

RESOLUTION 2025-0325

Adopted by the Sacramento City Council

December 2, 2025

Approving the Airport South Industrial Planned Unit Development (PUD) Guidelines and Schematic Plan (P21-017)

BACKGROUND

- A. On June 26, 2025, the Planning and Design Commission conducted a public hearing on, and forwarded to the City Council the Airport South Industrial Annexation Project with a recommendation of approval; and
- B. On November 18, 2025 & December 2, 2025, the City Council conducted public hearings, for which notice was given pursuant to Sacramento City Code section 17.812.010 (2)(b) and received and considered evidence concerning the Airport South Industrial Annexation 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 Airport South Industrial Annexation Project, the City Council approves the Airport South Industrial Planned Unit Development Guidelines and Schematic Plan.

SECTION 2.

The City Council approves the Airport South Industrial PUD Guidelines and Schematic Plan based on the following Findings of Fact:

- A. The adoption of the PUD is consistent with the applicable general plan land use designation, use, and development standards; the goals, policies, and other provisions of the general plan; and any applicable specific plan in that it is designated as a Special Study Area in the General Plan and therefore an area anticipated for development. Furthermore, the annexation is consistent with LUP-1.3 in that the subject site is proposed for industrial use is within the overflight zone of the Sacramento International Airport. The annexation is consistent with LUP-1.4 in that it occurs prior to the provision of City services, and LUP-1.2 in that it includes several buffers between the project and the adjacent agricultural

areas. The annexation is consistent with several additional policies detailed in the staff report, including but not limited to LUP-2.5 and LUP-7.5; and

- B. The designation promotes the public health, safety, convenience, and welfare of the city in that it sets site layout/building design standards and design guidance for the development of warehouse and light industrial buildings to provide a needed economic asset for the region while minimizing impacts on adjacent users; and
- C. The zoning classification of the subject parcels is consistent with the proposed adoption of the PUD in that the parcels are zoned light industrial and highway commercial consistent with the uses planned for the property in the PUD.

SECTION 3.

The Planned Unit Development Guidelines and Schematic Plan for the Airport South Industrial PUD are adopted as attached hereto as Exhibit A.

SECTION 4.

Exhibits A is a part of this Resolution.

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Exhibit A – Airport South Industrial Planned Unit Development Guidelines and Schematic Plan

Adopted by the City of Sacramento City Council on December 2, 2025, by the following vote:


Ayes: Members Dickinson, Guerra, Jennings, Pluckebaum, and Mayor McCarty

Noes: None

Abstain: Members Talamantes and Vang

Absent: None

Recused: Members Kaplan and Maple

Attest:  12/19/2025
Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

AIRPORT SOUTH INDUSTRIAL

PLANNED UNIT DEVELOPMENT GUIDELINES

City of Sacramento



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SECTION 1

PLAN OVERVIEW

1.1 PURPOSE AND INTENT

The purpose of the Airport South Industrial Planned Unit Development Design Guidelines is to establish minimum site layout/building design standards and design guidance for the development of warehouse and light industrial buildings. Unless otherwise provided for in the PUD Design Guidelines the highway commercial portion of the development will use the existing City's citywide commercial design guidelines.

The design standards and guidelines are divided into 7 different sections as follows:

- **Section 1 - Plan Overview**

Plan overview section provides the local context for the project and the PUD principles and objectives

- **Section 2 - Land Use**

The Site design section addresses site layout, building and parking requirements, and stormwater requirements

- **Section 3 - Site Design**

The Building design section addresses architectural requirements

- **Section 4 - Building Design**

The Landscaping section addresses plant selection, locations, fencing and screening

- **Section 5 - Landscaping**

The Signage section addresses building and monument/pylon after the word monument signs

- **Section 6 - Signage**

The Lighting sections addresses exterior building and parking lot illumination

- **Section 7 - Lighting**

The Land Use section addresses the Land Use Plan and prohibited uses

AIRPORT SOUTH INDUSTRIAL PUD GUIDELINES

THE SITE IS LOCATED ON THE
SOUTH SIDE OF I-5 AT METRO
AIR PARKWAY INTERCHANGE



SECTION 2

LAND USE

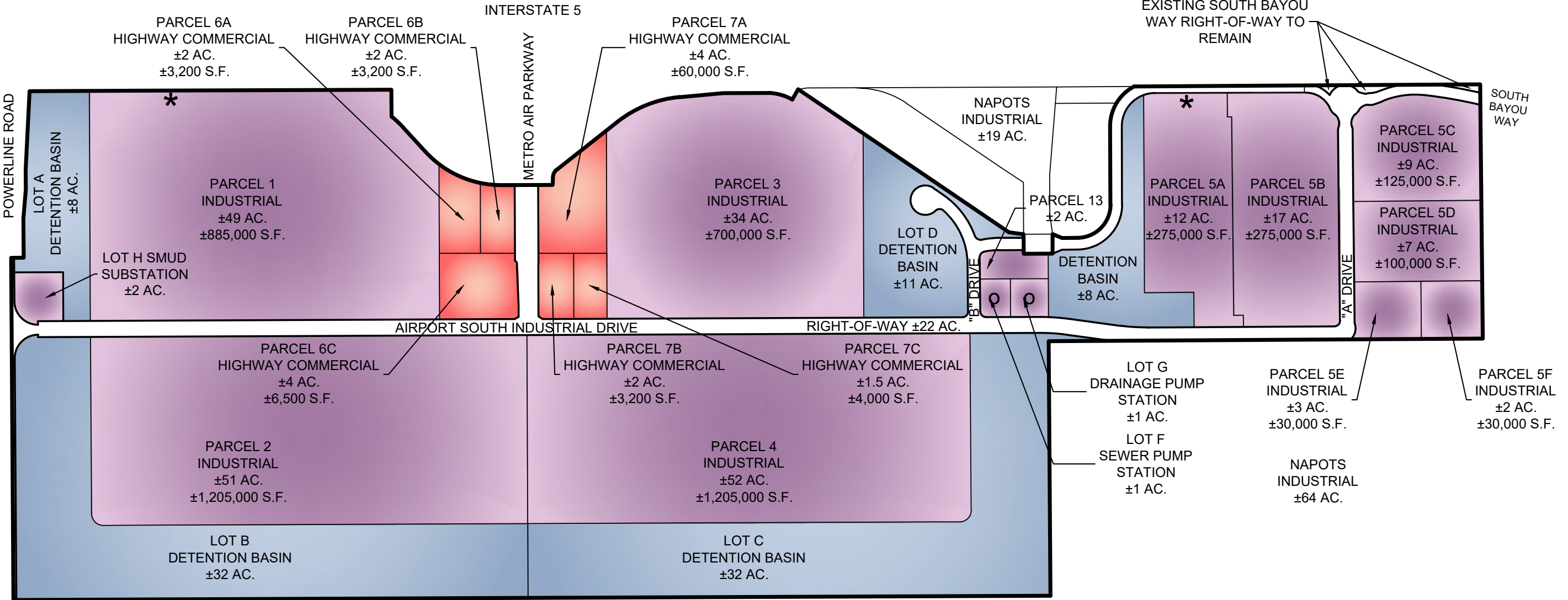
AIRPORT SOUTH INDUSTRIAL PUD GUIDELINES

Contains the Schematic Plan and prohibited uses

2.1 SCHEMATIC PLAN

LEGEND:

HIGHWAY COMMERCIAL	<div></div>
LIGHT INDUSTRIAL	<div></div>
DETENTION	<div></div>
IDENTIFICATION SIGN LOCATIONS	*
PUMP STATION	O



2.2 PERMITTED USES

All uses permitted in the M-1 and HC zones are permitted except for those prohibited in 2.3 below.

2.3 PROHIBITED USES

The following uses are not allowed in the Light Industrial, M-1 zoned areas of the Airport South Industrial development:

- Residential uses
- Adult entertainment business
- Laundromat, self-service
- Mortuary, crematory, cemetery
- Museum
- Cannabis manufacturing; cannabis testing; cannabis dispensary; cannabis cultivation, distribution, manufacturing
- Railroad ROW
- Amusement center, outdoor
- Bar, nightclub
- Cardroom
- College campus; School, K-12
- Correctional facility
- Drive-in theater
- Golf Course; driving range
- Gun range; rifle range
- Veterinary clinic; veterinary hospital; Kennel
- Animal slaughter
- Boat dock, marina
- Heliport; helistop
- Junk yard
- Livestock yard
- Solid waste landfill
- Surface mining operations
- Wells, gas and oil

* “Warehouse; distribution center” as defined by Sacramento City Code section 17.108.240 shall be prohibited on Parcels 5D, 5E, & 5F.

SECTION 3

SITE DESIGN

3.1 PRINCIPLES AND OBJECTIVES

The site design standards are to ensure that all development within Airport South Industrial will result in an attractive, desirable, and secure environment.

3.2 SITE LAYOUT

The site is anticipated to develop for tenants primarily focused on warehouse and distribution uses, light manufacturing and assembly, cold storage, and other uses as indicated in City of Sacramento Planning and Development Code Section 17.220, M-1 zone except those listed in the Land Use Section 2.

- Building sizes in the M-1 zoning district are anticipated to be 500,000 SF and larger but there are no minimum or maximum building sizes
- Buildings may have one or multiple tenants
- Buildings should be orientated as necessary to meet tenant requirements

3.3 PARKING

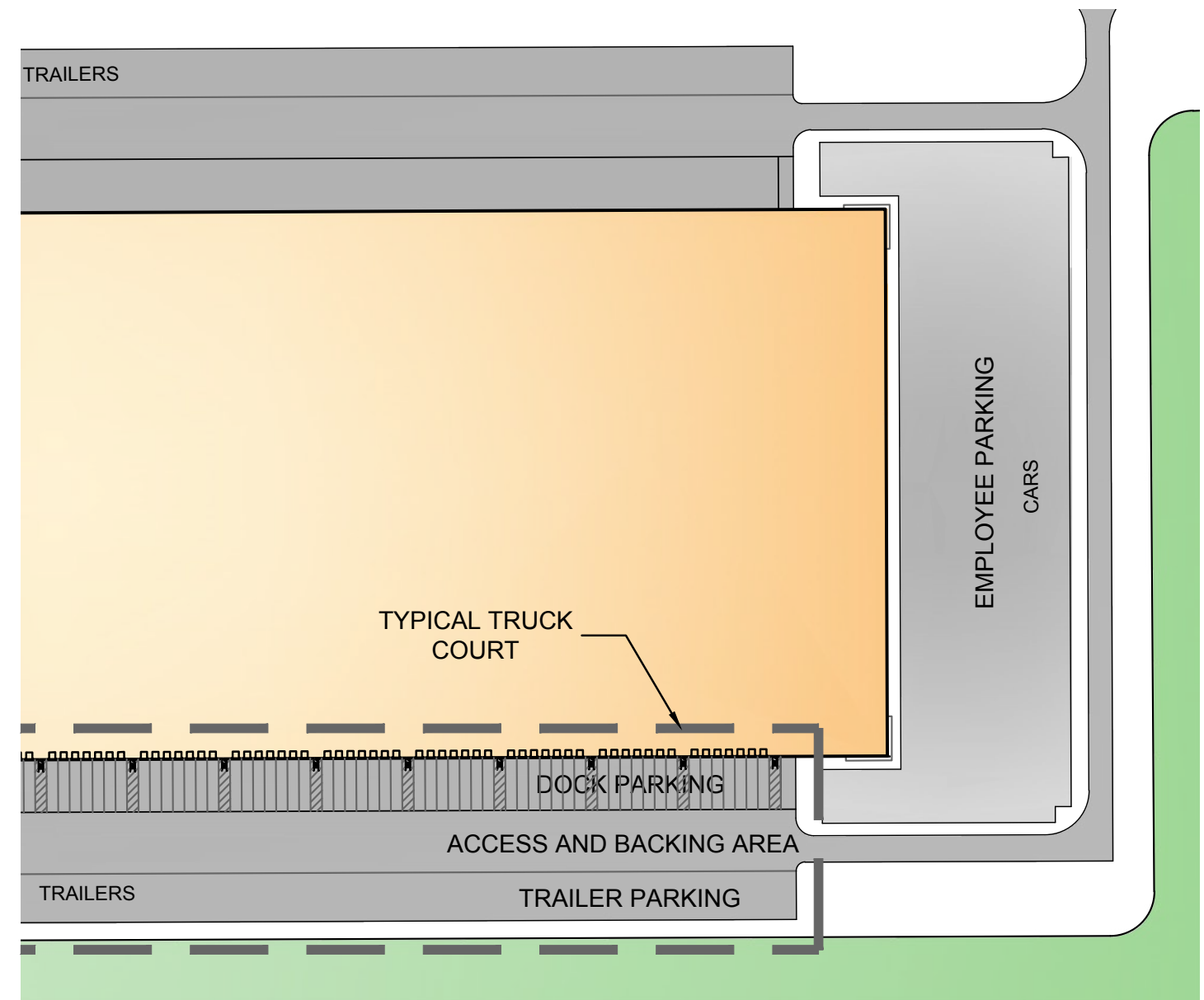
Parking shall be provided to meet the tenant requirements as follows:

- Vehicle parking shall be located in a close proximity to the building
- Parking ratio shall be provided per Title 17 of the Sacramento City Code
- The use of cool pavement is acceptable but not required
- Bicycle parking shall be provided per Title 17 of the Sacramento City Code

3.4 TRUCK COURTS

The truck court is where trucks access the docks, where trailers are parked, and where trash compactors can be located. Truck courts are provided to serve the following functions:

- Docks and loading spaces shall be provided to meet tenant requirements
- Trash and recycling compactors are subject to the requirements of City Code Chapter 17.616 and shall be located adjacent to the building and away from street frontages

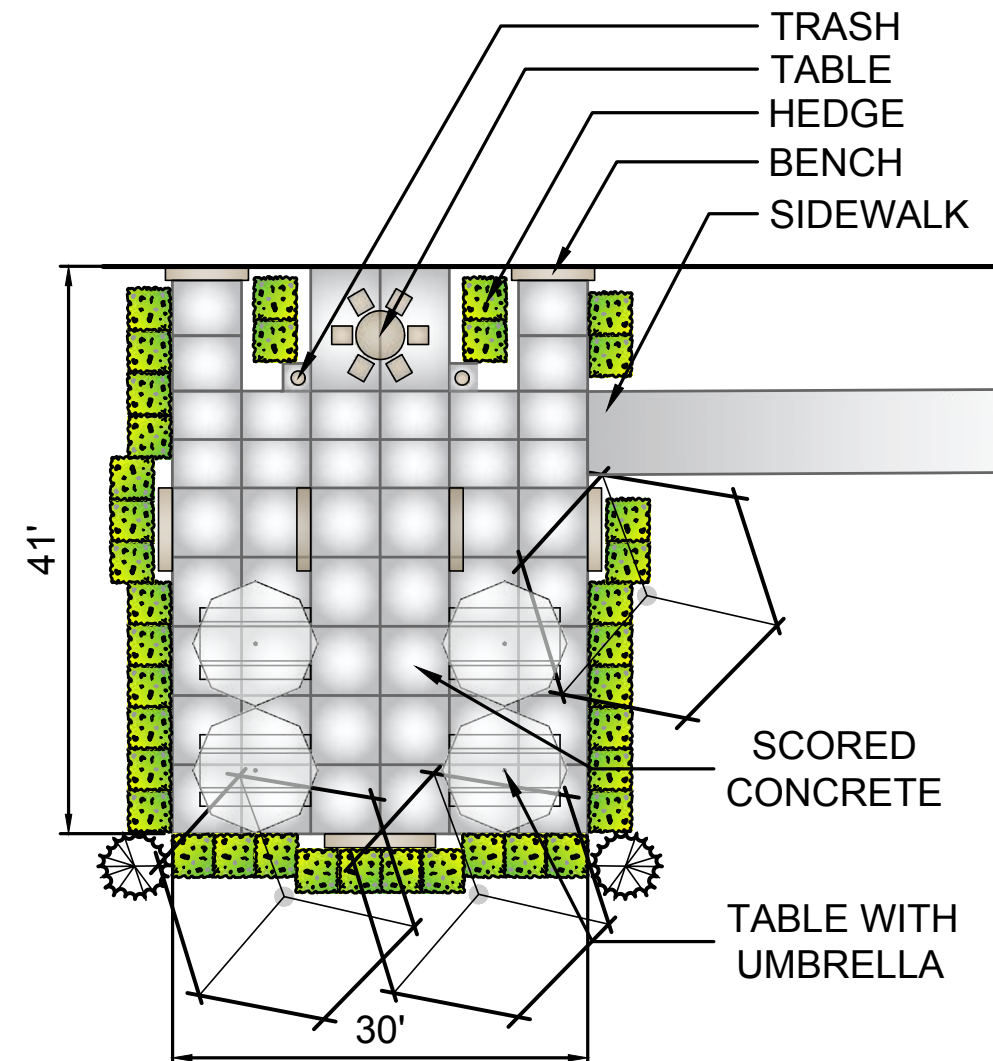


TYPICAL TRUCK COURT

3.5 OPEN SPACE SHALL BE REQUIRED

Open space area shall be provided at each building for tenant leisure/break area.

- Each building shall provide 2 employee break areas
- Employee Break Area Detail indicates typical site furniture
- Size and location of the employee break areas shall be determined during Site Plan and Design Review.



EMPLOYEE BREAK AREA DETAIL

SCALE: 1=20'

3.6 VEHICLE ACCESS

Access to the site shall be provided via public streets.

- Streets shall be designed per City of Sacramento standards
- Street network shall be designed to maximize developable area of the site
- Each building shall have access directly to a public street or an access easement to a public street

3.7 PEDESTRIAN ACCESS

Sidewalks shall be provided from the street sidewalks to building entrances.

- 5' wide
- 7' wide when parking abuts sidewalk

3.8 BICYCLE ACCESS

Bicycle lanes will be provided and designed per Sacramento City Bicycle Master Plan.

3.9 STORMWATER

Stormwater management will be provided in the common detention basins designed to serve the entire development per the approved plans and studies.

- Basins shall be sized and designed per Department of Utilities regulations
- Department of Utilities shall review and approve stormwater plans and studies

3.10 PARCELS 5C – 5F

Due to the proximity of the residential subdivision to the east, these lots shall be subject to the following special restrictions.

- No truck courts, docks, or loading areas may face the east
- Maximum building area shall not exceed
 - > 5C - 129,000 S.F.
 - > 5D - 100,000 S.F.
 - > 5E - 30,000 S.F.
 - > 5F - 30,000 S.F.
- 125-foot building setback along the east property lines of lots 5C, D, & F:
 - > The setback can include the following
 - » Passenger vehicle parking
 - » Berm
 - » Landscaping – evergreen trees and shrubs, in compliance with ALUC

SECTION 4

BUILDING DESIGN

4.1 FORM & MASSING

Buildings design is to ensure that all buildings are high-quality, will be similar in architectural character, and are constructed of durable materials. ASI's buildings will incorporate vertical and horizontal offsets and accents provide scale, balance, rhythm, and interest to the façade. The design shall be appropriate for the scale and use of the buildings.

- Building walls over 200' long shall have horizontal offsets in the wall planes at a minimum of 2'
- Buildings shall have varying wall heights

4.2 ARCHITECTURAL FEATURES AND DETAILS

Architecture shall provide scale, balance, rhythm, and interest to the façade by utilization of the following:

- score lines
- windows and glazing
- changes in finishes and colors

4.3 BUILDING ENTRANCES

Entrances should be emphasized to complement the architectural features and details by utilization of the following:

- vertical accents
- recessed entrances
- canopies
- windows

4.4 BUILDING HEIGHT

Buildings should not interfere with Sacramento International Airport (SMF). The architect or applicant shall complete and submit Federal Aviation Administration (FAA) Form 7460-1 to the Northern California office. City approval will not be granted until reviewed/approved by the FAA. Building height requirements should comply as follows:

- Maximum building height is 70' except Parcel 5D, 5E and 5F which shall be limited to 40'
- Maximum building height for hotels in the Highway Commercial zone is 70'
- May be increased with City and FAA approval through a concurrent process

4.5 MATERIALS AND FINISHES

Buildings should be constructed of durable and sustainable materials with acceptable materials as follows but not limited to the following:

Materials

- Concrete
- Concrete block
- Stone
- Brick
- Cast stone
- Windows
- Accent materials such as metal panels and other similar materials

Finishes

- Exterior insulation and finishing systems (EIFS)
 - Stucco
 - Cement-based acrylic coating
- Acceptable Colors
- Earth tones

4.6 SUSTAINABILITY

The buildings' sustainable features shall include the following:

- Buildings shall meet CalGreen building codes
- The use of roof mounted solar panels are acceptable but not required
- Cool roofs shall be required with a white roof membrane
- The use of cool pavement is acceptable but not required

4.7 MECHANICAL EQUIPMENT

The buildings' mechanical equipment shall meet the following criteria for screening:

- Screening shall only be required from adjacent public streets
- When required, roof-mounted equipment (RTU) shall be concealed behind parapets or architecturally integrated screens
- Screening not required for rooftop mounted solar panels

4.8 CONCEPTUAL INDUSTRIAL BUILDING ELEVATIONS



SECTION 5

LANDSCAPING/ SCREENING

5.1 PLANT PALETTE

The Landscape/Screening criteria is to provide a framework for achieving a high-quality landscape character for Airport South Industrial. Plants should be selected for screening, shade, growth habitat, and be heat/drought tolerance.

- Native and drought tolerant species should be used
- Turf areas requiring irrigation should be minimized
- Vegetation shall be compatible with airport overflight zones

5.2 PLANTING AREAS/SCREENING

To establish standards for location for plants and establish screening requirements as follows:

- Landscape buffers
 - o From front, rear, and street side property lines 20' minimum
 - o From interior property lines 10' minimum
- Truck court screening abutting a street (plants per 100' of truck court):
 - o 3 overstory trees - minimum 2" caliper, 12' tall
 - o 4 ornamental trees - minimum 1.5" caliper, 6' tall
 - o 10 shrubs
- Truck court screening not abutting a street (plants per 100' of truck court):
 - o 1 overstory tree - minimum 2" caliper, 12' tall
 - o 2 ornamental trees - minimum 1.5" caliper, 6' tall
 - o 5 shrubs
- Car parking areas
 - o Car parking areas shall provide 50% shading per Sacramento City Code
- Trash compactors
 - o If truck court is not screened, compactors shall be screened by either landscaping or by metal panels, similar to screening of RTU

5.3 SHADING OF CAR PARKING AREAS

To minimize heat gain from parking surfaces, parking areas shall be 50% shaded within 15 years after construction. Acceptable shading measures may include the following:

- Trees
- Covered parking
- Truck maneuvering and truck parking and trailer storage areas shall be exempt from tree shading requirements
- All shading must be consistent with the City of Sacramento parking lot tree shading standards

5.4 BUILDING FOUNDATION

Establish standards to frame the buildings and anchor it to the site as follows:

- Plantings shrubs between the parking lot and the building shall be located at building entrances, excluding emergency exits and maintenance doors and along the building façade

5.5 GROUND-MOUNTED EQUIPMENT

Shall be screened by landscaping, fences, or walls

5.6 FENCES/WALLS

The fences/walls principles are intended to uniform design, color, and materials throughout the development. Fences/walls are permitted for screening or security purposes and may be allowed in front and side yard setbacks or adjacent to streets.

- Fences/walls shall consist of high-quality materials compatible with the building's architecture and the site's landscape design. Acceptable fencing materials as follows but not limited to:
 - o Pre-cast concrete walls
 - o Split-face masonry
 - o Stone or stone veneer
 - o Brick
 - o Tubular steel
 - o Wrought iron
 - o Similar high-quality materials
- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material
- Fences/walls shall be limited to a maximum height of eight feet (8') unless allowed by the City by issuance of a deviation

5.7 IRRIGATION

Sites shall minimize the use of irrigation systems and select heat/drought tolerant plants.

- Irrigation systems shall meet water efficient landscape requirements, Chapter 15.92 Sacramento, California City Code

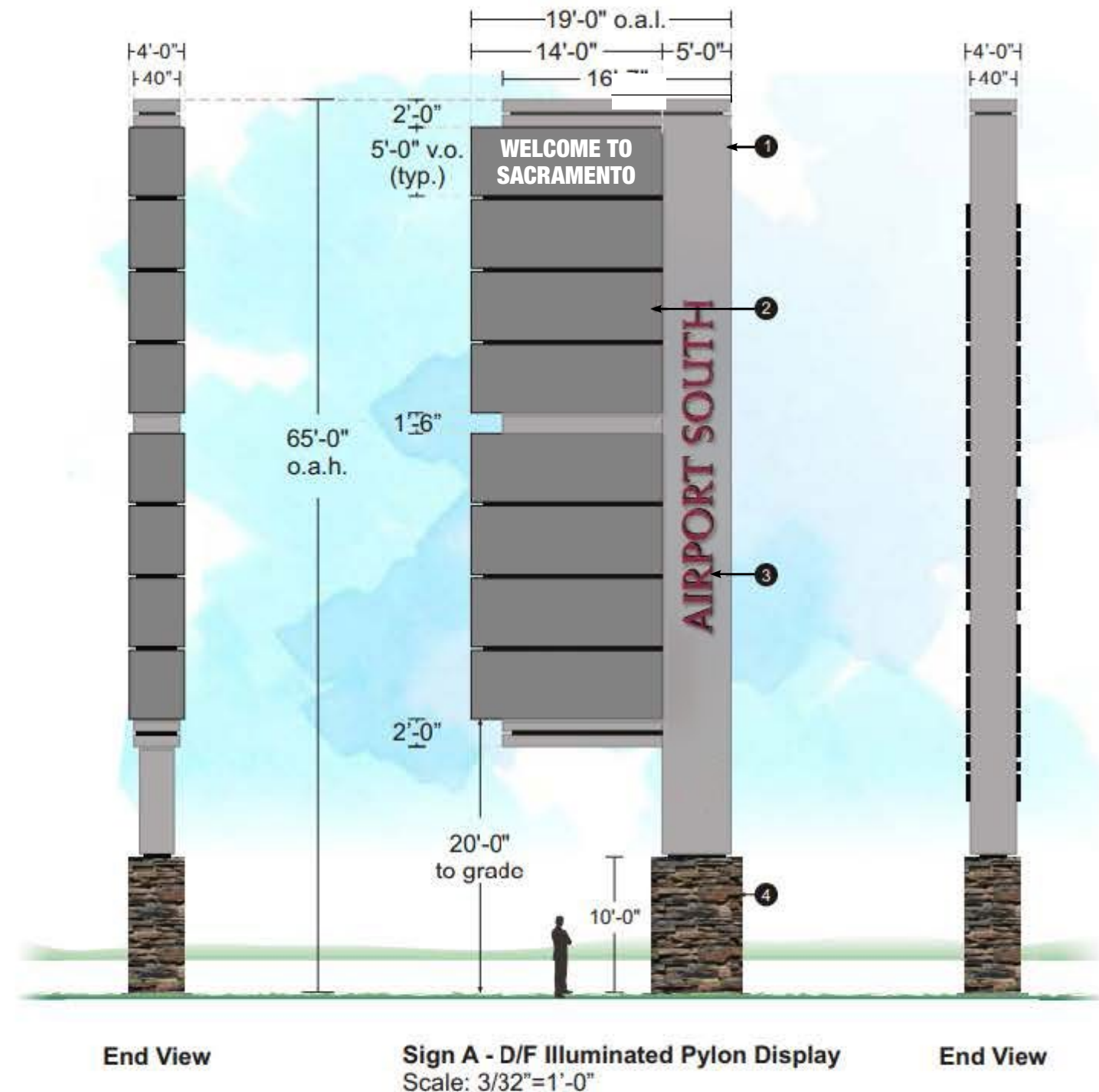
SECTION 6 SIGNAGE

Establishes sign standards for signs on the Light Industrial and Highway Commercial Uses

6.1 IDENTIFICATION SIGN

To identify the Airport South Industrial PUD

- Two signs allowed along I-5 located as shown in the Schematic Plan
- Up to 70' tall
- Sign area is 925 SF per side



EAST SIGN - EAST AND WEST SIGN FACE SHALL BE THE SAME ON BOTH SIDES
WEST SIGN - WELCOME TO SACRAMENTO WILL ONLY BE ON THE WEST SIDE OF THE SIGN

6.2 CONSTRUCTION

- General Structure: Fab. Aluminum texcoted and painted
- Tenant Cabinets: Fab. Aluminum painted
 - o Faces – Aluminum painted
 - o Graphics LED illuminated
 - o Illumination – White LED lighting Aluminum panel with plexiglass logo and letters
- “Airport South” ID Sign: LED illuminated channel letters (26” tall)
 - o Faces – 3/16” acrylic with 1st surface vinyl overlays
 - o Trim Cap – 3/4”
 - o Returns – 3” deep – aluminum pre-finished
 - o Illumination – White LED lighting
 - o Mounting – Attached flush to cabinet face
- Masonry Base Cladding
 - o Aluminum base with stone veneer to match building finishes

6.3 ALL OTHER SIGNS

- Ground mounted Monument signs – Based on the underlying zone are subject to the requirements in Sacramento City Code 15.148
- Attached signs – Based on the underlying zone are subject to the requirements in Sacramento City Code 15.148

SECTION 7

LIGHTING

Establishes fixture type, mounting height, and light levels. All light is subject to review and approval by the City.

7.1 FIXTURES

- LED fixtures - downward facing

7.2 MOUNTING HEIGHT

- Up to 30' mounting for pole and building mounted fixtures
- Up to 20' for pole and building mounted fixtures located within 350' of the east property line closest to Westlake Subdivision

7.3 LIGHT LEVELS

- Illumination
 - A. Minimum light levels are an average of 1.0 foot-candles for parking areas
 - B. Minimum light levels are 0.25 foot-candles for pedestrian areas
 - C. Light levels are 0 foot-candles at property lines