

CITY PLANNING COMMISSION
1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT	Paul J. Mendoza, 5047 #A North Ave, Sacramento, CA 95608				
OWNER	Gregory Tolson, 1317 48th Street, Sacramento, CA 95819				
PLANS BY	Paul J. Mendoza, 5047 #A North Ave, Sacramento, CA 958608				
FILING DATE	5-30-90	ENVIR. DET.	Negative Declaration	REPORT BY	JC
ASSESSOR'S PCL. NO.	008-0281-018				

APPLICATION:

- A. Negative Declaration
- B. Tentative Map to subdivide one lot totaling 0.19+ developed acres into two lots in the Standard Single Family (R-1) zone.
- C. Subdivision Modification to create one lot less than 52 feet wide in the Standard Single Family (R-1) zone.
- D. Subdivision Modification to create two lots less than 5,200 square feet in area in the Standard Single Family (R-1) zone.
- E. Variance to create one lot less than 52 feet wide in the Standard Single Family (R-1) zone.
- F. Variance to create two lots less than 5,200 square feet in area in the Standard Single Family (R-1) zone.
- G. Variance to exceed the 40% lot coverage by 4% (total 44% coverage) in the Standard Single Family (R-1) zone. (Withdrawn)
- H. Variance to allow a detached accessory structure to exceed the 25% rear yard coverage by 25% (total 50% coverage) in the Standard Single Family (R-1) zone.

LOCATION: 1317 48th Street

PROPOSAL: The applicant is requesting the necessary entitlements to subdivide an existing 40' X 208' lot into two lots one measuring 40' X 106.5' (Parcel A) and the other measuring 40' X 101.5' (Parcel B) in order to construct an additional single family unit and for possible future sale of Parcel A.

PROJECT INFORMATION:

General Plan Designation: Low Density Residential (4-15 du/ac)
Existing Zoning of Site: R-1
Existing Land Use of Site: Single Family Residential

Surrounding Land Use and Zoning:

North: Single Family; R-1
South: Single Family; R-1
East: Single Family; R-1
West: Single Family; R-1

Setbacks:	Required	Provided
Front:	25'	25'
Side(Int):	5'	5'-8'
Rear:	15'	15'

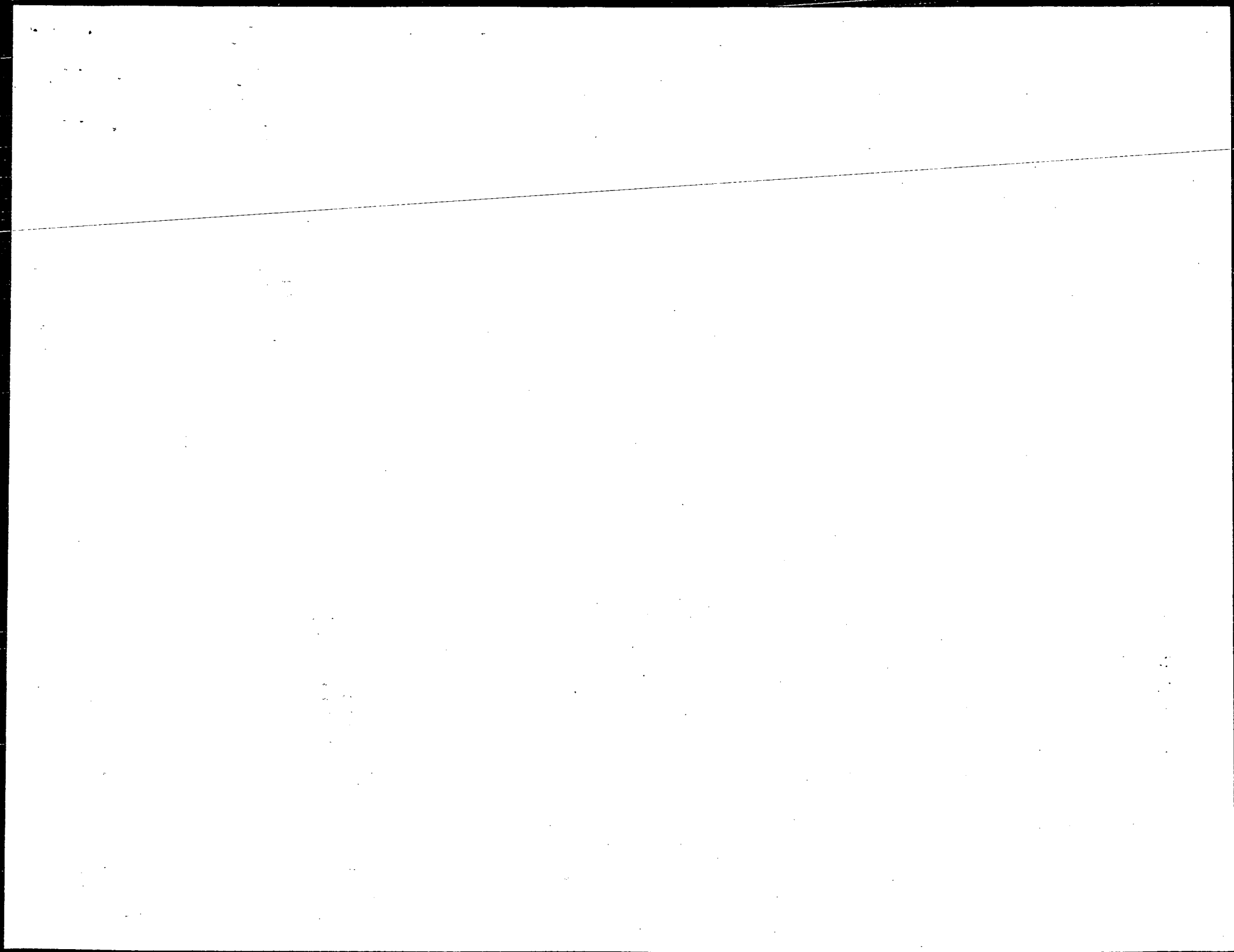
Parking Required: 1
Parking Provided: 1
Property Dimensions: 40' X 208'
Property Area: 0.19+ acres

APPLC. NO. P90-253

MEETING DATE February 14, 1991

ITEM NO. 5

002679



Density of Development: 10 du/ac
Square Footage of Building: 3000 sq. ft. (proposed unit)
Height of Building: 24 feet
Topography: Flat
Street Improvements: To Be Provided
Utilities: To Be Provided
Exterior Building Materials: Stucco and Wood
Roof Materials: Shingles

SUBDIVISION REVIEW COMMITTEE RECOMMENDATION: On October 24, 1990, by a vote of six ayes and three absent, the Subdivision Review Committee voted to recommend approval of the tentative map and the Subdivision Modifications subject to the attached conditions.

Project Evaluation: Staff has the following comments:

A. Land Use and Zoning

The subject site consist of a lot with frontage on both 48th and 49th Streets totaling 0.19+ acres in the Standard Single Family (R-1) zone. The Zoning Ordinance defines a lot with frontage on two public streets as a through lot. The west 106.5' of the site is developed with a single family home and detached garage. The east 101.5' is currently used as yard area for the single family home. The General Plan designates the site as Low Density Residential (4-15 du/ac). The surrounding land use and zones are single family (R-1) to the north, south, east and west.

B. Applicant's Proposal

The applicant proposes to subdivide the 40' X 208' lot into two lots. The subdivision would allow for the sale of the lot on 48th Street in the future if necessary. The applicant proposes to construct a single family home on 49th Street. Due to the size of the property, a number of variances and subdivision modifications are required.

C. Policy Considerations:

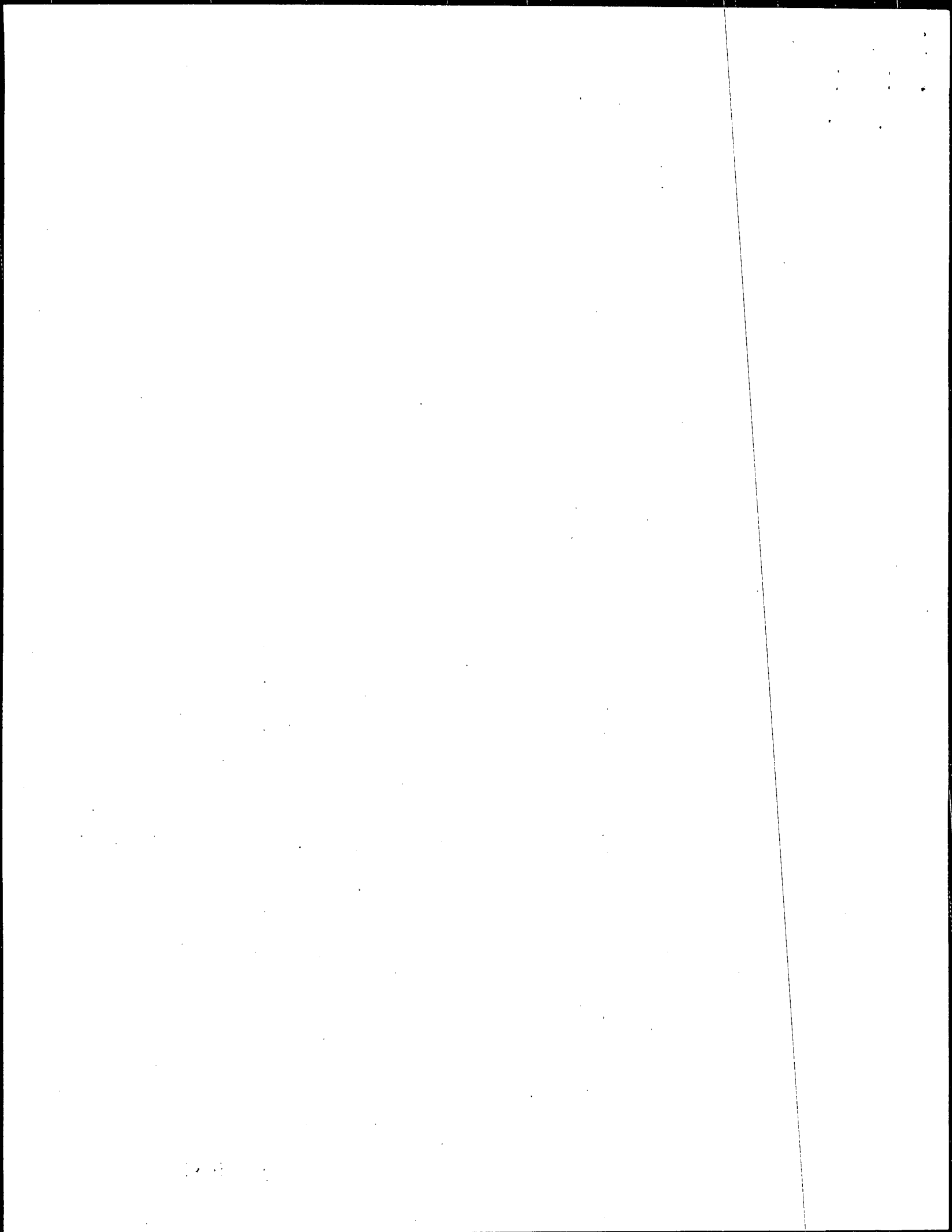
The Residential Land Use Element of the General Plan allows smaller lots to facilitate efficient urban use. Staff finds the applicant's proposal to be consistent with the General Plan Policy.

D. Variances/Subdivision Modification

Six variances and two subdivision modifications were originally requested. The variance for lot coverage has been withdrawn due to a reduction in size of the proposed dwelling unit. A smaller unit will meet the lot coverage (40%) requirement.

Approval of the remaining variances and subdivision modification request will allow the creation of two substandard parcels. The two lots which will be created will be 40' X 106.5" (Parcel A) and 40' X 101.5' (Parcel B). The existing lot (Parcel A) will be substandard in lot area only (4,260 square feet), since the existing lot is 40 feet wide. The newly created lot (Parcel B) will be substandard in width (40 feet) and area (4060 square feet). The two lots will result in a substantial reduction in area from the standard 5200 square feet required for single family lots. The proposed parcels will be smaller than the majority of the lots on this block, however, there are several existing lots in the area which are equal to or smaller in size than the proposed lots. The lot split requires a variance for an existing two car garage which will be located on the proposed rear property line and covers more than 25% of the required rear yard. Staff supports the variance for rear yard coverage since the two car garage is existing and allows for vehicles to be parked on the site rather than on the public street. The proposed unit an accessory structure on Parcel B is situated on the lot to allow adequate open space between structures.

Although the proposed lots will be substandard in area staff supports approval of the project. The lots to be created will be consistent in size and area of other lots in the surrounding neighborhood. The subject site is considered a through lot, although



49th Street is an unimproved street. The Zoning Ordinance states that a through lot with a depth of 125 feet or more, may be assumed to be two lots with the rear lines of each approximately equal distant from the the front lot lines, provided each such lot shall have an area of not less than 2,500 square feet; provided further that all yard requirements are complied with for the zone in which said through lot is located. The Zoning Ordinance allows the lot to be developed as two distinct lots, therefore, the applicant would be allowed to construct an additional unit facing 49th Street by right without review by Planning Commission. As a result of the map, street improvements will be provide on 49th Street. The project is consistent with density and existing development in the area.

E. Building Design

The proposed unit on Parcel B will be a two story, three bedrooms and two and a half bath structure totaling 2,136+ square feet. The building material will be brick with horizontal lap siding on the front, stucco on the sides and rear. The roofing materials will be a composition shingle. The plans propose a balcony on the east and west elevations, these balconies are to remain uncovered except for the two feet overhang of the eaves. Staff finds the proposed building design and materials compatible with the residences in the surrounding area.

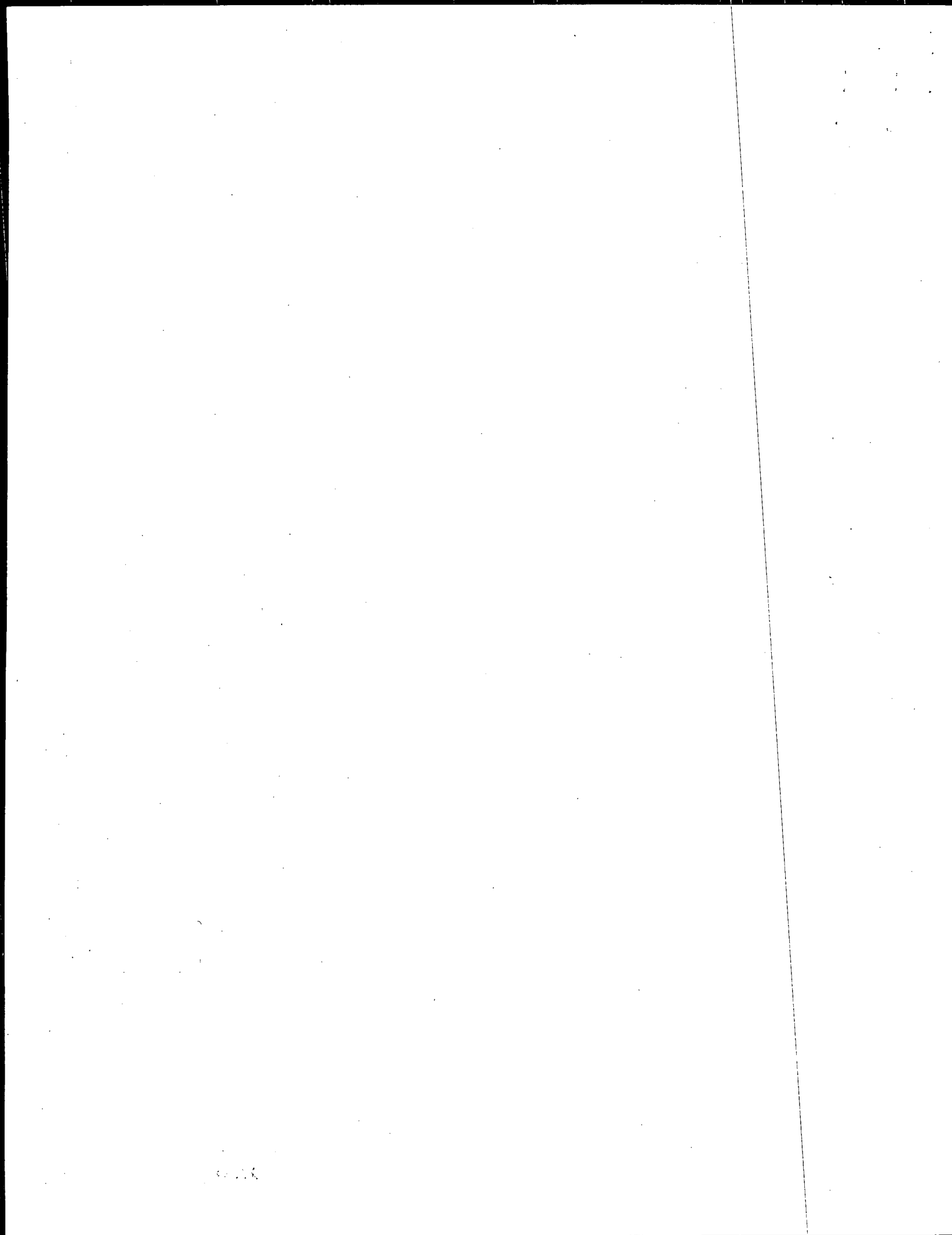
Environmental Determination: The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared. In compliance with Section 15070(B)a of the California Environmental Quality Act Guidelines, the applicant has incorporated the following mandatory mitigation measures into the project plans to avoid identified effects or to mitigate such effects to a point where clearly no significant effects will occur:

Air

Traffic associated with the occupancy of the house and garage unit will produce emissions of various compounds which contribute to regional and local air quality problems. Sacramento is a non attainment area for ozone and Carbon Monoxide (CO). Violation in CO standards are expected in a few areas within the Airport Meadowview Community near congested intersections of major arterials. No violation of the CO standards are expected from the implementation of this project. Residential projects of 300 single family units or more are generally recognized as potentially capable of producing significant levels of pollutants per day (SCAQMD, Air Quality Handbook for preparing EIR's). One additional unit is anticipated to produce less than significant levels of these pollutants. In addition, residential development for this site and the subsequent impacts on air quality were anticipated in the 1986-2006 SGPU DEIR>

Development of the site will result in short term particulate matter impacts. The following mitigation measures shall apply to reduce these impacts below a level of significance.

- A. Require construction contractors to implement a dust abatement program that will reduce the effect of construction on local PM 10 levels in the vicinity of construction zones. Elements of this program should include the following:
- o Sprinkle all unpaved construction areas with water at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Watering could reduce particulate emissions by about 50%.
 - o Cover stockpiles of sand, soil, and similar materials with a tarp.
 - o Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - o Sweep up dirt or debris spilled onto paved surfaces immediately to



reduce resuspension of PM 10 through vehicle movements over these surfaces.

- o Increase the frequency of city street cleaning along streets in the vicinity of construction site.
- o Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.

Light and Glare

Light and glare from the subject site could impact the adjacent residential uses. The applicant has agreed to the following mitigation measure to reduce potential light and glare impacts to a less-than-significant level:

- B. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing residential uses and oncoming traffic.

Non-compliance with, or deletion of any of the above mitigation measures by any party will require the project to be reprocessed for additional environmental review. If this review determines that there is the possibility for significant adverse environmental impact due to the development of the project, additional mitigation measures may be required, or the applicant may be requested to prepare an Environmental Impact Report if identified impacts cannot be reduced to less than a significant level through mitigation.

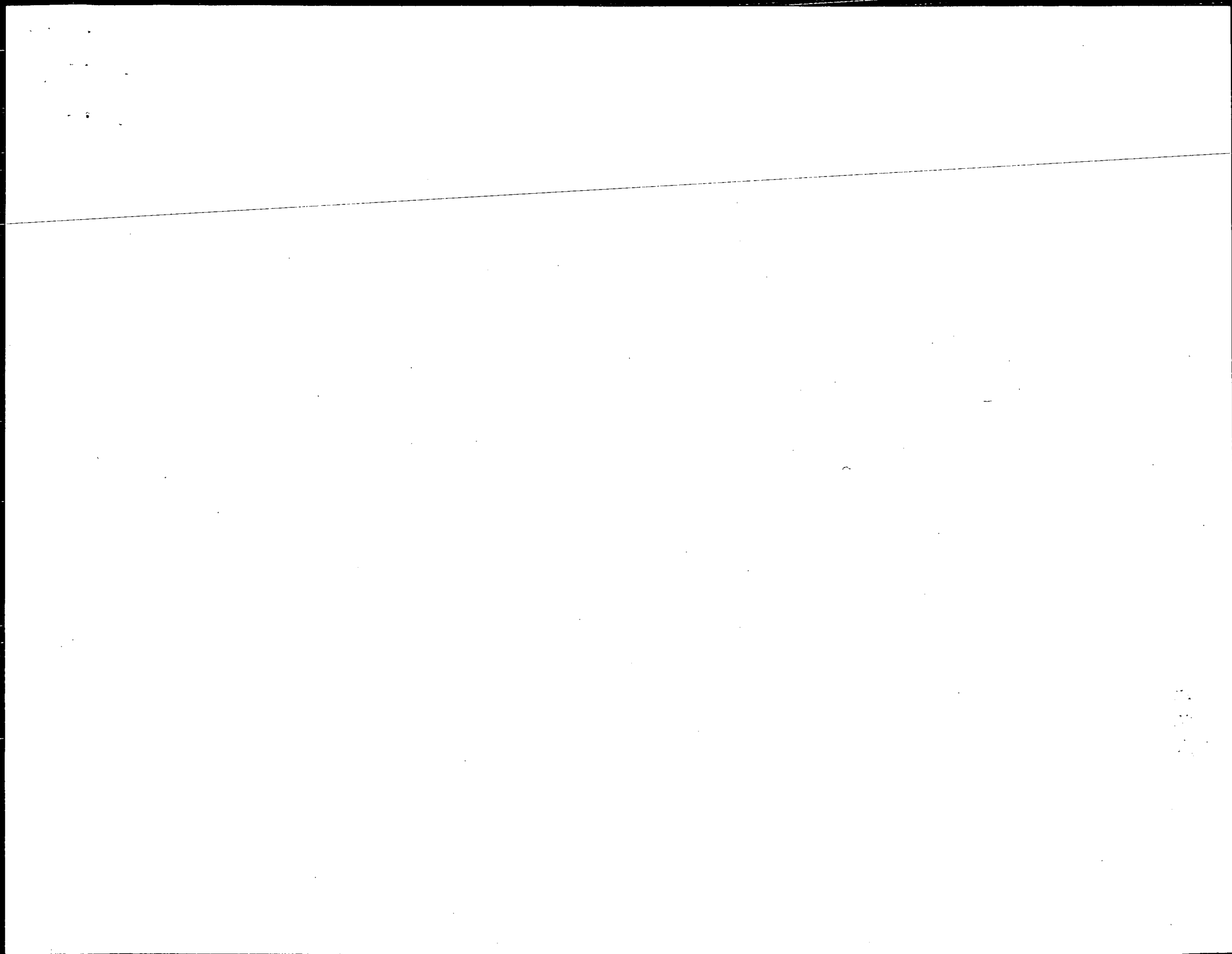
Recommendation: Staff recommends the Planning Commission take the following action:

- A. Ratify the Negative Declaration;
- B. Recommend approval of the Tentative Map subject to the following conditions and forwarding to City Council;
- C. Recommend approval of the Subdivision Modification to create one lot less than 52 feet;
- D. Recommend approval of the Subdivision Modification to create two lots less than 5,200 square feet in area;
- E. Approve the Variance to create one lot less than 52 feet wide subject to conditions and based upon findings of fact which follow;
- F. Approve the Variance to create two lots less than 5,200 square feet in area subject to conditions and based upon findings of fact which follow;
- G. Withdraw the Variance to exceed the 40% lot coverage, and;
- H. Approve the Variance to allow a detached accessory structure to exceed the 25% rear yard coverage subject to conditions and based upon findings of fact which follow;

Map Conditions:

The applicant shall satisfy each of the following conditions prior to filing the final map unless a different time for compliance is specifically noted:

1. Provide standard subdivision improvements pursuant to Section 40.811 of the city code consisting of curbs, gutters, sidewalks, paving and street lights adjacent to Parcel B to the street centerline;
2. Provide standard subdivision improvements pursuant to Section 40.811 of



the City Code consisting of curbs, gutters and paving on the west half of 49th Street from Parcel B to M Street.

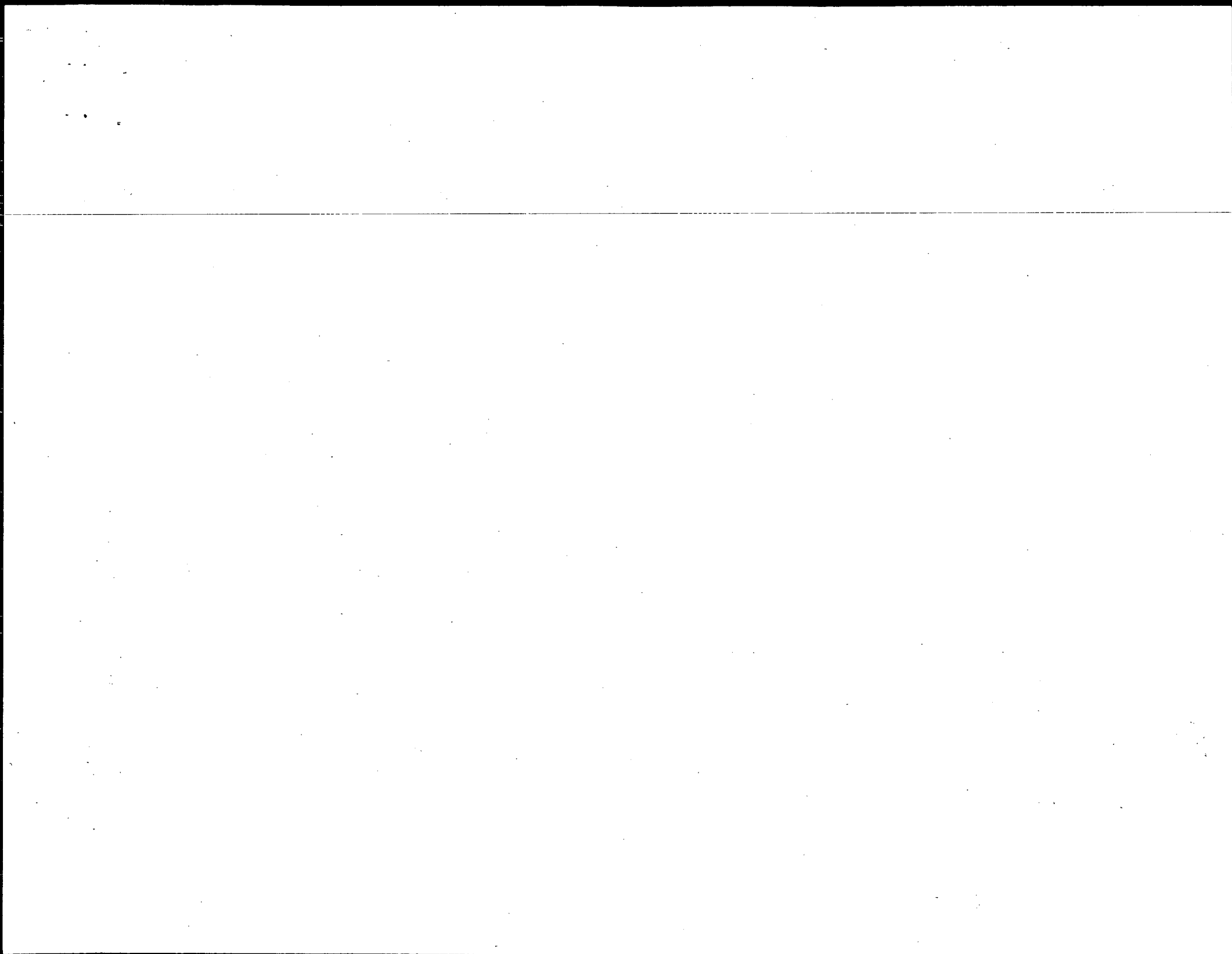
3. Provide a sewer, water and drainage study. Offsite extensions will be required for sewers and water mains to connect to M Street. Offsite extension may be required for drainage pipes.
4. Pursuant to City Code Section 40.1302 (Parkland Dedication), the applicant shall submit to the city, an appraisal of the property to be subdivided (Parcel B) and pay the required Parkland Dedication in-lieu fees. The appraisal shall be dated not more than 90 days prior to the filing of the final map; and,
5. Submit a soils report prepared by a registered engineer to be used in street design.
6. The tentative map shall expire two years from date of approval unless the map is recorded. A request for a time extension may be requested 30 days prior to expiration of the map subject to review and approval of the City Council.

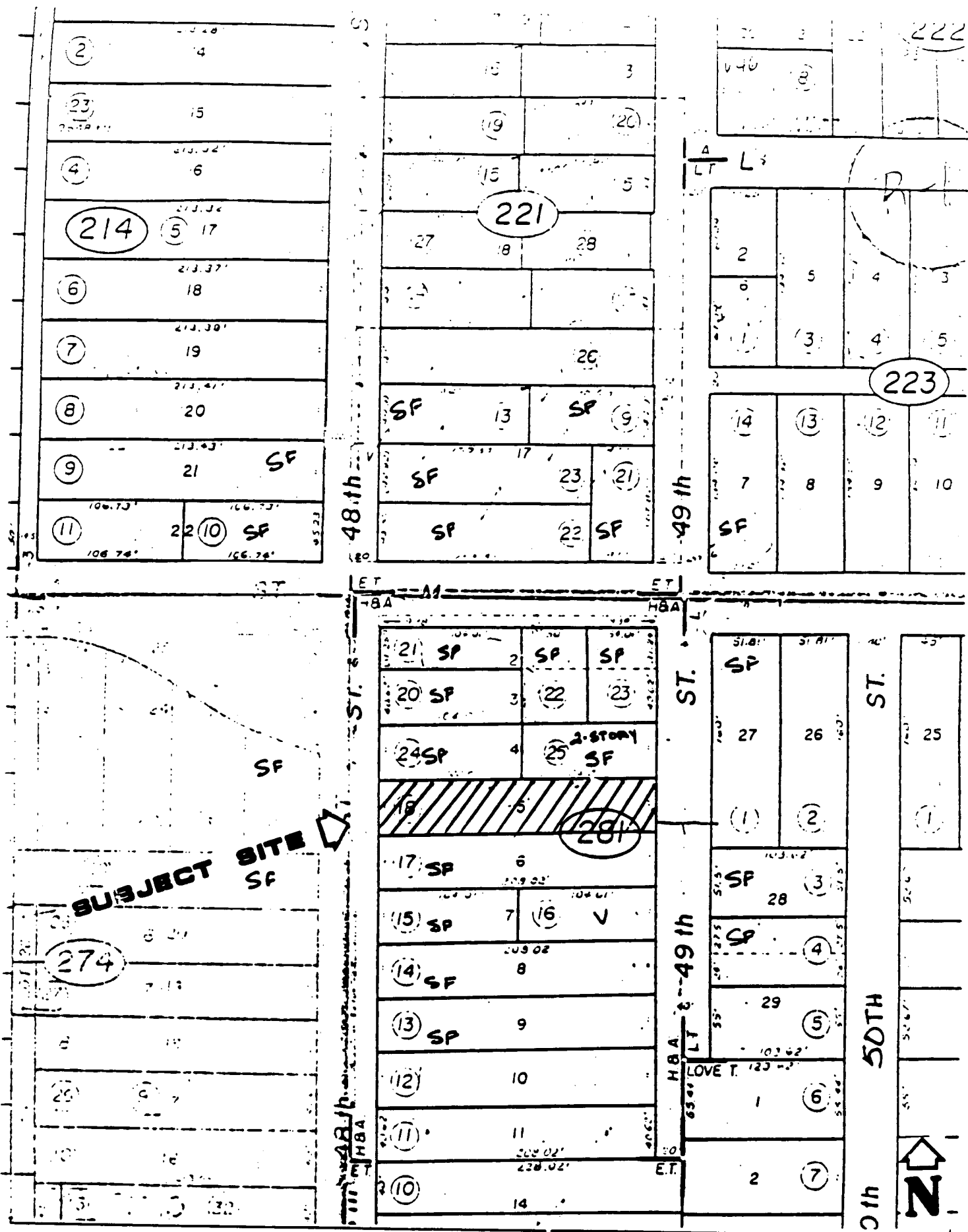
Conditions - Variance

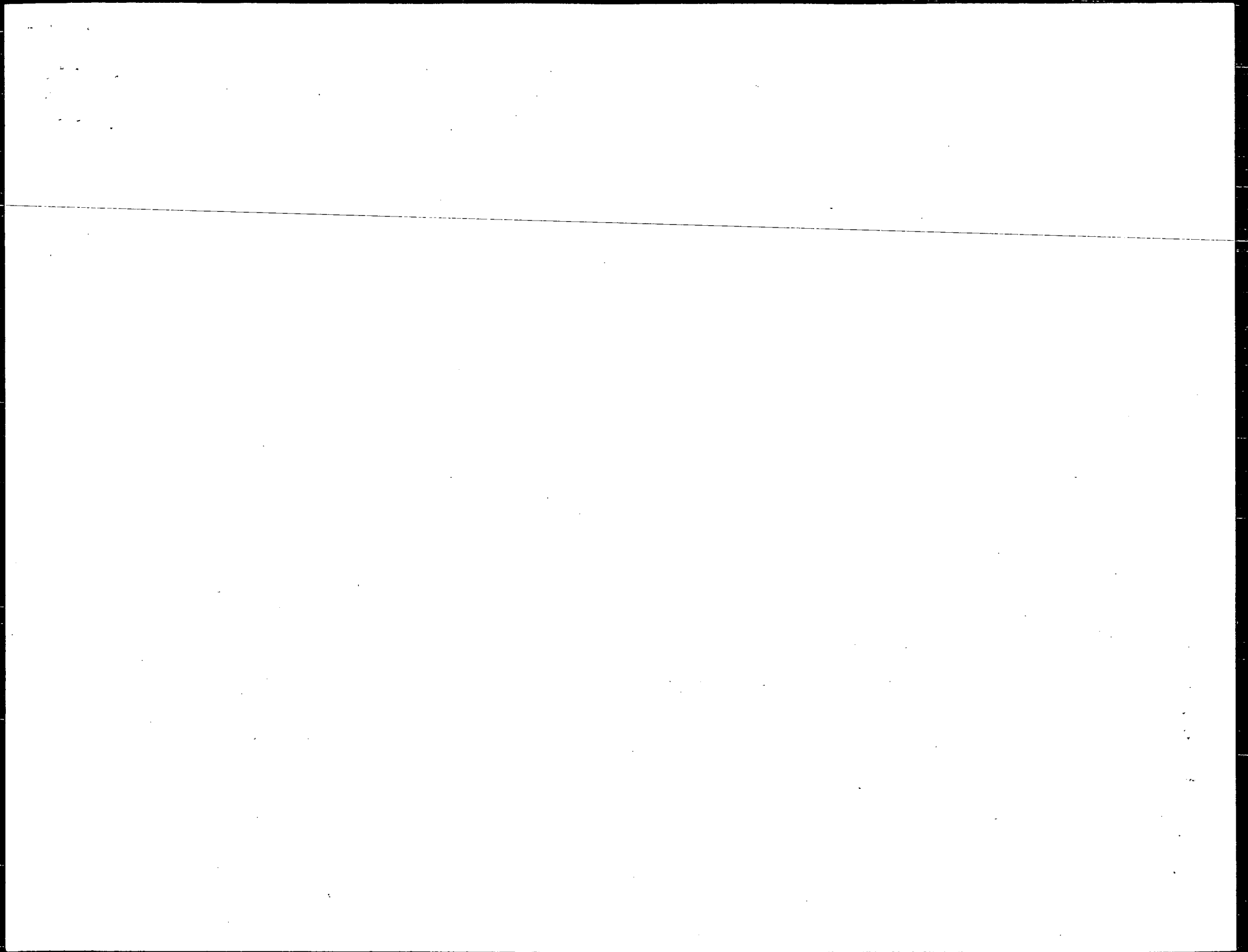
1. No other structures or expansion of the existing structure shall be allowed in the rear yard area of Parcel A.
2. The balconies shall remain uncovered except for the two foot eave overhang.
3. The house and garage shall be constructed per the submitted plans.
4. The variance shall expire one year from date of approval unless a building permit has been issued and construction commenced. A one year time extension may be requested 30 days prior to expiration of the variance subject to review and approval of the Planning Commission.

5
Findings of Fact:

1. The proposed project, as conditioned, is based upon sound principles of land use in that the project is compatible with the residential uses to the north, south, east and west.
1. The proposed project, as conditioned, will not constitute a special privilege in that the several lots in the surrounding area are similar in width, depth and size.
2. The proposed project, as conditioned, will not be detrimental to the public health, safety, or welfare nor result in a nuisance in that
 - a. a second single family home could be constructed on the without Planning approval,
 - b. adequate setbacks and lot coverage will be provided, and
 - c. street improvements will be extended on 49th Street.
3. The proposed project, as conditioned, does not constitute a use variance in that single family dwellings are permitted in the Standard Single Family (R-1) zone.
4. The proposed project is consistent with the General Plan in that the site is designated low density residential.







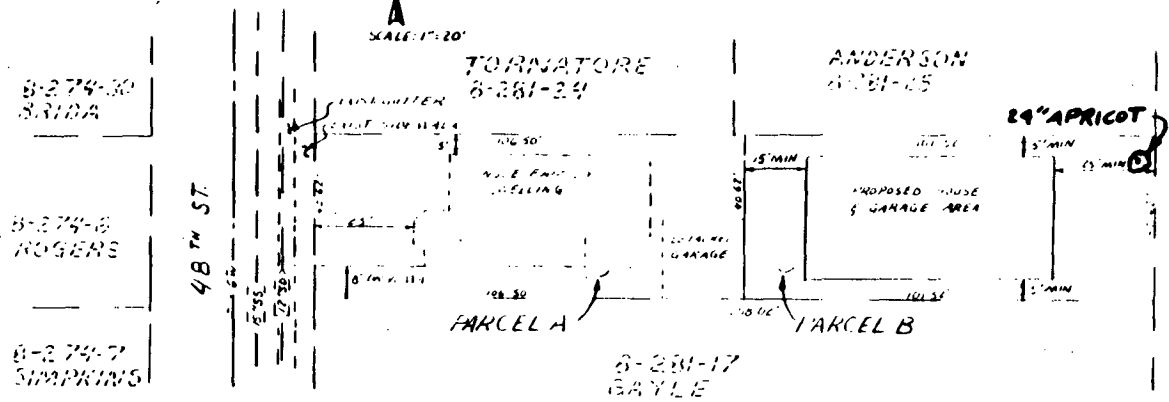
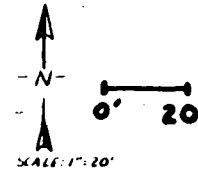
FPD-253

3-14-91

002685

ITEM NO 5

**TENTATIVE PARCEL MAP
TOLSON LOT SPLIT**
CITY OF SACRAMENTO, CALIFORNIA
MAY 1990



VICINITY MAP

OWNER
GREGORY TOLSON
1317 48TH STREET
SACRAMENTO, CA 95817

DEVELOPER
SAME AS OWNER

APPLICANT
PAUL J. MENDOZA
5071 WA NORTH AVE
CARMICHAEL, CA 95608

PLANNING NUMBER
12345678

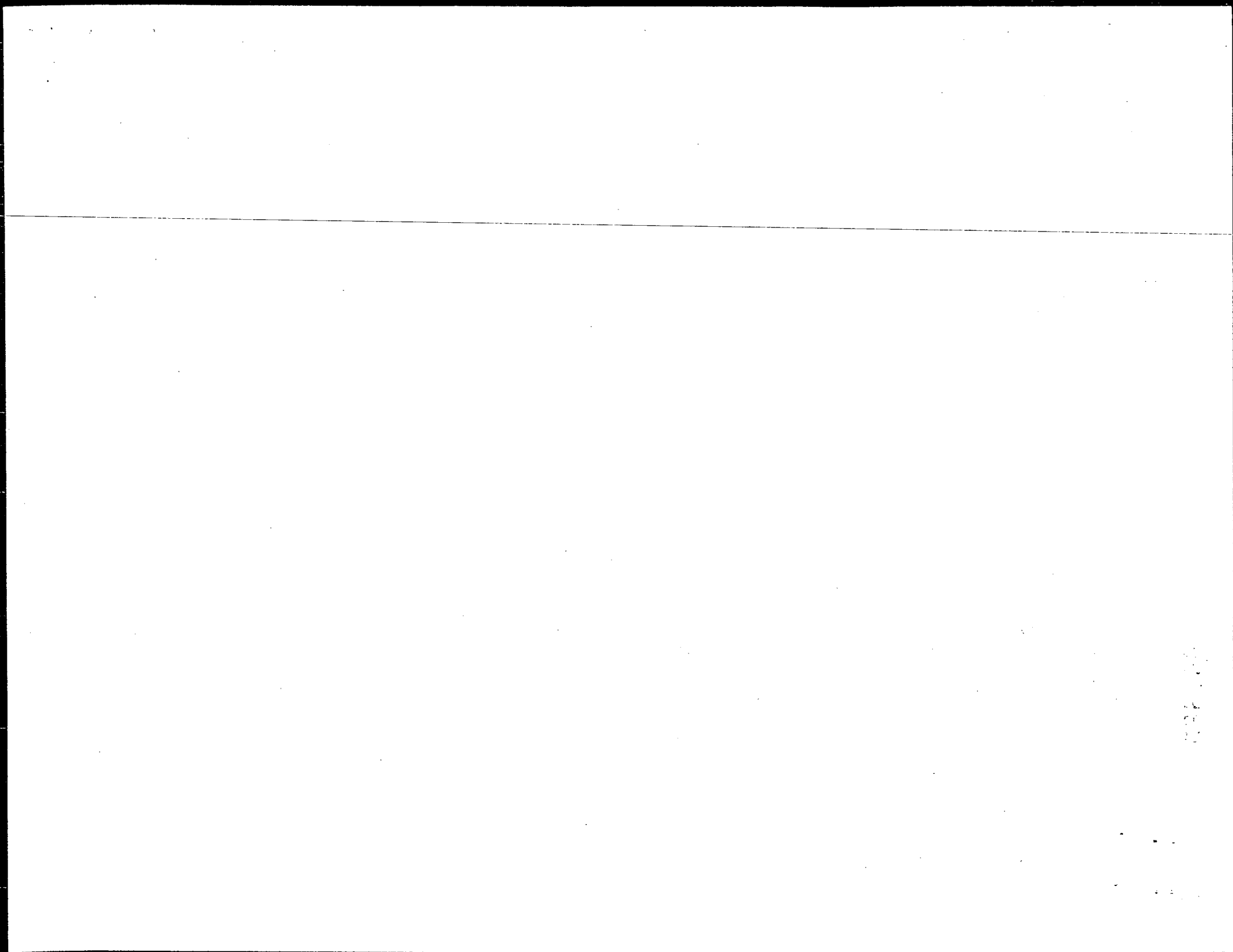
TOTAL NUMBER OF LOTS
2

EXISTING AND PROPOSED ZONING
R-1

EXISTING AND PROPOSED USE
SINGLE-FAMILY RESIDENTIAL

UTILITIES
WATER, SEWER, GAS, ELECTRICITY, TELEPHONE, CABLE

EXHIBIT A



P40-353

8-14-91

002686

ITEM NO. 5

TENTATIVE PARCEL MAP
TOLSON LOT SPLIT
 CITY OF SACRAMENTO, CALIFORNIA
 MAY 1990



VICINITY MAP

OWNER:
 GREGORY TOLSON
 1377 48TH STREET
 SACRAMENTO, CA 95814

DEVELOPER:
 AME AS OWNER

APPRAISER:
 PAUL J. MENDOZA
 1041 W 4th NORTH AVE
 SACRAMENTO, CA 95608

DATE OF APPRAISAL: 11/28/89

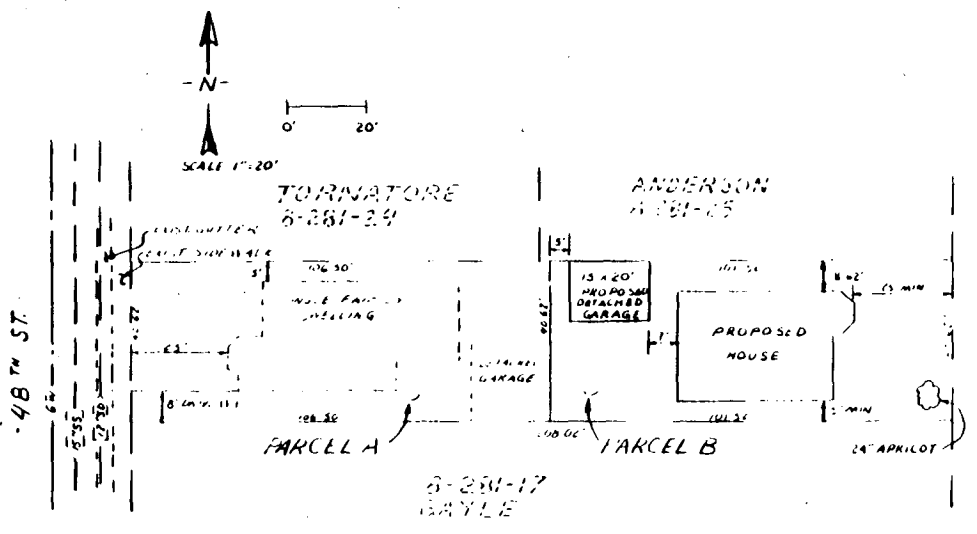
TOTAL NUMBER OF PLOTS: 2

ZONING: R-1 (RESIDENTIAL SINGLE-FAMILY)

PERMITTED USES:
 SINGLE-FAMILY RESIDENTIAL USE

UTILITIES:

WATER	SEWER
ELECTRICITY	TELEPHONE
CABLE TELEVISION	POSTAL SERVICE
HAZARDOUS WASTE PROTECTION	AVIATION
MINING	OTHER



8-274-30
 SAVIDA

8-274-6
 ROGERS

8-274-7
 SIMPSONS

TORNATORE
 8-281-24

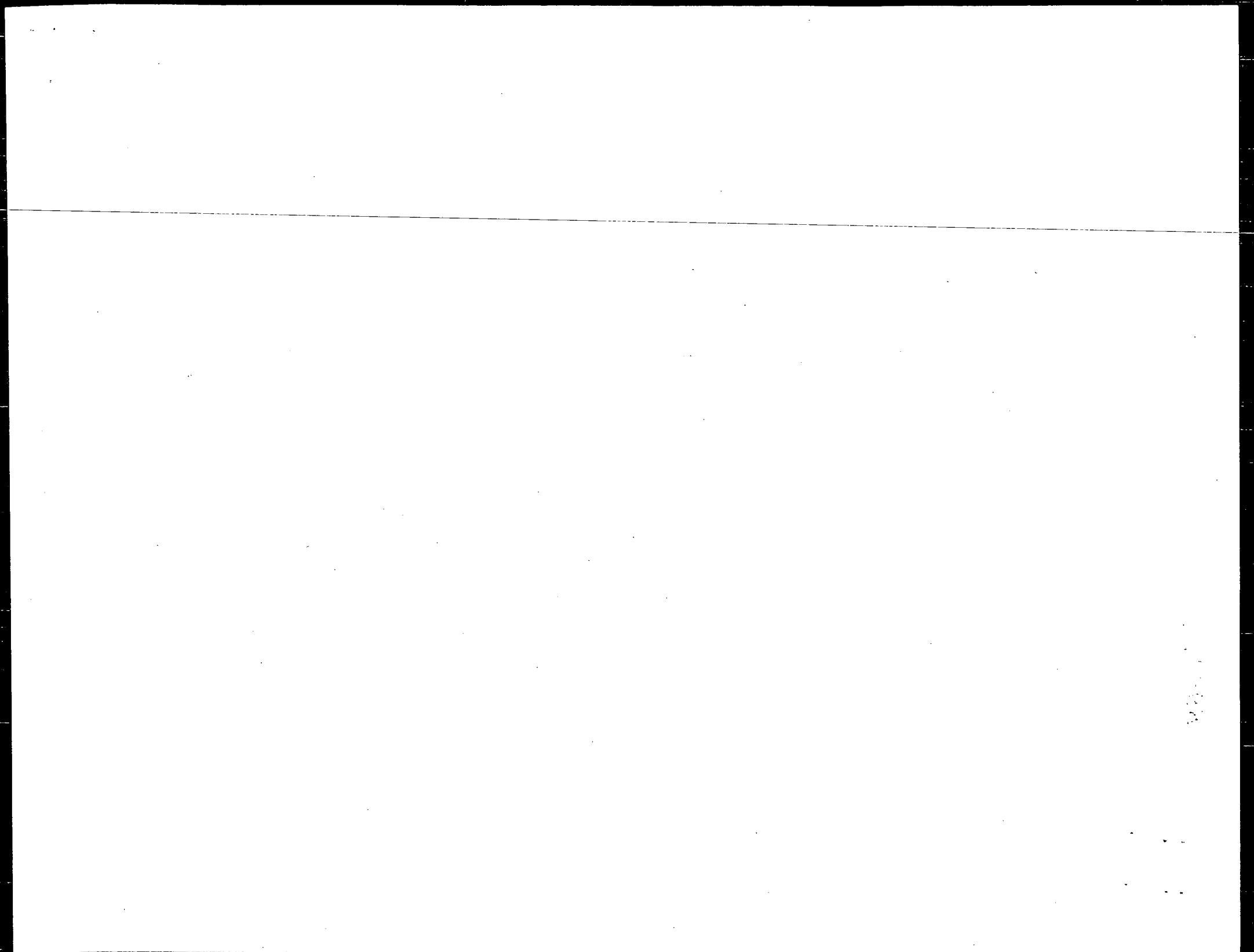
ANDERSON
 8-281-25

PARCEL A

PARCEL B

8-281-17
 BAYLE

EXHIBIT B
SITE PLAN

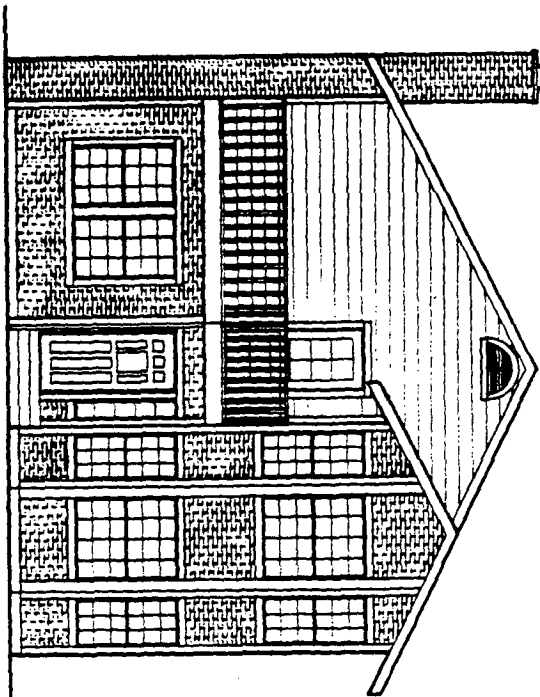


EST 253

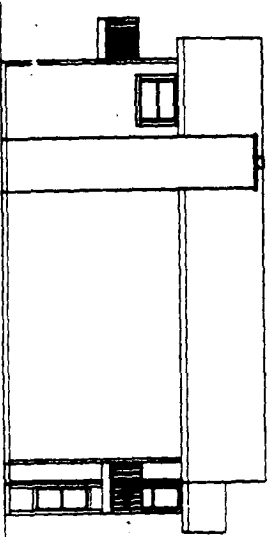
5-11-71

002687

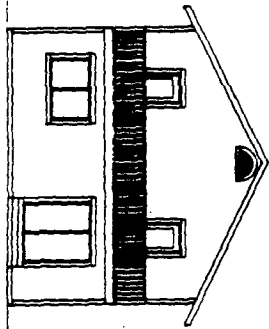
ZTM KLS



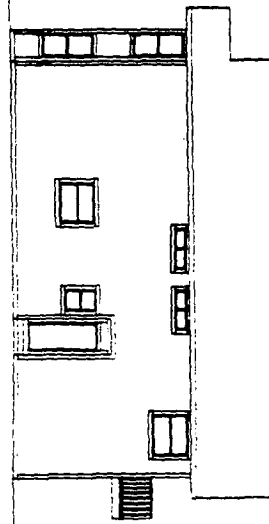
FRONT ELEVATION 1/8"=1'-0"



LEFT SIDE 1/8"=1'-0"



REAR ELEVATION 1/8"=1'-0"

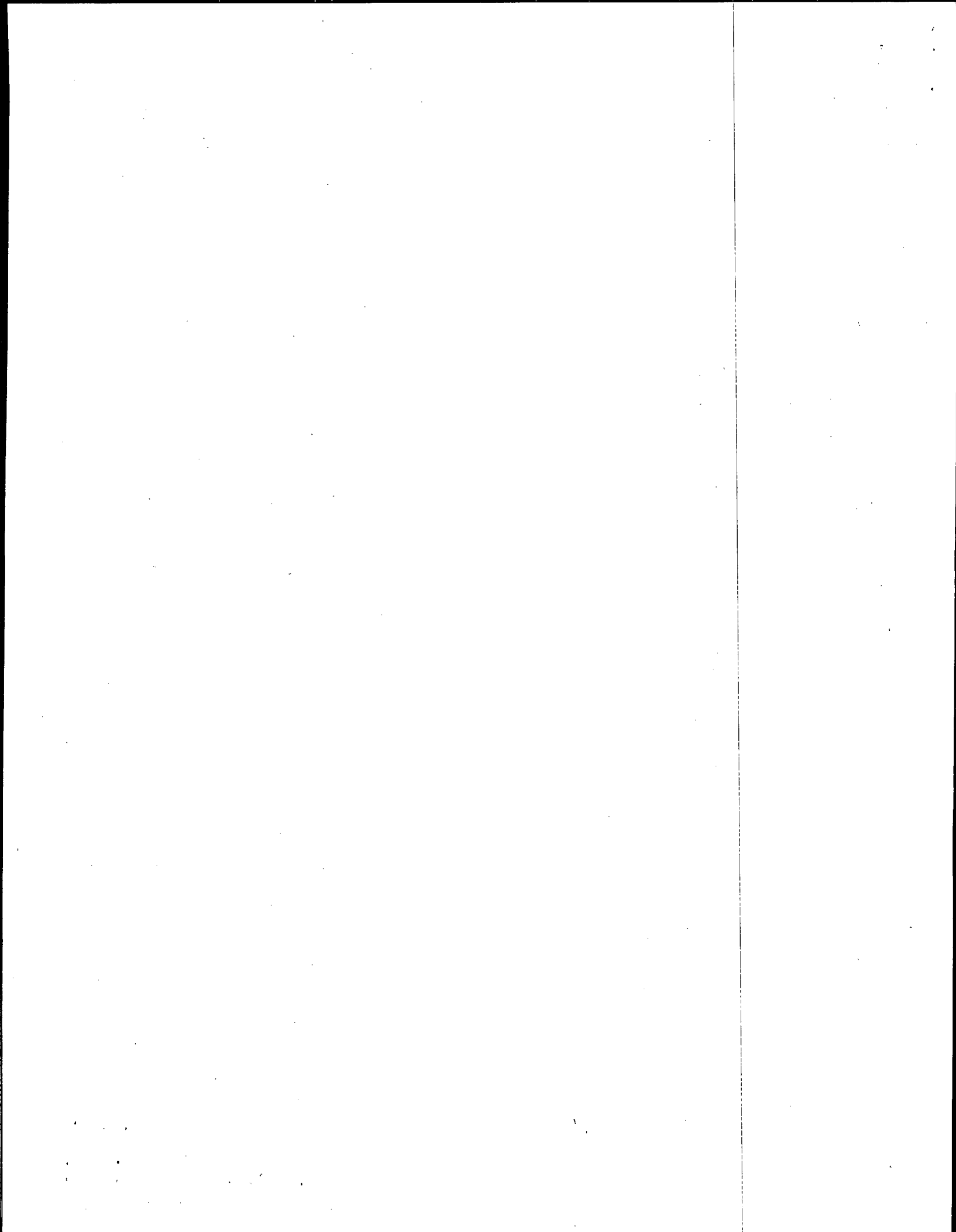


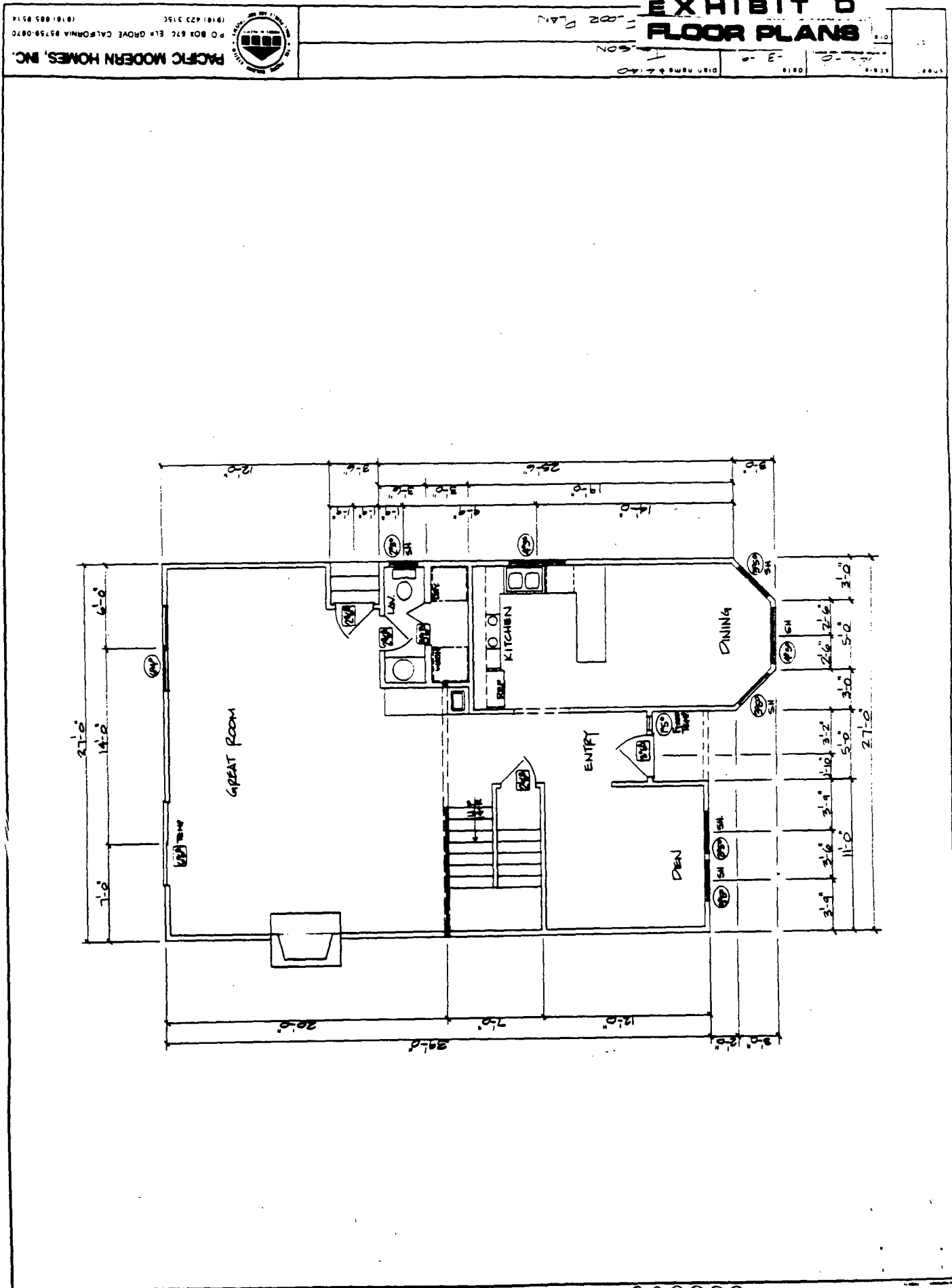
RIGHT SIDE 1/8"=1'-0"

EXHIBIT C
 ELEVATIONS
 SHOWN
 DATE
 DRAWN BY
 07-78-0000-04-20



PACIFIC MODERN HOMES, INC.
 P.O. BOX 670, ELN GROVE, CALIFORNIA 95759-0670
 (916) 423-3150 (916) 685-9514





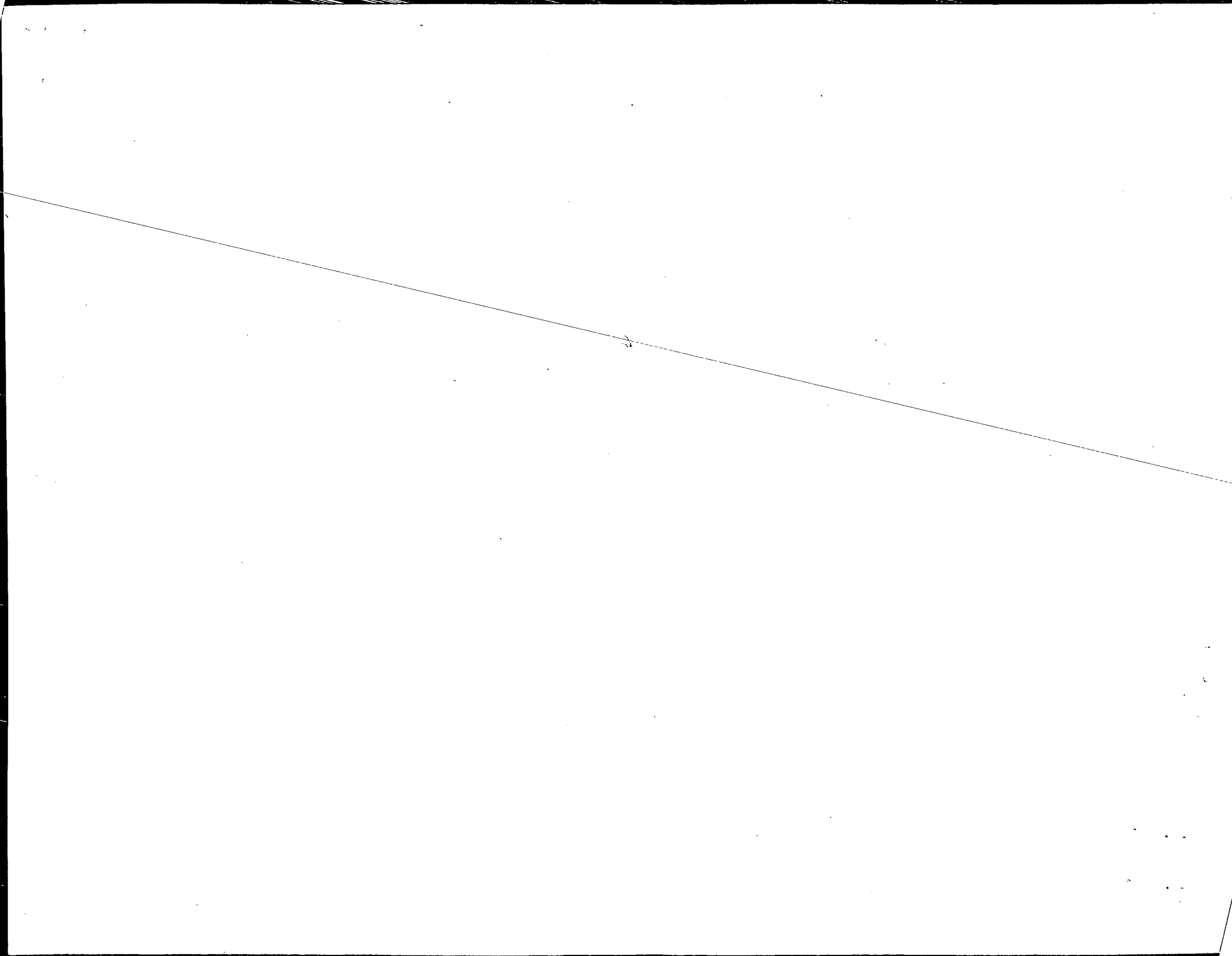
PACIFIC MODERN HOMES, INC.
 P.O. BOX 870 ELK GROVE CALIFORNIA 95759-0870
 (916) 423-2152

EXHIBIT D
FLOOR PLANS

790-253

2-14-91 002688

ITEM NO. 5

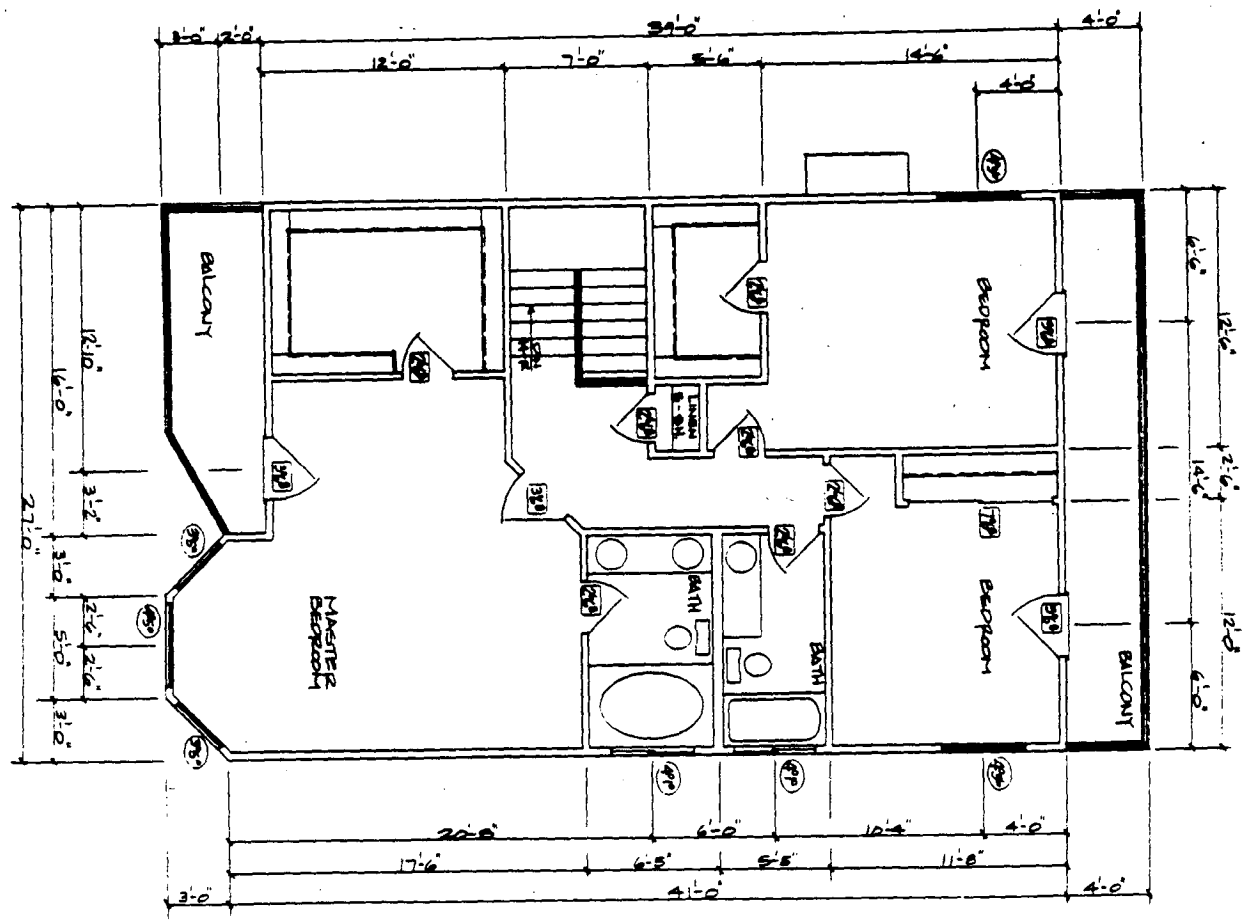


ITEM 7005

002689

2-11-91

Fig 253



DATE: 2-11-91	DESIGNER: TOLSON	PROJECT: FLOOR PLANS	 PACIFIC MODERN HOMES, INC. P.O. BOX 670 ELK GROVE CALIFORNIA 95759-0670 (916) 423-3150 (916) 885-9514
---------------	------------------	----------------------	--

EXHIBIT D-1

P90-055 - Strawberry Creek Centre Planned Unit Development

REQUEST:

- A. Environmental Impact Report.
- B. General Plan Amendment of 22± vacant acres from Community/Neighborhood Commercial & Office to Regional Commercial & Offices.
- C. General Plan Amendment of 3± vacant acres from Community/Neighborhood Commercial & Office to High Density Residential (30+ DU/Net Acre).
- D. South Sacramento Community Plan Amendment of 22± vacant acres from Office to General Commercial.
- E. South Sacramento Community Plan Amendment of 3± vacant acres from Office to Residential (29+ DU/Net Acre).
- F. Establishment of a Planned Unit Development (PUD), PUD Development Guidelines and Schematic Plan to be known as the Strawberry Creek Center Planned Unit Development.
- G. Rezone of 22± vacant acres from Agriculture (A) to Shopping Center - Planned Unit Development (SC-PUD).
- H. Rezone of 3± vacant acres from Agriculture (A) to Multi-family - Planned Unit Development (R3-PUD).

LOCATION:

Northwest corner, intersection of Highway 99 & Cosumnes River Blvd.
APN's: 117-0184-004 & 005
South Sacramento Community Plan
Elk Grove Unified School District
City Council District 8

APPLICANT:	George Phillips - Phillips & Sandberg Attorneys 555 University Ave. Suite 200, Sacramento, CA 95825 (916) 929-8881
OWNER:	Methodist Hospital 7500 Timberlake Way, Sacramento, CA 95823
APPLICATION FILED:	December 22, 1989; REVISED 6/29/94; 11/30/94; 1/4/95
STAFF CONTACT:	Barbara Wendt, 264-5935 Don Lockhart, 264-7584

SUMMARY/RECOMMENDATION:

The applicant proposes to develop a suburban, mixed-use project with both community serving and regional-scale retail, commercial, restaurant and hotel uses; and low-income multi-family, senior housing. In order to meet the applicant's objectives, the project requires the discretionary planning entitlements described above. In evaluating the project, the primary issues were consistency of the proposed regional scale commercial development with existing General Plan and South Sacramento Community Plan policies, project compatibility with future transit system improvements and site layout and design. **Staff recommends approval of the project.** This recommendation is based on the distinctive Design & PUD Guidelines and schematic plan site design of the project which are intended to ensure consistency with the General Plan and South Sacramento Community Plan policies regarding transit support and multi-family and commercial development. The PUD will be known as the Strawberry Creek Centre Planned Unit Development.

PROJECT INFORMATION:

General Plan Designation:	Community/Neighborhood Commercial & Office
Community Plan Designation:	Office
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Agriculture (A)

Surrounding Land Use and Zoning:

North: Vacant; Office Building-Planned Unit Development (OB-PUD); (Methodist Hospital PUD)
South: Vacant-(Strawberry Creek); Office Building (OB)
East: Highway 99;

West: SF Residential-(Approved Stonewood Subdivision); Single Family-Alternative (R1-A);

Property Dimensions: Irregular
Property Area: 25.26 ± gross acres

Commercial/Retail Property Characteristics:

Dimensions: Irregular
Property Area: 22.29 ± gross acres
Square Footage of Buildings: (15 bldg. footprints) 205,100 SF
Hotel (150 rooms) 115,000 SF
Sub-Total 320,100 SF
(Shopping Center)

Setbacks:	Required	Provided
Front:	To Be	25'/15' (Building/Landscape setbacks - Bruceville Road)
Sides:	Determined	25'/15' (Building/Landscape setbacks - Timberlake Way)
	By	50'/15' (Building/Landscape setbacks - Strawberry Creek)
Rear:	Commission	50'/30' (Building/Landscape setbacks - Highway 99)

Height of Building: Shopping Center - 45 feet (2 stories)
Hotel - 70 feet (6 stories)

Parking Required: Shopping Center - 1010 spaces
Parking Provided: Shopping Center - 1278 spaces
Parking Required: Hotel - 76 spaces
Parking Provided: Hotel - 98 spaces

Topography: Flat
Street Improvements: To Be Provided
Utilities: To Be Provided

Senior Housing Property Characteristics:

Dimensions: Irregular
Property Area: 2.98 ± gross acres
Square Footage of Building: 30 units/acre (89 units)

Setbacks:	Required	Provided
Front:	To Be	25'/15' (Building/Landscape setbacks - Bruceville Road)
Sides:	Determined	25'/15' (Building/Landscape setbacks - Alpine Frost Drive)
	By	50'/15' (Building/Landscape setbacks - Strawberry Creek)
Rear:	Commission	20'/ 5' (Building/Landscape setbacks - Union House Creek)

Height of Building: 45 feet, 3 stories
Parking Required: 95 spaces

Parking Provided: 95 spaces
Topography: Flat
Street Improvements: To Be Provided
Utilities: To Be Provided

OTHER APPROVALS REQUIRED:

In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
*Special Permit (with CEQA review)	Planning Division
Design Review	Design Review Staff
Transportation Management Plan	Public Works, Transportation Division
Driveway Permit	Public Works, Development Services
Building Permit	Building Division

*Future development requires City Planning Commission public hearing.

BACKGROUND INFORMATION

The original project application was for the development of a regional-scale shopping center with retail shops, two restaurants, a hotel, a child care facility, a health club and other similar uses and services on a 29 ± acre site. At that time the proposed building square footage was 352,000 square feet.

The applicant has worked with staff to develop a revised mixed-use residential and commercial project with a reduction of 33,900 square feet of retail space and the addition of 89 multi-family, senior housing units. The shopping center has been revised to have smaller, community serving retail and commercial building pads closer to existing and future residential and office development west of Bruceville Road, with regional scale "destination retail" anchor stores on the eastern portion of the site, along Highway 99.

The original project application also requested a revision to include this project area within the existing Methodist Hospital PUD. The application has been revised to delete 4 ± acres for a total of 25 ± acres; and to request the establishment of a new planned unit development to be called the Strawberry Creek Centre PUD.

STAFF EVALUATION:

Staff has the following comments:

A. Policy Considerations

General Plan and Community Plan Amendments

The General Plan currently designates the 25± acre site for Community/Neighborhood Commercial & Offices. Establishment of this mixed-use PUD requires a General Plan Amendment from Community/Neighborhood Commercial & Office to Regional Commercial & Offices for 22± vacant acres and to High Density Residential (30+ DU/Net Acre) for 3± vacant acres (see Attachment D).

The South Sacramento Community Plan currently designates the 25± acre site as Office. The project also requires a South Sacramento Community Plan Amendment for 22± acres from Office to General Commercial and for 3± acres from Office to Residential (29+ DU/Net Acre), (see Attachment E). There are goals and policies in the General Plan and the South Sacramento Community Plan which support the proposed mixed-use retail commercial and multi-family residential project with transit and pedestrian supportive design.

General Plan Goals

- * It is the policy of the City to approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments, (General Plan, Sec. 1-33, Policy 4).
- * Identify areas where increased densities, land use changes or mixed uses would help support transportation facilities and Light Rail. Then proceed with necessary General Plan land use changes, (Residential Land Use Element, Sec. 2-14, Policy 1).
- * Identify areas of potential change where higher density development would be appropriate along major thoroughfares, near Light Rail stations and modify plans to accommodate this change, (Residential Land Use Element, Sec. 2-14, Policy 2).
- * Actively support and encourage mixed-use commercial and residential development. (Commerce and Industry Element, Sec. 4-14, Policy 1).
- * Promote development of mixed-use regional commercial and office projects, (Commerce and Industry Element, Sec. 4-16, Policy 1).
- * Ensure that all areas of the City are adequately served by neighborhood/community shopping districts, (Commerce and Industry Element, Sec. 4-16, Goal A).
- * Make land use policy decisions supportive of Light Rail and bus transit.

(Circulation Element, Sec 5-6, Policy 5).

- * Require new planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops, schools and shopping centers, (Circulation Element, Sec 5-21, Goal A).
- * Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear (Circulation Element, Sec 5-22, Policy 2).
- * Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas, (Circulation Element, Sec 5-22, Policy 3).
- * Encourage mixed use developments to generate greater pedestrian activity, (Circulation Element, Sec 5-22, Policy 4).
- * Require developments to provide pedestrian access to shopping centers, business activity centers and transit stations and facilities, (Circulation Element, Sec 5-22, Policy 5).
- * Retain the riparian woodlands and grassland vegetation along the waterways and floodways in North Natomas and South Sacramento insofar as possible, (Conservation and Open Space Element, Sec. 6-13, Goal B).
- * Explore ways to conserve a modified floodplain environment along Laguna Creek in South Sacramento to the extent feasible, (Conservation and Open Space Element, Sec. 6-13, Policy 2).

South Sacramento Community Plan Policies

- * Encourage more variation of housing types in South Sacramento, especially to meet the needs of the two ends of the housing and income spectrum (Residential Land Use and Housing Section, Goal 2, p. 30).
- * Encourage healthy commercial shopping centers both within and outside of the South Sacramento community, (Commercial Land Use Section, Goal 2, p. 42).
- * Encourage the development of healthy commercial nodes, (Commercial Land Use Section Policies and Implementation Measure 2, p. 43).
- * Provide for sufficient commercial land in developing areas to serve the

shopping needs of future residents, (Commercial Land Use Section Policies and Implementation Measure 3, p. 43)

- * Encourage an environmentally sensitive treatment of creeks which must be "improved" for drainage purposes (Environment Land Use Section Policies and Implementation Measure 4, p. 101).

This mixed-use residential and retail commercial project is consistent with the General Plan and South Sacramento Community Plan Goals and Policies related to encouraging development in the City's new growth areas that promotes efficient growth patterns, with increased densities and mixed-use projects that provide transit and pedestrian linkages. As shown on Exhibit 1, the senior housing and the majority of the shopping center site is located within 1/4 mile of a future alignment of Light Rail Transit (LRT) and the future LRT transit center at Cosumnes River College. The project includes mixed-use commercial and residential development that are designed to provide transit support through strong pedestrian linkages; and that contribute to the variation of housing types in the South Sacramento Community Plan area by offering low-income, multi-family senior housing.

The schematic plan (Attachment G) illustrates building locations and site circulation with five sub areas (A,B,C,D & E) (Exhibit 2). The proposed project includes service-oriented and residential land uses in a campus setting. A pedestrian walkway extends as the "spine" of the project from the shopping center entrance at Timberlake Way to a series of paved plazas serving each sub area. The project design emphasizes safe pedestrian connections from the PUD to the Methodist Hospital medical campus to the north and to the site of a proposed light rail station southwest of the project. A more detailed discussion of the transit and pedestrian support elements of the project design is contained in Section C. Site Plan/Zoning Requirements - Parking/Circulation, and Section D. Off-site Project Enhancements.

The project is consistent with the General Plan and South Sacramento Community Plan Goals and Policies related to ensuring that all areas of the City are served adequately by retail commercial services. The shopping center schematic plan includes smaller, community serving retail and commercial building pads closer to existing and future residential development west of Bruceville Road, with regional scale "destination retail" anchor stores on the eastern portion of the site, along Highway 99. This design is unlike other shopping centers in the South Sacramento Community Plan area and it is intended to take advantage of the unique existing and future transportation improvements of the area.

The project is consistent with the General Plan and South Sacramento Community Plan Goals and Policies related to ensuring that creeks and drainage facilities are treated in an environmentally sensitive manner. The shopping center abuts the

13± acre Strawberry Creek drainage improvements on the south boundary. The applicant has agreed to a condition of project approval which requires the applicant to work with the City to design and develop a creek enhancement plan for the portion of Strawberry Creek that is adjacent to the project site.

The South Sacramento Community Plan amendment of 3± acres from Office to Residential (29 + DU/Net Acre) is required in order to locate the low-income, multi-family, senior housing residential use in the area. The senior housing will add to the variety of housing opportunities available in the area and the density of the multi-family housing will be supportive of the proposed extension of LRT facilities.

The South Sacramento Community Plan amendment of 25± vacant acres from Office to 22± acres General Commercial is required in order to locate commercial uses in the area. The mixture of community-serving and destination retail users will provide a greater level of commercial services to the area and will be supportive of the proposed extension of LRT facilities. The General Commercial use will provide new job opportunities in the area.

Staff supports the overall amendments to the General Plan and South Sacramento Community Plan because of the overall project consistency with the applicable Goals and Policies of the General Plan and the South Sacramento Community Plan.

Rezone

The applicant is proposing to rezone 3± vacant acres from Agriculture (A) to Multi-family - Planned Unit Development (R3-PUD) and 22± vacant acres from Agriculture (A) to Shopping Center - Planned Unit Development (SC-PUD) (see Attachment F). The proposed rezone is consistent with the proposed amendments to the General Plan and South Sacramento Community Plan land use designations and policies which support mixed-use development that is supportive of existing and proposed LRT facilities. The zoning will also be consistent with the nearby residential, office and multi-family zoning for the area. The intent of the SC-PUD zone is to allow a variety of shopping center uses. The R3-PUD and SC-PUD zone will offer a variety of quality design components which would otherwise not be considered in standard R3 or SC development. Staff believes that the rezone to R3-PUD will allow for an increase in the variety of housing opportunities in the South Sacramento Community Plan area. The rezone to SC-PUD will allow for the development of a pedestrian and transit supportive community serving and destination retail commercial shopping center.

C. Site Plan / Zoning Requirements

Site Plan Design

The project includes a Schematic Plan which will be developed in phases. The

PUD Guidelines require that an overall project phasing plan be submitted for review and approval along with the first Special Permit application. The Schematic Plan illustrates building locations and on-site pedestrian and automobile circulation. The schematic plan primarily addresses the shopping center component of the PUD. The proposed shopping center site plan indicates 15 building footprints with four common driveways and reciprocal parking. The submitted site plan indicates a total of 320,000 square feet of commercial, retail, restaurant and hotel uses.

The proposed project includes service-oriented and residential land uses in an integrated, landscaped, campus-like center. The use of building materials, color, landscaping and architectural features will identify the project and set a consistent design theme for each element of the project. Individual store fronts will be consistent with the overall design of the site.

Primary access to the project is from Bruceville Road with secondary entrances and exits on Timberlake Way. A pedestrian walkway extends through the project from the entrance at Timberlake Way to a series of paved plazas serving each sub area.

The pedestrian theme is continued within the project through a network of walkways and plazas which link the hotel, senior housing, commercial/retail areas and major users to each other. Where feasible, pedestrian ways will be located between buildings and along store fronts to provide safe passage for pedestrians and visual connections to other portions of the project. Trees, trellises and arbors will provide shade and protection during bad weather.

The project's emphasis on pedestrian connections features five plazas located throughout the site. The plazas are intended as comfortable, inviting public spaces. Plazas will be marked by special paving, lighting and landscape treatments. Public art, fountains and/or street furniture will further define the plazas as public spaces. Uses for the plazas include outdoor dining in connection with restaurants and cart vendors, outdoor markets, art displays and public entertainment.

The center's extensive landscaping will complement overall building design. Parking areas and pedestrian walks will be landscaped for shade. Areas around building clusters will feature distinctive landscaping to mark entryways. Along street frontages, the area between sidewalks and curbs will be landscaped to create a safe separation between pedestrians and roadways.

To assist in describing the location and character of land uses within the Strawberry Creek Centre PUD, the site has been divided into five sub areas (A,B,C,D & E) (Exhibit 2). The following summarizes the nature of uses and design proposed for each of the five sub areas.

Area A is located west of Bruceville Road. It is designated for multi-family housing with a density of up to 30 units per acre. The site has been identified for multi-family residential rental units affordable to seniors of low income as defined by the U.S. Department of Housing and Urban Development. Residential units will be contained in several small buildings clustered on the site. Access will be available from Bruceville Road and Alpine Frost Drive. The project will feature recreation facilities to serve senior residents.

Multi-family residential buildings will not exceed three stories (45 feet) in height. Parking may be contained within the building or on grade. Residents of the project may access the commercial center using the crosswalk on Bruceville Road. Due to market and financing variables, the applicant has requested that the determination of square footage for the senior housing area be deferred until the submittal of the first Special Permit application. Staff does not object to this approach because the income requirements, density and multi-family, senior housing land use for the site will be established with this PUD.

Area B is located at the southwest corner of the site, nearest the Bruceville Road/Cosumnes River Boulevard intersection. This portion of the project will feature one and two story buildings arranged around small plazas, pedestrian walkways and parking areas.

Anticipated community serving uses include restaurants, coffee houses, smaller family entertainment venues, retail and services catering to the needs of the community, Cosumnes River College students and employees and patients of Methodist Hospital.

A landscaped public sidewalk along Bruceville Road will provide direct pedestrian access to internal pedestrian walkways and provide a landscaped buffer between retail commercial uses and the road.

A larger plaza is planned for the northeast corner of the intersection of Bruceville Road and Cosumnes River Boulevard, as shown on the Schematic Plan. This plaza will be designed to open to the corner of the site, thereby inviting transit riders into the center. The plaza will offer retail services, restaurants and outdoor eating and sitting areas.

Area C is located in the northwest portion of the commercial section of the project site and is planned for a cluster of commercial buildings which may include community-based services and retail uses such as restaurants, day care, health club, travel services, insurance, real estate, accounting and health care related activities. The buildings are intended to be one and two stories (maximum of 45 feet) structures.

Buildings in this area of the project are clustered around plazas and are linked with

pedestrian walks with the major users and other uses on the southern edge of the project.

Area D is the destination retail, larger user section located along Cosumnes River Boulevard and generally the southeastern portion of the project. This area is planned for retail services appealing to the broader South Sacramento and Laguna/Elk Grove community. This portion is the most visible from Highway 99 and Cosumnes River Boulevard.

Large retail uses are located in this area and are intended to serve as anchors for the entire center. Major uses may include various retail facilities such as general merchandise, furniture, clothing, electronics, household goods, music and sporting goods.

Buildings for the major users will be oriented toward parking areas. Front facades will be visible from Cosumnes River Boulevard, Timberlake Way and Highway 99. Buildings in this area will be one story bay structures (with a maximum height of 45 feet). Facades of major user buildings will include off-sets to interrupt the mass of buildings and to create interest. Front facades will be broken with insets and other shadow-casting elements to create building relief.

Pedestrian ways connecting buildings on the site will be marked by special pavement, lighting and landscaping treatments. Pedestrian ways will create visual focus focal points from Cosumnes River Boulevard, Timberlake Way and Highway 99. Roofs of the major users buildings may be flat. Integrated facade elements will form to parapets and will relate to the overall design and proportion of buildings. Landscaping and screen walls will screen service facilities, loading areas and service bays.

Area E is located in the northeast corner of the project between Timberlake Way and Highway 99. A hotel is planned for this portion of the site. Hotel facilities will include up to 150 guest rooms, complemented by a small conference facility and limited retail (such as a restaurant, bar and gift shop) and recreation facilities. The hotel and its amenities will serve guests of Methodist Hospital, Cosumnes River College, the surrounding community and the traveling public.

The hotel will be visible from the freeway and access will be available off of Timberlake Way. The height of the hotel will not exceed six stories (maximum of 70 feet).

A PUD designation allows for more flexible setbacks and building standards than those requirements in the City's Zoning Ordinance. The applicant has elected to establish setbacks and building standards rather than what is permissible in the ordinance. Therefore, zoning requirements are not applicable in most cases in the proposed PUD unless otherwise specified in the proposed PUD Development

Guidelines and the guidelines will supersede the Zoning Ordinance requirements.

Setbacks

The submitted site plan reflects landscape setbacks for the shopping center and the multi-family development. The shopping center proposes varied setbacks along Bruceville Road with a minimum of 25' for building pads, and a minimum 15' landscape setback; along Timberlake Way a minimum 25' for building pads, and a minimum 15' landscape setback; along Hwy 99 a minimum of 50' for building pads and a minimum 30' landscape setback; and along Strawberry Creek a minimum of 50' for building pads and a minimum 15' landscape setback. The Strawberry Creek Centre abuts the 13± acre Strawberry Creek drainage improvements on the south boundary.

The multi-family site proposes varied setbacks along Bruceville Road with a minimum of 25' for building pads, and a minimum 15' landscape setback; along Alpine Frost Drive with a minimum 25' for building pads, and a minimum 15' landscape setback; along Strawberry Creek a minimum of 50' for building pads and minimum 15' landscape setback; and along Union House Creek a minimum of 20' for building pads and minimum 5' landscape setback. Covered parking will be allowed in the building setback area along Union House Creek.

As mentioned above, the design of the shopping center portion of the PUD places great emphasis on pedestrian connections, both on-site and to adjacent land uses. The proposed setbacks reinforce safe pedestrian movement, and convenient pedestrian crossings aligned with the future senior residential community to the west will be provided. Varied setbacks ranging from 25' to 50' will be provided for the building footprints along the public right-of-ways. Typical landscape setbacks along public right-of-ways in PUD's are generally 25' or greater. The 15' landscape setback proposed off of Bruceville Road and Timberlake Way will be sufficient since the intent is to provide a pedestrian friendly walkway with easy access into the shopping areas and to screen parking from the street simultaneously. A landscape and irrigation plan will be required at the time of formal application submittal for each building permit. Staff finds the proposed landscape and building setbacks to be sufficient and compatible with the surrounding setbacks planned for the area.

Parking/Circulation

According to the City's Zoning Ordinance a minimum of 1105 parking spaces are required for the mixed-use PUD. The applicant proposes a maximum of 1303 parking spaces for the PUD. The required parking and parking provided for each of the uses is identified in the PUD Development Guidelines (Attachment J). All paved surfaces and parking lots will be required to meet the Zoning Ordinance

shading requirement of 50 percent shading. Adequate parking for each use will be determined at the time of formal application submittal for each Special Permit approval. The applicant has proposed parking standards which vary from the Zoning Ordinance for the senior housing, hotel and restaurant uses of the PUD, as discussed below.

The City parking standard for multi-family housing is 1.5 spaces per unit and 1 guest space for every 15 units. The amount of parking required would be 139 spaces. The applicant proposes a parking requirement of 1 space for each unit with one guest space for each fifteen (15) resident spaces. For the senior multi-family housing project, 95 parking spaces are proposed. Staff does not object to this parking standard due to the nature of the use and the site's proximity to existing and proposed Regional Transit services and facilities within 1/4 of a mile to the south. The overall PUD design emphasizes safe pedestrian connections to the Methodist Hospital medical campus to the north and to the proposed light rail station at Cosumnes River College.

The City parking standard for hotels is 1 space per 2 guest rooms and 1 space for the manger. The amount of parking required would be 76 spaces. The applicant proposes 98 spaces for the hotel use. Because the hotel is proposed to also have a small conference/meeting facility with limited ancillary retail uses, the PUD guidelines require that parking for the hotel conference facilities be reviewed by the Planning Commission during the Special Permit approval process.

The City parking standard for restaurants is 1 space per 3 seats. The layout of the Schematic Plan for the community-serving retail portion of the PUD is intended to accommodate both restaurant and retail users. The number of restaurants in the PUD is not known at this time. The applicant anticipates that approximately two to five restaurants will be developed in the PUD. The applicant proposes that for any restaurant/bar which is an "in-line" tenant of 5,000 square feet or less, the parking required shall be one space per 250 square feet of gross floor area. (An in-line tenant is one that shares a building pad with another user). For any restaurant/bar user with more than 5,000 square feet of space, there shall be one automobile space for every three seats based upon the capacity of the mixed and moveable seating area as determined under the Uniform Building Code. Staff does not object to this parking standard for the following reasons. The integrated design of the community-serving retail component of the PUD is intended to encourage the reciprocal use of services and parking; adequate area exists elsewhere on-site for additional parking and the pedestrian pathway designs included in the PUD will allow for safe pedestrian movement on-site; and the site's proximity to existing and proposed Regional Transit services and facilities within 1/4 of a mile to the south.

The community serving retail design of the PUD and the proximity of the site to Cosumnes River College, as well the proposed on-street bikeways along Bruceville

Road and Cosumnes River Boulevard should encourage bicycle patronage of the site. The PUD will conform to the to the City Zoning Ordinance minimum bicycle parking requirements for each use. Twenty-five (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

Signage

The applicant has incorporated sign criteria and regulations in the PUD Development Guidelines. The intent of the proposed sign criteria is to aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Strawberry Creek Centre PUD development, safeguard and enhance property values, and encourage signage which, by good design, is integrated with and is harmonious to the buildings and sites that it occupies. The PUD sign regulations are intended to complement the City of Sacramento Sign Ordinance No. 2868, Fourth Series. In all cases, the more restrictive requirements shall apply.

The guidelines indicate that for individual projects, a sign program shall be submitted with Special Permit applications. The applicant proposes that for those projects not requiring a Special Permit or for Special Permit projects requiring modifications to original sign programs, a sign program may be submitted to City Planning staff for review and approval. It is important to mention that as part of the overall PUD Guidelines, a sign program is an acceptable mechanism for reviewing signage for each special permit, but specific sign standards relating to height, size and the number of signs shall be adopted with the PUD Guidelines.

D. Off-site Project Enhancements

The Strawberry Creek Centre PUD is adjacent to two area features which warrant special consideration:

- the proposed LRT transit center;
- the adjacent Strawberry Creek.

These proposed and existing off-site features have prompted several off-site conditions of project approval.

The PUD schematic plan has been designed to encourage convenient and safe pedestrian linkages to the site for local residents; visitors, staff and patients of Methodist Hospital; students and staff of Cosumnes River College; and future transit patrons of the proposed LRT station to be located within 1/4 mile to the southwest, at the College. However as currently designed, the adjacent intersection may become an obstacle to pedestrian activity and movement.

The Cosumnes River Blvd./Hwy 99 partial cloverleaf interchange is currently under construction, and is due to be completed in the summer of 1996. (Bruceville Road and Cosumnes River Blvd. are also integrated into the City/County on-street bike-way system). As currently designed the Bruceville Road/Cosumnes River Blvd. intersection will be an extensive auto-oriented intersection that may discourage pedestrian activity between the PUD and LRT because of the number of travel lanes that will have to be crossed, (Exhibit 5).

"Traffic calming" can minimize obstacles to pedestrian movement. These measures may include alternative crosswalk striping and/or paving surfaces and extended pedestrian crossing signal times. The staff recommended condition of project approval requires the applicant to provide enhanced pedestrian corridors between transit facilities and on-site pedestrian circulation elements of the PUD.

The shopping center abuts the 13 ± acre Strawberry Creek drainage improvements on the south boundary. The PUD Guidelines establish a 15' landscaped setback and 50' building setback from the creek which will allow for a cohesive design for the creek area both on and off-site. The applicant has agreed to a condition of project approval which requires the applicant to work with the City to develop a plan for an enhanced creek design plan; and to develop and implement an approach for the long-term maintenance of this area. The applicant has agreed to provide \$10,000 toward a design and implementation plan and is requesting the City also contribute to this effort. The enhanced creek treatment may include decorative fencing along the common property line and a landscaping plan which is complementary to the planting program already in place for Strawberry Creek.

E. PUD Designation & Guidelines

The proposed project will establish a Planned Unit Development to be known as "Strawberry Creek Centre PUD". The purpose of establishing a PUD is to allow for variable setbacks, parking and building requirements. The attached Strawberry Creek Centre PUD Guidelines outline the standards to be used to guide development in the designated PUD (Attachment J). Also attached to the guidelines is the schematic plan which reflects building footprints, parking configuration and vehicle circulation and the proposed signage plan. The PUD designation requires a Special Permit for development. Additionally, the PUD Guidelines will be used when reviewing the multi-family, commercial, retail, restaurant and hotel development. The applicant is not applying for a Special Permit at this time. The development guidelines are intended to be consistent with the policies in the South Sacramento Community Plan. In summary, the attached guidelines (Attachment J) identify procedures for approval, permitted uses, significant transit and pedestrian supportive circulation design and building standards.

The applicant and staff have worked together to develop the PUD Guidelines.

Overall, staff supports the proposed PUD Guidelines but recommends that one section in the guidelines be modified. The staff recommended revision is described below.

SECTION VII. SIGN CRITERIA AND REGULATIONS

H. Detached (Monument) Signage

The applicant has proposed the following language:

10. "Cosumnes River Boulevard: Center/Tenant Identification Monuments

- a. Highway 99 is classified as a landscaped freeway.
- b. Hotels, gas stations and restaurants located in the SC-PUD zone may each have freeway-oriented signage, as allowed in the Highway Commercial Zone. Within the HC zone each such sign would be limited to a area of 200 square feet and 35 feet in height (Section 3.192 of the Sign Ordinance).

For the Strawberry Creek Centre PUD, all freeway-oriented project signage will be consolidated into a single pylon sign, not to exceed sixty (60) square feet in area and thirty (30) feet in height. The approximate location of the pylon sign is shown on the Conceptual Signage Plan".

Staff proposes the following replacement language:

- a. *"Freestanding pole signs for freeway visibility shall be prohibited".*

Because the site is located within 660 feet of freeway right-of-way, the criteria for freeway oriented signs applies to the site. Generally, the intent of the Sign Ordinance freeway sign criteria may be interpreted as intended to preserve a "scenic corridor" of 660' along the freeway. The staff proposed language is consistent with other recently approved shopping center PUDs (1/24/94, Camino Station PUD, I-80 & West El Camino and 2/11/93, Stonecreek Shopping Center PUD, Truxel & West El Camino).

PROJECT REVIEW PROCESS:

A. Environmental Determination

A draft Environmental Impact Report (DEIR) for the project formerly known as "Methodist Retail Center" was circulated for public review in October 1992. A final Environmental Impact Report (FEIR) was completed in January 1993. An

Addendum to the DEIR was completed in January 1995 following several revisions to the application.

The proposal (Methodist Retail Center) reviewed within the DEIR was a commercial proposal consisting of 197,000 square feet of retail and a 120,000 square foot hotel with associated parking and landscaping. The current proposal is 205,100 square feet of retail, a 115,000 square foot hotel, and 89-unit senior housing complex. Environmental impacts beyond those analyzed in the DEIR are not anticipated with the revisions (see attached Addendum).

The construction of the Calvine Interchange immediately adjacent to the project site is one change that has occurred since the 1992/3 EIR. Another improvement is two-lane portion of Cosumnes River Boulevard between Franklin Boulevard and Center Parkway. However, for analysis purposes, both of these improvements were assumed to be constructed prior to development of the project site. The traffic, noise, and air quality analysis' all assume full use of the Calvine Interchange and Cosumnes River Boulevard. Therefore, revisions to these analysis' was not required.

The EIR states that the previous proposal would create significant impacts in the following categories: 1) transportation, 2) air quality, 3) noise, 4) biological resources, and 5) water quality. The EIR recommends mitigation measures that will reduce the significant transportation and water quality impacts below a level of significance. Some impacts to air quality, noise, and biological resources would be significant and avoidable. The EIR examined a range of development options (alternatives) that adequately covers the magnitude of impacts expected from the current proposal.

B. Community Association/Public Comments

The applicant has met with the North Laguna Creek Neighborhood Association to receive comments on the proposed PUD. The revised project application has also been circulated to the Association.

The North Laguna Creek Neighborhood Association has provided written comments in support of the project. The Association representative requested that the pedestrian pathways on the western half of the project also connect with the commercial/retail buildings and hotel on the eastern half of the project. The revised site plan includes a continuous pedestrian pathway running east/west throughout the project.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The comments received have been incorporated into the Schematic Plan and/or included as either Mitigation Measures or conditions of approval for the PUD Guidelines.

PROJECT APPROVAL PROCESS:

The Planning Commission has the authority to recommend approval or denial of the General Plan Amendment, Community Plan Amendment, Rezone, PUD Designation and Guidelines and Schematic Plan to the City Council. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Item(s) A through I below, require City Council approval.

RECOMMENDATION:

Staff recommends the Planning Commission take the following actions:

- A. Recommend Certification of the EIR.
- B. Recommend approval of the General Plan Amendment of 22± vacant acres from Community/Neighborhood Commercial & Office to Regional Commercial & Offices.
- C. Recommend approval of the General Plan Amendment of 3± vacant acres from Community/Neighborhood Commercial & Office to High Density Residential (30+ DU/Net Acre).
- D. Recommend approval of the South Sacramento Community Plan Amendment of 22± vacant acres from Office to General Commercial.
- E. Recommend approval of the South Sacramento Community Plan Amendment of 3± vacant acres from Office to Residential (30+ DU/Net Acre).
- F. Recommend approval of the Development of a Planned Unit Development, PUD Development Guidelines and Schematic Plan to be known as Strawberry Creek Centre PUD subject to conditions and forward to City Council.
- G. Recommend approval of the Rezone of 22± vacant acres from Agriculture (A) to Shopping Center - Planned Unit Development (SC-PUD) subject to conditions and forward to City Council.
- H. Recommend approval of the Rezone of 3± vacant acres from Agriculture (A) to Multi-family - Planned Unit Development (R3-PUD) subject to conditions and forward to City Council.

In addition to the proposed conditions of project approval listed in Attachment I, staff recommends the Planning Commission recommend that the City Council implement the following conditions of project approval:

1. Within 90 days of final project approval, the applicant will work with the City to develop a plan for an enhanced creek design plan; and to develop and implement an approach for the long-term maintenance of the Strawberry Creek area which abuts the projects south property line. The enhanced creek treatment may include, but not be limited to, decorative fencing along the common property line and a landscaping plan which is complementary to the planting program already in place for Strawberry Creek.
2. Provide off-site improvements for pedestrian ways between the project and the future Light Rail Transit Station (to be located at the southwest corner of Bruceville Road and Cosumnes River Boulevard) to the satisfaction of the Planning Director and the Traffic Engineer. Pedestrian improvements can include but are not limited to: walkways, railings (where needed), intersection enhancements such as alternative paving surfaces, signage and street lighting. The features should be of character and quality to promote a pedestrian-friendly environment leading to the project site from LRT.

Report Prepared By,

Donald J. Lockhart,
Associate Planner

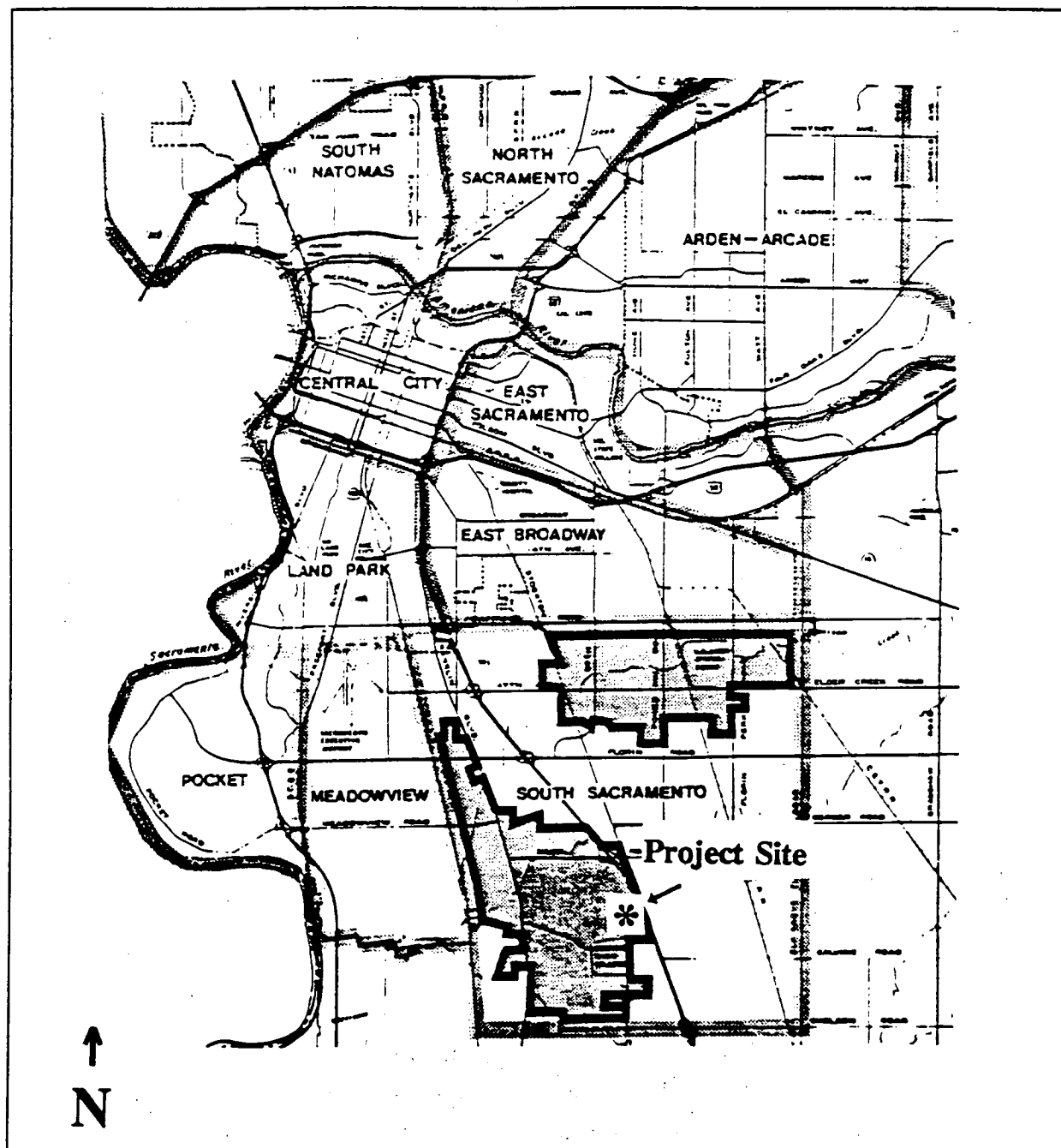
Report Reviewed By,

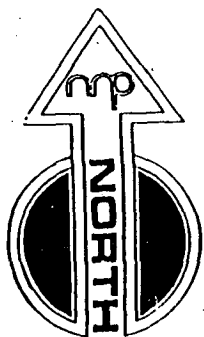
Barbara L. Wendt,
Senior PlannerAttachments

Attachment A	Vicinity Map
Attachment B	Land Use and Zoning Map
Attachment C	Community Plan Exhibit
Attachment D	General Plan Amendment Exhibit
Attachment E	Community Plan Amendment Exhibit
Attachment F	Rezone Exhibit
Attachment G	Conceptual Schematic Plan
Exhibit 1	Aerial Photo of Site
Exhibit 2	Land Use & Circulation Plan
Exhibit 3	Conceptual Signage Plan
Exhibit 4	Proposed Retail Elevations & Plaza Concepts
Exhibit 5	Bruceville Road/Cosumnes River Blvd. Intersection (Future)

Attachment H	Conceptual Landscaping Plan
Attachment I	Proposed Conditions of Approval for the PUD Development Guidelines and Schematic Plan
Attachment J	PUD Development Guidelines

ATTACHMENT A
VICINITY MAP



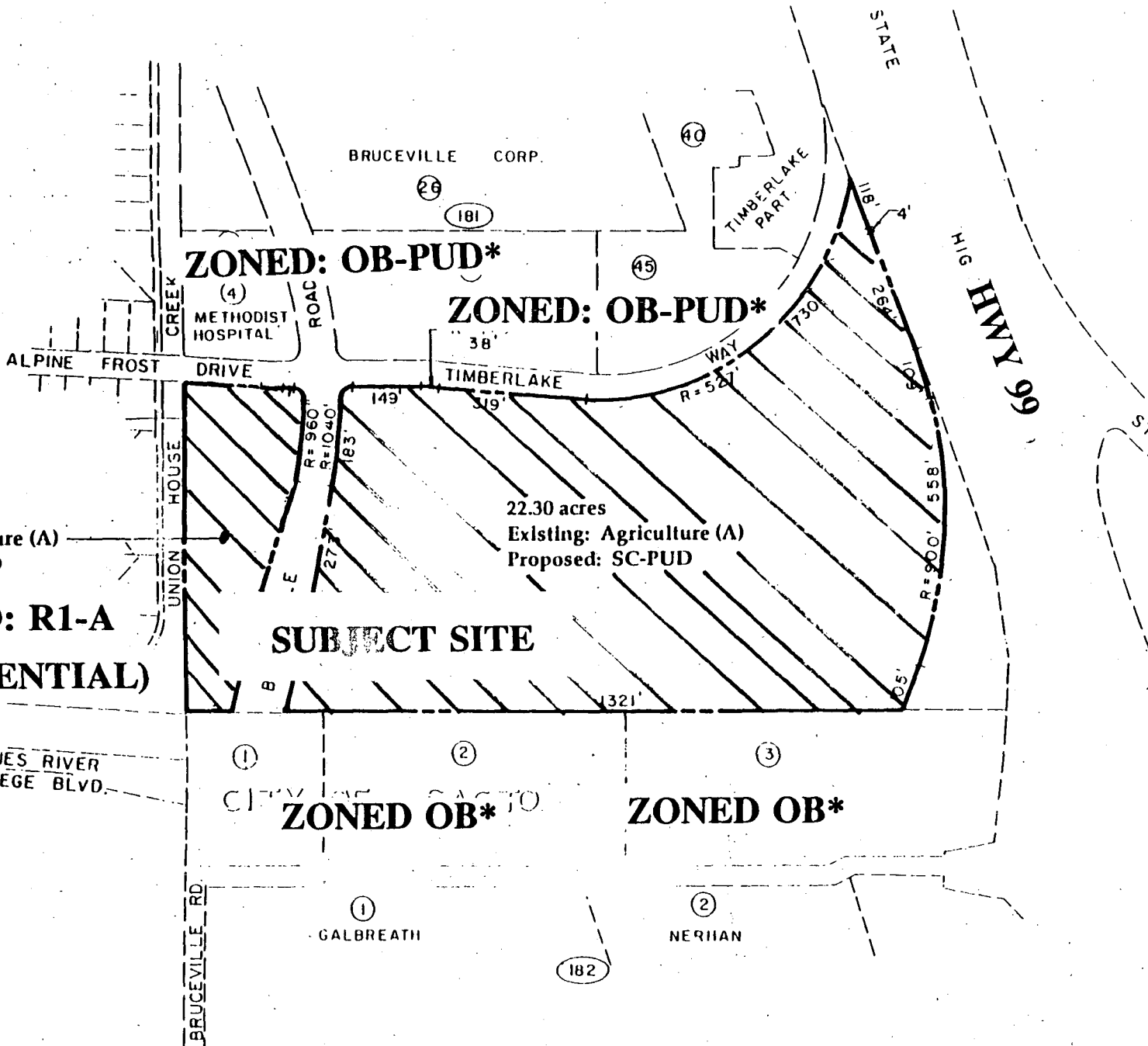


2.97 acres
Existing: Agriculture (A)
Proposed: R3-PUD

ZONED: R1-A
(SF RESIDENTIAL)

COSUMNES RIVER
COLLEGE BLVD.

BRUCEVILLE RD.



22.30 acres
Existing: Agriculture (A)
Proposed: SC-PUD

SUBJECT SITE

ZONED OB*

ZONED OB*

① GALBREATH

② NERIAN

① 182

* **VACANT PARCELS**

ATTACHMENT B
LAND USE AND ZONING MAP

SECTION I PURPOSE AND INTENT

Methodist Hospital of Sacramento has evaluated the space requirements for its medical campus into the foreseeable future and has previously dedicated, for health care purposes, the Methodist Hospital PUD, a distinct area of approximately 50 acres immediately north of Strawberry Creek Centre, the property which is the subject of these PUD Guidelines.

The subject property, approximately 25 net acres, is therefore considered to be surplus to the hospital's needs in providing an optimum level of health care services to the South Sacramento community. However, the hospital considers the land covered by this application to be extremely important to Methodist Hospital's success in fulfilling its mission.

Beyond the economic benefits that Methodist Hospital will derive from the development of the subject property, it is the intent of the hospital to facilitate development of a mixed use project reflective of the long term commitment of the hospital to serve the community and health care needs of South Sacramento. As evidence of this intent and commitment, Methodist Hospital seeks the development of a quality project that responds positively and in a lasting way to the unique opportunities presented by the subject site. The vision for the project is to offer quality destination retail, community-serving retail uses in a campus-like center, a hotel and affordable senior multi-family housing. Methodist Hospital has formulated the following Guidelines for the Strawberry Creek Centre Planned Unit Development (PUD).

- To create a unique mix of residential and commercial uses in an environment that will serve Methodist Hospital, Cosumnes River College, area residents and the citizens of South Sacramento;
- To preserve and enhance the aesthetic qualities of the Methodist Hospital PUD and the surrounding environs through the creation of attractively designed buildings and outdoor spaces; and
- To create a suburban community with clear potential for use of public transit where residents, employees and visitors will be encouraged to walk and use alternatives to the automobile through development of enhanced pedestrian systems and functional linkages.

These PUD Guidelines and the project Schematic Plan identify the future development plan for the PUD. These guidelines are intended to act as a supplement to existing City codes and ordinances and shall prevail when more restrictive than such code and ordinances.

These guidelines shall be adopted and used by the Strawberry Creek Centre Architectural Review Committee. The establishment, duties and

responsibilities of the Strawberry Creek Centre Architectural Review Committee are defined in the Covenants, Conditions and Restrictions (CC&Rs) which will be recorded for the project prior to the submittal of the first Special Permit application.

The Schematic Plan locates the commercial and residential uses anticipated for the site and the planned vehicular and pedestrian circulation pattern in such a way as to ensure integration with the surrounding uses and public transit system.

As required in the City of Sacramento Zoning Ordinance, Section 8, Planned Unit Developments, detailed plans for development of each use will be required as part of the Special Permit process required for development within the PUD.

A. Land Use Summary

Proposed zoning for the site is S-C (PUD) Shopping Center (22.29 acres) and R-3 (PUD) Multi-Family Zone (2.97 acres). Land uses, building areas and dwelling units are listed in Table 1.

Table 1
Land Use Summary

S-C (PUD) Shopping Center (22.29 acres)

Commercial/Retail	205,100 sf
Hotel (150 rooms)	115,000 sf
<u>S-C (PUD) Shopping Center subtotal</u>	<u>320,100 sf</u>

R-3 (PUD) Multi-Family (2.97 acres)

Senior Housing (30 units/acre)	89 units
--------------------------------	----------

B. Schematic Plan

The Schematic Plan illustrates building locations and site circulation. To assist in describing the location and character of land uses, the site has been divided into five sub areas (A,B,C,D & E). Locations of the sub areas are shown on the Schematic Plan. The following summarizes the character proposed for each of the five sub areas within the project.

Overall Project

The proposed project includes service-oriented and residential land uses in an integrated, landscaped, campus-like center. The use of building materials, color, landscaping and architectural features will

identify the project and set a consistent design theme for each element of the project. Individual store fronts will relate harmoniously to the overall design of the site.

Primary access to the project is from Bruceville Road with secondary entrances and exits on Timberlake Way. The scale of the entryways will relate to the building form of the project and to the frontages along Timberlake Way and Bruceville Road. A pedestrian walkway extends as the "spine" of the project from the entrance at Timberlake Way to a series of paved plazas serving each sub area.

Project design emphasizes safe pedestrian connections to the Methodist Hospital medical campus and to the site of a proposed light rail station southwest of the project. The pedestrian theme is continued on the interior of the project through a network of walkways and plazas which link the hotel, senior housing, commercial/retail areas and major users to each other. Where feasible, pedestrian ways will be located between buildings and along store fronts to provide safe passage for pedestrians and visual connections to other portions of the project. Trees, trellises and arbors will be utilized to provide shade and covering in the case of inclement weather.

The project's emphasis on pedestrian connections features five plazas located throughout the site. The plazas are intended as comfortable, inviting public spaces. Plazas will be marked by special paving, lighting and landscape treatments. Public art, fountains and/or street furniture will further define the plazas as public spaces. Uses for the plazas include outdoor dining in connection with restaurants and cart vendors, outdoor markets, art displays and public entertainment.

The center's extensive landscaping will complement overall building design. Parking areas and pedestrian walks will be landscaped for shade. Areas around building clusters will feature distinctive landscaping to mark entryways. Along street frontages, the area between sidewalks and curbs will be landscaped to create a safe separation between pedestrians and roadways.

Area A

Area A is located west of Bruceville Road. It is designated for multi-family housing with a density of up to 30 units per acre. The site has been identified for multi-family residential rental units affordable to seniors of low income as defined by the Department of Housing and Urban Development (HUD). Residential units will be contained in several small buildings clustered on the site. Access will be available

from Bruceville Road and Alpine Frost Drive. The project will feature recreation and social amenities to serve senior residents.

Multi-family residential buildings will not exceed three stories (45 feet) in height. Parking may be contained within the building or on grade. Residents of the project may access the commercial center via a crosswalk on Bruceville Road.

Area B

Area B is the southwest corner of the site, nearest the Bruceville Road/Cosumnes River Boulevard intersection. This portion of the project will feature one and two story buildings arranged around small plazas, pedestrian walkways and parking areas.

Anticipated uses include restaurants, coffee houses, smaller family entertainment venues, retail and services catering to the needs of the community, students and employees and patients of Methodist Hospital.

A landscaped public sidewalk along Bruceville Road will link to internal pedestrian walkways and provide a landscaped buffer between retail commercial uses and the road.

A larger plaza is planned for the northeast corner of the intersection of Bruceville Road and Cosumnes River Boulevard, as shown on the Schematic Plan. This plaza will be designed to open to the corner of the site, thereby inviting transit riders into the center. The plaza will offer retail services, restaurants and outdoor eating and sitting areas.

Area C

Area C is located in the northwest portion of the commercial section of the project site and is planned for a cluster of commercial buildings which may include community-based services and retail uses such as restaurants, day care, health club, travel services, insurance, real estate, accounting and health care related activities. The buildings are intended to be one and two stories (maximum of 45 feet) structures.

Buildings in this area of the project are clustered around plazas and are linked via pedestrian walks with the major users and other uses on the southern edge of the project.

Area D

Area D is the larger user section located along Cosumnes River Boulevard and generally the southeastern portion of the project. This area is planned for larger destination and retail services appealing to the broader South Sacramento and Laguna/Elk Grove community. This portion of the site possesses excellent visibility from Highway 99 and Cosumnes River Boulevard, which is highly important to larger users.

Major uses are located in this area and serve as anchors for the entire center. Major uses may include various retail facilities such as general merchandise, furniture, clothing, electronics, household goods, music and sporting goods.

Buildings for the major users will be oriented toward parking areas. Front facades will be visible from Cosumnes River Boulevard, Timberlake Way and Highway 99. Buildings in this area will be one story bay structures (with a maximum height of 45 feet). Facades of major user buildings will include off-sets to interrupt the mass of buildings and to create interest. Front facades will be broken with insets and other shadow-casting elements to create building relief.

Pedestrian ways connecting buildings on the site will be marked by special pavement, lighting and landscaping treatments. Pedestrian ways will create visual focus focal points from Cosumnes River Boulevard, Timberlake Way and Highway 99. Roofs of the major users buildings may be flat. Integrated facade elements will form to parapets and will relate to the overall design and proportion of buildings. Landscaping and screen walls will screen service facilities, loading areas and service bays.

Area E

Area E is located in the northeast corner of the project between Timberlake Way and Highway 99. A hotel is planned for this portion of the site. Hotel facilities will include up to 150 guest rooms, complemented by a small conference facility and limited retail (such as a restaurant, bar and gift shop) and recreation facilities. The hotel and its amenities will serve guests of Methodist Hospital, Cosumnes River College, the surrounding community and the traveling public.

The hotel will be visible from the freeway and access will be available off of Timberlake Way. The height of the hotel will not exceed six stories (maximum of 70 feet).

C. Phasing Program

Phasing of the Strawberry Creek Centre will occur in response to market demand for uses within the project. Each phase of development will occur with corresponding landscaping improvements and construction of parking, access ways, lighting, pedestrian walkways, plazas and signage. During buildout of the project, undeveloped portions of the site will be rough graded and maintained. Project areas (Areas A, B, C, D and E) may be developed in multiple phases. Development of the affordable senior housing project will occur independent of the retail commercial portion of the project.

A project phasing plan will be submitted with the first special permit application and will be reviewed as part of the application process. The phasing plan will include identification of land uses and improvements proposed. Overall project phasing may be updated with subsequent Special Permit submittals.

SECTION II PROCEDURES FOR APPROVAL

Special Permit development plans shall conform with the approved Schematic Plan and the PUD Guidelines. Development within the PUD will require approval of a Special Permit by the City Planning Commission. Special Permit application and development plans shall be in conformance with these PUD guidelines as provided herein, or as approved, by the City Council.

Information submitted with a Special Permit application will meet the requirements of the City, but will contain no less than the following:

- A. Names and addresses of applicant, architect, engineer and contractor;
- B. Project site plan with all dimensions and showing all roads, easements and rights-of-way;
- C. The site plan will also contain:
 1. Topography with existing and proposed contours at 1' (one foot) intervals with spot elevations as required to clarify drawings and floor elevations;
 2. Locations of existing buildings and proposed building pads;
 3. Street names and right-of-way widths;

4. Front, side and rear setbacks from building to property or parcel lines;
 5. Location of proposed buildings;
 6. Locations and details of site drainage;
 7. Site ingress and egress;
 8. All sign locations;
 9. On-site circulation systems including driveways, pedestrian plazas and walkways, parking areas (including typical parking stalls and maneuvering aisles), lighting, setbacks, dimensions of aisles and parking stalls;
- D. Proposed building uses;
- E. Distribution of development, including percentage and area square footage of the site used for:
- Building pads
 - Surface parking and other paved surfaces
 - Landscaping and pedestrian system;
- F. Exterior Building Elevations of all sides of each building, including building materials, elevation of top of roof and vertical elements and screening treatments proposed to screen rooftop or exterior HVAC equipment;
- G. Cross sections of buildings indicating relationship to adjacent buildings and roadways;
- H. Proposed landscaping and site development, including:
- Automatic irrigation system
 - Retaining walls
 - Temporary and permanent fences
 - Location and details of benches and patios.
 - Site lighting;
- I. A sign program consistent with these PUD guidelines and the City Sign Ordinance. The sign program will indicate the locations and details of temporary and permanent signs, including dimensions and details of signage lighting;

- J. Loading areas, service areas, surface mounted utility areas, including methods of screening;
- K. Locations of drainage pipes, berms, ditches and swales;
- L. Locations and dimensions of trash containers, recycling facilities, outside storage and screening for these features consistent with these PUD guidelines and the applicable City Code;
- M. Locations and dimensions of mechanical equipment communication equipment and meters and type of screening for these features;
- N. Roof projections;
- O. Dimensions for parking stalls and maneuvering areas including setbacks of building and building separation;
- P. Bar scales on all plans (at a minimum of 1"=100'); and
- Q. Overall project phasing scheme and proposed timing schedule for buildout.

SECTION III PROCEDURES FOR AMENDMENT

Amendments to the Schematic Plan are subject to the review and approval of the Planning Commission and City Council. Minor amendments, however, may be made to the Schematic Plan if the Planning Director determines that the requested amendment or modification is consistent with the objectives and intent of these guidelines. Minor modifications to the Schematic Plan, subject to approval by the Planning Director, shall include:

- A. Increase or decrease in individual building square footages of up to ten percent (10%) such that the aggregate commercial and hotel building square footage within the PUD does not exceed 320,100.
- B. Adjustments that do not materially affect the nature or the character of the PUD such as building orientation, placement of buildings and entrances, landscaping and parking configuration.

Amendments to these guidelines shall be subject to approval of the Strawberry Creek Centre Architectural Review Committee prior to application to the City. Such approval shall be in writing and submitted with the application package.

SECTION IV PERMITTED USES

- A. The PUD is intended to include residential or commercial uses in five general sub areas, which will be complementary to one another, to the adjacent medical and college campuses and to surrounding residential areas. The generally permitted uses are as listed below by sub area (A, B, C, D, E) and as defined above in Section I.

Area A: Residential Affordable Senior Housing as permitted under the R-3 zone.

Areas B and C: Commercial uses permitted in the SC-PUD zone that will provide entertainment, commercial and retail services for the benefit of community residents, staff and visitors to the hospital and Cosumnes River College.

Area D: Commercial uses permitted in the SC-PUD zone that will primarily serve the retail needs of the larger Sacramento region.

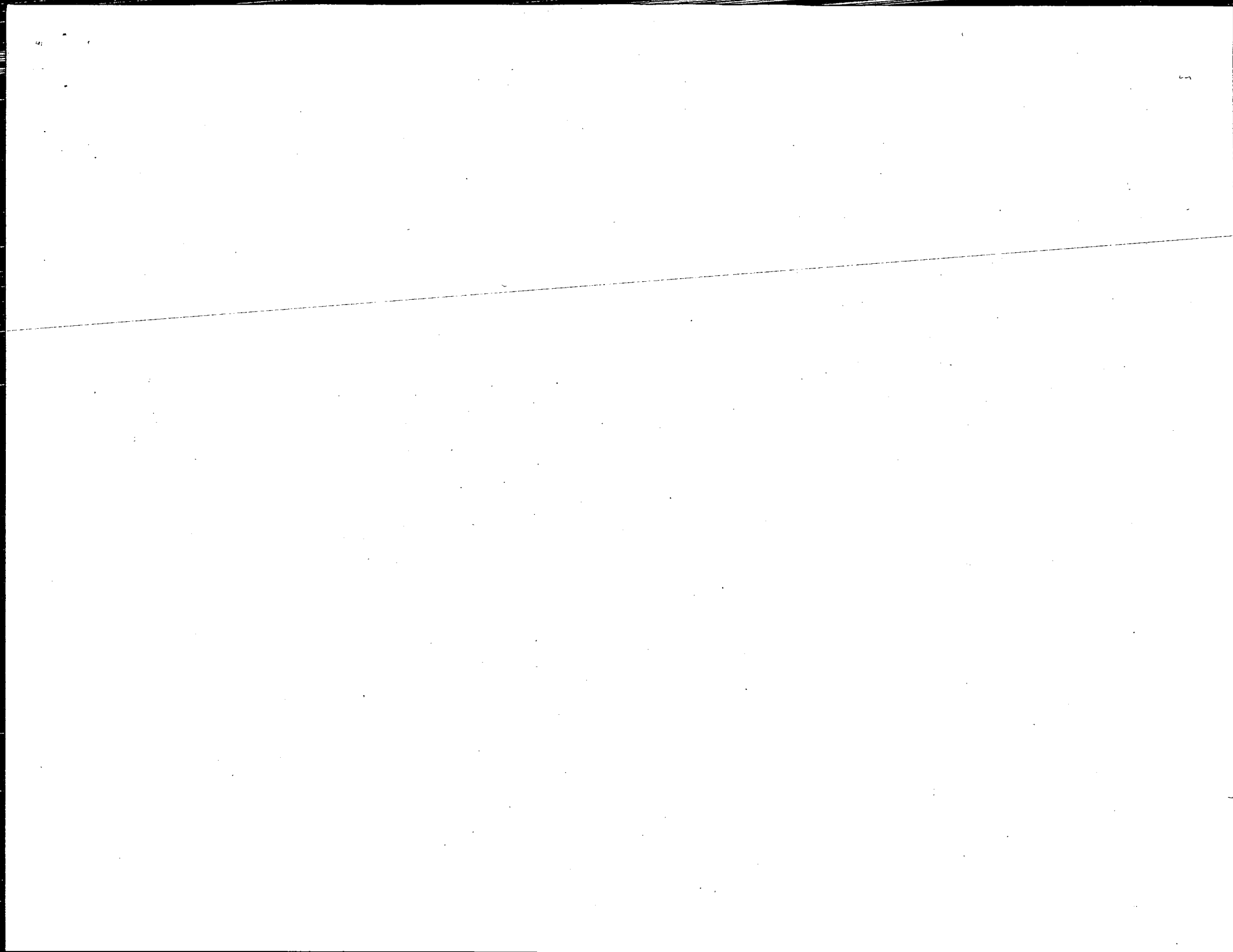
Area E: Commercial uses as permitted in the SC-PUD zone with the intent that this area will provide for hotel and conference meeting needs of the area.

- B. Compliance with the Schematic Plan

Compliance with the Schematic Plan shall be determined by the Planning Commission and City Council for Special Use Permits and by the Planning Director for minor modifications to the Schematic Plan. Section III of these PUD Guidelines outlines procedures for amendment of the Schematic Plan.

- C. Prohibited uses include:

- (1) Adult bookstore;
- (2) Adult cabarets;
- (3) Adult motion picture theaters;
- (4) Adult arcades;
- (5) Sales of alcoholic beverages for off-site consumption shall be limited to four (4) shops; and
- (6) Liquor stores (a liquor store shall be defined as a store whose inventory is 80% or more liquor).



D. Targeted uses for the retail center shall include:

- (1) Full service restaurants;
- (2) Family entertainment uses (such as a movie theater, bowling center or other like uses);
- (3) Community serving retail commercial uses; and
- (4) Hotel with small conference facilities, maximum of 150 guest rooms.

E. Hours of Operation

No user in the center shall operate its establishment after 12:00 midnight with the exception of the entertainment center which may be open until 1:00 am. Hours of operation for any theater/entertainment use shall be reviewed with regard to reciprocal parking needs by the Planning Commission during the Special Permit approval process.

SECTION V ENVIRONMENTAL STANDARDS

A. General

All buildings, structures, paved areas and building materials, color schemes and landscape elements shall be designed and constructed to create a desirable environment for intended uses and relate harmoniously with other facilities within the PUD and within the existing Methodist Hospital PUD and with the natural surroundings.

B. Landscaping

1. Landscaping shall comply with applicable City of Sacramento ordinances for drought tolerance and shall be composed of natural and decorative ground covers, shrubs and street, decorative, shade and screening trees with permanent, automatic irrigation systems.
2. A Conceptual Landscape Plan accompanies the PUD Guidelines. The purpose of the Conceptual Landscape Plan is to establish standards for landscaping and to insure integration and compatibility of landscaping for the site.
3. Project Special Permit approvals shall be subject to submittal of detailed landscape and irrigation plans for review and approval of staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the City's Planning Director or designee.

4. A landscape maintenance program shall be established to ensure that all landscape elements are maintained in a neat and orderly fashion.
5. Plant List. A plant list for the PUD shall be approved by the Director of the Department of Planning and Development or his/her designee prior to the submittal of the first Special Permit application to the Department of Planning and Development.
6. Approval of Landscape Plans. Project Special Permit approvals shall be subject to submittal of a detailed plant list and landscape and irrigation plans for review and approval by staff prior to issuance of a building permit. A tree shading diagram shall be submitted with each building permit application for the review and approval of the Director of the Department of Planning and Development or his/her designee.
7. Minimum Landscape Coverage. The minimum landscape coverage, including paved sidewalks, pathways and plazas with enhanced paving materials shall be 15% of the total site area. Landscape materials shall be varied in size. A minimum of 15% of the trees shall be specimen trees of 24" box size or larger.
8. Main Entrances. Landscaping features shall be employed to enhance and designate the main entrance to the shopping center.
9. Parking Lots. Parking lots abutting public right-of-ways and private drives shall have setbacks (with berms, when possible) and be landscaped with a mix of deciduous and evergreen trees, evergreen shrubs and turf or evergreen ground covers sufficient to screen parking areas adequately from public streets.
10. Surface Parking Lots. Trees shall be planted and maintained throughout the surface of the parking lots to ensure that, within 15 years after construction, at least 50 percent of the parking area will be shaded at noon on August 21st.
11. Front and Street Side Yard Setbacks. Landscaping in setback areas shall consist of an effective combination of berms, trees, ground cover, turf and shrubbery planted to soften the appearance of exterior walls of all buildings but not to hinder pedestrian movement or public safety.

12. Rear Yard and Side Yard Setbacks. All areas not utilized for circulation, parking and service shall be landscaped utilizing turf, ground cover, shrubbery and tree material to effectively screen and soften the mass of buildings and to screen service areas. All service and garbage areas shall be effectively screened from public view through the use of permanent, landscaped screen walls.
13. Screening of Service Areas. Architecturally-designed, compatibly-styled structures and plantings shall be used to screen service areas used for loading, trash and recyclable material storage and any approved external storage areas. It is contemplated, however, that exposed external storage of plant materials could be necessary to the successful operation of a business with an approved use. When this occurs, this storage will at all times be distinctly contained and continuously maintained in a neat and attractive condition.
14. Landscaping of Rear Elevations. Side and rear elevations of any building visible from surrounding highways and roads shall be landscaped with attractive, varying materials to a degree acceptable to the Planning Director. However, plant materials shall be placed so that view planes and corridors provide a high degree of visibility and identification for business establishments from surrounding sites and highways.
15. View Corridors. Landscaping installed in any sub area of the project that obliterates or unreasonably decreases adequate sight lines and view corridors of any earlier-developed building or use, clearly benefiting from visual exposure, shall be prohibited.
16. Landscape Installation. Prior to the issuance of any temporary or final occupancy permit, each project's landscaping, including an automatic irrigation system, shall either be installed or a security, in a form satisfactory to the City, shall be posted to assure installation at the earliest time permitted by conditions of weather and adjoining construction.
17. Irrigation. All landscaped areas shall be irrigated with timed, permanent, automatic, underground systems.

C. Circulation

1. Pedestrian and Bicycle Circulation. Pedestrian walkways and bicycle ways shall be provided to link on-site facilities, as much as practicable, with surrounding circulation systems of

Cosumnes River College, Methodist Hospital, adjacent residential neighborhoods and transit facilities. Bicycle ways and walkways shall be designed with the health and safety of cyclists and pedestrians in mind and shall be landscaped to provide shade areas during warm summer months. Lighting, scaled to the needs of the pedestrian, shall be provided for safety.

Any on-site bicycle/pedestrian facilities that have not been dedicated to the City shall have connections to the City's bikeway/pedestrian circulation system if the system is adjacent to the site. Such connections shall be designed and constructed to the satisfaction of the Traffic Engineer.

2. Vehicle Circulation. Automobile ingress and egress for sub areas B, C, D and E will be directed primarily through points on Bruceville Road and Timberlake Way. Area A (multi-family housing) will have one driveway on Bruceville Road and one at the westernmost practicable point on Alpine Frost Drive.
3. Truck Circulation. Truck loading facilities will be located to the rear or sides of the larger buildings. Truck ingress and egress will be off of access points on Timberlake Way.
4. Transportation planning for the site shall conform to the Transportation Systems Management requirements of the City.

D. Parking Standards

1. Adequate off-street parking shall be provided to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking. Reciprocal parking shall be considered among users. Required off-street parking shall be provided on the site served.
2. Parking requirements:
 - a. Shopping center (SC zone)
 - (1) Retail store. One automobile space for each 250 square feet of gross floor area, consistent with City of Sacramento parking standards.
 - (2) Hotel. One automobile space for each two guest rooms and one space for the owner/manager. Parking for the hotel conference facilities shall be

reviewed by the Planning Commission during the Special Permit approval process.

- (3) Restaurant/Bar. Approximately two to five restaurants are anticipated in the project. For any restaurant/bar which is an in-line tenant with 5,000 square feet or less, parking required shall be one space per 250 square feet of gross floor area. For any restaurant/bar user with more than 5,000 square feet of space, there shall be one automobile space for every three seats based upon the capacity of the mixed and moveable seating area as determined under the Uniform Building Code.
- (4) All other uses shall conform to City Zoning Ordinance parking requirements for each use.
- (5) Bicycle parking shall conform to City Zoning Ordinance minimum bicycle parking requirements for each use. Twenty-five (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

b. Senior Multi-Family Residential (R-3 zone)

- (1) Senior multi-family residential. One automobile space for each multi-family residential unit. One guest space for each fifteen (15) resident spaces. The City of Sacramento standard for multi-family housing is 1.5 spaces per unit; however, existing senior multi-family projects in the region have demonstrated that fewer spaces are needed for senior multi-family housing. Within the senior multi-family housing project, 95 parking spaces will be provided.

c. General Site Parking Requirements

- (1) Parking requirements for the project shall be provided as listed on Table 2, Parking Requirements. The number of parking spaces required by land uses and the number of parking spaces provided by land use are listed.

Table 2
Parking Requirements

Sub Area	Land Use	Parking Standard	Building SF (gross)	Parking Spaces Required	Parking Spaces Provided
A	Senior MF Housing	1 space/unit and 1 guest space/15 units	89 units	95 spaces	95 spaces
B	Commercial/Retail Entertainment	1 space/250 sf 1 space/6 seats	27,550 sf 21,750 sf	110 spaces 201 spaces	314 spaces
C	Commercial/Retail	1 space/250 sf	32,800 sf	131 spaces	147 spaces
D	Commercial/Retail	1 space/250 sf	123,000 sf	492 spaces	624 spaces
E	Hotel	1 space/2 guest rooms and 1 space/manager	150 rooms/ 115,000 sf	76 spaces	98 spaces
Total Parking Provided			320,100 sf/ 89 units	1,105 spaces	1,278 spaces

3. Parking Requirements. Approximately 1,105 parking spaces are required for the project and 1,278 parking spaces are provided. One parking space is proposed for each 189 square feet of commercial/retail uses.
4. Off-Street Parking. Off-street parking shall be provided to accommodate all parking needs within the PUD. Parking shall conform with the requirements of applicable City zoning and building codes and appropriate exceptions granted thereto.
5. Parking Stall Dimensions. Parking stall dimensions shall comply with City codes, except that the front two feet of parking stalls may be incorporated into adjacent landscaping improvements. A continuous six-inch raised concrete curb shall be provided along all landscaped areas abutting walkways or drives.
6. Handicapped Space. Parking spaces for the handicapped shall be provided adjacent to all buildings, consistent with the City of Sacramento Zoning Ordinance and State of California Title 24 requirements.
7. Compact Spaces. A maximum of forty (40) percent of all vehicle spaces, excluding handicapped spaces, may be sized for compact spaces. Compact car spaces shall meet the minimum

dimensions of the City Zoning Ordinance and shall be clearly marked "COMPACT CARS."

8. Covered Parking. Covered parking shall be permitted within the building setback on the west side of the multi-family parcel.
9. Loading Areas. Loading areas shall meet the requirements of City codes. Service areas shall be designed as an integral part of the structure and placed in inconspicuous locations. Truck loading facilities will be located to the rear or sides of the larger buildings and will be screened and/or recessed to minimize their possible adverse impact on the appearance of the project.
10. Curbs, walls, decorative fences with effective landscaping or similar barrier devices shall be located along the perimeter of parking lots and enclosed storage areas except at entrances and exits indicated on approved parking plans. Such barriers shall be designated and located to prevent parking vehicles from extending beyond property lines of parking lots and to protect public right-of-way and adjoining properties from damaging effects of surface drainage from parking lots.
11. Curbs and drives shall be constructed in accordance with the requirements and standards of the City of Sacramento.

E. Exterior Lighting

1. Lighting shall be designed in such a manner that it will not create hazardous and annoying glare conditions for motorists, building occupants, residents of adjacent developments and the general public.

Lighting shall be designed in such a manner as to provide safety and comfort for occupants and clientele of the PUD and the general public. Where appropriate, lighting will be designed to contribute to a sense of pedestrian scale for the PUD.

2. The lighting concept, type of light fixture and mounting height shall be similar throughout the PUD.
3. No rooftop lighting, including searchlights, illuminated advertisements or balloons are permitted, except in the case of security lights if deemed necessary and installed so as to be non-intrusive to neighboring property owners and the traveling public.

F. Performance Standards

1. Purpose and Intent. It is the intent of these restrictions to prevent any use in the PUD which may create dangerous, injurious, noxious or otherwise objectionable conditions.
2. Nuisances. Nuisance shall be prohibited in the shopping center and multi-family residential areas. The term "nuisance" shall include, but not be limited to any use which:
 - a. Emits dust, sweepings, dirt, fumes, odors, gases, or other substances into the atmosphere which may adversely affect the health, safety, or welfare of persons working at the shopping center or living in the multi-family residential areas;
 - b. Discharges of noxious liquids or solid wastes or other harmful matter into any creek, or other body of water which may adversely affect the health, safety, or welfare of the public, or persons working at the shopping center or living in the multi-family residential areas; or
 - c. Exceeds permissible noise levels as established by the City of Sacramento.

G. Open Space

The design intent of the PUD is that there be pedestrian activity throughout the site. It is intended that center be oriented with commercial activities organized around a central open space or spaces. Open spaces should incorporate shaded and open sitting areas and should be located in prominent locations along the pedestrian circulation system linking retail, entertainment and food service establishments. Pedestrian walkways shall continue through all areas to connect with the north-south pedestrian system of the hospital and with pedestrian ways along Bruceville Road.

H. Public Safety

To protect and enhance the public safety, the following measures shall be implemented:

1. A minimum lighting level of a one foot candle as measured at the parking lot surface shall be maintained from one hour before dark until one hour after dark.

2. Individual businesses in the project shall have clearly visible, well-defined addresses.
3. Should unauthorized after-hours use of the parking lot in the shopping center portion of the project become a problem, management of the center shall confer with the City Police Department to discuss additional security measures.

SECTION VI BUILDING STANDARDS

- A. Purpose and Intent. The purpose and intent of this section is to encourage the creative and innovative use of materials and methods of construction, but to prevent insensitive design and the use of inappropriate materials.
- B. Architectural Design. The architectural design of the shopping center and the multi-family residential areas shall be compatible with the hospital campus and natural surroundings. The architectural goal of the project is to produce a development which exhibits a unity of design throughout the overall project area. Unity of design shall be achieved through the consistent use of design themes, materials, colors and the orientation of buildings to the needs of commercial users and the circulation systems within the project.

The site will be linked to the existing Methodist Hospital facilities to the north and to Cosumnes River College and a proposed light rail station to the southwest by on-site pedestrian paths and off-site public walkways. The pedestrian path will be enhanced with paving materials, landscaping and street furniture which will unify the varied commercial uses to be developed across the site and encourage pedestrian movement within the project.

Building materials shall be consistent with those described in the Exterior Building Materials section of the (PUD) guidelines. Brick, wood, stucco, concrete, tile, glass and low gloss metals as accents are acceptable. Innovative and attractive use of concrete block materials also will be considered. Large expanses of reflective or mirror glass are not allowed.

Due to the exposure of the project to Highway 99, Cosumnes River Boulevard, Timberlake Way and Bruceville Road, it is necessary to design all sides of buildings facing these streets. The design of building sides will integrate elevations into the overall project design and present an attractive external image to the community. All four sides of each building shall present a unified and compatible architectural design.

Integrated and consistent use of the project elements, building materials, landscaping, street furniture, signage and lighting will produce a project that has a coherent overall appearance and a desired level of quality. This will help unify the project over the period of its development and serve to combine diverse uses into a cohesive campus environment.

C. Building Form

Setbacks shall be per the following guidelines. Those setbacks not identified above shall be per the City Zoning Ordinance. Setbacks along public rights-of-way should be varied, in order to avoid monotony of the streetscape. Building setbacks shall be consistent with those in the Methodist Hospital PUD Guidelines.

	Building Setback	Landscape Setback
Freeway	50 feet	30 feet
Bruceville Road	25 feet	15 feet
Timberlake Way	25 feet	15 feet
Alpine Frost Drive	25 feet	15 feet
Southern Property Line	50 feet	15 feet
West side of Multi-Family Parcel	20 feet	5 feet

Following are guidelines for form of buildings within the shopping center and multi-family residential zones.

Area A - Residential

Maximum Building Height - 3 stories (45 feet)

Minimum Building Setbacks - Conforming to City of Sacramento Zoning and Building Codes, except as amended by Special Permit. However, setbacks on Bruceville Road and Alpine Frost Drive will not be less than 15 feet.

Areas B, C and D - Shopping Center Zone

Maximum Building Height - The lower of two stories or 45 feet, except for an approved accent tower or element (theme tower shall not exceed 45 feet).

Minimum Building Setbacks - Conforming to the City of Sacramento SC zone, except a minimum setback of 15 feet, shall be maintained along Bruceville Road and Timberlake Way and 50 feet along the Caltrans right-of-way.

Area E - Hotel

Maximum Building Height - Two stories, except that the residential tower of a hotel may be six stories or 70' in height, not including elevator room or HVAC screening. HVAC shall not exceed ten (10) feet.

Minimum Building Setbacks - Conforming to the City of Sacramento SC zone, except a minimum setback of 15 feet shall be maintained along Timberlake Way and 50 feet along the Caltrans right-of-way.

D. Exterior Building Materials

1. Finished building materials shall be applied to all sides of a building, including trash enclosures and mechanical equipment screens.
2. All roof materials shall be of a type and material approved by the Architectural Review Committee.
3. Exposed plain or painted poured concrete is not an acceptable exterior surface. The use of red bricks or tile as a design element is encouraged, however, the intent is not to preclude split face or textured concrete block or similar materials when attractively presented along with other materials.
4. All HVAC, ventilating, SMUD boxes and other mechanical equipment shall be completely screened from view or enclosed within mechanical rooms which are finished with materials which are the same or compatible with exterior building materials. All water backflow equipment shall be screened.
5. No satellite dishes, microwave or other communication devices shall be visible from street.
6. All roof projections shall be painted to match the roof or building.

E. Lighting. Lighting shall be designed to provide safety and comfort and reflect a pedestrian scale where appropriate.

F. Colors. Building colors shall be harmonious and compatible with project buildings and those of the Methodist Hospital campus and the natural surroundings. Variations in color or multiple colors are appropriate if within an overall, planned and attractive palette of colors. Building colors shall be warm with some diversity and contrast

of color value, tone and hue. The use of primary colors, bright colors or glossy colors should be used sparingly as accents.

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

G. Energy Conservation Standards

1. Purpose and Intent. The purpose of these energy conservation standards is to set forth cost-effective energy saving measures which shall be incorporated into building design at the center.
2. Buildings shall be designed to meet the energy conservation standards of State of California Title 24 and the City of Sacramento.
3. Landscaping shall be designed to shade structures, walks, streets drives and parking areas so as to minimize the surface heat gain, and shall, at a minimum, comply with all current City of Sacramento standards.
4. Site design shall take into consideration thermal and glare impacts of construction materials on adjacent structures, vegetation and roadways.
5. Outdoor lighting shall be designed to provide a minimum level of site lighting commensurate with security.
6. Periodic energy use audits shall be conducted by SMUD to identify opportunities for energy conservation.

H. Temporary Structures. Temporary structures, including, but not limited to, trailers, mobile homes and other structures not affixed to the ground, are permitted only during construction and shall be removed promptly upon completion of the permanent building it services. Such structures shall be as inconspicuous as possible and shall cause no inconvenience to the general public.

I. Loading Areas. Truck loading dock(s) shall be located and designed to not create a nuisance to adjacent users. Use of the loading areas shall be limited to between the hours of 7:00 am and 8:00 pm. Truck loading dock(s) shall be designed as an integral part of structures, and to the extent possible should be oriented to shield loading areas from public rights-of-way, and the view shed of the traveling public. The intent is to ensure that these facilities are located in the most inconspicuous

manner possible and they do not create nuisance or detract from the architectural theme of the PUD.

- J. Outside Storage. No exposed open-air storage of materials, supplies, equipment, finished or semi-finished products or articles of any nature shall be allowed. Storage is to be inside structures. Any outside storage facilities shall be approved by the Director of the Department of Planning and Development or his/her designee.
- K. Garbage Services/Trash Enclosures/Recycling Program
1. Trash enclosures shall not create a nuisance and shall be located in the most inconspicuous manner possible. Trash enclosures shall meet City design requirements.
 2. All exterior garbage, refuse and major recycling facilities shall be concealed by a screening wall of a material compatible with the building(s) it serves.
 3. Refuse and recycling facilities shall relate appropriately to the building(s) and shall not be obtrusive in any way or detract from the building design theme.
- L. Utility Connections, Mechanical Equipment and Communications Equipment
1. Mechanical and communications equipment, utility meters and storage tanks shall not be visible at ground level.
 2. If concealment within the building is not possible, then such utility elements shall be concealed by screen walls, which shall be appropriately landscaped.
 3. All mechanical equipment shall be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
 4. All utility lines providing electric service directly to the site shall be underground.
 5. Each building owner or tenant shall provide adequate drainage in accordance with City of Sacramento standards.
- M. Plazas. Pathways and pedestrian plazas will be located throughout the project as shown on the approved Schematic Plan of the project. Pathways and pedestrian plazas shall be compatible with off-site pedestrian ways and with the exterior wall materials of adjacent

buildings. Layout and design shall provide maximum comfort and safety to pedestrians. Layout and design shall provide maximum comfort and safety to pedestrians. Surfaces shall have non-skid finish.

- N. On-site Drainage. Each building site owner shall be required to provide adequate drainage facilities in accordance with City of Sacramento standards.
- O. Hazardous Materials. All buildings or structures containing hazardous materials should be labeled at all doorways with easy-to-read signs. The signs shall provide emergency response teams with information on the hazardous contents of the building or structure and proper containment procedures. Labeling should be based on existing systems (i.e., the National Fire Protection Association 704 System) and approved by the City Fire Department.

SECTION VII. SIGN CRITERIA AND REGULATIONS

A. Purpose

Sign criteria will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Strawberry Creek Centre development, safeguard and enhance property values, and will encourage signage which, by good design, is integrated with and is harmonious to the buildings and sites that it occupies. These sign regulations are intended to complement the City of Sacramento Sign Ordinance No. 2868, Fourth Series. In all cases, the more restrictive requirements shall apply. Location of signs shall be as shown on the Signage Plan or as approved in subsequent Special Permit site plans.

B. Approvals and Permits

1. All permits for signs and sign installation shall be obtained by the tenant or representative.
2. Written approval of signage design, content, materials, colors, sizes, details and location must be obtained through the Strawberry Creek Centre Architectural Review Committee prior to submittal to the City Department of Planning and Development.
3. To obtain signage approval from the Architectural Review Committee, submit: a) six sets of scale drawings indicating signage size, copy layout, colors, materials, illumination and method of attachment; b) six sets of site plans indicating all proposed and existing sign locations; c) one set of color

renderings of one set of drawings with color overlays; and d) submittal fee (contact the Architectural Review Committee).

4. For individual projects, a sign program shall be submitted with Special Permit applications. For those projects not requiring a Special Permit or for Special Permit projects requiring modifications to original sign programs, a sign program may be submitted to City Planning staff for review and approval.
5. Location of signs shall be as shown on the approved Signage Plan or as approved in subsequent Special Permit site plans.

C. Prohibited Signs

1. In no case shall flashing, exposed bulb, moving, or audible signs be permitted.
2. No exterior signs perpendicular to the face of the building shall be permitted.
3. In no case shall the wording of signs describe the prices or any type of advertising except as part of the occupant's trade name or insignia. Tenant signage containing only the product or service will be considered on a case by case basis.
4. No portable signs will be permitted.
5. Signs extending over public right of way shall not be permitted.
6. No sign or any portion thereof may project above the building or top of the wall upon which it is mounted.
7. No signs shall be permitted on canopy roofs or building roofs.
8. No signage is permitted on the theme tower.

D. Design Requirements

1. All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
2. No exposed conduit, tubing, or raceways will be permitted. Additionally, all conductors, transformers and other equipment shall be concealed.

3. All fasteners, bolts and clips exposed to the elements shall be hot dipped galvanized iron, stainless steel, aluminum, brass or bronze.
4. Location of all openings for conduit and sleeves in sign panels on the building shall be indicated by the sign contractor or drawings submitted to the Architectural Review Committee. Installation shall be in accordance with approved drawings.
5. No sign maker's labels or other identification will be permitted on the exposed surface of the sign, with the exception of those required by local ordinances. When required, labels or other identification shall be located in an inconspicuous location.

E. Miscellaneous Center Signage Requirements

1. Each occupant with a non-consumer door for receiving merchandise must apply on said door, in a location as directed by the Architectural Review Committee, in a maximum of two inch high block letters, a minimum of the occupant's name and suite 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 Architectural Review Committee. No other window signs shall be allowed.
2. Address numbers, as the US Post Office requires, shall be provided and installed by the project owner.
3. Front entrance window lettering containing the tenant name and/or logo is permitted. Lettering shall not exceed five percent of the window panel or four (4) square feet total. Window lettering color(s) shall be compatible with the building architectural colors and provide contrast against the glass. Modifications to these PUD guidelines will be considered for restaurants, movie theaters and entertainment uses. Such modifications must first be approved by the Strawberry Creek Centre Architectural Review Committee and submitted for the approval of the Director of the Department of Planning and Development or his/her designee.
4. Traffic flow information and directional signs relating to pedestrian and vehicular flows within the center shall conform to the standards of the City of Sacramento Sign Ordinance and will not contain logos or business identification.

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

F. Special Signage

1. Imbedded ground signs such as inserts into terrazzo, special tile treatment, etc., will be permitted within the occupant's lease or property line if approved by the Strawberry Creek Centre Architectural Review Committee.

G. Temporary Marketing Signs

1. Three temporary project marketing signs denoting the name of the project, anchor tenants and the marketing agent shall be permitted on the site upon the commencement of construction. Signage area shall not exceed 64 square feet and sign shall not exceed 15 feet in height. Said signs shall be permitted until such time as a final City inspection of the buildings designates said structures fit for occupancy, or, the tenant is occupying said building, whichever occurs first. These signs must be kept in good repair.
2. Temporary marketing signs advertising the sale or lease of tenant spaces or buildings shall be permitted but shall not exceed a maximum area of six square feet or a maximum height of eight feet per sign.

H. Detached Signage

1. As defined by the City of Sacramento Sign Ordinance (3.64.a.3), the total area of all detached signs on each frontage of each parcel shall not exceed one square foot of sign area for each lineal foot of street frontage of the developed portion of said parcel.
2. Signs shall meet all setback requirements as defined by the City of Sacramento Sign Ordinance.
3. All signs shall be designed and constructed to compliment the building architecture.
4. Creative use of color, light and material is encouraged, subject to approval from the Architectural Review Committee.
5. Unless otherwise noted, all detached signs shall have indirect illumination.

6. The distance between each detached sign on a single parcel shall not be less than 300 feet.
7. Copy shall be limited to the center name/logo and tenant names and/or logos.
8. Copy shall be the same on both faces of double sided signs. However, copy does not need to be identical on each sign of similar design.
9. On detached signs, the sign structure may extend above the maximum allowable height of the sign for embellishment purposes. Under no circumstances, however, may such extension exceed 20 percent of maximum allowable sign height. Furthermore, such embellishment shall not include thereon any symbol, representation, logogram, insignia, illustration, or other form of advertising message (Section 3.96 of the City of Sacramento Sign Ordinance).
10. Cosumnes River Boulevard: Center/Tenant Identification Monuments
 - a. The project shall be allowed one single or double use tenant monument sign along the Cosumnes River Boulevard frontage. The approximate location of the monument sign is shown on the Conceptual Signage Plan.
11. Highway 99: Center/Tenant Identification Monuments
 - a. Freestanding pole signs for freeway visibility shall be prohibited.
 - b. Highway 99 is classified as a landscaped freeway.
 - c. No on-site signs shall be located within six hundred sixty (660) feet of the exterior right-of-way line of any portion of a freeway or route for a freeway which has been adopted by the State Highway Commission, if the copy of such on-site sign is, or would be, visible by persons traveling on those portions of the freeway or proposed freeway located within six hundred sixty (660) feet of the sign, unless such signs comply with all applicable regulations. Where regulations of this Section 3.12.192 conflict with

regulations of another Section, the more restrictive regulation shall prevail.

- d. Notwithstanding the above, hotel, gas stations and restaurants located in the SC-PUD zone can have signage as allowed in the Highway Commercial Zone due to the freeway services these uses provide.

12. Access Roadways: Center/Tenant Identification Monuments

- a. The center shall be allowed a maximum of four detached (monument) signs on the Timberlake Way frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel or the first 300 feet and, one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. The approximate location of the signs on Timberlake Way are shown on the Conceptual Signage Plan.
- b. The center shall be allowed a maximum of two detached (monument) signs on the Bruceville Road frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel for the first 300 feet and one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. There shall be a minimum distance of 300 feet between each sign. The approximate location of the signs on Bruceville Road are shown on the Conceptual Signage Plan.
- c. Detached (monument) signs on the project access roadways shall have the maximum sign face area restricted to 200 square feet and the maximum height from grade restricted to 25 feet. Fifty square feet of the sign face area shall be dedicated to the project name.

13. Tenant Occupancy Signs

- a. Two attached signs indicating the name of each occupant shall be allowed. Tenant occupancy signs shall be located on opposing sides of a building. The color of the face of each sign shall be in keeping with the overall color scheme of the development.
- b. Sign area shall be determined by the lineal frontage of each individual shop as follows:

STAFF'S PROPOSAL FOR FREEWAY SIGNAGE

11. **Highway 99: Center/Tenant Identification Monuments**
 - a. **Freestanding pole signs for freeway visibility shall be prohibited.**
 - b. **Highway 99 is classified as a landscaped freeway.**
 - c. **No on-site signs shall be located within six hundred sixty (660) feet of the exterior right-of-way line of any portion of a freeway or route for a freeway which has been adopted by the State Highway Commission, if the copy of such on-site sign is, or would be, visible by persons traveling on those portions of the freeway or proposed freeway located within six hundred sixty (660) feet of the sign, unless such signs comply with all applicable regulations. Where regulations of this Section 3.12.192 conflict with regulations of another Section, the more restrictive regulation shall prevail.**
 - d. **Notwithstanding the above, hotel, gas stations and restaurants located in the SC-PUD zone can have signage as allowed in the Highway Commercial Zone due to the freeway services these uses provide.**
12. **Access Roadways: Center/Tenant Identification Monuments**
 - a. **The center shall be allowed a maximum of four detached (monument) signs on the Timberlake Way frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel or the first 300 feet and, one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. The approximate location of the signs on Timberlake Way are shown on the Conceptual Signage Plan.**
 - b. **The center shall be allowed a maximum of two detached (monument) signs on the Bruceville Road frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel for the first 300 feet and one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. There shall be a minimum distance of 300 feet between each sign. The approximate location of the signs on**

APPLICANT'S PROPOSAL FOR FREEWAY SIGNAGE

11. Highway 99: Center/Tenant Identification Monuments

- a. Highway 99 is classified as a landscaped freeway.
- b. Hotels, gas stations and restaurants located in the SC-PUD zone may each have freeway-oriented signage, as allowed in the Highway Commercial Zone. Within the Highway Commercial Zone, each such sign would be limited to an area of 200 square feet and 25 feet in height (Section 3.192 of the Sign Ordinance).

For the Strawberry Creek Centre PUD, all freeway-oriented project signage will be consolidated into a single pylon sign, not to exceed sixty (60) square feet in area and thirty (30) feet in height. The approximate location of the pylon sign is shown on the Conceptual Signage Plan.

12. Access Roadways: Center/Tenant Identification Monuments

- a. The center shall be allowed a maximum of four detached (monument) signs on the Timberlake Way frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel or the first 300 feet and, one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. The approximate location of the signs on Timberlake Way are shown on the Conceptual Signage Plan.
- b. The center shall be allowed a maximum of two detached (monument) signs on the Bruceville Road frontage per the City of Sacramento Sign Ordinance, section 3.64.a, which allows one sign per parcel for the first 300 feet and one sign for every additional 300 feet of frontage. Only one sign shall be permitted to identify multiple tenants. There shall be a minimum distance of 300 feet between each sign. The approximate location of the signs on Bruceville Road are shown on the Conceptual Signage Plan.

Bruceville Road are shown on the Conceptual Signage Plan.

- c. Detached (monument) signs on the project access roadways shall have the maximum sign face area restricted to 200 square feet and the maximum height from grade restricted to 25 feet. Fifty square feet of the sign face area shall be dedicated to the project name.

13. Tenant Occupancy Signs

- a. Two attached signs indicating the name of each occupant shall be allowed. Tenant occupancy signs shall be located on opposing sides of a building. The color of the face of each sign shall be in keeping with the overall color scheme of the development.
- b. Sign area shall be determined by the lineal frontage of each individual shop as follows:
 - Width of sign, including logo, shall not exceed 70 percent of shop's width;
 - Total vertical sign height shall not exceed twenty-eight inches;
 - Maximum letter height shall be limited to twenty-four inches.

14. Free-Standing Building Signs

- a. Two attached signs shall be allowed for each free-standing building. These signs shall be located on separate sides of the building. For free-standing buildings on a corner, only two attached signs are allowed.
- b. The sign area shall be determined as follows:
 - Total sign area for each sign shall not exceed twenty four square feet;
 - The vertical dimension of the sign shall not exceed the horizontal dimension of the sign.

SECTION VIII ISSUANCE OF BUILDING PERMIT

Except as otherwise provided in the Special Permit approval or in the Resolution, no building permit shall be issued for any building or structure in a Planned Unit Development (PUD) Project or a land area covered by a Planning Unit Development designation until the plans submitted for the building permit have been reviewed and approved by the Architectural Review Committee, City of Sacramento Building Division and any other applicable review body. Plans shall be reviewed by the Planning Director to determine whether said plans conform to the Zoning Ordinance, the Strawberry Creek Centre PUD Guidelines and the South Sacramento Community Plan.

SECTION IX BUILDING OCCUPANCY

In accordance with Section 8 of the City of Sacramento Zoning Ordinance, no building or structure unit within a Planned Unit Development may be occupied until an inspection for the project has been made by the Planning Director to see that there has been compliance with all conditions of the Special Permit.

