

P04-157 – Del Paso Panda Express

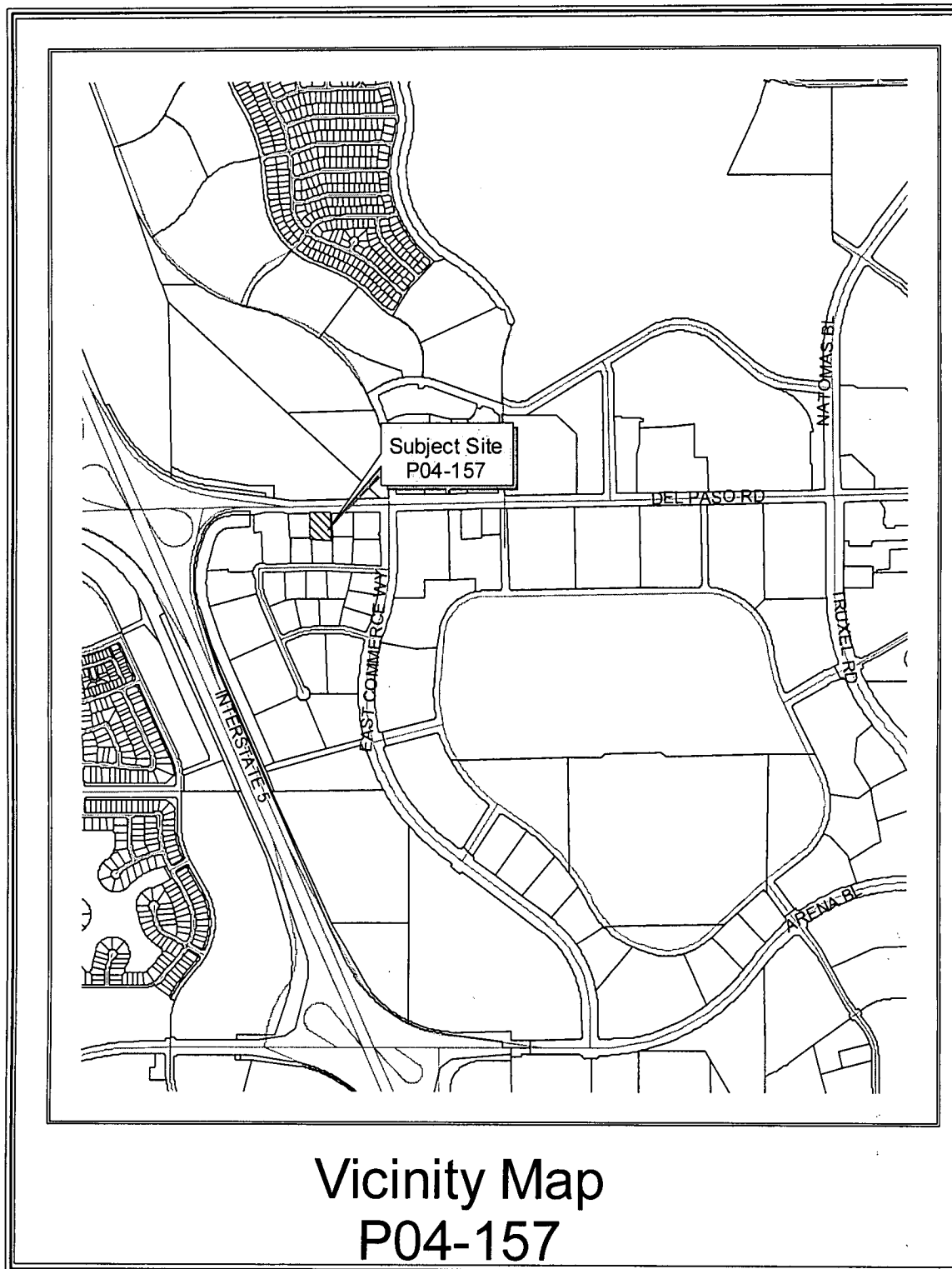
- REQUEST:
- A. **Environmental Determination:** Exempt (CEQA Section 15303)
 - B. **Special Permit** to allow the construction of a 2,448± square feet fast food restaurant on 0.86± acres Highway Commercial (HC-PUD) zone;
 - C. **Special Permit** for a drive-through facility located on the 0.86 ± acres site for a 2,448 ± sq.ft fast food restaurant in the Highway Commercial (HC-PUD) zone.

LOCATION: Southwest corner of Del Paso Road & East Commerce Way,
North of Advantage Way
APN: 225-1960-002
North Natomas Community Plan
Natomas Unified School District
Council District 1

APPLICANT:	Frank Corona 9754 Parktree Way Elk Grove, CA 95624 (916) 714-8971
OWNER:	Panda Restaurant Group 1683 Walnut Grove Avenue, Rosemead CA 91770 (626) 799-9898
APPLICATION FILED:	August 11, 2004
STAFF CONTACT:	Kenny Wan, (916) 808-2222

SUMMARY:

The applicant is requesting entitlements to develop a 2,448 square-foot restaurant with a drive-through facility on a 0.86± net acre vacant parcel in the Highway Commercial Planned Unit Development (HC-PUD) zone. The North Natomas Community Plan designates the subject parcel as Highway Commercial, which is situated at interchanges of the freeway systems and is primarily intended to meet the auto travel needs of short-term visitors. Staff is recommending approval of the project because the project is consistent with all applicable plans and design guidelines of the PUD. There is no unresolved issue.



Vicinity Map
P04-157

RECOMMENDATION: Staff recommends approval of the project, subject to conditions. This recommendation is based on the project's consistency with the Zoning Ordinance, North Natomas Community Plan, and General Plan and the Natomas Crossing PUD Guidelines.

PROJECT INFORMATION:

General Plan Designation: Community/Neighborhood Commercial & Offices
 Community Plan Designation: Highway Commercial
 Existing Land Use of Site: Vacant
 Existing Zoning of Site: HC-PUD

Surrounding Land Use and Zoning:

North: Vacant; EC-40PUD
 South: Vacant; HC-PUD
 East: Vacant; HC-PUD (KFC & AW)
 West: Vacant; HC-PUD (Site-Down restaurant)

Setbacks:	Required	Provided
South:	15.0'	N/A
West:	15.0'	30'
North:	12.5'-30.0'	30'
East:	12.5'	83'

Property Area:	0.86+ net acres (37,362 s.f.)
Square Footage of Building:	2,448 square feet
Height of Building:	One story, 24' to highest point
Exterior Building Materials:	Plaster, fabric awnings, precast stones
Roof Material:	Parapet roof Flat roof
Total seating:	72 seats
Auto Parking Provided:	29
Auto Parking Required:	24
Bicycle Parking Provided:	2
Bicycle Parking Required:	2
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

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:

Permit

Agency

Building Permit
Sign Permit
Off-Site Improvement Plan Check
Plan Review & Health Permit

Building Division
Building Division
Development Engineering & Finance
County Environmental Health Division

BACKGROUND INFORMATION:

On May 22, 1997, the Planning Commission approved the Tentative Master Parcel Map and Tentative Subdivision Map for the Natomas Crossing project (P96-083) and subsequently on June 24, 1997, the City Council adopted Resolution 1997-370 to establish the Natomas Crossing Planned Unit Development (PUD) with PUD Guidelines and Schematic Plan; additionally, City Council also approved the Development Agreement, General Plan Amendment, North Natomas Community Plan Amendment and Rezone. On June 6, 2002, the Planning Commission approved the Tentative Subdivision Map, among other entitlements, for Natomas Crossing Area 3 (P01-028) and subsequently on June 25, 2002, the City Council approved the Community Plan Amendment, Rezone, PUD Guidelines Amendment, PUD Schematic Plan Amendment for the project.

The subject site is currently vacant and is adjacent to several other proposed fast food restaurants. The applicant is now requesting a special permit to develop a 72-seat, 2,448± square-foot restaurant (Panda Express) with drive-through services on 0.86± acre in the Highway Commercial Planned Unit Development (HC-PUD) zone.

STAFF EVALUATION: Staff has the following comments:

A. Policy Considerations

General Plan Goals and Policies:

The General Plan designates subject parcel as Community/Neighborhood Commercial & Offices which includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas. The proposed development is **consistent** with the goals of the General Plan regarding promotes efficient growth patterns and public service extensions in the City's new growth area, and the policies on land use element that ensure all areas of the City are adequately served by neighborhood/community shopping districts.

Moreover, the proposed site design is also **consistent** with the following goals of the General Plan.

Circulation Element, Sec 5-28, Goal A

Increase the use of pedestrian mode as a mode of choice for all areas of the city.

Circulation Element, Sec 5-28, Goal A, Policy 2

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

North Natomas Community Plan:

The Community Plan designates subject parcel as Highway Commercial, which is situated at interchanges of the freeway systems and is primarily intended to meet the auto travel needs of short-term visitors in the area and secondarily, to meet the travel needs of the residents and workers. The proposed development is **consistent** with the following goals and policies of the NNCP:

Commercial Guiding Policies A, page 25

Provide commercial facilities that meet the daily and weekly needs of and are convenient to North Natomas residents, workers, and visitors.

Commercial Guiding Policies C, page 25

Confine commercial to designated sites to avoid strip commercial.

Zoning Ordinance:

The project site is zoned Highway Commercial Planned Unit Development (HC-PUD). This is a zone in which the principal use of land is for establishments offering accommodations or services to motorists, and for certain other specialized non-merchandising activities. The proposed restaurant provides a service destination for motorists traveling on the nearby major highway and also for the residents of the surrounding community. The proposed use is **consistent** with the City's Zoning Ordinance

Natomas Crossing PUD Guidelines:

The project site is within the Natomas Crossing Planned Unit Development (PUD). It is **consistent** with the Development Standard of the PUD Guidelines regarding building orientation and parking lot location and will be discussed under the Special Permit portion of this report. The proposed site plan design matches the following policies of the Natomas Crossing PUD Guidelines:

Development Area Standards C-1d: page: 45

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

Development Area Standard C-2a: page 45

Where reasonable, locate parking lot away from the primary adjacent roadways, behind buildings, or within the buildings as structured parking.

Site Specific Design Criteria for Development Area 3 – 1d: Circulation and Parking

3. Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings.

Natomas Habitat Conservation Plan (Natomas HCP):

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. This project is subject to the requirements of the revised HCP/ITP. HCP fees have been paid for this site (2002) and the site has been graded.

B. Special Permit

1. Setbacks

In addition to the setback requirements in the City's zoning code, which is 15 feet for internal and rear sides, the Natomas Crossing PUD Guidelines for Development Area III has the following criteria regarding building setback: For service retail and convenience commercial, the building setback shall be a minimum of 12.5 feet and a maximum of 30 feet (page 65) from the public right of way line. The proposed site plan meets these

requirements by providing 30 feet building setback from the public right of way (Del Paso Road) and at least 15 feet on each other sides of the property.

2. Building Orientation

The PUD guidelines mentioned three criteria related to building orientation. These criteria are consistent with the City's General Plan principles discussed on page 4:

1. Orient building entrances toward the adjacent streetscape and celebrate the connection between public and private uses (page 45).
2. Select a building orientation that minimizes the need for extensive screen walls (page 45).
3. Buildings should have pedestrian access and visual orientation to the adjacent roadways (page 65).

The proposed site is in rectangular shape approximately 180 feet wide by 206 feet long situated on an internal parcel. To the east is an approved fast-food restaurant (KFC & AW), to the west is an approved site-down restaurant and to the south is a vacant parcel also zoned for Highway Commercial. The restaurant building is about 70 feet wide by 37 feet long siding on Del Paso Road. The restaurant has two entrances, one facing Del Paso Road and the other facing East, which is oriented toward the interior parking lot and a 24-seat outdoor seating area. Drive-thru windows are on the south side of the building. In consistent with the PUD design guidelines, the drive-thru system is designed at rear of the building minimizing the need for screening and allowing the restaurant oriented toward the street. This building orientation maximized the building presence on Del Paso Road and staff is supportive to the site-plan design as it fulfills the three criteria listed above.

3. Parking/Circulation

The Natomas Crossing PUD Guidelines for Development Area III has the following criteria applicable to the site:

- a. Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.
- b. Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties.
- c. Required parking count shall be determined by the current zoning ordinance.

The parking requirement for restaurant is 1 space per 3 seats. There are a total of 72 seats in the proposed project, therefore 24 stalls are required. The project meets the parking requirement by providing a total of 27 standard stalls and 2 handicap stalls as

shown on the site plan. The project will be required to provide two bicycle parking racks and one bicycle locker on site.

Vehicular access to the site is through a shared private alley off of Advantage way. The site has two ingress/egresses from the alley as shown on the site plan Exhibit A. The drive through lane entrance is at the center of the parking lot forming a loop behind the restaurant and exits back into the parking lot. It is a one lane drive-thru facility with stacking distance for approximately ten cars. The site plan minimizes the pedestrian conflict with the drive-thru traffic since patrons do not have to cross over the drive-thru lane before entering the restaurant. Staff appreciates the innovative drive-thru design as it is consistent with the design principle of the City's General Plan and the Natomas Crossing PUD.

Some pedestrian traffic is expected for the site since there are high density office and retail uses across the street from Advantage Way and East Commerce Way. To facilitate incoming pedestrian traffic, the building provide direct pedestrian accesses to the public sidewalk on Del Paso Road and the private alleyway to the south. The site has also incorporated a 5 feet wide pedestrian pathway to connect the parcels on the east and west for better connectivity between uses. All pedestrian connections are conditioned to be marked and striped for identification.

4. Landscaping

A proposed landscape plan has been submitted (see Exhibit B). Various shrubs and groundcovers, along with 15 gallon trees, are proposed on the subject site. Acer Rubrum and Ginkgo trees (35-ft diameter trees) will provide shading for both the drive-thru lane and the parking lot, while Acer Ruburn will be used particularly to screen the neighbor's drive thru lane to the east. Shrubs, groundcovers will landscape the open space in the front of the building. This area is approximately 2,100 square ft and has no proposed use. In addition, the outdoor seating area will be shaded by a trellis decorated with awnings and climbing vine. All site lighting shall comply with the conditions per this application.

5. Building Design

The Natomas Crossing PUD Guidelines for Development Area Standards has the following criteria for Commercial Architecture:

- a. Develop an architectural style that provides a strong sense of identity and respects the local vernacular of Sacramento.
- b. Building facades shall be articulated with variations of texture, form, and materials to preclude monotonous "blank" facades.
- c. Mechanical equipment and other undesirable elements shall be visually screened from view.

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

The proposed single story building is approximately 37 feet long and 70 feet wide. It is box shaped building but is articulated with arched tower in all sides of the structure. The architecture will consists of plaster walls, fabric awnings, decorative light fixtures and score lines on the wall. The two entrances will have the Panda Express logos and arched canopies centered over the door of the building. In consistent with the design requirement of the adjacent businesses, staff will condition the project to provide decorative tile/stone veneer at the base of the building.

With the purposed building design and the conditions of approval, staff believes the building façade will be articulated enough with variation on texture, form, and materials to preclude monotonous "blank" facades. Staff supports the building design as it helps to create the sense of identity and architecture variation along Del Paso Road.

6. Project Signage

The PUD allowed a maximum of three signs per parcel. All three signs may be attached signs or one of those signs may be a detached (monument) sign; in both cases three (3) on-site signs are allowed, but the Natomas Crossing Area 3 Signage Guidelines amendment (P04-127) will allow each Highway Commercial parcel the flexibility to have the third sign as an attached or detached sign. The proposed project has one monument sign and four building attached signs, staff will condition the project to comply with the PUD Signage Guidelines. In addition, freeway pylon signage is also available depending upon the Panda Express transaction with the master developer.

Based on the quality building design and site layout, and the project's general compliance with the Natomas Crossing PUD Guidelines and Zoning Ordinance, staff recommends that the Planning Commission approve the special permit for the restaurant.

C. Special Permit – Drive-through Service Facility

In the Highway Commercial (HC) zone, a drive-through service facility shall be permitted, subject to the granting of a special permit, only when incidental to a permitted use in the underlying zone. The proposed drive-through service facility is incidental to the underlying restaurant use.

The following standards shall be used by the planning commission in analyzing the adequacy of the design of the drive-through service facility as applicable to this project.

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

2. A facility with a 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.
3. Entrances to drive-through lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.
4. Drive-through service facilities shall not be considered as justification for reducing the number of required parking spaces.
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 special permit is revocable if congestion attributable to inadequate vehicle stacking space for the drive-through service facility regularly occurs on public or private streets or alleys, or the design of the facility creates a nuisance to adjacent properties and the management of the facility cannot alleviate the situation.

The drive through facility as proposed on this project includes the drive through lane, menu boards and food pick up/cashier window. The drive through lane entrance is at the center of the parking lot forming a loop behind the restaurant and exits back into the parking lot. The drive-thru minimizes vehicle and pedestrian conflict as pedestrian do not have to cut through the drive-thru lane to enter the restaurant. There are approximately ten cars stacking distance for the drive-thru business and at least four vehicles distance between the ordering point and pick-up window. One speaker and menu board will be erected at the landscaped areas around the drive-thru loop.

The proposed drive through facility is consistent with the standard 1 to 5 mentioned above. Staff has no issues with the design of the drive-thru.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Section 15303).

B. Public/Neighborhood/Business Association Comments

The proposal was routed to the following neighborhood groups: Natomas Business Association (NBA); Natomas Chamber of Commerce; Natomas Community Association (NCA); Natomas Crossing Community Vision (NCCV); Natomas Crossing HOA; Natomas Journal; North Natomas Alliance (NNA); North Natomas Community Association (NNCA); North Natomas Study Group (NNSG); Walk Sacramento; West Natomas Community Association (WNCA); Westside Community Association (WCA). No comment was received.

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Should the project be approved, sets of conditions would be added to the project Special Permits related to site.


PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A to C. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

RECOMMENDATION:

Staff recommends the Planning Commission take the following actions:

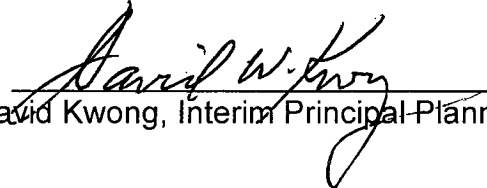
- A. Adopt the attached Notice of Decision and Findings of Fact, which finds that the project is Exempt pursuant to CEQA Section 15303;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the **Special Permit** to allow the construction of a 2,448± square feet fast food restaurant on 0.86 ±acres Highway Commercial (HC-PUD) zone;
- C. Adopt the attached Notice of Decision and Findings of Fact approving the **Special Permit** for a drive-through facility located on the 0.86 ±acres site for a 2,448 ±sq.ft fast food restaurant.

Report Prepared By,



Kenny Wan, Associate Planner

Report Reviewed By,



David Kwong, Interim Principal Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit A	Site Plan
Exhibit B	Preliminary Landscape Plan
Exhibit C	Floor Plan
Exhibit D	North and South Elevations
Exhibit E	East and West Elevations
Exhibit F	Colored Elevations
Exhibit G	Trellis Design
Attachment 2	Land Use & Zoning Map

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ATTACHMENT 1
NOTICE OF DECISION AND FINDINGS OF FACT FOR
DEL PASO PANDA EXPRESS, LOCATED AT THE SOUTHWEST CORNER OF DEL
PASO ROAD AND EAST COMMERCE WAY, NORTH OF ADVANTAGE WAY,
NORTH NATOMAS, SACRAMENTO, CALIFORNIA APN: 225-1960-002 (P04-157)

At the regular meeting of May 12, 2005, the City Planning Commission heard and considered evidence in the above-entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination:** Exempt per CEQA Section 15303;
- B. Approved the Special Permit** to allow the construction of a 2,448± square feet fast food restaurant on 0.86 ±acres Highway Commercial (HC-PUD) zone;
- C. Approved the Special Permit** for a drive-through facility located on the 0.86 ±acres site for a 2,448 ±sq.ft fast food restaurant.

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. Environmental Determination: The City Planning Commission finds that the project is Exempt pursuant to CEQA Section 15303.
- B. Special Permit: The Special Permit to allow the construction of a 2,448± square feet fast food restaurant on 0.86 ±acres Highway Commercial (HC-PUD) zone is hereby **approved** based on the following findings of fact:
 - 1. The project, as conditioned, is based upon sound principles of land use in that:
 - a. The proposed use will not adversely affect the peace and general welfare of the surrounding area in that it will co-exist harmoniously with adjacent commercial developments in its use and operation; and
 - b. The proposed use will not enlarge or encourage the development of a skid row or blighted area in that it offers a well-designed building and site amenities.
 - 2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the building will be constructed to quality standards in conformance to PUD Guidelines and Building codes; and

3. The project is consistent with the General Plan Quality of Life Policies to enhance and maintain the quality of life and the North Natomas Community Plan which designates the site for Highway Commercial use.

C. Special Permit: The Special Permit for a drive-through facility located on the 0.86 ±acres site for a 2,448 ±sq.ft fast food restaurant in the Highway Commercial Planned Unit Development (HC-PUD) zone is hereby **approved** based on the following findings of fact:

1. The proposal, as conditioned, is based upon sound principles of land use in that it is incidental to the underlying restaurant use and shall adhere to all development standards;
2. The proposal, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the facility will be built with quality standards in conformance to Zoning codes and Building codes;
3. The proposal is consistent with the General Plan Quality of Life Policies to enhance and maintain the quality of life and the North Natomas Community Plan which designates the site for Highway Commercial use;
4. 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;
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; and
6. The design and location of the facility will not create a nuisance for adjacent properties.

CONDITIONS OF APPROVAL

B. Special Permit to allow the construction of a 2,448± square feet fast food restaurant on 0.86 ±acres Highway Commercial (HC-PUD) zone is approved subject to the following conditions of approval:

Planning

- B1. The site layout and building elevations shall be consistent with the approved site plan and elevations attached in Exhibits A through G, unless

otherwise conditioned. Any modifications shall be subject to approval by the Planning Division prior to issuance of building permits.

- B2. Prior to issuance of building permits the applicant shall submit to the Solid Waste Division a statement of recycling, and to provide adequate trash and recycling receptacles for the site to comply with the City's Trash Enclosure and Recycling Ordinance.
- B3. The building design shall be consistent with the plans submitted. The architecture shall consist of decorative tile/stone veneer, fabric awnings, decorative light fixtures, score lines and four arched towers on the sides of the building.
- B4. Provide decorative tile/stone veneer at the base of the building. The veneer shall be at least 3.5 foot high.
- B5. The trash enclosure shall meet all requirements of the Sacramento City Code, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations), including, but not limited to, perimeter landscaping, solid metal gate, concrete apron, overhead clearance and signs.
- B6. Landscaping:
 - a. Landscaping plans shall be submitted to the Building Division - Site Conditions Unit for review and approval by the 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.
 - b. Landscaping should be maintained at a minimum plant and/or shrub height of 30 inches and trees maintained at a minimum distance of 7 feet from lowest branch to the ground.
- B7. Lighting:
 - a. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists, adjacent properties, or the general public. All fixtures should be placed in a manner that avoids glare when observed from the street or other public areas.
 - b. Parking lots, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with high intensity discharge lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness and provide a safe, secure environment for all persons, property, and vehicles on site. Such lighting shall be equipped with vandal-proof covers. A lighting level of 1.5 foot-candle of minimum maintained illumination per square foot shall be provided for each

parking space during business hours and 0.25 foot-candle of minimum maintained illumination per square foot shall be provided on any walkway, alcove and passageway from one-half hour before dusk to one-half hour after dawn.

- c. Applicant shall submit a lighting plan to Planning Division for review prior to the issuance of building permits.
- B8. All mechanical equipment shall be screened. All rooftop mechanical and communications equipment shall be completely screened from view from public streets by building parapets, screen walls and architectural projections that are integral to the building design.
- B9. The northern side of the subject building shall not exceed a maximum setback of 30'-0" and not less than 12'-6" from the nearest point to the public right-of-way/property line adjacent to Del Paso Road.
- B10. The proposal is required to meet the Sacramento City Code regulations, regarding bicycle parking (Section 17.64.050). Bicycle parking shall be located in a secure area located in close proximity public view. Two bicycle parking racks are required for the project.
- B11. The project shall provide a minimum of 24 parking stalls with 2 handicap parking spaces closest to the front (east) entry.
- B12. A pedestrian/handicap path of travel shall be provided from the eastern entry of the building (next to the outdoor seating area) to the alleyway in the south as shown on site plan. The path shall be at least 5' feet wide.

Signage

- B13. Directional signs should be located entirely on the property to which they pertain and do not in any way advertise a business and do not exceed four (4) square feet in area.
- B14. The project is allowed a maximum of three signs per parcel. All three signs may be attached signs or one of those signs may be a detached (monument) sign; in both cases three (3) on-site signs are allowed, but the Natomas Crossing Area 3 Signage Guidelines amendment (P04-127) will allow each Highway Commercial parcel the flexibility to have the third sign as an attached or detached sign. In any case, the signage size allowed shall not exceed the size allowed by the City Sign Ordinance.
- B15. The applicant shall submit a sign application identifying all signage for the site. The sign program shall be consistent with the Natomas Crossing Area 3 Signage Guidelines (P04-127) and will be reviewed by Building departments (Monte Gillan) for conformance and compatibility with the project.

B16. The applicant shall obtain all necessary building permits prior to construction.

Building Division

B17. A handicap path of travel shall be provided to the public street per CBC Section 1114B.1.2.

Development Engineering & Finance Division

B18. Repair or replace/reconstruct any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering and Finance Division.

B19. All new driveways shall be designed and constructed per City Standards to the satisfaction of the Development Engineering and Finance Division.

B20. The design of the onsite planter & curb adjacent to the eastern and western property lines shall be modified, if necessary, to be consistent with the approved site plans for the property located directly to the east and west of the subject site. The applicant / architect of the subject project must coordinate with the owners of the adjacent lots to provide a uniform transition of improvements at the property lines. Any modifications shall be to the satisfaction of the Development Engineering & Finance Division.

B21. Submit all relevant and required recorded documentation, or record information, for the existing and proposed easements shown on the site plan prior to the issuance of any building permit.

B22. The site plan shall conform to A.D.A. requirements in all respects.

B23. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance).

B24. The design of walls, fences, signage, and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering and Finance Division.

Utilities Department

B25. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.

- B26. Multiple fire services are allowed per parcel and may be required.
- B27. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- B28. Water taps shall connect to the existing 12-inch line in Del Paso Road.
- B29. 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. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- B30. This project is part of a larger project which is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from <http://www.swrcb.ca.gov/stormstr/construction.html>. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- B31. The lot shall be graded so that drainage does not cross property lines or private reciprocal drainage easements shall be obtained.
- B32. The entire site shall drain to the existing 18-inch storm drain tap located on Advantage Way at Station 15+35 and/or to the 24-inch storm drain tap located on Advantage Way at Station 20+59 per the Natomas Crossing Area 3 Phase 1 Improvement Plans. Prior to design, contact the Department of Utilities for details regarding the on-site storm drain system.
- B33. 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. The storm drain service taps shall drain onsite shed areas which are in general conformance with the master drainage shed map for the area. An on-site drainage study and shed map is required. This study and shed map shall be approved by the Department of Utilities. The onsite system shall be designed so the 10-year HGL is a minimum of 6-inches below the onsite drain inlets. The 10-year HGL shall be determined using the Sacramento

Charts for Zone 2 (10-year HGL at Station 15+35 on Advantage Way is 17.62 feet, 10-year HGL at Station 20+59 on Advantage Way is 18.04 feet). Finished floor elevations shall be a minimum of 1.50 above the 100-year HGL and 1.70 feet above the controlling overland release elevation. 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).

- B34. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require 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.
- B35. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3) commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.
- B36. The proposed development is located within County Sanitation District No.1 (CSD1). The applicant shall comply with all CSD1 requirements.
- B37. Show all existing easements on the site plan.
- B38. The on-site water, storm drain and sanitary sewer systems are private systems maintained by the property owner.

Fire Department

- B39. A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access
- B40. 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.

- B41. Provide a water flow test. (Contact Department of Utilities at 916-808-5371)
- B42. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
- B43. Provide a Knox access for site.
- B44. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- B45. The building address shall be posted facing Del Paso Road.

Solid Waste Division

- B46. The applicant needs to identify the recyclable commodities that will be diverted from the waste stream. The project proponent should plan to divert cardboard, mixed paper, and beverage containers.
- B47. The applicant should provide a site plan that includes the locations, sizes of enclosures, types of dumpsters/receptacles, and the access and security measures planned for the enclosures. The project proponent must show the capacity and location of recycling/trash enclosures to demonstrate that sufficient capacity exists for recycling and solid waste disposal.
- B48. The applicant should provide the education/public relations program instructing employees of the development about the benefits of recycling and how to recycle.

Transportation— Engineer Electrical Section

- B49. The project shall require street lighting. There is an existing street lighting system in this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction

CSD-1

- B50. Connection to the public sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

Advisory Notes: Solid Waste Division

- B51. Solid Waste staff recommends that this project be conditioned to include at least 4 cubic yards of recycling capacity for cardboard recycling, which the project proponent has agreed to. This is in addition to the cubic yard capacity needed for solid waste disposal.

- B52. Staff recommends that this project be conditioned to divert construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery.
- B53. The Solid Waste Division provides free waste audits to interested businesses. City staff will then recommend a method of waste management to the businesses to increase waste diversion at the greatest cost avoidance.
- B54. Businesses that choose private sector service should ask about the recycling opportunities that company offer. Recycling should still be cheaper than disposal.
- B55. Businesses that subscribe to City solid waste collection and disposal services are also provided recycling services as a package. The Solid Waste Division provides a variety of commercial services. They include commercial solid waste collection and disposal, commercial recycling, in-office recycling, and debris box services.

Advisory Notes: Utilities Department

- B56. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- B57. The following proposed easement is shown on the Natomas Crossing Area 3 Phase 1 Improvement Plans: 25' private reciprocal access easement located along the south and east property line.

Advisory Notes: CSD-1

- B58. Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and CSD-1 will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate SRCSD fees.

B59. Developing this property may require the payment of additional sewer impact fees. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.

C. The Special Permit for a drive-through facility located on the 0.86 ±acres site for a 2,448 ±sq.ft fast food restaurant in the Highway Commercial Planned Unit Development (HC-PUD) zone is hereby approved is approved based on the following conditions:

- C1. A minimum stacking distance of one hundred eighty (180) feet shall be provided to each pick-up window or automated machine.
- C2. 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.
- C3. Entrances to drive-through lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.
- C4. 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.
- C5. The special permit is revocable if congestion attributable to inadequate vehicle stacking space for the drive-through service facility regularly occurs on public or private streets or alleys, or the design of the facility creates a nuisance to adjacent properties and the management of the facility cannot alleviate the situation.
- C6. The site plan shall conform to all Design Standards required for drive-through service facilities, as noted in Section 17.24.050(44)(b) of City Code.

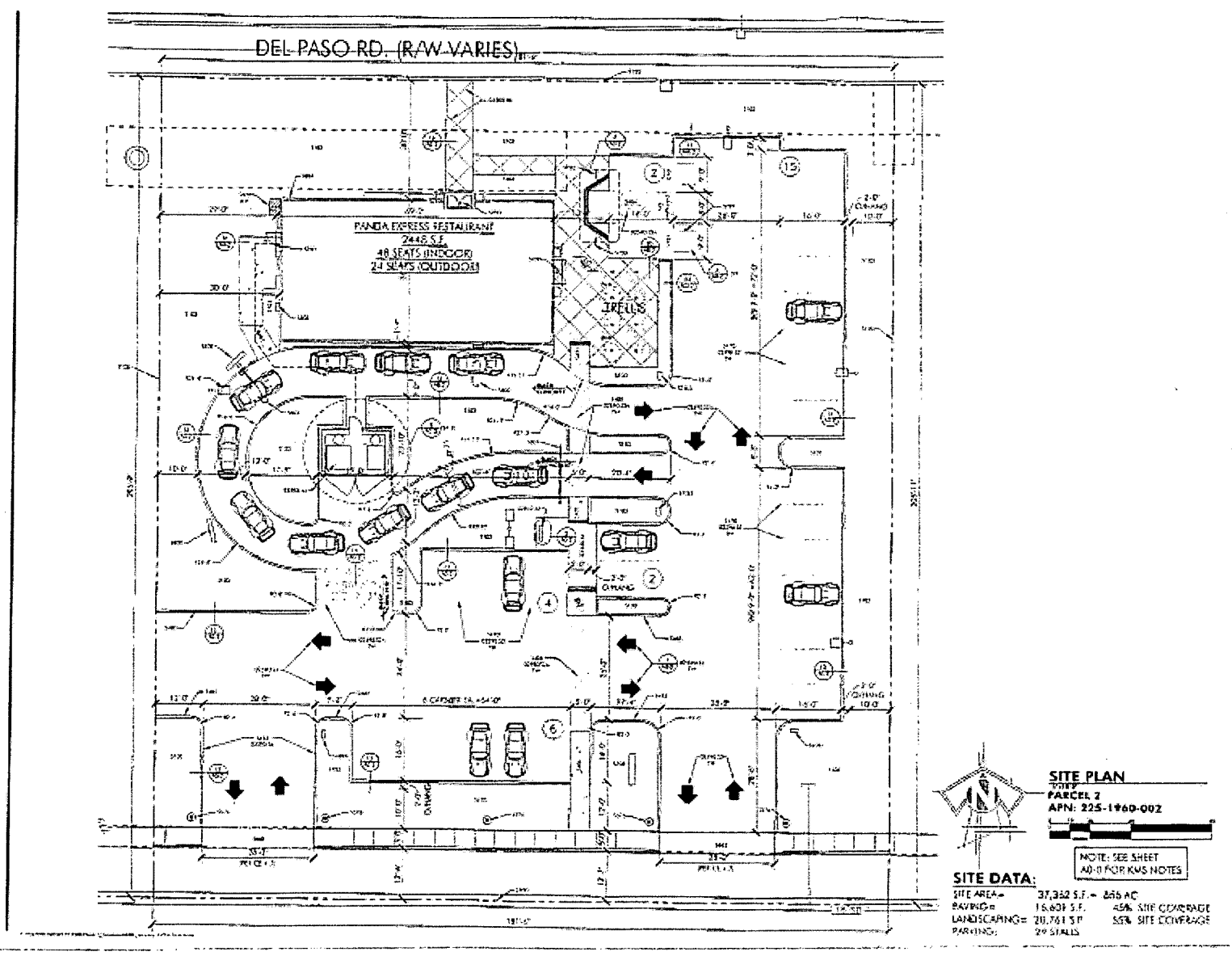
CHAIRPERSON

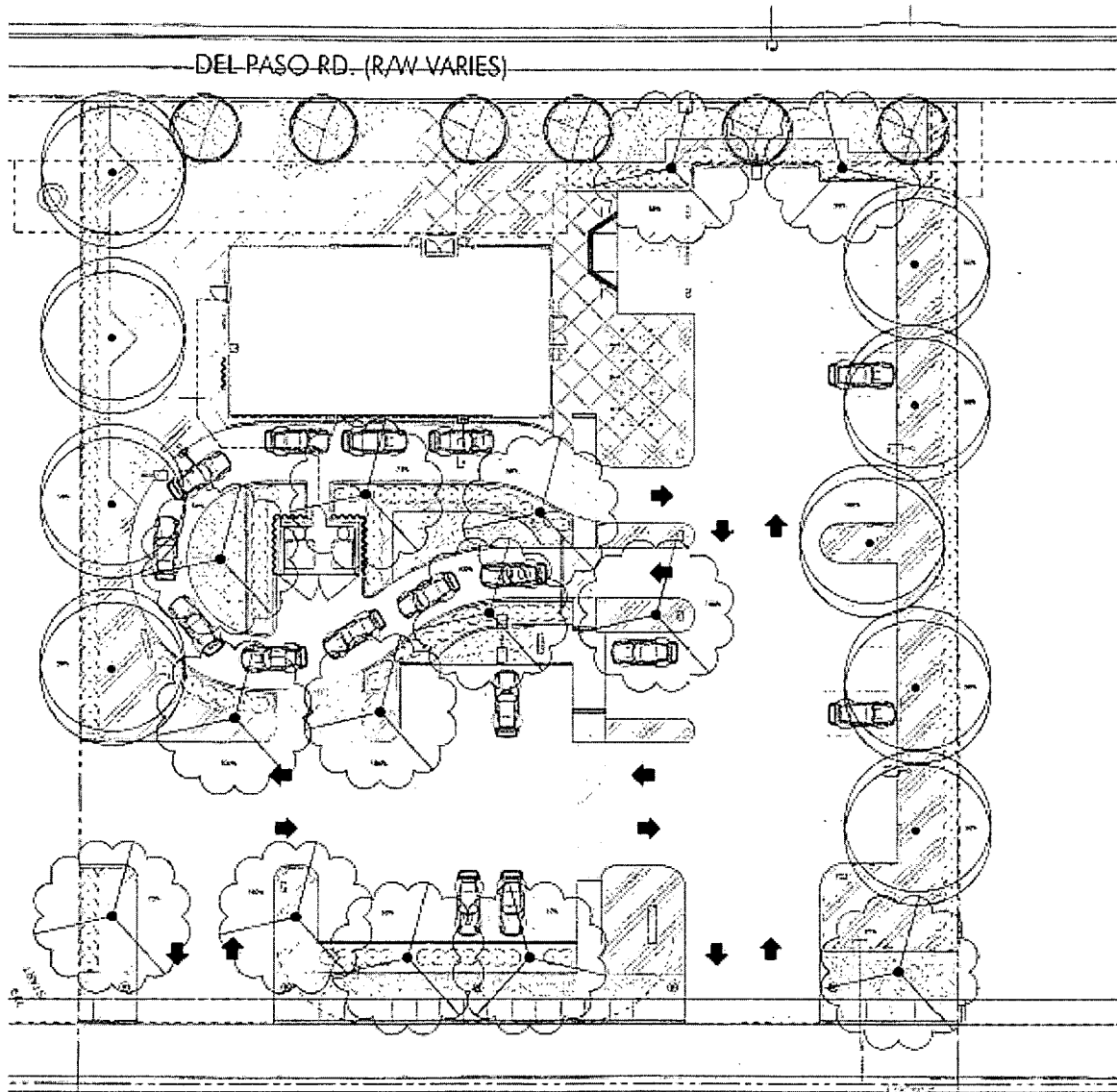
ATTEST:

SECRETARY TO CITY PLANNING COMMISSION

DATE (P04-157)

Exhibit A	Site Plan
Exhibit B	Preliminary Landscape Plan
Exhibit C	Floor Plan
Exhibit D	North and South Elevations
Exhibit E	East and West Elevations
Exhibit F	Colored Elevations
Exhibit G	Trellis Design





LANDSCAPE PLANT SCHEDULE

SYMBOL	SIZE	COMMON NAME
	12' DIA.	WALNUT TREE
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SHADING CALCULATIONS

PAVED AREA = 16,601 S.F.
 50% OF PAVED AREA = 8,300.5 S.F.
 SHADED AREA = 8,791 S.F.

PER CITY OF NATIONAS CALCULATION PER LU
 5- 30 DIA. TREES @ 100% = 4,233 S.F.
 2- 30 DIA. TREES @ 75% = 1,060 S.F.
 12- 30 DIA. TREES @ 50% = 4,248 S.F.
 1- 30 DIA. TREES @ 25% = 177 S.F.

PRELIMINARY LANDSCAPE

SCALE: 1" = 10'



PANDA EXPRESS INC.
 888 AVENUE OF THE STARS
 SUITE 100
 SAN ANTONIO, TX 78209
 TEL: 214-343-4444

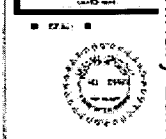
THE DESIGN, CONSTRUCTION AND MAINTENANCE OF LANDSCAPE IS AN ART AND A SCIENCE. THE DESIGNER'S RESPONSIBILITY IS TO PROVIDE A LANDSCAPE THAT IS BEAUTIFUL, FUNCTIONAL, AND SUSTAINABLE. THE DESIGNER SHALL BE RESPONSIBLE FOR THE SELECTION OF PLANTS AND MATERIALS THAT ARE APPROPRIATE TO THE CLIMATE AND SOIL CONDITIONS OF THE PROJECT. THE DESIGNER SHALL ALSO BE RESPONSIBLE FOR THE PROVISION OF ADEQUATE IRRIGATION AND DRAINAGE SYSTEMS. THE DESIGNER SHALL NOT BE RESPONSIBLE FOR THE CONSTRUCTION OR MAINTENANCE OF THE LANDSCAPE.

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 HARDWARE CROSSING
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 TUCUMAN, CA

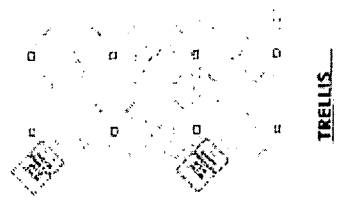
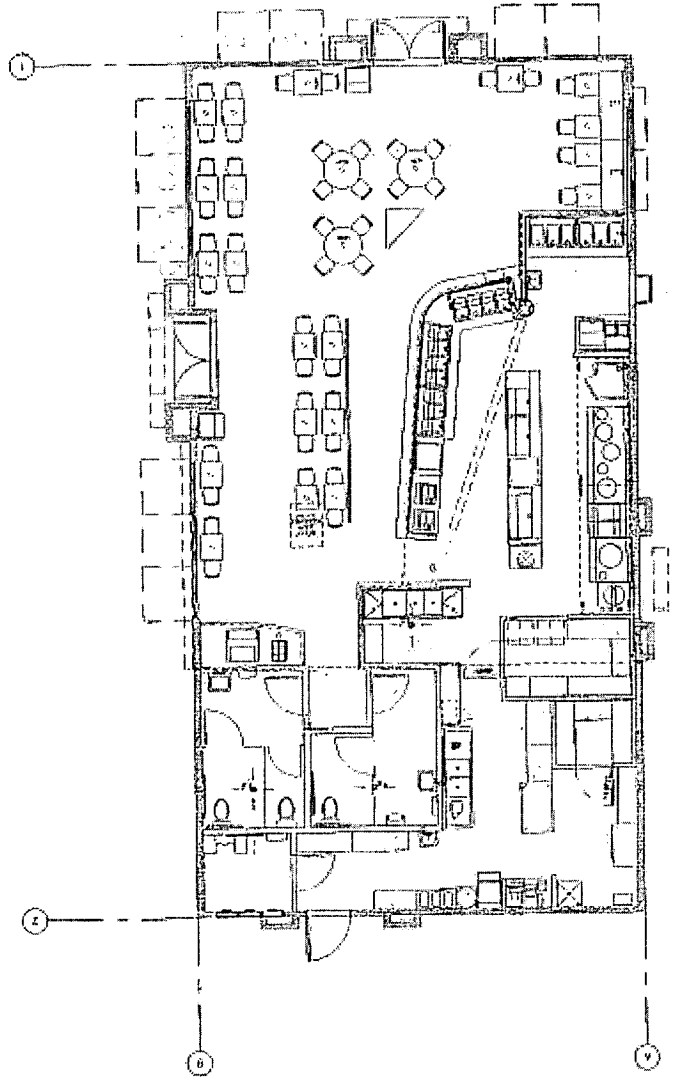


SHEET NO.
L-1.0
 LANDSCAPE PLAN

Exhibit C

Floor Plan

	<p>PANDA EXPRESS INC. 10000 W. CENTURY BLVD. SUITE 100 DENVER, CO 80231 TEL: 303.733.8888</p>	<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION										<p>EQUIPMENT</p> <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DESCRIPTION	DATE										<p>ARCHITECT</p>  <p>MUREA ASSOCIATES ARCHITECTS 1000 W. 17TH AVENUE SUITE 100 DENVER, CO 80202 TEL: 303.733.8888</p>	<p>OWNER</p> <p>PANDA EXPRESS 10000 W. CENTURY BLVD. SUITE 100 DENVER, CO 80231 TEL: 303.733.8888</p>	 <p>PROJECT NO. A 1 A</p>
NO.	DATE	DESCRIPTION																												
NO.	DESCRIPTION	DATE																												



FLOOR PLAN
TOTAL BUILDING AREA: 2,448 S.F.



Exhibit F

Colored Elevations

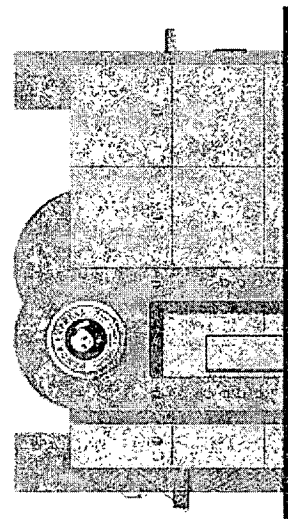
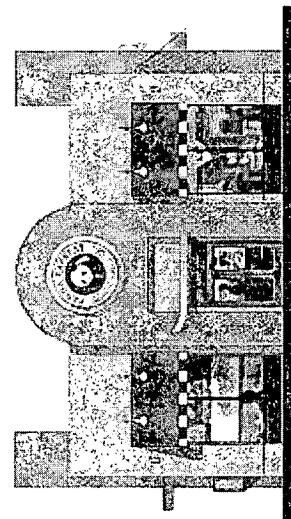
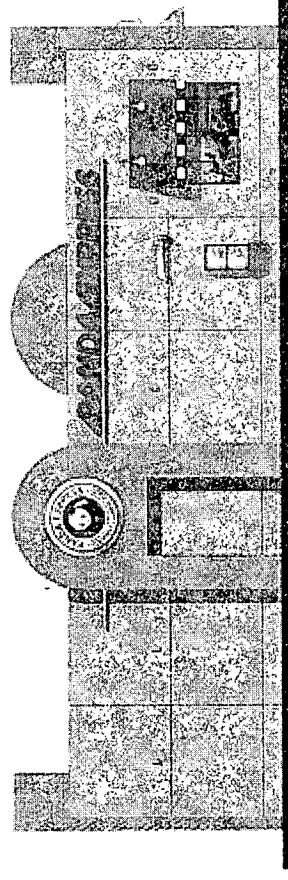
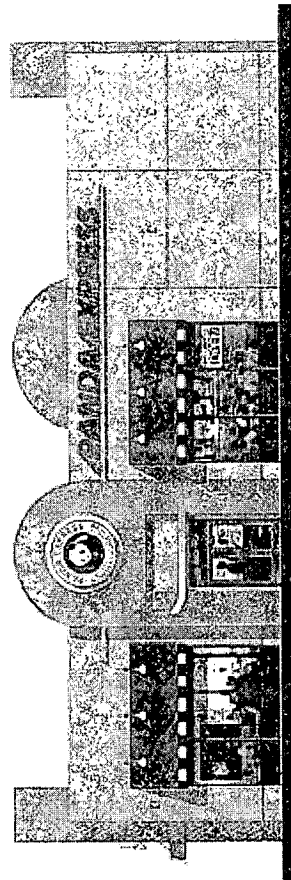



Exhibit G

Trellis Design




PANDA EXPRESS INC.
4000 UNIVERSITY AVENUE
EMERYVILLE, OH 44021
Tel: (440) 325-2000
Fax: (440) 325-2000

REVISIONS

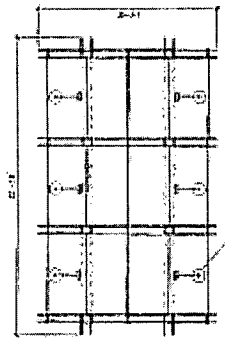
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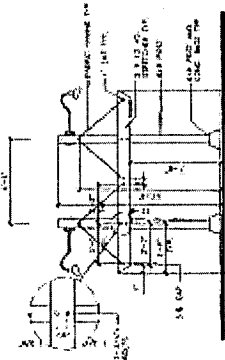


PANDA EXPRESS
"HAPPY AS A PANDA"
1000 UNIVERSITY AVENUE
EMERYVILLE, OH 44021
Tel: (440) 325-2000
Fax: (440) 325-2000

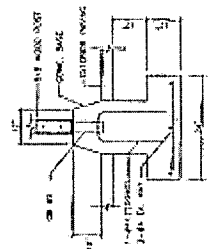
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TRELIS DESIGN
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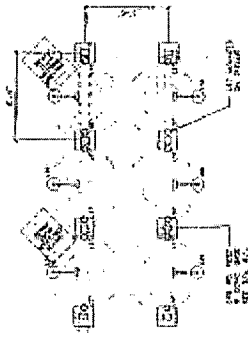
PLAN SHOWING FABRIC QUANTITY



TRELIS WEST ELEVATION (2)

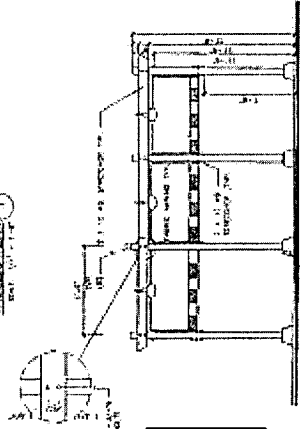


FOUNDATION DETAIL (3)

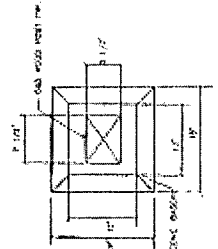


PLAN SHOWING FRAME

TRELIS PLAN (1)



TRELIS SOUTH ELEVATION (4)



CONC. BASE & WOOD POST DETAIL (5)

TRELIS FINISH SCHEDULE			
LOCATION	FINISH	NOTES	DATE
FRONT	PAINT	PAINT TO MATCH EXISTING	
BACK	PAINT	PAINT TO MATCH EXISTING	
TOP	PAINT	PAINT TO MATCH EXISTING	
BOTTOM	PAINT	PAINT TO MATCH EXISTING	

COLOR OF PAINTING

PAINT TO MATCH EXISTING
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EXTERIOR LIGHTING FIXTURE SCHEDULE			
NO.	DESCRIPTION	QTY.	NOTES
1	12" x 12" SQUARE	1	12" x 12" SQUARE
2	12" x 12" SQUARE	1	12" x 12" SQUARE

COLOR CONCRETE FINISH			
NO.	DESCRIPTION	QTY.	NOTES
1	12" x 12" SQUARE	1	12" x 12" SQUARE
2	12" x 12" SQUARE	1	12" x 12" SQUARE

