MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		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) During construction, 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 qualified 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	SMAQMD Community Development Department	During construction	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		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 Community Development Department	Prior to issuance of building or grading permits	
		4.4-1(d) The project applicant shall pay a mitigation fee to the SMAQMD to offset any remaining construction-generated daily NO_X emissions in excess of the SMAQMD's significance threshold of 85 lbs/day. SMAQMD mitigation fees shall be calculated and paid in coordination with SMAQMD prior to issuance of building or grading permits. Based on the currently proposed construction schedule, the	Verification of payment of the mitigation fee shall be provided to the City		

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		simultaneous development of Quadrant B, Quadrant C-Phase IV, and Quadrant D would generate 14.64 lbs/day of NO_X in excess of SMAQMD's significance threshold. Based on this estimate and the SMAQMD's current mitigation fee ($16,000/ton), the proposed project proponent shall pay a fee of $123 to mitigate excess NO_X emissions. In the event that the project phasing schedule would differ from the schedule used for this analysis (See Table 4.4-5), the project proponent shall notify SMAQMD and recalculate construction-related emissions and mitigation fees, if applicable, in accordance with the most current SMAQMD-recommended methodologies. Verification of payment of the mitigation fee shall be provided to the City prior to issuance of any grading permits.			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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4.4-2	Short-term increases in fugitive dust.	*4.4-2 Prior to the approval of any grading permit, the project proponent shall submit a dust-control plan to the City of Sacramento Community Development Department. The dust-control plan shall stipulate grading schedules associated with the project phase (i.e., Quadrants B, C1-4, and D), as well as the dust-control measures to be implemented. Grading of proposed project phases shall be scheduled so that the total area of disturbance would not exceed 15 acres on any given day. The dust control plan shall be incorporated into all construction contracts issued as part of the proposed project development. The dust-control plan shall, at a minimum, incorporate the following measures:* • *Apply water, chemical stabilizer/suppressant, or vegetative cover to disturbed areas,*	Community Development Department	Prior to the approval of any grading permit Dust control plan shall be incorporated into all construction contracts issued as part of the proposed project development	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive for longer than 3 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*			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		of project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring; and • *Limit onsite vehicle speeds on unpaved surfaces to 15 mph, or less.*			
4.4-3	Long-term increases of criteria air pollutants.	*4.4-3 Prior to project approval, the project applicant shall obtain written endorsement from the SMAQMD for an Air Quality Mitigation Plan (AQMP) for the proposed project. The AQMP shall be reviewed and endorsed by SMAQMD staff prior to project implementation. In accordance with SMAQMD recommendations, the AQMP shall achieve a minimum overall reduction of 15 percent in the project's anticipated operational emissions of NO_X and ROG. Measures anticipated to be applicable to the proposed project and currently*	SMAQMD Community Development Department	The SMAQMD endorsed an AQMP for the Natomas Crossing Project on April 27, 2009.	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		recommended by the SMAQMD include, but are not limited to, the following: *a. Provide on-site short-term and long-term bicycle parking.* *b. Provide "end-of-trip" bicycle facilities including showers, lockers, and changing space.* *c. Provide bicycle network that includes linkage to existing Class I or Class II bike lanes.* *d. Provide pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.* *e. Incorporate on-site transit facility improvements (e.g., pedestrian shelters, route information, benches,*			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		lighting) to coincide with existing or planned transit service. *f. Provide pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements that reduce motor vehicle speeds and encourage pedestrian and bicycle trips.* *g. Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.* *h. Provide a mix of onsite land uses, proximate to existing or planned transit facilities.* *i. Install Energy-Star rated roofing materials.* *j. Provide shade (within fifteen years) and/or use light-colored/high-albedo materials (reflectance of*			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		at least 0.3) and/or open grid pavement for at least 30 percent of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; or, place a minimum of 50 percent of parking spaces underground or covered by structured parking; or, use an open-grid pavement system (less than 50 percent impervious) for a minimum of 50 percent of the parking lot area. *k. Incorporate landscaping and/or sun screens to reduce energy use. Deciduous trees should be utilized for building shading to increase solar heating during the winter months.* *The project applicant shall implement the emission reduction strategies contained in*			

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
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		the endorsed Air Quality Mitigation Plan. Documentation confirming implementation of the Air Quality Mitigation Plan shall be provided to the SMAQMD and the City prior to the issuance of occupancy permits.			
4.4-5	Exposure of sensitive receptors to toxic air contaminants.	*4.4-5(a) Sensitive land (i.e., the proposed medical center and residential dwelling units) uses shall not be located in an area that exceeds the SMAQMD screening criteria for cancer risks associated with toxic air contaminants. Based on SMAQMD's current screening methodology, if proposed sensitive receptors are located within 200 feet of Interstate 5, a more detailed assessment of potential health risks shall be required. If sensitive land uses are proposed within 200 feet of the near-travel-lane of Interstate 5, the project applicant shall coordinate with the SMAQMD and the City of Sacramento Community Development Department to conduct a health-*	SMAQMD Community Development Department	Health-risk assessment shall be prepared prior to approval of a site plan, if sensitive land uses are located within 200 feet of the near-travel-lane of Interstate 5	

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		risk analysis. The health-risk analysis shall be prepared in accordance with SMAQMD's Recommended Protocol For Evaluating The Location Of Sensitive Land Uses Adjacent To Major Roadways prior to the approval of a site plan. *4.4-5(b) The project applicant shall plant vegetation (e.g., trees) between proposed on-site sensitive land uses and the I-5 corridor, the type and location to be determined in consultation with SMAQMD.*	SMAQMD Community Development Department	Prior to occupancy of phases containing sensitive receptors	
4.4-9	Cumulative contribution to regional air quality conditions (Construction and Operation).	*4.4-9(a) Prior to the issuance of each grading permit, the City of Sacramento shall coordinate with the SMAQMD and SACOG to ensure that increases or decreases in VMT attributable to the proposed project are accounted for in the VMT calculations used for the development of regional emissions inventories.* *4.4-9(b) Implement Mitigation*	SMAQMD SACOG Community Development Department See Mitigation Measures	Prior to the issuance of each grading permit See Mitigation Measures 4.4-	

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		Measures 4.4-1(a-d), 4.4-2, and 4.4-3.	4.4-1(a-d), 4.4-2, and 4.4-3	1(a-d), 4.4-2, and 4.4-3	
4.5 Hydrology, Water Quality, and Drainage					
4.5-1	Exposure of people and structures to flood hazards on the project site.	*4.5-1(a) Construction and operation of the Natomas Crossing project shall not commence prior to recertification of the Natomas levees by the SAFCA and FEMA, and the subsequent removal of Natomas Basin from the 100-year floodplain and associated flood zone redesignation; or until FEMA redesignates the Natomas Basin with a flood zone designation that would permit development of the proposed project.*	FEMA US Army Corps of Engineers Community Development Department FEMA	Prior to issuance of building permits Prior to issuance of building permits	
		4.5-1(b) 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	US Army Corps of Engineers Community Development Department		

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		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. *The above measures shall terminate upon the first*			

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		recertification of the levees by the U.S. Army Corps of Engineers.			
Initial Study					
3. Seismicity, Soils, and Geology	Potential impacts involving erosion, changes in topography or unstable soil conditions.	*MM-1 Prior to issuance of grading permits, final foundation investigations shall be performed for each commercial lot, in order to evaluate specific soil conditions at each structure location and to analyze support conditions based on anticipated structural loads and configurations. The final foundation investigations shall provide information about specific site preparation, including chemical treatment types and procedures, and foundation, floor support and pavement section recommendations. The final foundation investigations shall be submitted for the review and approval of the City Engineer to ensure that the proposed project implements all recommendations in the*	City Engineer	Prior to issuance of grading permits	

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		investigations.			
7. Biological Resources	Impacts to endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds).	*MM-2 Prior to and within 14 days of site disturbance, pre-construction surveys for special-status species shall be conducted by a qualified biologist retained by the project applicant and approved by the Community Development 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.*	Community Development Department	Prior to and within 14 days of site disturbance	
14. Cultural Resources	Disturbance of paleontological, archaeological, or historical resources, or potentially causing a physical change which would affect unique ethnic cultural values.	*MM-3 In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 100 feet of the resource*	Community Development Department	During construction	

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		shall be halted, and the City shall consult with a qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.	Community Development Department	During construction	
		MM-4 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. *If a Native American archeologist, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by*			

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		qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the 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. If historic archeological sites are involved, all identified treatment is to be carried out qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.*	Community Development Department County Coroner Native American Heritage Commission	During construction	

MITIGATION MONITORING PROGRAM NATOMAS CROSSING					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Signoff**
		MM-5 If a human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet 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 most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment 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 taken place.	(if remains are determined to be Native American)		

Attachment 5

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE NATOMAS CROSSING PROJECT (P04-264)

BACKGROUND

A. On July 9, 2009, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Natomas Crossing project.

B. On August 11, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.180.050 (D), and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Natomas Crossing 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 Natomas Crossing project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact and conditions of approval:

A. Environmental Determination: The Resolution for the Environmental Impact Report and Mitigation Monitoring Plan for the Project has been adopted by Resolution No. ___.

I. The **Tentative Map** to subdivide 52.8 gross acres into 22 lots for commercial development **is approved** based on the following Findings of Fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, North Natomas Community Plan, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density since it is located near two major freeways;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat since the site is vacant and has been previously rough graded;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems since the proposed uses will not generate smoke or toxics;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision;

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the North Natomas Community Plan and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5);

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6);

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1);

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

Conditions of Approval

Tentative Map Conditions

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved

for this project (P04-264). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

GENERAL: All Projects

I1. In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement;

I2. The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and as updated periodically and shall execute any and all agreements, which may be required in order to implement this condition;

I3. Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento;

I4. Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P04-264) to the satisfaction of the Planning Director and Department of Transportation;

I5. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P04-264);

I6. The design of any public improvement not covered by these conditions or the PUD Guidelines shall be to City standard;

I7. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement;

I8. Show all existing and proposed/required easements on the Final Map;

I9. Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record a private Agreement For Conveyance of Easements stating that a private reciprocal ingress/egress, and maneuvering, easement shall be conveyed to and reserved from all parcels, at no cost, at the time of sale or other conveyance of either parcel;

I10. Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City;

I11. Provide, without cost to the City, in the form of an IOD, all public land covered in the North Natomas Financing Plan Land Acquisition Program;

I12. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place to the satisfaction of the Departments of Utilities, and Department of Transportation. The applicants can record the map or any phase of the map if a design of the required improvements is provided and a bond/security is provided to the satisfaction of the Department of Transportation;

I13. Prior to submittal of improvement plans for any phase of this project, the developer’s design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Department of Transportation, Plan Check Engineer at 808-7915 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible;

Department of Transportation: Streets

I14. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for

groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions;

I15. All Public improvements shall be designed and constructed to the satisfaction of the Department of Transportation. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the map shall be designed and constructed to City standards;

I16. Construct standard subdivision improvements as noted in these conditions pursuant to section16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction. Costs associated with offsite or overwidth improvements may be subject to reimbursement, per the Development Agreement;

I17. Improvements shall be designed and constructed to City standards in place at the time that each subsequent final map is recorded. Improvements required for subsequent maps will be determined by the City for each of those maps;

I18. This project shall require street lighting. There is an existing street lighting system around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction. City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements. This shall include any additional “Cobra” lighting along East Commerce Way;

I19. Dedicate sufficient right of way and construct East Commerce way with full frontage improvements. The construction of East Commerce Way shall be consistent with the North Natomas 6-lane arterial standard and shall be to the satisfaction of the Department of Transportation. The construction of East commerce Way shall also include the construction of a landscaped median (If not done by others);

I20. The applicant shall dedicate sufficient right of way for the future construction of Natomas Crossing Drive. Natomas Crossing Drive shall be constructed as a North Natomas 2+ standard street section at this location to the satisfaction of the Department of Transportation. In addition to the 70-foot road section dedication, the applicant shall also dedicate appropriate slope easements for the overcrossing. The applicant shall also accommodate the construction of the

overcrossing by not encroaching with permanent structures within 40-feet of the Natomas Crossing Drive I.O.D. The appropriate slope easements shall be determined during the plan check process of the improvement plans for this map. The overcrossing shall line up with the streets on the west side of I-5, to the satisfaction of the Department of transportation;

I21. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Department of Transportation and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Department of Transportation and Fire Department. Certain exceptions may be considered by the Department of Transportation and the Fire Department on a case-by-case basis;

I22. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation;

I23. Provide additional right-of-way for expanded intersections at intersections to be signalized to the satisfaction of the Department of Transportation. Those locations are East Commerce Way and Natomas Crossing Drive, Main project access and East Commerce Way(adjacent to adjacent to parcels 8 thru 11), and the southerly most signalized Project access and East Commerce Way (adjacent to parcels 12 and 13);

I24. Developer is required to install permanent street signs to the satisfaction of the Department of Transportation;

I25. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Transportation. The center lines of such streets shall be aligned;

I26. Construct traffic signals at the following intersections, or when required by the Department of Transportation (if not already in place):

a. East Commerce Way and Natomas Crossing Drive
b. Main project access and East Commerce Way(adjacent to parcels 8 thru 11)
c. Project access and East Commerce Way (adjacent to parcels 12 and 13)
d. **NOTE:** The Department of Transportation shall determine the need for signals, based on CalTrans signal warrants and known pending development projects prior to the Issuance of any building permit. If required, signals shall be constructed as part of the public improvements for the Special Permit. Signal

design and construction shall be to the satisfaction of the Department of Transportation and may be subject to reimbursement as set forth in the Development Agreement. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances. The applicant shall install CCTV cameras and all necessary appurtenances if deemed necessary by and to the satisfaction of the Department of Transportation.

I27. The applicant shall submit a signal design concept report (SDCR) per section 15.18 of the Cities Design and Procedures Manual to the Department of Transportation for review and approval prior to the submittal of any improvement plans involving traffic signal work. The SCDR provides crucial geometric information for signal design and should be started as early as possible to avoid delays during the plan check process;

I28. The applicant shall pay a fair share towards the construction of the I-5 and Del Paso Road on/off ramps traffic signals to the satisfaction of the Department of Transportation. The applicant's fair share for Quadrant C only shall be 2.28% of the difference/shortfall in the actual signal construction cost and the amount indicated in the Finance Plan;

I29. By the approval of this map by the City Council, several conditions related to the Master Parcel Map covering the entire area of Natomas Crossing Area-3 (P01-028) are no longer applicable. Please disregard the following conditions from the approved Master Parcel Map (P01-028) as they are replaced with new conditions. The conditions that do not apply anymore are as noted on the Planning Commission Report dated June 6, 2002 (Attached in Accela) and numbered as:

a. Conditions H9-h, H9-i and H9-j (Conveyance of Easements condition);
b. Condition H20-b (Additional R.O.W condition for expanded intersections);
c. Condition H23-e (Construction of Traffic Signal condition);
d. Condition H27 (Street E does not exist anymore with the new map, all other street dedications still apply);
e. Condition H58 (Utilities) shall be revised to read: "All publicly maintained storm drain facilities located on private property shall be placed within an exclusive drainage easement (for example lots 22, 23, 24, 31, and 38). The location and dimensions of the easement shall be to the satisfaction of the Department of Utilities";
f. Condition H65 (Utilities) shall be revised to read: "Construct storm drain pipes and appurtenances, construct water pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in "A" Street, "B" Street, Snowy Egret Blvd, "C" Street, "D" Street, Arena Boulevard, "F" Street, Tanzanite Avenue, East Commerce Way and San Juan Road to the satisfaction of the Department of Utilities.";

I30. The applicant shall make provisions for bus stops, shelters, etc. to the satisfaction of Regional Transit;

I31. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Transportation;

PRIVATE/PUBLIC UTILITIES:

I32. Dedicate a standard 12.5 foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all public street rights of way;

I33. Connection to the District's sewer system shall be required to the satisfaction of the District. District Design Standards apply to sewer construction;

I34. Each parcel with a sewage source shall have a separate connection to the District public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or District public sewer line;

I35. In order to obtain sewer service, construction of District sewer infrastructure will be required;

I36. Sewer easements will be required. All sewer easements shall be dedicated to the District, in a form approved by the District Engineer. All District sewer easements shall be at least 20-feet in width and ensure continuous access for installation and maintenance. The District will provide maintenance only in public right-of-ways and in easements dedicated to the District. In order to ensure that sewer service is provided to the northernmost parcels, 2 and 3, the sewer easements will be located across each proposed parcel as needed;

I37. The District requires their sewers to be located a minimum of 10-feet (measured horizontally from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7-feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by the District on a case by case basis. Prior to recording the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met;

I38. The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives (such as stamped/colored/decorative concrete, concrete pavers, etc.) within these easements damaged by District

maintenance and repair operations, including landscaping, channelizations, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be responsibility of successors in interest in future land transfers and divisions and by language approved by the District. The District will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If the repair is of decorative or stamped concrete, the District will only replace with standard concrete;

CITY UTILITIES:

I39. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that (1) the storm drainage and water pipe lines and other facilities crossing parcels are private facilities that the City shall have no responsibilities to maintain or repair, and (2) private easements for such pipelines and facilities shall at no cost be conveyed to and reserved from each parcel, as needed to authorize the operation, use, maintenance and repair of such pipelines and facilities, at time of sale or other conveyance of any parcel. A note stating the following shall be placed on the Final Map: "THE LOTS/PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORDED AGREEMENT FOR CONVEYANCE OF EASEMENTS IN #(BOOK_____, PAGE_____)."

I40. All onsite water and storm drain facilities shall be private facilities maintained by the property owner. The owner(s) of the parcels shall form an owner's or business association and C.C.&R's shall be approved by the City and recorded assuring maintenance of water, sewer and storm drainage facilities within the development. If required by the DOU, the responsible maintenance agency shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney and may be incorporated in the Agreement for Conveyance of Easements;

I41. An assessment district, community facilities district or other financing mechanism approved in writing by the City must be formed for the purpose of constructing all common drainage facilities within the project area and any additional drainage capacity or facilities required to accommodate development of the subject area in accordance with the drainage master plan for the project area and other applicable drainage plans and criteria for North Natomas. For this purpose "other financing mechanism" includes but is not limited to a fully executed agreement approved as to form by the City Attorney, which provides for funding and construction of the said facilities, and which provides for posting or depositing with the City of unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney;

I42. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, or community facilities districts formed for the purpose of financing the facilities specified in the Condition above, and any such mechanism formed for the purpose of financing the drainage facilities required under the North Natomas Comprehensive Drainage Plan. For this purpose, "fully participate" requires that the applicant and/or successor shall, notwithstanding the provisions of Articles XIIIC and/or XIIID of the California Constitution, or any other applicable federal or state law, rule of regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto;

I43. The applicant shall comply with the requirements of drainage agreement 2002-0712 dated August 1, 2002 to the satisfaction of DOU. The applicant shall pay the fair share contribution of downstream common drainage facilities (pump station, detention basin, trunk lines, etc.) as determined by Public Improvement Finance Department (Special Districts), DOU and the City Attorney;

I44. An on-site surface drainage system is required and shall be discharged to the existing freeway buffer drainage channel with the exception of incidental on-site drainage in conformance with the master drainage studies, the North Natomas Basin 6 Natomas Crossing Area 3 and the Natomas Field Master Drainage Study. An onsite drainage study and shed map is required. This study and shed map shall be approved by the DOU. The on-site system shall be designed so the 10-year HGL is a minimum of 6-inches below the on-site drain inlets. He 10-year HGL shall be determined using the Sacramento Charts for Zone 2. The finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release elevation;

I45. All water connections shall comply with the City of Sacramento’s Cross Connection Control Policy;

I46. There is no water main fronting this project. Construct a 12” water main extension and appurtenances in East Commerce Way south of Arena Boulevard on the west side of existing street median. Taps to the existing 12” water main located in the east side of the street median are not allowed. The construction of new water main shall be to the satisfaction of the DOU;

I47. Place 2-inch (minimum) diameter irrigation sleeves under the sidewalks along streets with separated curb and sidewalk for irrigation of the landscape planter. Sleeves shall be placed prior to construction of sidewalks;

I48. Each parcel shall have a separate, metered irrigation service. Or, the applicant, provided that an owner or entity possessing an easement or other property right

authorizing a common irrigation service for multiple parcels, may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU;

I49. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Contact the DOU at (916) 808-1400 for a copy of the tap policy. Excess services shall be abandoned to the satisfaction of the DOU;

I50. The proposed development is located within the Sacramento Area Sewer District (SASD). Satisfy all SASD requirements;

I51. A grading plan showing existing and proposed elevations is required. All lots and/or parcels shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one-foot off-site contours within 100 feet of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the DOU;

I52. This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative;

I53. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction;

I54. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by

development of the area. Since the project is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, and (6) waste management areas. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures" for appropriate source control measures;

FIRE :

I55. All turning radii for fire access shall be designed as 35' inside and 55' outside;

I56. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more;

I57. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3;

I58. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105;

I59. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided;

I60. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access;

PPDD: Parks

I61. The applicant shall provide Bike/pedestrian access points from the project site to the multi-use trail to the satisfaction of Park Planning & Development Services (PPDS). Three access points are required within Quadrant C. The applicant must coordinate the exact location of the access points and the design with PPDS prior to submitting improvement plans, which require PPDS approval;

I62. Vehicular access controls shall be placed at the entrance to all access points to the trail (refer to PPDS details and specifications for approved designs);

I63. Applicant to dedicate a 16-foot wide easement and construct a multi use trail adjacent to Natomas Crossing Dr. on the south side of Quadrant C between I-5 buffer area and East Commerce Way. The multi use trail shall be constructed outside of the slope easements for Natomas Crossing Drive at the time of recordation of any phase containing Parcel 14;

I64. The applicant shall construct an additional 6-foot sidewalk on the south side of Arena Boulevard adjacent to the existing 6-foot sidewalk. The new sidewalk shall be on the north side of parcels 2 and 3 and shall connect to the existing service road to the satisfaction of the Department of Transportation;

SPECIAL DISTRICTS: Assessment Districts

I65. Dedicate to the City those areas identified on the Tentative Subdivision Map as Landscape Corridors, Freeway Buffers, and Open Space areas. Annex the project area to the appropriate Landscape Maintenance District, or other financing mechanism acceptable to the City, prior to recordation of the Final Map. Design and construct landscaping, irrigation and masonry walls or wood fences in dedicated easements or rights of way, to the satisfaction of the Department of Transportation, and the Planning Department. Acceptance of the required landscaping, irrigation and walls or fences by the City into the Landscape Maintenance District shall be coordinated with the Department of Transportation. The Developer shall maintain the landscaping, irrigation and walls for two years or until acceptance by the City into the District (whichever is less). The two year period shall begin following the issuance of a notice of completion by the City for the landscaping, irrigation and walls or fences;

I66. The applicant shall dedicate the 100 foot freeway buffer along the east side of I-5 to the satisfaction of the Department of Transportation. The Dedication of the freeway buffer shall be consistent with the "I-5 Corridor Landscape Implementation Guidelines";

I67. For open space areas, to be conveyed to the City and are not improved, developer shall enter into an agreement for open space areas identified under the North Natomas Land Acquisition Program that developers are required to dedicate but are not yet to be developed. Under the terms of the agreement, the developer shall maintain the open space area in its natural state by providing minimal annual maintenance services such as weed abatement and trash and garbage cleanup. This obligation will be in effect for a maximum of 24 months following recordation of conveyance. This condition applies only to undeveloped areas;

Advisory Notes Only

Planning

ADV1. Development on Quadrants B and D shall require additional planning entitlements. A major medical facility in the EC zone requires a Planning Commission Special Permit. Heliports require a Planning Commission Special Permit.

ADV2. Plan Reviews shall be required for each building on Quadrant C. The drive through for Building 2 on Quadrant C shall require a Planning Commission Special Permit.

ADV3. The applicant should work with Caltrans on proposed freeway signage. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf. For more information contact Mr. James Arbis at 916-654-6413.

Utilities

ADV4. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water, and floods control improvements shall be in place, fully functioning, and a notice of completion shall be issued by Public Works.

ADV5. Since December 8, 2008, the proposed project has been in a 100-year flood plain, designated as an AE zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood elevation ("BFE") for the Natomas Basin is 33' feet above sea level. The DOU expects the area to be taken out of the 100-year floodplain in 2012. Contact Nancy Dorfer (916.808.3539) for more information and updates on this issue. City Code Chapter 15.104 Floodplain Management Regulations require that any new construction of and/or substantial improvement to any structure located in Zone AE must have the lowest floor, including the basement, elevated a minimum of one (1) foot above the BFE . Non-residential structures have the option of flood proofing to one (1) foot above the BFE in lieu of the elevation requirement.

ADV6. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.

Development Engineering

ADV7. The proposed driveway along Arena Boulevard has a throat depth requirement of 200-feet minimum. The site plan shows a conceptual drive-thru use that has the drive-thru lane entrance approximately 50-feet from the driveway and it requires motorists to do a U-turn to enter the drive-thru lane. Please revise the site plan and the drive-thru lane configuration/ building orientation to accommodate the required throat depth at this driveway.

Tentative Map Advisories

ADV8. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of school fees for the applicable school district(s);

ADV9. There is an approved master sewer study, dated April 9, 2003, which includes this area and is entitled “Master Sewer Study for Natomas Crossing Area 3.” This study should be referenced to for factors such as designing pipe layout and determining pipe size;

ADV10. Any use of District sewer easements, which is not compatible with the construction, reconstruction, operation, maintenance, or repair of the District’s sanitary sewer(s), shall not be allowed. Each proposed use shall be reviewed and approved in writing by the District Engineer prior to the use of the easement by the Grantor. This includes landscaping;

ADV11. Developing this property will require the payment of sewer impact fees. Impact fees shall be paid prior to filing and recording the Final Map or issuance of Building Permits, which ever is first. Applicant should contact the Fee Quote desk at (916) 876-6100 for sewer impact fee information;

ADV12. Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water, and floods control improvements (as required by Federal Law) shall be in place, fully functioning, and a notice of completion shall be issued by Department of Transportation; (Utilities)

ADV13. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system; (Utilities)

ADV14. Since December 8, 2008, the proposed project has been in a 100-year flood plain, designated as an AE zone by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). The DOU expects the area to be taken out of the 100-year floodplain in 2012. Contact Nancy Dorfer (916-808-3539) for more information and updates on this issue; (Utilities)

ADV15. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at $739,853. This is based on full build out of Quadrant of C at 348,044 sq. ft at the Office rate of $0.47 per sq. ft. and 1,694,919 sq. ft. at the Retail rate of $0.34 per sq. ft. Any change in these factors will change the

amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit; (Parks)

ADV16. Obtain and comply with abandonment clearance letters for any abandonment proposed on the Tentative Map. Only letters executed by the appropriate recipients are acceptable. Letters shall be provided to the Department of Transportation;

Regional Transit

ADV17. Business owners within the project shall join the North Natomas Transportation Management Association.

ADV18. When transit becomes available, transit information shall be displayed in prominent locations within the businesses, offices, and hospital for both patrons and employees.

ADV19. Employers should offer employees subsidized transit passes at 50% or greater discount.

Police

ADV20. The perimeter of the site shall be adequately fenced with a chain link fence containing necessary construction gates to be locked after normal construction hours while project is under construction.

ADV21. A security person shall be provided to patrol the project after normal working hours during all phases of construction as necessary.

ADV22. Security lighting shall be provided to illuminate vulnerable equipment and materials. Lighting shall be at a level to allow adequate visibility of the presence of any person on or about the site during hours of darkness.

ADV23. Parking areas and driveways shall be illuminated with high intensity discharge fixtures and with sufficient lumens to provide adequate illumination to:

A. Provide a safe, secure environment for persons, property, and vehicles.

B. Such lighting shall be equipped with vandal-resistant covers and photocell control.

C. A minimum illumination intensity of 1.5 foot-candles per square foot at 6-18 inches above the surface to discourage loiters and others seeking to use those locations for criminal or mischievous purposes.

D. All required exterior lighting shall be Metal Halide in type.

ADV24. All exterior doors shall be provided with their own light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

A. The premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.

B. Exterior door, perimeter, parking area, and canopy lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting.

ADV25. All hallways, parking areas, and walkways should be well lit. Walkways should be illuminated at a minimum intensity of 1.5 foot-candles per square foot at 6 to 18 inches above the surface. Parking areas should be illuminated at a minimum intensity of 1.0 foot-candle per square foot at 6 to 18 inches above the surface and should be observable by as many people as possible.

ADV26. Landscaping should not create blind spots or hiding spots and should be situated in locations that maximize observation while still providing the desired degree of aesthetics. Landscaped areas should be planned for maximum growth while at the same time providing unobstructed observation of buildings, parking areas, and walkways, day and night.

ADV27. Recreational areas should be located so that they can be observed from nearby businesses.

ADV28. Lighting should be provided around the perimeter and interior (where appropriate) of recreational areas in accordance with minimum IES lighting standards.

ADV29. Pedestrian walkways and bicycle paths should not be isolated to encourage use and discourage criminal activity.

A. Trail or path names, directional signs, and markings are encouraged to identify trail or needs such as biking or walking. Information signs shall be posted at all official access points to the trail and must minimally include the following information: Trail Rules, Applicable Laws, “You Are Here” Map, Police Emergency Cellular Number: 732-0100.

B. Traffic Control Signs (e.g. yield, stop, cross traffic ahead, etc) shall be placed throughout the entire trail as deemed applicable by the City of Sacramento Traffic Engineer. All Traffic control signs and roadway signs shall meet the requirements of the City of Sacramento Traffic Engineer

C. Lane stripping shall be applied throughout the entire length of the trail.

D. Shrubs shall be regularly cut back and maintained to provide a clearing of twenty-five feet (25 ft) from the trail. Shrubbery beyond 25 feet shall be thinned out in order to provide visual access to users of the trail.

E. Milepost markers shall be placed minimally every one quarter mile (¼ mi.). and shall display specific information indicating that location on the trail. Master trail maps displaying all locations shall be provided to: The Sacramento Police Department, Sacramento Sheriff's Department, Sacramento City Fire Department, and Sacramento Metro Fire Department.

ADV30. Trash receptacles shall be constructed from durable, vandal-resistant materials.

ADV31. Benches shall be constructed in a manner to discourage long-term use.

ADV32. Benches shall be no longer than 3 feet in length or shall be constructed with a seat divider to eliminate or discourage sleeping or skateboarding. Where multiple benches are utilized, benches shall be spaced a minimum of 2 ½ (two and one-half) feet apart.

ADV33. Metal type benches shall be constructed with a mesh design bottom to discourage sleeping and shall contain devices or coatings to discourage unwanted skateboarding.

ADV34. Free standing seat walls shall contain devices or coatings to discourage unwanted skateboarding, rollerblading, and biking and to reduce incidents of vandalism.

ADV35. Retaining walls shall contain devices or coatings to discourage unwanted skateboarding, rollerblading, and biking and to reduce incidents of vandalism.

ADV36. Signage indicating emergency phone numbers for police and fire emergencies shall be posted. Sacramento Police Emergency Cellular Number: 732-0100, shall be included. Numbers to report graffiti and vandalism shall be included.

ADV37. A clear definition must be made where the transition is made between the public realm and the private or semi-private realm with regard to private residences, commercial private property and semi-private public buildings and facilities. Clear transitions can be achieved by a variety of methods such as decorative fencing, landscaping, elevated entries, and changes in pavement type.

ADV38. The perimeter-landscaped areas shall incorporate security type plant materials to discourage persons from cutting through parking areas or trampling the vegetation or climbing perimeter fences or walls.

ADV39. Where practical, buildings situated on corner lots or adjacent to parking lots (particularly those with shallow setbacks) should be designed with angled or rounded corners to allow for early recognition of potential threats or conflicts.

ADV40. Hallways within commercial or public buildings should also be designed with rounded or angled corners when practical.

ADV41. Public entrances should be clearly defined by walkways and signage and should be observable by as many people as possible.

ADV42. The applicant shall install bicycle security racks at the front of the businesses.

ADV43. Benches and trash receptacles should be designed to be vandal resistant. Wrought iron designs are fireproof, can be easily secured to the ground and cannot be easily broken and utilized as a weapon or projectile.

ADV44. Business rules shall be posted in the business interior in a conspicuous place.

ADV45. Front and rear parking areas should be visible from windows. Tire stops shall be installed in all parking spaces that do not overhang a 6-foot wide landscape or sidewalk area. Handicapped spaces shall be clearly marked and properly sign posted.

ADV46. Windows and exterior doors should be visible from the street or neighboring buildings. Windows should be located on all four facades where possible. Windows shall not have tinting that reduces exterior or interior view in a normal line of sight.

ADV47. The jamb on all aluminum-framed, swinging doors shall be so constructed or protected to withstand 1600 pounds of pressure in both a vertical distance of three inches and a horizontal distance of one inch each side of the strike.

ADV48. Glass doors shall be secured with a deadbolt lock with a minimum throw of one inch. The outside ring should be free moving and case hardened.

ADV49. Doors with glass panels and doors with glass panels adjacent to the door's frame shall be secured with burglary-resistant glazing or the equivalent, if double-cylinder deadbolt locks are not installed.

ADV50. On pairs of doors, the active leaf shall be secured with the type of lock required for single doors in this section. The inactive leaf shall be equipped with automatic flush extension bolts protected by hardened material with a

minimum throw of three-fourths inch at head and foot and shall have no doorknob or surface-mounted hardware. Multiple point locks, cylinder activated from the active leaf and satisfying the requirements, may be used in lieu of flush-bolts.

ADV51. Any single or pair of doors requiring locking at the bottom or top rail shall have locks with a minimum of one throw bolt at both the top and bottom rails.

ADV52. Doors with panic bars will have vertical rod panic hardware with top and bottom latch bolts.

ADV53. Employee/pedestrian doors shall be of solid core wood or hollow sheet metal with a minimum thickness 1-3/4 inches and shall be secured by a deadbolt lock with a minimum throw of one inch. The following doors shall be addressed – all storage room doors, all office doors, and all exit doors not panic equipped.

A. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.

B. Any rear door used to admit employees or deliveries shall be equipped with a 180 degree viewing device to screen persons before allowing entry.

C. Any office containing a safe or will be used to count receipts shall be equipped with a 180 degree viewing device.

ADV54. Outside hinges on all exterior doors shall be provided with non-removable pins when pin type hinges are used or shall be provided with hinge studs, to prevent removal of the door.

ADV55. All hatchway openings on the roof of any building shall be secured as follows: If the hatchway is of wooden material, it shall be covered on the outside with at least 16 gauge sheet steel or its equivalent attached with screws. The hatchway shall be secured from the inside with a slide bar or slide bolts. The use of crossbar or padlock must be approved by the fire department. Outside hinges on all hatchway openings shall be provided with non-removable pins when using pin-type hinges.

ADV56. All air duct or air vent openings exceeding 8” x 12” on the roof or exterior walls of any building shall be secured by covering the same with either of the following: Iron bars of at least ½” round or one by one-fourth inch flat steel material, spaced no more than five inches apart and securely fastened. A steel grill of at least 1/8” material or two inch mesh and securely fastened. If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8” diameter on the outside.

ADV57. Adequate signage is required to be installed prohibiting trespassing, loitering, and noise in accordance with Section 602(k) of the California Penal Code and Section 9.16.140 of the Sacramento City Code. The property should be posted for “No Trespassing” and sign an agreement with the Police Department to prosecute all violators. This agreement shall be kept on file on the premises and in the Police Department.

ADV58. Requires that no public pay telephones shall be installed on the exterior of the premises.

ADV59. All public pay telephones shall be restricted from receiving incoming calls.

ADV60. Street numbers shall be displayed in a prominent location on the building. Numbers shall be placed in such a position that the number is easily visible to approaching pedestrian and vehicular traffic.

ADV61. Numerals shall be a minimum of 6 inches in height and of contrasting color to the background to which they are attached.

ADV62. All address numerals shall be illuminated during hours of darkness.

ADV63. Landscaped areas should be planned for maximum growth, while at the same time provide unobstructed observation of parking lots, buildings, and pathways; day and night.

ADV64. Parking areas should be laid out to allow a high degree of observation. Close in employee parking for people working late should be provided adjacent to the employee entrances.

ADV65. A secure Central Security Office with restricted access, adjacent to the lobby should be included to monitor:

A. Intrusion detection annunciators in all projected phases.
B. Closed circuit TV monitors
C. Key card access control and mini-processor with hard copy print out and annunciators
D. Base station radio equipment
E. Telephones
F. Fire protective devices
G. Emergency-power supply equipment
H. Public safety communications systems and inter-com system
I. Documented procedures manuals for emergency operations

ADV66. Entrances should be clearly visible to patrol and the public and held to a minimum number.

ADV67. Height markers which display height measures are required at the entrance of the business.

ADV68. Security personnel should be provided to monitor activity 24 hours, 7 days per week, including during time of construction.

ADV69. Security lighting shall be provided for courtyards and entryways.

ADV70. Commercial establishments having one hundred dollars or more in cash on the premises after closing hours shall lock such money in an approved type money safe with a minimum rating of TL-15 or class “C”.

A. The cash on hand shall be limited, and frequent drops into the safe should be made.

B. The safe should be equipped with duress alarm capability.

C. The cash area (where applicable) should be covered by a CCTV system with a recorder.

ADV71. The cash area (where applicable) should be covered by a CCTV system with a recorderIntrusion detection for stairwell doors in the building, as well as a capability to electronically open stairwell doors in case of emergency.

ADV72. Business rules shall be posted in the business interior in a conspicuous place.

ADV73. Height markers which display height measures are required at the entrance of the business.

ADV74. Restaurant windows shall be left unobstructed by either signage, and/or display racks, shelving, and merchandise in order to allow viewing of the interior of the business by patrolling police.

ADV75. All exterior doors shall be provided with their own light source and shall be adequately illuminated at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination for persons exiting the building.

A. The premises, while closed for business after dark, must be sufficiently lighted by use of interior night lights.

B. Exterior door, perimeter, parking area, and canopy lights shall be controlled by photocell and shall be left on during hours of darkness or diminished lighting.

ADV76. The applicant shall be responsible for the daily removal of all litter generated by the business, from the subject site, adjacent properties and streets.

ADV77. All illegal activities observed on or around the business shall be promptly reported to the Police Department.

ADV78. The proprietor or his agent is responsible for reasonably controlling the conduct of persons on or immediately adjacent to the site and shall control behavior and noise, immediately disperse loiterers, and prevent nuisance or unreasonable interference with adjacent properties.

ADV79. The applicant shall agree to a “good neighbor policy”. The “good neighbor policy” shall require that if any significant problems arise and the City receives complaints about the use, the City will commence with revocation hearings at the cost of the property owner. The revocation hearing shall be at the discretion and direction of the Planning Commission.

ADV80. Video surveillance is becoming a standard security feature in the City of Sacramento. To both enable the most effective video coverage and to minimize installation costs, pre-wiring the infrastructure for these systems during any new construction is imperative.

ADV81. Closed-circuit color video cameras shall be employed to monitor reception area, all entrances, restroom doors, parking lots and safes. Consider exterior cameras on the corners, doors, and parking lot to create comprehensive coverage.

ADV82. Television style monitors for the cameras should be used as well. One monitor should be mounted in a visible location near the entrance so that patrons can clearly see their activities are being monitored when they come through the front door. Monitors should be mounted in staff areas so that management staff can monitor what the cameras see.

ADV83. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 7 days worth of activity. A DVR capable of storing 30 days worth of activity is preferable. The DVR must be kept in a secured area that is accessible only to management. In many applications such as High-Rise Buildings, Retail Malls and large Parking Facilities, real-time monitoring capabilities may be required in addition to recording capabilities. In public areas, cameras should be capable for capturing activity on roadways, parks, playgrounds and plazas. In public and private areas, cameras should be capable of capturing activity in parking lots, parking structures, elevators, stairwells, hallways and other common areas.

Exhibit A: Tentative Map (Property Lines Only)

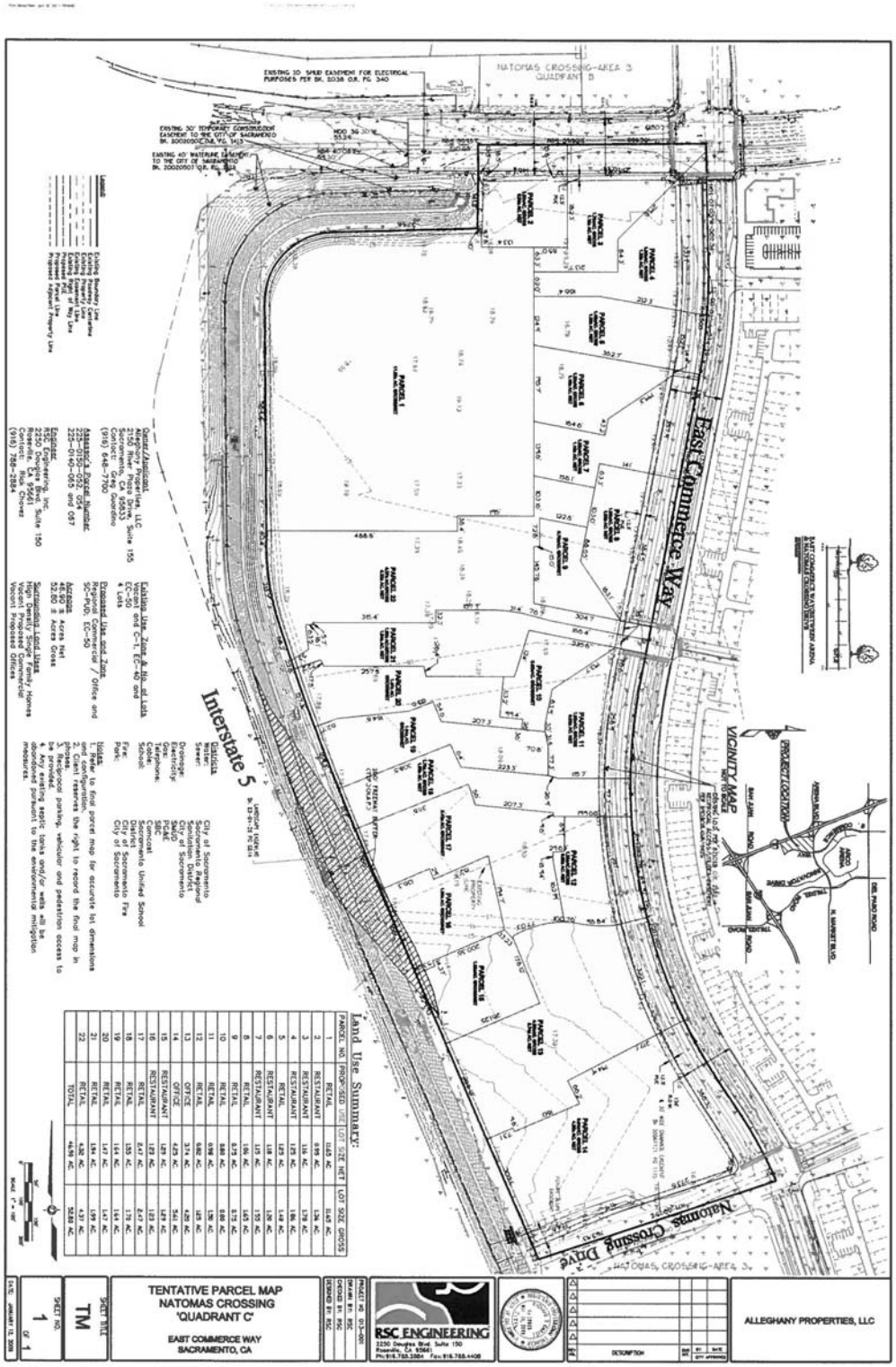


Exhibit B: Tentative Map (Building Footprints Included)

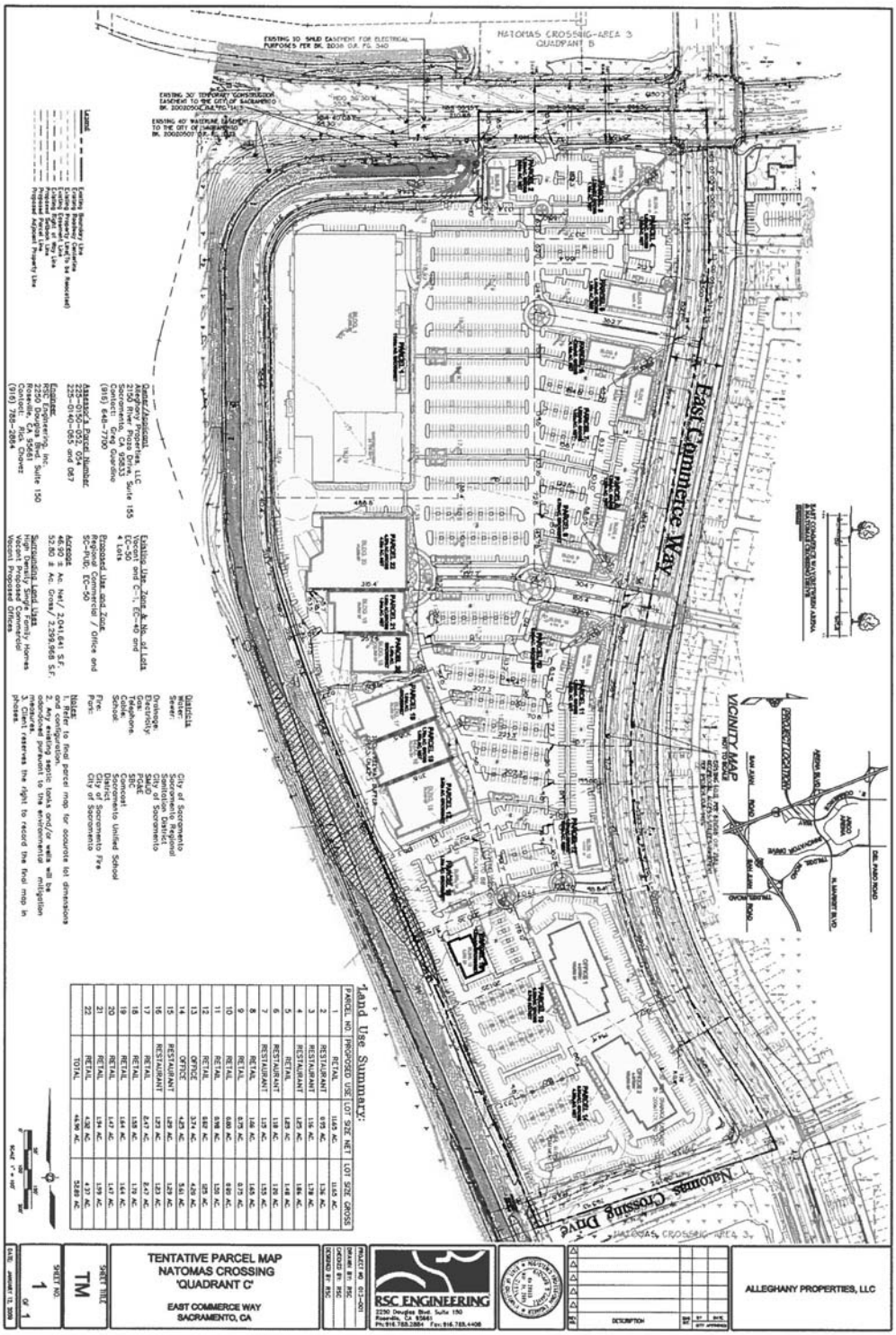


Exhibit C: Preliminary Grading Plan

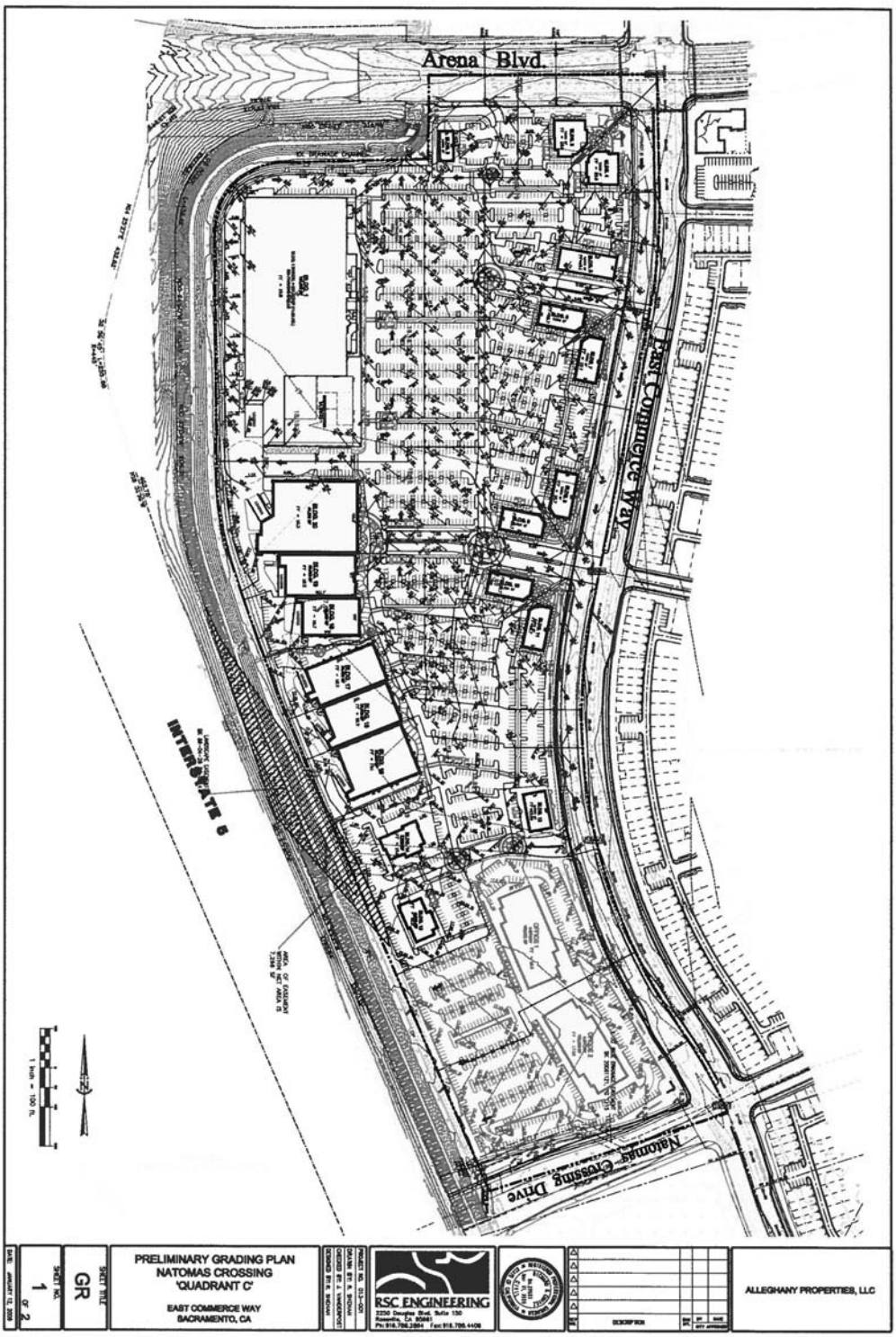


Exhibit D: Preliminary Utility Plan

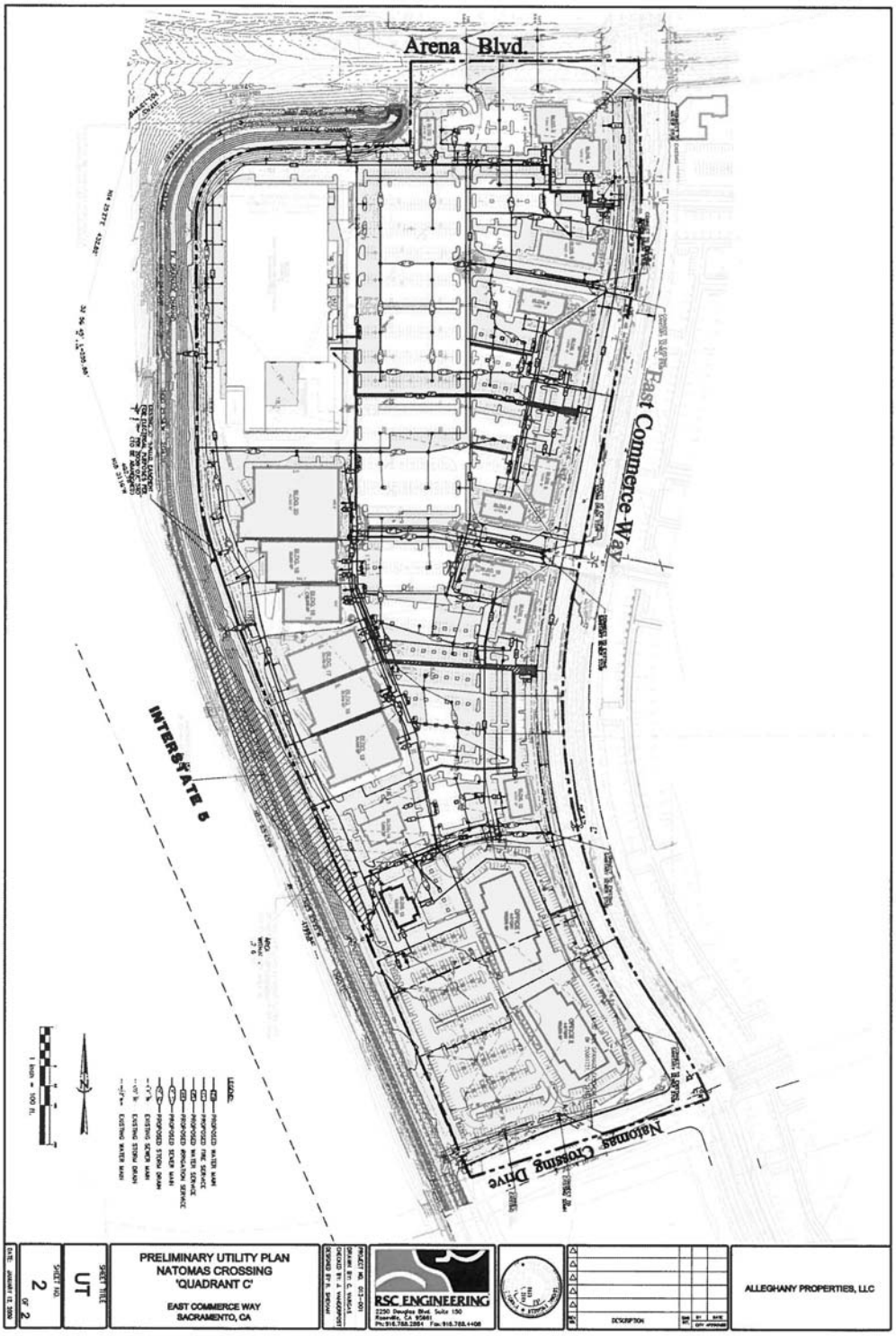


Exhibit E: View of Quad C Headed North on I-5 (POV 1a: Nontransparent trees)

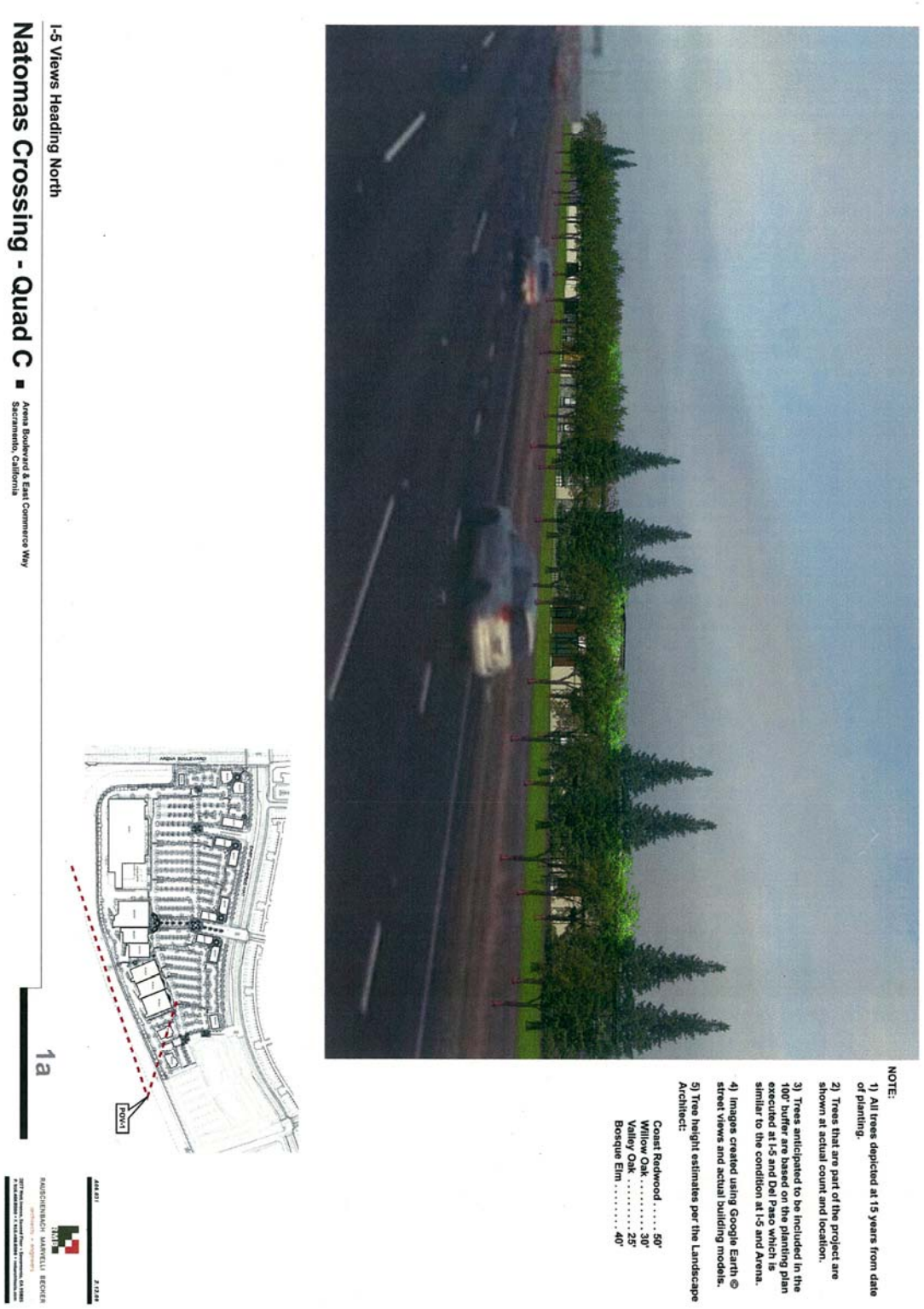


Exhibit F: View of Quad C Headed North on I-5 (POV 1b: Transparent trees)

Exhibit G: View of Quad C Headed North on I-5 (POV 2a: Nontransparent trees)

Exhibit H: View of Quad C Headed North on I-5 (POV 2b: Transparent trees)

Exhibit I: View of Quad C Headed North on I-5 (POV 3a: Nontransparent trees)

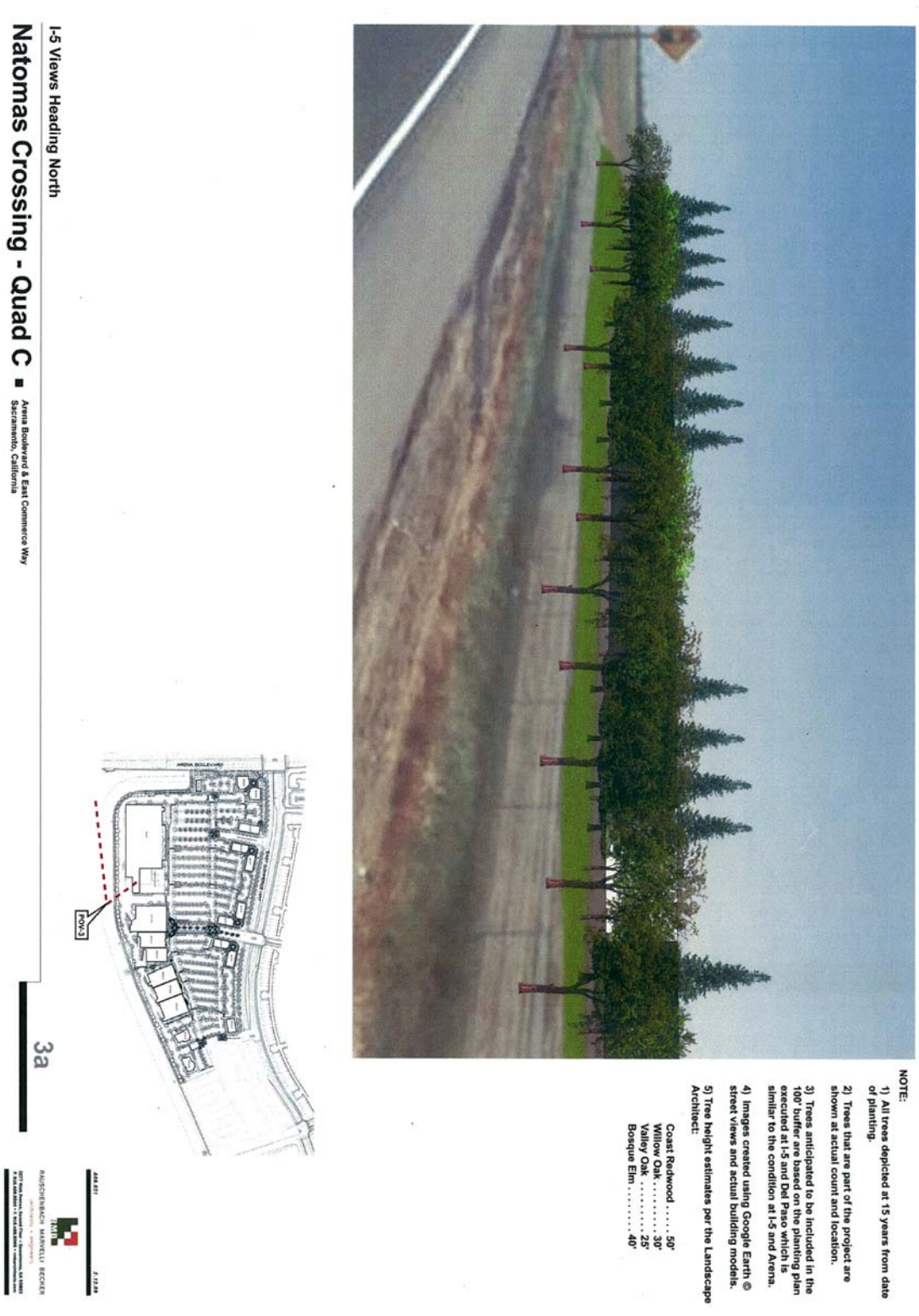


Exhibit J: View of Quad C Headed North on I-5 (POV 3b: Transparent trees)

Attachment 6

RESOLUTION NO.

Adopted by the Sacramento City Council

RESOLUTION AMENDING THE NATOMAS CROSSING PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES AND SCHEMATIC PLAN TO DEPICT THE NATOMAS CROSSING PUD DEVELOPMENT (P04-264)

BACKGROUND

A. On July 9, 2009, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation on the Natomas Crossing PUD project, and

B. On August 11, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 16.24.097, 17.204.020(C), 17.208.020(C), 17.180.050 (D), and 17.200.010(C)(2)(a, b, and c) (publication, posting, and mail 500'), and received and considered evidence concerning the Natomas Crossing 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 Natomas Crossing project, the City Council approves the Natomas Crossing Schematic Plan Amendment and Natomas Crossing Development Guidelines Amendment for the Natomas Crossing PUD.

Section 2. The City Council approves the amended Natomas Crossing 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 the new development is healthy and of long-lasting benefit to the community and the City of Sacramento; 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 ensure the development will be well-designed.

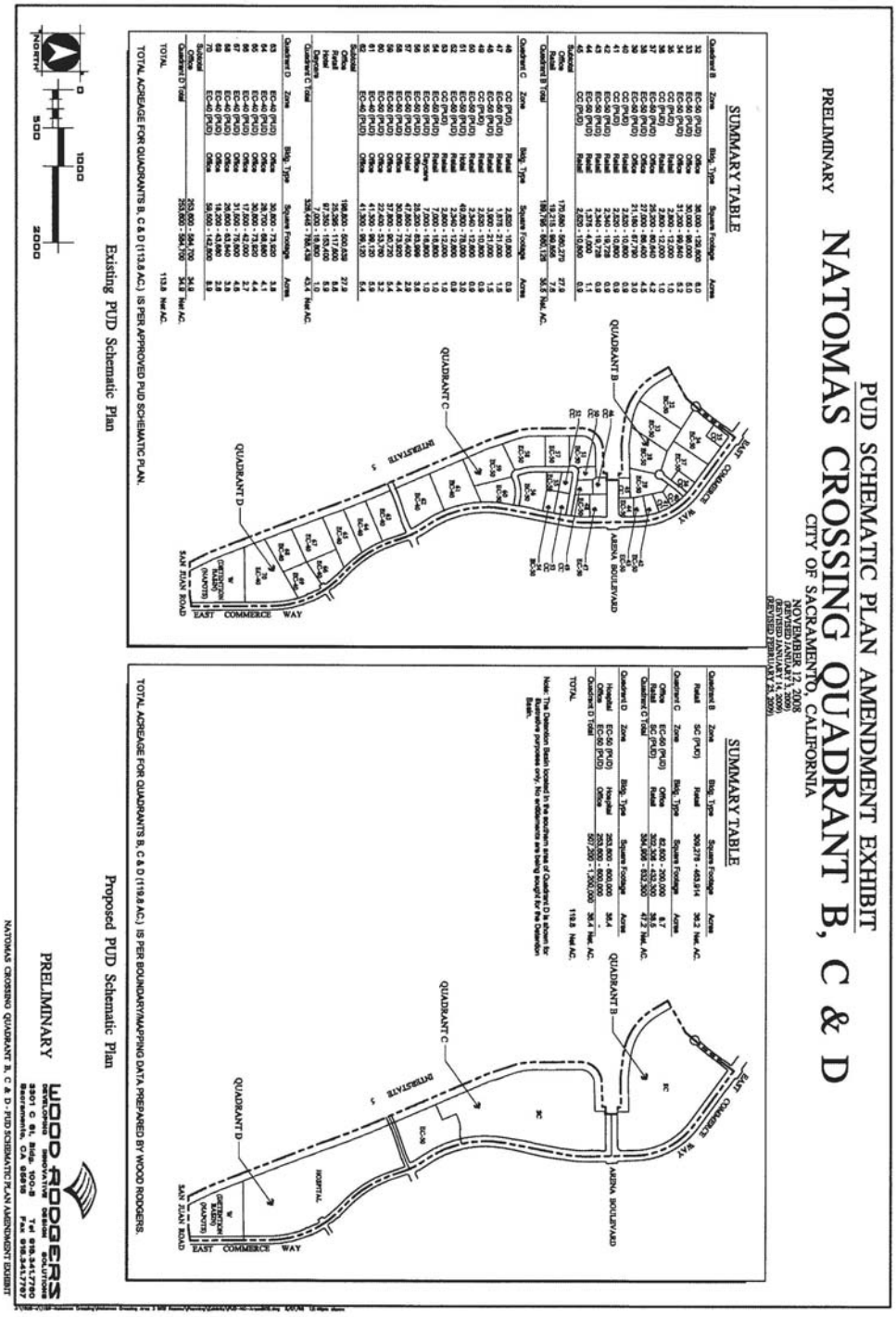
Section 3. The Schematic Plan and Development Guidelines for the Natomas

Crossing PUD are amended as attached hereto as Exhibit A and B respectively, subject to the following condition of approval:

1. Within six months after the City Council has amended the City Code to allow financing through a community facilities district ("CFD") of recreation-program services for youth, library services for youth, and the operation and maintenance of cultural facilities for youth, the applicant shall initiate and fully support the formation of a CFD that covers the non-residential components of applicant's project and will levy a special tax to finance those youth services in North Natomas. The initial phased-in tax rate will equal the following percentages of the base rate ($0.052): 25 percent for Year 1, 50 percent for year 2, and 100 percent for all following years. The tax rate will escalate at two percent per fiscal year, and the tax will be levied on each non-residential component of the project when the component is added to the Sacramento County tax roll. The City will not issue building permits for the project until the CFD has been formed and the special tax approved by the electors of the CFD, except as follows: the applicant will be entitled to apply for and receive building permits needed for the project if the CFD has not been formed and the special tax approved by the electors of the CFD within two years after project approval.

Table of Contents:

Exhibit A: Natomas Crossing Amended PUD Schematic Plan



PLANNED UNIT DEVELOPMENT GUIDELINES

FOR

NATOMAS CROSSING

June 11, 2009

ALLEGHANY PROPERTIES, INC.
2150 RIVER PLAZA DRIVE, SUITE 155
SACRAMENTO, CA 95833

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TABLE OF CONTENTS, CONT.

LIST OF EXHIBITS

Appendix

SECTION I — PURPOSE AND INTENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Exhibit 1: Regional Location Map

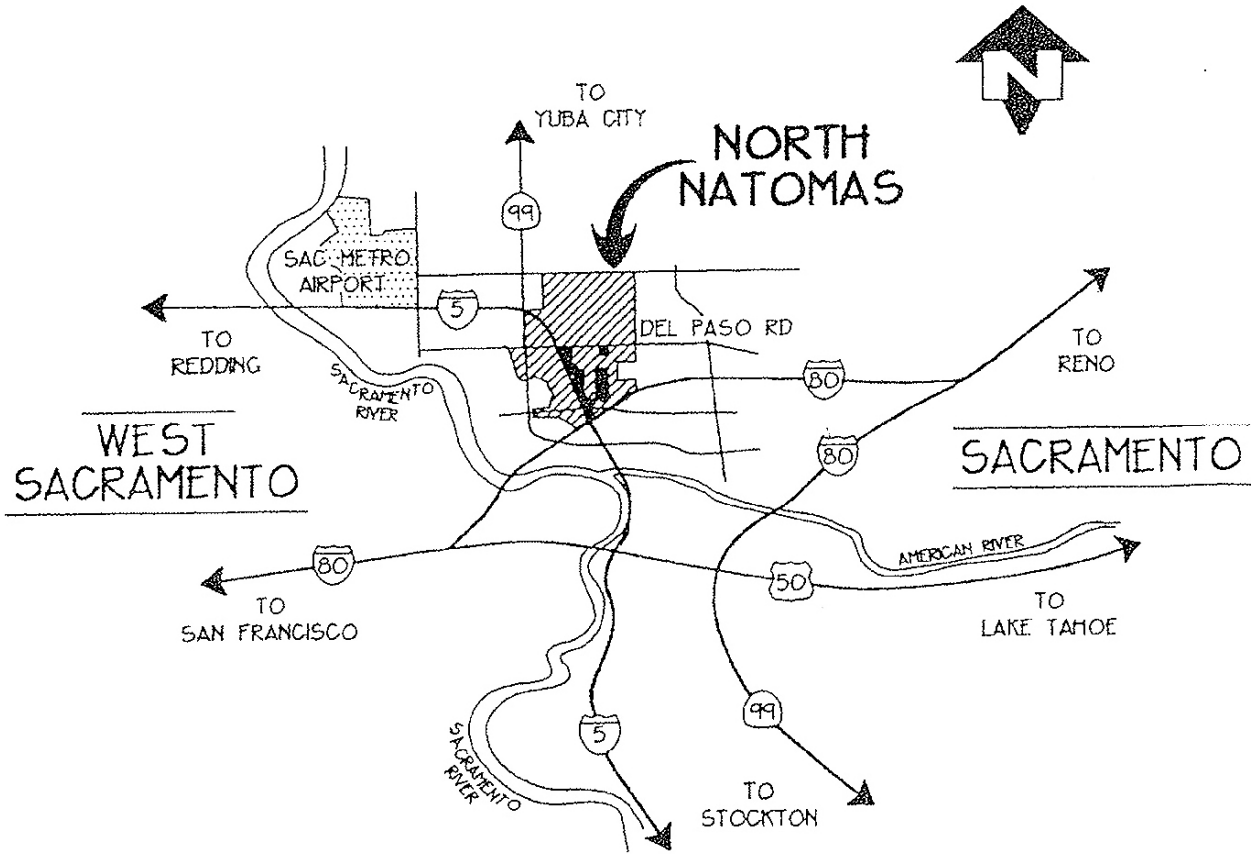
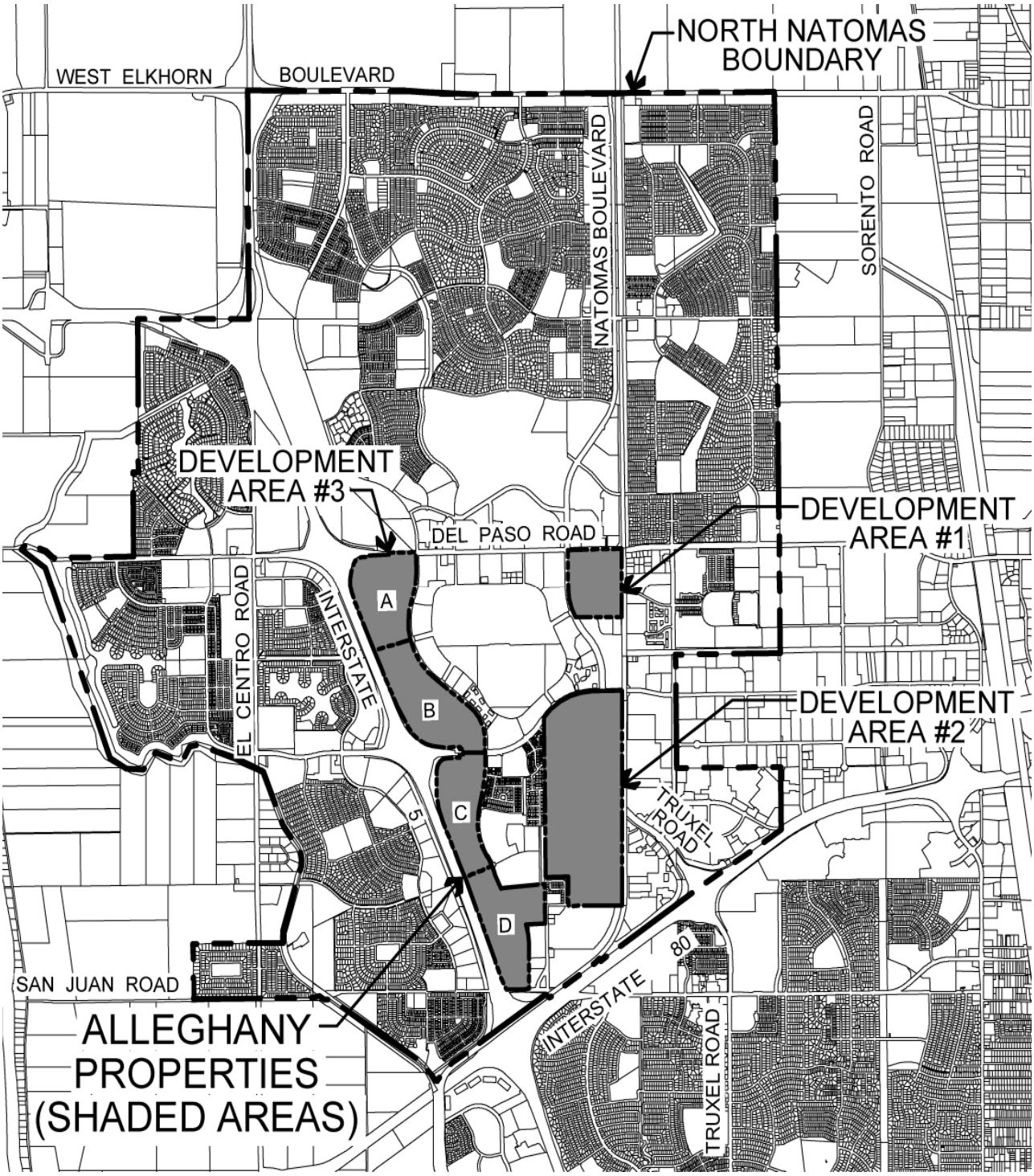


Exhibit 2: Local Location Map



SECTION II — REVIEW AND APPROVALS

A. Procedures for Approval

Each individual parcel, or combinations of parcels, shall be reviewed by the City of Sacramento Development Services Department and routed to other pertinent agencies and/or organizations for review. The review and subsequent approval of the PUD schematic plan (and/or subdivision tentative map and/or special permit), will be based upon the project's ability to implement this document and to be consistent with the NNCP and other applicable codes and/or city standards. Applicants should review the North Natomas processing protocols prepared by the City of Sacramento Planning and Development Department, as they define the process and information required to secure each type of project entitlement

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

SECTION III — COMMUNITY DEVELOPMENT GUIDELINES

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

A. Overview

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

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

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

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

B. Community Design Standards

The community design standards unify the collective development of the Natomas Crossing neighborhood. These standards encourage a holistic approach to the collective

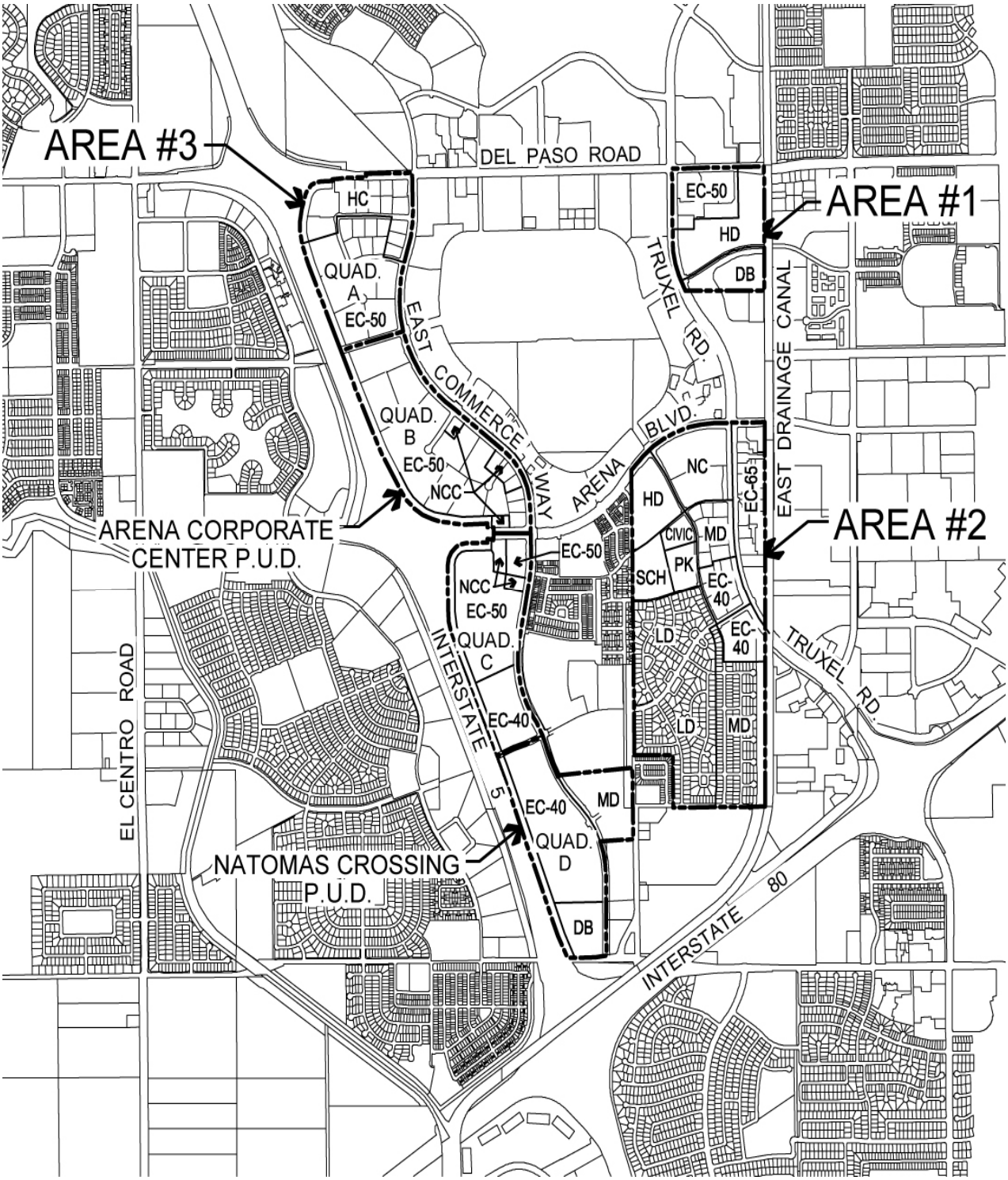
environment created by the placement of buildings, the provisions for vehicular and pedestrian access, open space, landscaping, and mass transit. Space shaping (rather than space occupying) site planning will create a dynamic environment for these two neighborhoods.

1. Land Use and Design Criteria

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

The EC zone permits allocation of a percentage of the allowable land uses between office, retail, residential, and industrial land uses. The maximum retail allowable within the EC-40, EC-50, and EC-65 land use designations is 10% of the total land area, net of public roadways and the freeway buffer. The maximum residential allowable is 25% of total net acreage and the maximum light industrial is 20% of total net acreage. The Land Use and Density Matrix tables (Table 2 through Table 5) define the transfer of these land uses between development areas. These tables shall be updated by the city to reflect any allocations that occur after the computation of this document.

Exhibit 3: Land Use Plan



2. Community Roadway Master Plan

The roadways shown on the Roadway Master Plan (Exhibit 4) are the primary circulation corridors throughout the project area. These roadways are the single most important element in influencing a unified development pattern that encourages pedestrian activity, transit usage, safety, and a holistic project wide aesthetic. The roadway must, therefore, be defined as the total public space associated with the roadways including the medians, curbs, bike lanes, sidewalks, street trees, signage, lighting, furniture, walls, entrances, intersections, fire hydrants, etc. Each roadway is defined in detail within this document as to setbacks, locations of trees, sidewalks, etc. The roadway master plan matrix (Table 4, page 13) defines the technical specifications for each roadway shown on the map. Roadway sections are shown in Exhibits 5, 6, and 7)

a. Connection to Baseline Roadway Network

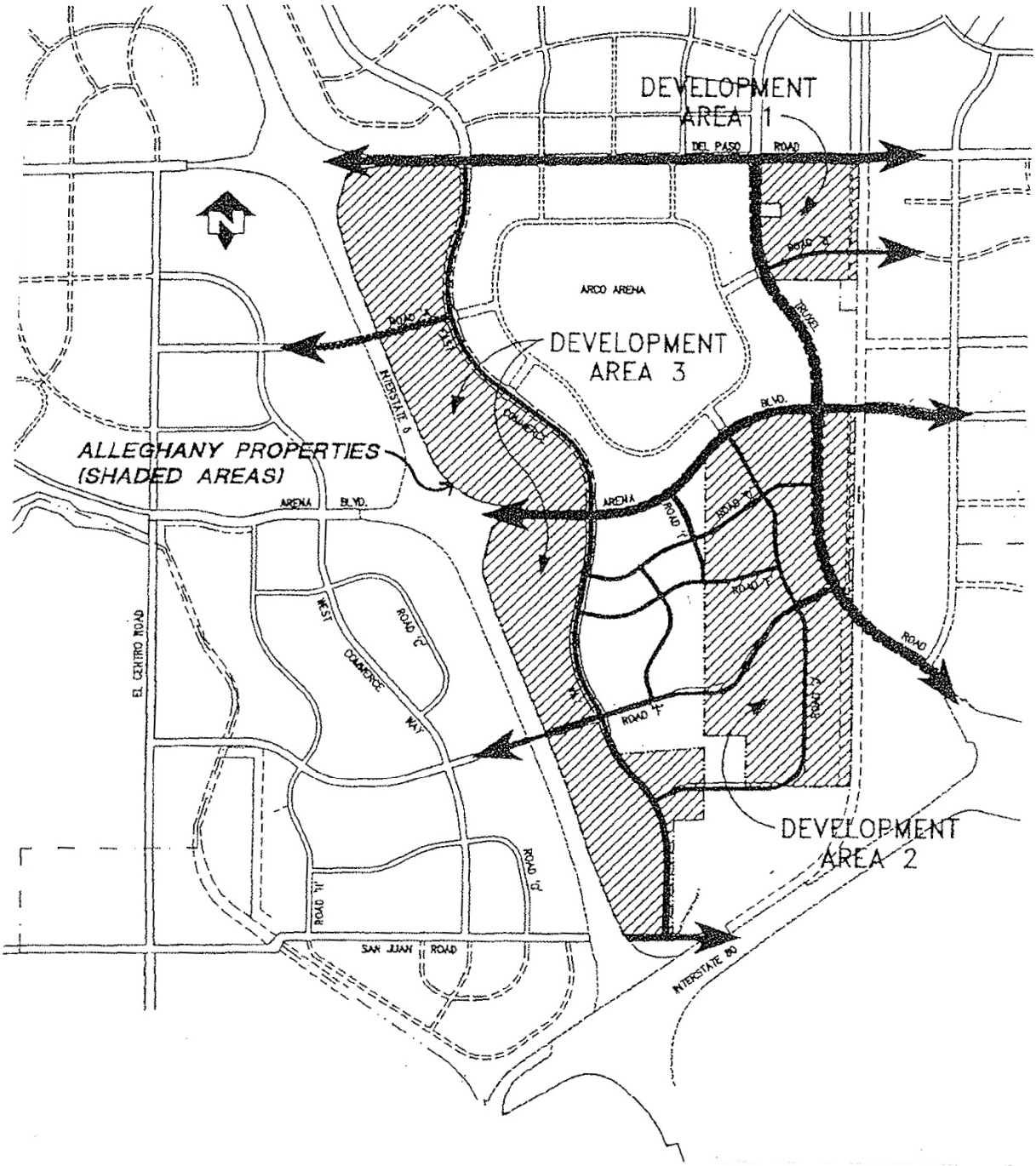
The PUD is served by three major regional roadways; Interstate 5, Interstate 80, and State Highway 99. These three roadways converge at the southern boundary of the project area, providing excellent regional access. The roadways that connect the project site to these adjacent freeways are most notably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

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

Truxel Road. Turning movements are restricted to signalized intersections only. Signalized intersections along Truxel Road will occur at the intersection of Del Paso Road, Terracina Drive, Arena Boulevard, Prosper Street, and Natomas Crossing Drive. No direct project access will occur along Truxel Road.

Arena Boulevard. The minimum signal spacing along Arena Boulevard is 1,000 feet. Probable locations include; one at the intersection of East Commerce Way, a second at the intersection of Road I, a third at the intersection of Innovator Drive, and a fourth at the intersection of Truxel Road. Additional limited access will be provided along Arena Boulevard.

Exhibit 4: Roadway Master Plan



b. Site Access From Roadways

Site access from adjacent roadways within the PUD vary a great deal, depending on the adjacent road and its proximity to proposed intersections. Much of the design criteria used to establish these points of access were developed from the *Traffic Evaluation Report* prepared by Kittelson & Associates, Inc., in October of 1992. To simplify the discussion of site access, the points of ingress and egress will be discussed relative to each development area. The following suggestions are subject to approval by the City of Sacramento at the time the schematic plan and special permit is reviewed by the city . Tentative Map Conditions and approved Tentative Map street sections shall supercede these PUD Guidelines. Site access to individual parcels shown on the PUD is general in nature. Specific locations and allowed turning movements for driveways will be determined as part of the special permit review process. Appropriate North Natomas documentation and good engineering practices will be utilized in the site access review. Site access will be reviewed and approved by the Department of Public Works. All proposed PUD elements within the public right of way (street cross sections, landscaping, etc.) shall be to City Standards and at the discretion of the Department of Public Works. Sound walls shall be located a minimum of 15 feet from the public right of way.

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

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

(1) Development Area 1

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

(2) Development Area 2

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

on these two roads, unless at signalized intersections. On Arena Boulevard, there would be two access opportunities. One is located between Roadway I and Roadway J, the second between Roadway J and Truxel Road. Both would be restricted to right-in/right-out turning movements. These access points should be coordinated with access to the parcel located to the north of our development area (the Arena Corporate Center). The only access to Development Area 2 off of Truxel Road will occur at the signalized intersections where Roadway D and Roadway F intersect Truxel Road. These two intersections provide the only access to the easterly most parcels within Development Area II. The remaining roadways in Development Area 2 are considered local roads that have no turning movement restrictions other than intersection offset minimum dimensions specified by the city to be no less than 120 feet centerline to centerline. It is recommended that access points to individual parcels be aligned with one another as shown in this exhibit.

(3) Development Area 3

Development Area 3 is provided access by East Commerce Way, Snowy Egret Boulevard, and Natomas Crossing Drive. East Commerce Way has two different levels of service classifications based upon the *North Natomas Composite Plan* prepared by Kittelson & Associates, Inc. The section of road north of Arena Boulevard is classified as a six-lane arterial and has some restrictions associated with it. This area will allow for several right-in/right-out and left-in turning movements, and four signalized entrances. Arena Boulevard offers right in/right out opportunities, while Snowy Egret Boulevard and Natomas Crossing Drive offer right-in/right-out and left-in/left-out opportunities. No access is allowed on Arena Boulevard west of East Commerce Way.

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

With each special permit or Final Map, the Department of Public Works shall determine the need for signals based on the total project development. This determination shall be made prior to the recordation of each Final Map or the approval of a special permit (at the discretion of the Department of Public Works). Signals may be required based on roadway level of service, or based on traffic conditions (per Caltrans signal warrants) or at the time of future Final Maps or special permits. If warranted, signals shall be constructed as a part of the public improvements for that Final Map or special

permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement. Signals shall be operational prior to occupancy of any part of the associated Final Map or special permit for which they are required. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, maintenance, signal facilities and related appurtenances.

Traffic signals shall be constructed at the following intersections when warranted, with the first special permit that requires the signal for access or when required by the Department of Public Works based on an evaluation of impending anticipated roadway infrastructure improvements:

a. East Commerce Way and B Street

b. East Commerce Way and Snowy Egret Boulevard

c. East Commerce Way and C Street

d. East Commerce Way and D Street

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

f. East Commerce Way and Natomas Crossing Drive

g. East Commerce Way and F Street

h. East Commerce Way and San Juan Road

3. Community Streetscape Master Plan

The Streetscape Master Plan 5) strives to create continuity within public spaces and to create an environment that caters to people rather than cars or buildings. The streetscapes created by this master plan attempt to remove the focus from a single tree, shrub, sign, or light fixture and place attention on the greater collective aesthetic generated by all these elements. Rather than creating abrupt boundaries through the disjointed application of walls, fences, hedges, etc., the total streetscape environment should flow together as one community wide feature.

The roadway right-of-way (ROW) and Public Utility Easement (PUE) information presented in the preceding Roadway Master Plan subsection was developed in concert with the Streetscape Master Plan. Specific design issues within the roadway ROW and PUE such as paving materials, signage, benches, artwork, and trash receptacles are addressed in the *North Natomas Development Guidelines* (City of Sacramento Resolution No. 94-687, adopted November 22, 1994). Enforcement of these standards will ensure a safe, attractive public environment along the North Natomas roadways. Additionally, planting and irrigation solutions within North Natomas must adhere to the City of Sacramento Water Conserving

Landscape Ordinance. (Chapter 9, Section 9.1300, Article XXIX, Adopted November 5, 1992).

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

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

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

a. Street Tree Planting

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

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

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

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

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

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

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

b. Understory and Groundplane Planting

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

(2) The functional demands on the ground plane will vary greatly for each roadway based on the adjacent land uses. Planter strips adjacent to "on-street parking" lanes shall be planted with durable ground covers or turf, and planter strips *not* adjacent to "on-street parking" lanes shall be planted with native and/or low water use ground covers and/or low shrubs.

(4) The ground plane areas within the right-of-way shall be flat and capable of handling foot traffic. Turf and ground covers are acceptable in most areas but others may require paved surfaces due to heavy traffic volumes. This will be reviewed on a "case-by-case" basis during the special permit review.

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

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

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

(8) Maintain positive drainage towards the street within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.

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

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

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

(1) The roadway right-of-way plantings should be operated from an automated, centralized, computer monitored system per the City of Sacramento Public Works Department specifications.

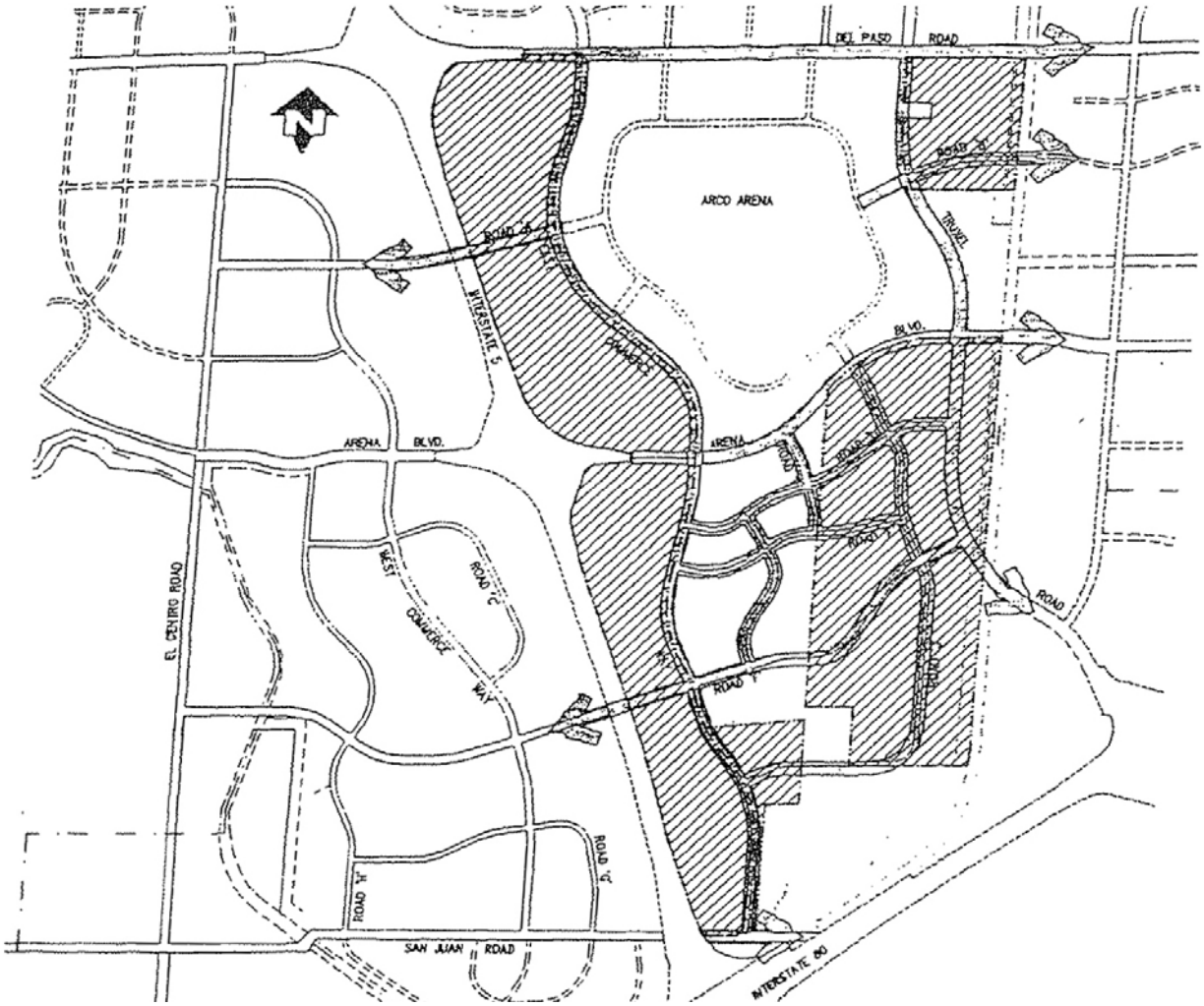
(2) Water conserving irrigation techniques and equipment shall be used throughout.

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

d. Implementation

The trees and plantings associated with the Streetscape Master Plan within the landscape easement will be installed in phases by individual land owners prior to occupancy and will be maintained by the North Natomas Landscape and Lighting District. Prior to approval of improvement plans, the applicant shall submit to the Planning Director landscape plans for landscape corridors, open space areas and other public landscape areas (including design of walls and fences) for review and approval by the Planning Director. Landscape plans shall comply with the PUD guidelines. Final landscape plans for landscape areas shall be reviewed and approved by the Planning Director.

Exhibit 5: Streetscape Master Plan



Note: Minor and local streets are not shown on this exhibit. One street tree per lot shall be installed (by owner/developer) within the landscape easement along minor and local streets per Exhibit 11.

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

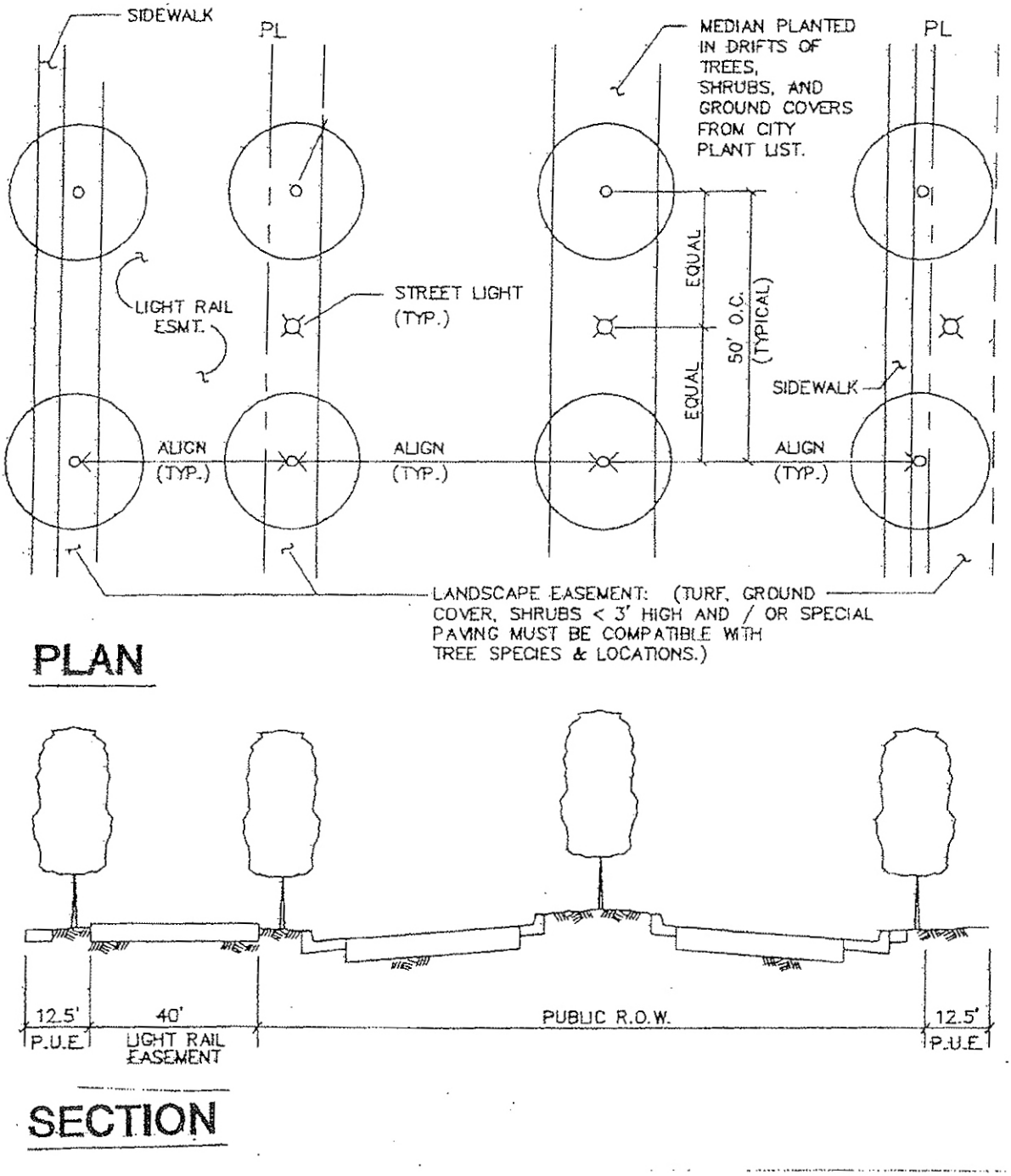
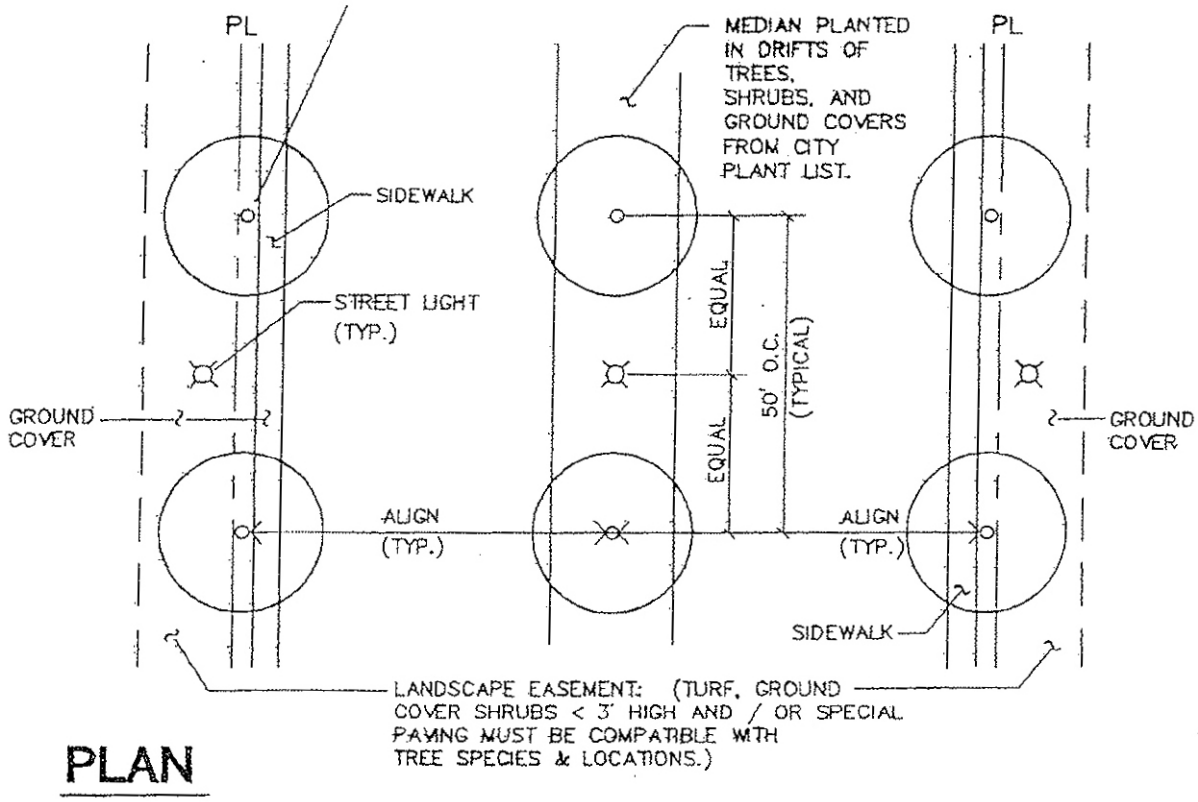


Exhibit 7: East Commerce Way (North) and Arena Boulevard Streetscape Plan



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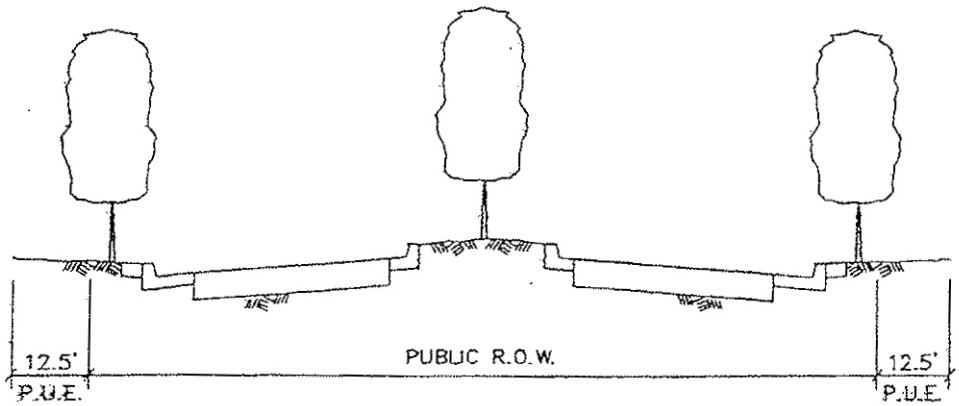
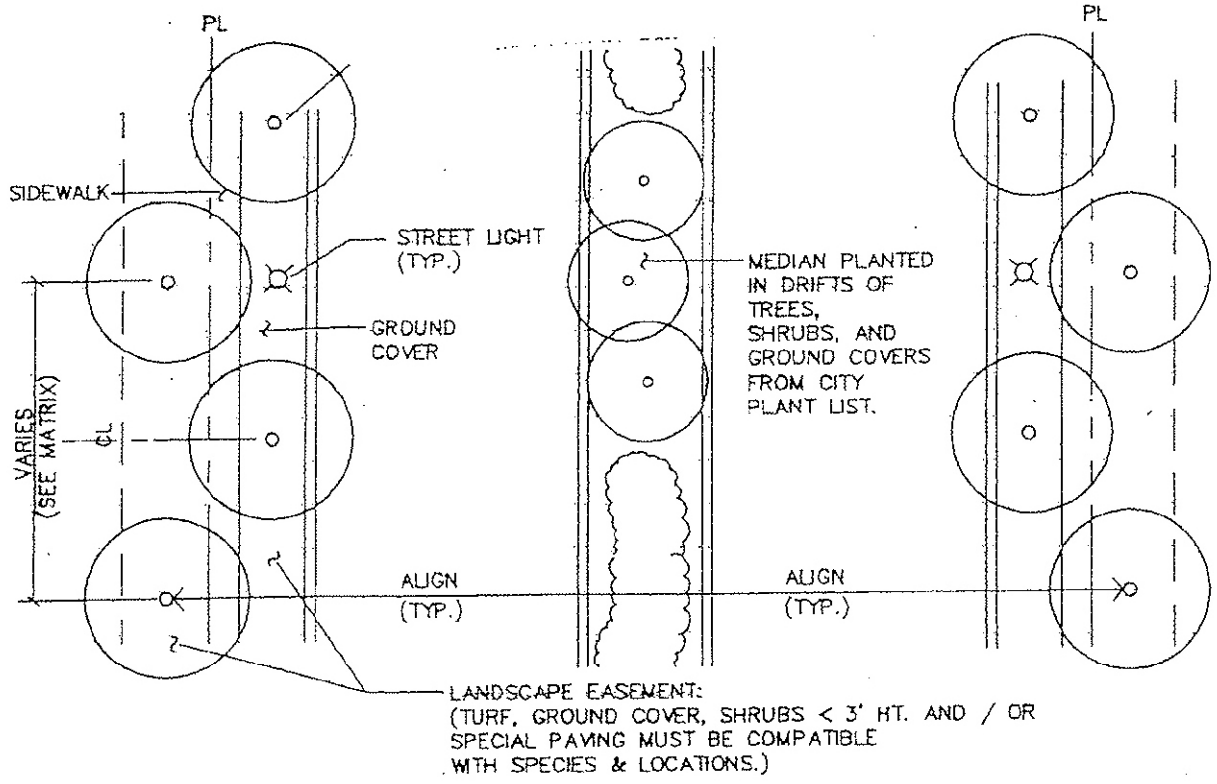


SECTION

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



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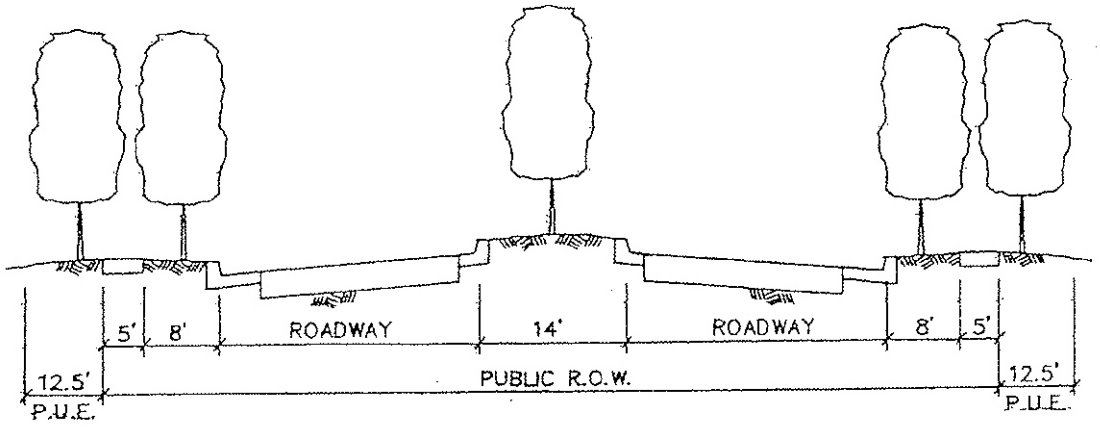
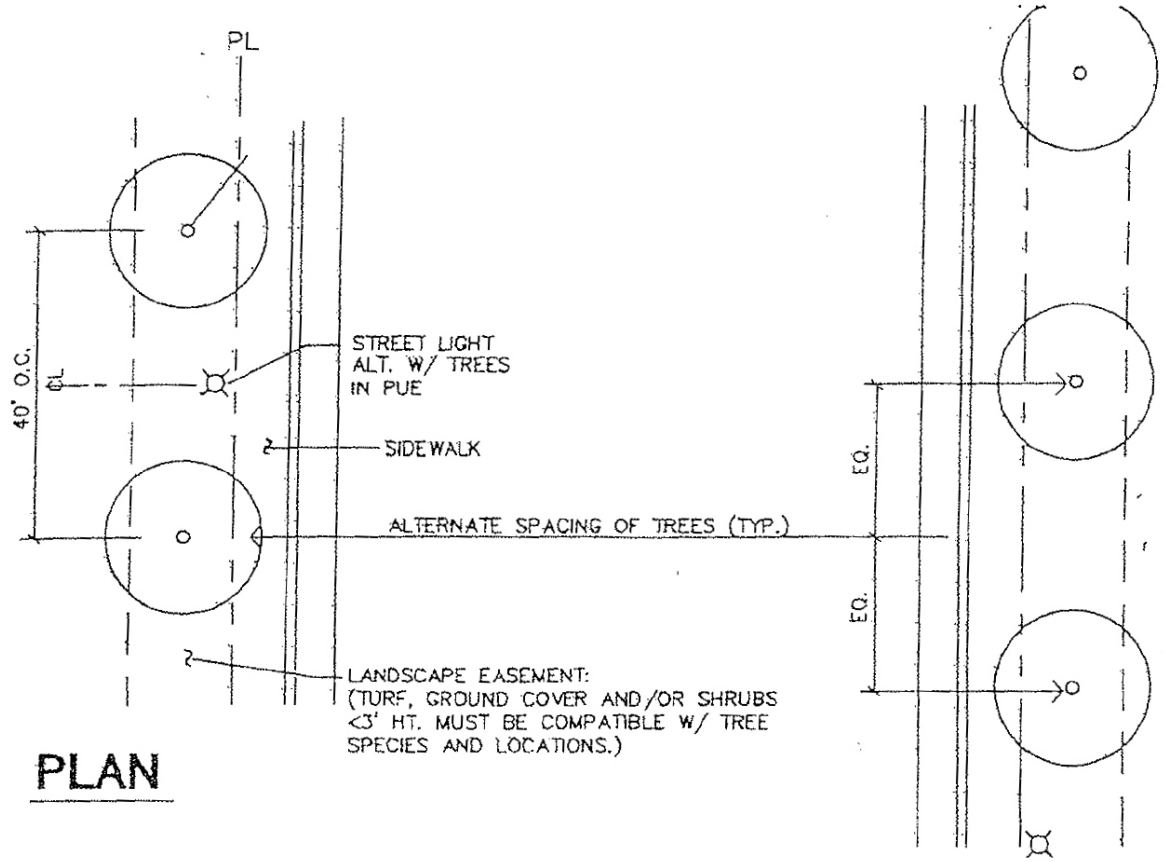


Exhibit 9: San Juan Road



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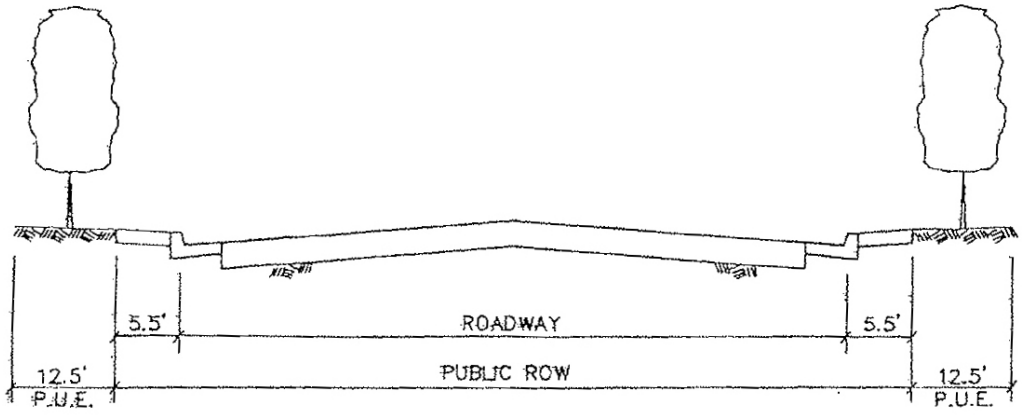
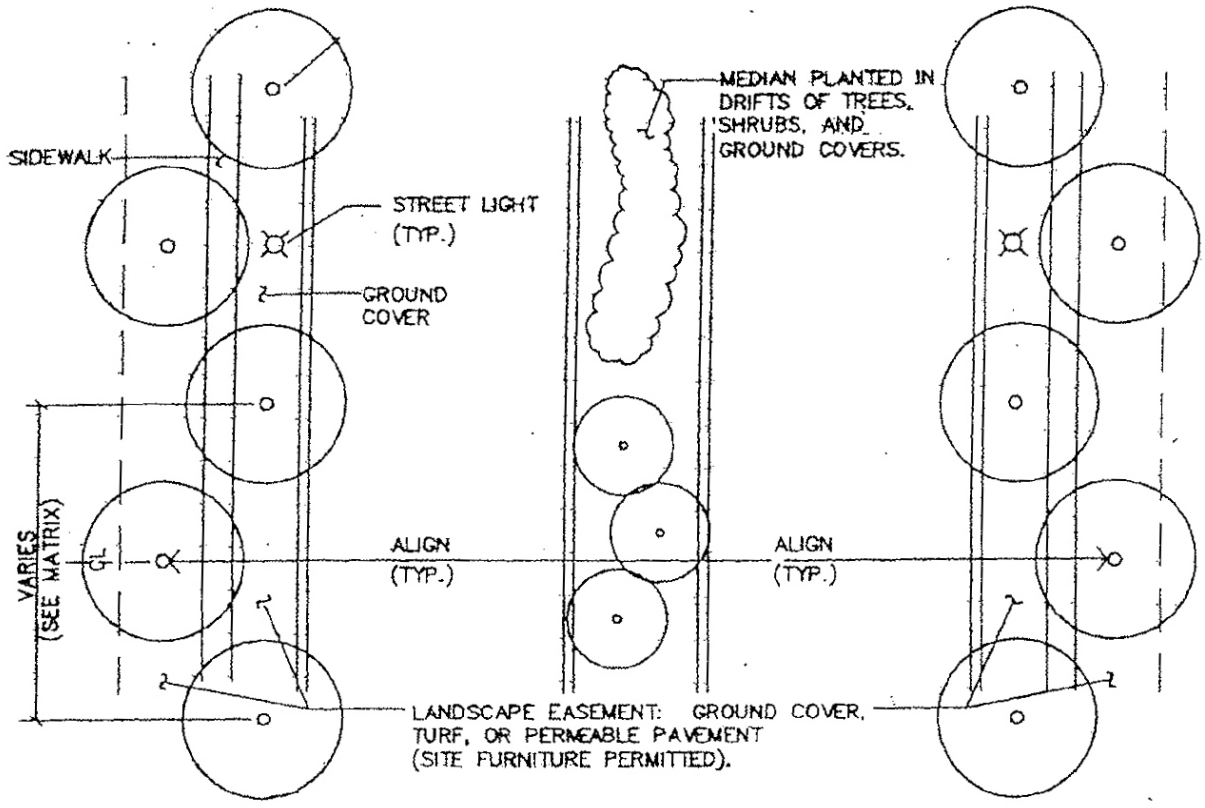


SECTION

Exhibit 10: Natomas Crossing Drive Streetscape Plan



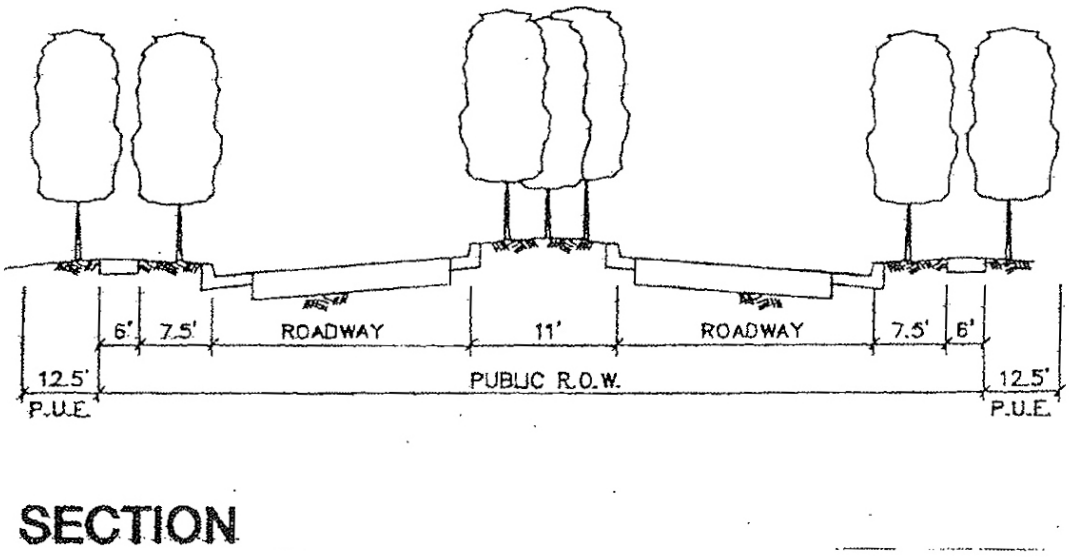
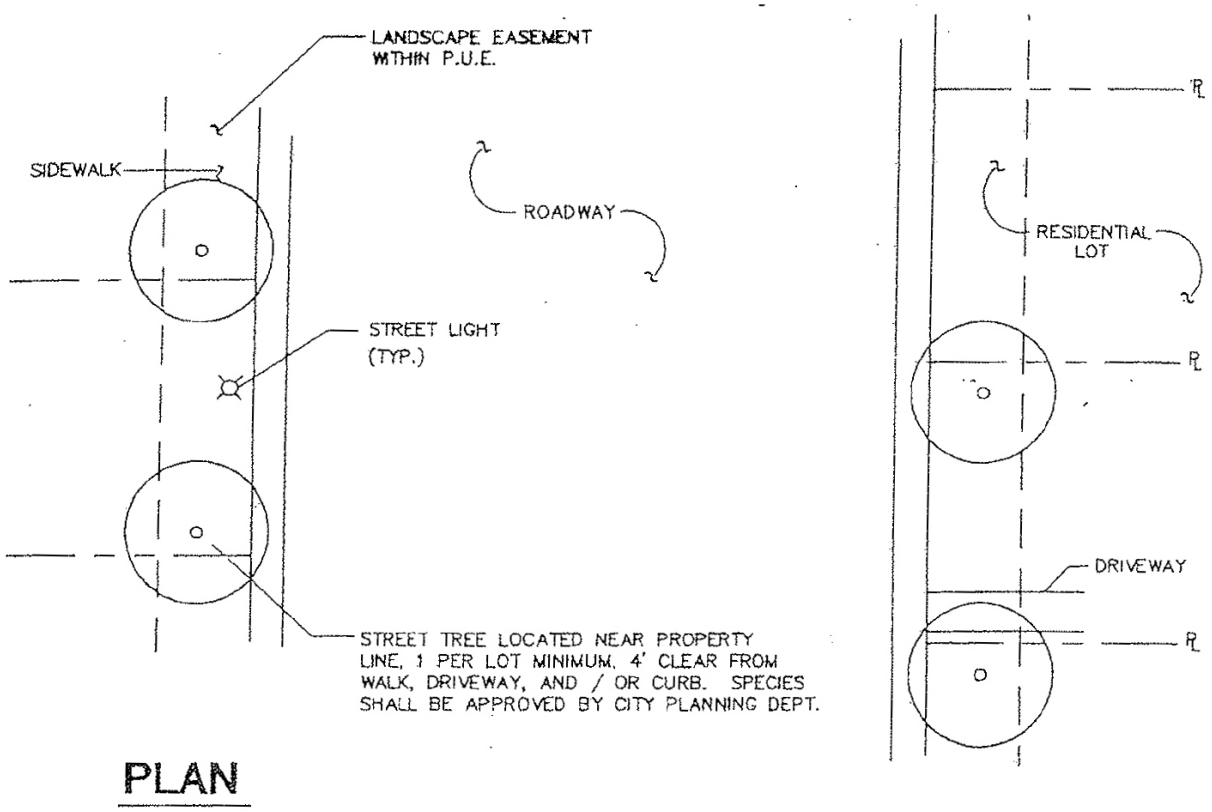


Exhibit 11: Minor Collector, Minor Local, and Local Streetscape Plan



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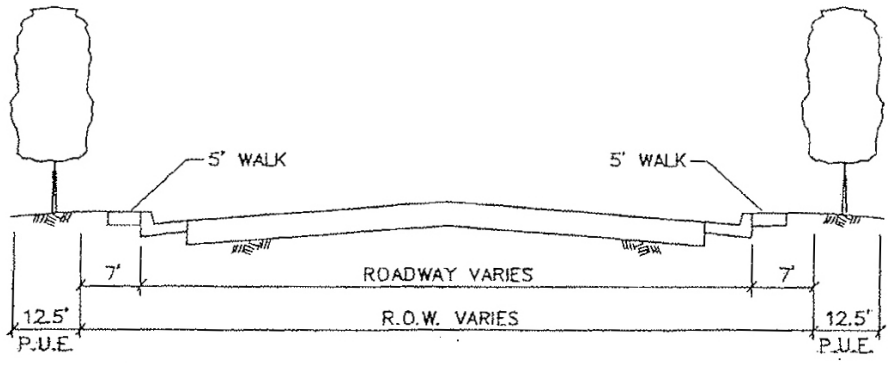


SECTION

4. Public Open Space and Parks

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

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

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

The open space amenities within the PUD are defined as either Neighborhood Parks, Community Parks, Landscape Easements, Private Plazas, or Drainage Basins. The presence, size, and orientation of these amenities may vary greatly within each development area and will be defined by each individual project and/or parcel. The primary objective of this document is to ensure that there is a proportionate allocation of open space for each development area and that the open space is connected to surrounding development areas. The Public Open Space Master Plan, Exhibit 12, illustrates the interconnectedness of the open space amenities within the project area.

a. Neighborhood Parks

The NNCP defines "neighborhood parks" as parks from two to 10 acres in size serving a one-half mile radius, or approximately one neighborhood. There is one “neighborhood park” within this project area, adjacent to the civic center where Roadways D and J intersect (reference Exhibit 12). Because of the prominence, access, and visibility created by these two roadways, it is recommended that this park be a ceremonial park that embodies the character of the neighborhood. This park should provide joint use facilities that support the civic center facility such as a plaza or amphitheater. This park should primarily provide passive uses and leave active uses such as playgrounds, ballfields, etc., to the conjunctive use park within drainage basin 6A. The neighborhood park should have strong connections to the adjacent parcels and a linkage to the entire Parks and Open Space System. The park designs should consider safety and security as a primary objective without enclosing the park with fences or walls.

b. Community Parks

There is one community park directly adjacent to, but not located within, the project area. This park is a conjunctive use park with drainage basin 6A. It will accommodate larger recreational activities than the neighborhood parks that may include soccer fields, softball and/or baseball fields, and group picnic facilities. The community park has been conceptually designed to incorporate seasonal drainage and retention into a variety of recreational uses. See Exhibit 14 - Conceptual Community Park/Drainage Basin 6A.

c. Landscaped Easements

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

The roadway landscape easements overlay the 12.5-foot public utility easements. They are defined by the individual plans and cross sections associated with the Streetscape Master Plan (Exhibit 5). They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted and irrigated according to the *North Natomas Design Guidelines* and per the Street Tree Master Plan contained in this document. The costs of maintaining the landscaping shall be provided through a financing district. The city will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

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

Utilitarian landscape easements are areas that can provide open space linkages and/or buffers throughout the community, but are providing primarily a utilitarian purpose, i.e., such as a pipeline easement. There are four utilitarian easements within this project area. Easement #1 is located along Interstate 5, and Easements 2, 3, and 4 are located adjacent to the existing main canal. (Reference Exhibit 12.)

Easement #1 is a 100-foot-wide drainage easement, landscape buffer, and open space amenity paralleling the east side of Interstate 5. The easement is generally conceived as an open drainage channel along side a meandering pedestrian/bicycle pathway that has informal massing of trees, shrubs, and ground covers. The final design of the individual features within the easement should be developed as one holistic design solution that informs interstate travelers that they have entered a master planned

community . . . the new gateway to Sacramento. Opportunities for project and highway commercial signage, public art, hardscape and signature design features should be encouraged. Landscaping in this area shall be constructed with the first building permit in the corridor segment as noted below:

First building permit in the segment adjacent to the freeway buffer, must build the landscaping for the whole segment. The segment is defined as "the entire freeway buffer between existing or future freeway overcrossings".

Design shall be consistent with the I-5 Corridor Landscape Implementation Guidelines. If the Guidelines are not approved when the building permit is issued, the landscape design shall be based on the latest draft of the I-5 Corridor Landscape Implementation Guidelines (dated April 2002) and/or requirements of the City. City requirements will ensure consistency with the principles and goals of the Corridor plan. Construction may be deferred for up to two years as allowed by the public improvement agreement to allow the plan to be approved.

Landscape design shall be based on a detailed site specific landscape plan. The intent of this plan is to allow review for consistency with the I-5 Corridor Implementation Guidelines. The site specific landscape plan may be included with the special permit application.

Easement #2 is a 150-foot-wide City of Sacramento RD-1000 storm drain, a city transmission water line, and a regional sanitary district sewer interceptor easement with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal between Truxel Road and drainage basin 6A. The bike trail will be accessed at two locations within the PUD; though drainage basin 6A within the community park (southern end) and through a 25-foot-wide public access easement connecting to Natomas Crossing Drive (northern end). The bike trail within Easement #2 is likely to share uses with a maintenance road along the proposed levee/storm drain improvements.

Easement #3 is a 86-foot-wide City of Sacramento and RD-1000 storm drain, a city transmission water line, proposed regional sanitary sewer interceptor with a conjunctive use bike trail incorporated within. The easement parallels the west side of the existing storm water canal. The bike trail shall be accessed by each parcel adjacent to the easement and from the intersection roadway ROW's, i.e., Del Paso Road, Arena Boulevard, and Truxel Road.

Easement #4 is a 103 - 108-foot-wide City of Sacramento RD-100 storm drain, city transmission water line, and SMUD 69 KV transmission line (North of the C-1 Canal).

d. Private Plazas

Within each development area, there must be outdoor spaces that provide opportunities for people to sit, walk, and/or gather. These plaza areas must

be located adjacent to building access points and should promote street life and a sense of activity around the building.

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

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

e. Drainage Basins

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

Drainage Basin 5 is a 6.5-acre basin located within Development Area 1 just south of Terracina Drive, adjacent to the existing storm drain canal. This basin is strictly utilitarian due to the volume of water detention and frequency of use throughout the yearly drainage cycle. Basin 5 will likely have restricted maintenance access only i.e., no public access and is not considered a conjunctive use drainage basin.

Drainage Basin 6A is a 35-acre basin located just outside this PUD, south of Development Area 2. Within Basin 6A, approximately 18 acres are subject to annual flooding with the balance of the site subject to various levels of seasonal flooding. A small portion of the site is above the 100-year flood plain. Given the flood potential and size of this basin, there are multiple conjunctive park uses that can be achieved within drainage basin 6A. The Conceptual Community Park/Drainage Basin 6A (Exhibit 14) illustrates the potential for creating shared uses within this site. Access to the basin will be provided from Innovator Drive and from bike trail within Easement 2 described in Section C above.

Drainage Basin 6B is a 8.8-acre basin located in the southerly end of Development Area 3. The entire 8.8 acres is subject to annual flooding, but the majority of the basin will remain dry throughout the summer months. Conjunctive uses might include passive uses such as picnicking, play fields, and hiking/biking trails. Access to drainage basin 6B is provided from East Commerce Way, San Juan Road, the parcel directly north, and from the bike trail within Easement 1.

Exhibit 12: Public Open Space Master Plan

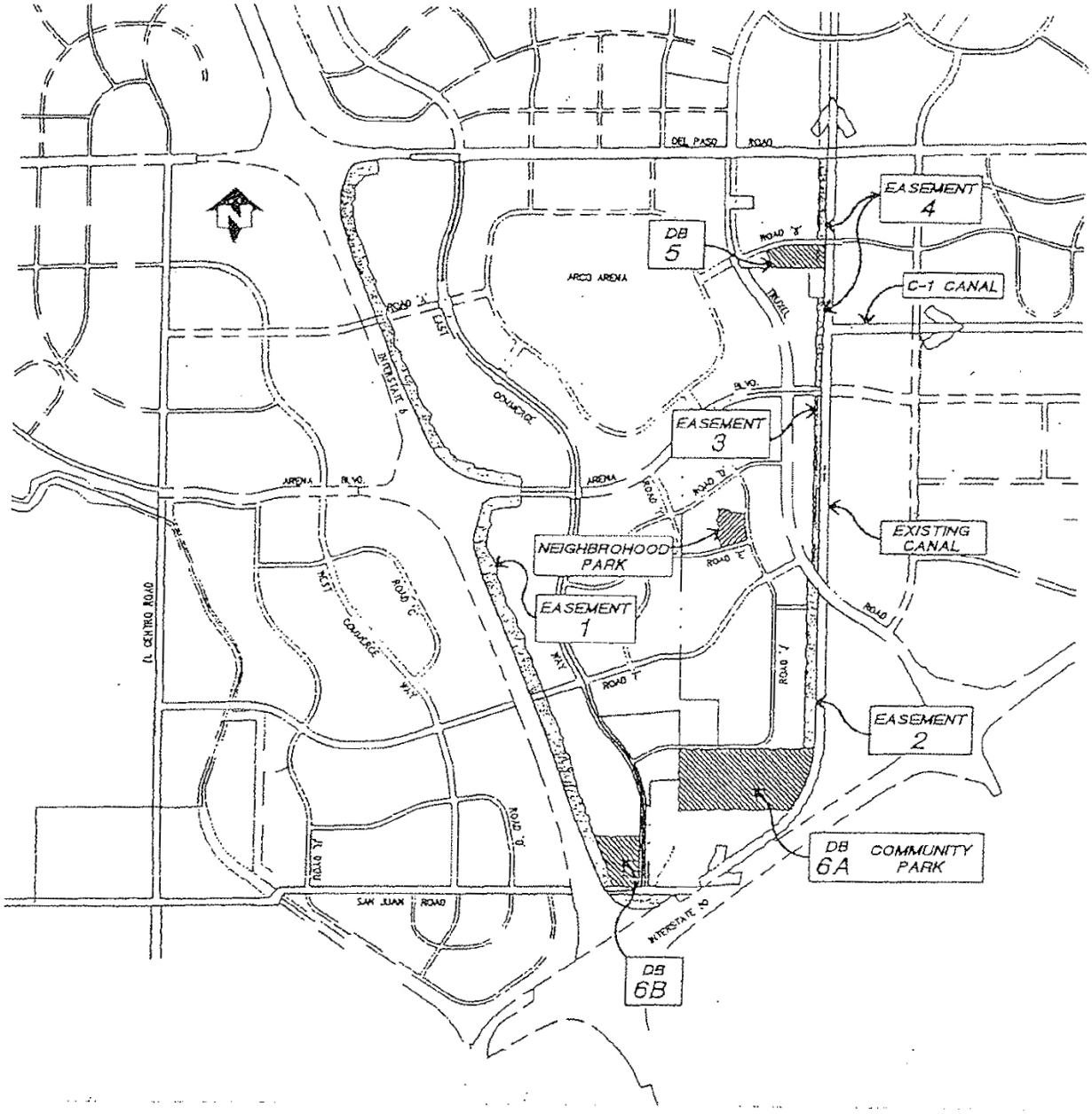
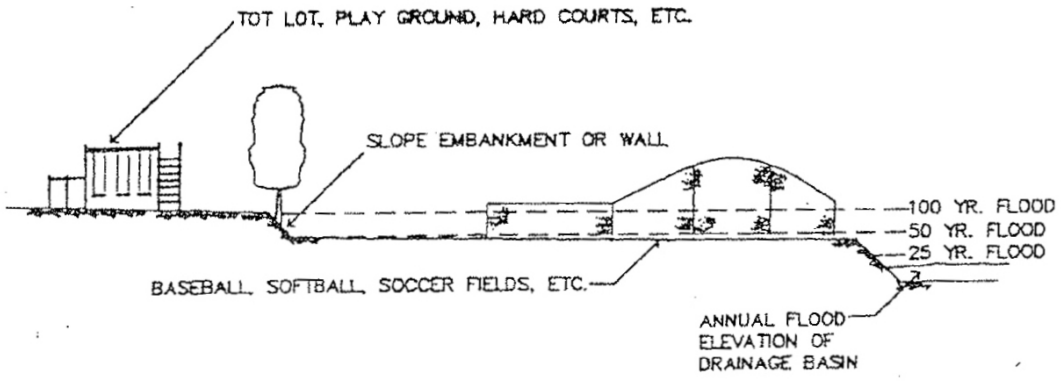
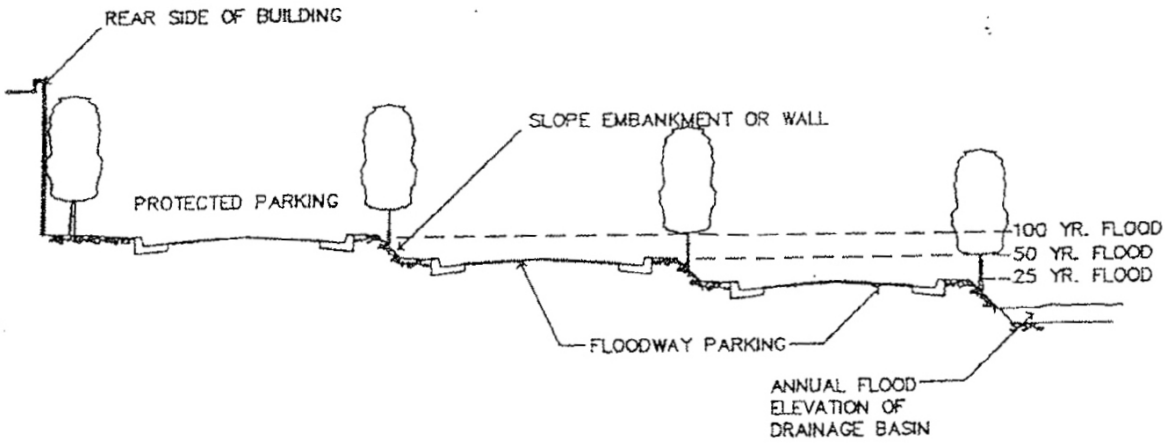


Exhibit 13: Detention Basin Conjunctive Uses

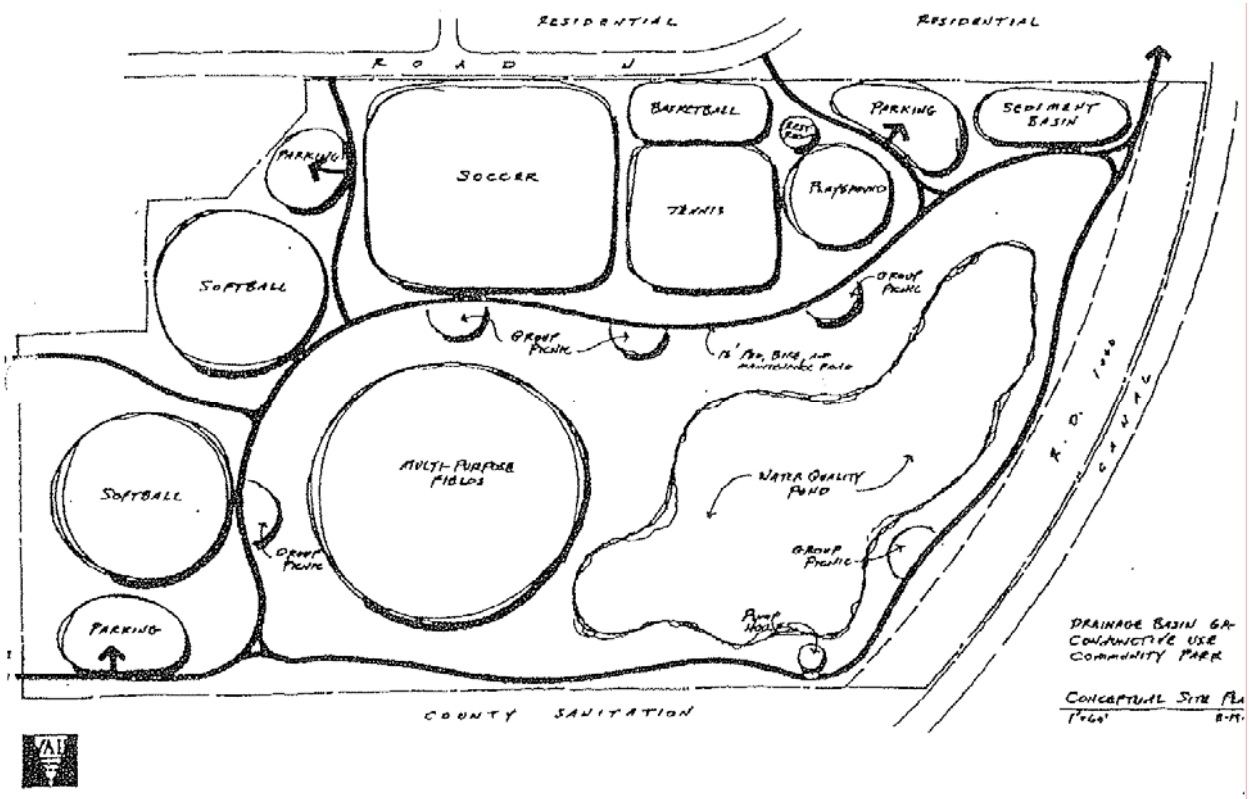


CONJUNCTIVE USE WITH PARKS



CONJUNCTIVE USE WITH PARKING LOTS

Exhibit 14: Conceptual Community Park/Drainage Basin 6A



5. Signage Standards

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

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2868, 4th Series. Signage proposals will be reviewed at the special permit submittal for general conformance, and again at the sign permit/building permit submittal for technical conformance.

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

a. General Guidelines

(1 All signage should be constructed with high-quality materials, finishes, and fabrication. High quality materials include: acrylic, aluminum, brass and painted steel, painted metal, porcelain enamel, or lexan or other high quality plastic approved by the city. Wood and painted backgrounds are prohibited on permanent signs.

(2 All signs and their supporting structures should be enclosed and maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.

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

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

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

(6 All signs shall be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs, from either a natural occurrence or man created, should be replaced within 30 days.

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

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

(9 All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.

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

b. Gateway Signage

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

The community gateway signage shall be located around the entire North Natomas Community. There is one such sign in this project area located along Interstate 5. These sign monuments will be located along major roadways entering North Natomas as illustrated in the Community Gateway Signage Master Plan (Exhibit 15). The signs should be located within the public landscape easement and respect adjacent circulation patterns, sight lines, and streetscape design (Exhibit 16). Reference the *North Natomas Development Guidelines* for additional information. The signs will be designed by the City and funded through the Landscape and Lighting District financing plan.

The neighborhood gateway signage shall be located around the perimeter of each neighborhood as defined in the *North Natomas Community Plan*. There is one such neighborhood in the PUD. Sign monuments should be located at roadway intersections leading into the neighborhood as illustrated in the Neighborhood Entryway Master Plan (Exhibit 17). The signs should be located within an expanded landscape easement respecting adjacent circulation patterns sight lines and streetscape design (Exhibit 18). The actual design of these neighborhood sign monuments should depict a theme for the neighborhood that permeates the architecture, building materials, street names, etc. The signs may be funded through the Landscape and Lighting District financing plan.

The project entrance signs shall be located at the entrances of specific developments within each development area. Where possible, entrance signage should be consolidated on to one sign monument per entrance that serves multiple buildings within each development area. These signs may be located within the landscape easement, attached to privacy walls, integrated into retaining walls or architecture at the discretion of the City of Sacramento.
The specific design proposal shall be created by each project developer and submitted for approval during the schematic plan review process. The signs shall be funded solely by the developers.

c. Marketing Signage

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

Exhibit 15: Community Gateway Signage Master Plan

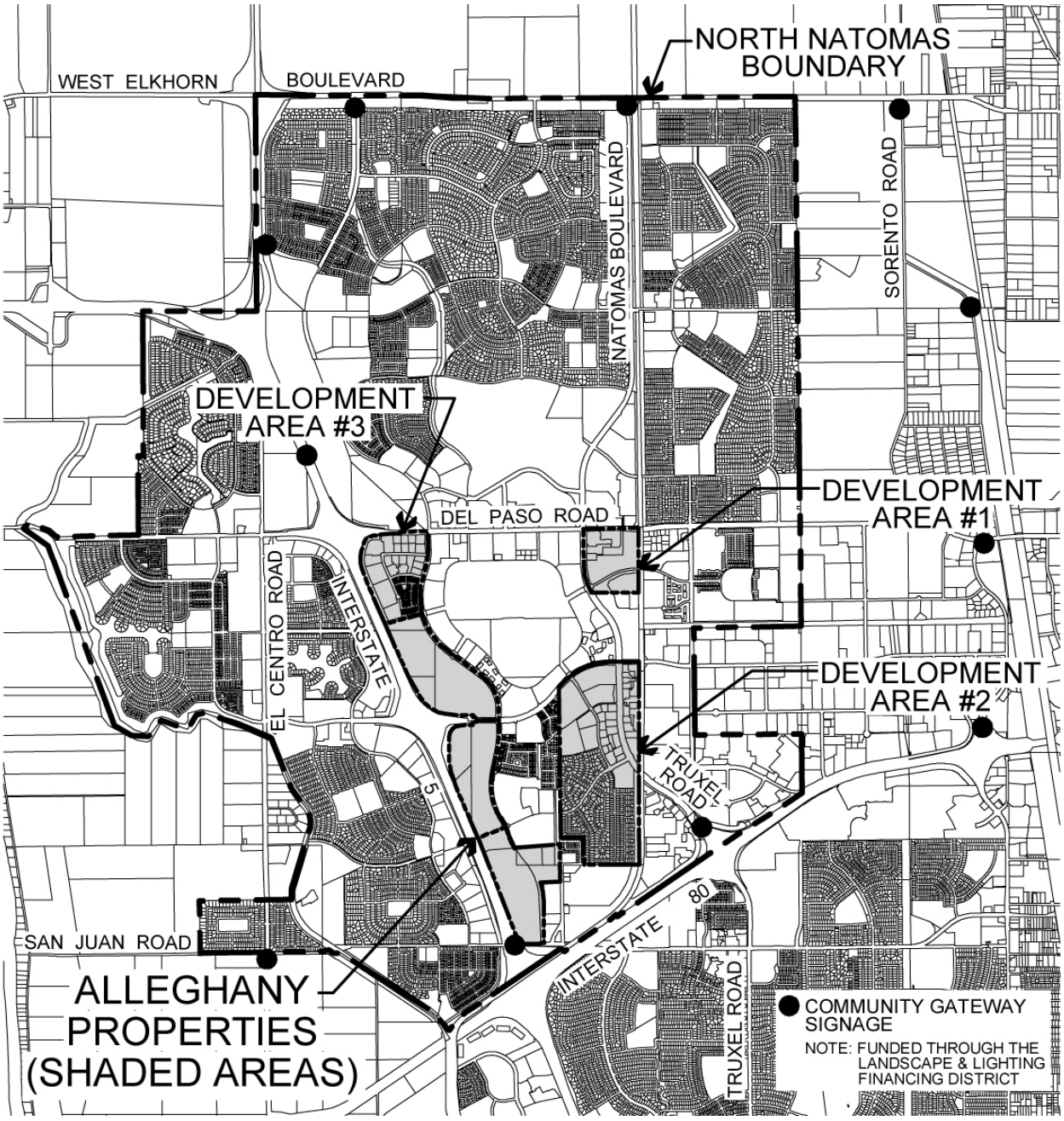
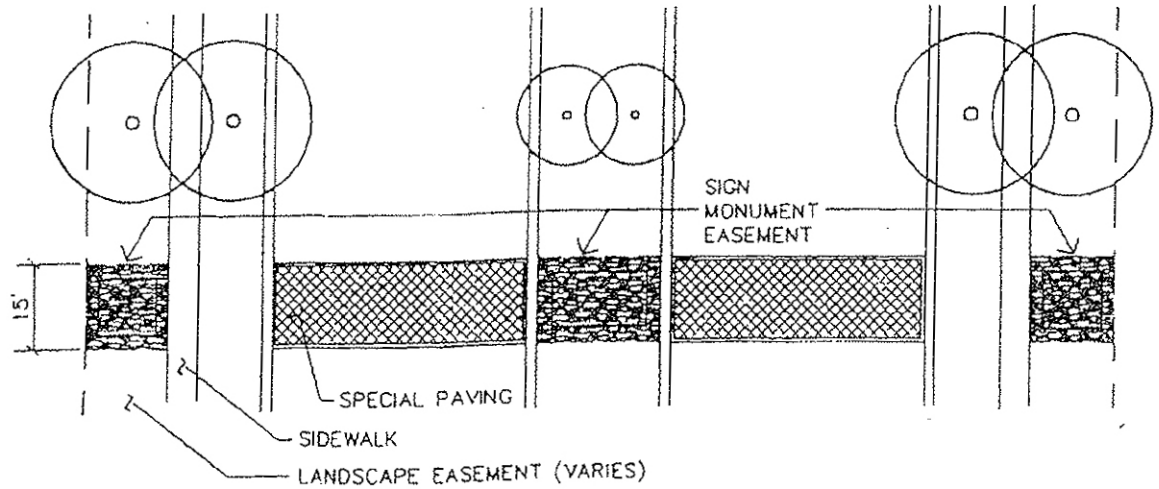


Exhibit 16: Community Gateway Signage Diagram



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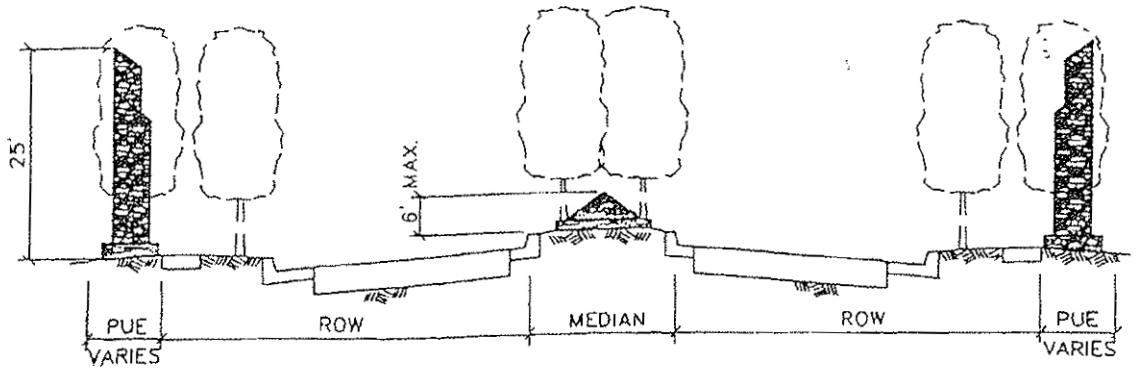


REFERENCE THE COMMUNITY GATEWAY SIGNAGE MASTER PLAN FOR LOCATION OF THESE SIGNS.

SECTION

Exhibit 17: Neighborhood Entryway Master Plan

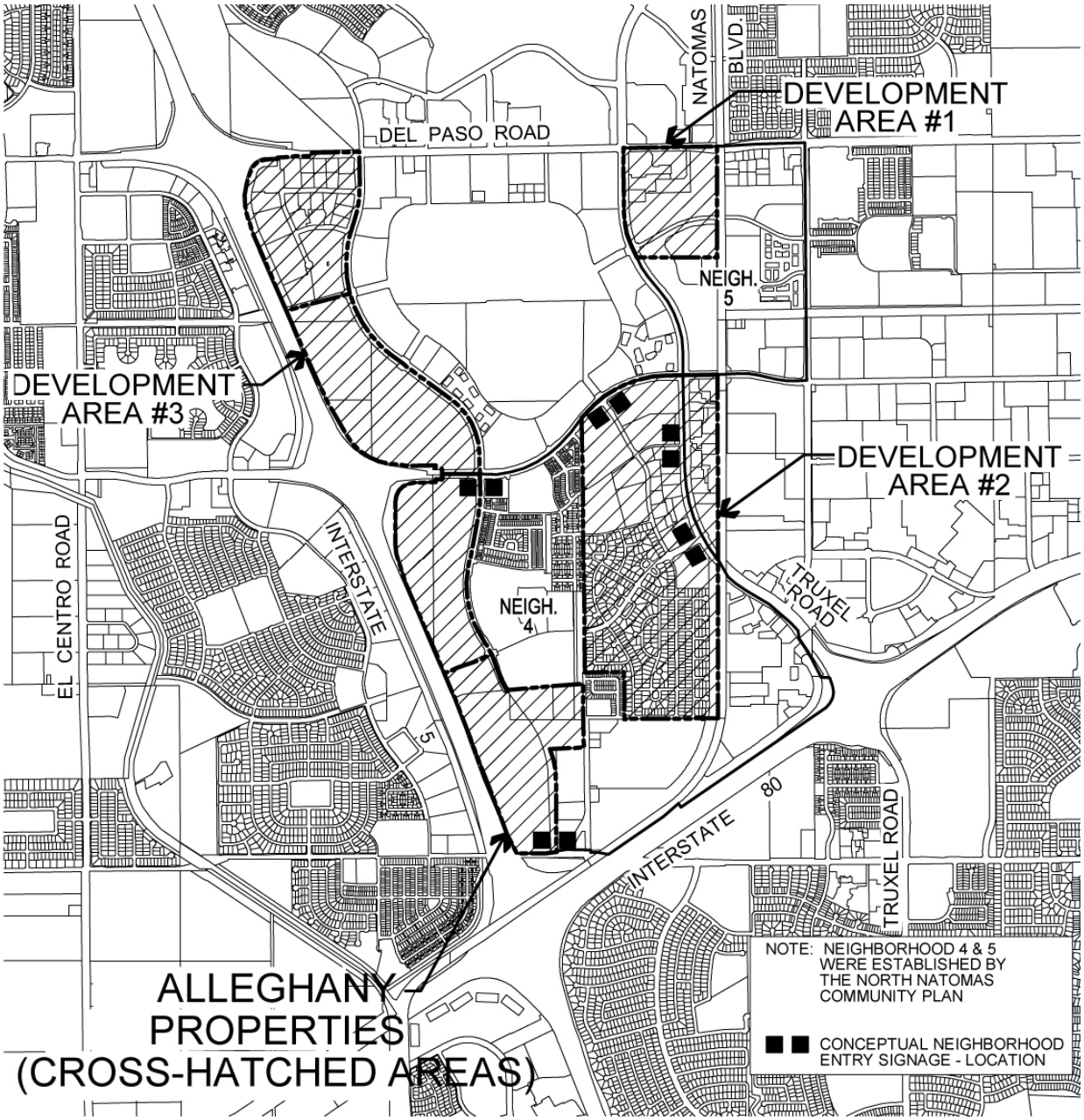
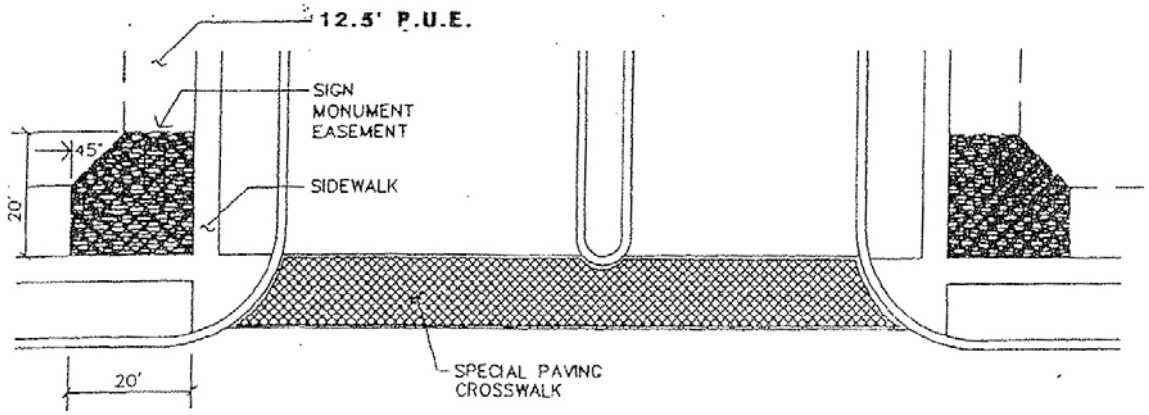


Exhibit 18: Neighborhood Entryway Signage



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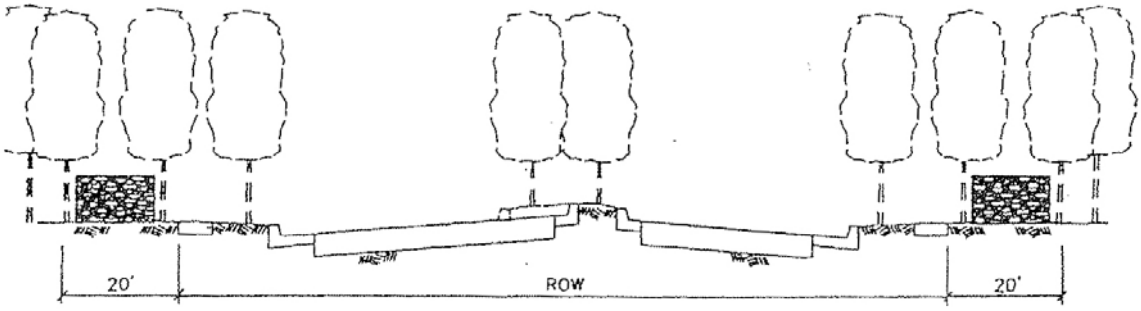


- REFERENCE THE NEIGHBORHOOD SIGNAGE MASTER PLAN FOR CONCEPTUAL LOCATIONS OF THESE SIGNS.
- ACTUAL SIGN MONUMENT DESIGN WILL BE INCLUDED WITH THE PUD SPECIAL PERMIT AND/OR SUBDIVISION MAP SUBMITTAL.

SECTION

d. Directional Signage

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

e. Commercial Signage

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

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

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

(3 No signs shall be permitted on building roofs.

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

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

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

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

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

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

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

(11 All exterior letters or signs exposed to the weather shall be mounted at least three-fourths inch (3/4") from the building to permit proper dirt and water drainage.

(12 Location of all openings for conduit and sleeves in sign panels of buildings shall be indicated by the sign contractor on drawings submitted to the city. Installation shall be in accordance with the approved drawings.

(13 No sign maker's labels or other identification will be permitted on the exposed surface of signs, except those required by local ordinance which shall be located in an inconspicuous location.

(14 Each occupant will be permitted to place upon each entrance to its building not more than one hundred forty-four (144) square inches of lettering indicating hours of business, emergency telephone numbers, and proprietorship.

(15 Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door, in a location as directed by the city in two-inch high block letters, the occupant's name and address. Where more than one occupant uses the same door, each name and address shall be applied. Color of letters will be approved by the city.

(16 Occupants may install street address numbers, as the U.S. Post Office requires, in a proposed location approved by the city. Size, type, and color of the numbers must be approved by the city.

(17 Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted within the occupant's lease line or property line, if approved by the city.

(18 One temporary standard sign denoting the name of the project, the marketing agent, the contractor, architect, and engineer shall be permitted on the site upon the commencement of construction. Said sign shall be permitted until such a time as a final city inspection of the building(s) designates said structure(s) fit for occupancy or the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair and shall not exceed a maximum area of thirty two (32) square feet.

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

f. Area 3 Project Signage Guidelines (Appendix A)

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

6. Lighting Standards

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

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

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

a. General Guidelines

(1 Light sources with a white color within the color temperature range of 2700 - 4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources shall be avoided.

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

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

(4 Energy saving devices such as solar sensors and timers are encouraged. Developers shall contact SMUD new construction services staff to discuss methods to conserve energy.

b. Roadway Lighting

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

(1 Lighting shall be consistently located and installed on each parcel such that each roadway has a consistent and unique treatment, i.e., singular product, regular spacing, same color, etc.

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

(3 Light standards shall not have signs and other decorative appurtenances attached to them that have not been specifically designed to be attached to them unless approved by the City.

(4 Light standards shall be evenly spaced in between the street trees as to compliment the formal pattern of vertical elements within the roadway right-of-way.

c. Walkway Lighting

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

(2 Pole mounted light fixtures shall be mounted such that the center of the lamp is between twelve (12) and fourteen (14) feet above the adjacent walkway.

(3 Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.

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

d. Parking Lot Lighting

(1 Generally, 1.0 foot candle is the preferred standard. The application of greater than 1.0 foot candle of light shall be subject to the review and approval by the Department of Planning and Development of a photometric site plan to ensure that off-site glare does not adversely impact adjacent uses.

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

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

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

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

e. Building Lighting (Exterior)

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

(2 Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.

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

(4 Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.

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

f. Landscape Lighting

(1 Landscape lighting shall be used as supplemental or accent lighting only and shall not be used to meet minimum foot candle requirements for safety. Exceptions that can be verified will be considered on a case-by-case basis.

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

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

(4 Vandal resistant fixtures are encouraged.

7. Transit Stations

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

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

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

a. Light Rail Stations

There are six light rail stations throughout North Natomas; three south of Del Paso Road and three north of Del Paso Road (see Exhibit 19 - Transit Station Map). The "South Village Center" station is the only light rail station

in this project area. This station is located at the northwest corner of Truxel Road and Roadway 'D' within Development Area II. The Village Commercial and EC-65 zoning adjacent to the transit station is intended to promote intensive, employee oriented uses that generate ridership on the light rail. Buildings within Development Area 2 shall orient towards the South Village Center station and provide access to that station. The following guidelines will be incorporated into the light rail station design and are noted here for informational purposes only.

(1 The station shall be designed to establish a "sense of place" using a theme unique to the surrounding neighborhood or “village”, and consistent with the light rail station themes established by the NNCP.

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

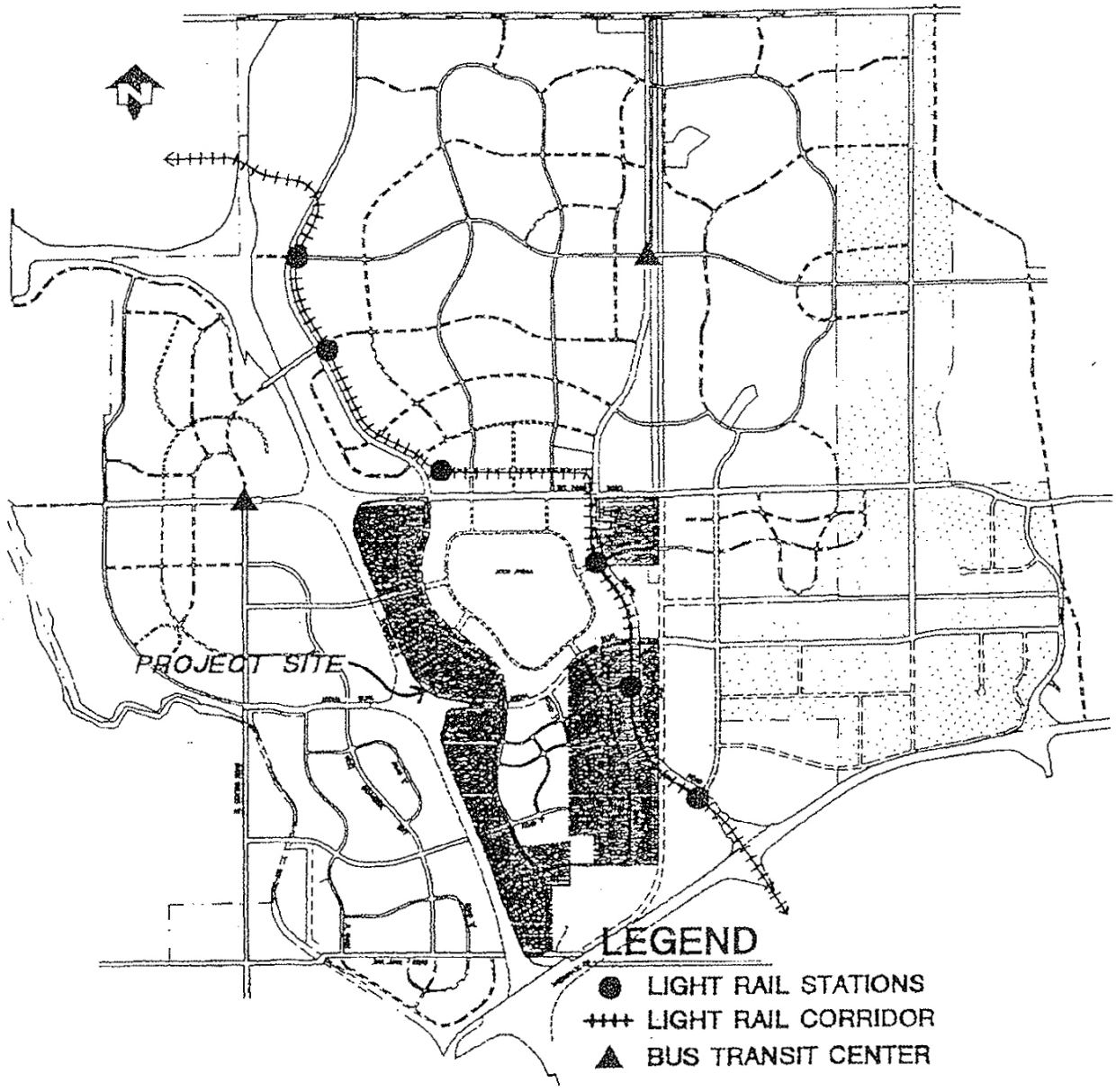
(3 The station should be an integral component of the adjacent architecture and site improvements, (incorporating residential and convenience commercial uses where possible).

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

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

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

Exhibit 19: Transit Station Map



b. Bus Transit Centers

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

c. Bus/Shuttle Bus Stops

(1 Bus shelters that are incorporated into the primary entrance of buildings shall receive a two-story height bonus if located within 25 feet of the bus stop. The sheltered area must be publicly accessible and integral to the architecture of the building and site. The two-story bonus is subject to review and approval by the planning department and Regional Transit.

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

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

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

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

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

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

C. Development Area Standards

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

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

1. Building / Site Design

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

   b. Architectural facades should provide visual interest and scale to the adjacent streets. Avoid overly monotonous facades that do not have relief, shadow, or textural changes at the pedestrian level.

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

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

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

2. Automobile Parking

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

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

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

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

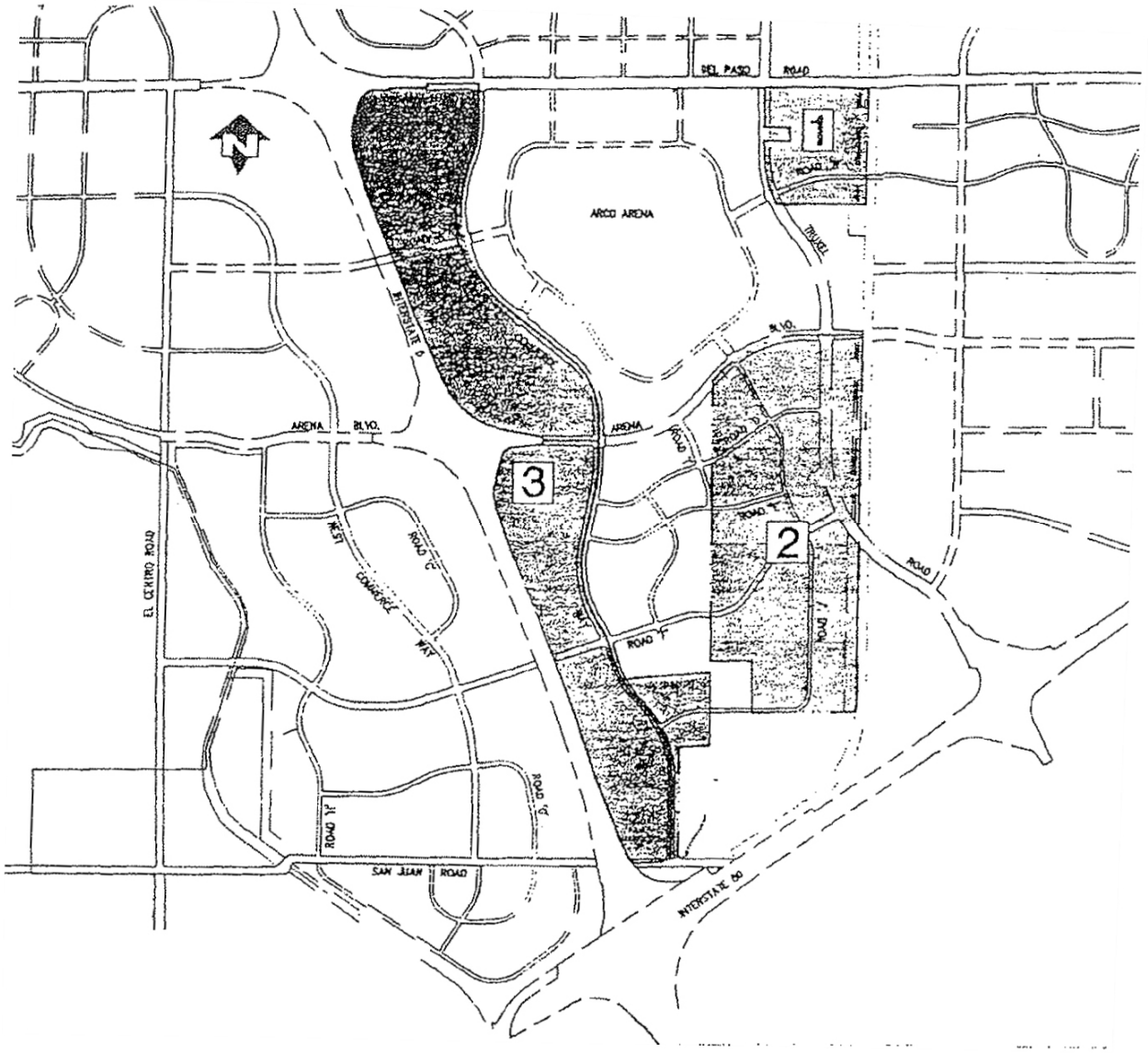
   e. Segment large singular surface lots into smaller units.

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

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

   h. Electrical vehicle recharging opportunities and alternative fuel facilities are encouraged in areas per prevailing SMUD standards. Coordinate this with SMUD's new construction services staff.

Exhibit 20: Development Area Map



Note: Minor and local streets are not shown on this exhibit. One street tree per lot shall be installed (by owner/developer) within the landscape easement along minor and local streets per Exhibit 11.

3. Circulation and Linkages

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

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

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

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

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

4. Landscaping and Irrigation

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

b. Landscape materials must be selected and located without adverse impact to the adjacent land uses and/or development areas. (Refer to *North Natomas Development Guidelines* for acceptable plant species.)

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

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

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

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

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

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

5. Toxic Storage and Handling

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

The Sacramento County Environmental Management Department (SCEMD) is the implementing agency for Underground Storage Tank and Business Plan Laws (Chapter 6.7, 6.75 & 6.95, *California Health and Safety Code*). A Memorandum of Understanding (MOU) has been entered into between the SCEMD and the State of California Department of Health Services (DHS) to act as the local health officer. The SCEMD is comprised of three divisions; the Air Division, the Environmental Health Division, and the Hazardous Materials Division. The Hazardous Materials Division enforces local and state regulations regarding proper and safe storage and handling of hazardous materials by regulating the use, storage, and disposal of hazardous materials in Sacramento County. The Hazardous Materials Division has the primary responsibility for providing technical assistance in minimizing hazardous waste in the private and public sectors.

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

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

SECTION IV — LAND USE AND SITE SPECIFIC GUIDELINES

A. Land Use Classifications

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

The PUD consists of many land use classifications (reference Table 2 - Land Use Allocation Within Community Plan on page 9). The land use descriptions adopted in the NNCP that pertain to these properties are as follows:

1. Residential

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

a. Low Density Residential (LD)

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

b. Medium Density Residential (MD)

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

c. High Density Residential (HD)

Target average density is 22 units per net acre and allowable density range is 11 to 29 units per net acre. Condominium units, garden apartments, and conventional apartments are included in this designation. HD designated areas within 1/4 mile of a light rail station or bus transit center may have a density of greater than 29 dwelling units per net acre. Also, senior citizen housing may have a density greater than 29 dwelling units per net acre.

2. Employment Center (EC)

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

The suffix on the EC designation indicates the average number of employees per net acre allowed in the development. For example, EC-40 indicates 40 employees

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

a. Hospital (EC-50)

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

3. Retail - Commercial

a. Convenience Commercial (CC)

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

b. Neighborhood Commercial (NC)

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

c. EC Support Commercial

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

d. SC Shopping Center

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

4. Parks

a. Mini Parks

Within the single-family residential neighborhoods, “mini parks” are encouraged. These mini parks create public open space amenities that encourage neighbor interaction and satisfy the *North Natomas Community Plan* objectives for open space (880-foot walking contour). The mini parks have the added benefit of reducing driveway curb-cuts on roadways where access is limited. These amenities will be installed by the developer, or adjacent home builders, and maintained by the Landscape and Lighting District. (Reference Exhibit 21).

b. Neighborhood Parks

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

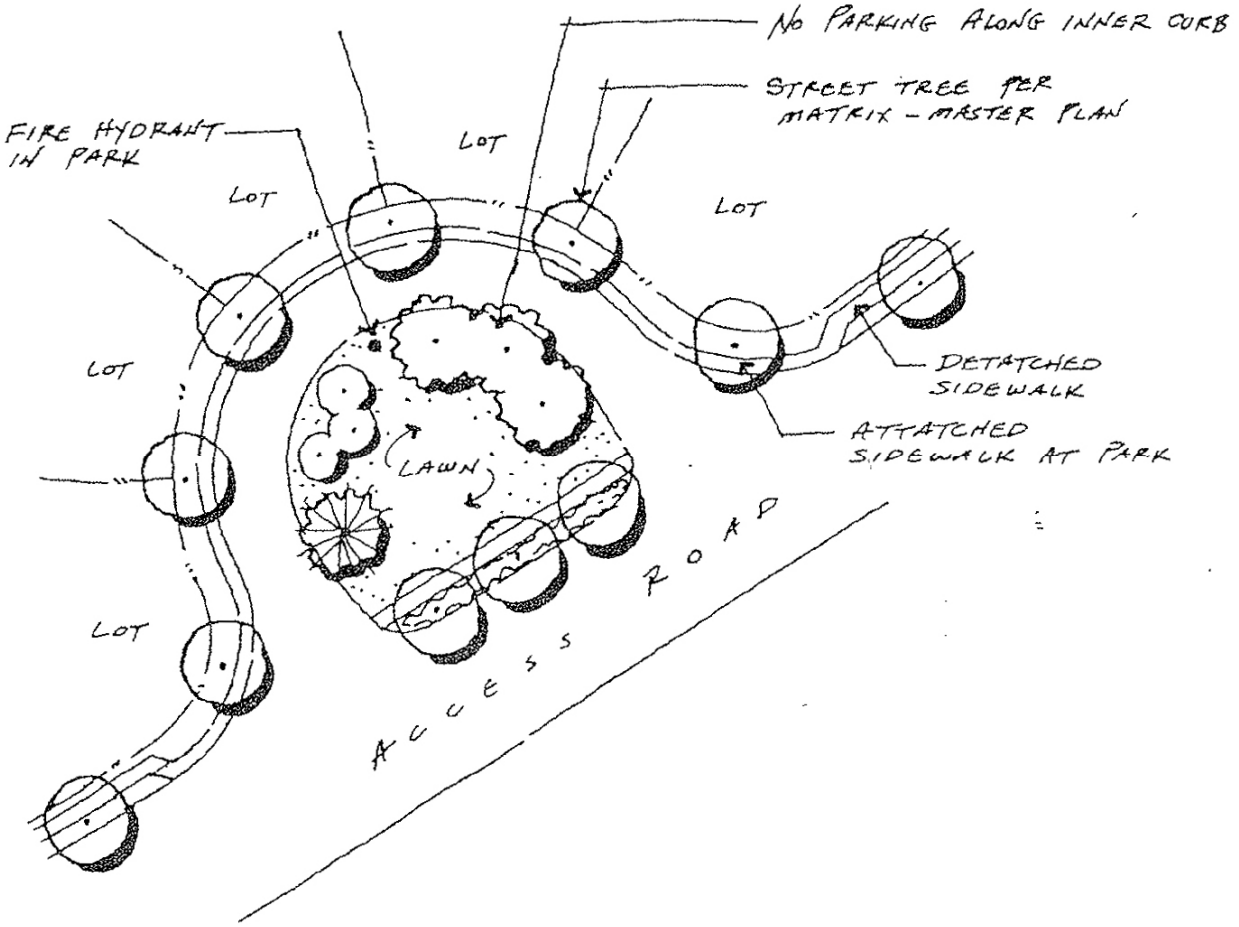
c. Community Parks

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

5. Detention Basins

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

Exhibit 21: Mini Park Schematic Plan



B. Development Area Conceptual Planning

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

1. Development Area 1 (Reference Exhibit 22)

a. Land Use

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

b. Adjacencies

Development Area 1 is adjacent to community commercial to the north, medium density residential to the east, EC-40 to the south and EC-80 to the west. In addition, there is an existing Pacific Bell utility parcel within Development Area I that will remain in its current location. This adjacency should be mitigated with screening and or plant buffers.

c. Site Access

Vehicle access to Development Area 1 is somewhat limited due to the heavy traffic volumes along Del Paso Road and Truxel Road. There will not be any access allowed off Truxel Road as per the city Roadway Master Plan. Access from Del Paso Road will be provided at a signalized intersection approximately 900 feet east of Truxel Road, and two right-in/right-out only, if approved during the special permit review process. Unrestricted turning movement into Development Area I will occur from Terracina Drive, where full turning movements are possible.

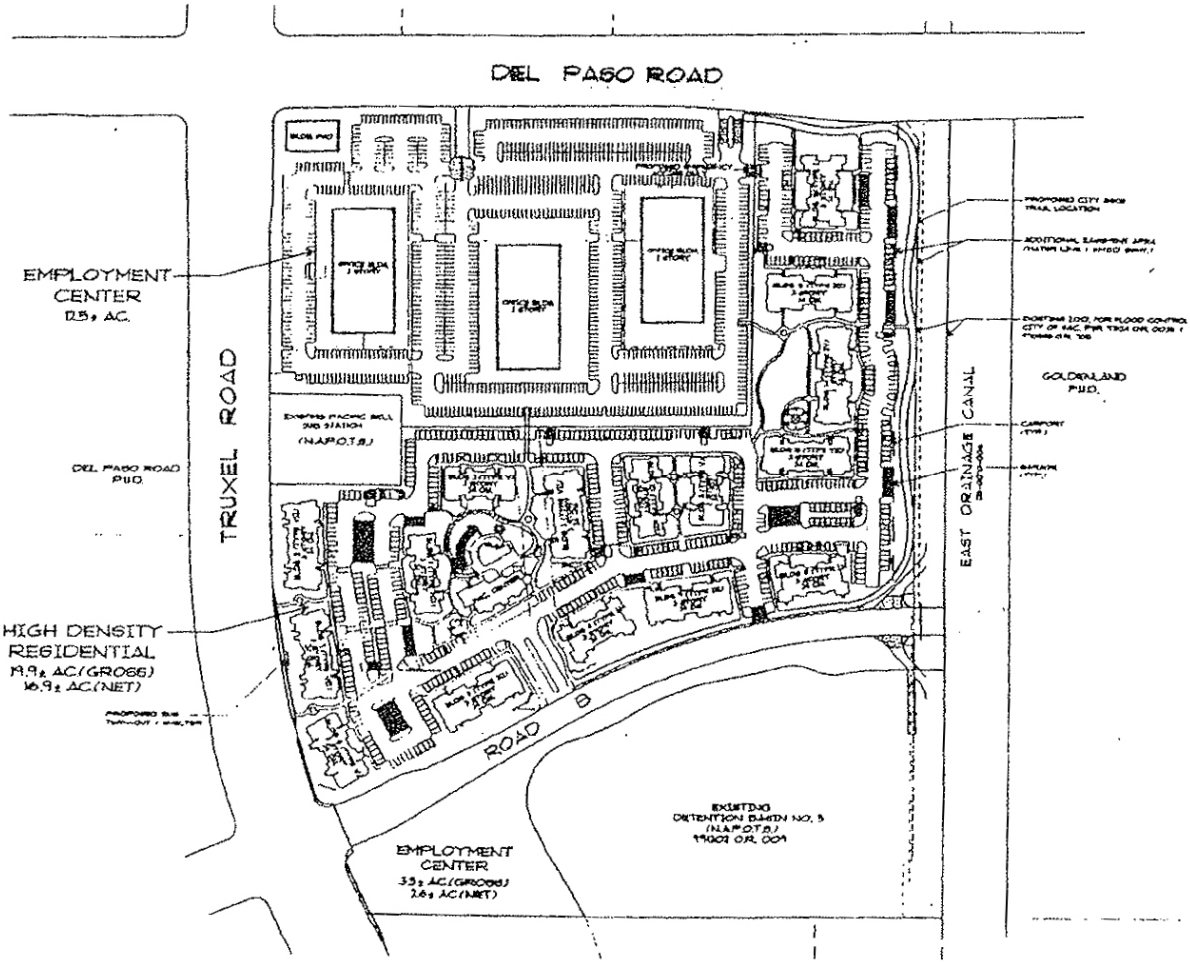
d. Building Orientation

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

e. Parking

Development Area 1 should accommodate the necessary parking requirements utilizing surface parking lots. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within Development Area I will be considered by the city at PUD schematic plan submittal.

Exhibit 22: Development Area 1 - Conceptual Site Plan



2. Development Area 2 (Reference Exhibit 23)

a. Land Use

Development Area 2 is a 211-acre site with 36 parcels bounded by Arena Boulevard to the north, the existing "East Drain" to the east, Natomas Crossing Drive to the south and the property line for the Alleghany Properties land holdings to the west. The Alleghany Properties land holdings within Development Area 2 constitute the "community core" for neighborhood four as defined in the *North Natomas Community Plan*. At the center of this "core area" is the light rail station, located along Truxel Road. This light rail station is surrounded by intensive uses of EC-65, neighborhood commercial, high density residential and civic uses such as a community center, a daycare, an elementary school, and a neighborhood park. The Conceptual Site Plan for Development Area 2 (Exhibit 23) is focused on this core area of land uses that establishes the character of neighborhood four.

b. Adjacencies

Development Area 2 is adjacent to EC-40 to the north, light industrial to the east, a community park to the south, and medium and low density residential land uses to the west. The project is within one city block of the existing Arco Arena. Also of significance is one of the busiest intersections projected for the North Natomas Community Plan Area, the intersection of Arena Boulevard and Truxel Road.

c. Site Access

Development Area 2 is accessed from multiple locations, with the predominant access occurring along Arena Boulevard and Truxel Road. These points of access are restricted due to the city classification of roadways, but offer an indirect connection to Interstate 5 and Interstate 80. Additional access is provided from Natomas Crossing Drive as a future overcrossing to the west side of Interstate 5 and will link the southernmost portion of Development Area 2 to East Commerce Way.

d. Building Orientation

Buildings should be located close to the public utility easement (PUE). Building footprints will vary greatly within the different land use areas, with the most intensive development occurring on the EC-65 and neighborhood commercial parcels directly adjacent to the proposed light rail station. The building orientation of neighborhood commercial is of particular importance to the light rail station and must be designed as one holistic solution of retail, commercial and transit uses. Refer to the community plan for further suggestions on this topic. Other critical building orientations include the creation of a "neighborhood intersection" where Innovator Drive and Prosper Street intersect. This intersection is flanked by neighborhood commercial, EC 65, civic/community center and high density residential development.

This intersection, more than any of the others in Development Area II, will define the character scale and quality of neighborhood number 4. Buildings should be located close to the intersection with a strong architectural edge along the roadway PUE. Additionally, there are two opportunities to locate buildings as the terminus to an internal roadway in Development Area II. This occurs where Prosper Street terminates into Truxel Road and again where Endeavor Street terminates into Innovator Drive.

e. Parking

Development Area 2 will accommodate the necessary parking requirements using surface parking lots, with the possible exception of the neighborhood commercial site adjacent to the transit station, which may elect to use structured parking if the density of development warrants that. Parking lots should be located to the rear of the buildings. Parking lots shall not be located within 100' of an intersection measured along the PUE. Reciprocal parking within individual parcels and between parcels will be considered by the city at the PUD schematic plan review. As an example, non-competing land uses that have opposite hours of operation such as an office building and a dinner-only restaurant. On-street parking will be considered by the city as a credit towards the parking requirements for each land use within Development Area 2.

f. Amenities

There are two significant amenities within Development Area 2. The first is the light rail station and the second is the “civic block” (school/civic building, and neighborhood park uses bounded by Prosper Street, Prosper Street and Innovator Drive). The light rail station offers a significant opportunity to create commercial and retail uses that support the light rail station and create a unique identity for neighborhood four.

The school, civic/institutional use, and neighborhood park uses form a “civic block” for the community. The civic/institutional site is ideally suited to a community center/daycare facility with reciprocal parking, possibly with the school facility participating as well. These uses could collectively anchor the public domain of neighborhood four. In addition to the “civic block”, there are other core community areas shown in Exhibit 23 that could serve office, retail, commercial and residential interests within the community

Development Area 2 also features a unique single-family neighborhood located south of the core commercial area. The neighborhood is designed for pedestrian comfort and safety. The tree-lined streets are configured such that homes “front-on” to the streets with porches and front doors rather than sound walls and garages. The streets are connected to one another to minimize cul-de-sacs and dead-end streets. Mini parks are distributed throughout the neighborhood. (Exhibit 21) Medium density, single-family homes are located adjacent to the existing storm water canal. These homes are on interlocking/small lot parcels that share driveways and a common recreation facility. The medium density units are described in greater detail in Exhibits 26 through 29. The medium density home east of Natomas

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

Exhibit 23: Development Area 2 - Conceptual Site Plan

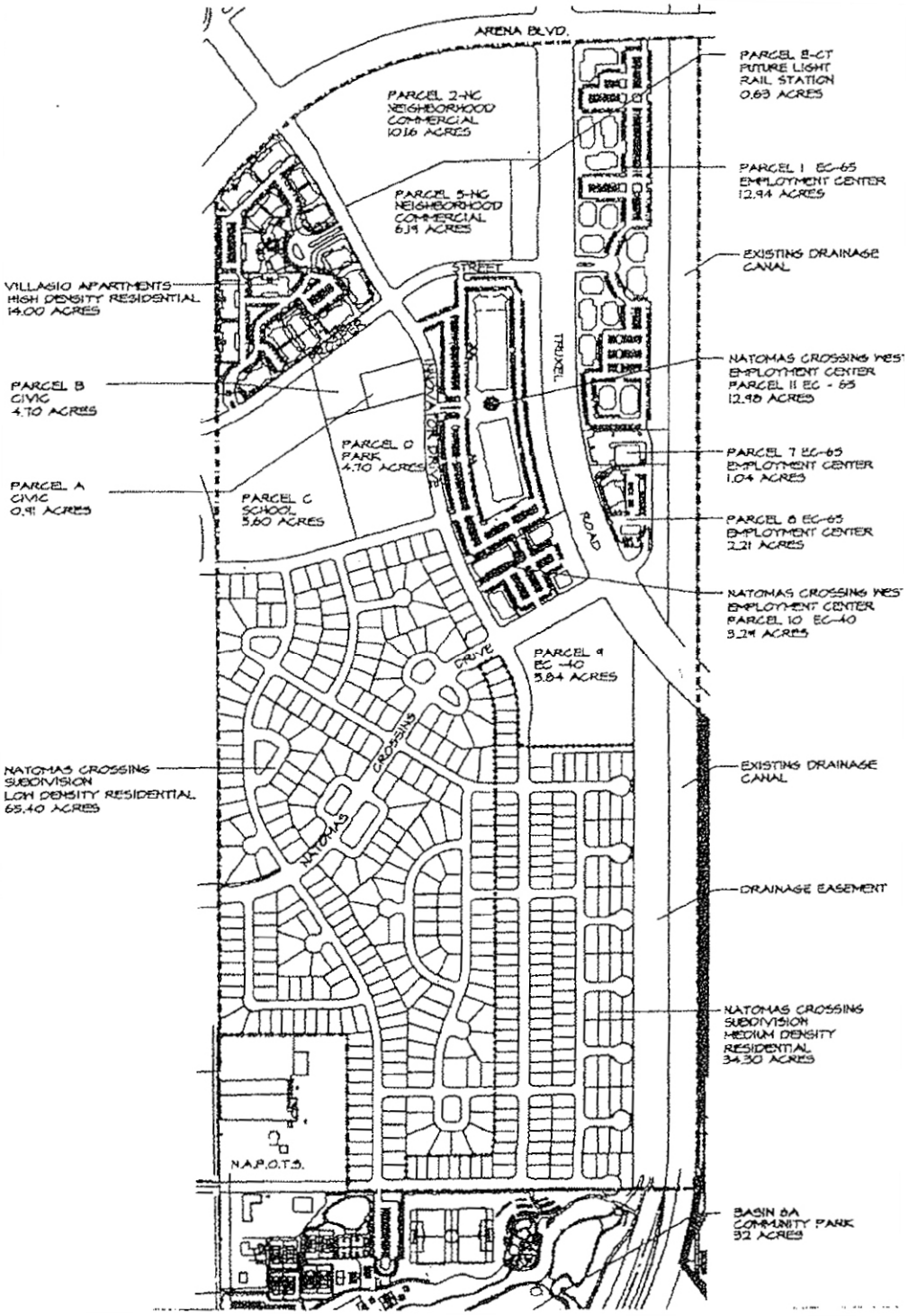


Exhibit 24: Natomas Crossing Subdivision

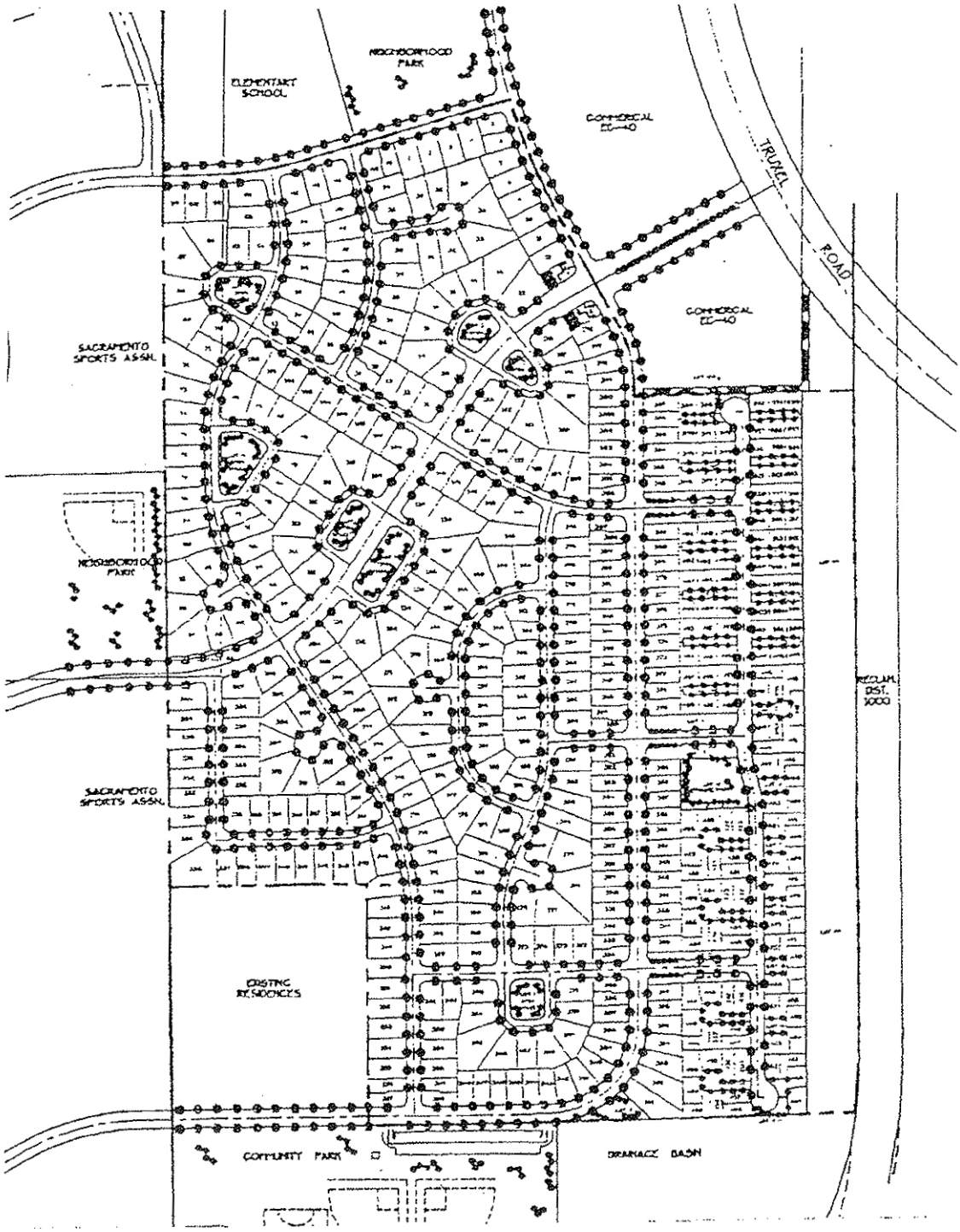
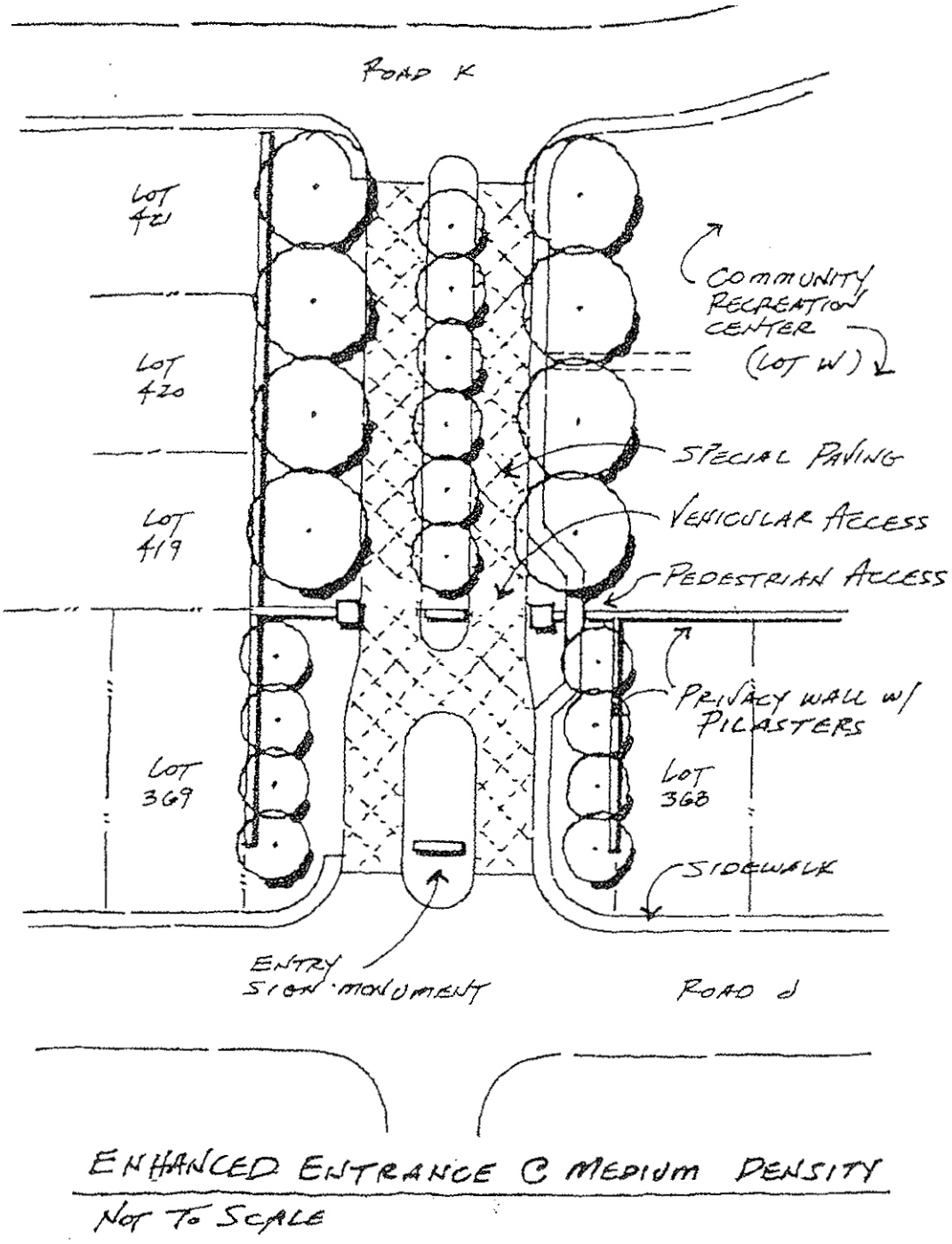


Exhibit 25: Enhanced Entrance



ENHANCED ENTRANCE @ MEDIUM DENSITY

NOT TO SCALE

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

a. Land Use

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

b. Adjacencies

Development Area 3 is adjacent to EC-40 to the north, EC-40 and residential to the east, Interstate 80 to the south and EC-40 to the west. The critical adjacency for Development Area 3 is Interstate 5. This adjacency provides Development Area 3 with some of the highest visibility commercial property in the Sacramento region. This, combined with the activity generated by Arco Arena, will ensure a high degree of vehicular and pedestrian activity in and around Development Area 3 . Additionally, Development Area 3 must provide a suitable interface with the residential uses located to the east.

c. Site Access

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

d. Building Orientation

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

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

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

e. Parking

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

f. Amenities

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

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

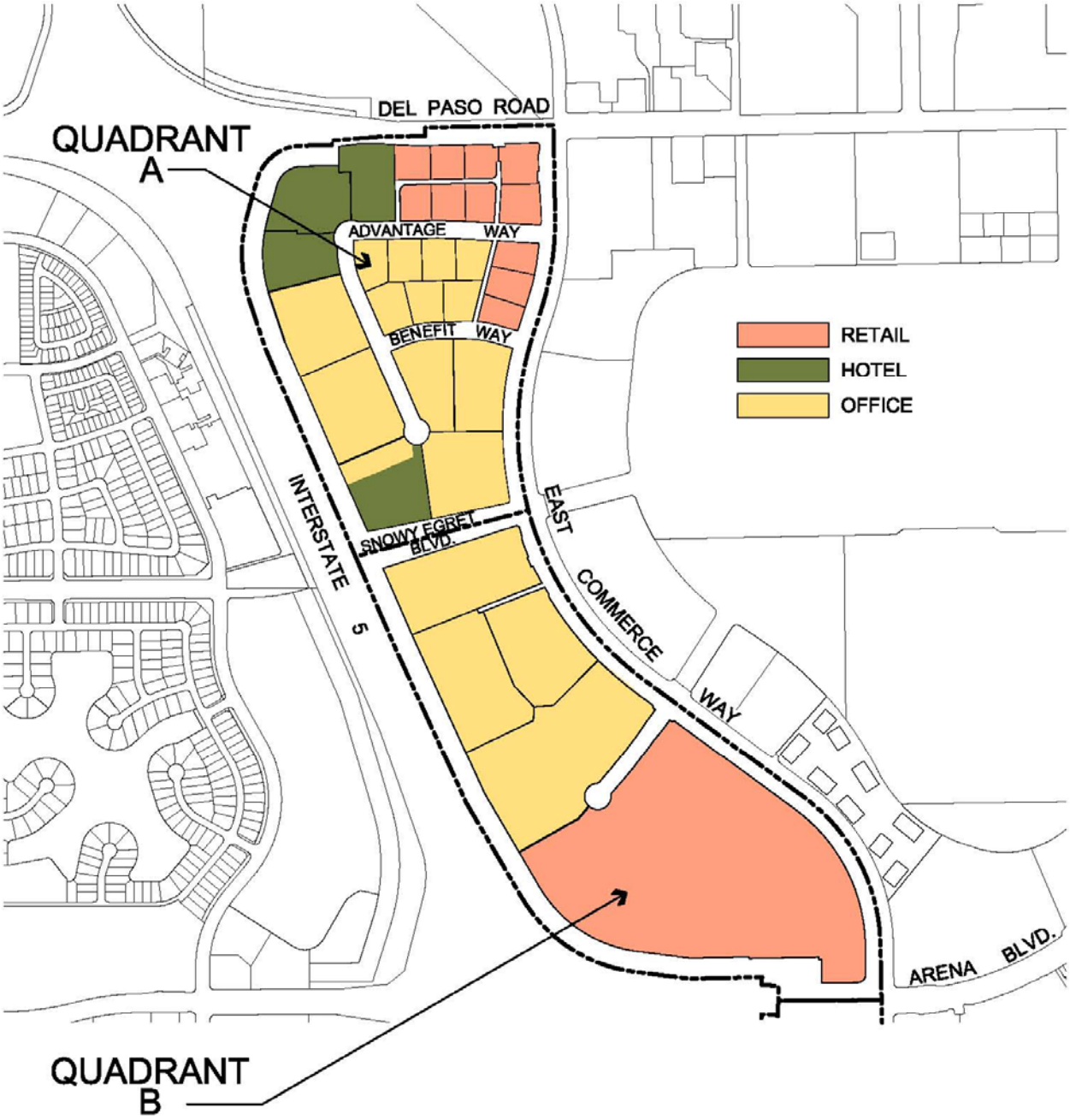


Exhibit 27: Development Area 3 (South) - Conceptual Site Plan

C. Site Specific Design Criteria

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

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

1. Commercial Development

a. Commercial Building Setbacks and Orientation

(1) Due to the wide variety of land uses possible within the commercial zoning, setback and orientation issues shall be reviewed by the City of Sacramento on a case-by-case basis. This review will be conducted during the special permit review.

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

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

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

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

b. Commercial Building Height

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

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

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

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

c. Commercial Architecture

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

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

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

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

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

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

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

d. Circulation and Parking

(1) Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.

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

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

(4) Structured parking fronting a major roadway shall provide retail and/or commercial uses on the first floor level and articulated facades on the remaining levels that harmonize with adjacent architecture.

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

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

(7) Truck loading docks should be designed as an integral part of the buildings and should not be oriented to any public right-of-way, freeway, or adjacent residential area.

(8) Garbage and trash enclosures should be located away from public right-of-way and residential adjacencies, and screened from view with walls or plant materials. Such enclosures or screens shall be compatible with the architecture of the building.

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

e. Site Features

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

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

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

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

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

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

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

(8) No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature shall be visible from public areas.

2. Residential Development

Residential development within the PUD shall promote a sense of neighborhood, with the school and parks acting as a focal point to the neighborhood. Many

different housing products and a wide variety of densities are encouraged. The following guidelines for housing are therefore generic enough to apply to a multitude of potential solutions.

a. Residential Building Placement and Orientation

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

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

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

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

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

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

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

b. Residential Building Setback Standards

(1) Single-Family Detached Residential (6-8 du/ac) Building Setbacks: The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage and car. In all cases, the porch or entry feature will bring the "social" part of the dwelling closer to the sidewalk and naturally recess the garage. The porch and entry will be allowed within 12'-6" of the front property line (or in the case of split sidewalk, from back of walk), with a maximum front yard setback

of 15'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures A and B).

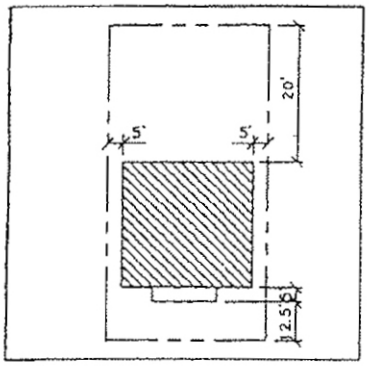
(a)	Porch/Entry	12'-6" min.	15'-0" Max.
(b)	Building	17'-6" min.	23"-0" Max
(c)	Side Yard	5'-0" or 0' at detached garages[1]	
(d)	Rear Yard	20'-0" Min	

(2) Single-Family Detached Residential (3-5 du/ac) Building Setbacks: The porch and entry will be allowed to within 15'-0" of the front property line, or in the case of split sidewalk, from the back of walk, with a maximum front yard setback of 20'-0". The purpose of a maximum setback is to maintain the consistency of the built edge of the street. The garage must be at least 5'-0" behind the building line. See Exhibit 28 (Figures C and D).

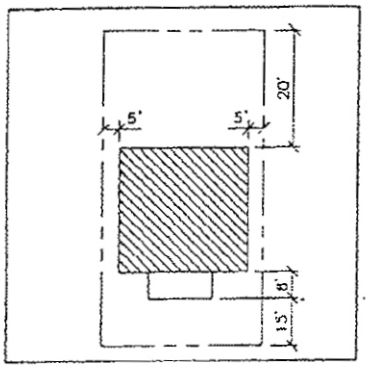
(a)	Porch/Entry	15'-0" min.	20'-0" Max.
(b)	Building	20'-0" min.	25"-0" Max
(c)	Side Yard	7'-6" or 0' at detached garages	
(d)	Rear Yard	20'-0" Min.	

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

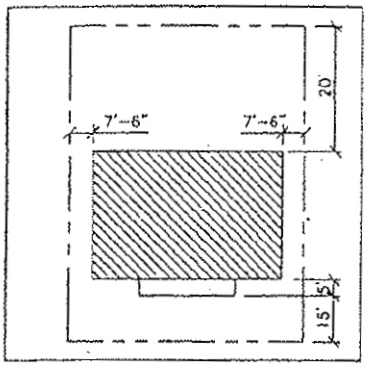
Exhibit 28: Single-Family Residential Building Setback Diagrams



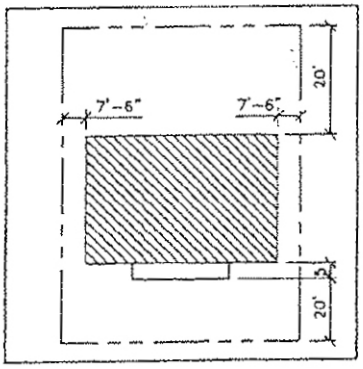
A. SETBACK (SHOWS MIN.)
5–8 DU/AC



B. SETBACK (SHOWS MAX.)
5–8 DU/AC



C. SETBACK (SHOWS MAX.)
3–5 DU/AC



D. SETBACK (SHOWS MAX.)
3–5 DU/AC

(3) Small Lot Single-Family Detached Residential (8-12 du/ac) Building Setbacks: Many setback variations are possible within small lot single-family densities. This category includes housing such as zero lot line, "Z"-lots, and patio homes. Setbacks adjacent to public roads must conform to the standards set for the density of the development unit noted above. Setbacks between buildings, internal property lines, and private roads/drives shall be reviewed by the city on a case-by-case basis during the city PUD schematic plan and special permit review. The encroachment into the side and rear yard setbacks for shade structures such as trellis, patio covers, and/or awnings will be allowed, if in compliance with the City Building Code. See Exhibits 39, 40, and 41.

(4) Half-plexes: Half-plex units shall adhere to the setback standards established for single-family detached residential 6-8 du/ac, Section b-1 above. Corner lots designated for half-plex development shall have two separate driveways each entering from a different street except when located on the corner of a collector. The entry and porch elements for each of the units will face the alternate streets and the drives must be set back from the corner to meet city standards. Where possible, one garage should separate the two units. In no case shall the driveway border and run parallel to the street. See Exhibit 29 (Figure A).

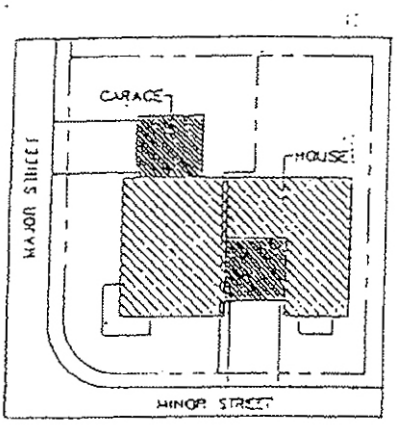
(5) Townhomes: Special building configurations should be considered for townhouse development to create a built environment consistent with the single-family standards established within this document. This includes provisions for front porches, front door visibility, and garage setback from house. Garage access from alleys or shared driveways should be considered. The porch and entry will be allowed to within 12'-6" of the front property line, or in the case of split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". The garage must be at least 5'-0" behind the building line. See Exhibit 29 (Figure B).

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

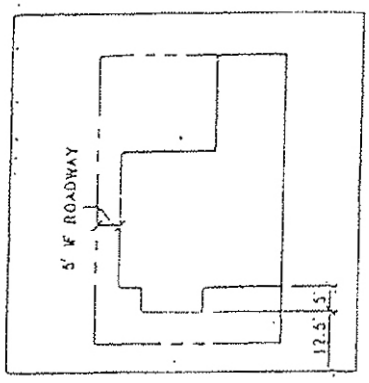
(6) Condominiums and Apartments: Special consideration should be considered for the higher density housing types. The scale and character of the architecture should be residential to blend with surrounding single-family development, porches are encouraged. Garages and/or parking should be located away from public roadways, i.e., internal to the development, such that front door entries are accessed from public sidewalks. The building entrances will be allowed to within 12'6" of the front property line or in the case of split sidewalk, from back of walk, with a maximum front yard setback of 15'-0". Garages and/or surface parking lots shall be located at least 5'-0" behind the adjacent building line.

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

Exhibit 29: Single-Family Attached Residential Building Setback Diagrams

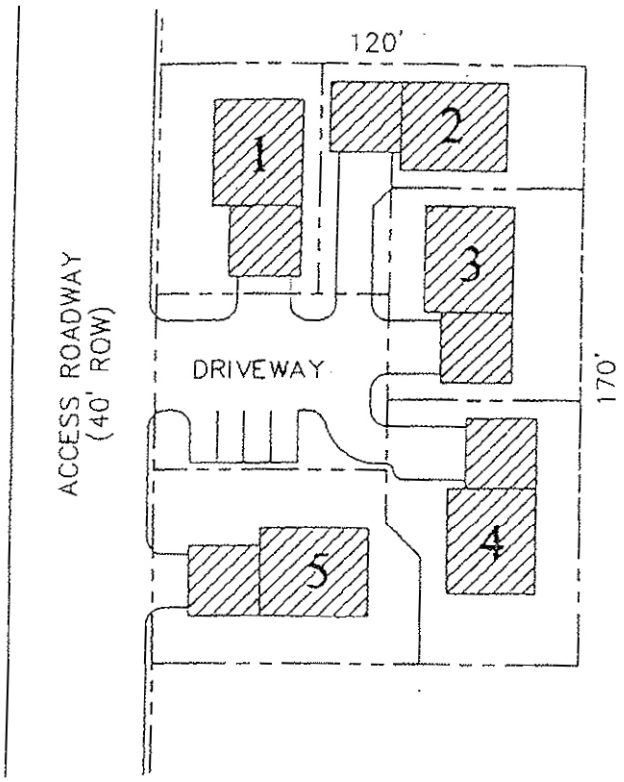


A. HALF PLEX



B. TOWNHOUSE

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



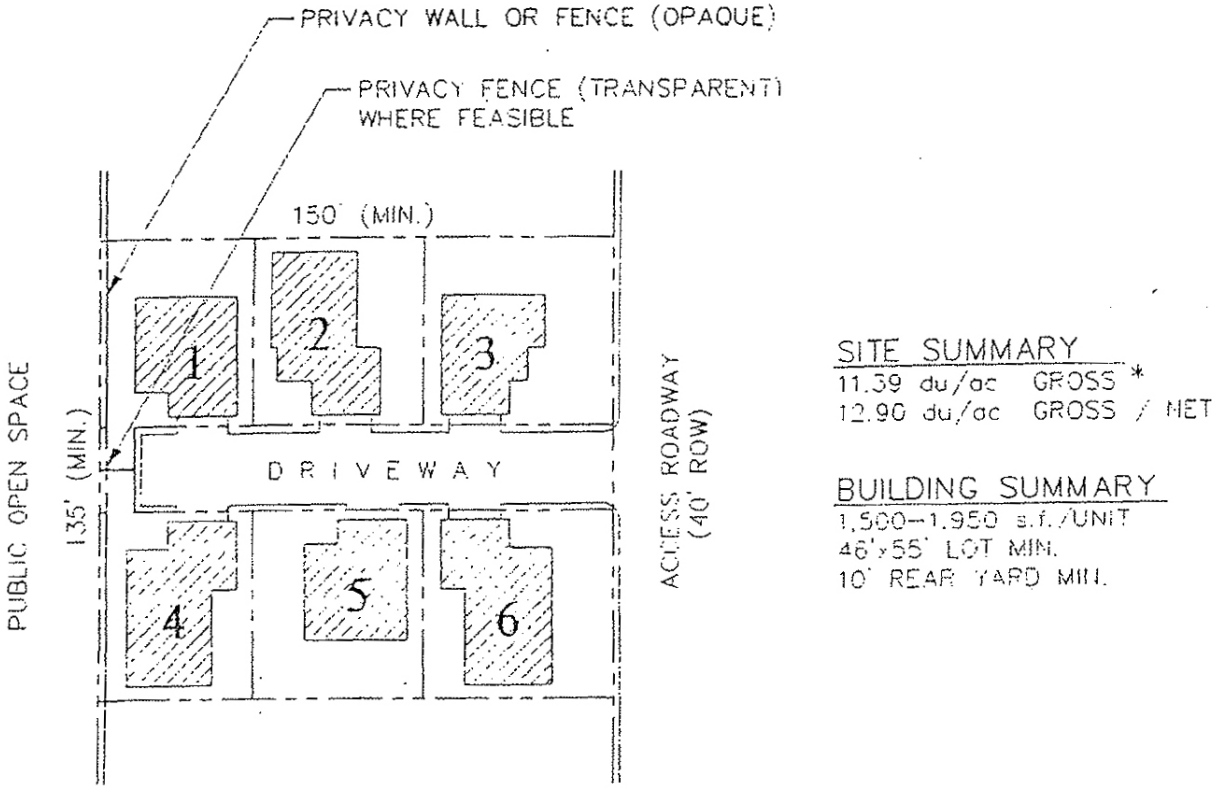
SITE SUMMARY
9.15 du/ac GROSS *
10.67 du/ac GROSS / NET *

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

* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

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

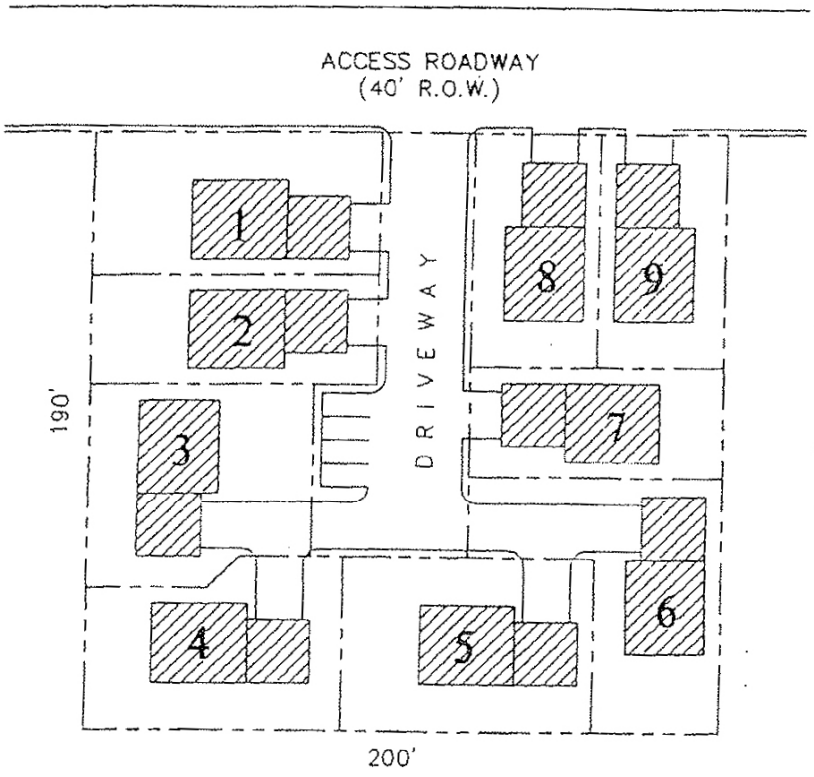
Exhibit 31: Six Unit Proto-Typical Lotting for North Natomas



* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

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

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



SITE SUMMARY
9.33 du/ac GROSS *
10.31 du/ac GROSS / NET *

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

* GROSS ACREAGE CALCULATED TO CENTER LINE OF ACCESS ROADWAY.

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

c. Residential Building Height

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

d. Residential Architecture

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

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

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

(2) Model Variations: In order to prevent the appearance of home builder "villages" and promote the sense of a whole community, each home builder must develop as much variety in design and material as possible within each neighborhood. Each area of 100 or fewer homes must have at least three models with three elevations and material change variations. For villages above 100 units, at least four models with three variations each are required. Additional homes may require additional plans and elevation. A consistent "style" for a group of homes should be avoided. For example, a "unit" with similar materials and architectural style throughout will not be allowed. The different models should exploit the possibilities of variation offered by the garage location and entry-porch options outlined above, as well as variations in floor plan.

The elevation variations should expand on these differences with differing porch treatments, window design, surface materials, roofing materials, and bay treatments. For example, elevation variation should use different architectural styles, building massings and details, as well as different facade and roof materials. No identical model and elevation type will be allowed side by side, except single-

family attached units. Roofing material must vary in type, such as cedar shake, tile and composition shingles, not just configuration. Of the elevation variations, at least two different primary roofing and siding materials are required on the front facade. Similar materials with different colors will not be allowed.

(3) Projections and Bays: In order to encourage variety and scale in the facades, bays and projections of up to 3'-0" will be allowed in the front yard setback. These projections must be designed in such a way to avoid visual competition with front porches or entries. See Exhibit 33 (Figure A).

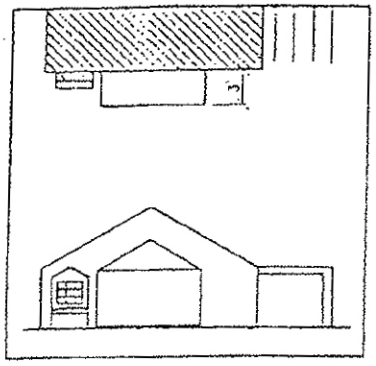
(4) Porches: The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It is also to provide a social edge to the private dwelling in which people can choose to “see and be seen” along the neighborhood streets. The porch will be required in 20 percent of the houses within the PUE (S.F. & M.F.) and will have a minimum depth of 5'-0" and a minimum length of 50 percent of the *primary front building facade*. The porch should provide space for the primary entrance to the house and be covered by a roof. It is recommended that the porch be raised 8" - 12" or at least one step above adjacent grade. The porch can be integrated with second floor elements to provide balconies and decks. Various types of roof supports are encouraged and cantilevered roofs are not allowed. The front door must be clearly visible from the street. See Exhibit 33 (Figures B and C).

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

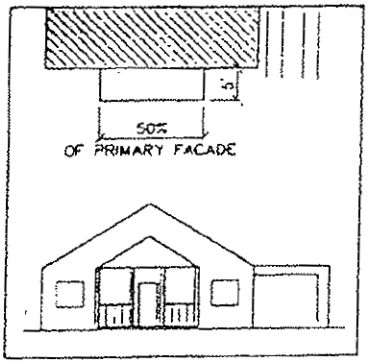
(5) Entries: In those houses without porches, a strongly articulated entry feature facing the street is required. This feature must clearly mark the entry and provide a minimum sheltered area at the front door. It must provide a covered area of no less than 4'-0" deep and 6'-0" wide with no more than 2'-0" of that depth recessed. Its architectural elements must be proportioned and detailed to create a sense of permanence and strength. The front door must be clearly visible from the street. See Exhibit 33 (Figures D and E).

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

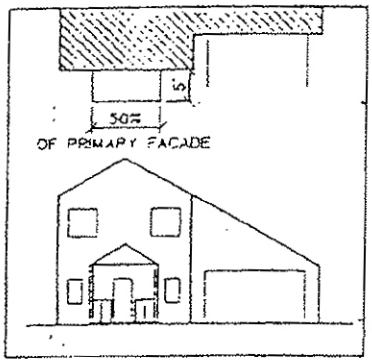
Exhibit 33: Residential Arch Standards



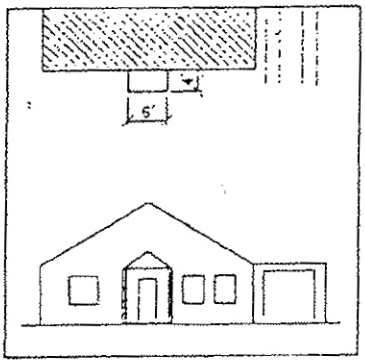
A. PROJECTIONS & BAYS



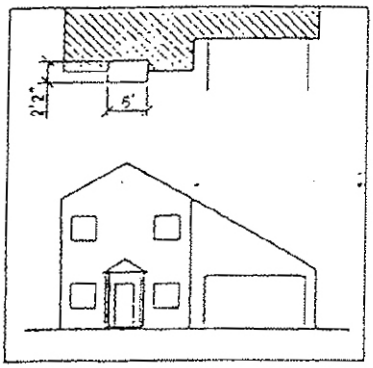
B. PORCH @ SIDE DRIVE



C. PORCH @ FRONT DRIVE



D. ENTRY @ SIDE DRIVE



E. ENTRY @ FRONT DRIVE

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

e. Driveways and Garages

(1) Driveways: Driveway widths will be minimized where ever possible. Shared driveways between two or more homes will be considered where practical, and where common maintenance and/or ownership can be achieved.

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

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

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

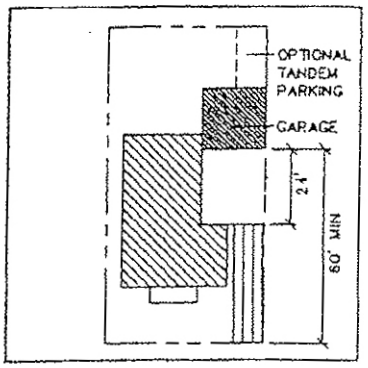
3. The alley option is only available in selected locations. In this case, the face of the garage would be located 16' from the centerline of a 20' paved alley at the rear of the lot (i.e., a 6'-0" setback from edge of alley). Light fixtures should be mounted onto garages so as to provide adequate lighting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

Garage Setbacks:

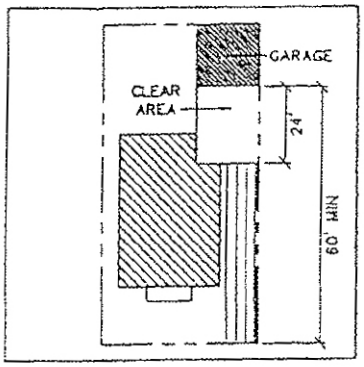
Option A (side drive)	60'-0" min. from front property line.
Option B (front)	21'-0" min. or 5'-0" behind primary facade line.
Option C (alley)	16' from center of alley.

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

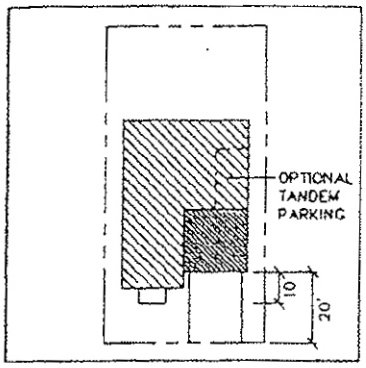
Exhibit 34: Residential Garage Standards



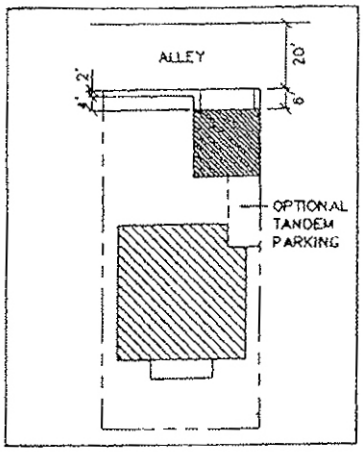
A. SIDE DRIVE (ATTACHED)



B. SIDE DRIVE (DETACHED)



C. FRONT GARAGE



D. ALLEY GARAGE

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

f. Circulation and Parking

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

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

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

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

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

g. Site Features

(1) Street trees: The intent is to create a heavy "canopy" over the sidewalk. Specified street trees will be a located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalks where tree will be located at the center of the planter strip, and spaced according to an approved street plan at approximately 25 feet to 35 feet on center, depending on lot size. A minimum of one tree per lot is required in single-family projects. Multi-family projects shall provide one tree at 30-foot o.c.

(2) Fence and Fencing Material: Side yard, rear yard, and alley fences should be 6'-0" high. Front yard fences and side yard fences within the front yard setback shall be a maximum height of 3'-0". Fences shall be mainly constructed of stained wood, masonry, and/or metal; other fencing materials must be consistent with the materials and architecture of the homes. In no cases will cyclone or wire fencing be allowed. Front yard fences must be at least 50 percent open to provide visibility between the front yard and the public street. The top rail of the fence shall be unbroken horizontally across the width of the lot. Alley fences must be coordinated to have unified material for the run of the alley.

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

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

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

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

APPENDIX

A

NATOMAS CROSSING

AREA #3 PROJECT SIGNAGE GUIDELINES

8.18.04

Revised 6.17.09

prepared by

Weidner Architectural Signage

Ross/Luthin Creative

NATOMAS CROSSING

Contents

1.1 INTENT & PURPOSE

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

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

1.2 APPROVALS & COMPLIANCE

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

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

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

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

1.3 DEFINITION OF TERMS

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

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

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

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

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

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

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

1.4 PROHIBITED SIGN TYPES

1.4.1 Unsafe or Inadequately Maintained Signs

All sign materials to be constructed of noncorrosive materials or have noncorrosive finishes.

No signs shall be permitted on canopy roofs or building roofs.

No sign or any portion thereof may project above the building or top of the wall upon which it is mounted, without prior written consent of the Architectural Review Committee.

No signs perpendicular to the face of the building shall be permitted, without prior written consent of the Architectural Review Committee.

No exposed bulb signs are permitted.

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

1.5 OFFICE USE - DETACHED SIGNAGE

1.5.1 One on-site internally illuminated monument sign shall be allowed per parcel. Should either parcel further subdivide, tenants will locate detached signage on either common monument sign; no additional monument signs will be allowed.

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

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

1.5.4 Location: to be located at the major entry/exit to the parcel. May be placed in the setback area; however, the sign must be located farther than five feet from the public right-of-way and farther than ten feet from any driveway. Landlocked parcels with no street frontage shall be permitted one on-site, detached monument sign per parcel.

1.6 OFFICE USE - ATTACHED SIGNAGE

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

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

1.6.1 Materials, Construction and Design

a. Signs may be constructed of metal individual letters, marble, granite, ceramic tile, or other comparable materials that convey a rich quality, complementary to the material of the building exterior. Examples of acceptable metal materials are chrome, aluminum, brass, stainless steel, or fabricated sheet metal. Wood signs and cabinet signs are specifically prohibited.

b. Individual metal letters shall be applied to the building with a non-distinguishable background, in a consistent manner to be established by the Architectural Review Committee.

1.6.2 Illumination

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

b. Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.

c. Internally lit acrylic signs are permitted.

1.6.3 Location

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

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

c. A sign may be located in the "upper signage area," the area bounded by the top of the windows of the tallest floor of the building and the building parapet line. "Upper signage area" shall be defined as the area bounded by (1) the top of the windows of the highest floor of the building; (2) the building parapet line; and (3) the two vertical edges of the building face on which the sign is attached.

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

1.6.4 Wording and Logos

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

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

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

d. In a scale consistent with 6 (a), (b), and (c) above, the Planning Director shall determine the maximum size of the following types of signs:

(1) Signs located other than as specified in 6 (a) and (c) above.

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

1.6.5 Quantity

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

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

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

1.7.2 Maximum Area of each Sign: forty-eight (48) square feet.

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

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

1.8 HOTEL, MOTEL, AND SUPPORT COMMERCIAL USES - ATTACHED SIGNAGE

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

1.8.1 Materials, Construction, and Design

a. Signs may be constructed of metal individual letters, marble, granite, ceramic tile, internally illuminated transparent face chanel letters or other comparable materials that convey a rich quality complementary to the material of the building exterior. Examples of acceptable metal materials are chrome, brass, stainless steel, or fabricated sheet metal. Cabinet signs and wood signs are not permitted.

b. Individual solid metal letters shall be applied to the building with a non-distinguishable background. Letters shall be pegged-out from the building face at least one and one-half (1 1/2") inches and be reverse pan channel construction.

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

1.8.3 Illumination

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

b. Lighting shall not produce a glare on other properties in the vicinity and the source of light shall not be visible from adjacent property or a public street.

1.8.4 Location

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

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

c. A sign may be located in the "upper signage area." "Upper signage area" shall be defined as the area bounded by the: (1) top of the windows of the highest floor of the building: (2) the building parapet line; and (3) the vertical edges of the building face on which the sign is attached.

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

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

1.8.6 Maximum Signage

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

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

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

d. Attached building signs shall not exceed fifty (50) square feet each.

e. In a scale consistent with (a), (b), and (c) above, the Planning Director shall determine the maximum size of the following types of signs:

(1) Signs located other than as specified in (a) and (c) above.

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

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

1.9 HIGHWAY COMMERCIAL - ATTACHED AND DETACHED SIGNAGE

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

1.10 AUTO / GAS SERVICE STATIONS - ATTACHED AND DETACHED SIGNAGE

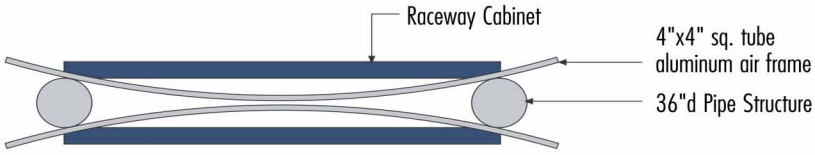
1.10.1 Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

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

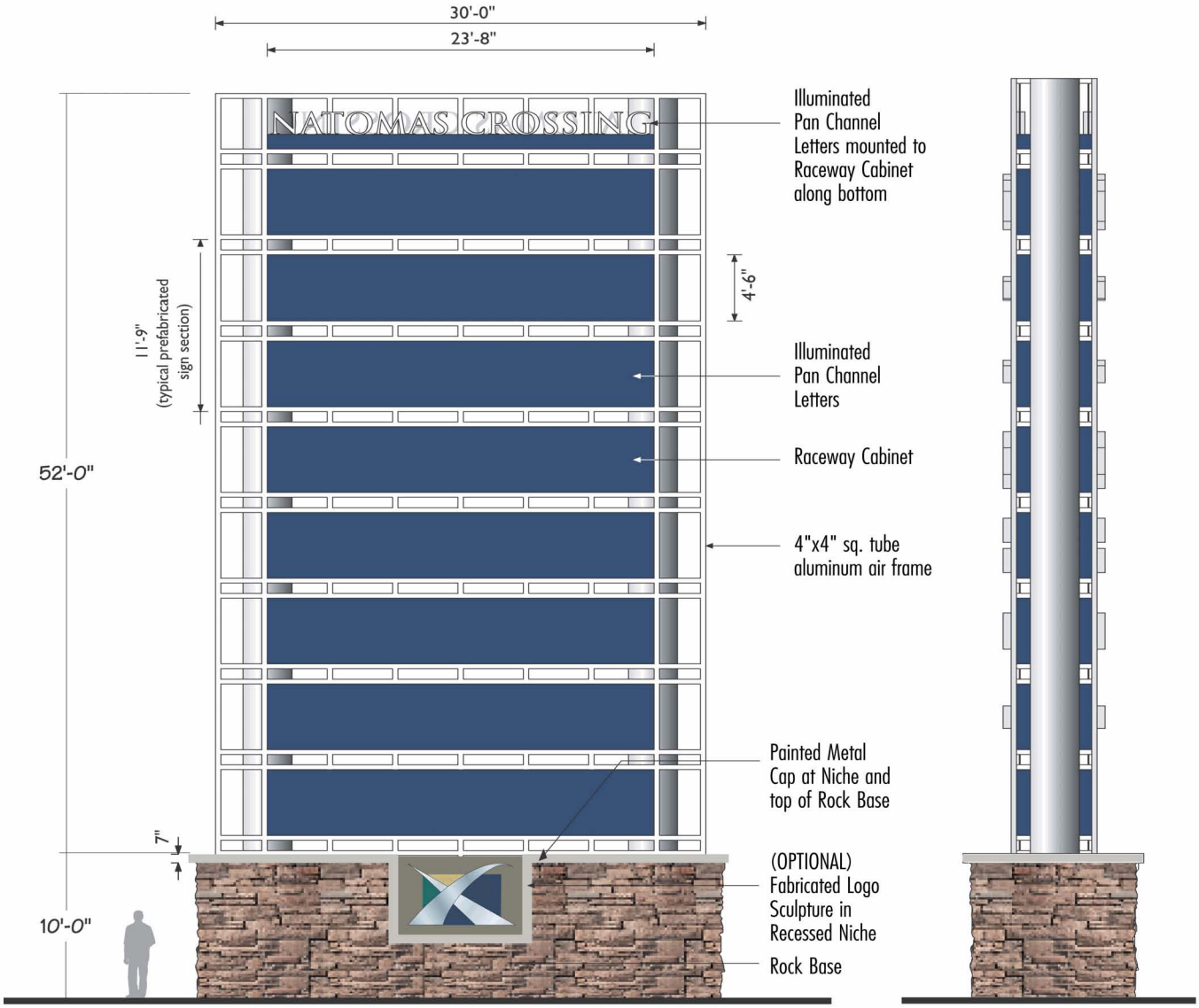
1.11.0 Attached and detached signage shall be allowed consistent with the City Sign Ordinance (Chapter 15.148 of the Sacramento City Code).

NATOMAS CROSSING

Signage Exhibits


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

TOP


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

A Multi Tenant ID Sign

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

Quantity: 1 Sign fronting Hwy 5

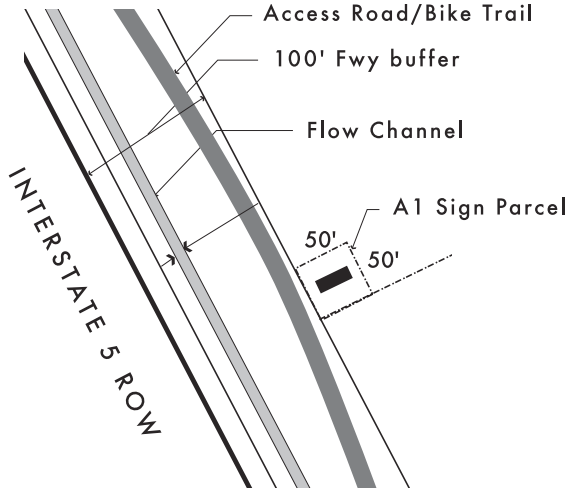
Allowable Messages:
- Project ID
- Tenant ID

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

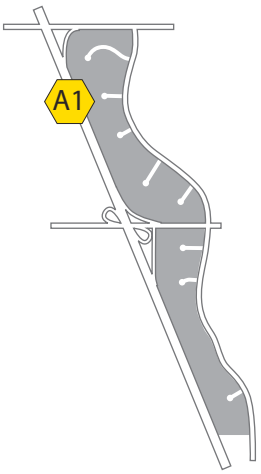
Area:
- 12.5 s.f. Project ID
- 8.875 s.f. per tenant face

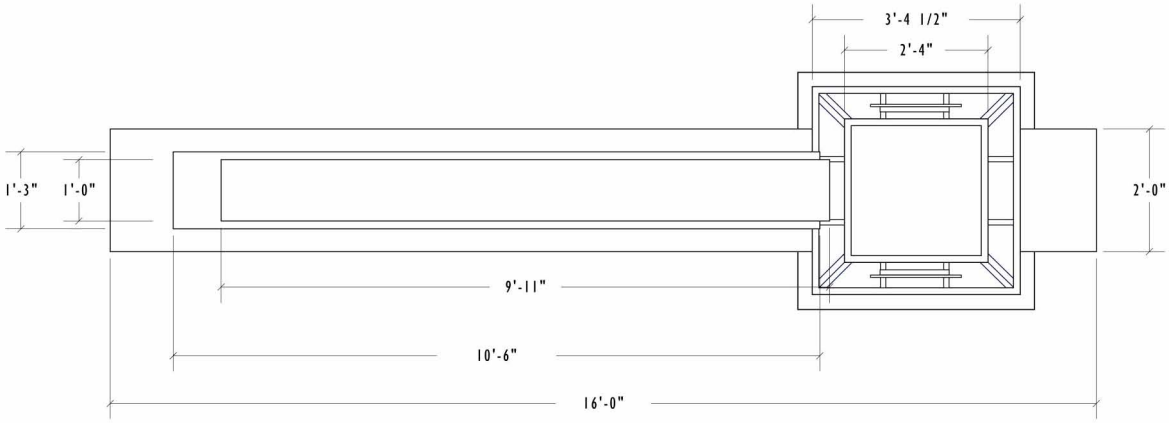
Lighting:
- Halo, indirect and/or internal illumination.

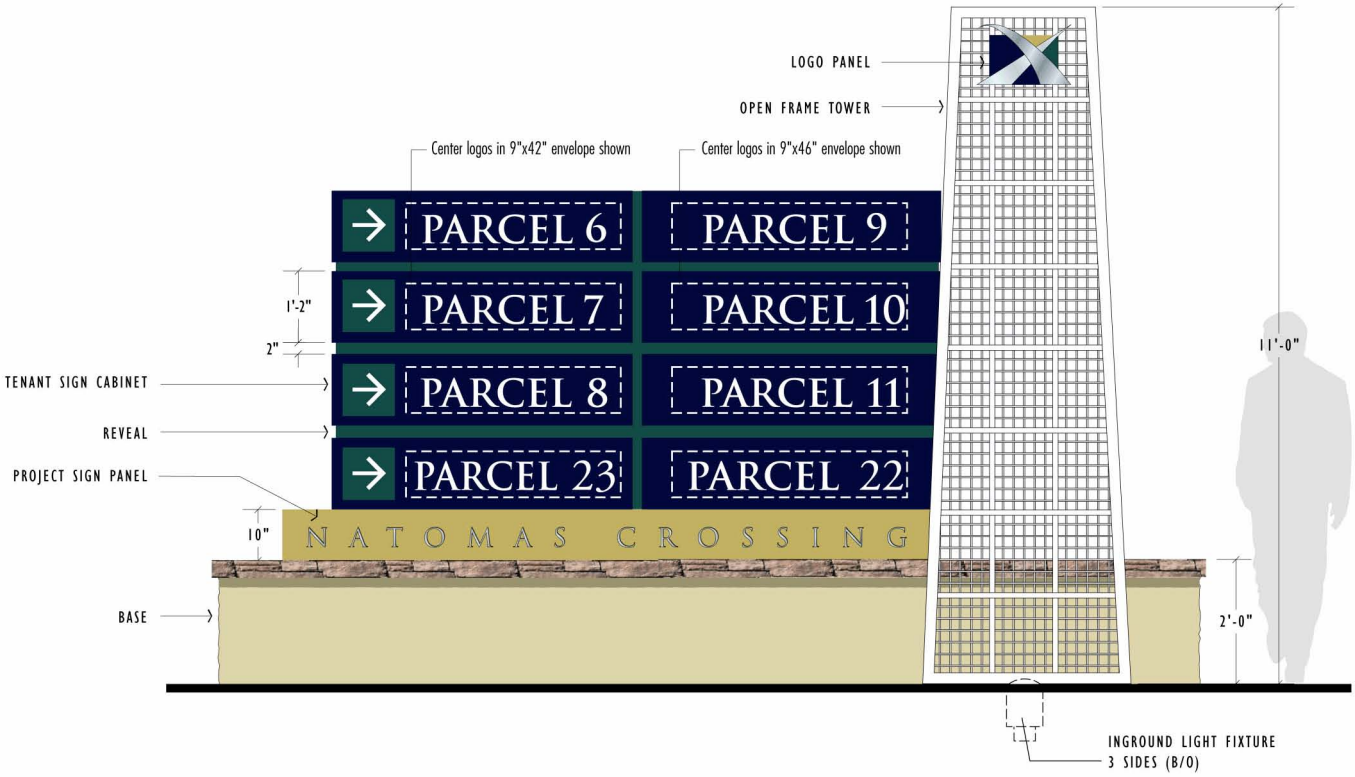
Materials:
Stone, natural and painted metals, acrylic for illuminated portions of sign, and printed materials.



A1 SIGN LOCATION PLAN




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


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

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C Multi Tenant Directional Sign

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

Allowable Messages:
- Tenant Names
- Directional Arrows

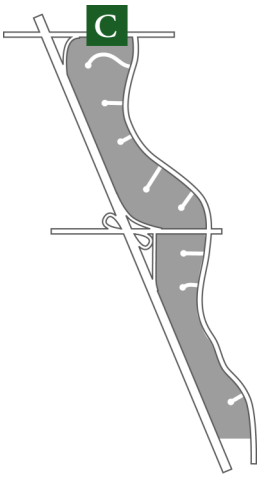
Height: 11' to top of feature

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

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

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

SIGN LOCATION PLAN



NATOMAS CROSSING

APPENDIX

B