Zoological Park Special Planning Area

City of Elk Grove | Final Draft | March 22, 2024

Zoological Park Special Planning Area

Public Draft Dated March 22, 2024

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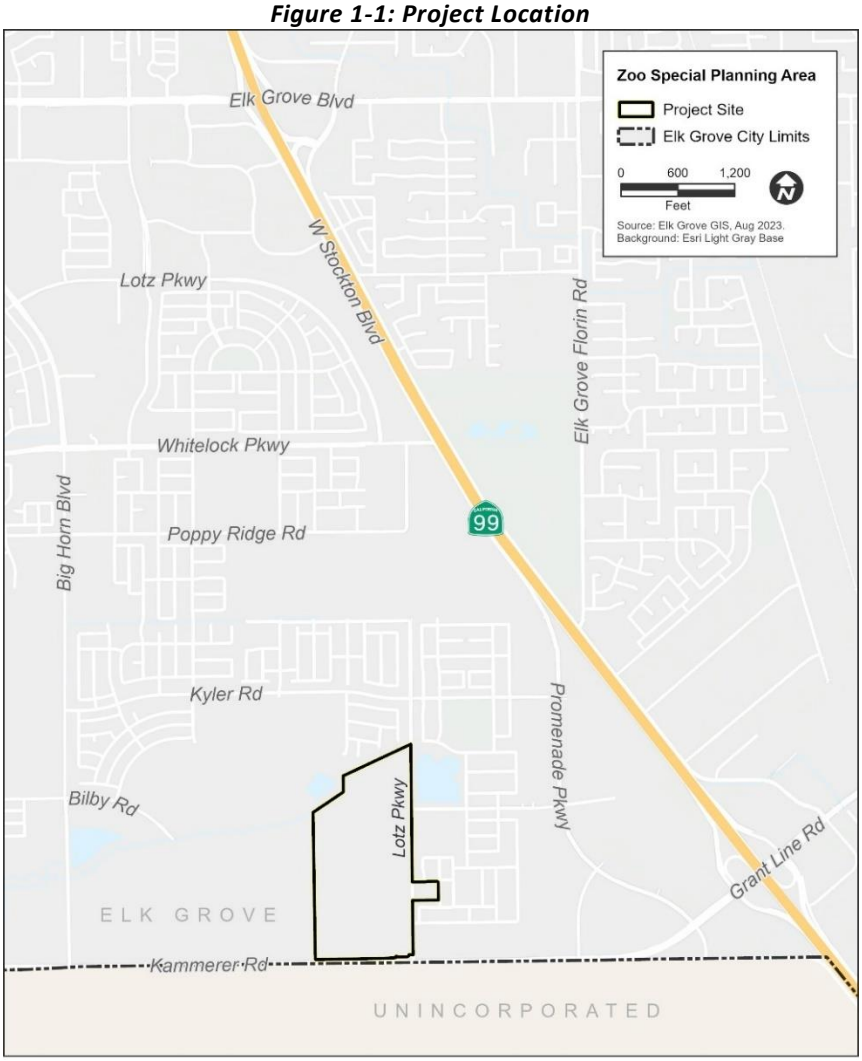
1. Introduction, Purpose, and Scope

1.1 Introduction and Purpose

This Zoological Park Special Planning Area (SPA) establishes the land use and regulatory framework for development of a Zoological Park (the Project) on an approximately 100-acre site in the City of Elk Grove (**Figure 1-1, Project Location**). The intent is to provide for the development of a modern Zoological Park for the greater Sacramento region that can, upon buildout, support an annual attendance of between 1.1 million and 1.6 million visitors while integrating with the surrounding existing and planned land uses.

Development of the Project, as envisioned by the City and its partner, the Sacramento Zoological Society, is a unique public-private partnership. Given the complexities of the Project, lead times, and financial partnership between the City, Society, other partners, and the greater community, development of the Project will occur in multiple phases over an extended period of time. Also, unlike other developments within the City, much of the Project will exist within a restricted, fenced area, screened from public view. The application of traditional development standards, design guidelines, and permitting would not provide the necessary flexibility or long-term certainty needed to realize the Project. Therefore, this SPA provides unique planning standards, regulations, and approval procedures for the Project.

Figure 1-1: Project Location



1.2 Relationship with General Plan, Municipal Code, and Other City Programs and Policies

This SPA implements the goals and policies of the City's General Plan, including the Land Use Plan, Transportation Plan, and the Livable Employment Area Community Plan. The General Plan established the Project within the Livable Employment Area Community Plan as Parks and Recreation and, when combined with other areas of the Community Plan, forms a walkable, integrated mixed use neighborhood of residential, commercial, employment, and recreation uses.

This SPA is adopted, by reference, as part of the City's zoning regulations (Title 23 of the City's Municipal Code, herein after the Zoning Code). The SPA functions as a special purpose zoning district under Chapter 23.40 of the Zoning Code.

- **Relationship to Citywide Zoning** – This document provides the land use and development standards for land within the SPA. However, where this SPA is silent on a matter, the Citywide zoning regulations shall govern. Where there is a conflict between the SPA and the Zoning Code, this SPA shall govern.
- **Relationship to Improvement Standards** – Public improvements outlined in Chapter 5, Public Infrastructure, of this SPA shall comply with the City's Improvement Standards, or those of other applicable utility providers; except that the street sections provided herein shall supersede the requirements of the City Improvement Standards. Where there is a conflict between a street section herein and the corresponding street section within an adjoining SPA, the provisions of this SPA shall govern for the street half section adjoining the Project's development area.
- **Permit Requirements and Allowed Uses** – Development within the SPA shall comply with all land use entitlement and permit requirements and procedures as provided in Section 6, Administration and Implementation, of this SPA. Chapter 2 of this SPA, Land Use Plan, identifies when a land use permit (e.g., conditional use permit) is required.
- **Approving Authority** – The approving authority for land use entitlements and permits required in this SPA shall be as provided in Section 6, Administration and Implementation, of this SPA.
- **Interpretation** – The interpretation of the provisions of this SPA shall be governed by the procedures in Chapter 23.12 of the Zoning Code.

1.3 Organization

This SPA is organized into the following chapters.

1. **Chapter 1: Introduction** – This chapter gives a brief description of the overall objective and function of this SPA.
2. **Chapter 2: Land Use Plan** – Chapter 2 establishes the land use plan for the SPA, defines the particular SPA Districts, and establishes the allowed uses and activities in each of the Districts.
3. **Chapter 3: Development Standards and Design Plan** – This chapter establishes the applicable development standards for development of the Project, including setbacks, height limits, parking, landscaping, lighting, signage, and other components.
4. **Chapter 4: Design Plan and Guidelines** – Chapter 4 established provisions for the design (look and feel) of the Project, including both design standards and design guidelines.
5. **Chapter 5: Public Infrastructure** – This chapter outlines the required public improvements necessary to serve the Project, including circulation, water, sewer, storm drainage, and dry utilities. Specifically, it specifies roadway design requirements for all public streets.
6. **Chapter 6: Administration and Implementation** – Finally, Chapter 6 provides for the administration and implementation of this SPA and addresses the process for approval of subsequent design and development plans.

2. Land Use Plan

2.1 Introduction

This SPA applies to approximately 100-acres located at the northwest corner of Kammerer Road and Lotz Parkway in the City of Elk Grove. The area extends from Kammerer Road on the south to the Shed C Channel on the north, and generally from Lotz Parkway on the east to a future road (B Street) approximately 1,500 feet to the west.

As of the preparation of this SPA (2024), much of the site is used for agricultural operations, including cattle grazing. The site is relatively flat, except for a few small agricultural ditches. Along the northern edge of the site, the Shed C channel has been improved to an approximately 150-foot-wide meandering channel.

Development of the site will involve the construction of a modern zoological park. To facilitate this Project, this SPA divides the Project area into three Districts. This chapter describes each of these Districts and identifies the allowed land uses and permit requirement for each. The geographic extent of each District is illustrated in the Land Use Plan, provided as Figure 2-1.

Figure 2-1: Land Use Plan

2.2 The Districts

2.2.1 Zoo District

The Zoo District is the largest of the land use areas within this SPA and includes approximately 63 net acres. This District is intended to accommodate the Zoological Park and its associated operations, including retail, dining, entertainment, hospitality.

2.2.2 Parking District

The Parking District is intended as areas for parking facilities for the Zoological Park. It includes three sub-districts:

- North Parking District: Approximately 7 net acres located between the Zoo District (to the north) and the future extension of Classical Way (to the south).
- South Parking District: Approximately 15.4 net acres located between Classical Way (to the north) and Kammerer Road (to the south).
- Employee Parking District: Approximately 2.4 net acres located east of Lotz Parkway. This area is intended exclusively for employee parking.

2.2.4 Public Resources District

The Public Resources District (approximately 2.9 net acres) provides for the development of a stormwater detention basin and associated utility infrastructure to serve development.

2.3 Allowed Land Uses and Permit Requirements

This section describes the allowed land use and permit requirements within each of the Districts established by this SPA. Generally, a use is either allowed by right, allowed following issuance of a conditional use permit, or is not permitted. In the interest of efficiency, only those uses allowed by right or allowed upon approval of a use permit are provided here; any other uses or activities are considered not permitted. However, not all possible activities may be identified in this listing, or new activities may be identified over time. As such, pursuant to EGMC 23.12.045 (Similar Use Determination), when a particular activity is not specifically listed herein and/or it is unclear whether the activity is permitted, a use or activity may be deemed to be similar to the description provided in this SPA.

Giraffe habitat and feeding/encounter area (Fresno Zoo)

2.3.1 Zoo District

Within the Zoo District, the development of a Zoological Park is allowed upon the issuance of a conditional use permit. Components and features of a Zoological Park include, but are not limited to, the keeping of animals and insects, veterinary care, educational activities, food and beverage service (inclusive of alcohol service, including limited on-site brewing of beer), retail sales, administrative offices, caretaker's quarters, greenhouses/gardens/nurseries, and warehousing and storage of goods and materials for on-site usage. This also includes overnight accommodations (including hotel/motel and patron/guest camping) and special events and

programs where the facilities are either provided as a special ticketed event or are available for rent.

Additionally, the development of Wireless Telecommunication Facilities and Small Cell facilities is allowed consistent with the requirements of the Parks and Recreation Zoning District (PR) as provided in EGMC Table 23.27-1 and the specific use regulations of EGMC 23.94.

2.3.3 Parking District

Within the Parking District, the construction of parking lots and structures that serve a permitted Zoological Park is permitted by right. Additionally, the construction and operation of transit stations and terminals, park and ride facilities, and other transportation-related uses are also permitted by right.

2.2.4 Public Resources District

Within the Public Resources District, public infrastructure and stormwater detention and conveyance facilities may be constructed.

3. Development Standards

3.1 Introduction

This chapter establishes development standards applicable to development within this SPA.

3.2 Setbacks and Height Limits

The minimum setbacks and height limits provided in Table 3-1 shall apply to buildings and structures constructed within the SPA. Except as otherwise provided, setbacks and height shall be measured as provided in the Zoning Code.

Table 3-1: Setbacks and Height Limits

Development Standard	District	
	Zoo District	Parking District
Setbacks		
Lotz Parkway, Generally	40 ft	40 ft
Lotz Parkway, from Bilby Road to the Shed C Crossing	0 ft[1]	n/a
Classical Way	25 ft	25 ft
Road B	40 ft	25 ft
Height		
Within 250 feet of the centerline of the Lotz Parkway	40 ft	40 ft
Otherwise	60 ft	60 ft

Notes:
1. While no setback is required, the minimum landscape corridor as provided in Section 3.4 (Landscaping) shall be provided.

3.3 Vehicle and Bicycle Parking

Development of the Zoological Park shall require the construction of vehicle and bicycle parking facilities for guest and employees. Parking shall be provided pursuant to the following requirements.

3.3.1 Required Guest Vehicle Parking

Parking for guests visiting the Zoological Park shall be provided at the following rates:

- 1 parking space for each 1,000 persons of estimated annual attendance; or
- 1 parking space for each 3 people at peak hour presence; and
- A minimum of 1,600 parking spaces.

3.3.2 Required Employee Vehicle Parking

Parking for employees shall be provided at a minimum of 0.9 spaces per employee.

3.3.3 Vehicle Parking Lot Design

The design of parking facilities shall be consistent with the requirements of Sections 23.58.080 and 23.58.090 of the Zoning Code relative to stall and drive aisle dimensions.

3.3.4 Required Guest Bicycle Parking

Bicycle parking shall be provided at a minimum rate of five percent (5%) of the number of provided guest vehicle parks spaces.

Bicycle parking shall be located at arrival/entry locations to the Zoological Park. Bike racks shall enable the bicycle

frame and one wheel to be locked to the rack with a standard U-shaped lock or cable. Racks shall be securely anchored to the ground, wall, or ceiling. The location and configuration of the bike racks shall not impede pedestrian or vehicular circulation. Racks shall be located away from any wall, landscape area, or other improvement that impedes or obstructs the movement of a bike into and out of the rack.

3.3.5 Required Employee Bicycle Parking

Bicycle parking for facility employees shall be provided at a rate of one bicycle parking space for every 10 employee parking spaces provided. Employee bicycle parking shall be located at major employee entrances to the Zoological Park, proximate to employee locker rooms, or at other locations that are convenient and accessible for the employees. Bike racks shall enable the bicycle frame and one wheel to be locked to the rack with a standard U-shaped lock or cable. Racks shall be securely anchored to the ground, wall, or ceiling. The location and configuration of the bike racks shall not impede pedestrian or vehicular circulation. Racks shall be located away from any wall, landscape area, or other improvement that impedes or obstructs the movement of a bike into and out of the rack.

3.4 Landscaping

Landscaping shall be provided consistent with the provisions of this section.

3.4.1 General Landscaping Requirements

1. Landscape planting shall include drought-tolerant, ornamental, and native species (especially along natural corridors), shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site.
2. Planting Layout and Plant Diversity. Plant selection shall vary in type and planting pattern. Informal planting patterns are preferred over uniform and entirely symmetrical planting patterns. Use of flowering trees and colorful planting are encouraged in conjunction with evergreen species. Groupings of shrubs shall contain multiple plant types, interspersed with varying heights and blooming seasons for year-round interest.

Example landscaping that incorporates drought-tolerant and native species landscaping (San Diego Zoo)

3. Water-Efficient Landscape. Consistent with the purposes of Section 65591 of the California Government Code (Water Conservation in Landscaping Act), the Zoological Park shall comply with EGMC Chapter 14.10, Water Efficient Landscape Requirements.
4. Trees planted within ten feet of a street, sidewalk, paved trail, or walkway shall be a deep-rooted species or shall be separated from hardscapes by a root barrier to prevent physical damage to the pavement.
5. Unused areas of the site, which are intended to be developed in later phases, shall be treated with hydroseed or other applications that maintain soil health and limit urban heat island effects until such time as the area is improved.
6. Irrigation. Landscape areas shall be supported by a permanent, automatic irrigation system coordinated to meet the needs of various planting areas. Proper irrigation shall be provided for healthy plant growth and maturation and shall be designed to avoid the watering of structures, public ways, and pedestrian access.
    a. Irrigation systems shall be designed to avoid runoff, excessive low head drainage, overspray, or

other similar conditions where water flows or drifts onto non-irrigated areas, walks, roadways, or structures.

b. Automatic controllers shall generally be set to water between 7:00 p.m. and 10:00 a.m. to reduce evaporation. Alternative watering times may be approved based upon the character and requirements of the landscaping.

c. An irrigation schedule indicating the four seasons of watering cycles is required for those projects with a total landscape area of 2,500 square feet or more.

d. Low-volume irrigation systems with automatic controllers shall be required. Low-volume irrigation systems include low-volume sprinkler heads, dry emitters, and bubbler emitters.

3.4.2 Landscaping with the Zoological Park

Landscaping with the Zoological Park consists of two types – habitat landscaping and pedestrian landscaping. Habitat landscaping consists of the landscaping provided within the animal habitat areas. This landscaping shall be designed based upon the specific animal species planned for that habitat, ensuring that the character and quality is like that found in the animal's natural environment. To the extent possible, landscaping should be used to provide shade for the animals.

Pedestrian landscaping refers to the landscaping provided outside the habitat areas, including that found along pedestrian paths, plazas, patios, employee break areas, and as screening of the site. Pedestrian landscaping shall be designed to provide a pleasant aesthetic across the site, complementing the habitat areas, plazas and patios, and buildings. Landscaping that coordinates with the aesthetic of an adjoining habitat or environment is encouraged. Larger landscaping (e.g., trees, large shrubs) should be selected and placed such that as it matures over time it augments shading across the site.

Example pedestrian landscaping (Houston Zoo)

As required by Section 6, Administration, of this SPA, the applicant shall submit a preliminary landscape plan for review and approval as part of the District Development Plan approval process. The preliminary landscape plan is a conceptual plan that depicts general descriptions of types and locations of plantings across the Zoological Park.

3.4.3 Landscaping Along Public Streets

Landscaping along public streets presents the opportunity to announce the arrival of guests to the Zoological Park, as well as an opportunity to screen views into the site. Landscaping shall be provided along the public street network as follows and illustrated in **Figure 3-1**. Trees or shrubs with a full-grown height equal to or greater than 36 inches shall not be planted in any clear-vision triangle.

1. **Lotz Parkway, Kammerer Road to Classical Way; Road B, Kammerer Road to Classical Way; Kammerer Road, Lotz Parkway to Road B.** A minimum 51-foot landscape corridor shall be developed. It shall include a minimum ten-foot multiuse path, with two-foot decomposed granite shoulders, connecting from Classical Way on the north to Kammerer Road on the south. The path shall be buffered from the road by a ten-foot landscape area; and from the adjoining parking lot by a landscape area between 27 and 60 feet wide (final width to be determined). The area shall include a variety of tree and shrub species that present a pleasant

aesthetic. Landscaping shall be designed and maintained for partial screening vehicles in the south parking lot to a minimum height of 36 inches, measured from the finished grade of the parking lot. Screening materials may include a combination of plant materials, earthen berms, raised planters, or other screening devices which meet the intent of this screening requirement. Street trees shall be planted at a maximum spacing of 50 feet lineal feet on center .

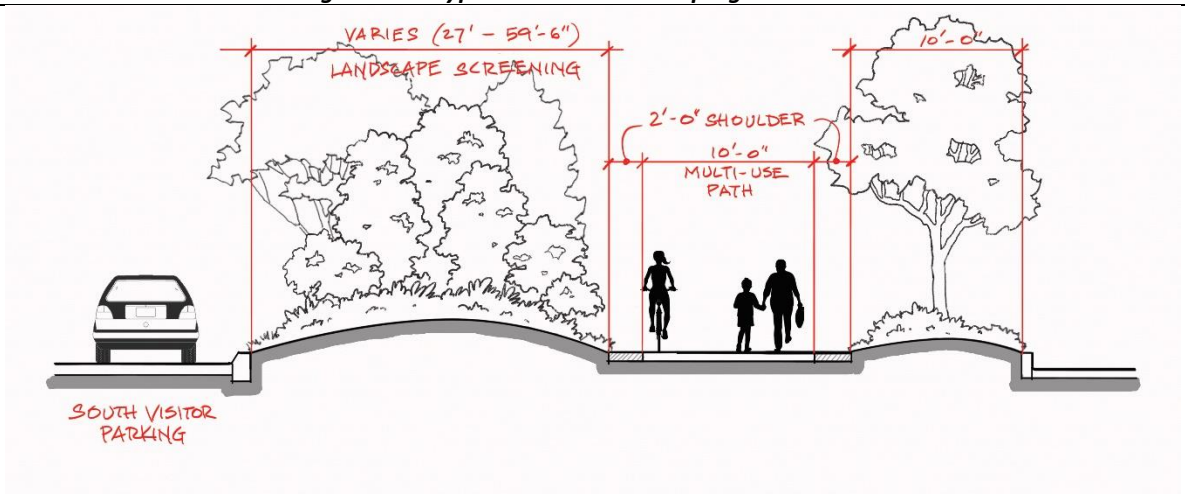
2. **Lotz Parkway, from Classical Way to Shed C.** Along the Lotz Parkway frontage of the Zoological Park, a minimum 40-foot landscape corridor shall be provided. The corridor shall feature a minimum ten-foot-wide pedestrian and bicycle trail, connecting Shed C at the north end with the trail along Classical Way at the south, as well as the pedestrian crossings at Bilby Road and Overture Way. Landscaping shall consist of a collection of trees and shrubs, designed such that the denser plantings are between the sidewalk and the fence such that when mature the landscaping provides the predominate screening of the Zoological Park. Street trees shall be planted at a maximum spacing of 50 feet lineal feet on center. Use of berming is required to the extent feasible.

3. **Classical Way, Lotz Parkway to Road B.** This roadway serves as the formal arrival to the Zoological Park, but also provides access to development both east and west of the site. A minimum 25-foot landscape corridor shall be developed along either side of the street. On the north side of the road, both an eight-foot sidewalk and a 10-foot bike path are provided, buffered from the travel lanes by a five-foot landscape area. An additional five-foot landscape buffer is provided behind the walk. On the south side, a ten-foot sidewalk is provided, buffered from the road by a five-foot landscape area. Additional landscaping is provided behind the walk to the parking lot. Note, if possible, the landscape buffers should be expanded to six feet in the final design. The area shall include a variety of tree and shrub species that present a pleasant aesthetic. Landscaping shall be designed and maintained for partial screening vehicles in the south parking lot to a minimum height of 36 inches, measured from the finished grade of the parking lot. Screening materials may include a combination of plant materials, earthen berms, raised planters, or other screening devices which meet the intent of this screening requirement. Street trees shall be planted at a maximum spacing of 50 feet lineal feet on center.

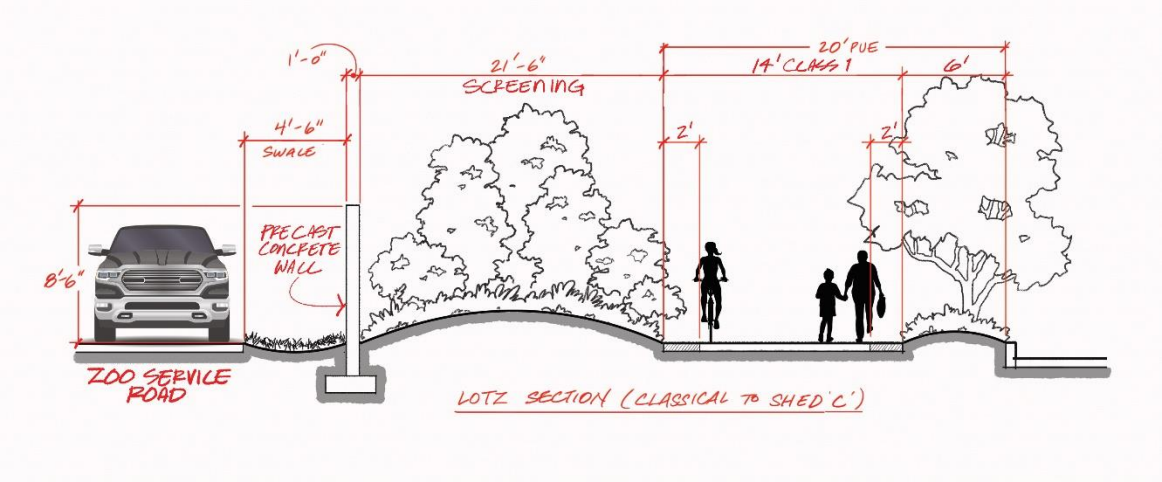
4. **Road B, Classical Way to North Driveway.** Along the Road B frontage of the north parking lot, a minimum 35-foot landscape corridor shall be provided. This corridor shall consist of a six-foot buffer behind the curb, the ten-foot Class IV bike facility, a four-foot buffer, an eight-foot sidewalk, and post-and-rail or post-and-cable fence. Behind the fence shall be a landscape screen. Landscaping shall be designed and maintained for partial screening vehicles in the south parking lot to a minimum height of 36 inches, measured from the finished grade of the parking lot. Screening materials may include a combination of plant materials, earthen berms, raised planters, or other screening devices which meet the intent of this screening requirement. Street trees shall be planted at a maximum spacing of 50 feet lineal feet on center.

5. **Road B, North Driveway to Shed C.** Along the Road B frontage of the Zoological Park, a minimum 20-foot landscape corridor shall be provided. This corridor shall consist of a six-foot buffer behind the curb, the ten-foot Class IV bike facility, a four-foot buffer, an eight-foot sidewalk, and a 13’-6” landscape screen area, finished with the eight-foot wall. Landscaping shall consist of a collection of trees and shrubs, designed such that the denser plantings are between the sidewalk and the fence such that when mature the landscaping provides the predominate screening of the Zoological Park. Street trees shall be planted at a maximum spacing of 50 feet lineal feet on center . Use of berming is required to the extent feasible.

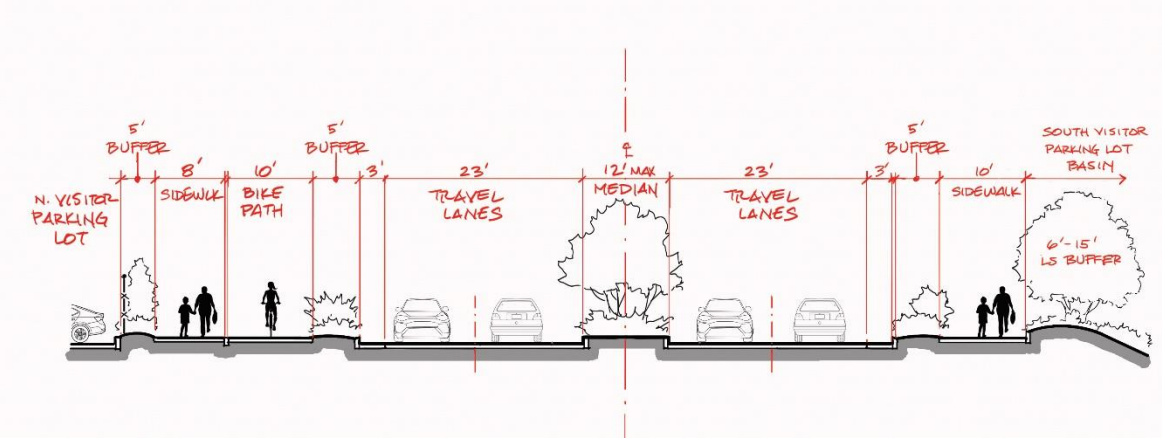
Figure 3-1: Typical Street Landscaping Treatments



Lotz Parkway, Kammerer to Classical
B Drive, Kammerer to Classical
Kammerer Road, Lotz Parkway to Road B

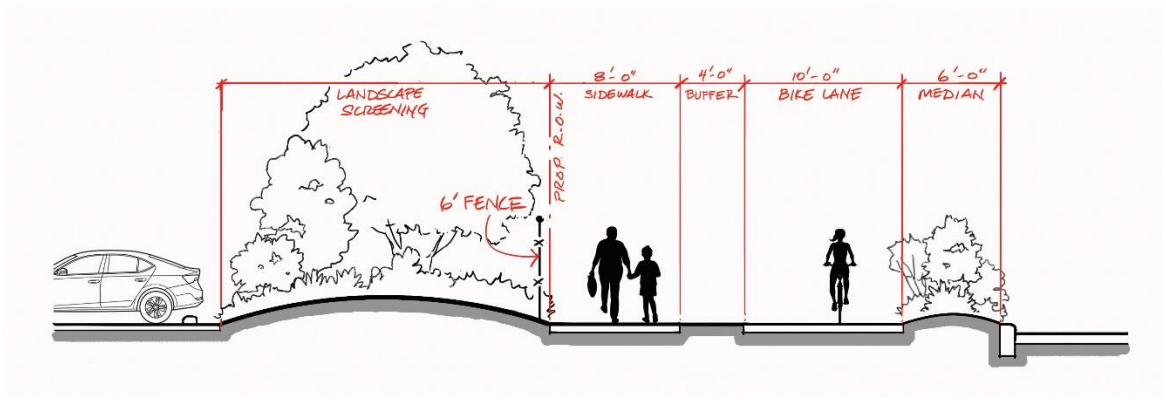


Lotz Parkway, Classical to Shed C Channel

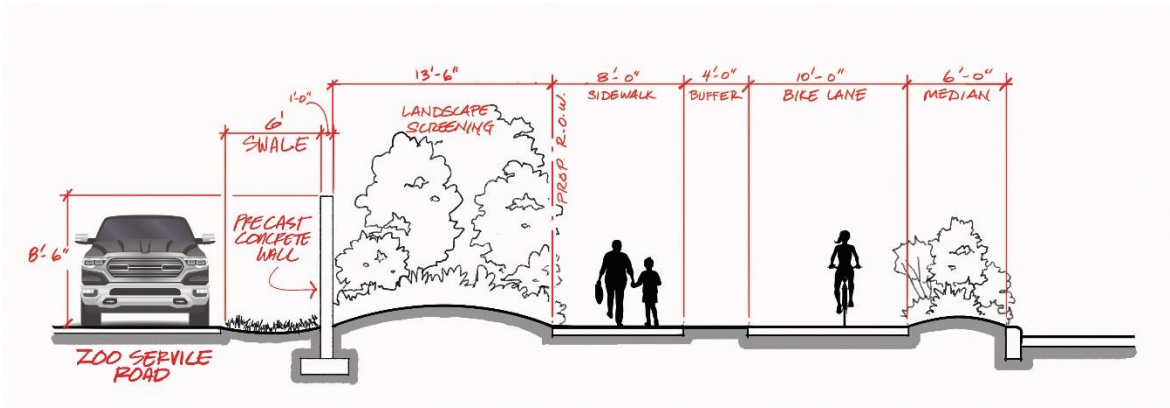


Classical Way

Figure 3-1 Continued: Typical Street Landscaping Treatments



B Drive, North Driveway to Classical Way

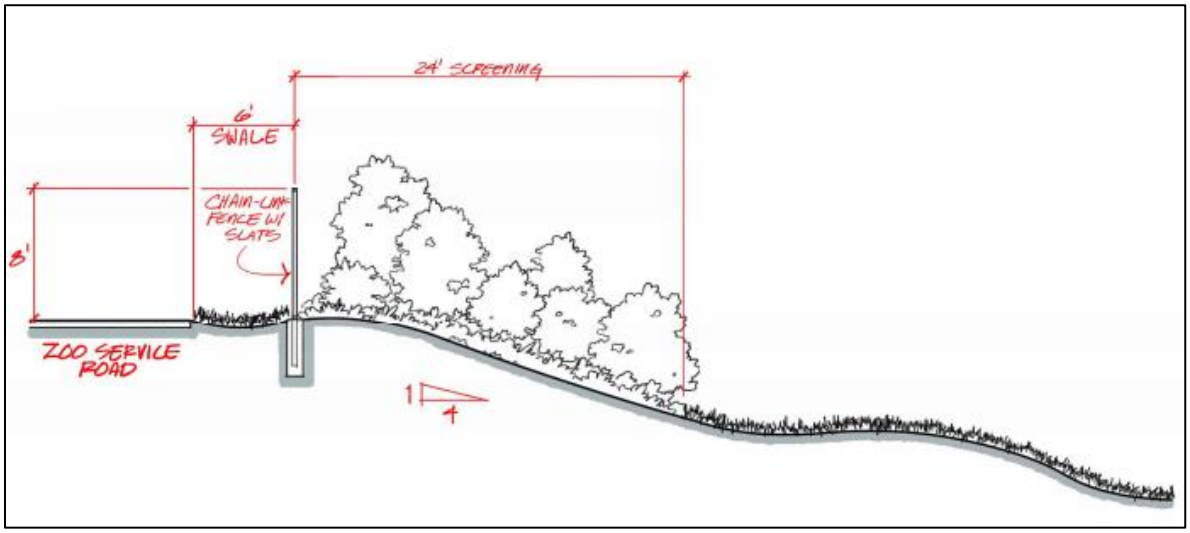


B Drive, Shed C Channel to North Driveway

3.4.4 Landscaping along Shed C Channel

Landscaping along the Shed C Channel shall integrate with the overall landscape plan for the Shed C Corridor and shall provide screening of the site and its boundary fencing, as illustrated in **Figure 3-2**.

Figure 3-2: Shed C Landscape Treatment



3.4.5 Parking Lot Landscaping and Shading

Parking lot landscape includes perimeter planters abutting parking lots and drive aisles, tree planting for parking lot shade, and a combination of continuous planting strips and landscaped islands throughout the parking lot.

1. **Perimeter Landscaping**. Perimeter landscaping shall be provided as part of the landscaping along the public streets, as described in section 3.4.3.
2. **Parking Areas Generally.** Within the North Parking District and the Employee Parking District, as well as permanent employee parking areas within the Zoo District, the following standards shall apply.
    a. Continuous planter areas shall be provided between rows of parking. Each parking row should, to the extent feasible, terminate in a planter cap. The minimum planter width shall be eight feet.
    b. For parking areas with more than 100 parking stalls, pedestrian walkways shall be provided within the parking field to the Zoological Park entrance at a frequency of one walkway for every two drive aisles.
    c. Parking lots shall be provided with shading to reduce the urban heat island effect and to provide a pleasant guest and employee experience. Parking lots shall provide a minimum of 50% shade coverage. Shade may be provided though landscaping/tree canopy, solar carports, or a combination of the two. Shade coverage is calculated as that area of the paved parking surface (both parking stalls and drive aisles) covered by a shade component (tree or solar).

       When tree canopy is used to provide shading, the calculation shall be based upon the portion of the canopy area of each proposed tree (using diameter of the tree crown in 15 years) that is covering the paved lot at high noon, exclusive of overlapping canopies.
3. **South Parking District.** Within the South Parking District, only perimeter landscaping shall be required. No planter areas or parking lot shading shall be required.

3.5 Fencing and Walls

Fencing and walls are necessary around and within the Zoological Park to secure the facility, both from animals within the complex and to deter unapproved access from people outside the complex. Certain fencing locations are required, and shall meet minimum specifications, as required by the US Department of Agriculture for the housing of warm-bodied animals.

A Fencing and Wall Plan shall be submitted as part of the Site Development Approvals for review and approval. The Fencing and Wall Plan shall note the location and design of all exterior fencing and the typical types of fencing within the interior of the Zoological Park.

3.5.1 Zoo Perimeter Fencing

The Zoological Park shall be developed with perimeter fencing that secures the site from unauthorized human and vehicular access. Perimeter fencing shall comply with the following minimum requirements:

1. The fencing shall be a minimum of eight feet tall.
2. Along public street frontages, fencing shall be of a high-quality aesthetic. Options include, but are not limited to, painted tubular steel with light detailing, concrete masonry block, and preformed concrete panels. The fencing design shall be coordinated with the landscaping plan for the roadside landscape corridors.
3. Along the Shed C corridor, fencing shall consist of chain link with vinal slats, concrete masonry block, or preformed concrete panels.
4. Gates with access to the public right-of-way shall be secured with keyed access, staffed with an attendant, or both. All gates shall feature automatic closure devices and emergency hardware.

3.5.2 Interior Fencing and Containment

A variety of fencing is necessary within the interior of the Zoological Park. This includes animal containment and pedestrian control fencing. Appropriate fencing shall be provided throughout the interior of the facility to safely contain both animal and guests to their discrete areas.

3.5.3 Guest Parking Lot Fencing

The use of fencing along the exterior perimeter of the guest parking lots is necessary to direct pedestrian movements to specific crossing locations and ensure the safety of pedestrians as they navigate through the parking lots. Fencing shall be required between the public sidewalks and the parking field, with specified openings at approved pedestrian access points. Guest parking lot fencing shall be a minimum of 36 inches tall and consist of an open-view fence style, which may be post and cable, post and rail, picket, or similar material.

3.5.4 Employee Parking Lot

The employee parking lot within the Employee Parking District shall be secured with a minimum six-foot-tall tubular steel fence along its three public frontages. The existing masonry wall along the south property line shall remain. A rolling gate shall be installed at the vehicle driveway. Keyed person gates shall be located at connections to the public sidewalk. All gates shall feature automatic closure devices and emergency hardware.

3.6 Lighting

Exterior lighting shall be provided pursuant to the following standards.

1. Parking lots, driveways, and major pedestrian paths exterior to the Zoo shall be illuminated with a minimum maintained one foot-candle of light and an average not to exceed four foot-candles of light.
2. Pedestrian walkways inside the Zoo shall be illuminated with a minimum maintained one-half foot-candle of light and an average not to exceed two foot-candles of light.
3. Exterior doors of structures shall be illuminated during the hours of darkness with a minimum maintained one foot-candle of light, measured within a five-foot radius on each side of the door at ground level.
4. Freestanding light fixtures shall have a maximum height of 30 feet.
5. Outdoor light fixtures used to illuminate architectural and landscape features shall use a narrow cone of light for the purpose of confining the light to the object.
6. All outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours.
7. Automatic timing devices shall be required for all outdoor light fixtures with off hours (exterior lights turned off) between 11:00 p.m. and 6:00 a.m. However, outdoor lights may remain on during the required off hours when:
    a. The hours of operation are extended into the required off hours (lighting may stay on during the hours of operation);
    b. Illuminating flags representing country, state, or other civic entity (also see EGMC Section 23.62.090(B)(4)); and
    c. Functioning as security lighting (e.g., illuminating a pathway, building entry).

Nothing herein shall prohibit the use of special event lighting, including the use of animated or projection systems as part of a nighttime activity.

3.7 Solar Facilities

The use of solar facilities is permitted. Solar arrays may be constructed on building roofs, as carports over parking lots, or as other types of freestanding structures. When freestanding, solar facilities shall observe the maximum allowed building height. When roof mounted, solar facilities may project above the maximum allowed building height a maximum of three feet.

3.8 Signage

The following regulates the development of signage within the Zoological Park. Except as otherwise provided, the provisions of EGMC Chapter 23.61 and EGMC Chapter 23.62 are incorporated herein by reference.

3.8.1 Intent as to Public Forum

Pursuant to EGMC Section 23.61.020, the City declares its intent that not all City property shall function as a designated public form. No portion of the Zoological Park, including but not limited to the parking areas, entry complex, dining facilities, parking lots or other portions within the secured fenced area of the complex shall be a public forum.

3.8.2 Arrival Signage

The City may, in its sole direction, establish and maintain signage within and adjoining the public right-of-way directing motorists, cyclists, and pedestrians on the pathways and travel lanes to utilize to approach and enter the Zoological Park. Such signage may include both fixed and digital signage and may include branding elements. Otherwise, such messaging shall comply with the requirements of the Manual of Uniform Traffic Control Devices and City standards, as applicable.

Additionally, the use of street banners is authorized pursuant to EGMC Section 23.61.070.

3.8.3 Exempt Signage

The provisions of this SPA shall not apply to the following sign types:

1. Those signs listed in EGMC 23.62.090, except as otherwise provided in this SPA, including directional signage.
2. Signs that are internal to the Zoological Park, including but not limited to, informational kiosks, menus, wayfinding, and building signage (when not readable from the public right-of-way).

3.8.3 Entry Signage

Freestanding entry signage is allowed pursuant to the following standards.

1. Maximum number permitted: One per project entrance
2. Maximum area: 150 square feet per sign
3. Maximum height: 20 feet
4. Minimum setback from right-of-way: 10 feet
5. Illumination: Allowed
6. Changeable copy area is also allowed, either as a manual marquee, digital sign, or a static message area (e.g., affixed banner)

3.8.4 Major Identification Signage

A freestanding major identification sign is allowed pursuant to the following standards.

1. Maximum number permitted: One each at the intersections of Classical Way and Lotz Parkway and Classical Way and Road B.
2. Maximum area: 250 square feet per sign
3. Maximum height: 30 feet
4. Minimum setback from right-of-way: 10 feet
5. Illumination: Allowed
6. Changeable copy area is also allowed, either as a manual marquee, digital sign, or a static message area (e.g., affixed banner)

3.8.5 Building Signage

Building attached signage is allowed pursuant to the following standards:

1. Maximum number: No maximum
2. Maximum area: 2.5 square feet for each 1 lineal foot of building frontage, maximum 250 square feet per building.
3. Maximum Height: Up to 10 feet above the roofline of the building
4. Illumination: Allowed

4. Design Plan and Guidelines

4.1 Introduction

This chapter outlines objectives and design guidelines for the development of the Zoological Park. Future consideration of the Site Development Approvals will be evaluated for their implementation of these provisions. This chapter supersedes the requirements of the Citywide Design Guidelines or any other applicable design guidelines or standards.

4.2 General Design Principles

The overall design principles for the Zoological Park are:

1. Provide for a memorable guest experience by way of the built form, including:
    a. Easy, logical arrival experience, including providing adequate vehicle and bicycle parking and clear pedestrian pathways. Ensure pedestrian safety when traversing parking lots, drive aisles, and streets.
    b. Memorable viewsheds and encounters (the Instagram-able/Kodak moments).
    c. Orderly site layout and pathways.
    d. Moments of discovery and wonder.
    e. Responding to the needs of all visitors, including those with limited mobility or sensory ability
2. Distinguishing front-of-house guest areas from back-of-house service and utility areas.
3. Safe and efficient movement of guests, services, and utilities around the site.
4. Immersive and, to the extent feasible, multispecies habitats that showcase the natural environment.
5. Recognition of existing development to the east of the Project Location.
6. Coordinated development of the campus between phases, such that when built out the entire Zoological Park will feel like a complete, integrated, single phase project.
7. Incorporation of public art in a logical way that complements the overall site design and building architecture.

Example memorable encounter feeding a giraffe (Fresno Zoo)

4.3 Site Design

Key components of the site design include:

1. The overall site design shall utilize a “main street” style layout, with a central spine that connects the main entrance at the south to a “discovery zone” at the north end.
2. Individual habitat zones or lands (e.g., Africa, California, Australasia) shall build off the main street.
3. To the extent feasible, provide opportunities to interconnect the habitat zones together for easier guest mobility.
4. Locate service areas and access at the back of the site, with a perimeter service road. Servicing should happen via the service road, with maintenance activities not requiring crossing of guest spaces.

4.4 Site Access and Wayfinding

1. Primary (guest) access to the site shall be from Classical Way.
2. Secondary (employee and delivery) access to the site shall primarily be from Lotz Parkway and Road B.
3. Separate arrivals by mode, including passenger automobile, bus, transportation network company (e.g., Uber, Lyft), pedestrian, and bicycle, to the greatest extent possible.
4. Develop a City Walk along the entry frontage that connects the guest points of access with adjoining development to the east and west.
5. Connect the City Walk to the public street and sidewalk system in highly usable ways.
6. Extent the local and regional trail system to the site.
7. Driveways, parking lots, and access routes should be consolidated whenever feasible to limit curb cuts, minimize development costs, and reduce auto/pedestrian conflicts.
8. Access and circulation entering and leaving the development should be clear, well-articulated and provide the user visual cues for ingress and egress to the site.
9. Provide adequate driveway depth for vehicle queuing at both entrances and exits, reflective of the anticipated facility demand.
10. Supply clear direction, through various wayfinding techniques, to provide the visitor an indication of where to go or park their car and to aide service vehicles on where to pick up trash or make deliveries.
11. Highlight project entryways, drives, and parking court entries by using landscape, texture or change in materials.
12. Pedestrian routes should be as obvious, direct, and as simple as possible. All pedestrian routes adjacent to landscape planters should be designed to be visible and convenient in order to eliminate “short cuts” which damage landscape areas.
13. Supply clear direction, through various wayfinding techniques, to provide the visitor where to go and park their bicycle.
14. Bike storage facilities such as racks and bike lockers should be located close to building entries and shall conform to the Bicycle, Pedestrian and Trails Master Plan Design Protocols.
15. Bike/Scooter storage areas or share stations shall not impede pedestrian traffic or create conflicts with other major streetscape elements such as bus stops, hydrants, loading bays, etc.
16. Bike/Scooter storage areas or share stations shall be appropriately located so that they do not impede vehicular traffic, nor are visually obtrusive.
17. Provide site maps at kiosks at strategic locations.

Example pedestrian pathway (San Diego Zoo)

Example wayfinding signage (San Diego Zoo)

4.5 Signage

1. Project signage shall be consistent with the character, quality, branding, and architectural theme of the project.
2. Signs shall be in areas of the architectural façade planned for signage and constructed of quality weatherproof materials consistent with the design theme of the building or project.
3. Signage shall be designed for its effect both during the day and at night. Sign lighting should be directed to the sign to avoid glare and harshness.
4. The City encourages the use of signs that incorporate channel letters and push through/ routed signs. Poles and canned signs are prohibited.

Example habitat signage integrated into the habitat design (San Diego Zoo)

4.6 Landscaping

1. Street trees shall serve to provide shade, scale the environment to the pedestrian, and to define the image of the site.
2. Accent trees are intended to supplement and enhance the street trees and should have distinguishing characteristics to highlight significant areas within the landscape corridors (e.g., points of entry, pedestrian access points, intersections, transitional areas, bus shelters).
3. Shrubs and groundcover should be included to enhance the character of the area.
4. As applicable, planting material shall include the use of drought tolerant, indigenous, and native-adapted landscape species and the incorporation of Low Impact Development (on-site natural systems for stormwater treatment) techniques in the design of these spaces are highly encouraged.

Example of landscaping used to scale the environment to the pedestrian (Houston Zoo)

5. Parking areas shall be screened using landscaping plants, berms, partial walls or other architectural features.
6. Trees and landscaping installed in parking lots shall be protected from vehicle damage by a minimum six-inch tall concrete curb surrounding the planter area.
7. Planter barriers to protect landscaping shall be designed with intermittent curb cuts to allow parking lot runoff to drain into landscape areas.
8. Landscaping should be provided that enhances the project aesthetics by softening building elements, breaking up hardscape, and providing a buffer between activities.
9. Pedestrian furniture (benches, kiosks, trash receptacles, etc.) shall be consistent and/or complimentary throughout the site, providing a cohesive design motive for all spaces.

4.7 Building Architecture

Example zoo entry/major building (Houston Zoo)

1. Major buildings with public visibility shall be stylistic and/or utilize a thematic architectural character that ties the buildings, especially their public-facing facades, together. This can be achieved in a variety of ways, including:
    a. Using a similar visual theme, materials, and elevation character for subject buildings.
    b. Using a more innovative interpretation of the theme, such as using similar hues or materials, using cues of scale and elevation profiles of existing structures but interpreting it in a newer, contemporary look.
    c. Where a specific building needs to be themed to the particular area of zone where it is located, the building should take design cues from the other major buildings and create a style that blends the zone theme with the site-wide architecture. Opportunities include materials, colors, and roof form.
2. Public building entries shall be clearly defined with signage and architectural details.
3. Buildings should not be simple boxes. Detailing, such as furring, score lines, battens, reveals, and wainscots that help break the visual mass of the large walls appropriate to the architectural style of the building should be used.
4. Long blank unarticulated façades shall be avoided. Building façades should be designed with sufficient articulation, fenestration, architectural treatments such as trellises or canopies, change in materials and color to break them into smaller visual elements.
5. Variation in roof planes and forms and change in parapets heights on long monotonous building forms are encouraged to create visual interest.
6. Buildings shall be designed to break the mass into smaller scale components vertically by incorporating a distinct base, a middle and the top to the building design:
    a. The base may be low planters and walls, base planting, a base architectural veneer banding (wainscot), or change in material, texture, or color. The base may also be achieved by the addition of intermittent covered walkways, trellises or architectural awnings that provide deep shadow at ground level.
    b. A well-defined top can be achieved by using multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments that create a visually interesting skyline.

4.8 Building Scale, Massing, and Articulation

1. Mechanical and utility equipment shall be screened from public view, including the streetscape if applicable. Screening may be achieved through enclosures, screens, fencing, planting, incorporating it as a part of the building, or a combination of these techniques.
2. Roof top mechanical and other equipment shall be located away from public view or screened using screening materials compatible with the architectural character on the building.

4.9 Colors and Materials

Example of the use of color, materials, and finishes that complement each other and create a sense of visual interest. (Houston Zoo)

1. Materials, colors, details and finishes shall be appropriate to the architectural style. Use of accents to complement the architecture, highlight entrances and provide visual interest is encouraged.
2. Selected materials and finishes should be reflective of the use, type of buildings, building occupancy/purpose, functionality, and the character of the proposed building.
3. Colors and materials used shall complement each other and be used to break up the massing of large building façades.
4. Materials and detailing used on the front or main building elevation shall be extended to all façades facing parking lots, streets, and other public areas.

4.10 Lighting

Example pedestrian-oriented lighting (San Diego Zoo)

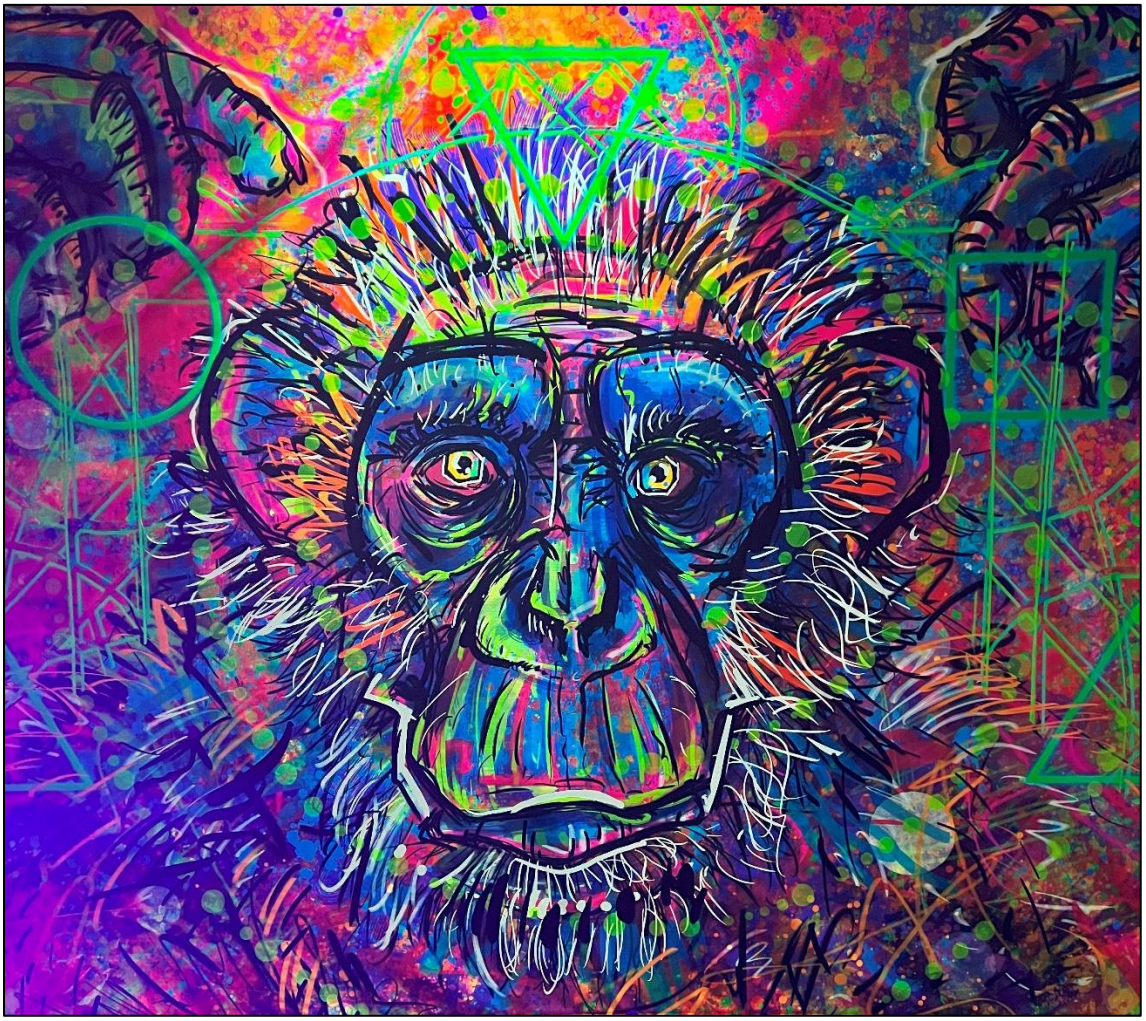
1. Exterior lighting shall be integrated with the overall architectural character of the development. The scale of the lighting should be appropriate to the area to be illuminated and the user requirements.
2. Lighting should also be used as a wayfinding technique to provide a clear and distinct path from roads, walkways and parking lots to entries.
3. Lighting shall be used to highlight building entries.
4. All exterior building lighting shall be appropriately sited based on the location and the use of the area to be lighted.
5. Parking areas should be adequately lit for a safe environment but should avoid glare that affects adjacent properties.

4.11 Sustainability

1. Electric charging stations in parking areas shall be located so that they are easily accessible by all users.
2. Use of materials that reduce the urban heat island effect are encouraged.
3. Materials and colors used should help reduce the urban heat island effect. Use of cool roofs, cool walls and appropriately reflective paints is highly encouraged.
4. To the extent feasible, utilize passive building design, leveraging natural resources (e.g., wind, solar) to minimize reliance on mechanical building systems.
5. Provide for the integration of roof-top solar on buildings .
6. Limit or restrict the use of natural gas to decorative features (e.g., fire pits, torches).
7. Utilize heat pump HVAC and water heating systems to the extent feasible.
8. Plan for the extension of recycled water services to the site.

4.12 Public Art

As part of the District Development Plan, the applicant shall prepare and submit a Public Art Plan that identifies opportunities for integrating public art into the project and the process to be utilized to solicit, select, and install artwork.



Example zoo-themed art (Sacramento Zoo)

5.0 Public Infrastructure

5.1 Introduction

This section describes the public infrastructure necessary to serve the Project. A variety of services and facilities are necessary to serve the Zoological Park, most of which also provide infrastructure to surrounding existing and planned development. Much as the development of the Zoological Park will be phased over time, some aspects of the infrastructure (primarily transportation) will also be phased.

5.2 Transportation

Transportation facilities and infrastructure includes not just the roadway network and parking facilities, but also pedestrian and bicycle infrastructure and public transit opportunities.

5.2.1 Roadways and Intersections

As illustrated in **Figure 5-1**, the Project site follows Lotz Parkway and Kammerer Roads. These facilities will provide a portion of the primary access to and from the site. Extending off of Lotz Parkway, the extension of Classical Way will provide direct access to the parking facilities and the guest entrance. Most guests will arrive to the site by first approaching Elk Grove via State Route 99 (east of the site) or (once Kammerer Road is extended west) Interstate 5. Drivers will utilize the Kammerer Road off-ramp to travel to Lotz Parkway, where they will turn north. Next, they will then enter a roundabout intersection at Classical Way and turn westbound. After that, they will enter a second roundabout that will provide access to the north or south parking lots. A third roundabout is provided at the intersection of Classical Way and B Drive, completing the chain of intersections and providing for efficient vehicle movements along the corridor.

Secondary access for deliveries and staff will occur at driveways and gates along Lotz Parkway and B Drive. Deliveries will be divided between animal care deliveries at Lotz Parkway and customer care deliveries at B Drive. This division will limit the interaction and conflicts of these two delivery types within the back-of-house operation of the Zoological Park.

Roadway and intersection improvements may be phased, subject to approval of a phasing plan as part of the District Development Plan. Future public streets or intersections may be constructed as private drive aisles, provided there is a strategy to convert them into public streets at a later date. Unless otherwise approved by the City Engineer, interim drive aisles should be constructed to public street standards.

In conjunction with the long-term needs of both the Project and the surrounding existing and future development, these four roadways will be widened/constructed as illustrated in **Figure 5-2**, Roadway Cross Sections.

Figure 5-1: Transportation Infrastructure

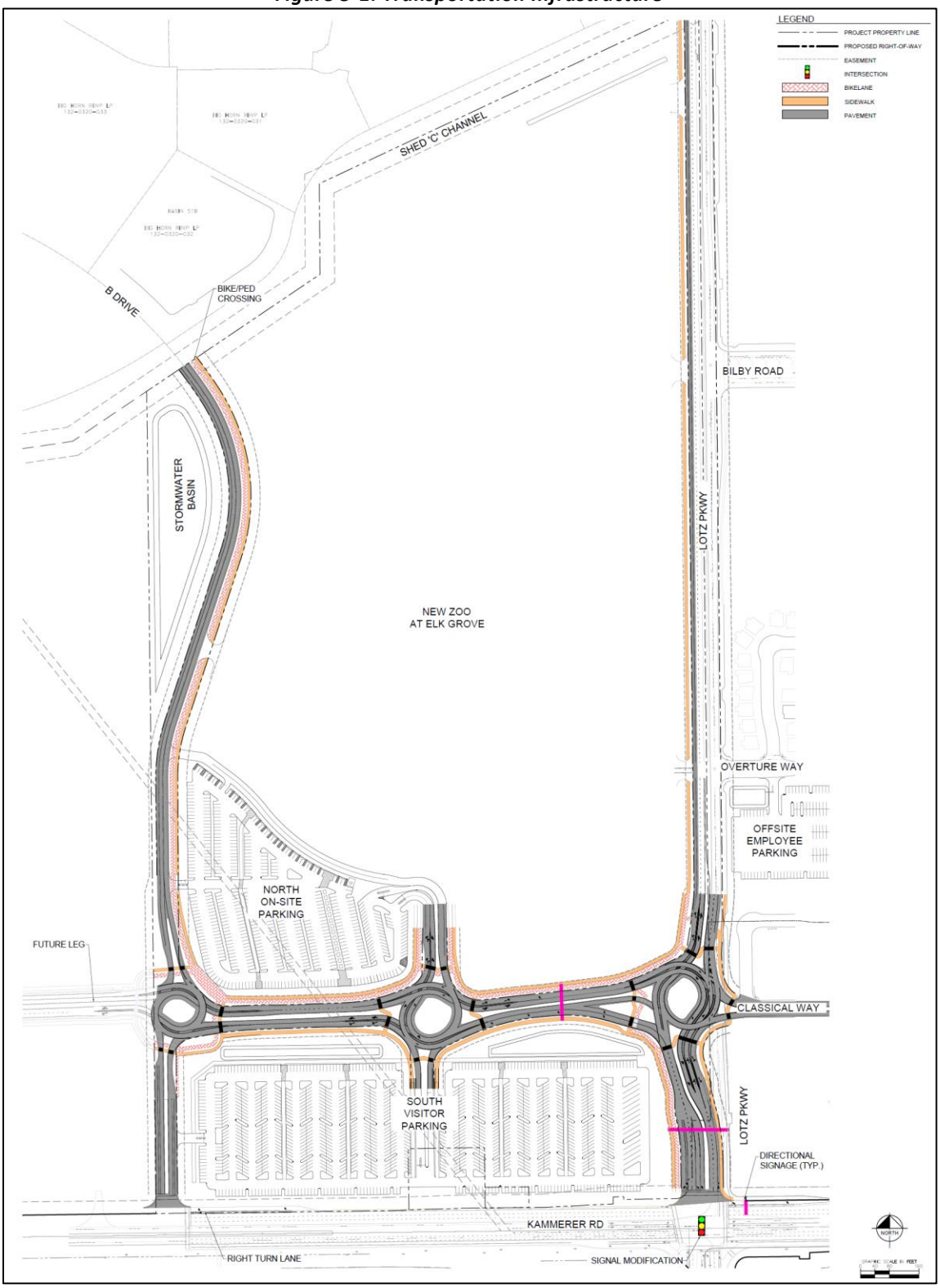
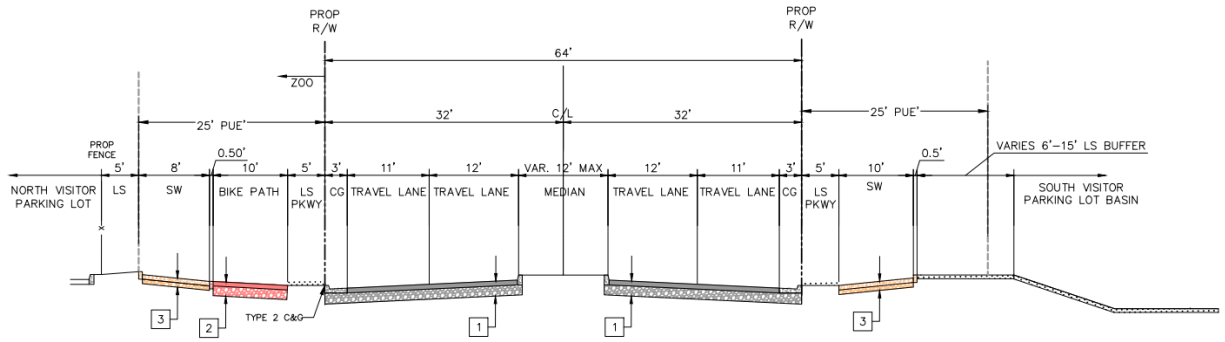
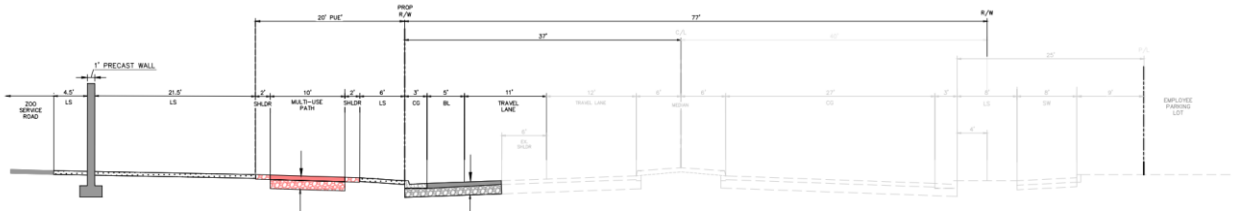


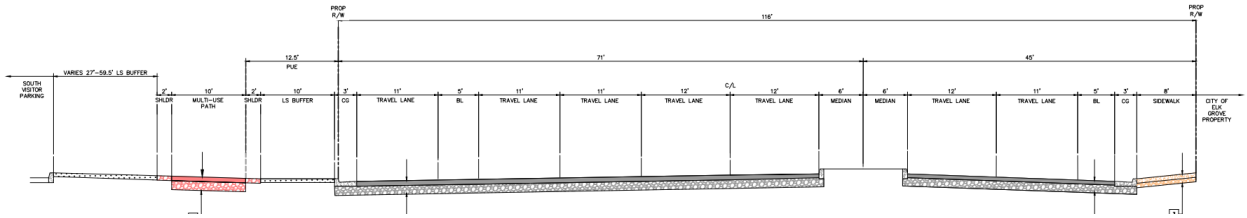
Figure 5-2: Roadway Cross Sections



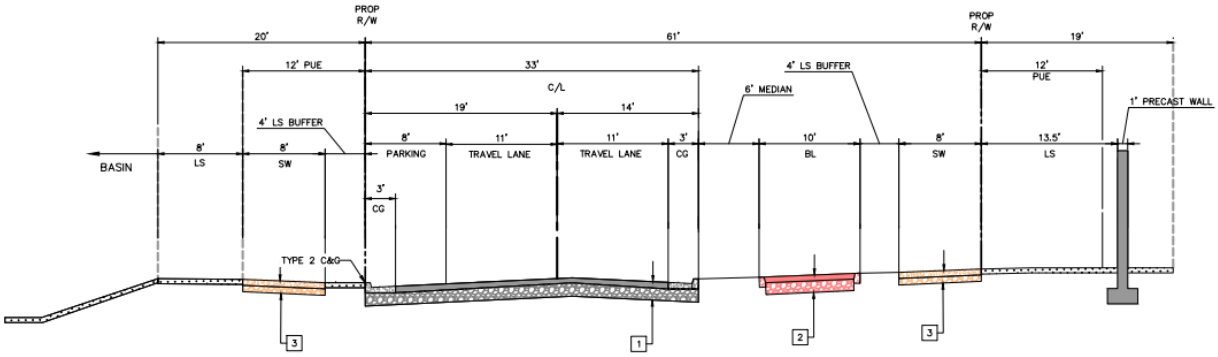
Classical Way



Lotz Parkway
North of Classical Way

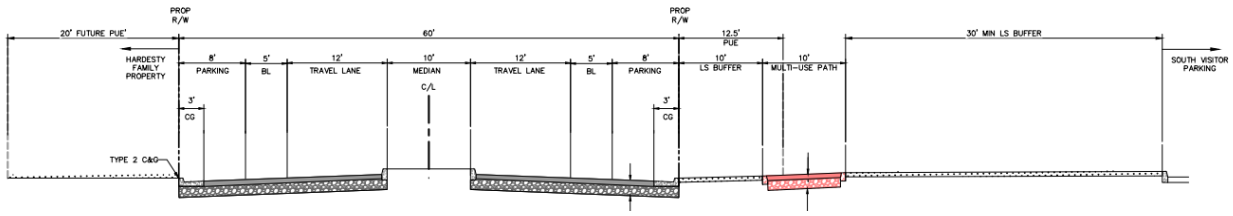


Lotz Parkway
South of Classical Way



B Drive
North of Classical Way

Figure 5-2 Continued: Roadway Cross Sections



B Drive
South of Classical Way

Along Lotz Parkway, the intersections of Bilby Road and Overture Way are planned as signalized intersections. While these locations may provide driveway access for deliveries and staff, a third driveway may also be developed at the north end of the site across from the Sterling Meadows detention basin.

Except for Lotz Parkway, the widening of Classical Way and Kammerer Road to their ultimate configuration may occur in phases based upon the rate and intensity of development both at the Zoological Park and in surrounding areas.

5.2.2 Pedestrian and Bicycle Infrastructure

Paralleling the roadway system will be a series of pedestrian and bicycle facilities. These include sidewalks, bike lanes, and trails. The location and dimension of these components are shown in the roadway cross sections in Figure 5-2.

Additionally, connecting from Classical Way and B Drive to the guest entry points to the Project will be a City Walk. This pedestrian-oriented corridor will serve as a natural extension of the facilities along the roadways, providing logical and orderly access to the entry. Bicycle parking opportunities will occur on the City Walk at appropriate locations.

5.2.3 Parking

While not part of the traditional public infrastructure, the parking facilities that serve the Zoological Park are critical to understanding the overall operation of the site. As illustrated in the Land Plan in Figure 3-1, the Parking District serves to identify locations where vehicle parking will occur.

5.3 Water

Two forms of water infrastructure will be developed within the Project area. First, the potable water system (illustrated in Figure 5-3) will provide the daily water needs for most operations, including human and animal consumption, restrooms, and water features within the animal habitats. The system is also sized to support landscape irrigation. This infrastructure will be built off the existing water mains in the area, including extensions in Lotz Parkway, Classical Way, Kammerer Road, and B Street.

A recycled water system is planned to extend to the Project site. This system will bring water, which was previously potable and has been treated to appropriate standards at the regional sanitation facility, and make it available for landscape irrigation. Based upon State standards, the water is not planned to be used for animal consumption. The recycled water requires a connection to the regional sanitation system on Willard Parkway, and then development of various tanks and booster pumps elsewhere in Elk Grove. These regional facilities only are not the responsibility of the Project. Although, they may be required to contribute a fair share component. Rather, the Project will construct recycled water distribution lines in Classical Way and B Street for future use when adjoining development builds their portions and the connections to the regional system are completed. On-site water lines will distinguish between the potable and recycled systems and be clearly marked.

5.4 Sewer

Sewer services for the Project site will be provided from a new trunk line in B Drive and Classical Way. This line will extend from a line planned in the Souza Dairy development on the north side of the Shed C Channel. The Project will access this line and multiple points based upon the final site plan and in coordination with Sac Sewer (the sewer service provider).

Sewage will flow within the planned infrastructure to Sac Sewer's Southeast Policy Area Sewer Lift Station (S153), located near the intersection of Bilby Road and Bruceville Road. From the lift station, flows are piped along Bruceville Road where they ultimately connect with the Laguna Sewer Interceptor and eventually reach the Regional Sanitation treatment plant north of Elk Grove.

5.5 Drainage

The Project is located within the Shed C drainage area. Storm water flows into the Shed C channel, which extends from near the Project site approximately six miles west to the Beach Stone Lakes National Wildlife Refuge and, eventually, to the Sacramento River delta.

In 2014, a Storm Water Drainage Master Plan was prepared and approved for the Project site and surrounding development area (the Southeast Policy Area Drainage Master Plan. This plan calls for improvements to the Shed C channel and the construction of a detention basin to serve the Project site. As of 2023, the channel improvements were being completed by development to the north of the Project.

To facilitate development of the Zoological Park, the detention basin identified in the Storm Water Drainage Master Plan will be relocated approximately 400 feet west of the original planned location to the west side of B Drive. Stormwaters will be directed to the basin through drainage pipelines within the Zoological Park and the roadways. The basin will serve as both a detention and hydromodification facility. Flows will exit the basin into the Shed C channel. Due to the revised location of the basin, updated/amended State and Federal environmental permits are required prior to construction.

5.6 Electricity

The Project site's electrical needs will be served by SMUD. New 12kv lines will be installed along the public street network. Within the Project several electrical transformers will be set to connect the 12kv lines to the individual electrical panels. No new substation or major electrical lines are necessary to serve the Project.

5.7 Telecommunications

Telecommunications services will be provided by any number of incumbent market providers, including but not limited to Frontier Communications, Consolidated Communications, Comcast/Xfinity, or AT&T. Their lines will be located within public utility easements that follow the public streets.

6. Administration and Implementation

6.1 Introduction

This section describes the implementation of this SPA, including amendments hereto and the process for approval of subsequent development.

When a proposed project requires more than one permit or approval with more than one approving authority, all project permits shall be processed concurrently, and final action shall be taken by the highest-level designated approving authority for all requested permits.

6.2 Amendments

Amendments to this SPA shall be processed in accordance with the procedures of EGMC Section 23.16.100, Special Planning Area, and EGMC Chapter 23.14, General Application Processing Procedures. The designated approval authority for amendments is the City Council.

6.3 Use Permits

Where this SPA requires the issuance of a Conditional Use Permit, such permit shall be processed in accordance with the procedures of EGMC Section 23.16.070, Conditional Use Permit, and EGMC Chapter 23.14, General Application Processing Procedures. The designated approval authority for Conditional Use Permits is the Planning Commission.

6.4 Site Development Approvals

Site development approvals refers to the entitlement-level approval of site plans and building architecture. Except as otherwise provided, no building permit, improvements plans, or grading permits shall be issued until such time as the corresponding site development approvals have first been approved by the designated approving authority. The process for approving the site development approvals is provided herein.

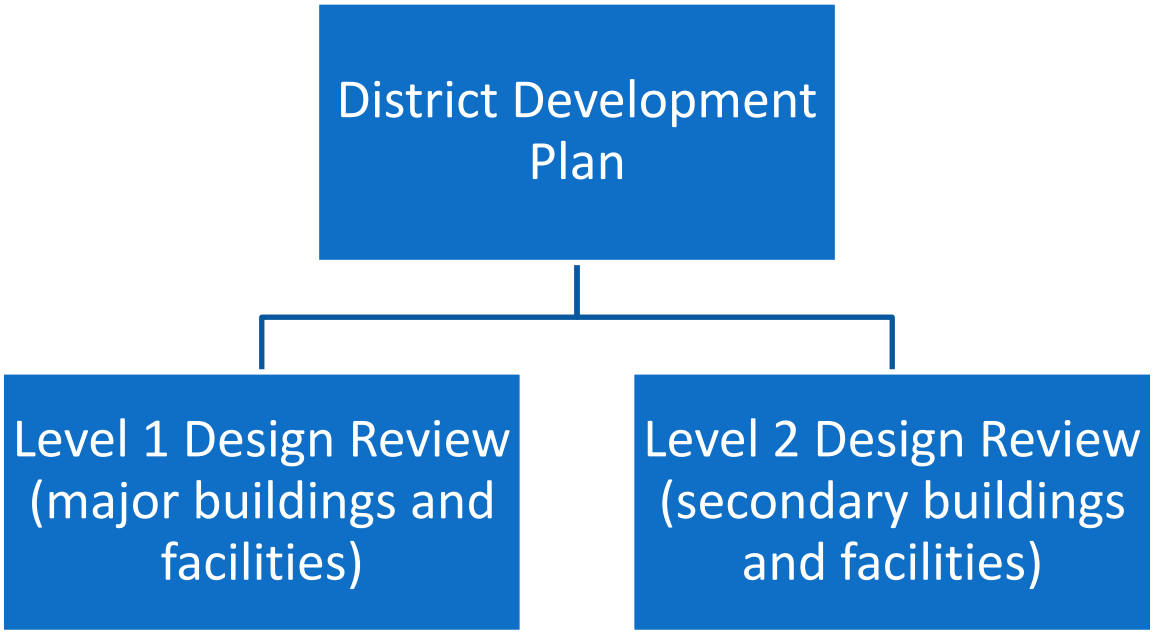
There are two types of site development approvals:

1. **District Development Plan**. A District Development Plan is a form of site development approval that addresses the overall design of the site. This includes the configuration of parking facilities, pedestrian spaces, building sites, animal habitats, back of house and utility areas, the strategy for landscaping, lighting, shade structures, and other physical attributes about the site. A District Development Plan may be issued for a single phase or multiple phases of a project.
2. **Design Review**. Design Review is approval of the building architecture, surrounding landscaping, lighting, and other development aspects particular to an individual building or structure. There are two levels of Design Review:
    a. **Level 1 Design Review**. Level 1 Design Review applies to major buildings and facilities that reflect on the overall design character and quality of the Zoological complex. This includes, but is not limited to, the Entry Complex, dining facilities larger than 1,000 square feet, Animal Care Center/Nutrition Center, Education Building, Administration (permanent buildings only), and Tent Camp/lodging buildings.
    b. **Level 2 Design Review**. Level 2 Design Review applies to secondary buildings and facilities that support the overall operation of the Zoological Park. This includes, but is not limited to, modular offices, animal barns and holding facilities, shop buildings, life support system buildings, freestanding restroom buildings, party/classrooms buildings, and accessory retail and food buildings (e.g., beer garden).

Design review requirements shall not apply to incidental structures, including freestanding shade structures, greenhouses, sheds and hay/browse storage less than 1,000 square feet, and other similar structures.

The determination of the appropriate level of Design Review, or if a structure qualifies as exempt from Design Review, shall be the authority of the Development Services Director.

Figure 6-1: Site Development Approval Hierarchy



6.4.1 District Development Plan

The procedures for review and consideration of a District Development Plan shall be as follows:

1. **Approval Authority**. The designated approval authority for the District Development Plan shall be the City Council. The City Council shall approve, approve with conditions, or deny the District Development Plan after making the necessary findings.
2. **Procedure**. Pursuant to EGMC Section 23.14.050, the City Council shall consider the District Development Plan after review and upon the recommendation of the Planning Commission. Review by the City Council and Planning Commission shall be conducted by noticed public hearing as provided in EGMC Section 23.14.040, Public hearing for quasi-judicial and legislative permits and entitlements.
3. **Findings**. District Development Plan, or modification thereto, shall be granted only when the designated approval authority makes all of the following findings:
    a. The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, special planning area provisions, Citywide and/or other applicable design guidelines, and improvement standards adopted by the City.
    b. The proposed site design, landscaping, and other aspects of the project will positively contribute to the character and quality of the site and project and the surrounding neighborhood and community.
    c. The proposed project site design will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Upon approval of the District Development Plan, the corresponding site improvement permits, including but not limited to grading permit and improvement plans, may be issued.

6.4.2 Level 1 Design Review

The procedures for review and consideration of a Level 1 Design Review shall be as follows:

1. **Approval Authority**. The designated approval authority for the Level 1 Design Review shall be the City Council. The City Council shall approve, approve with conditions, or deny applications for Level 1 Design Review after making the necessary findings.
2. **Procedure**. Pursuant to EGMC Section 23.14.050, the City Council shall consider the Level 1 Design Review after review and upon the recommendation of the Planning Commission. Review by the City Council and Planning Commission shall be conducted by noticed public hearing as provided in EGMC Section 23.14.040, Public hearing for quasi-judicial and legislative permits and entitlements.
3. **Findings**. Level 1 Design Review, or modification thereto, shall be granted only when the designated approval authority makes all the following findings:
    a. The proposed architecture, landscaping, and other features of the building will positively contribute to the character and quality of the site and project and the surrounding neighborhood and community.
    b. The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of buildings elsewhere on the site.

Upon approval of the Level 1 Design Review, the corresponding building permit(s) may be issued.

6.4.3 Level 2 Design Review

The procedures for review and consideration of a Level 2 Design Review shall be as follows:

1. **Approval Authority**. The designated approval authority for the Level 2 Design Review shall be the Development Services Director. The Development Services Director shall approve or deny applications for Level 2 Design Review in accordance with the provisions of this section.
2. **Procedure**. No public hearing or notice is required for a Level 2 Design Review.
3. **Review Criteria**. Level 2 Design Review, or modification thereto, shall be granted only when the designated approval authority makes all the following determinations:
    a. The proposed architecture, landscaping, and other features of the building or structure will positively contribute to the character and quality of the site and the surrounding neighborhood and community.
    b. The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of buildings elsewhere on the site.

Upon approval of the Level 2 Design Review, the corresponding building permit(s) may be issued.

6.5 Subdivision

Pursuant to the Subdivision Map Act and EGMC Title 22, the site may be subdivided from its existing lot configuration into one or more legal lots. The procedures for subdivision of the site shall be as provided in EGMC Title 22, Land Division.

6.6 Sign Program

Prior to the issuance of building permit(s) for any signs within this SPA, a Sign Program shall first be established for the site. The Sign Program shall detail the size, location, and design characteristics (e.g., colors, lettering, materials, sign typology, illumination, construction details) of major and minor signage across the site. The Sign Program shall create a uniform design for signage across the Zoological Park. The procedures for review and consideration of the Sign Program shall be as follows:

1. **Approval Authority**. The designated approval authority for the Sign Program shall be the Development Services Director. The Development Services Director shall approve or deny the Sign Program in accordance with the provisions of this section.
2. **Procedure**. No public hearing or notice is required for the Sign Program.
3. **Review Criteria**. The Sign Program shall only be approved (or amended) when the designated approving authority makes findings of fact that the program is consistent with the development standards as provided in this SPA.

6.7 Time Limits

Notwithstanding EGMC Section 23.18.020, Permit Time Limits, Conditional Use Permits, and Site Development Approvals shall not expire.

6.8 Substantial Conformance and Need for Amended Approvals

To the extent that modifications are necessary to the site plan, building plans, landscape plans, or other aspects of the Site Development Approvals as part of the issuance of grading permit(s), improvement plans, building permits, or other construction permits, such changes shall be deemed to be in substantial conformance with the Site Development Approvals, and no amendment to the approvals shall be necessary, so long as the overall intent and character of the site plan is maintained, or there is no more than a ten percent change in the building square footage of any building. The Development Services Director shall have the authority to determine substantial conformance at their sole discretion.

6.9 Construction Permits

Prior to initiating construction activities, the applicant shall apply for and secure any grading permit(s), improvement plan(s)/permit(s), building permit(s), or other construction activity approvals required by the City or any applicable utility agency or other government agency as would be required for any other development project. The applicant shall comply with any conditions of approval from the Site Development Permits as part of the content of and issuance of any construction permits.