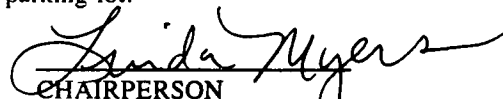


- a) wrought iron fencing (6 ft. maximum) shall be located along property lines abutting Office Building (PUD) zoned property;
- b) solid concrete wall with landscape vines (to grow on the wall) shall be located along property lines abutting Residentially (R-1A{PUD}) zoned property.
- m. The greenbelt setback area along the west and north property lines shall be a minimum of 12 feet. This area shall be landscaped with trees and shrubs and irrigated. The setback area adjacent to the Residentially (R-1A{PUD}) zoned property shall include some type of fast-growing, tall, evergreen type trees to provide a visual screening (possibly "cypress" trees). This landscaped setback area shall not include sidewalks for pedestrian access.
- n. A minimum 25-foot landscaped setback area shall be located along the south and east sides of the project site adjacent to the public right-of-way. This landscape area shall conform to the established PUD Guidelines of the Laguna Meadows PUD.
- o. A detailed landscape plan shall be submitted and approved by the Department of Planning and Development and Department of Public Works prior to issuance of any permits.
- p. Final evening theater showings shall commence no later than ~~10:30~~ 11:00 p.m. *In the event there are problems created by the 11:00 p.m. theater showing, the applicant shall coordinate with the Police Department to resolve the problems. On four occasions per year, the final evening theater showing shall be allowed to commence after 11:00 p.m. The applicant shall, on these four occasions, provide triple-security for the establishment. These special occurrences shall be coordinated with the City Police Department. (Amended by Commission, 3/9/95)*
- q. *The applicant shall develop a "good neighbor" policy with the neighborhood groups in the area, including the Valley Hi Alliance and North Laguna Creek Neighborhood Association. The applicant shall designate a representative to work with and attend meetings of these neighborhood groups - specifically during the first year of operation. (Amended by Commission, 3/9/95)*
- r. *The applicant shall provide improvements to the pedestrian connections along Bruceville Road, from the sidewalk to the interior of the project site. These improvements may be accomplished using enhanced paving techniques. (Amended by Commission, 3/9/95)*

## ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Special Permit:

- a. It is recommended that a large drop-off area be provided for the theater. The drop-off area should be separate from the circulation aisles for the parking lot.

  
CHAIRPERSON

ATTEST:   
SECRETARY TO PLANNING COMMISSION  
P94-056

## ATTACHMENT G

*(Amended by Commission & Staff, 3/9/95)*

## RESOLUTION NO. 1743

ADOPTED BY THE SACRAMENTO CITY PLANNING COMMISSION  
ON DATE OF: March 9, 1995

**A RESOLUTION ADOPTING FINDINGS OF FACT AND APPROVING  
A SPECIAL PERMIT TO DEVELOP A 35,700 SQ. FT. MARKET AND  
A 25,825± SQ. FT. COMMERCIAL/RETAIL CENTER AND  
ASSOCIATED PARKING ON 5.49± VACANT ACRES IN THE  
SHOPPING CENTER PLANNED UNIT DEVELOPMENT (SC{PUD})  
ZONE FOR PROPERTY LOCATED AT THE NORTHWEST CORNER  
OF BRUCEVILLE ROAD AND CENTER PARKWAY.  
(P94-056) (APN#117-0211-025)**

WHEREAS, the City Planning Commission on March 9, 1995, held a public hearing on the request for approval for a Special Permit to develop a 35,700± square foot market and a 25,825± commercial/retail center for property located at the above described location;

WHEREAS, the City Environmental coordinator has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration;

WHEREAS, the Planning staff has submitted to the City Planning Commission its report and recommendations on the proposed development;

WHEREAS, the Planning Commission adopts the following findings of fact for the special permit to develop a 35,700± square foot market and a 25,825± commercial/retail center:

1. The project, as conditioned, is based upon sound principles of land use in that the proposed market and commercial/retail center are compatible with the surrounding area and are consistent with the Laguna Meadows Planned Unit Development Guidelines.
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 site is designated for this use and has been designed with designated pedestrian areas and public safety in mind.
3. The proposed development will not enlarge or encourage the development of a skid row or blighted area in that the construction materials and elevation designs have been reviewed by Planning Staff for compatibility with the existing area as well as Laguna Meadows PUD Guidelines.
4. The proposed use will not be contrary to or adversely affect any progress of redevelopment or neighborhood conservation in that the project site is not within a designated redevelopment area.
5. The project is consistent with the General Plan and South Sacramento Community Plan which designate the site for Community/Neighborhood Commercial and Office use and General Commercial use, respectively. The project is also consistent with the Laguna Meadows PUD which designates the site for Shopping Center

uses.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF SACRAMENTO THAT:

1. The special permit for the proposed development of a 35,700± square foot market and a 25,825± square foot commercial/retail center in the Shopping Center Planned Unit Development (SC{PUD}) zone is hereby approved, subject to the following conditions (to be complied with prior to issuance of any permits):

- a. Provide a Transportation Management Plan (TMP) for the entire site prior to the issuance of any ~~further Special Building Occupancy~~ Permits. *(Amended by Commission, 3/9/95)*
- b. A total of two driveways will be allowed on Bruceville Road. The driveway nearest the northern property line will be allowed to have left-turns into and out of the site from Bruceville Road. The median, at this location, shall be constructed with protected left-turn pockets for both left-turn movements and to prevent through movements. The location of the driveway, design of the turn pockets, and the lengths of all vehicle stacking areas shall be approved by the Traffic Engineer.

The second driveway allowed on Bruceville Road shall be located at a minimum of ~~420~~ 200 feet and a maximum of 460 feet north of the centerline of Center Parkway. The final location *and design* of this second driveway shall be subject to approval by the Traffic Engineer. ~~This driveway should be aligned with the on-site parking lot aisle.~~ *(Amended by Staff, 3/9/95)*

- c. ~~One full access driveway is required on Center Parkway. This driveway must be signalized, be located 1,000 feet minimum from Bruceville Road centerline, and be designed to the satisfaction of the Traffic Engineer. A signalized, full-access driveway is required on Center Parkway. The traffic signal must be constructed at this location prior to occupancy of any portion of the site. The driveway must be located 1,000 feet (minimum) from the Bruceville Road centerline and be designed to the satisfaction of the Traffic Engineer. The applicant shall fund all costs associated with the design and construction of the signal. In addition, easements for the maintenance of the signal facilities and appurtenances shall be provided.~~ *(Amended by Staff, 3/9/95)*

A second, limited-access, driveway will be allowed 560 feet from the Bruceville Road centerline. Left-turns into the site will be allowed at this driveway; left-turns out of the site will not be allowed. The median at this driveway shall be designed to allow stacking to the satisfaction of the Traffic Engineer.

- d. On-site circulation shall accommodate semi-truck delivery vehicles. On-site truck routing shall be designed to keep delivery trucks separated from high-use pedestrian areas. Truck delivery route shall be identified on the final site plan. Modifications to several on-site planters along the truck route may be needed.
- e. All parking spaces shall be to City Standards. Unsignalized driveways shall be to City standards. The signalized driveway shall have round-corners with a face-of-curb radius of 32 feet and no drainage across the driveway.
- f. Parking spaces and aisles shall be a minimum of 100 feet from public streets at driveways. As an alternative, islands may be constructed in the driveways to prevent vehicular access to parking aisles closest to the driveways, subject to the approval of the Traffic Engineer. As an exception, the parking aisle adjacent to the northern driveway on Bruceville Road will be allowed at 40 feet from the street right-of-way. The entrance to this aisle should be designed to accommodate high traffic flows. *Entrance aisle location and design for all driveways shall be by making vehicular movements as easy as possible;*

**ATTACHMENT E  
RESOLUTION NO. 1719**

**ADOPTED BY THE SACRAMENTO PLANNING COMMISSION  
ON DATE OF January 12, 1994**

**A RESOLUTION ADOPTING FINDINGS OF FACT AND APPROVING A SPECIAL PERMIT MODIFICATION FOR PROPERTY LOCATED AT THE NORTHEAST CORNER OF 34TH STREET AND 5TH AVENUE.**

**(P94-111) (APN:#013-0142-014; -015; -016; -017; -018; -020; -035; -036)**

WHEREAS, the City Planning Commission on January 12, 1995, held a public hearing on the request for approval of a special permit modification to allow a 77-space parking lot (8 existing and 69 proposed) for property located at the above described location;

WHEREAS, the City Environmental Coordinator has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration;

WHEREAS, the Planning staff has submitted to the City Planning Commission its report and recommendations on the proposed development;

WHEREAS, the Planning Commission adopts the following findings of fact for the special permit modification to allow a 77-space parking lot at the northeast corner of 34th Street and 5th Avenue.

- A. The project, as conditioned, is based upon sound principles of land use in that:
- 1) the proposed use is allowed subject to the granting of a Special Permit;
  - 2) the proposal is compatible with the adjacent established neighborhood in that the proposed parking lot is adjacent to the McGeorge School of Law campus and is intended to alleviate student parking along the residential streets surrounding the campus.
- B. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the proposed parking lot is intended to alleviate student parking along the residential streets surrounding the McGeorge Campus.
- C. The project is consistent with the General Plan which designates the site for School/Colleges and Medium Density Residential (16-29) du/na.

**NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF SACRAMENTO THAT:**

1. The special permit modification to allow a 77-space parking lot (8 existing and 69 proposed) at the northeast corner of 34th Street and 5th Avenue within the McGeorge Master Plan is hereby approved subject to the following conditions:
  - a. The applicant shall comply with the requirements included in the Mitigation Monitoring Plan developed by the Planning Division and kept on file in the Development Services Division Office.

- b. 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).
- c. On-site, post construction Best Management Practices (BMP's) shall be incorporated into the development to minimize the increase of urban runoff pollution caused by developing the area. Since this development is in the Combined Sewer System (CSS), treatment BMP's are not required. However, the development must implement source control BMP's.
- The source control BMP's required for this project are public education, storm drainage stenciling, and pavement sweeping. These BMP's are referred to as 3.1, 3.2, and 3.3 in the City of Sacramento's draft "Guidance Manual for On-site Control of Urban Runoff Pollution at New Developments", April 1993. All BMP's must be approved by the Department of Utilities.
- d. On-site grading, paving, and drainage shall be approved by the Department of Public Works prior to issuance of grading or building permits.
- e. Utility enclosure doors shall be designed so that they do not swing into the alley.
- f. Subject to review and approval by Transportation Division and Planning Staff, one of the two parking spaces at the south end of the westerly aisle (#45 or #46) should be removed to allow adequate maneuverability.
- g. No raised curbs will be allowed in the entrance/exit driveway on 5th Avenue.
- h. Any future plans for installation of gate closures for the parking lot shall be subject to review and approval by the City Fire Department and Transportation Division.
- i. Parking lot lighting shall be designed for adequate visibility. Landscaping shall not prevent adequate lighting or visibility of the parking lot. Lighting shall be in compliance with the Zoning Ordinance and shall be shielded to reflect away from residential areas and public streets.
- j. Any additional increases/expansions to the McGeorge School of Law Campus shall require applicable General Plan Amendments and a Master Plan Update, including but not limited to, denoting the present and planned land uses on the subject site including the developed and undeveloped portions of the site.
- k. The applicant shall enforce and ensure that, once construction of the proposed parking lot is completed, students of the McGeorge School of Law do not park along the streets within the residential area near the campus (north of the campus). This may be achieved in a number of ways. One method of achieving this result is by initiating and working with the residential neighborhoods adjacent to the campus where student on-street parking has created concerns (northern area) and with the

City Parking Administration Office to obtain a Residential Permit Parking Program  
for this area.

  
CHAIRPERSON

ATTEST:  
  
SECRETARY TO PLANNING COMMISSION  
P94-111