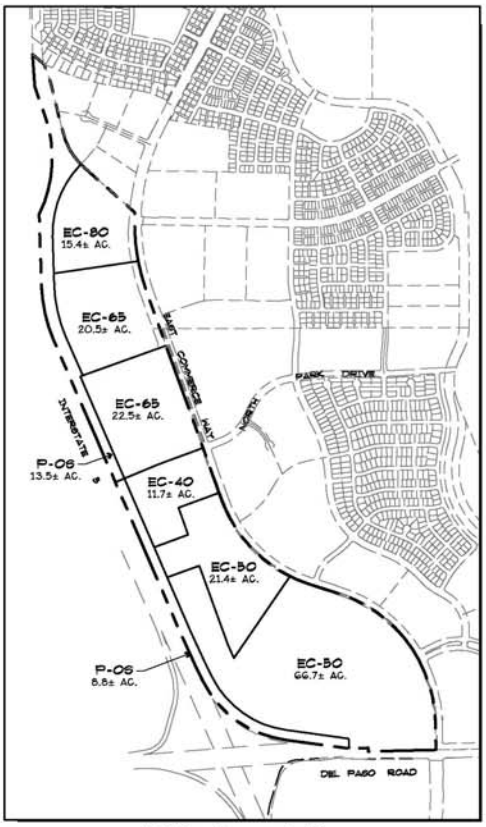
CITY OF SACRAMENTO, CALIFORNIA

JANUARY 19, 2006

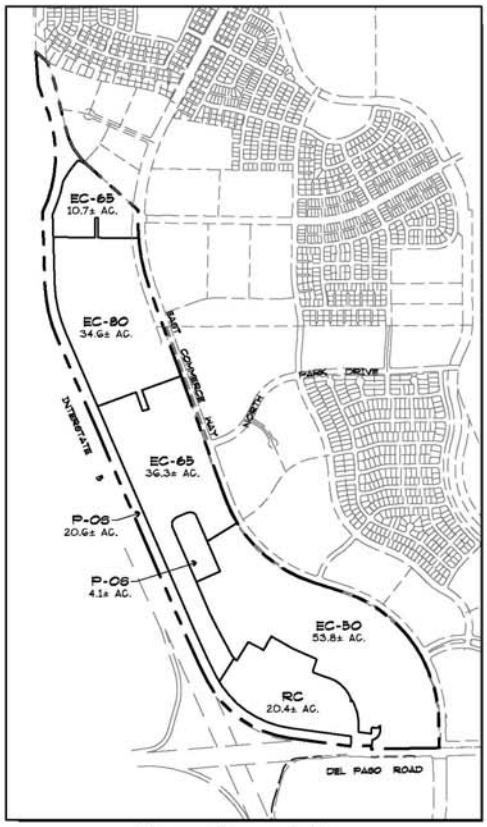
(REVISED SEPTEMBER 6, 2007)

(REVISED FEBRUARY 26, 2008)

LOCATION MAP



Existing Community Plan



Proposed Community Plan

COMMUNITY PLAN SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING	PROPOSED	DIFFERENCE
EC-80	EMPLOYMENT CENTER - 80	15.4	34.6	+19.2
EC-65	EMPLOYMENT CENTER - 65	43.0	47.0	+4.0
EC-50	EMPLOYMENT CENTER - 50	88.1	53.8	-34.3
EC-40	EMPLOYMENT CENTER - 40	11.7	-	-11.7
RC	REGIONAL COMMERCIAL	-	20.4	+20.4
P	PARK	-	4.1	+4.1
P-OS	FREEWAY BUFFER	22.3	20.6	-1.7
		180.5	180.5	

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Attachment 7: Recommended Ordinance for Rezone

ORDINANCE NO. 2008-

Adopted by the Sacramento City Council

May 20, 2008

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM EMPLOYMENT CENTER PUD (EC-80-PUD, EC-65-PUD, EC-50-PUD, AND EC-40-PUD) AND AGRICULTURE-OPEN SPACE PUD (A-OS-PUD) TO EMPLOYMENT CENTER PUD (EC-80-PUD, EC-65-PUD, EC-50-PUD), SHOPPING CENTER PUD (SC-PUD), AND AGRICULTURE-OPEN SPACE PUD (A-OS-PUD) LOCATED IN NORTH NATOMAS, NORTHWEST INTERSECTION OF DEL PASO ROAD AND EAST COMMERCE WAY (P06-018)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1 Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as Commerce Station (APN: 201-0300-139, 225-0030-031, 058 & 059, 225-0040-029, 030, 032, 055, 057 & 059) and consisting of 180.5± acres from Employment Center PUD (EC-80-PUD, EC-65-PUD, EC-50-PUD, AND EC-40-PUD), and Agriculture-Open Space PUD (A-OS- PUD) to EC-80-PUD, EC-65-PUD, EC-50-PUD, SC-PUD, and A-OS- PUD.

Section 2 Rezoning of the property described in the attached Exhibit A by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as said procedures have been affected by recent court decisions.

Section 3 The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Comprehensive Zoning Ordinance, Title 17 of the City Code, to conform to the provisions of this Ordinance.

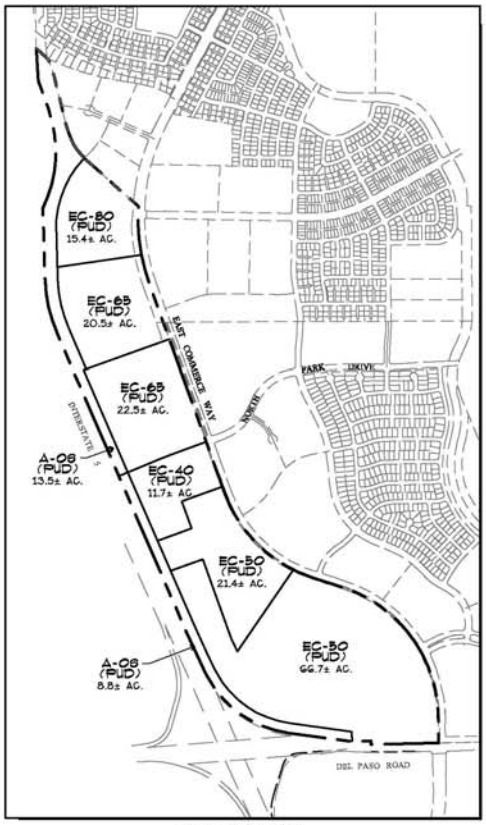
Table of Contents:
Exhibit A: Rezone Exhibit– 1 page

Exhibit A: Rezone Exhibit

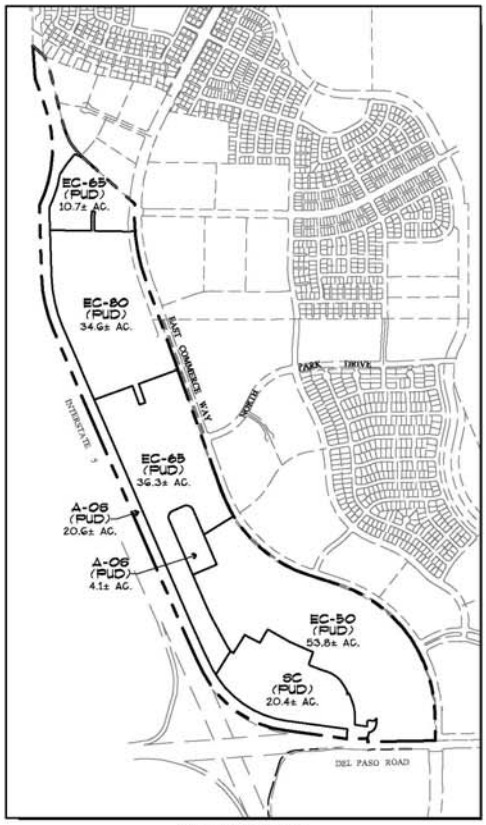
REZONE EXHIBIT
COMMERCE STATION

CITY OF SACRAMENTO, CALIFORNIA
JANUARY 19, 2006
(REVISED SEPTEMBER 6, 2007)
(REVISED FEBRUARY 26, 2008)

LOCATION MAP



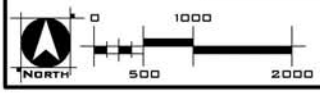
Existing Zoning



Proposed Zoning

ZONING SUMMARY TABLE

DESIGNATION	LAND USE	EXISTING	PROPOSED	DIFFERENCE
EC-80 (PUD)	EMPLOYMENT CENTER - 80	15.4	34.6	+19.2
EC-65 (PUD)	EMPLOYMENT CENTER - 65	43.0	47.0	+4.0
EC-50 (PUD)	EMPLOYMENT CENTER - 50	88.1	53.8	-34.3
EC-40 (PUD)	EMPLOYMENT CENTER - 40	11.7	-	-11.7
SC (PUD)	SHOPPING CENTER	-	20.4	+20.4
A-OS (PUD)	PARK	-	4.1	+4.1
A-OS (PUD)	FREEWAY BUFFER	22.3	20.6	-1.7
		180.5	180.5	



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Attachment 8: PUD Schematic Plan and Guidelines Amendment

RESOLUTION NO. 2008-

Adopted by the Sacramento City Council

May 20, 2008

AMENDING THE COMMERCE STATION PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES AND SCHEMATIC PLAN TO DEPICT THE COMMERCE STATION PUD DEVELOPMENT (P06-018)

BACKGROUND

A. On April 17, 2008, the Planning Commission conducted a public hearing on, and forwarded to the City Council its recommendation on the Commerce Station PUD Project, and

B. On May 20, 2008, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 16.24.0907, 17.204.020(C), 17.208.020(C) 17.180.050(D), 17.220.035, and 17.200.010(C)(2)(a), (b), and (c)(publication, posting, and mail 500'), and received and considered evidence concerning the Commerce Station PUD Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1 Based on the verbal and documentary evidence received at the hearing on the Commerce Station Project, the City Council approves the Commerce Station Schematic Plan Amendment and Commerce Station Development Guidelines Amendment for the Commerce Station PUD.

Section 2 The City Council approves the amended Commerce Station PUD Schematic Plan and Development Guidelines based on the following Findings of Fact:

1. The PUD amendment conforms to the General Plan and the North Natomas Community Plan; and

2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and

3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that

the PUD ensures that development be well-designed, and that the residential uses will not create a negative impact on adjacent uses.

Section 3 The Schematic Plan and Development Guidelines for the Commerce Station PUD are amended as attached hereto as Exhibit A and Exhibit B, respectively, subject to the following Conditions of Approval:

1. The applicant shall install light emitting diode (LED) traffic lights in all traffic signals associated with development of the project.

2. The applicant shall provide designated parking spaces for high occupancy vehicles and passenger loading, unloading and waiting areas for ridesharing.

3. The applicant shall construct Class I and Class II bike lanes throughout the project site in excess of those required by the City of Sacramento's 2010 Bikeway Master Plan, including a north-south commuter bike lane running the entire length of the project site which ties into the City's existing off-street bikeway network.

4. The applicant shall provide on-site bicycle and pedestrian facilities, including showers and bicycle parking for all commercial uses.

5. The applicant shall utilize recycled building materials, where feasible, in its building designs.

6. The applicant shall reuse and recycle construction waste where feasible.

7. The applicant shall exceed Title 24 Energy (?) Standards by 10%.

8. The applicant shall provide efficient fluorescent lighting for all primary lighting within project office buildings. Accent and aesthetic lighting shall be subject to this condition.

9. Applicant shall install electrification stations / connections in all project loading docks for use by transportation refrigeration units (TRUs).

10. The project shall utilitize light-colored roofing materials and paint on roofs.

Exhibit A: Commerce Station Amended PUD Schematic Plan

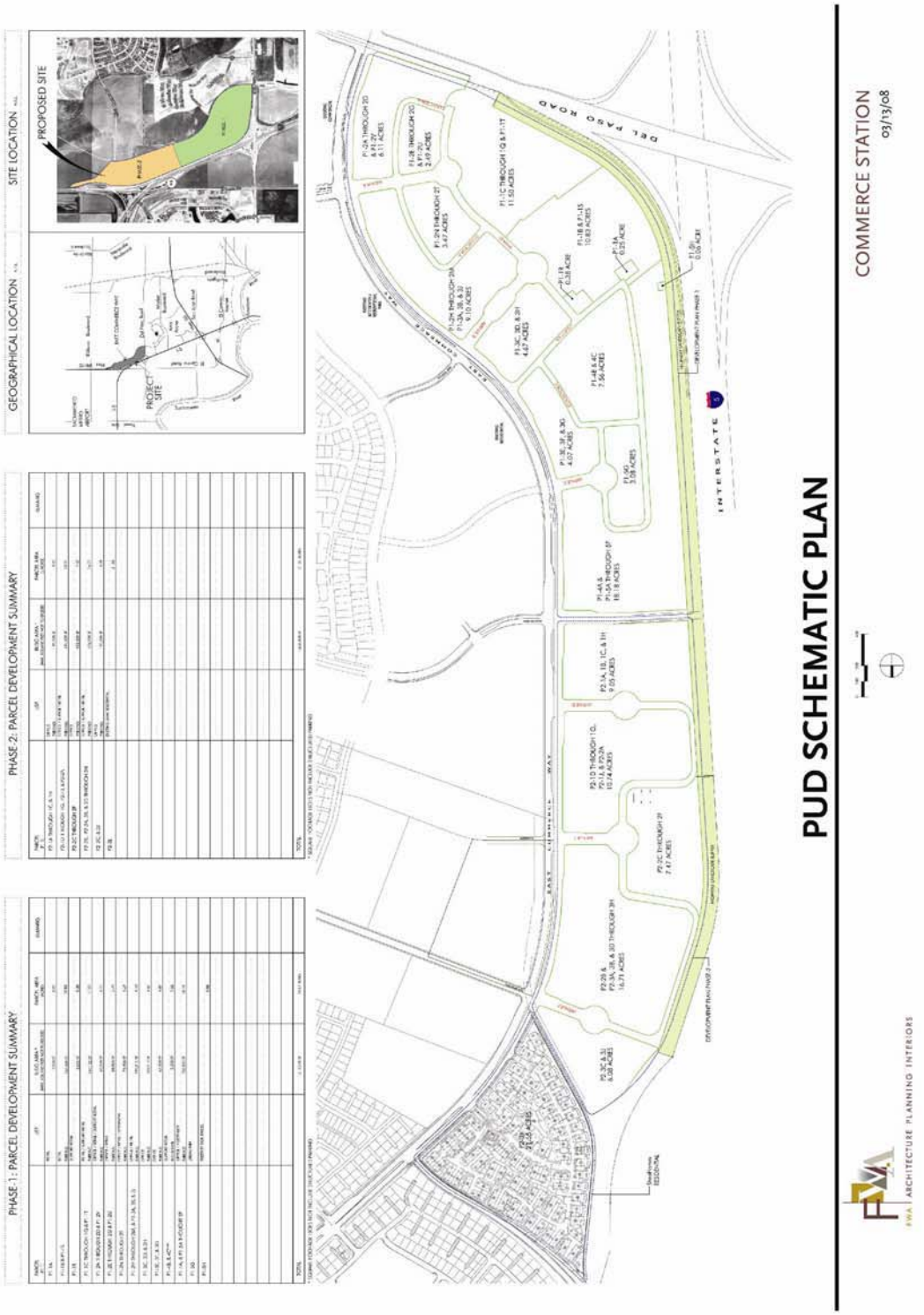
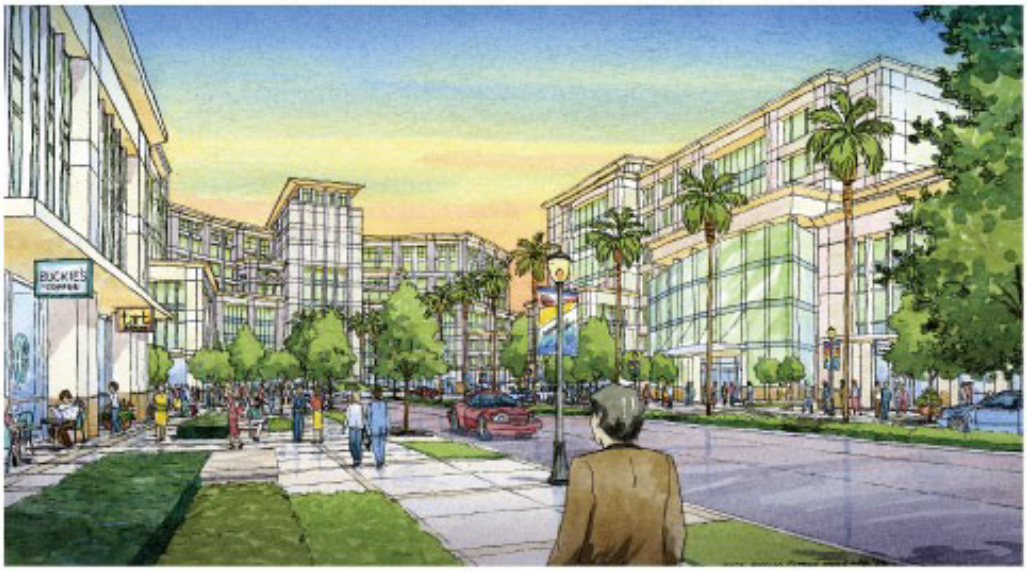


Exhibit B: Commerce Station Amended PUD Development Guidelines

COMMERCE STATION
PLANNED UNIT DEVELOPMENT GUIDELINES



FWA ARCHITECTURE PLANNING INTERIORS

Drafted 02/29/08
Revised 03/13/08

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Appendix

Schumacher Development Agreement ..... Exhibit A
(City Agreement #99-162)
Shea Homes Commerce Station PUD ..... Exhibit B
Residential Development Standards and Design Guidelines
Sacramento City Code, Title 17 ZONING ..... Exhibit C
Division V, Special Districts, Chapter 17.180
Planned Unit Developments (PUDS) Regulations and Maps

1. Introduction

1.1 Location and Context

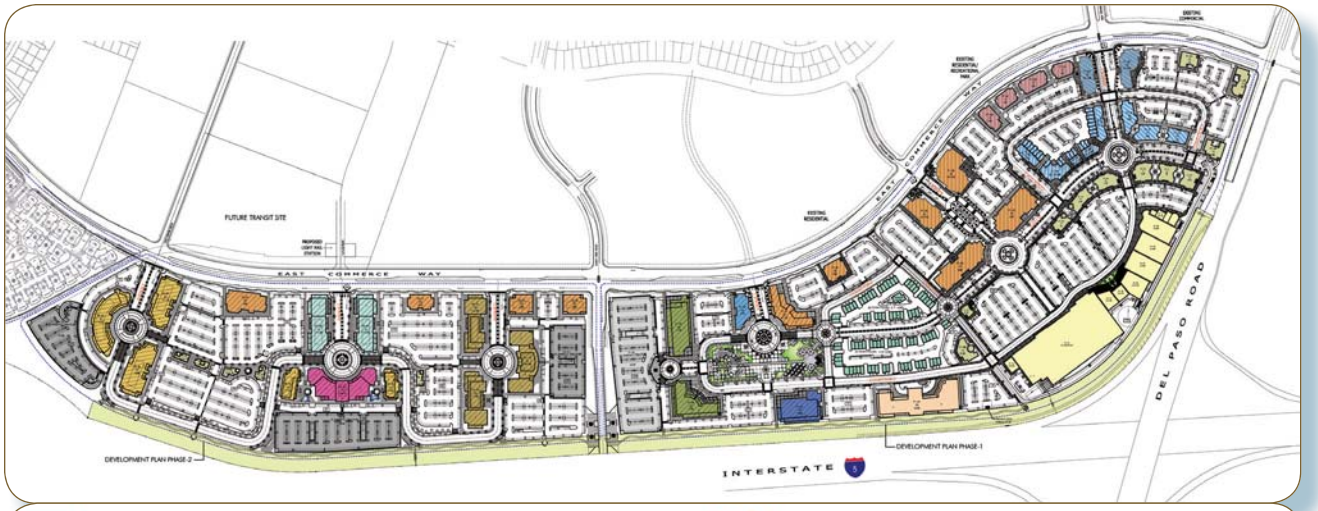
The Commerce Station Planned Unit Development (PUD) is located in the northwestern portion of the North Natomas Community Plan area. It is bordered on the west by Highway 99 and Interstate 5, to the south by Del Paso Road, to the east by East Commerce Way, and to the north by residential uses within the adjacent Natomas Creek PUD (see Figure 1A).

The Commerce Station PUD comprises approximately 202-acres emphasizing employment generating land uses, specifically EC-50, EC-65 and EC-80. In addition, regional commercial and open space uses will be accommodated in the SC and A-OS Zones.

The vision for Commerce Station focuses on innovative planning and quality architecture that is responsive to the unique natural setting of the site, a strong employment base, and the creation of walkable neighborhoods that are well-integrated internally while maintaining an effective connection to the surrounding community.

1.2 Goals and Objectives

The Commerce Station PUD strives to achieve four primary goals. Each of these goals will be pursued using specific design objectives.



1 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
2 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
3 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
4 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
5 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
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7 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
8 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
9 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
10 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
2 STORY MIXED USE:	1. GROUND FLOOR: RETAIL / OFFICE. 2. SECOND FLOOR: OFFICE / HIGH DENSITY RESIDENTIAL.
4 STORY MIXED USE:	1. ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING. 2. HEALTH CLUB, FITNESS FACILITY, SWIM / TENNIS CLUB.
SUPPORT RETAIL:	RETAIL CONSUMER GOODS / SERVICES, RESTAURANTS, CAFES, FAST FOOD, AUTOMOTIVE.
RETAIL:	MAJOR & MINOR RETAIL ANCHORS.
5 STORY HOSPITALITY:	HOTEL, MOTEL, INN, B & B.
RESIDENTIAL:	HIGH DENSITY RESIDENTIAL.
OPEN SPACE:	LANDSCAPE BUFFERS, PLAZAS, COURTYARDS, PATHWAYS, GATEWAYS.
2 STORY PARKING STRUCTURE	
3 STORY PARKING STRUCTURE	

FIGURE 1A:
COMMERCE STATION CONCEPTUAL LAND USE PLAN

The goals and objectives for the project are as follows:

1. Implement the goals and objectives of the North Natomas Community Plan.

2. Create visually interesting, integrated, pedestrian-friendly mixed-use neighborhoods that promote smart growth principles.

    - Maintain a high quality of life and create charm and character for the emerging neighborhoods.
    - Emphasize the creation of spaces and places that encourage social interaction and foster community pride and support.
    - Utilize a consistent set of design elements throughout the PUD to unify the area visually and enhance property values.

3. Provide for a variety of employment generating uses in an attractive and functional setting.

    - Provide an integrated development theme while still permitting flexibility in the location and development of businesses to respond to changing market conditions and realize the City's goals for job creation and a healthy economic climate.
    - Implement design standards that encourage design innovation and flexibility.

4. Capitalize on the strategic location of the PUD by maximizing the opportunities created by the roadways and public transportation corridor serving the site.

- Create an image that is appropriate for the northern gateway to the City of Sacramento from Highway 99 and Interstate 5.
- Locate commercial uses to maximize visibility, and provide strategically located employment generating uses to complement major circulation elements and the future Downtown-Natomas-Airport light rail extension.
- Encourage the use of current and future public transportation through site design that emphasizes convenient transit access and use.
- Develop appropriate linkages to surrounding neighborhoods.

To achieve these goals, this comprehensive set of PUD Design Guidelines has been created for the project. They are formulated in a flexible manner to provide creative solutions to a variety of design opportunities and challenges.

1.3 Purpose and Intent

The PUD Design Guidelines define the necessary criteria to create a quality, vibrant and cohesive design for Commerce Station. Each development/project will be required to demonstrate how it meets the intent of these Design Guidelines. This approach to design values creativity and allows for multiple solutions to each design challenge. Flexibility and innovation are strongly encouraged.

The PUD Design Guidelines include both mandatory standards and recommendations providing a framework for the systematic development of Commerce Station. These Design Guidelines will ensure that development within the PUD will implement the PUD's goals, objectives, and policies. The Design Guidelines influence the community's visual character and integrity by establishing high standards for planning, design, landscaping and signage throughout the PUD.

These Guidelines are intended as a supplement to existing City Ordinances and shall prevail when different from other applicable City Ordinances.

1.4 Relationship to Approved Documents

Development within the Commerce Station PUD and the authority of these PUD Guidelines as applicable land use and development regulations, is strictly subject to, and limited by, the Schumacher Development Agreement (City Agreement #99-162). A copy of the Schumacher Development Agreement is attached hereto in the Appendix as Exhibit A.

The Schumacher Development Agreement vests the land use and development regulations applicable to development of Commerce Station to those land use and development regulations in place at the time the Schumacher Development Agreement was executed on September 28, 1999.

The land use and development regulations subject to these vested rights include, but are not limited to, the following:

- The City of Sacramento General Plan
- The North Natomas Community Plan
- The City of Sacramento Subdivision Ordinance
- The City of Sacramento Zoning Code
- All other Ordinances, Resolutions, Rules, Regulations and Policies in place at the time the Agreement was executed, which govern or regulate land use and/or development in the North Natomas Community Plan area.

All references to specific land use and development regulations within the this document are intended to reflect those land use and development regulations as they existed at the date the Schumacher Development Agreement was executed in 1999.

Therefore, except as otherwise provided in the Schumacher Development Agreement, to the extent any future changes in the land use and development regulations adopted by the City purport to be applicable to development within Commerce Station, but are inconsistent with the terms and conditions of the Schumacher Development Agreement, the terms and conditions of the Schumacher Development Agreement shall prevail.

Unless the parties to the Agreement (or their successors in interest) mutually agree to amend or modify the Schumacher Development Agreement, nothing in these PUD Guidelines is meant to abrogate that Agreement, or the 1999 land use and development regulations vested by that Agreement.

2. Land Use Development Standards

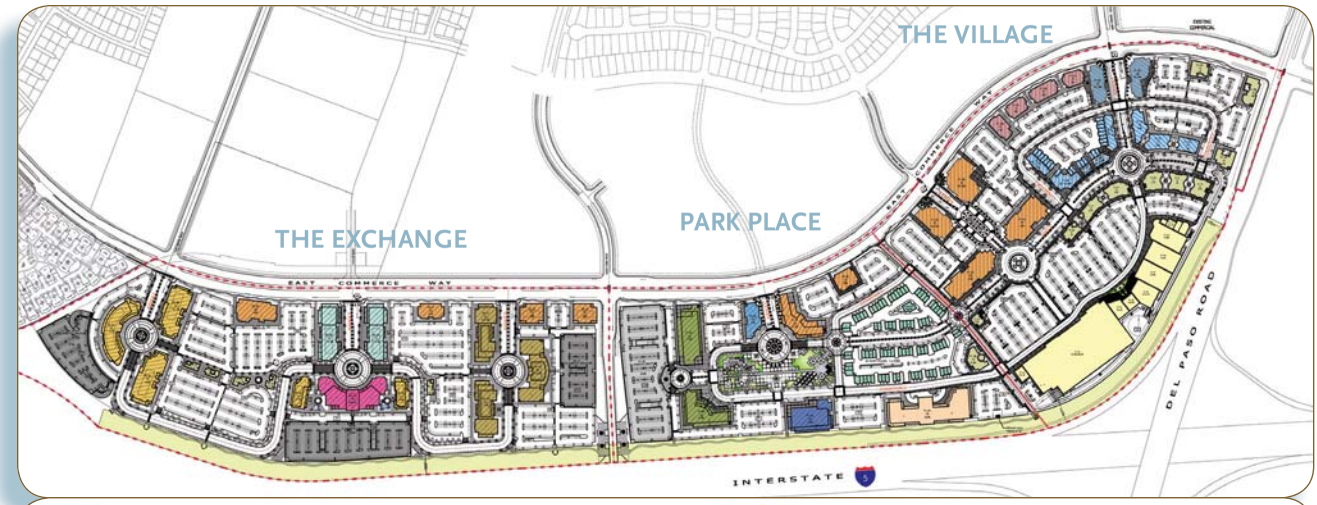
2.1 Concept and Land Uses

This section provides the development standards for the project's office, retail, residential, park and open space land uses.

A level of flexibility and creativity is envisioned for the implementation of the development standards described in this section. Given the dynamic nature of potential uses and the evolution of building types and configurations, a homogeneous design approach is not desirable or practical for this project. Such an approach would limit the ability to accommodate variety in overall design and might inhibit creativity in developing a project with a strong sense of place.

As such, these development standards are intended to be read in concert with the Land Use Design Guidelines outlined in Section 3 of this PUD. Where development standards are intended to provide minimum criteria for project development (i.e. building setbacks. building heights, lot coverage, etc.), design guidelines are intended to allow for flexibility and creative implementation of these standards. Therefore, it is critical to the implementation of this PUD that these standards and design guidelines be used in conjunction with each other to ensure compliance with the intent of the Commerce Station PUD.

The overall design concept for the Commerce Station PUD is the development of three distinct neighborhoods identified as "The Village," "Park Place," and "The Exchange" as depicted in Figure 2A. The intent of this design concept is to establish consistency within each neighborhood while enabling and achieving design diversity. Although thematically distinguishable and of varying land use intensities, these neighborhoods are intended to function as an integrated whole with generally consistent land uses and development patterns.



1 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
2 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
3 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
4 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
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10 STORY BUILDING:	ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING.
2 STORY MIXED USE:	1. GROUND FLOOR: RETAIL / OFFICE. 2. SECOND FLOOR: OFFICE / HIGH DENSITY RESIDENTIAL.
4 STORY MIXED USE:	1. ADMIN., RESEARCH / DEVELOPMENT, CALL CENTERS, FINANCIAL, REAL ESTATE, PROFESSIONAL, MEDICAL, EDUCATIONAL / TRAINING. 2. HEALTH CLUB, FITNESS FACILITY, SWIM / TENNIS CLUB.
SUPPORT RETAIL:	RETAIL CONSUMER GOODS / SERVICES, RESTAURANTS, CAFES, FAST FOOD, AUTOMOTIVE.
RETAIL:	MAJOR & MINOR RETAIL ANCHORS.
5 STORY HOSPITALITY:	HOTEL, MOTEL, INN, B & B.
RESIDENTIAL:	HIGH DENSITY RESIDENTIAL.
OPEN SPACE:	LANDSCAPE BUFFERS, PLAZAS, COURTYARDS, PATHWAYS, GATEWAYS.
2 STORY PARKING STRUCTURE	
3 STORY PARKING STRUCTURE	

FIGURE 2A:
COMMERCE STATION NEIGHBORHOOD PLAN

The Land Use Plan illustrates the general intent of Commerce Station to create an integrated mixture of land uses based upon compatibility, accessibility, and economic trends. The intent of the Land Use Plan is to regulate the overall intensity of development throughout the PUD. The distribution of land uses within the Commerce Station PUD is illustrated in Figure 2B.

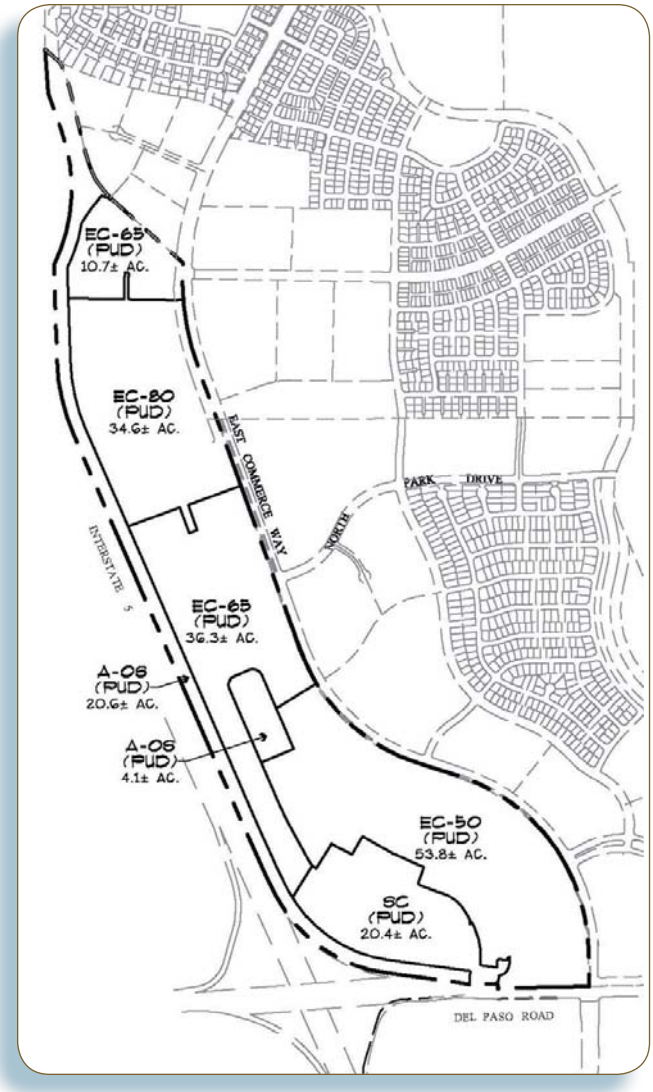


FIGURE 2B:
COMMERCE STATION LAND USE PLAN

2.2 Employment Center (EC-50, EC-65, EC-80)

Employment Center land uses are provided for throughout the Commerce Station PUD. Development intensitites and uses shall be consistent with the EC-50, EC-65 and EC-80 land use designations outlined by these development standards.

PERMITTED USES

Permitted uses within the EC-50, EC-65 and EC-80 land use designations shall be consistent with the uses identified in Section 17.56.030 of the Sacramento Municipal Code to the extent this section is consistent with the Schumacher Development Agreement (City Agreement #99-162).

DEVELOPMENT STANDARDS

A range of employment center building types are envisioned for the Commerce Station PUD. With the exception of the height regulations outlined in Table 2.1, the Sacramento City Zoning Code Development Standards applicable to employment center development shall apply.

TABLE 2.1: BUILDING HEIGHT REGULATIONS

LAND USE DESIGNATION	BUILDING USE TYPE	MAXIMUM BUILDING HEIGHT
EC-50		
Primary	Office	2-Stories
	Office/Support Retail	2-Stories
Non-Primary	Support Retail	1-Story
	Residential/Support Retail	2-Stories
EC-65		
Primary	Office	6-Stories
	Office/Support Retail	4-Stories
Non-Primary	Structured Parking	3-Stories
	Support Retail (Hotel)	5-Stories
EC-80		
Primary	Office	10-Stories
	Structured Pkg.	3-Stories
Non-Primary	Support Retail	1-Story

2.3 Regional Retail / Shopping Center (SC)

Regional retail/shopping center uses comprise a key component of the overall development of the Commerce Station PUD. These uses are focused on the southern end of the project site and are intended to maximize the benefits of the project's adjacency to the existing Interstate 5/Del Paso Road Interchange.

PERMITTED USES

Permitted uses within the SC land use designations shall be consistent with the uses identified in Section 17.24 of the Sacramento Municipal Code to the extent this section is consistent with the Schumacher Development Agreement (City Agreement #99-162).

DEVELOPMENT STANDARDS

A range of retail building types are also envisioned for the Commerce Station PUD. With the exception of the height regulations outlined in Table 2.2, the Sacramento City Zoning Code development standards applicable to regional retail and shopping center development shall apply.

Table 2.2: Building Height Regulations

Land Use Designation	Building Use Type	Maximum Building Height
SC		
Primary	Retail	1-Story

2.4 Residential

Residential uses are permitted as primary uses within up to twenty-five (25) percent of the Commerce Station PUD.

Development standards for residential uses within Commerce Station shall be consistent with the development standards outlined in the Shea Homes Commerce Station PUD Residential Development Standards and Design Guidelines (attached hereto in the Appendix, identified as Exhibit B), and incorporated herein by reference.

To the extent the Shea Homes Commerce Station PUD Residential Development Standards and Design Guidelines provides standards for other uses, they shall only be applicable to the geographic area identified in Figure 2C.

FIGURE 2C:
SHEA HOMES DEVELOPMENT GEOGRAPHIC AREA

2.5 Park / Open Space (A-OS)

The Commerce Station PUD is designed to include Park and Open Spaces (A-OS) uses to provide an aesthetically enhanced separation from the Interstate 5/Highway 99 transportation corridor, pedestrian and bicycle connectivity, as well as more traditional neighborhood park amenities to serve the residents and employees within and adjacent to the project's boundaries. As such, Parks and Open Spaces within the Commerce Station PUD consist mainly of the Neighborhood Plaza Park and the Freeway Buffer along Interstate 5/99.

In addition, although not separately designated by a distinct land use designation, development within the Commerce Station PUD is intended to include small public spaces within the individual neighborhoods and are generally addressed in this section because of their similarity in purpose for the development.

PERMITTED USES

Permitted uses within the A-OS land use designations shall be consistent with the uses identified in Section 17.24 of the Sacramento Municipal Code to the extent this section is consistent with the Schumacher Development Agreement (City Agreement #99-162).

DEVELOPMENT STANDARDS

1. FREEWAY BUFFER

- An open space buffer will be maintained along the western border of the Commerce Station PUD along Interstate 5/99. This buffer will provide a physical and visual separation between the freeway and adjacent employment center and shopping center land uses. The buffer is intended to provide a parkway-style entry for Interstate 5/99 travelers approaching the City of Sacramento. For the business and retail establishments within the PUD, the buffer will provide some visual screening and detachment from the freeway. The buffer is not intended to obscure or eliminate views of the land uses within the PUD from Interstate 5/99 motorists.

- The freeway buffer shall be located adjacent to the Interstate 5/99 right-of-way. It shall be a minimum of one hundred (100) feet wide.

- The primary use of the freeway buffer shall be to provide an attractively landscaped corridor to serve as a backdrop for Commerce Station and to enhance views into the area from the freeway.

MULTI-USE TRAIL

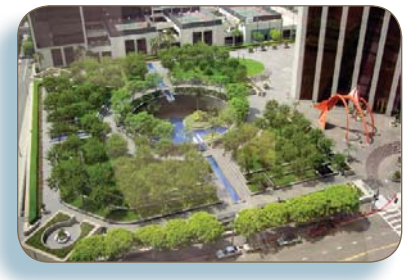
LANDSCAPE CORRIDOR

ENHANCED FREEWAY BUFFER

- Permitted uses within the freeway buffer are: landscaping, recreational trails and equipment, and public infrastructure facilities, rights-of-way and easements.

- The freeway buffer shall be funded, owned and maintained according to the provisions of the North Natomas Financing Plan.

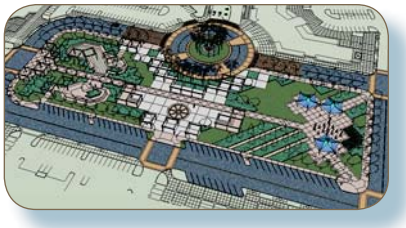
2. NEIGHBORHOOD PLAZA PARK



URBAN PARK

The Commerce Station Neighborhood Plaza Park is an essential element of the Commerce Station PUD. Located amongst mixed-use and commercial centers, and in the heart of the community, this passive park creates a place for excellent connectivity within the community. It is a perfect spot for residents to socialize, congregate and recreate. The Park Plaza is designed to create a sense of place by expressing unique characteristics of the development's multi-faceted neighborhoods for a variety of uses and experiences. Accommodating these user groups, promoting interaction within local and community wide districts as well as enhancing the recreational, educational and cultural life of the PUD community are all assigned roles of the Plaza Park.

The Commerce Station Park shall include large urban spaces to be used to display public art or a farmer's market. In addition, the park shall provide multiple secluded areas for office park users and the like to read a book, bring a lunch or otherwise enjoy a more tranquil space. Specific program elements designed for this park shall include the following: a main entrance plaza located adjacent to the parking structure; a large festival plaza with ample seating for large farmer's market type events in the center of the park; a hardscape picnic area adjacent to the residential district that includes an interactive water feature, a rose garden and open-air shade structures; a large promenade walk that travels through the middle of the park connecting the main entrance plaza, the amphitheatre and the picnic area; a large grove of evergreen conifer trees to help give vertical identity to the park amidst the many multi-story buildings.



COMMERCE STATION PARK
CONCEPTUAL PERSPECTIVE

- The main entrance plaza is characterized by a welcoming information kiosk in the center of a large open walkway ideal for congregating. The kiosk shall complement the architectural materials and style of the surrounding buildings. The other elements of the entrance plaza will include hard surfaces of concrete paving and interlocking pavers; site furniture; and raised and ground level planters. Key features shall be up-lighted with ground mounted landscape fixtures.

ENTRY PLAZA AND INFORMATION KIOSK

TRELLIS ELEMENT

PLAZA SPACE

TERRACED SITTING STEPS

OPEN AIR SHADE ELEMENT

- The festival plaza located in the center of the park shall have open trellis elements incorporated throughout to help define edges and offer transitions into other park areas. Size of the festival plaza shall be determined on the ability to comfortably accommodate large groups, temporary booths and festival tents. Adjacent to the festival plaza near the main entry shall be two additional gathering spaces that offer opportunities for meeting, gathering, sitting, observing or being observed. The larger of the two spaces shall be stepped down about three (3) feet with terracing steps, seat walls and planter walls. This space is meant to offer some elevation separation within the park at the same time providing an additional semi-private space for small groups. In contrast, the smaller of the two spaces shall use similar steps, seat walls and planter walls that terrace up to a maximum height of three (3) feet, offering a vertically distinct space for users to gather or sit and people watch.

- The promenade walk shall be a minimum of ten (10) feet wide and be constructed of an attractive yet contrasting hardscape material of either colored and stamped concrete or interlocking pavers. The promenade walk shall act as the central artery of traffic through the park starting from the entry plaza and ending at the picnic area at the opposite end of the park.

- At the terminus of the promenade walk shall be an interactive water feature that is back dropped by the rose garden adjacent from the residential district. This feature will offer sculptural qualities for passive appreciation as well as active recreation for all ages. The tranquil splashing noises of the water feature are meant to filter noise from the possible active events occurring within the park and soften the impact of nuisances upon the residential units nearby. Next to the water feature shall be paved picnic areas with three open-air shade elements fit more for an urban style setting such as tension-fabric or canopy structures. Picnic tables, benches and drinking fountains of complementary style and character are to be located under and around these shade structures.

INTERACTIVE WATER FEATURE

SHADE STRUCTURE

PROMENADE WALK

OPEN TURF AREA

- A large turf area placed next to the picnic nodes will provide a manicured park-like feel to be used for more informal and leisurely intended outings. Opposing the turf area, a large grouping of evergreen conifer trees with an under-story of decomposed granite shall help provide shade and provide a hint of a more natural landscape within this urban park setting. Landscape plantings within the park will be layered with uniform ground covers of flowering and evergreen plant material, massings of flowering shrub material in two or more layers, accent tree plantings of flowering species strategically placed in key areas, and a row of shade trees to line the outer perimeter of the park. (see Figure 2D).

FIGURE 2D:
COMMERCE STATION NEIGHBORHOOD PLAZA PARK CONCEPTUAL LANDSCAPE PLAN

3. PLAZAS/SMALL PUBLIC SPACES

The Commerce Station PUD will feature a number of outdoor plazas and adjoining spaces throughout the different neighborhoods. Although these spaces are not specifically designated as 'open space' it is anticipated that they will be utilized by visitors and users in similar ways that designated parks or open space areas are. Connectivity and social interaction of mixed-use sites and surrounding districts is a key objective for the design of these spaces. For specific guidelines of how these public spaces are to be designed refer to the corresponding sub-sections in Section 7 "Landscape and Streetscape" of this document.

COMPLEMENTARY MATERIALS, FORMS AND COLORS

OUTDOOR CHARACTER AND FEEL

3. Land Use Design Guidelines

This section provides the design guidelines for the projects employment center and retail components and is intended to address architectural, massing and site design issues associated with development within the PUD. Design guidelines for the project's circulation and parking (Section 4), lighting (Section 5), landscape and streetscape (Section 6), and signage and graphic (Section 7) components are provided in those referenced sections.

As noted at the outset, the design guidelines in this and subsequent sections of the Commerce Station PUD are intended to be used in conjunction with the development standards outlined in Section 2. When taken together, these design guidelines are intended to encapsulate the "vision" that establishes the broad character of the Commerce Station PUD and provide for the flexible and creative implementation of the minimum development standards identified in Section 2.

3.1 Purpose and Intent

The purpose of these design guidelines is to foster an orderly and aesthetically pleasing development of high quality architecture that provides diversity utilizing a consistent architectural vocabulary.

The Commerce Station PUD consists of three distinct neighborhoods identified as "The Village", "Park Place" and "The Exchange". The intent of this design theme

is to establish consistency within each neighborhood while enabling and achieving design diversity. Consistent themes, materials, colors, and building orientations shall apply to the design of building sites, and supporting circulation systems within each neighborhood. The design of the PUD is intended to be visually interesting and compatible with adjacent and nearby land uses.

The Commerce Station PUD is intended to cultivate a culture of commerce, entertainment, housing, recreation, and open space that together create a community-centric development that is less about a single purpose, and more about human interaction, human scale, and complete and balanced neighborhoods.

To give the development urban character, Commerce Station incorporates horizontally and vertically stacked buildings that accommodate support retail, office, restaurant and entertainment uses at the ground level, and office and/or residential uses on the floors above. The integration of multi-level complexes with street/pedestrian-oriented uses creates a vibrant interaction that mimics the warmth and feel of a traditional downtown.

Landscaped exterior gathering spaces, sidewalks and pedestrian plazas add to the vibrant, walkable, interactive community. Giving equal weight to pedestrians and automobiles, parking nodes and decks should be strategically located to be less obtrusive, yet integrated, to provide the convenience and linkages to The Village, Park Place and The Exchange neighborhoods.

3.2 Neighborhood Zones

NEIGHBORHOOD 1: THE VILLAGE

Located at the southern one-third of the PUD, The Village generally includes EC-50, SC and A-OS land use designations. Its location, at the intersection of Del Paso Road and East Commerce Way, and generally adjacent to the Del Paso Road Interchange, provides a key opportunity to showcase the high quality image found throughout the entire development. This neighborhood is intended to integrate the traditional lines of identity and establish a sense of place that is about quality, interaction and timelessness.

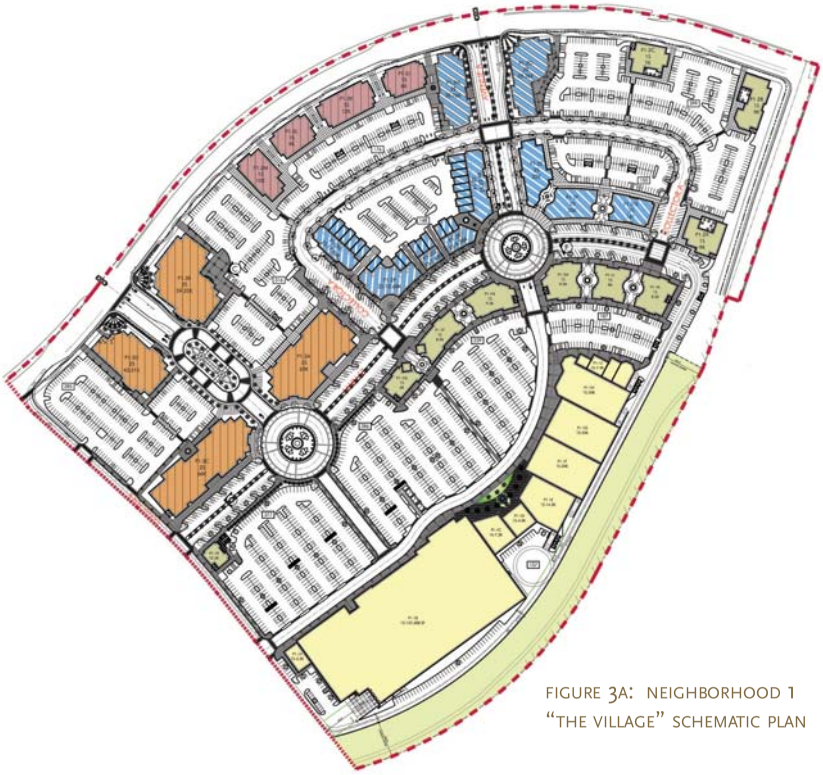


FIGURE 3A: NEIGHBORHOOD 1
"THE VILLAGE" SCHEMATIC PLAN

The low-rise, low-density concept integrates retail, support retail, restaurant, office, loft residential and entertainment uses into a cohesive neighborhood that offers consumers and users an upscale experience and sense of character. The mixed-uses offer an opportunity for uniqueness utilizing contemporary planning strategies and design techniques. The heart of this neighborhood is a traditional Main Street, which should be scaled and designed around pedestrians, not cars. In addition, development within The Village neighborhood (and throughout the PUD) is intended to incorporate parking nodes that are integrated and complementary to the buildings fronting on the streets, while placing a strong value on the creation of people spaces and intimate environments. The palette of exterior building materials should include metal, glass, masonry, concrete, stucco, stone and wood.

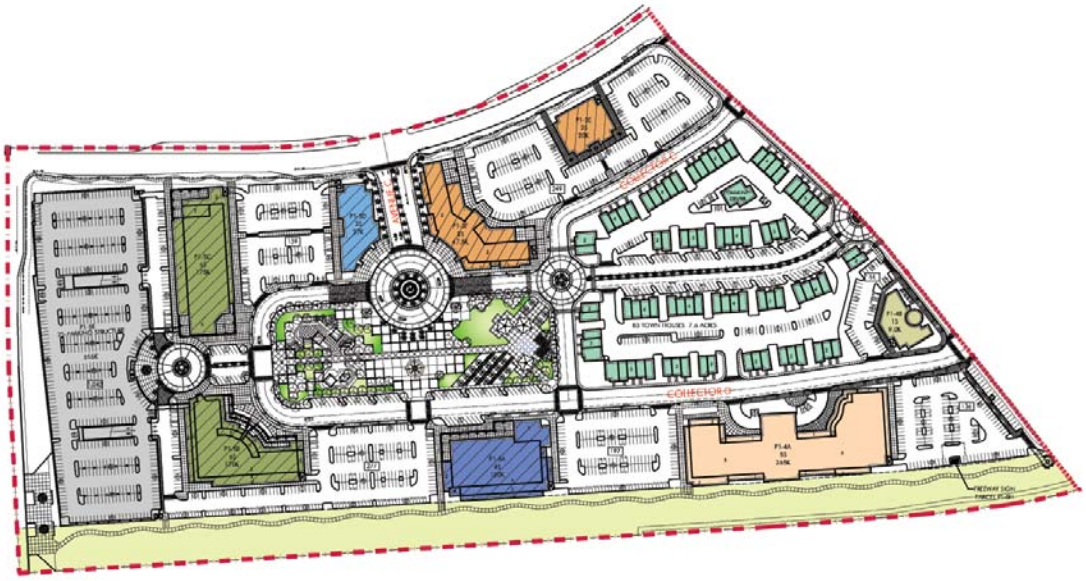


FIGURE 3B: NEIGHBORHOOD 2
"PARK PLACE" SCHEMATIC PLAN

NEIGHBORHOOD 2: PARK PLACE

Located at the center of the PUD, Park Place generally includes EC-50, EC-65 and A-OS land use designations. Its geography extends to the EC-50 and SC Zones to the south, freeway buffer adjacent to I-5 (A-OS Zone) to the west, EC-65 and EC-80 areas to the north, and East Commerce Way to the east.

The goal of this medium-density neighborhood is to create a sophisticated, transitional environment of multi-story buildings of varying mass and heights accommodating uses such as hospitality, restaurants, recreation, support retail, office and medium- to high-density residential. The buildings within Park Place are intended to surround the neighborhood's unique feature, Plaza Park.

Class A, mid-rise office, loft and garden style spaces should dominate development within the Park Place neighborhood. The design of the primary buildings, those in excess of 15,000 square feet, should consist of a pedestrian friendly base, a well-articulated middle and a top, complemented by a distinctive entrance. The palette of exterior building materials should include metal, glass, masonry, concrete, stucco, stone and wood.

NEIGHBORHOOD 3: THE EXCHANGE

Located at the northern one-third of the PUD, The Exchange generally includes EC-65, EC-80, and A-OS land use designations. The area begins at the proposed El Centro Road vehicular bridge, and extends in a northerly direction to the light rail right-of-way, East Commerce Way to the east, and freeway buffer adjacent to I-5 to the west.

This neighborhood has uses and characteristics in common with the other neighborhoods, but reflects a greater density and intensity of office uses, integrated with retail, support retail and restaurants at street level, and office and residential uses occupying the higher floors. The Exchange comprises two(2) to ten (10) story buildings and provides significant employment opportunities within proximity of the proposed Downtown-Natomas-Airport light rail line. In addition, single-story buildings link the clusters of work centers providing retail, restaurant and gathering opportunities.

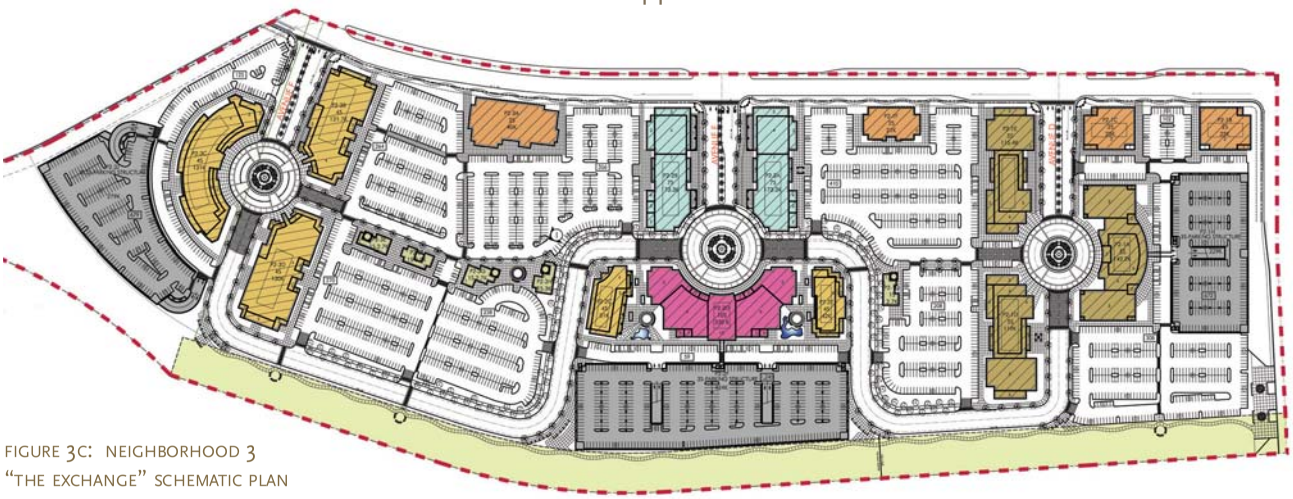


FIGURE 3C: NEIGHBORHOOD 3
"THE EXCHANGE" SCHEMATIC PLAN

The three neighborhoods differ in scale, function and design reflecting the sense and character of each neighborhood. Differing architectural styles are encouraged throughout the Commerce Station PUD by utilizing a defined palette of materials including precast concrete, masonry, stone, glass, metal, stucco and a variety of ornamentation.

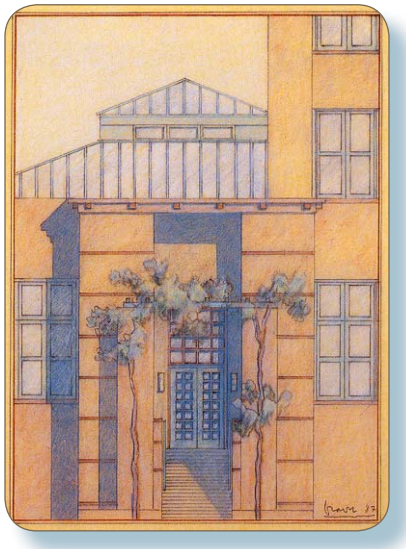
3.3 General Design Guidelines

Each of the neighborhoods shall utilize the following general design guidelines to provide diversity while maintaining a consistent architectural vocabulary.

BUILDING FORM, MASSING, SCALE AND PROPORTION

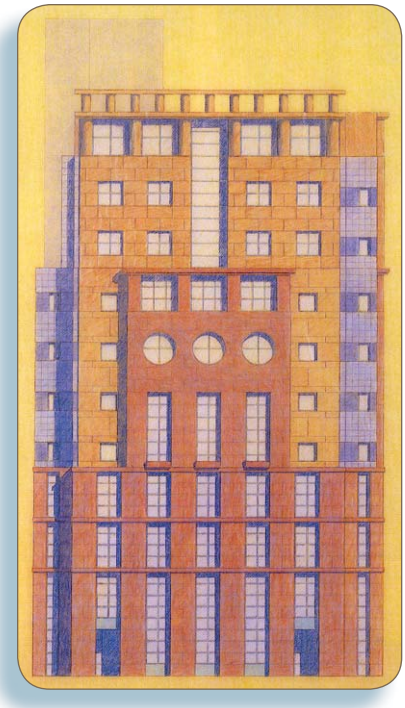
- Buildings in each of the neighborhoods shall incorporate typical architectural elements such as window openings, entries, cornices, banding, trellises, awnings and architectural ornamentation to provide visual interest, minimize mass and complement the character and sense of place.

- Buildings fronting onto streets are to be pedestrian-friendly and similar in scale and mass to buildings typically found on downtown streets. Building facades provide the interface between the built environment and the public realm. Architectural elements shall be used to create interest, substance, and a sense of permanence, and should be complementary to the human-scale.



ARCHITECTURAL ELEMENTS CREATE VISUAL INTEREST

STACKING, BANDING, AND ERODING OF BUILDING ELEMENTS



WELL-ARTICULATED FACADES RESULT IN HARMONIUS AND INTERESTING SCALED BUILDINGS.

- Building forms should be eroded to vary the building mass.

- Architectural elevations should employ the "Golden Proportion" (1:1.618) in the design of major building elements, window and door frames, columns or other vertical elements. Multiple uses of the Golden Proportion in the design of buildings will create a subtle sense of continuity despite different building materials and styles.

- Large dominating structures shall be broken up by creating horizontal emphasis through the use of trim, awnings, eaves, windows, architectural ornamentation, a combination of complementary colors, and landscape elements.

- Large expanses of walls shall be articulated with a combination of small and well-defined sections, architectural detailing, color and/or composition of façade elements.

- Multi-story buildings shall have a window line on the upper floors.

- Wall surfaces in buildings less than fifty(50) feet in height shall avoid running in one continuous direction greater than one hundred (100) feet without an articulation feature such as a pilaster, offset, or change of color or material.

EXTERIOR BUILDING FACADES

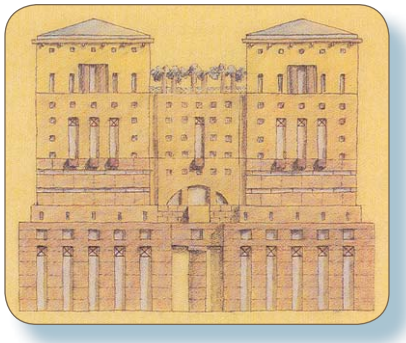
- All exterior façade elements shall reflect a coordinated design concept, including expression of building function, structure and scale.

- The base of the building shall be anchored by the use of materials and color. Complementary materials and colors shall be used above the base.

- Walls adjacent to a walkway shall include glass, trellises, wall articulation, wainscot, arcades, and changes in materials or other features to ensure visual diversity and proper scale. Architectural detailing of each wall at ground level shall integrate with the landscaping to ensure an appropriate transition between the building and the ground.

- Buildings shall incorporate detailing where it is discernible by pedestrians and motorists viewing the building from typical locations. Pedestrian scale features such as porticoes, arbors and promenades are particularly important.

- The use of architectural elements that contribute to building character, facilitate climate control, and enhance pedestrian scale is encouraged. Examples include: canopies, roof overhangs, projections or recessions of stories, balconies, reveals and awnings.



BOLD SCULPTING OF THE FACADES CONTRIBUTE TO ITS RICHNESS

HORIZONTAL ELEMENTS THAT PUNCTUATE THE UPWARD RISE ESTABLISHES PROPORTIONS OF HUMAN SCALE

ESTABLISHED AND DEFINED ENTRIES RESULT IN FRIENDLY FACADES

VISION GLASS RESULTS IN TRANSPARANCY, A FRIENDLY GESTURE

- Building entries shall be clearly defined and integrated with building façade and landscape design. The use of distinctive architectural elements and materials to denote entrances is required. Entries shall open directly onto publicly accessible walkways.

- Doors and windows shall be consistent with the design and located to present a unified appearance to the elevation except where the variations are an integral and necessary part of the exterior design.

- Transparent glazing shall be used where possible. Tinted glazing is acceptable only when required. Simulated or blacked-out windows are strongly discouraged. Spandrel glass, where used, shall match vision glass.

- Columns, trellises, pilasters or other unifying elements shall be used at wall transitions.

- Cornices and parapets shall be incorporated at roof lines. The roof line at the top of a structure shall incorporate off-sets and jogs to reduce the monotony of an uninterrupted roof plane.

- Finished building materials shall be applied to all sides of the building, including trash enclosures and mechanical and communications equipment screens.

- Consistent architectural style, building materials, textures, colors, roof treatment and landscaping shall be utilized on all sides of buildings visible from roadways, adjacent properties or the general public.

- All screening materials for HVAC, SMUD boxes, and other mechanical and/or communications equipment shall be integrated and compatible with the exterior building materials.

- Parapets shall be of sufficient height to screen roof-mounted equipment from the finish grade of roadways immediately adjacent to the site. Changes in parapet height shall be used to enhance entries and provide variety.

- Entry facades are to be designed to incorporate the primary user identification signs. The length, width, and height of the facade should accommodate a hierarchy of retailers to reflect the promotional value of each user (see Signage and Graphics, Section 7).

- Towers may be developed either in conjunction with the building entries or as freestanding thematic elements. Any tower should be accented with lighting.

STRONG, ARTICULATED FACADES ACCENTED BY VERTICAL ELEMENTS REINFORCES THE BUILDING'S ARCHITECTURE

WELL-DESIGNED ENTRIES ESTABLISH IDENTITY

EXTERIOR MATERIALS AND COLOR SHOULD RESULT IN FACADE CONTINUITY

SCALING OF A FACADE IS FACILITATED THROUGH MATERIALS AND COLOR

EXTERIOR BUILDING MATERIALS

- Materials, color and lighting should be compatible throughout each of the neighborhoods within the PUD, however, the requirement should be interpreted to accommodate tenant image programs.
- The use of materials, color, lighting and finishes shall be coordinated to achieve a sense of continuity and quality of design.
- Building materials may consist of precast concrete, tilt-up concrete, masonry, stone, cement, plaster, or metal panels. Wood may be used in limited areas.
- Metal, stone, brick, concrete, or masonry columns should be used to support covered promenades, trellises and tenant entries.
- Roof canopies and exposed roofing may be tile, metal, glass, or translucent glazing. Roofing material should be compatible throughout each of the neighborhoods.
- Awnings may be either translucent glazing, metal, glass, or canvas. Glass shall be clear, tinted, translucent or spandrel. The use of reflective glass is not allowed.

- Exposed, exterior surfaces of unpainted concrete or concrete block are not acceptable other than in concealed service areas. However, the intent is not to preclude concrete block construction of split face block, combed face block, texture block, slump stone, or other similar materials.

- Brick and concrete block used in traditional styles are inconsistent with the vision of a contemporary design district. Plastic materials meant to represent a natural material, such as stone or wood, are not permitted.

BUILDING COLOR

- Wall colors, textures, and/or materials shall be coordinated from a recommended family of colors and materials.

- All colors shall be harmonious and compatible with the colors of other buildings in the PUD.

- Variations in color or multiple colors shall be appropriate within an overall, planned, and attractive palette of colors.

- Building colors shall be diverse with contrast of color value, tone and hue.

- Contrasting materials, patterns, textures, and color are encouraged to create interest, focus, unity, and compatibility for building face accent areas or features.

VARIATION IN COLOR CREATES INTEREST

PROPER USE OF LIGHTING CREATES A SAFE AND WELCOME FEELING

EXTERIOR FACADES SHALL BE ILLUMINATED FOR PUBLIC SAFETY, AND ENHANCEMENT OF THE BUILDING'S FEATURES

BUILDING LIGHTING

- Consideration of both interior and exterior lighting shall be evident in the design of buildings fronting on the streets.
- External night lighting shall be used to enhance and articulate the buildings without glare.
- Ground based up-lighting that washes the primary walls or highlights architectural features or detailing shall be used on building façades fronting on streets and parking nodes.
- Lighting fixtures shall not project above the fascia or roof line of the buildings and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot, drive aisle, or walkway lighting fixtures, and are not restricted to lighting only loading and storage locations or other similar service areas.
- Wallpack lighting is not permitted on all facades facing streets, parking or publicly accessible areas.
- Exterior building facades fronting onto streets, pathways and parking nodes shall be illuminated with a minimum of three (3) foot candles. In addition, accent lighting is encouraged to highlight building features.

3.4 Other Structures and Support Areas

PAD RETAIL BUILDINGS

Pad retail buildings shall contain elements that are complementary with the neighborhood where it is located.

FACADE WALLS REQUIRE VERTICAL AND HORIZONTAL VARIATION AND ARTICULATION

PROTOTYPE RETAIL BUILDINGS

Prototypical retail building characteristics should be avoided such that they are translated and adapted to complement the specific neighborhood within which it is located, and its characteristics.

GARDEN CENTER

Garden Center enclosures shall be integrated into the building architecture. Screening, fencing and/or greenhouses should be provided with a colonnade to match the building. Fencing may be a combination of solid wall and ornamental metal. Indoor plant enclosures or covered canopies shall be compatible with the rest of the center.

CANOPY STRUCTURES

Separate canopy or shade-type parking structures may be installed provided they are generally screened from public street view, and they are not used in lieu of service facilities. Structural elements, beams, and columns, shall be tubular or boxed forms. Edges of the structures shall be finished fascias with colors that match or complement building colors.

LOADING AND DELIVERY AREAS

- Truck loading docks(s) shall be an integral part of the structure. Loading areas oriented to any public right-of-way, residential uses, or if visible from the street shall be screened. The facilities shall not create a nuisance and shall be located in the most inconspicuous manner possible.

- Adequate on-site space for service and delivery vehicles, shall be provided, which shall not impede traffic flow.

- Landscaped islands, curbs, and signs shall be used to clearly distinguish parking from loading and delivery areas, and driving lanes.

TRASH ENCLOSURES/RECYCLING FACILITIES/ TRASH RECEPTACLES

- Construction and design of garbage/recycling facilities shall meet all City standards.

- Trash enclosures and recycling facilities should be located within a building whenever possible.

- Trash enclosures shall be designed to allow walk-in access by tenants without the need to open the main enclosure gates.

- If trash enclosures and/or recycling facilities cannot be located within the building, then the facilities

shall be located away from adjacent residential areas and in the most inconspicuous manner possible so as not to create a nuisance.

- Outside garbage and recycling facilities shall not be located within any required landscaped setback area.

- Outside garbage and recycling facilities shall be concealed by a minimum six (6) foot high screening wall constructed of materials similar to and compatible with the building(s) it serves. Landscaping (shrubs and/or vines) shall be placed along the screening walls to soften the presence of the facilities. Trees shall be provided to screen the overview of trash and garbage from the upper floors of adjacent or nearby buildings.

- Outside garbage and recycling facilities shall have decorative, solid heavy gauge metal gates and cane bolts to secure the gates when in the open or closed positions, with concrete drop slabs in front.

TEMPORARY STRUCTURES

- Temporary structures related to the construction of a permanent building shall be permitted as follows:
  - Such structures may be placed on-site at the start of project construction but shall be removed at completion of construction of the permanent structures.

- Examples of such structures are trailers, mobile homes and other structures not affixed to the ground.
- Such structures shall be inconspicuous as possible and shall cause no inconvenience to the general public.

- Temporary structures permitted within the Commerce Station PUD shall be required to comply with the following requirements:
  - A site plan showing the temporary structure shall be provided to Development Services staff for review, and shall depict ADA ramp locations, striped and paved parking areas, and any propsed landscaping.
  - No parking shall be allowed on unimproved surfaces and unimproved surfaces shall not be accessible to vehicle parking.
  - Any proposed signage for the temporary structure shall require approval consistent with the sign provisions contained withing these PUD Guidelines.

- Temporary structures associated with promotional sales such as Christmas trees or fireworks shall be permitted on a limited basis.

- Concurrent temporary structures for construction related activities and promotional sales are permitted during the construction period of permanent facilities.

3.5 Site Design and Building Orientation

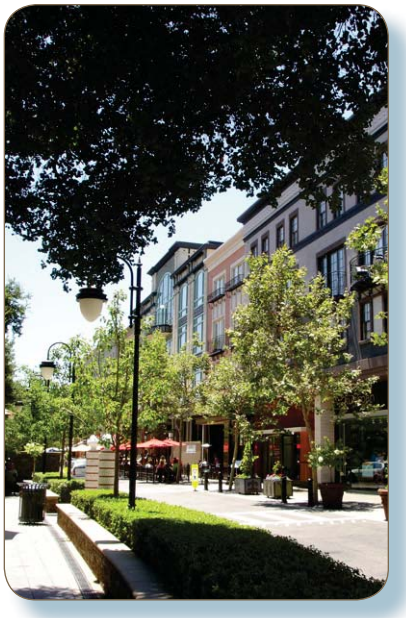
- Buildings shall be sited in a manner that will complement the adjacent structures. Sites shall be developed in a coordinated manner to provide order and diversity to avoid a jumbled, confused development.

- Structures and on-site circulation systems shall be located to minimize pedestrian/vehicle conflicts. Sidewalks should be enhanced with textured paving, landscaping and trellises where feasible.

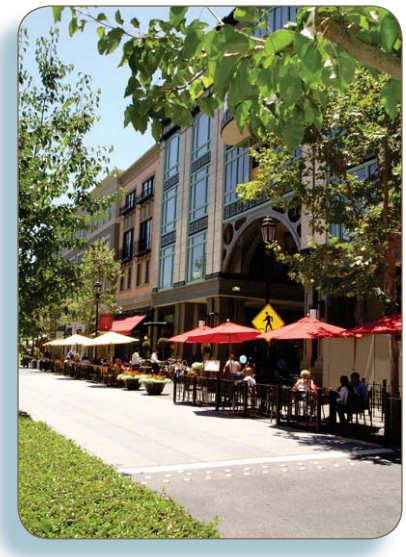
- Whenever possible, new buildings shall be clustered to create plazas or pedestrian malls to prevent long "barrack-like" rows of structures. A visual link between separate buildings should be established through the use of an arcade system, trellis or other open structure.

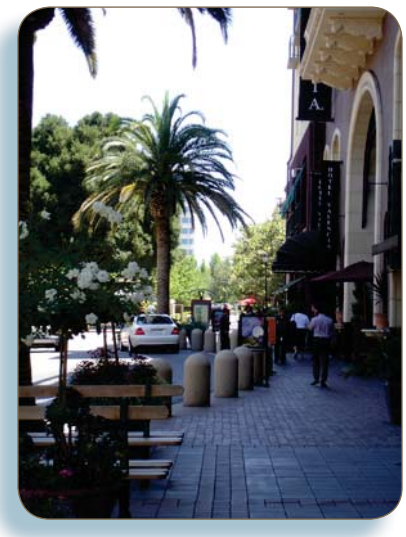
- Clustered buildings shall include a well-defined public space, such as a plaza or pedestrian mall. The common public area shall provide an area not less than two (2) percent of the total floor area of the site and shall be designed to accommodate tables and benches for outdoor dining and casual seating, as well as carts for outdoor vending. Such areas may be allocated to a specific use, such as a restaurant.

VARIED BUILDING ORIENTATION ESTABLISHES A SENSE OF IDENTITY AND UNITY



CLUSTERED BUILDINGS WITH WELL-DEFINED PUBLIC SPACES





STREET AND PEDESTRIAN LINKAGES CREATE RICH AND VIBRANT SPACES

- Each retail center shall provide a primary walkway linking all stores and shops. The primary walkway shall have a minimum width of eight (8) feet adjacent to retail and five (5) feet in parking areas, and shall include pedestrian scale lighting to promote evening use.

- A tree canopy shall be provided over parking areas that allows the primary entry to be seen from the street. The City's Shade Tree Ordinance is applicable to the extent it is consistent with the Schumacher Development Agreement (City Agreement #99-162).

- Water quality features that settle and filter run-off from streets and parking lots should be incorporated into project site design, where feasible.

3.6 Security

- Dense landscaping near structures and on the periphery of parking areas shall be limited in order to maintain view corridors.

- Potential crime risk uses, such as automatic teller machines, shall be located in highly visible and well-lighted areas.

- Visibility of parking area entrances shall be maximized from adjacent uses and public streets.

3.7 Utility Connections and Equipment

- Placement of mechanical and communications equipment, utility meters, and storage tanks shall be located within the building whenever possible. If such equipment cannot be located within a building, visual barriers such as walls or landscaping shall be used.

- All roof top equipment must be screened from public view using materials of the same nature as the main structure, and, where feasible and appropriate, mechanical equipment should be located below the highest vertical element of the building.

- Equipment shall not be located adjacent to residential areas or within any required landscaped setback area.

- Equipment shall be located to not cause nuisance or discomfort from noise, fumes, odors, etc., unless prohibited by utility companies.

- Penthouse and equipment screening shall be of a design and material harmonious with the related buildings.

- All new utility lines shall be underground.

- The design of visual barriers shall be subject to review and approval by the City Police Department prior to construction.

3.8 Energy Conservation Standards

The following energy conservation standards are intended to set forth cost-effective energy saving measures that should be incorporated into building design.

- Buildings shall be designed to meet current State and Federal energy conservation requirements at the time of construction.

- Landscaping should be designed to shade structures, walks, streets, drives, and parking areas so as to minimize surface heat gain.

- Site design should consider thermal and glare impacts of construction materials on adjacent structures, walkways, streets, drives, parking areas, and vegetation.

- Outdoor lighting should provide the minimum level of site lighting commensurate with site security. A minimum of 1.5-foot candles as measured at the parking lot surface shall be maintained from one hour before dark until one hour after sunrise. A minimum of 0.50 foot candles shall be maintained along all alcoves and walkways.

- The use of alternative energy sources such as solar, wind, and geothermal energy are encouraged.

- Passive solar design is encouraged whenever possible. Design of buildings should demonstrate consideration of energy-efficient concepts, such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

- Natural lighting is encouraged.

- Life-cycle costs of buildings should be considered in all buildings.

- Use of thermal mass to moderate the heating and cooling of structures and public spaces should be considered in the design of all buildings.

- Application of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System is encouraged.

- Solar collectors, if used, shall be oriented away from public view or designed as an integral element of the roof structure.

- Sun shade structures, such as building overhangs, verandas, trellises and porticoes should be incorporated in the design of all buildings at the primary entry and pedestrian approaches to all buildings.

4. Circulation and Parking

The circulation design of the Commerce Station PUD is intended to provide a network of travel ways to allow drivers, bicyclists, pedestrians, and mass transit users to easily navigate the development and access major travel ways adjacent to the development. The focus is on the creation of an effective, efficient, and safe network for all types of users.

The Commerce Station PUD circulation framework consists of freeways, major arterial roadways, arterial roadways, local collector roadways, smaller local roadways and pedestrian and bicycle pathways. The layout and combination of these roadways will allow users to efficiently move about the development as well as connect to locations off-site.

4.1 Freeways

INTERSTATE 5

I-5, a major freeway, runs along the western boundary of the development. Users can quickly access I-5 at the Del Paso Road interchange, located just south of the development, or via the Elkhorn Boulevard / Highway 99 interchange located north of the project site. The freeway will provide a major north-south transportation link to outlying areas. The development will be responsible for maintaining a one hundred (100) foot freeway buffer zone adjacent to I-5. The area will be classified as open space and developed accordingly.

4.2 Arterial Roadways

DEL PASO ROAD

Del Paso Road, a major arterial, runs along the south boundary of the development. The roadway runs east to west and is ultimately six lanes with a median. Del Paso Road provides access to I-5 just west of the development and also an overpass to provide access to the west side of I-5.

EAST COMMERCE WAY

East Commerce Way, a major arterial, runs along the east boundary of the development. The roadway runs north to south and is ultimately six lanes with a median. The parkway provides access to public transportation, Del Paso Road and I-5 to the south, and Elkhorn Boulevard and Highway 99 to the north.

4.3 Local Roadways

CONNECTIONS TO PUBLIC TRANSPORTATION

East Commerce Way will provide the major connection to public transportation. A transit/train center is currently planned on the east side of the East Commerce Parkway in the adjacent Towne Center PUD. The center will provide a hub for public transportation in the area. Also, bus stops will be provided along East Commerce Way for Regional Transit. The bus stops will be located at major entrances and regularly spaced according to the City of Sacramento and Regional Transit requirements.

SITE ACCESS / INTERSECTIONS

Entrance streets with traffic signals are spaced along the East Commerce Parkway frontage. Six total site entrances are provided (three for the north section and three for the south section). Each site access has a particular entrance street section and is signalized to control the flow of traffic into and out of the site. Each entrance street will have two-way movement, bike lanes, and a median. The width of the entrance streets vary depending on the planned traffic volumes.

NEIGHBORHOOD CONNECTIONS ON THE EAST SIDE OF I-5

The Commerce Station PUD will provide connectivity to the east at three of the six project intersections, as well as at North Park Drive. In addition, a Class I bikeway will connect from the east to East Commerce way at one of the intersection locations.

4.4 Internal Streets

The internal streets will be a combination of privately and publicly owned/maintained roadways. All main streets will provide two-way movement and on-street bike lanes. The internal street widths vary from forty (40) feet to forty-nine (49) feet right-of-way, some containing on-street angled parking outside of the right-of-way.

TRAFFIC CIRCLES

Traffic circles are utilized on-site at major internal roadway intersections. They allow for unsignalized intersections, which will keep traffic moving and prevent heavy traffic buildup. They also provide an aesthetic and a unity within the development. The traffic circles are generally two lanes wide and provide for bicycle traffic either through or outside of the traffic circle.

STREET STANDARDS AND GUIDELINES

The Commerce Station roadways are a combination of public and private roadways. Public roadways will be maintained by the City of Sacramento. On publicly maintained roadways with on-street angled parking, the public right-of-way will end at the edge of the curb or valley gutter, and the on-street angled parking will be privately maintained. Privately maintained roadways will be generally based on the City of Sacramento improvement standards. The roadways will be striped and signed in accordance with the City of Sacramento standards.

The development utilizes eight different public street sections. A brief description of each section is listed in the following table (see Table 4.1), and the locations of each section are shown on the following map (see Figure 4A).

TABLE 4.1: PUBLIC STREET SECTIONS

No. of Lanes	Minimum Driveway Spacing	Left Turn from Street	Left Turn to Street
2	Per City Code	Allowed	Allowed
2+	Per City Code	Turn lane required.	Two-way turn lane required.
4	250 Feet	Turn lane required.	Two-way turn lane required.
6	500 Feet *	Turn pocket required.	Prohibited

* One right-in/right-out proposed two hundred thirty (230) feet from signalized intersection.

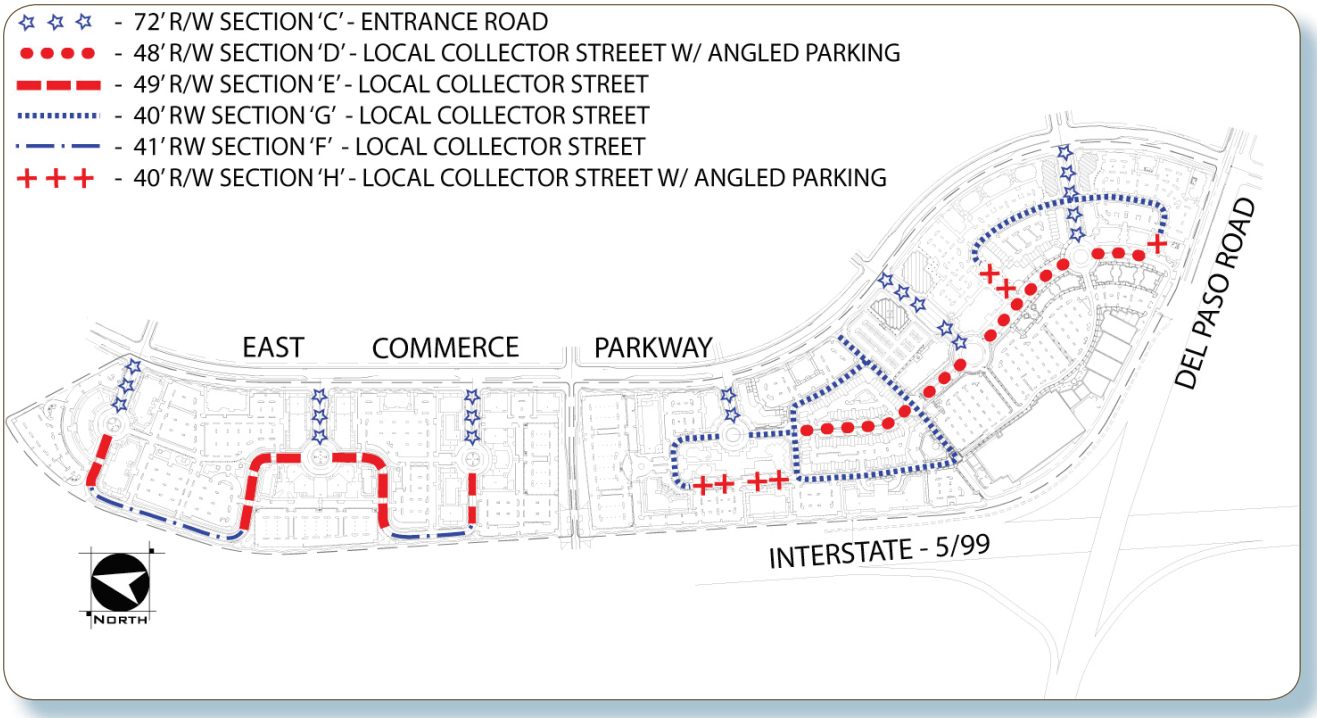
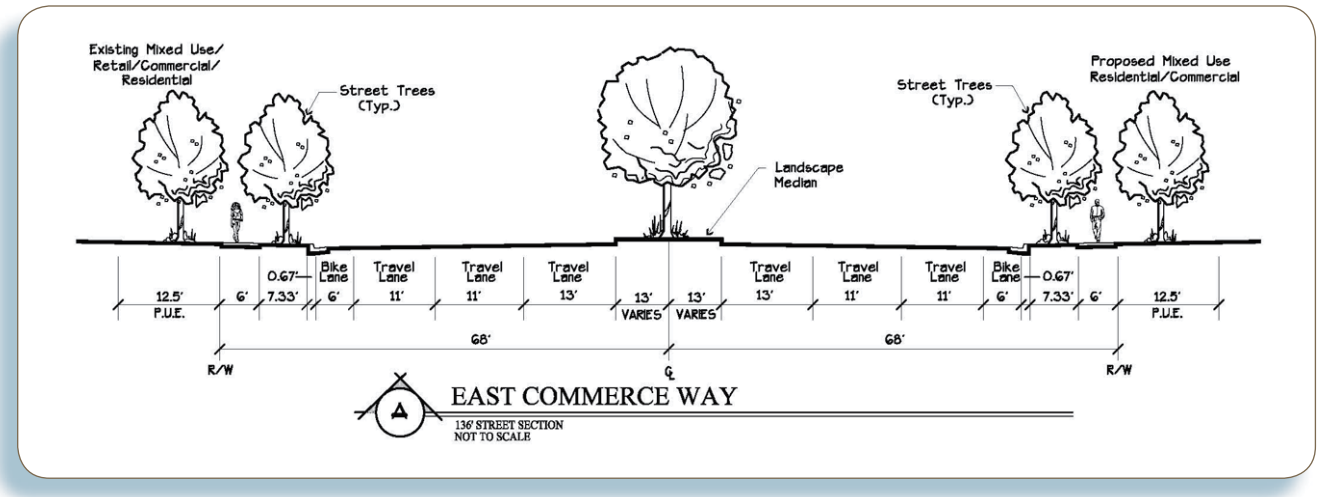


FIGURE 4A:
STREET TYPE LOCATION MAP

EAST COMMERCE WAY

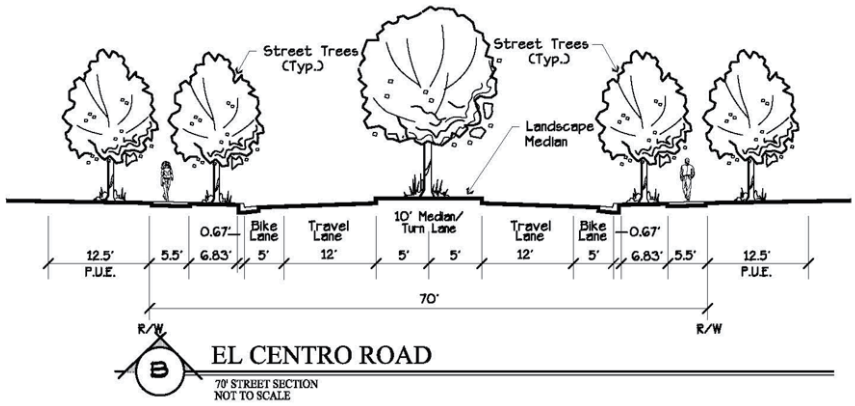
Traffic Movement:	Two-way
Traffic Lanes:	6
Right-of-Way Width:	136 Feet
Sidewalk:	6 Feet
Bicycle Lane:	6 Feet
Median:	26 Feet
Planting Strip:	8 Feet



SECTION A:
EAST COMMERCE WAY

EL CENTRO ROAD

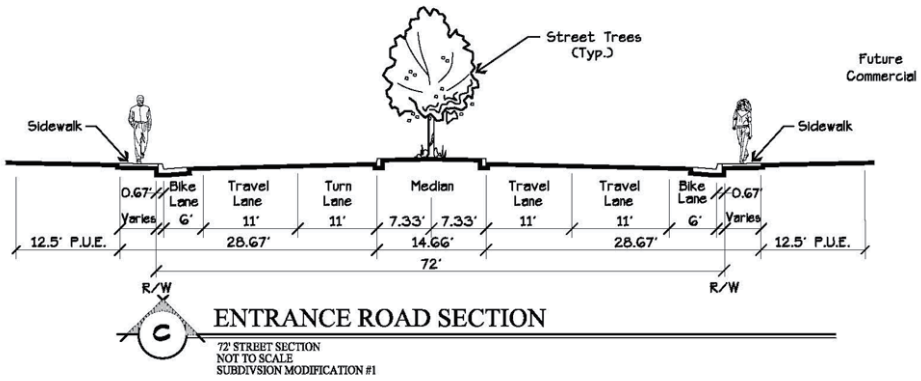
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	70 Feet
Sidewalk:	5.5 Feet
Bicycle Lane:	5 Feet
Median:	10 Feet
Planting Strip:	7 Feet



SECTION B:
EL CENTRO ROAD

ENTRANCE ROAD

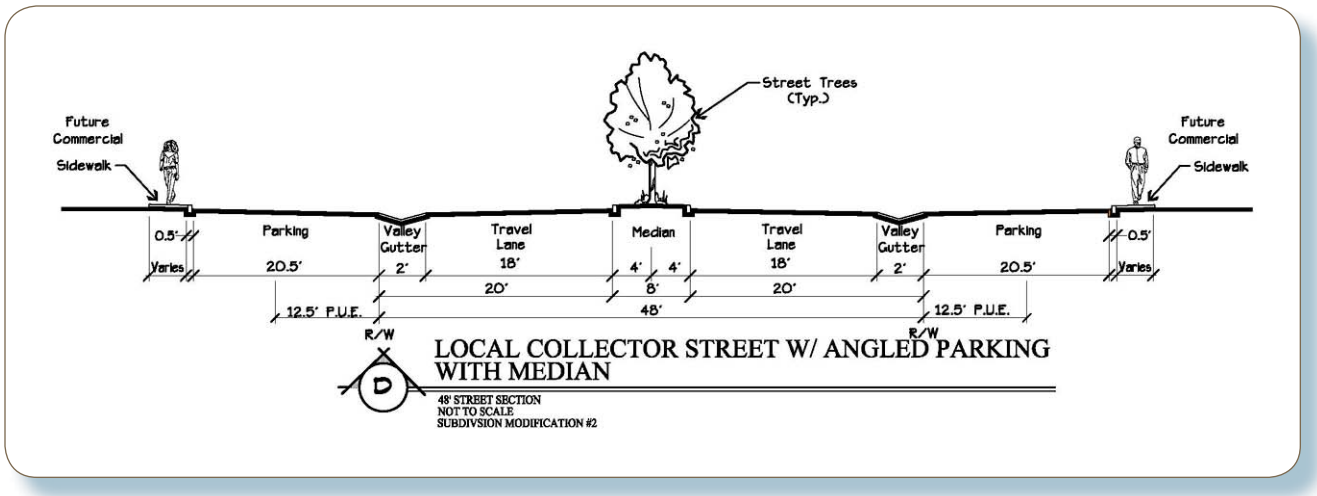
Traffic Movement:	Two-way
Traffic Lanes:	4
Right-of-Way Width:	72 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	6 Feet
Median:	15 Feet



SECTION C:
ENTRANCE ROAD

LOCAL COLLECTOR STREET - ANGLED PARKING AND MEDIAN

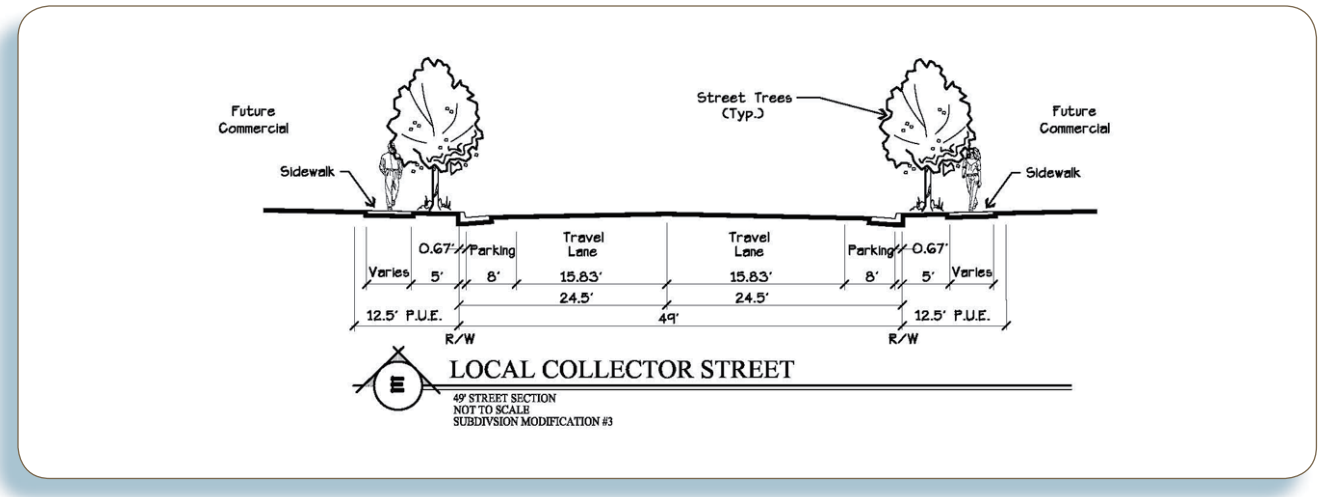
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	48 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	No
Median:	8 Feet



SECTION D:
LOCAL COLLECTOR STREET WITH ANGLED PARKING AND MEDIAN

LOCAL COLLECTOR STREET - PARALLEL PARKING

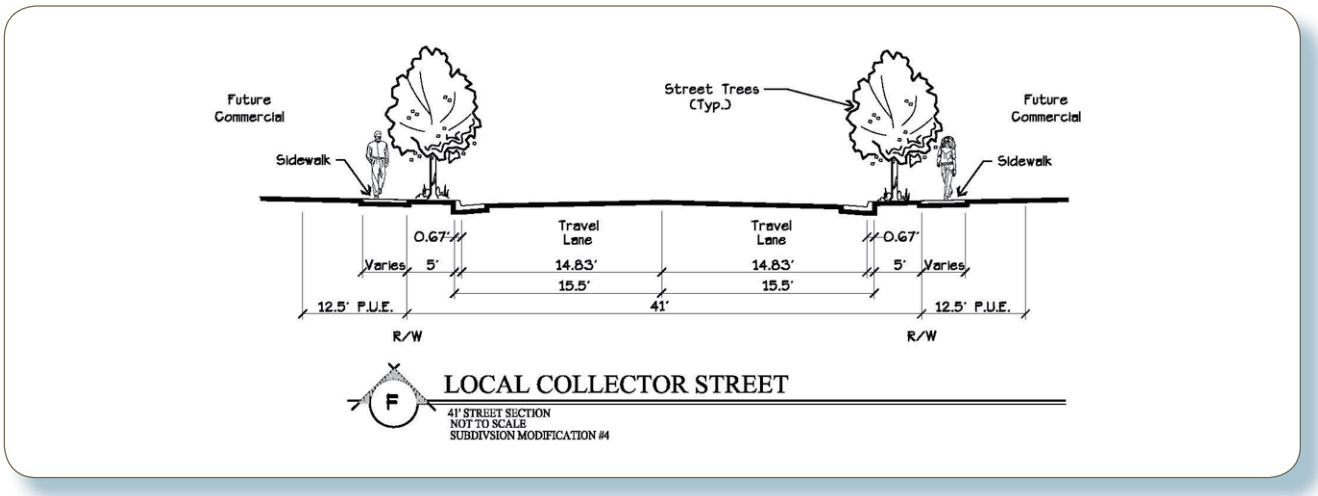
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	49 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	No
Planter Strip:	5 Feet



SECTION E:
LOCAL COLLECTOR STREET WITH PARALLEL PARKING

LOCAL COLLECTOR STREET

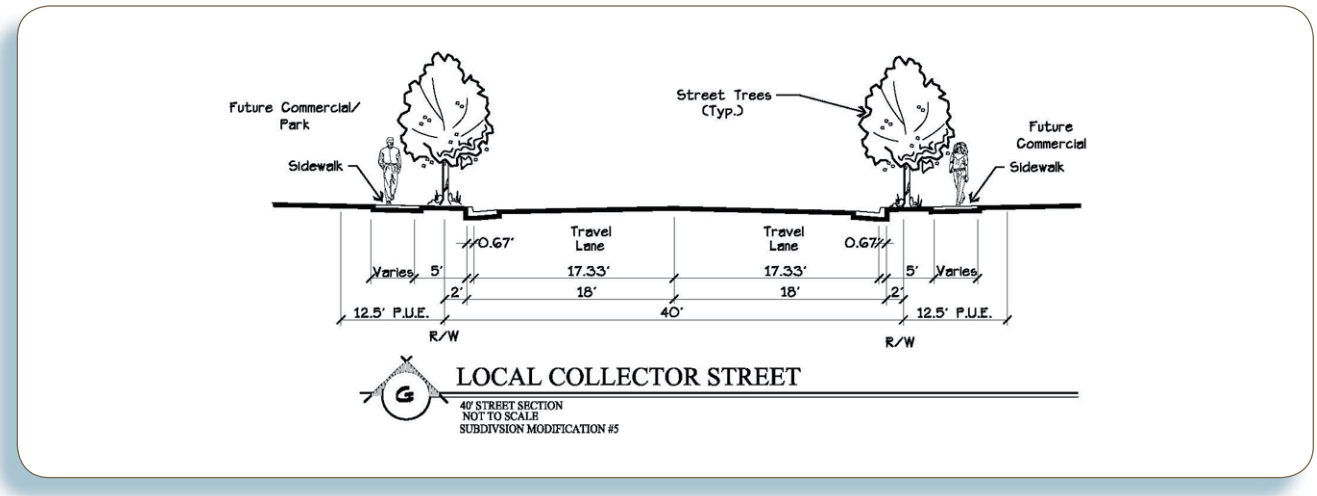
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	41 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	No
Planter Strip:	5 Feet



SECTION F:
LOCAL COLLECTOR STREET

LOCAL COLLECTOR STREET

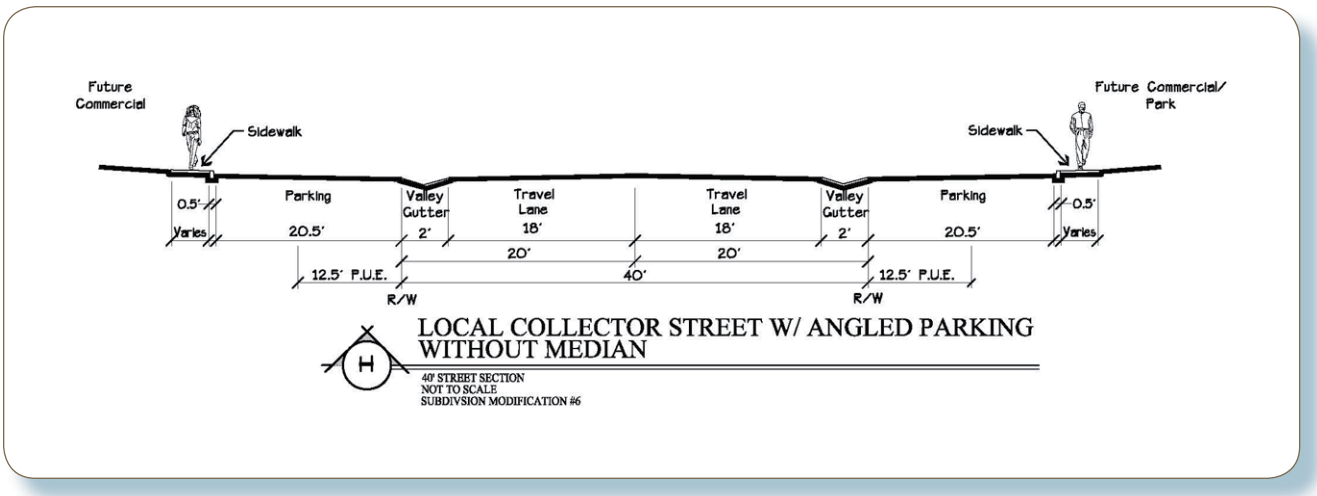
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	40 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	No
Planter Strip:	5 Feet



SECTION G:
LOCAL COLLECTOR STREET

LOCAL COLLECTOR STREET - ANGLED PARKING WITHOUT MEDIAN

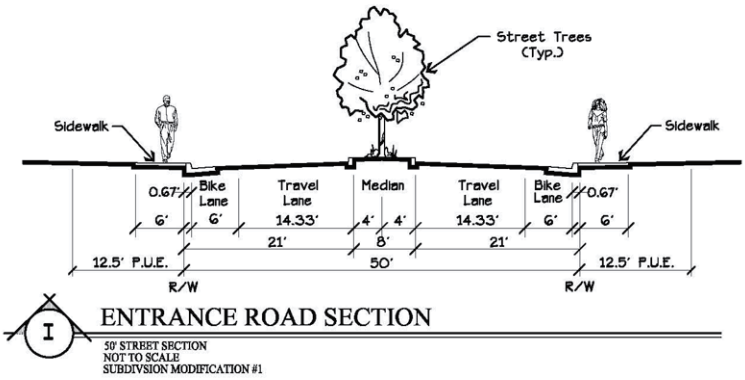
Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	40 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	No
Planter Strip:	No



SECTION H:
LOCAL COLLECTOR WITH ANGLED PARKING, WITHOUT MEDIAN

ENTRANCE ROAD

Traffic Movement:	Two-way
Traffic Lanes:	2
Right-of-Way Width:	50 Feet
Sidewalk:	Varies, 6 Feet Minimum
Bicycle Lane:	6 Feet
Median:	8 Feet



SECTION I:
ENTRANCE ROAD

INTERNAL DRIVEWAY CIRCULATION

- With the exception of retail, support retail, restaurant and hospitality uses, all main building entries should provide short-term parking for delivery and service vehicles such that it will not block pedestrian and vehicle circulation routes.

- Parking areas shall be designed to provide space for unloading delivery trucks and to allow delivery trucks to head rather than back on to the street.

- Loading and unloading delivery vehicles in the street or in the median shall not be permitted.

- Internal driveways that connect between parcels, particularly of deep and narrow shaped parcels, are encouraged to minimize the number of driveways and provide improved access to the rear of these parcels.

- Where parking areas are connected, direction of travel and parking bays should be similar to reduce conflicts at points of connection.

- On-site circulation shall be designed to discourage speeding by avoiding long straight drives where conflicts with pedestrians and parked cars can occur. Speed bumps are strongly discouraged.

- Side or rear loaded delivery bays (and associated service/refuse areas) are preferred to front loaded delivery bays and should be screened from the pedestrian ways by a wall and/or landscaped berm.

- Shared access drives between adjacent parcels are encouraged to minimize curb cuts.

- Shared parking facilities between compatible adjacent uses are strongly encouraged.

- Common driveways which provide vehicular access to more than one site are encouraged. The number of access driveways should be limited to the minimum amount necessary to provide adequate circulation.

- Shared parking between adjacent businesses and/ or developments is encouraged whenever practical.

- Driveway aprons at the streets shall be identified with contrasting materials.

4.5 Bike and Pedestrian Circulation Design Framework

The Commerce Station bicycle and pedestrian circulation system is designed as a framework of connections to parks, neighborhoods, commercial centers and transit plazas. Commerce Station is planned with a thorough network of bike paths, lanes and pedestrian routes connecting throughout the development and to adjacent neighborhoods and districts at key location points.

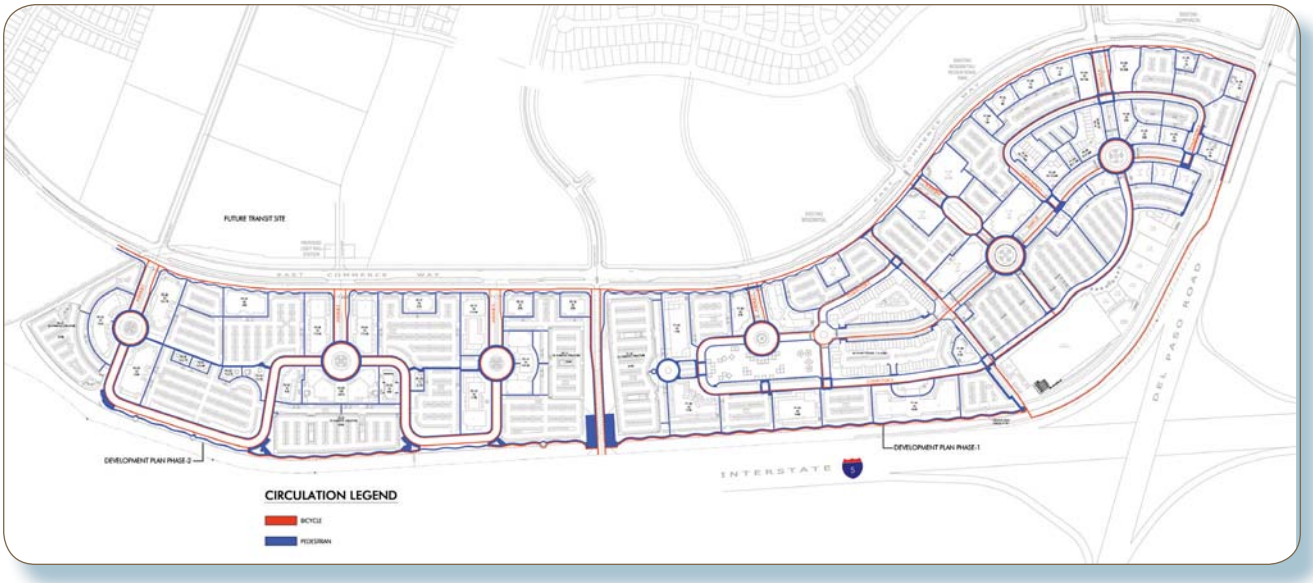


FIGURE 4B:
BICYCLE / PEDESTRIAN CIRCULATION SYSTEM

CLASS I OFF-STREET MULTI-USE TRAIL

ON-STREET BICYCLE LANE

BIKE AND PEDESTRIAN CLASSIFICATION SYSTEM

All public streets will have sidewalks on both sides of the street. Any private streets constructed within the PUD will have a sidewalk on at least one side. As build out of the area proceeds additional facilities may be added. The core of the bicycle / pedestrian circulation system is shown on the above map (see Figure 4B). The pedestrian / transit linkages are intended to facilitate direct access to transit stations. These linkages shall be designed to minimize walking distance between building entries and transit stops. Site planning should adhere to the site design guidelines detailed in these PUD Guidelines to further encourage transit use.

CLASS I OFF-STREET MULTI-USE TRAIL

Off street multi-use bicycle and pedestrian paths located on the west side of the development along the freeway buffer offer direct connections to the northern and southern portions of Commerce Station.

CLASS II ON-STREET BICYCLE LANES

Signed bicycle lanes are located along East Commerce Way, Del Paso Road, and along the project entrance streets.

CLASS III ON-STREET BICYCLE ROUTES

Bicycle routes are selected streets designated with bicycle signs completing the framework of the Commerce Station bicycle network. Bicycles share the right-of-way with autos within these selected streets.

PEDESTRIAN PATHS AND WALKWAYS

PEDESTRIAN CIRCULATION AND LINKAGES

- Building entry zones shall be clearly defined through the use or combined use of elements such as accent paving, planting, color pots and bollards.

- Residential uses in a mixed-use project shall have a building entry separate from the non-residential uses.

- Enhanced paving, striping or other distinguishing design features shall be used selectively on the primary walkway and the common areas to emphasize special areas and to guide pedestrians.

- Separate vehicular and pedestrian circulation systems shall be provided. A clearly defined five (5) foot minimum pedestrian way separated from vehicle traffic shall be provided through the parking area to a primary building from the sidewalks along the adjacent streets.

- Within parking areas the pedestrian path shall be parallel to moving cars where possible. Paving and landscaping shall be provided where pedestrians cross parking aisles.

- Walkways shall be located throughout the PUD to provide convenient access between uses and neighborhoods.

4.6 Parking

OFF-SITE PARKING

Reciprocal Parking: To eliminate the need for entitlement(s) to allow reciprocal parking, reciprocal parking between adjacent parcels within the PUD shall be allowed, provided that appropriate access agreements are recorded and that minimum parking is provided for all uses.

PARKING RATIOS

The Commerce Station PUD proposes the development of a unique, mixed-use project that integrates a variety of retail, support retail, residential, restaurant, hospitality, recreational and office uses. To accommodate the flexibility of design and ingenuity necessary to implement this type of development, the Commerce Station PUD provides for a range of parking ratios for each use as follows:

Office (Incl. Medical Office):	1 Stall/200 GSF - 1 Stall/400 GSF
Retail (Primary and Support):	1 Stall/200 GSF - 1 Stall/250 GSF
Restaurant:	1 Stall/2.5 Seats - 1 Stall/4 Seats *
Recreation:	1 Stall/100 GSF - 1 Stall/200 GSF
Hospitality:	1 Stall/1.75 Guest Rooms - 1 Stall/2.25 Guest Rooms
Residential:	1 Stall/Unit

* Restaurants occupying 10% or less of the total building area in a shopping center or 10% or less of the total leasable square footage of an individual building shall be subject to the parking ratio applicable to the primary building or shopping center use.

AT-GRADE PARKING AREAS

- On-street parking will be provided with angled parking stalls or parallel parking.
- Parking lots will provide additional parking off street.
- The parking stalls will be sized, striped, and signed in accordance with the City of Sacramento requirements.
- The number, location, size, striping, and signage of accessible parking stalls will be provided in accordance with ADA requirements.
- All visible parking areas shall be visually obscured utilizing trellising and landscape elements.

ON-STREET PARKING

STRUCTURED PARKING

STRUCTURED PARKING

- Perpendicular parking will be provided in two- and three-story structures.
- The parking stalls will be sized, striped, and signed in accordance with the City of Sacramento requirements.
- The number, location, size, striping, and signage of accessible parking stalls will be provided in accordance with ADA requirements.

RESIDENTIAL PARKING

- Limited visitor parking should be provided utilizing on-street perpendicular parking stalls located on the internal roadways. Private garage or carport parking should be provided for any residential development within the PUD.
- The visitor parking stalls will be sized, striped, and signed in accordance with the City of Sacramento requirements.
- The number, location, size, striping, and signage of accessible parking stalls will be provided in accordance with ADA requirements.

BICYCLE PARKING

- Bicycle parking structures or facilities will be easily visible and provided at locations for bicyclists to conveniently and effectively access the area.

5. Lighting

A combination of lighting methods and fixtures shall be used to provide a visible and safe environment for pedestrians, bicyclists, and automobiles. Lighting the site will be accomplished with a combination of building fixtures to brighten building envelopes, human scale local lighting along pedestrian routes, and larger street light poles along roadways and parking lots. Only constant, even illumination will be permitted.

5.1 Building Lighting

- Lighting design/style shall be consistent with area design themes.
- Architectural lighting shall be used to provide functional lighting for the safety of pedestrian movement.
- The design of light fixtures and their structural support shall be architecturally enhanced and compatible with the building design. Light fixtures should integrate with the building architecture.
- All building entrances are to be well-lighted.
- Methods should be used to prevent light pollution and to direct the light to the appropriate, designated areas.

5.2 Parking Structure Lighting

Lighting fixtures shall be used to brighten the two- and three-story parking structures to provide a visible and safe environment for pedestrians and automobiles. A combination of wall and ceiling lighting on the lower levels and street light poles on the upper level shall be used to accomplish the lighting objectives. Only constant, even illumination will be permitted.

- The size, number, and spacing of lighting shall be designed to achieve at least the minimum illumination standards of the City of Sacramento.
- Light intensity shall not exceed three times the City minimum illumination requirements.
- Human scale lighting shall be used to illuminate pedestrian walkways within the parking structure.
- Lighting design/style shall be consistent with area design themes.
- Methods should be used to prevent light pollution and to direct the light to the appropriate, designated areas.

5.3 Parking Lot Lighting

- Light standards for parking areas shall not exceed twenty (20) feet in height.
- Lights in parking lots shall not be co-located with trees in planters. The lighting and landscape plan must be fully integrated and coordinated.
- The size, number, and spacing of street light poles shall be designed to achieve at least the minimum illumination standards of the City of Sacramento.
- Light intensity shall not exceed three times the City minimum illumination requirements.
- Human scale lighting shall be used to illuminate pedestrian walkways within the parking lots.
- Lighting design/style shall be consistent with area design themes.
- Methods should be used to prevent light pollution and to direct the light to the appropriate, designated areas.