

CITY PLANNING COMMISSION

927 - 10th Street, Suite 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT:	CEDEVCO, 6375 Auburn Blvd., #B, Citrus Heights, CA 95610		
OWNER:	Wymore Realty Co., 5679 Freeport Blvd., Sacramento CA 95822		
PLANS BY:	Spink Corporation, 720 F Street, Sacramento, CA		
FILING DATE:	50 DAY CPC ACTION DATE	REPORT BY:	HY:cp
NEGATIVE DEC.	EIR	EIR	ASSESSOR'S PCL. NO. 031-052-01: 031-070-56,58/

- APPLICATION:
1. Certification of Final EIR.
 2. Amend 1974 General Plan from Residential to Commercial and Offices for 16± vacant acres.
 3. Amend 1976 South Pocket Specific Plan from Interim Agriculture and from Low Density Residential to Business and Professional Offices for 16± vacant acres.
 4. Amend South Pocket PUD and Schematic Plan deleting 2± vacant acres.
 5. PUD Designation for 16± vacant acres to be known as Southwest Office Park PUD.
 6. Adopt PUD Schematic Plan with 5 office buildings totaling 24,000 s.f.
 7. Rezone 14± vacant acres from Agriculture A to Office Building - Planned Unit Development OB-PUD, or more restrictive zone.
 8. Rezone 2± vacant acres from Townhouse R-1A to Office Building - Planned Unit Development OB-PUD, or more restrictive zone.
 9. Tentative Map to divide 16± vacant acres into four lots, each to be developed with an office building. (P82-223).

LOCATION: Northwest quadrant of Greenhaven Drive and South Land Park Drive extensions

PROPOSAL: A 240,000 sq.ft. of offices to be known as Southwest Office Park.

PROJECT INFORMATION:

1974 General Plan:	Residential
1976 South Pocket Specific Plan:	Low Density Residential & Interim Agriculture
Existing Zoning:	R-1 and A
Existing Land Use:	Vacant
Airport Comprehensive Land Use Plan:	EA-3 on portion site
Surrounding Land Use and Zoning:	
North:	Vacant; OB-PUD and A
South:	Vacant; R-1A
East:	Vacant; A
West:	Single family and apartments; R-1 and R-3R

000981

APPLC. NO. P82-223 MEETING DATE January 13, 1983

CPC ITEM NO. 3

3. Transportation. The proposed projects will reduce the level of service (LOS) at all intersections serving the area. The intersection of Florin Road and Greenhaven Drive will be most affected because the level of service at peak a.m. and p.m. hours would be "F". This is the main intersection that will provide access into the project site and the proposed projects will generate an estimated 18,135 trips per day, more than twice as much traffic as the no project alternative. The proposed mitigation measures necessary to reduce this input to a less than significant level are:
- a. Reduce the project by 300,000 sq. ft. To accomplish the reduction in square footage, staff suggests that both offices be reduced in size. This would result in a total of 812,000 sq. ft. of office use for both projects.
 - b. Split phase signal operation with dual left turn lanes from westbound Florin Road onto southbound Greenhaven Drive would increase the capacity at this intersection. Two left turn lanes would also be increased in length to allow additional stacking of vehicles. The EIR also suggests additional improvements as illustrated on Exhibit F-9.
 - c. Additional provisions should be made to increase the level of bus service to the area. This can be accomplished through coordination with Regional Transit.
 - d. Implementation of a TSM program should be required for the project. Specifically, this would include provisions for Class I bicycle parking facilities, showers and locker facilities, payment of a one time subsidy to RT to improve transit services encouraging ridesharing, posting transit route maps and schedules, and transit passenger shelters at bus loading and unloading points.

The requirement of the above mentioned mitigation measures should increase the level of service at Greenhaven Drive and Florin Road to an acceptable "C" level.

4. Development Standards. The subject site is located adjacent to residential on the west and future residential to the south. The utilization of this site for office use will result in increased intensity of land use. It will generate an increase in traffic on existing streets and will change the tempo, or ambiance of the neighborhood with more activity. In order to provide a buffer to the residential uses, staff suggests that the development standards identified in the PUD guidelines be adopted. The guidelines include provisions for adequate parking, landscaping, building setbacks and heights, building materials and colors, and signage. The standards will set forth specific standards for the development of each site.
5. Subdivision Map. As part of the overall project, the applicant is proposing to divide the 16± acres into 4 separate lots. All sites will be utilized for office uses.

Informational Item

Fire flow requirements established by the Fire Department may require additional off-site water main extensions at developer expense before issuance of a building permit.

The development of one or both projects will require off-site street dedication and improvement of the intersection of Greenhaven Drive and South Land Park Drive. Greenhaven Drive will be developed with a 90 foot right-of-way and South Land Park Drive with a 54 foot right-of-way. At the intersection of these two streets, widening will be necessary to accommodate right and left turn lanes. These improvements will require the use of a remnant parcel located at the northeast corner of Greenhaven Drive and South Land Park Drive. It may significantly reduce the usability of the site and may create an undevelopable parcel. This will be determined prior to final map recordation when a right-of-way study is prepared.

The portion of Greenhaven Drive and located adjacent to the existing apartment complex will require removal of existing improvements. Greenhaven Drive, at this point, is 80 feet in width and an additional 10 feet will be necessary to accommodate a 90 foot right-of-way. A right-of-way study will be necessary before it is determined which side of the existing street improvements will need to be removed. This will depend on the location of the street alignment.

STAFF RECOMMENDATION: Staff recommends the following action:

1. Determine that the Final EIR is adequate.
2. Certification that the EIR has been prepared in compliance with State CEQA Guidelines and that the decision-making body has considered the information contained in the EIR.
3. Determination that the project will not have a significant effect on the environment and that this determination is based in mitigation measures noted in Section 3, "Transportation", in the staff evaluation.
4. Approval of the General Plan amendment from Residential to Commercial & Offices for 16± acres.
5. Approval of the South Pocket Specific Plan amendment from Interim Agriculture and Low Density Residential to Business and Professional Offices.
6. Approval of the South Pocket PUD and Schematic Plan amendment deleting 2± acres.
7. Approval of the PUD Designation of the site as Southwest Office Park PUD.
8. Adopt the PUD Schematic Plan and Guidelines (Exhibit C) with 170,000 sq. ft. of offices.
9. Approval of the Rezoning from A to OB(PUD) for 14 acres.
10. Approval of the Rezoning from R-1A to OB(PUD) for 2 acres.

11. Approval of the Tentative Map with conditions listed on page 4 of report.

000986

The proposed parcel map has been reviewed by the Parcel Map Advisory Agency (Planning Director and City Engineer) and the following conditions have been recommended:

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

- a. Provide standard subdivision improvements including 18' of pavement on the east side of Greenhaven Drive pursuant to Section 40.811 of the City Code;
- b. Prepare a sewer and drainage study for the review and approval of the City Engineer;
- c. The final map cannot be recorded until Florin Road assessment district facilities are operational;
- d. Reconstruction of the westbound to southbound left-turn pocket at Florin Road and Greenhaven Drive. The pocket should be lengthened and accommodate dual left turns.
- e. Replacement of Traffic Signal Controller to allow for conditional service of the above-mentioned left turn (conditional service means that the left turn can be served more than once during a signal cycle).
- f. Provide a fully-actuated traffic signal at Windbridge and Greenhaven.
- g. Agree to financially participate in installation of a fully-actuated traffic signal at Greenhaven Drive and South Land Park Drive at such a time as deemed necessary by the City Traffic Engineer.
- h. Frontage improvements on Greenhaven Drive to 45-foot half section. (This will necessitate the removal of some existing improvements on the west side of Greenhaven Drive, adjacent to the existing apartment complex in order to widen Greenhaven Drive to a 90 foot right-of-way. This may require additional street dedication.)
- i. Right-of-way study required for Greenhaven Drive and South Land Park Drive.
- j. Provide and improve the intersection of Greenhaven Drive and South Land Park Drive to city-expanded intersection standards.
- k. Pay Pocket Bridge fees.
- l. Frontage improvements on the north side of South Land Park Drive to 27-foot halfstreet section plus 12' travel lane in opposite direction (south side of street).
- m. Reciprocal access shall be provided between all proposed parcels. A note shall be placed on the final map to indicate reciprocal access.

STAFF EVALUATION:

1. Land Use. Considerations for expanding office use in a community is based on an assessment of need for the use and/or assessment as one alternative land use pursuant to changes in development policies. In this project's case, the policy change that has occurred is the adoption and implementation of the Executive Airport Land Use Plan. Over one-half of the site is located within the EA-3 zone of the Airport Land Use Ordinance. Prior to the adoption of the Plan, the site would accommodate a maximum 108 units (13.6 net acres @ 8 units = 108 units).
2. Office Space: Amount & Distribution. The amount of office space that can be accommodated at the two proposed sites is primarily constrained by the ability of the street to carry the expected traffic at acceptable service levels.

There are a number of measures mentioned on the EIR to increase traffic carrying capacities. Based on conversations with the applicants, conflicts with Caltrans policy and hesitancy by the City Traffic Engineer, the slip-ramp is not a usable measure at this time.

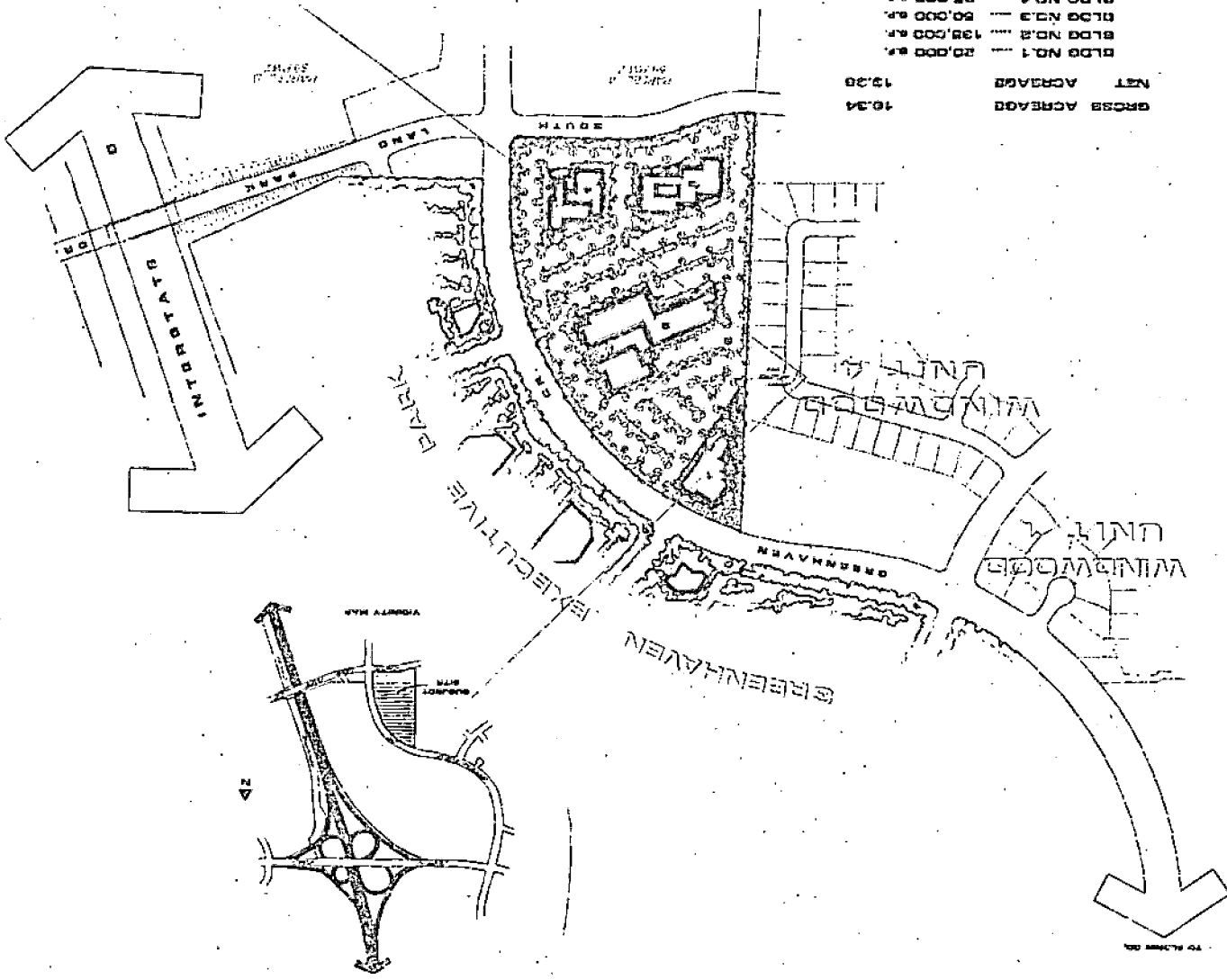
Other measures to increase traffic carrying capacity include: the installation of geometric and operational improvements; reducing the size of the combined projects; and TSM program. Staff believes that the combination of the three measures will increase the traffic carrying capacities of Greenhaven Drive and Florin Road and achieve a satisfactory level of traffic flow (Level C). Specifically, staff recommends the following distribution of office space:

	<u>Proposed</u>			<u>Recommended</u>		
	<u>Phase I</u>	<u>Phase II</u>	<u>Total</u>	<u>Phase I</u>	<u>Phase II</u>	<u>Total</u>
Greenhaven Executive Office Park	422,000	450,000	872,000	361,000 (-61,000)	281,000 (-169,000)	642,000 (-230,000)
South West Office Park	N/A	N/A	240,000	N/A	N/A	170,000 (-70,000)
			<u>1,112,000</u>			<u>812,000</u> (-300,000)

The above distribution of office space amounts to a 300,000 sq. ft. reduction in office space. The EIR suggests a total reduction of 330,000 square feet. Staff believes that the implementation of a TSM program can justify the 30,000 sq. ft. balance and, therefore, allow a total development of 812,000 sq. ft. of office between the two projects.

091003

GROSS ACREAGE	10.34
NET ACREAGE	13.20
BLDG NO.1	20,000 SF.
BLDG NO.2	138,000 SF.
BLDG NO.3	50,000 SF.
BLDG NO.4	38,000 SF.
TOTAL BLDG AREA	246,000 SF.
PARKING PROVIDED	550
STANDARD	630
COMPACT	148
TOTAL	978





CITY OF SACRAMENTO

SOUTH WEST OFFICE PARK

CALIFORNIA



schematic
plan

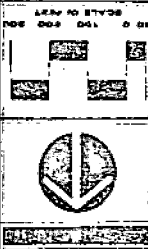


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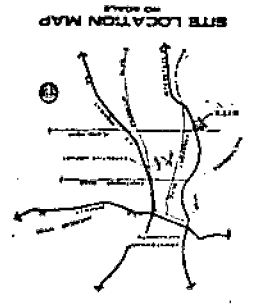
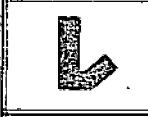


PALM GREENHAVEN EXECUTIVE PARK
CITY OF SACRAMENTO, CALIFORNIA

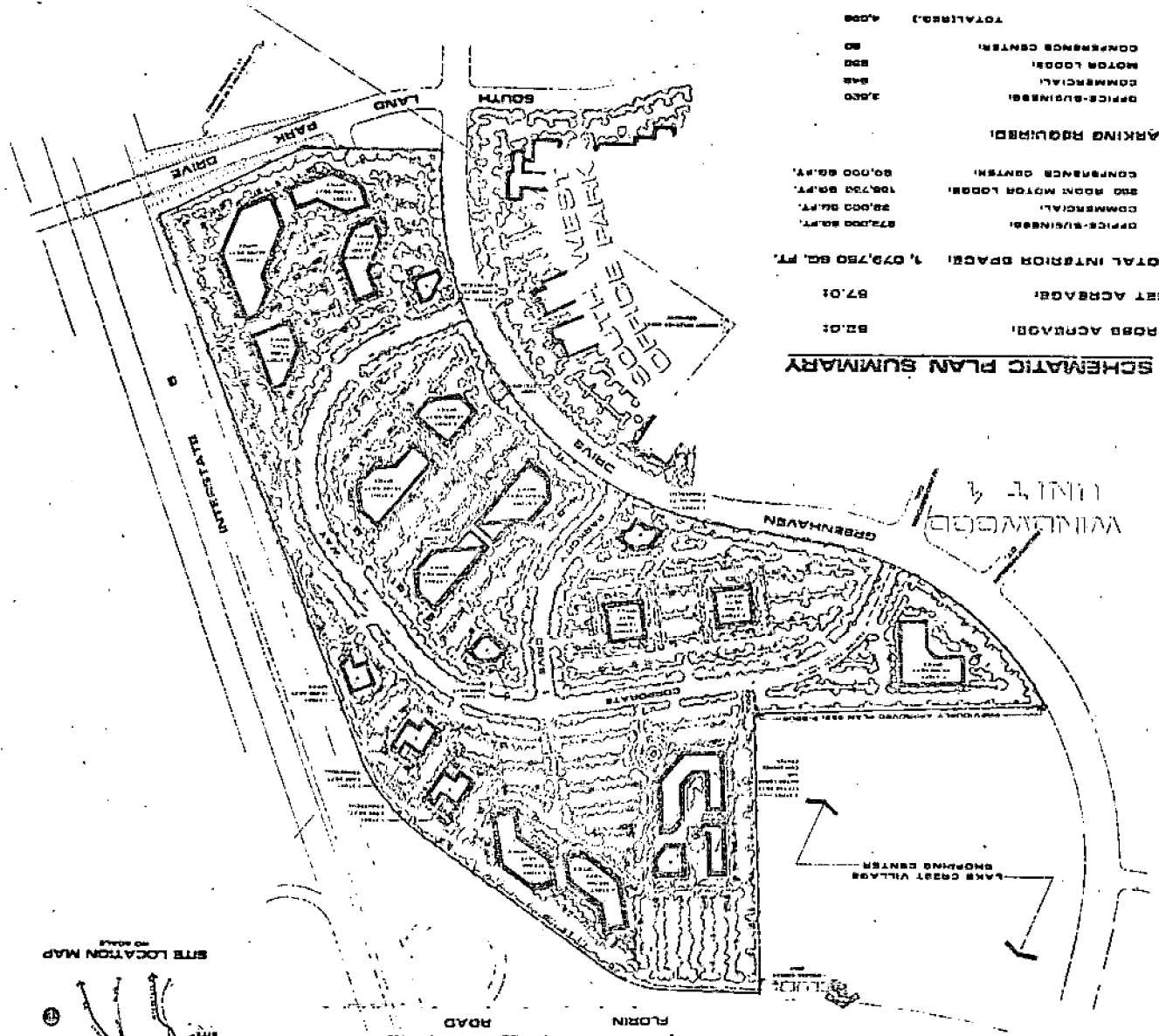


DATE OF SCALE IN FEET
NOV 1982

NOVEMBER 1982

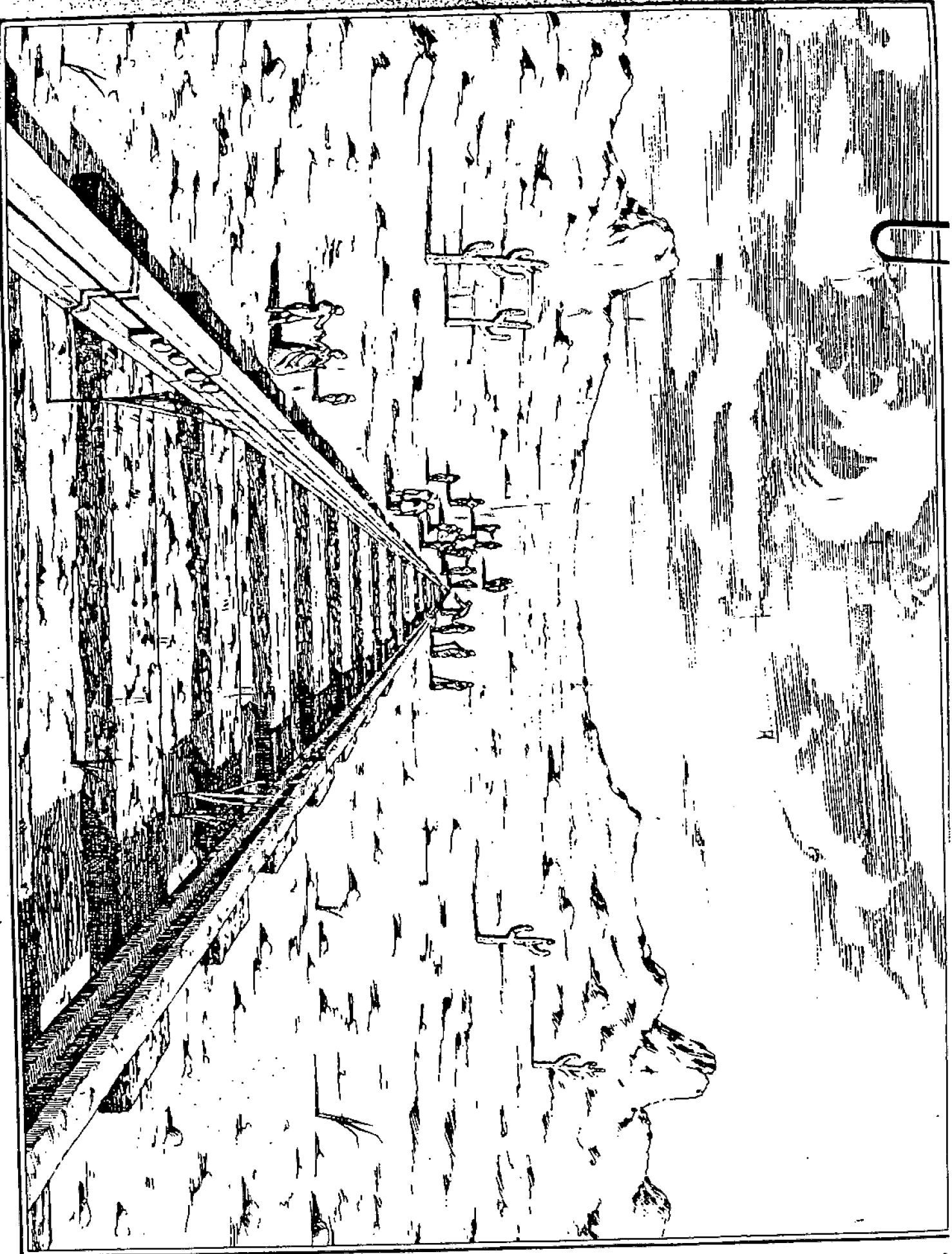


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SCHEMATIC PLAN SUMMARY

GROSS ACREAGE:	82.01
NET ACREAGE:	87.01
TOTAL INTERIOR SPACE:	1,079,780 SQ. FT.
OFFICE-BUSINESS:	872,000 SQ. FT.
COMMERCIAL:	28,000 SQ. FT.
500 ROOM MOTOR LODGE:	108,730 SQ. FT.
CONFERENCE CENTER:	80,000 SQ. FT.
PARKING REQUIRED:	
OFFICE-BUSINESS:	1,800
COMMERCIAL:	800
MOTOR LODGE:	800
CONFERENCE CENTER:	80
TOTAL (REQ.):	4,000
PARKING PROVIDED:	
TOTAL (PROV.):	4,000
TOTAL (PROV.)	4,000



LOCATING THE VANISHING POINT

001005