



**REPORT TO  
PLANNING COMMISSION  
City of Sacramento**

915 I Street, Sacramento, CA 95814-2671

**PUBLIC HEARING**  
February 28, 2008

To: Members of the Planning Commission

**Subject: Auburn and Juliesse Commercial (P07-113)**

A request to construct an approximately 4,250 square foot commercial building with a drive-through on an approximately 28,654 square foot undeveloped parcel in the General Commercial (C-2) zone.

- A. Environmental Determination: Categorical Exemption pursuant to CEQA Guidelines Section 15332 (Infill Development);
- B. Special Permit to allow a drive-through service facility.

**Location/Council District:**

1812 Auburn Boulevard, Sacramento, CA 95815

Assessor's Parcel Number 266-0203-031

Council District 3

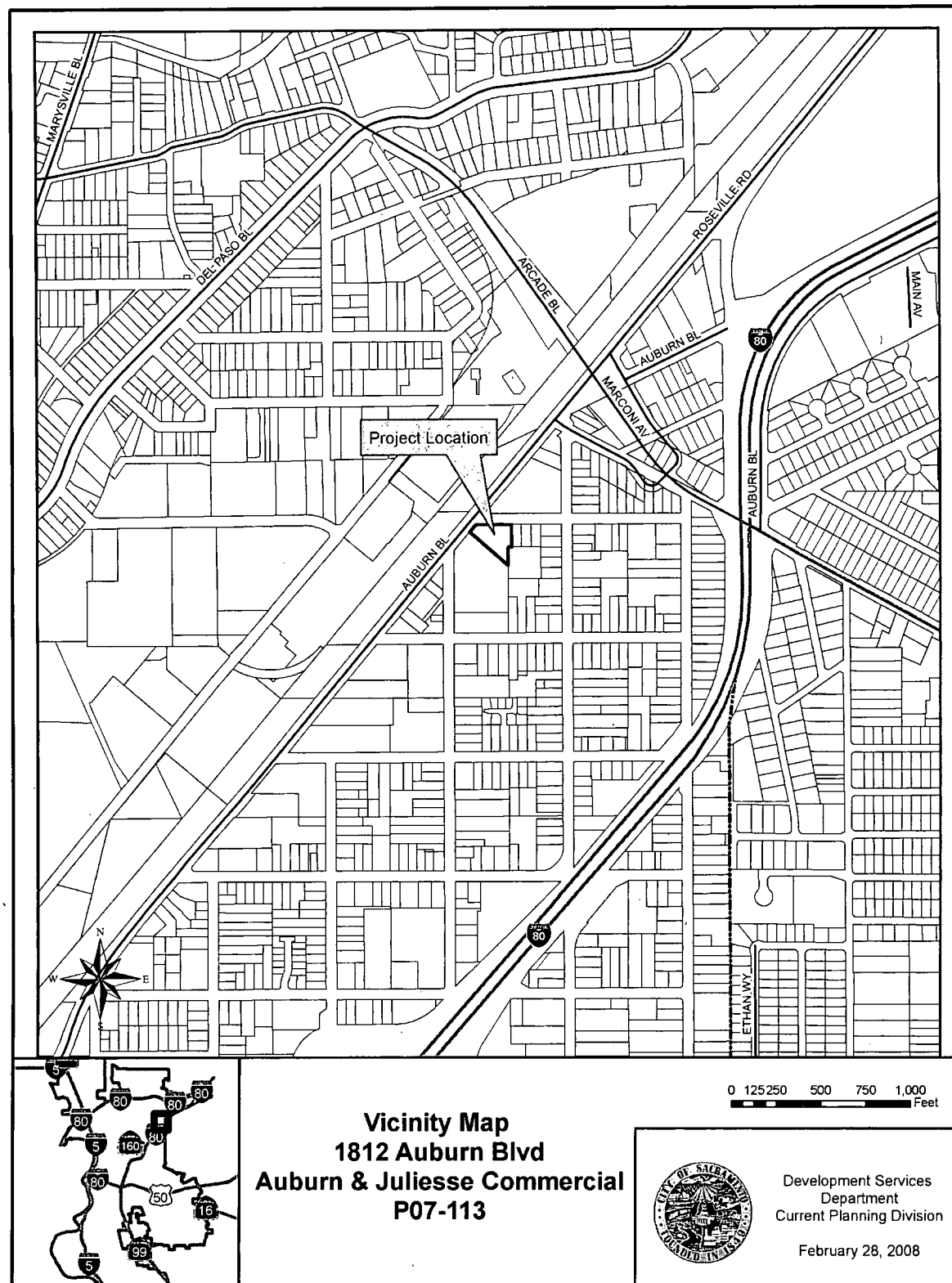
**Recommendation:** Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-B above, and its decision is appealable to City Council.

**Contact:** Steve Kerr, Junior Planner, (916) 808-5416, Stacia Cosgrove, Senior Planner, (916) 808-7110

**Applicant:** Brian Bigalow, Lone Wolf Construction Inc., (916) 944-1981, P.O. Box 661713, Sacramento, CA, 95866

**Owner:** Brian Bigalow, Lone Wolf Construction Inc., (916) 944-1981, P.O. Box 661713, Sacramento, CA, 95866

Vicinity Map



**Summary:** The applicant is requesting approval of a Special Permit to allow the construction of an approximately 4,250 square foot commercial building with a drive-through service. Staff notified all property owners within 500 feet of the site for this public hearing and received no opposition from the surrounding neighborhood. The project site is an undeveloped parcel which is approximately 0.66 acres within the General Commercial (C-2) zone.

<b>Table 1: Project Information</b>
<b>General Plan designation:</b> Community/Neighborhood Commercial & Offices
<b>Community Plan designation:</b> N/A
<b>Existing zoning of site:</b> C-2 (General Commercial)
<b>Existing use of site:</b> vacant
<b>Property area:</b> 0.66 acres

**Background Information:** In September, 2006, a Lot Line Adjustment was approved which increased the northeast portion of the subject site by approximately 2,500 square feet.

**Public/Neighborhood Outreach and Comments:** The project proposal was routed to the Ben Ali Community Association (BACA). Staff and the applicant attended the BACA meeting on September 20, 2007, where the applicant presented the project to the community group. The applicant received positive feedback from the community group and incorporated several of their suggestions into the project. After the meeting, the community association sent an email (Attachment 2) to staff listing the following items which they requested as part of the project:

1. Water Trucks

*Staff response: At the community meeting the group discussed concerns of dust created by construction and the applicant said that water trucks would spray the site to keep dust to a minimum.*

2. Vegetation (trees east side of property)

*Staff response: The applicant revised the landscape plan to include two 16'-20' planters along the east property line to accommodate large canopy trees.*

3. Adequate lighting

*Staff response: The applicant informed the community group that the project, including the building and the parking area, will be well lit at night and will comply with code standards.*

4. Parking Signage (For Customers Only)

*Staff response: The applicant told the community group that signage would be posted indicating that the parking onsite is for employees and customers only and that any other vehicles would be subject to towing.*

5. Right turn only at the corner of Juliesse Ave. and Auburn Blvd. during commute hours (7-9am and 4-6pm)

*Staff response: The allowed offsite turning movements within the public right of way are beyond the scope of the evaluation of this project. This request may be submitted to the Department of Transportation for further review.*

6. BACA also asked the applicant to speak with their adjacent neighbors to the east to assure them of the above items because the neighbor was concerned about safety, noise, and pollution.

*Staff response: The applicant said that he would further discuss the project with the neighbors. Staff mailed notifications of the public hearing to property owners within 500 feet.*

7. Speed bumps on Juliesse to prevent through traffic from racing down the street.

*Staff response: Installation of speed bumps within the public right of way are not required as part of a project of this size. This request may be submitted to the Department of Transportation for further review, the DOT has a separate process set up for community groups to request traffic calming measures that are not a part of private development projects.*

8. 4-way stop at Juliesse and Albatross.

*Staff response: This project alone is not expected to generate enough traffic within the neighborhood to warrant the installation of stop signs off-site. This request may be submitted to the Department of Transportation for further review.*

**Environmental Considerations:** The Development Services Department, Environmental Planning Services Division has reviewed this project and determined that it is exempt from the provisions of CEQA (the California Environmental Quality Act) under Section 15332 (Class 32 Infill Development) which consists of a project that is consistent with the General Plan and zoning regulations, is located within the City limits, is located on a project site of not greater than five acres in size substantially surrounded by urban uses and that has no habitat value, will not have significant effects relating to traffic, noise, air quality, or water quality and can be adequately served by utilities and public services.

**Policy Considerations:**

General Plan: The General Plan designates the site as Community/Neighborhood Commercial and Offices. This category is generally defined as including shopping centers, strip commercial, and small office projects that offer goods and services for the daily needs of adjacent residential areas. These uses may be located adjacent to residential areas without significant adverse impacts (SGPU, Sec. 4-10). The proposed project is consistent with the General Plan designation in that it provides a commercial development within the vicinity of a residential neighborhood which currently has very few convenient, safe, neighborhood serving commercial uses where residents can purchase goods and socialize. This development would encourage small retailers that

cater more to the needs of local residences as opposed to a use that fosters a regional draw. The project would also help "ensure that all areas of the City are adequately served by neighborhood/community shopping districts" (Section 4-16) and "improve the quality of residential neighborhoods Citywide by protecting, preserving, and enhancing their character." (Section 2-10)

General Plan Update Vision: While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. The applicable guiding principles that this proposal complies with include:

1. Promote strategic development of vacant, underutilized, and infill land, especially along transportation and commercial corridors, to improve the city's economic outlook.
2. Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors, and a growing population.
3. Promote designs for development that are compatible with the scale and character of Sacramento's existing neighborhoods.

In addition to being consistent with these principles, the proposal is not contrary to any of the other approved principles of the General Plan Update Vision.

**Project Design:**

**Land Use**

*Special Permit for Drive-Through*

Pursuant to Section 17.24.050 of the Zoning Code, drive-through facilities are permitted subject to approval of a special permit. In evaluating Special Permit proposals of this type, the Planning Commission is required to make the following findings:

1. The design and location of the facility will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property;
2. The design or location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement; and
3. The design and location of the facility will not create a nuisance for adjacent properties.

The location of the drive-through will not conflict with internal circulation or impede ingress and egress to the site. The configuration of the drive-through is pedestrian

friendly, allowing foot traffic to access the rest of the site without conflicting with the drive-through lane. The proposed project has been reviewed by the Development Engineering Division and it has been determined that, as designed, the project will not contribute to increased congestion on streets adjacent to the property, or impede circulation within the parking lot or impede pedestrian movement.

In addition to the above findings, the Zoning Ordinance establishes the following standards for drive-through service facilities that are to be used in reviewing the adequacy of project design:

1. A minimum stacking distance of one hundred eighty (180) feet shall be provided to each pick-up window or automated machine.

The proposed stacking distance for the drive-through lane is 180 feet.

2. A facility with separate ordering point(s) and pick up window(s) shall provide stacking space for at least four vehicles in advance of each ordering point and stacking space for at least four vehicles between each ordering point and pick-up window.

As proposed, there is only one pick-up and ordering window. This project will provide stacking space for at least four vehicles from the window.

3. Entrances to drive-through lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.

The entrance to the drive-through lane is more than 25 feet from the driveway located on Juliese Avenue.

4. Drive-through service facilities shall not be considered as justification for reducing the number of required parking spaces.

The Proposal does not include a request to waive any of the required parking.

5. The minimum width of each drive-through lane shall be eleven (11) feet. The entrance to the lane and the direction of traffic flow shall be clearly designated by signs and pavement marking or raised curbs.

The minimum width of the drive-through lane is 12 feet, meeting the minimum requirements.

6. A solid six-foot high masonry sound wall shall be constructed on the property boundary when the site is contiguous to residentially zoned or used property(ies).

The Zoning Code requires a six foot high masonry wall, however, the Environmental Planning Services section has conditioned an additional two feet (eight-feet total) in height along the southwestern boundary wall to provide an added barrier for the sounds produced by the drive through speaker.

7. Operation of the drive-through service facility shall be restricted to be between the hours of seven a.m. and ten p.m. when the site is contiguous to residentially zoned or used property(ies) unless the planning commission approves different hours of operation during the review of the special permit.

The applicant would like to attract a tenant which would use the drive-through to serve coffee drinks to customers in the morning and stated in the project application that hours of operation would be from 6 a.m. to 10 p.m. Staff feels that the 8-foot wall next to the drive-through and the orientation of the order board speaker toward Auburn Blvd. will not create a significant noise impact on the neighboring properties and recommends conditioning the project to allow drive-through operation from 6 AM to 10 p.m.

### Access, Circulation and Parking

The unique shape of the project parcel and location along the highly traveled Auburn Boulevard constrains the development options for the project site. The proposed project includes one driveway access point at the north east corner of the site along Juliese Avenue to provide safe vehicle access and the drive-through is located along the western portion of the site to provide adequate vehicle stacking distance.

Following is a summary of the proposed vehicular and bicycle parking:

Use	Required Parking (Minimum 1:400)	Proposed Parking	Difference
Commercial	11 Spaces	20 Spaces	+9

Total parking provided	Required bicycle parking	Provided bicycle parking	Difference
20 spaces	1	0	-1

With the exception of bicycle parking, the project meets or exceeds parking requirements.

Vehicle Parking: The proposal is required to provide a minimum of 1 space per every 400 square feet of commercial use. The applicant is proposing a 4,250 square foot building; therefore the proposal is required to provide a minimum of 11 parking spaces. The applicant is proposing a total of 20 parking spaces. Of the 20 parking spaces, the applicant is proposing 3 compact spaces and 1 accessible parking space.

The applicant has not yet begun seeking potential tenants for the building; however, he envisions the building being occupied by uses such as a coffee store with a drive-through and a sandwich shop. Therefore, the applicant is providing more than the minimum required parking for a commercial use to allow the opportunity for the building to be occupied by restaurant uses with indoor and outdoor seating which require parking based on the number of customer seats rather than square footage.

Bicycle Parking: The Sacramento City Code, Section 17.64.050, requires one (1) bicycle parking space for every twenty (20) required vehicle parking spaces. The proposal is required to provide a minimum of 21 parking spaces; therefore the applicant is required to provide one bicycle parking space (Class I, II, or III bicycle parking spaces). The current project site plan does not indicate where the bicycle parking will be located on site. The proposal will be conditioned to provide one bicycle parking space within close proximity to the proposed building.

Pedestrian Circulation: Off-site pedestrian access is provided to the site via sidewalk improvements on both Auburn Boulevard and Juliese Avenue.

#### Height, Bulk and Setbacks

Standard	Required	Proposed	Deviation?
Height	35'	21'	no
Front setback	7'6"	40'	no
Side setback	7'6"	25'	no
Street side setback	5	35'	no
Rear setback	N/A	35'	no
Lot coverage	40% max.	15%	no

As indicated above, the project meets or exceeds all applicable height and area requirements.

#### Building design, signage and landscaping

The applicant is proposing to construct a 4,250 square foot commercial building. The proposed exterior building materials include cement plaster, wood fascia, composition shingles, light fixtures, and an aluminum storefront system.


A signage plan was not submitted with the proposal. All signage is required to comply with the City's sign ordinance. All detached signs will be required to be monument type signs. Staff will condition the project to provide a comprehensive sign program for the

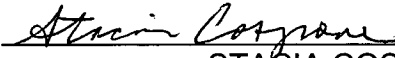
Subject: Auburn and Juliese Commercial (P07-113)

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building and subject to review by the Development Services Planning Manager prior to the issuance of any building permits.

The Zoning Ordinance requires that trees be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking area will be shaded. Areas to be shaded include the parking area and any driveways or maneuvering areas utilized or accessed by the vehicles using the parking spaces. The Urban Forest Services arborist reviewed the project and the attached landscape plan reflects the arborist's comments which will provide ample canopy potential and adequate planter space.

Respectfully submitted by:   
STEVEN KERR  
Junior Planner

Approved by:   
STACIA COSGROVE  
Senior Planner

Recommendation Approved:

  
GREGORY BITTER  
Principal Planner

Attachments:

Attachment 1	Recommended Findings of Fact and Conditions of Approval
Exhibit 1A	Site Plan
Exhibit 1B	Landscape Plan
Exhibit 1C	Floor Plan
Exhibit 1D	Building Elevations
Attachment 2	Ben Ali Community Association Email
Attachment 3	Land Use & Zoning Map

**Attachment 1**  
**Proposed Findings of Fact and Conditions of Approval**  
**Auburn and Juliesse Commercial (P07-113)**  
**1812 Auburn Boulevard**

**Findings Of Fact**

**A. Environmental Determination: Exemption**

Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the Planning Commission finds that the Project is exempt from review under CEQA Guidelines Section 15332, Infill Exemption of the California Environmental Quality Act Guidelines as follows:

This project consists of a request to construct an approximately 4,250 square foot commercial building with a drive-through on an approximately 28,654 square foot undeveloped parcel in the General Commercial (C-2) zone. This request requires a Special Permit for a drive-through service facility.

The proposed project is consistent with the General Plan and applicable zoning designations, is located within the City limits on a site that is not more than five (5) acres in size and is substantially surrounded by urban uses, is located at a site with no habitat value, and can be adequately served by utilities and public services. The project would not have significant effects relating to traffic, noise, air quality, or water quality.

**B. The Special Permit to construct a new retail building with drive-through window is approved subject to the following Findings of Fact and Conditions of Approval:**

1. Granting of the Special Permit is based upon sound principles of land use in that the proposed drive-through service facility would be incidental to the underlying commercial use and shall adhere to all development standards as set forth by the City's Zoning Ordinance.
2. Granting the Special Permit would not be detrimental to the public health, safety, or welfare, nor result in the creation of a nuisance in that the proposed drive-through service facility is a compatible use in the General Commercial Review (C-2) zone. Furthermore, the project site is of sufficient size and shape to accommodate setbacks, landscaping and lighting which will protect the privacy of neighbors and ensure adequate open space and access to light and air.
3. The proposed project would be consistent with the residential land use policies of the General Plan and Zoning Ordinance.

4. The design and location of the facility will not contribute to increased congestion on Auburn Boulevard or Juliesse Avenue in that Development Engineering has reviewed the project and has determined that the site will not generate enough traffic to impact adjacent streets.
5. The design and location of the facility will not impede access to or exit from the parking lot serving the business, impair normal circulation within the parking lot or impede pedestrian movement, as the drive-through service facility has been located to ensure maximum vehicular and pedestrian access to and from the project site.
6. The design and location of the facility will not create a nuisance for adjacent properties, as the project has been conditioned to provide eight and six foot high CMU walls to separate the commercial and residential land uses, the project has been conditioned so that the operating hours of the drive-through service facility shall be 6 a.m. to 10 p.m. seven days a week, and the proposed lighting standards and lighting plan shall not present a disabling glare hazard to drivers or pedestrians, or a nuisance glare concern to neighboring residents.

**Conditions Of Approval**

**B.** The **Special Permit** to allow a drive-through service facility for an approximately 4,250 square foot commercial building in the General Commercial (C-2) zone is approved subject to the following conditions:

**General:**

- B1.** Development of this site shall be in substantial compliance with the attached exhibits (Exhibits 1A through 1D), except as conditioned. Any modification to the project shall be subject to review by Current Planning staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- B2.** Applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.
- B3.** Unless specified by any condition below, this project shall be developed and constructed in full compliance with the Zoning Ordinance.
- B4.** Landscaping plans shall be submitted to the Building Division – Site Conditions Unit and the Landscape Architecture Section. The scope of the review shall include plant species selection, landscape materials, irrigation system and calculation to ensure that the 50% shading requirement is met. In order to provide adequate surveillance opportunities, all plants and shrubs shall be maintained at a maximum height of thirty inches (30"). Decorative planting shall

be maintained so as not to obstruct or diminish lighting level throughout the project.

- B5.** Prior to the issuance of building permits, the applicant shall construct an eight (8) foot high CMU wall along the southwestern (adjacent to the mobile home park) property line of the project site and a six (6) foot high CMU wall along the eastern property line (adjacent to the single family residences of the project site).
- B6.** All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets and neighboring residential parcels by the building parapet, screen wall, and architectural projections which are integral to the building design.
- B7.** The trash enclosure shall meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including perimeter landscaping, masonry walls, and a solid metal gate.
- B8.** The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.050). Provide one Class (I) locker within close proximity to the building.
- B9.** Signage is required to comply with the General Commercial (C-2) section of the City of Sacramento's Sign Ordinance, except that all detached signs shall be monument signs.
- B10.** Drive-through hours of operation shall be limited to between the hours of 6:00 AM and 10:00 PM.
- B11.** During the Phase I, an abandoned water supply well was observed in the center of the site. If this feature is a former well, it shall be properly abandoned in accordance with the County of Sacramento, Environmental Management Department, Water Protection Division regulations. If the well has previously been abandoned, verification from the County shall be required.

**Development Engineering:**

- B12.** Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards.
- B13.** The applicant shall pay an in-lieu payment for the future construction of the frontage improvements along Auburn Boulevard adjacent to the subject property.

- B14.** The applicant shall construct Juliesse Avenue to a modified 59-ft right-of-way street cross-section (7-ft planter instead of 6.5-ft) throughout a length of 100-ft and shall transition to a modified 53-ft right-of-way street cross-section (10-ft planter instead of 6.5-ft) as the road extends to the east. The back of walk line shall be held constant and the planter shall expand as the road transitions to a 53-ft right-of-way street cross-section.
- B15.** All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.
- B16.** All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division.
- B17.** The minimum throat distance for all site driveways shall be 25-ft (throat distance is that distance a vehicle can move from the public right-of-way into a given site before encountering a conflict with parking stalls, aisles, etc).
- B18.** The site plan shall conform to A.D.A. requirements in all respects. The applicant shall dedicate additional right-of-way (if necessary) and construct an A.D.A. compliant ramp at the corner of the intersection of Auburn Boulevard and Juliesse Avenue adjacent to the subject site per City standards to the satisfaction of the Development Engineering Division. The applicant may also be required to construct a 5' x 5' AC landing with truncated dome along the other side of Juliesse Avenue.
- B19.** The site plan shall conform to the drive-through requirements set forth in chapter 17 of City Code (Zoning Ordinance).
- B20.** The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance). **Note:** The parking stall located furthest to the east, adjacent to Juliesse Avenue, and the parking stall across it closest to the drive-thru entrance, both do not meet the 26-ft minimum maneuvering requirement for standard vehicles. The parking stall to the east closest to the drive-thru lane shall be removed and the planters adjacent and across the said stalls shall be redesigned to comply with the minimum maneuvering requirement.
- B21.** The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering Division.

**Utilities**

- B22.** A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- B23.** An on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). On-site stormwater storage of 1700 cubic feet per acre is required based upon the capacity of the drainage system in Auburn.

**Fire**

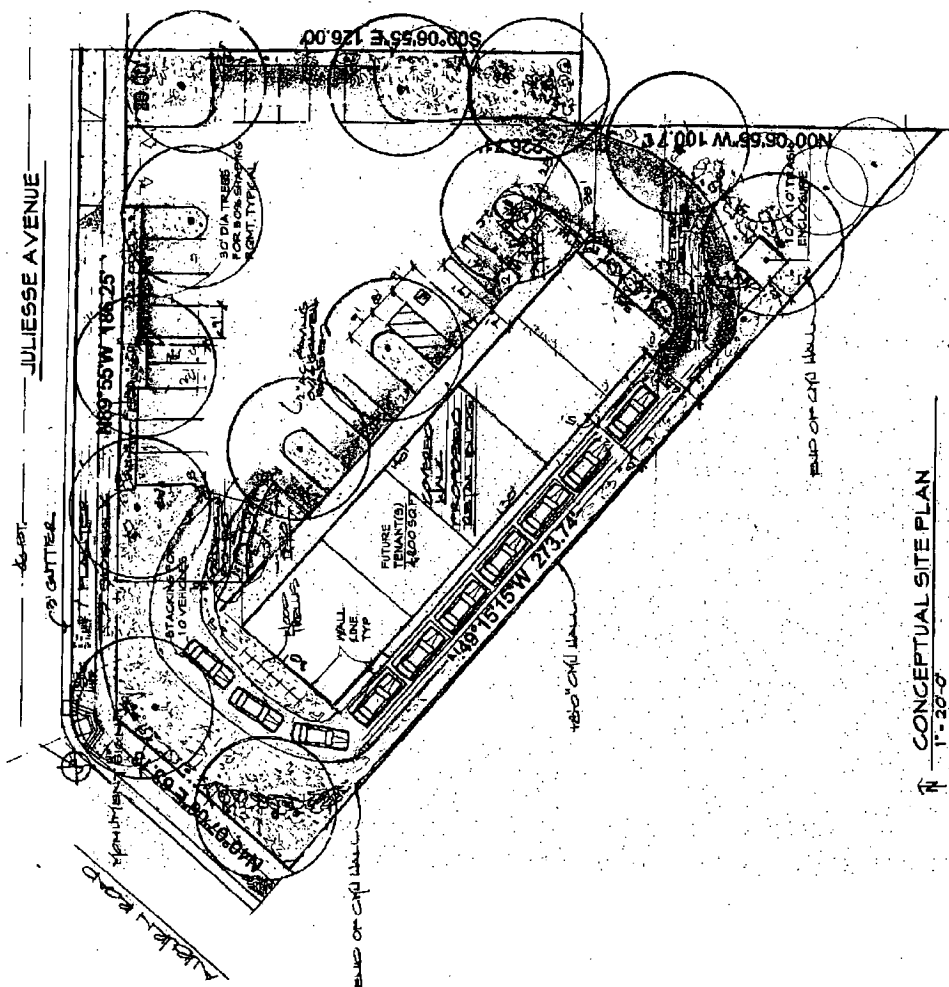
- B24.** Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. Mark each side of entrance and exit driveway and along side of the east curb with "NO PARKING - FIRE LANE".
- B25.** Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
- B26.** Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.
- B27.** Provide a water flow test. (Make arrangements at the River District Service Center's walk-in counter: 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA, 95811)
- B28.** The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)
- B29.** An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 4,999 square feet. Refer to City Code 15.36.1003, Amendment of Article 10, Section 1003, for exceptions.

- B30.** Locate and identify Fire Department Connections (FDCs) on address side of building no further than 40 feet and no closer than 5 feet from a fire hydrant.
- B31.** Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1

**ADVISORY NOTES**

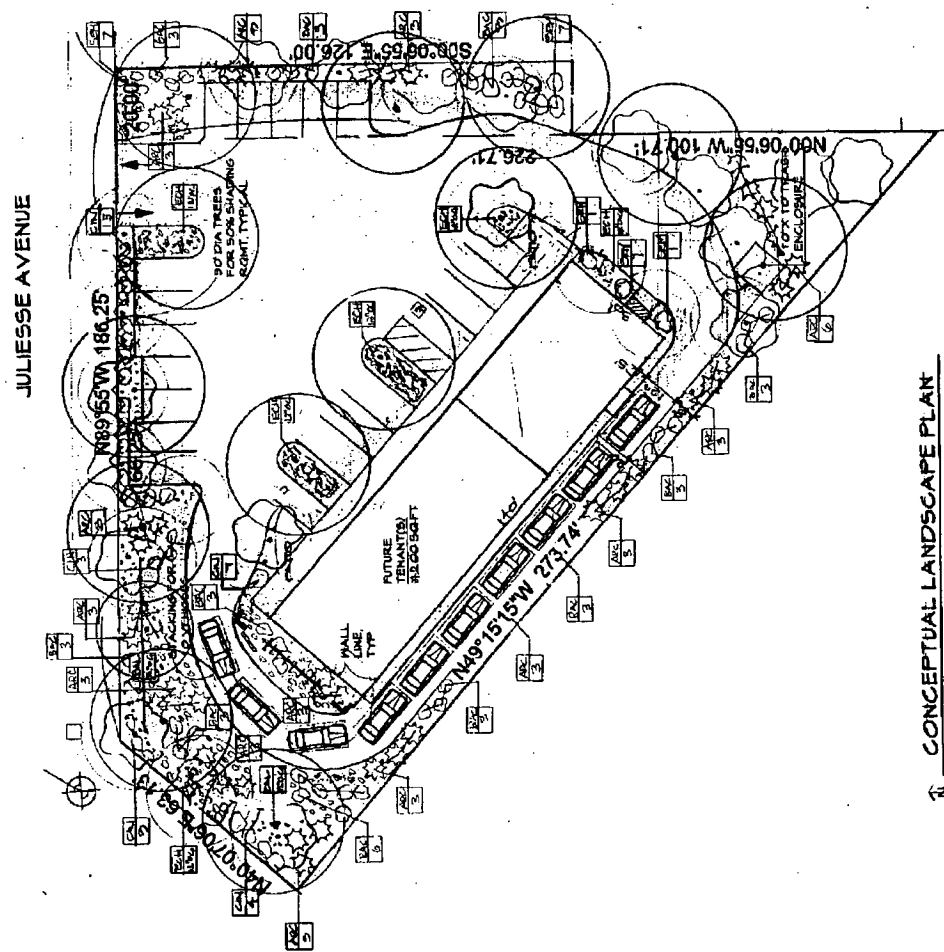
1. Provide an accessible route of travel from the public way to the new building per CBC section 1114B.1.2, and provide signage with international symbol of accessibility along path of travel to the building entrance per CBC section 1127B.3.
2. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$1,445. This is based on 4,250 square feet at the commercial services rate of \$0.34 per square foot. Any changes in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
3. The subject property is outside the boundaries of CSD-1 but within the Urban Service Boundary and SRCSD shown on the Sacramento County General Plan. Sacramento City Utilities Department approval will be required for sewage service.

PROJECT DATA	
SITE AREA - 20,654 SF	
BLDG AREA - 4,250 SF	
PARKING PROVIDED:	
STANDARD IT SPACES	
HANDICAP 1	
COMPACT 3	
TOTAL 21 SPACES	
ZONING	C-2
CONST TYPE	VN
OCCUPANCY	B



CONCEPTUAL SITE PLAN  
1-20-08

Exhibit 1B: Landscape Plan

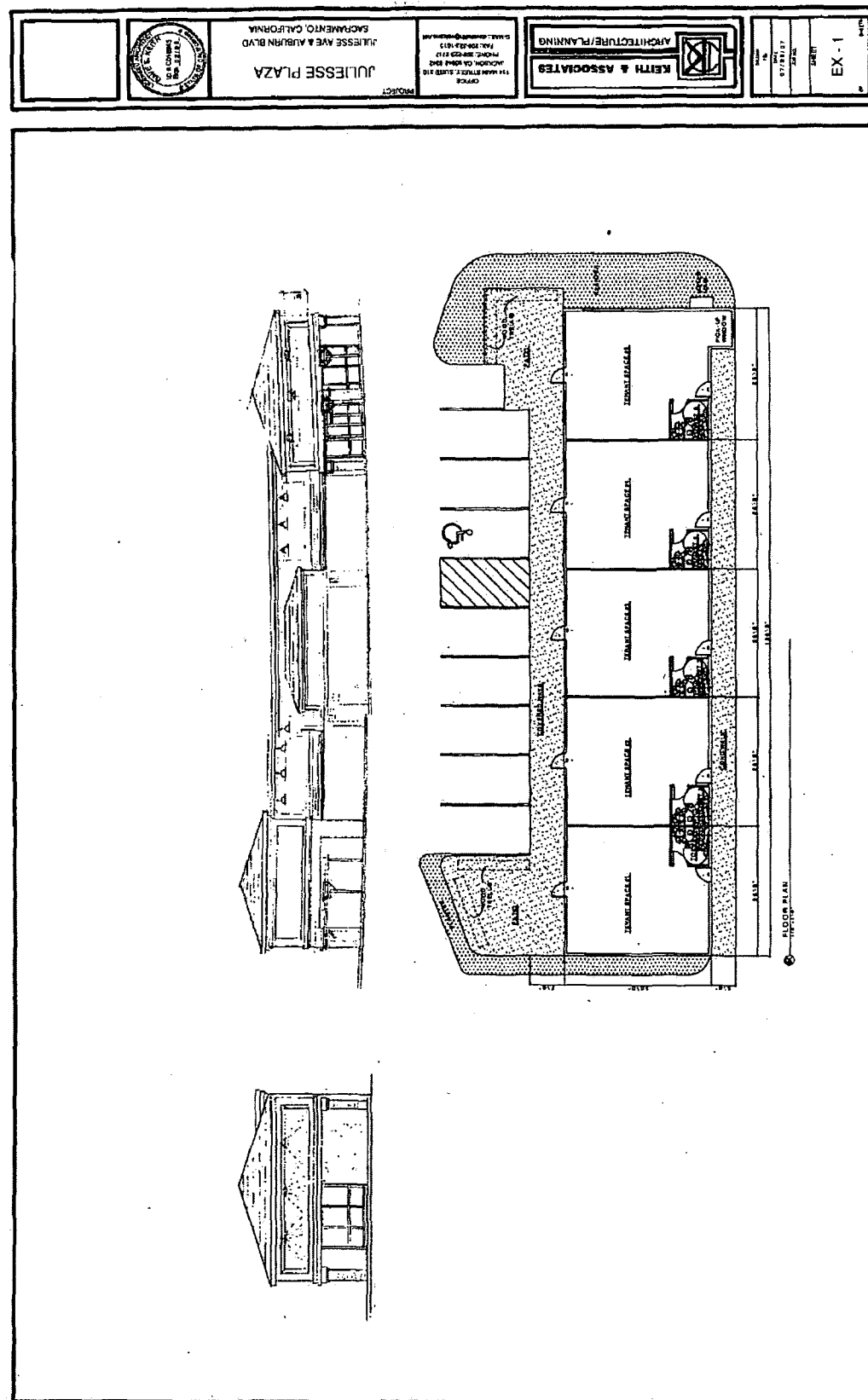


SYM	SYMBOL	PLANT LIST AND LEGEND	SIZE	QUANTITY
○	○	VALLEY OAK	15 GAL	
○	○	CHRYSTAL PRUNELLA	1 GAL	
○	○	COTONEASTER	1 GAL	
○	○	BRUGASSIA	1 GAL	
○	○	HEMLOCK	4"	
○	○	CHRISTMAS TREE	FEET	
○	○	CHRISTMAS TREE	1 GAL	

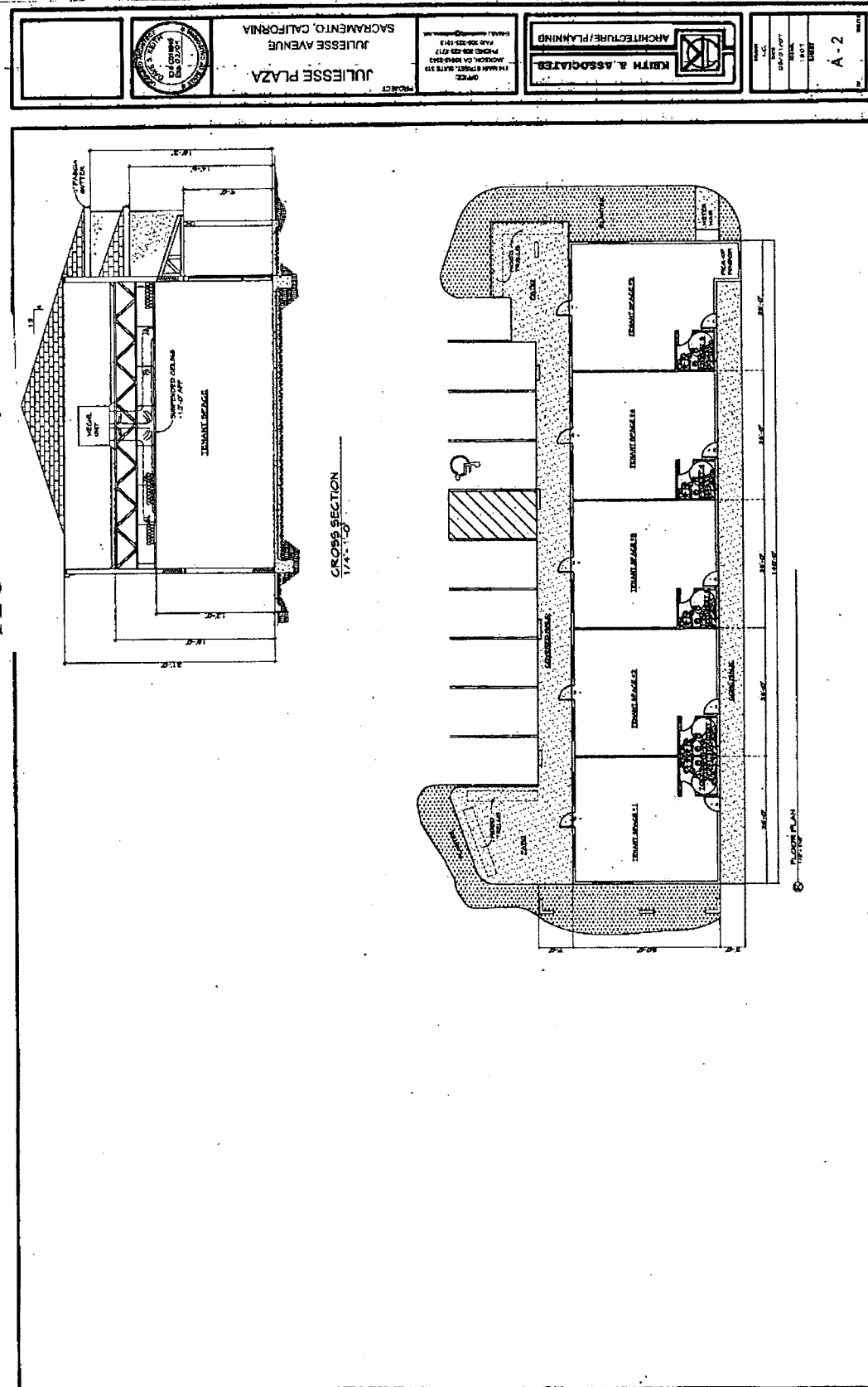
CONCEPTUAL LANDSCAPE PLAN  
1" = 20' 0"

Exhibit 1C: Floor Plan

P07-113  
AUGUST 6, 2007

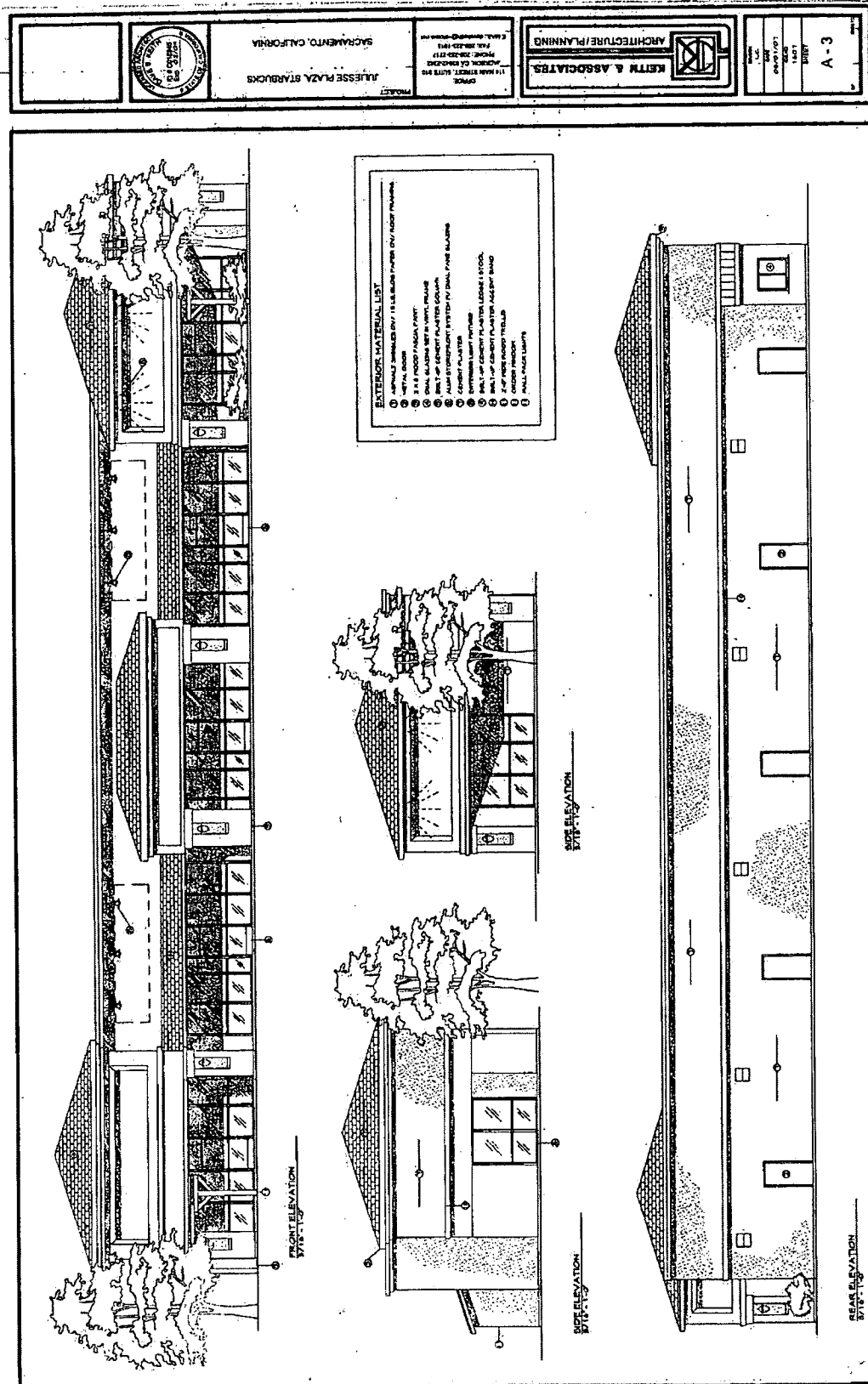


P07-113  
AUGUST 6, 2007



	<b>KEITH A. ASSOCIATES</b> ARCHITECTURE/PLANNING	DATE	08/01/07
		DRAWN BY	LIBBY
PROJECT <b>JULIESSE PLAZA</b> JULIESSE AVENUE SACRAMENTO, CALIFORNIA		SCALE	A-2

P07-113  
AUGUST 6, 2007



Subject: Auburn and Juliesse Commercial (P07-113)

February 28, 2008

Attachment 2: Ben Ali Community Association Email

To: Project Manager, Steve Kerr  
From: Ben Ali Community Association  
Re:  
Project Name: Auburn and Juliesse Commercial  
Project Location: 1812 Auburn Blvd.  
Assessor's Parcel Number: 266-0203-026  
Applicant's Name: Lone Wolf Construction  
Applicant's Phone #: 916-944-1981

The following items have been requested for the above project, Auburn and Juliesse Commercial, (as previously discussed in our meeting 9/20/07:

1. Water Trucks
2. Vegetation (trees east side of property)
3. Adequate lighting
4. Parking Signage (For Customers Only)
5. Right turn only at Juliesse/Auburn during commute hours (7-9am and 4-6pm)
  
6. We also asked for the builder to talk with their connecting neighbors to the east of them on Juliesse to assure them of the above items for he was concerned about safety, noise, and pollution.

In addition, after talking with the neighbors of Juliesse. They have requested the following:

7. Speed bumps on Juliesse to prevent through traffic from racing down the street.
8. 4-way stop at Juliesse and Albatross. There is currently a stop sign on Juliesse corners but not on Albatross. Neighbors have concerns that there have already been accidents at this location from motorists that do not stop at Juliesse. That the additional traffic from the business would only increase this factor. The street location of Juliesse would be used from cars cutting across and using this as a short cut from the new businesses of Auburn/Juliesse to Marconi and the freeway entrance.

Ben Ali was also told from the contractor that there would probably be security cameras at the businesses.

There would also be additional ground/vegation taken away from the drive through area, as shown to BACA on 9/20/07.

At this time with the above conditions, Ben Ali Community Association is not opposed to this building plan.

Verlene Castoreno  
Building and Planning Committee of the  
Ben Ali Community Association

Attachment 3: Land Use & Zoning Map

