

**CITY PLANNING COMMISSION**

1231 'I' STREET, SUITE 200, SACRAMENTO, CA 95814

<b>APPLICANT</b>	The Spink Corporation, P O Box 2511, Sacramento, CA 95811		
<b>OWNER</b>	Rycam Investment Group, 1600 Sacramento Inn Way, Suite #213, Sac., CA 95815		
<b>PLANS BY</b>	Ntiya Architects, Inc. 1860- Howe Avenue, #340, Sacramento, CA 95825		
<b>FILING DATE</b>	6/5/87	<b>ENVIR. DET.</b>	Neg. Dec./mm
<b>ASSESSOR'S-PCL. NO.</b>	015-0031-001	<b>REPORT BY</b>	CV/vf

- APPLICATION:**
- A. Negative Declaration
  - B. Special Permit to allow 100 percent office use for three buildings totaling 159,200+ sq. ft. on 10.0 vacant acres in the M-1 zone.

**LOCATION:** West side of Redding Avenue, 130+ feet south of Madrone Avenue, East side of 4th Avenue.

**PROPOSAL:** The applicant is requesting the necessary entitlements to construct three 2-story office buildings.

**PROJECT INFORMATION:**

1974 General Plan Designation: Commercial and Offices  
 Existing Zoning of Site: M-1  
 Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:	Setbacks:	Required	Provided
North: Warehouse, office, industrial; M-1	Front: (Redding Avenue)	25'	80'
South: Vacant; R-1	Side(Int):	5'	80'
East : Lumber Mill;M-1			
West : Vacant, office, retail; R-3,C-2	Rear:	15'	80'

Parking Required: 398 spaces  
 Parking Provided: 794 spaces  
 Property Dimensions: 660+ ' x 660+ '  
 Property Area: 10.0+ acres  
 Square Footage of Building: 159,200 sq. ft.  
 Height of Building: Buildings 1,2,3: 2 story - 35 feet  
 Topography: Flat  
 Street Improvements & Utilities: Existing  
 Exterior Building Materials: Concrete panels, reflective glass  
 Roof Materials: Asphalt/metal

**PROJECT EVALUATION:** Staff has the following comments:

A. Land Use/Zoning

The subject site is zoned Light Industrial (M-1) and is vacant. Surrounding land uses include warehouse, office and industrial to the north, vacant to the south, lumber mill to the east and vacant, office and retail to the west.

B. Proposal

The applicant proposes to construct three, two story office buildings to be located on a vacant parcel. The type of office use proposed will be general office and business/professional. Approximately 550 employees will use these offices between the hours of 8:00 a.m. and 6:00 p.m.

Building one, located near 4th Avenue, will be 51,200 sq. ft. as proposed. Buildings two and three face Redding Avenue and are 37,600 square feet and 70,400 square feet respectively. These buildings will be constructed in two phases. Construction of the 70,400 sq. ft. building would be completed as part of Phase I. The remaining two buildings would be constructed as part of Phase II.

C. Elevations/Site Plan

1. Building Design

The elevations submitted show concrete tilt-up panels, tint or reflective glass and recessed entry or entry canopy. However, the elevations submitted do not provide sufficient detail and are more conceptual rather than specific. Staff has concerns with the flat lineal facade and would prefer to see more movement both horizontally and vertically in all elevations.

The proposed design of the entry areas for both front and rear of the buildings are different. Staff recommends these entry ways be redesigned so they are the same.

Staff recommends all roof top equipment be screened from public view.

2. Building Materials

The exterior building materials proposed are generally acceptable. However, staff recommends the additional use of brick, tile, insets or other textural elements be added to the proposed building materials.

3. Building Colors

The applicant proposes earth tones and reflective glass for the three proposed buildings. Staff recommends that a sample color board be submitted to Design Review staff for their approval prior to the issuance of a building permit.

4. Site Plan

The site plan does not show the location of trash enclosures or the required Class I, II, bicycle storage lockers. The site plan needs to be revised to show the locations of the trash enclosures and bicycle storage lockers.

The building footprints proposed on the site plan do not precisely match the proposed building elevations. Staff recommends the site plan be revised to show more precise building footprints consistent with the proposed elevations.

Based upon the above comments, staff recommends revised site and elevations plans be submitted for the review and approval of the Planning Director prior to the issuance of a building permit.

D. Landscaping

No detailed landscaping and irrigation plans have been submitted by the applicant. The site plan shows a generalized landscaping plan. Staff notes the entire perimeter of the subject site has 90 degree angle parking stalls proposed perpendicular to a landscape planter. To reduce the visual monotony of extended uninterrupted parking stall areas, staff recommends four foot wide landscape planters, with trees, be located every 20 parking spaces along perimeter of site.

E. Masonry Wall Requirements

The Zoning Ordinance requires a six foot high, solid masonry wall along the entire south property line of the subject site. This is because of the adjacent Standard Single Family (R-1) zone located south of the project site. There is also a multiple Family (R-3) zone located along a portion of the west property line (see site plan). A six foot high solid masonry wall will be required along a portion of the west property line (see site plan).

F. Transportation Systems Management Plan

The City's Transportation Management Coordinator has determined that this proposal will require the development of a Transportation Management Plan as per the City's Trip Reduction Ordinance. This Management Plan should achieve 25 percent reduction in future peak hour traffic for the project to the satisfaction of the Planning Director and Traffic Engineer. This plan shall include, among other requirements:

- Trip reduction facilities and services as outline in the City's Transportation Management Plan.
- Provisions for a TSM Coordinator to implement the TSM Plan.
- Preferential carpool/vanpool programs to serve at least 10 percent of the building's occupants.

The Zoning Ordinance requires the following minimum off-street bicycle parking:

- One bicycle parking facility is required for every 15 required off-street vehicle parking spaces. Fifty percent of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, II or III.

G. Interdepartmental Review:

This proposal was reviewed by the departments of Traffic Engineering, Engineering, Police and the Sacramento Regional Transit District and the following comments were received.

Regional Transit

This development is less than 800 feet east of RT Bus Routes 15, 81, and 82. These routes link this project to the RT Metro 65th Street station 1,700 feet northwest and to other destinations, such as Florin Center, CSUS, Downtown, and Country Club Center.

RT suggest that the Transportation System Management Plan for this project include, as an employee benefit, a transit pass subsidy, because of its proximity to such a high level of RT service.

Engineering

Comments:

1. Provide standard street improvements on Redding Avenue and Broadway (extend Broadway to 65th Street) (Dedicate as required)

2. Provide signal at 4th Avenue and 65th Street

3. Provide TSM study for traffic review

- 1.4/ Note this project is in an area with impacted drainage. Applicant shall pursue formation of and agree to join an Assessment District to provide drainage improvements. Applicant shall post security of \$200,000 as their portion of said improvements (see exhibits A,B,C.).
- 2.5/ As an interim measure building pads shall be raised to assure they will not flood.
- 3.6/ Provide drain, sewer and water study for review of public works to show how specific site will be handled.

Traffic Engineering

- 1. Comply with mitigation measures proposed by TJKM Traffic Consultants in their Transportation Impact Report for the subject site, as indicated by the following:

The intersections of the 65th Street with Broadway, 4th Avenue and Highway 50 westbound ramps are operating at unacceptable levels of service under the existing conditions. Mitigation measures recommended for these intersections are as follows:

- 1. Signalize the intersection of 65th Street and 4th Avenue.

2. Add a southbound right-turn lane and an eastbound left-turn lane to the intersection of 65th Street and Broadway.

3. Add an additional through lane to the southbound movement of the intersection of 65th Street and Highway 50 westbound ramps.

The intersections of 65th Street and 14th Avenue, and 65th Street and the eastbound highway 50 ramps would be operating at unacceptable levels of service with the completion of the proposed project. The mitigation measures recommended for these intersections are as follows:

1. Add a southbound right-turn lane to the intersection of 65th Street and 14th Avenue.

2. Add an additional northbound through lane to the intersection of 65th Street and eastbound Highway 50 ramps.

- 2.3/ Dedicate right-of-way to match existing alignment of Broadway and construct standard improvements, to extend ~~Extend~~ Broadway to Redding Avenue.

- 3.4/ Construct standard improvements along Redding Avenue.

5. 4th Avenue will not continue directly into state. A div-de-seg study will be constructed at the end of 4th Avenue.

- 4. Dedicate right-of-way necessary to construct improvements and extend 4th Avenue to Redding. Construction will be to City Standards.

- 5. Transportation Management Plan is required to decrease daily trips by 25 percent. Suggested methods for compliance will be approved by the TSM Coordinator.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has determined this project will not have a significant impact on the environment provided there is compliance with the following mitigation measure:

Project Description

The project consists of three office buildings totaling 159,200 square feet for an office park development on the west side of Redding Avenue, south of Madrone Avenue in a Light Industrial (M-1) zone. The M-1 zone allows a building to contain 25 percent of the floor area as office; to exceed 25 percent requires a special use permit. The site is designated commercial and offices in the 1974 General Plan.

Traffic

The proposed project would generate 2,277 daily trips with 319 trips during the p.m. peak hour. The intersections of 65th Street/Broadway, 65th Street/4th Avenue, and 65th Street/westbound Highway 50 ramps are operating at an unacceptable level of service under existing conditions. The proposed project would have a significant impact on the intersections of 65th Street/14th Avenue, and 65th Street/eastbound Highway 50 ramps, which are currently operating at acceptable levels of service.

The applicant submitted a traffic report containing mitigation measures to reduce traffic impacts on the above-mentioned intersections. These mitigation measures are as follows:

1. Signalize the intersection of 65th Street and 4th Avenue.

2. // Add a southbound right-turn lane and an eastbound left-turn lane to the intersection of 65th Street and Broadway. //

3. // Add an additional through lane to the southbound movement of the intersection of 65th Street and Highway 50 westbound ramps. //

4. // Add a southbound right-turn lane to the intersection of 65th Street and 14th Avenue. //

5. // Add an additional northbound through lane to the intersection of 65th Street and eastbound Highway 50 ramps. //

However, the traffic analysis mentions that even though the mitigation measures are necessary to improve traffic conditions, "adequate right-of-way might not be available at some of the intersections to implement these measures due to existing developments" (pg. 77). // In order to feasibly impose the above mitigation measure, the following is also required. //

6. // The applicant shall provide for sufficient right-of-way at the necessary intersections to allow for the required intersection improvements necessary to mitigate adverse traffic impacts to a less than significant level. //

The traffic analysis does not specify the extension of Broadway as a mitigation measure; however, it does indicate the extension will provide for acceptable levels of service at the impacted intersections. // Therefore, in order to reduce traffic impacts to less than significant levels at the affected intersections, the following is also required. //

2/7/ The applicant shall dedicate right-of-way to match the existing alignment of Broadway and construct standard improvements to extend Broadway to Redding Avenue.

Because the estimated number of trips generated by this project (2,277) will also impact traffic, the following shall apply:

3/8/ The applicant shall provide a Transportation Systems Management (TSM) program to reduce vehicle trips by 25 percent for the review and approval of the City TSM Coordinator.

RECOMMENDATION: Staff recommends the following:

Approval of the special permit subject to conditions and based upon the findings of fact which follow:

Conditions

1. One bicycle parking facility is required for every 15 required off-street vehicle parking spaces. Fifty percent of the required bicycle parking facilities shall be Class I. the remaining facilities may be Class I, II or III.
2. Applicant shall agree to join an Assessment District to provide drainage improvements. Applicant shall post security of \$200,000.00.
3. Provide drain, sewer and water study for review of Public Works to show how specific site will be handled.
4. Construct standard improvements along Redding Avenue.
5. ~~4th Avenue shall not continue on to the project site. A cul-de-sac shall be constructed at the end of 4th Avenue.~~
5. 6/ Revised elevations and sample color board shall be submitted to staff for review and approval prior to the issuance of a building permit.
6. 7/ A revised site plan showing the location of trash enclosures, precise building footprints and bicycle storage lockers shall be submitted to staff for review and approval prior to the issuance of a building permit.
7. 8/ Landscaping and irrigation plans shall be submitted to staff for their review and approval prior to the issuance of a building permit.
8. 9/ Four foot wide landscape planters, with trees, shall be located every 20 parking spaces adjacent to the proposed parking stalls on the perimeter of the site.
9. Signalize the intersection of 65th Street and 4th Avenue
10. Dedicate right-of-way to match existing alignment of Broadway and construct standard improvements to extend Broadway to Redding Avenue.

11. Transportation Management Plan is required to decrease daily trips by 25 percent. Suggested methods for compliance will be approved by the TSM Coordinator.
12. A revised site plan showing the alignment of 4th Avenue to Redding Avenue shall be submitted to Planning Staff for review and approval prior to the issuance to of building permit.
13. Dedicate right-of-way necessary to construct improvements and extend 4th Avenue to Redding Avenue. Construction will be to City standards.
14. A six foot high solid masonry wall shall be constructed along the entire south property line. A six foot high masonry wall is also required on the portion of the west property line abutting the adjacent R-3 zone (see site plan).

A0.// The/ applicant/ shall/ comply/ with/ the/ following/ mitigation/ measures/ identified/ in/ the/ Negative/ Declaration//

a.// Signage/ the/ intersection/ of/ 65th/ Street/ and/ 4th/ Avenue/ to/ the/ satisfaction/ of/ the/ City/ Traffic/ Engineer//

b.// Add/ a/ southbound/ right-turn/ lane/ and/ an/ eastbound/ left/ lane/ to/ the/ intersection/ of/ 65th/ Street/ and/ Broadway/

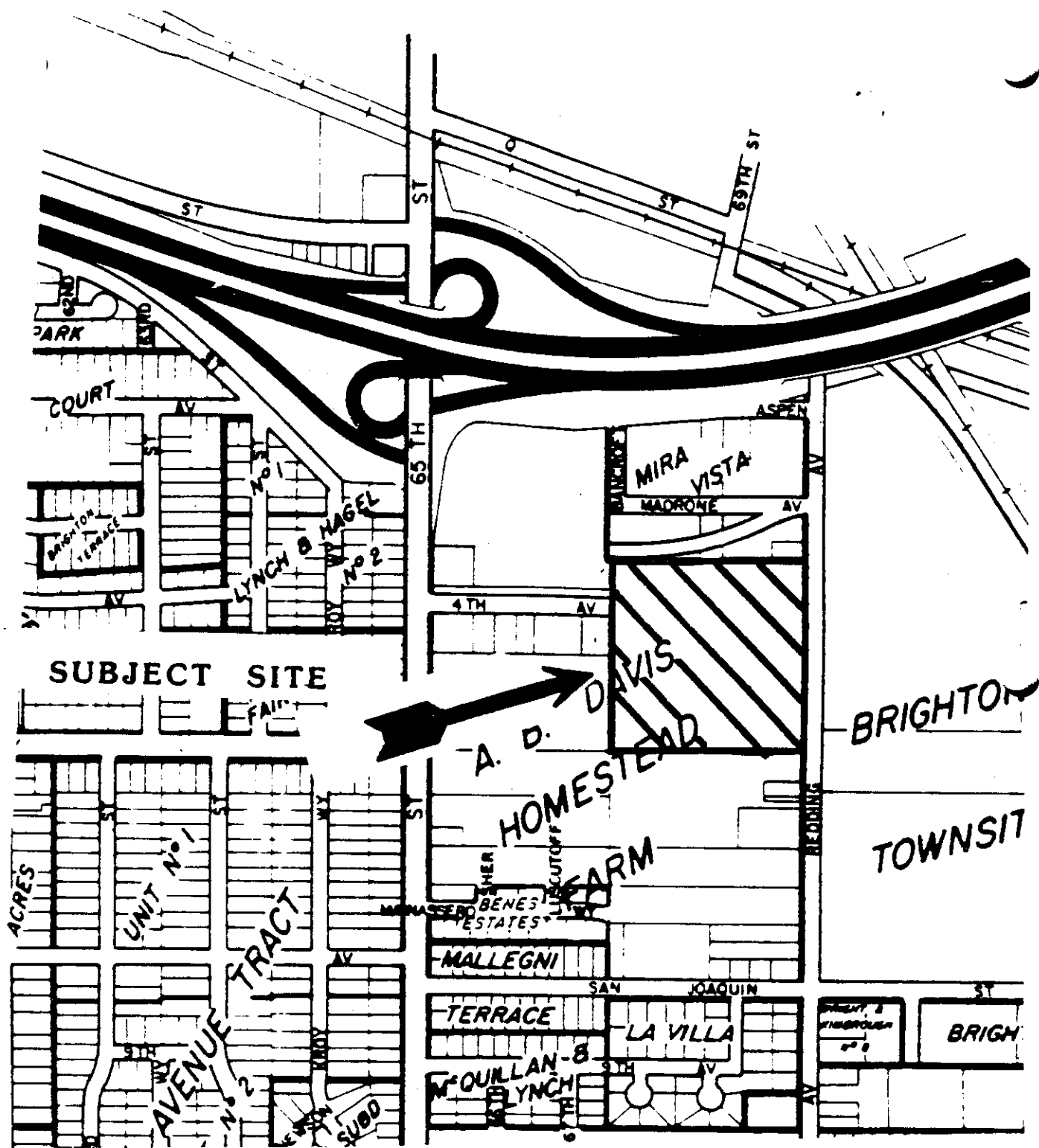
c.// Add/ an/ additional/ through/ lane/ to/ the/ southbound/ movement/ of/ the/ intersection/ of/ 65th/ Street/ and/ Highway/ 50/ westbound/ ramps/



- d./// ADD A SOUTHBOUND RIGHT-TURN LANE TO THE INTERSECTION OF 65th STREET AND 14th Avenue.//
- e./// ADD AN ADDITIONAL NORTHBOUND THROUGH LANE TO THE INTERSECTION OF 65th STREET AND EASTBOUND HIGHWAY 50 RAMP.//
- f./// DEDICATE A RIGHT-OF-WAY TO MATCH EXISTING ALIGNMENT OF BROADWAY AND CONSTRUCT STANDARD IMPROVEMENTS.//
- g./// EXTEND BROADWAY TO REDDING AVENUE.
- h./// A TRANSPORTATION MANAGEMENT PLAN (TMP) AS REQUIRED TO DECREASE DAILY TRIPS BY 25 PERCENT.// METHODS FOR COMPLIANCE WITH THE TMP SHALL BE APPROVED BY THE TSM COORDINATOR.//
- i./// PROVIDE FOR SUFFICIENT RIGHT-OF-WAY AT THE NECESSARY INTERSECTIONS TO ALLOW FOR THE REQUIRED INTERSECTION IMPROVEMENTS NECESSARY TO MITIGATE ADVERSE TRAFFIC IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.//

Findings of Fact

1. The special permit, as conditioned, is based upon sound principles of land use, in that the project is compatible with the surrounding industrial and office development.
2. The special permit, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that the project provides adequate parking, landscaping and traffic mitigation.
3. The proposed project is consistent with the City's Land Use Policy in that the site is designated for commercial and office use by the 1974 General Plan and the proposed office building is consistent with the plan designation.

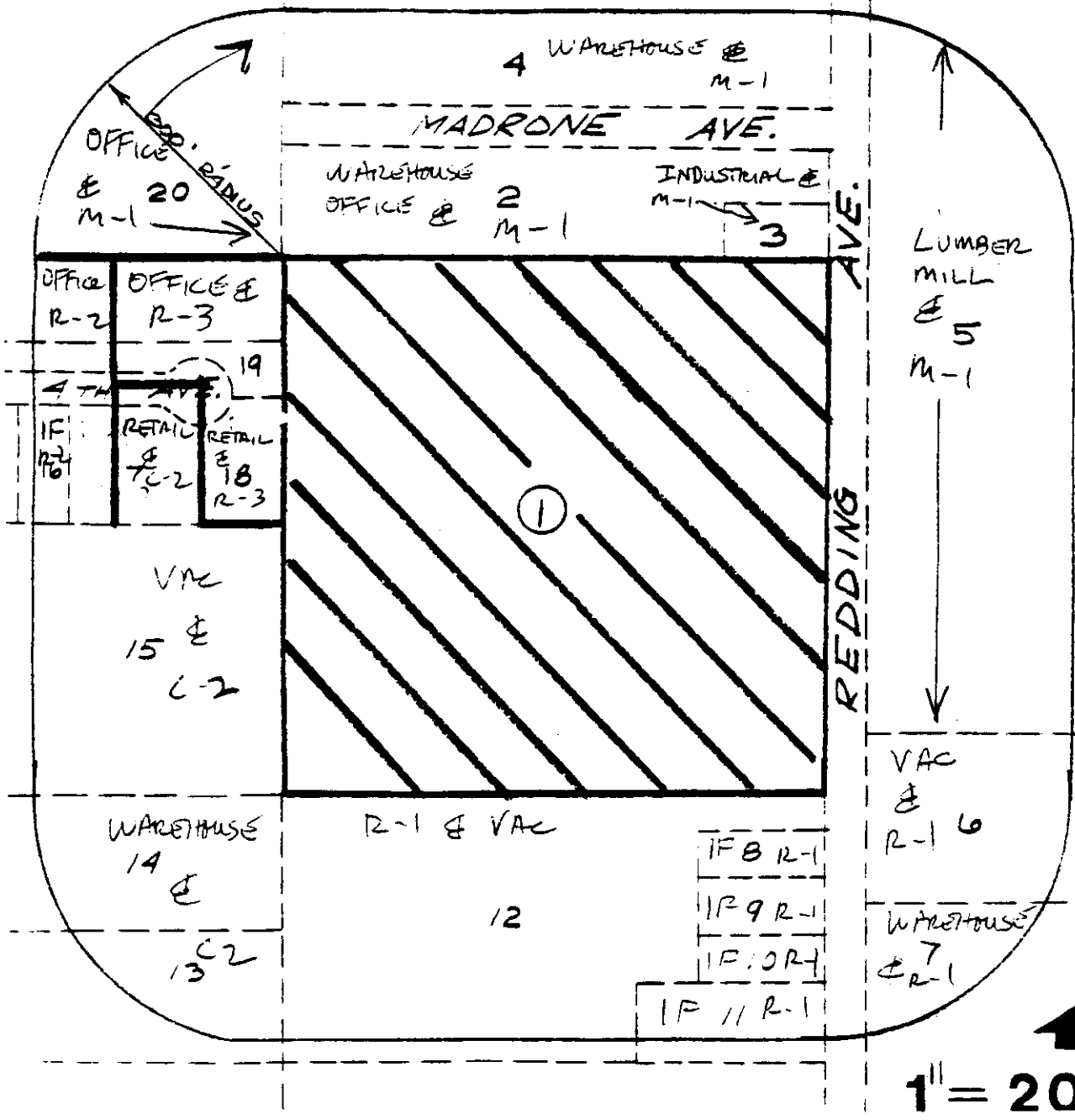


**VICINITY MAP**

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# LAND USE & ZONING MAP

P87-266

7-23-87

ITEM 7

# Sunne Industries Inc

4935 Indian School Rd. N.E.

Salem, Oregon 97305

(503) 390-3985

EXHIBIT A

December 22, 1986

Tom Findley, Engineering Division Manager  
City of Sacramento  
City Hall, Room 300  
915 I Street  
Sacramento, CA 95814

Re: Authorization for Building Permit on Lots 6 and 7  
of A.B. Davis Homestead Farm  
APN 015-0031-001

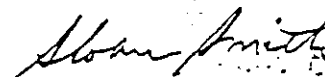
Dear Tom:

Thank you for taking the time to help resolve our request for a building permit on the 10 acres referred to above which is located on Redding Avenue and 65th in Sacramento. I understand you have formally given the present owners and their company, Sunne Industries and/or RYCAM, Inc., the right to obtain an unrestricted building permit on the property referred to in return for a \$200,000 bond, in favor of your office to cover what could be the costs of drainage improvements relative to the subject property. We understand this will eliminate the cities restriction on processing the building permit application. The application will now be released to follow the normal conditioning and approval process, and will be subject to the conditions imposed.

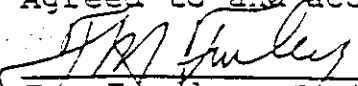
The following point is not a condition of your granting our building permit. You have asked us to actively solicit signatures for the formation of an assessment district to resolve the drainage problem presently affecting this area of the city. We have begun this work at this time, and will in good faith do our utmost to obtain the signatures required.

If the foregoing represents our agreement with you on issuance of our building permit, please indicate your acceptance in the space provided.

Sincerely,

  
Sloan Smith  
President

Agreed to and accepted this 23 day of December, 1986.

  
Tom Findley, Engineering Division Manager  
City of Sacramento

P87-266

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8-13-97

Item #5

# SITE PLAN

## SITE DATA

CITY OF SACRAMENTO

APN: 15-031-01

SITE SIZE: 9.97 Acres:

ZONE: M-1

PROPOSED USE: C-1 (Office)  
(\*SPECIAL PERMIT Required)

HEIGHT LIMIT: 35'-0"

BUILDING #1 (Two Stories): 51,200 sf

BUILDING #2 (Two Stories): 37,600 SF:

Total 88,800 SF:

PARKING REQUIRED: 222 Spaces (1/400 sf)

PARKING PROVIDED: 385 Spaces

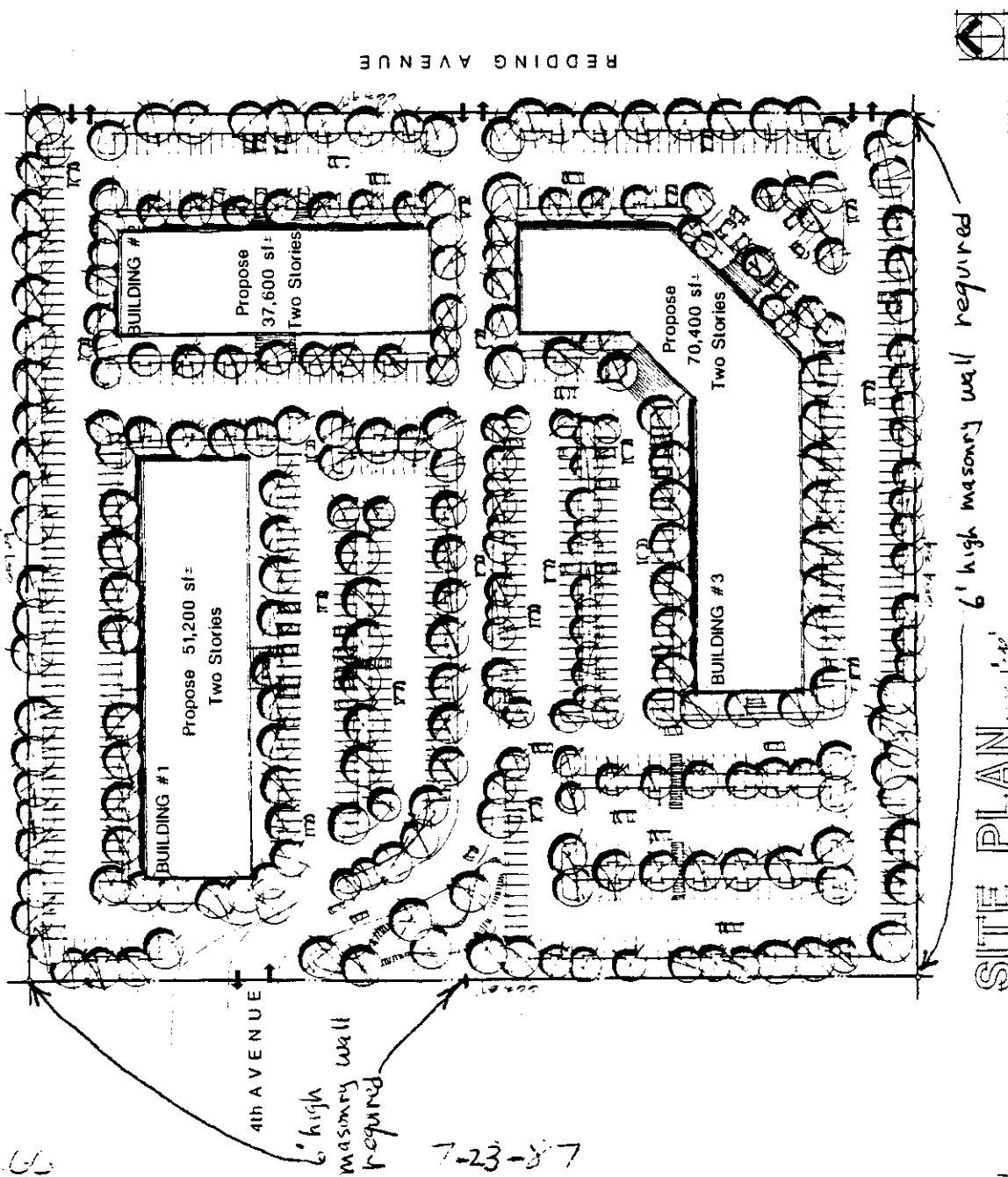
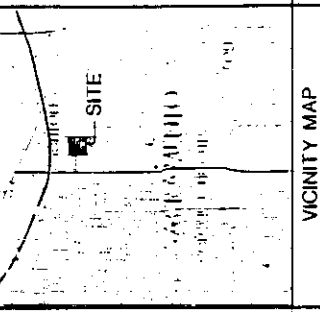
BUILDING #3 (Two Stories): 70,400 SF:

PARKING REQUIRED: 176 Spaces (1/400 sf)

PARKING PROVIDED: 409 Spaces

TOTAL BUILDING AREA: 159,200 SF.

TOTAL PARKING REQUIRED/PROVIDED: 398/794 Space



RYGA

Real Estate Development

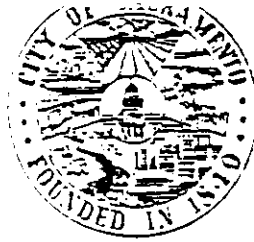
**NIYA ARCHITECTS, INC.**  
1808 Howe Ave #250 Sacramento, CA 95825 Tel: (916) 928-1688

Mar. 21, 2007

087-266

7-23-87

ITEM 7



DEPARTMENT OF  
PUBLIC WORKS  
  
ENGINEERING DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

CITY HALL  
ROOM 300  
915 I STREET  
SACRAMENTO, CA  
95814-2608

916-449-5307

THOMAS M. FINLEY  
ENGINEERING DIVISION  
MANAGER

December 23, 1986

Sunne Industries, Inc.  
4935 Indian School Rd. N.E.  
Salem, Oregon 97305

Dear Sloan:

In response to your letter of December 22, 1986, we have executed the attached letter agreement. It is our mutual goal to allow the project to proceed, while simultaneously working to form an assessment district or other financing mechanism to resolve the offsite drainage-capacity problems.

We do not currently have a proposed solution or cost to resolve this problem. A study is currently underway by our consultant, The Spink Corporation, to develop solution and costs for City review.

We intend that the \$200,000 or a pro-rata share be used as this parcel's contribution to that solution. When the project is financially guaranteed, and the construction contract awarded, any fund in excess of the pro-rata share will be returned.

As we discussed, it is necessary for the private sector to take the lead in securing support for this project with other property owners.

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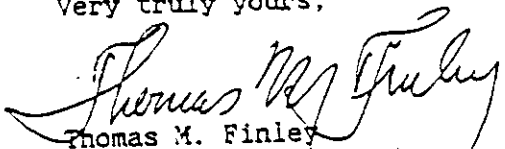
ITEM 15

Sloan Smith  
December 23, 1986  
Page 2

We are accepting your assurances to diligently pursue this effort.

If you have any questions, please call me.

Very truly yours,

  
Thomas M. Finley  
Engineering Division Manager

TF:ls  
TF1-06.D.1

cc: Mel Johnson, Director Public Works  
Dee Lewis, Supervising Engineer  
Jim Bloodgood, Supervising Engineer ✓  
Terry Paxton, Supervising Engineer  
bcc: Ron Smith, The Spink Corporation  
Attachment

P87-266

7-23-87

ITEM 7



EXHIBIT C

DEPARTMENT OF  
PUBLIC WORKS  
  
ENGINEERING DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

CITY HALL  
ROOM 300  
915 I STREET  
SACRAMENTO, CA  
95814-2608

916-449-5307

THOMAS M. FINLEY  
ENGINEERING DIVISION  
MANAGER

December 31, 1986

Mr. Sloan Smith  
Sunne Industries, Inc.  
4935 Indian School Road, N.E.  
Salem, OR 97305

RE: Authorization for Building Permit on Lots 6 and 7 of APN 015-0031-001

Dear Mr. Smith:

In response to your telephone call of December 31st, we concur that the parcel's participation in resolving the offsite drainage problems will not exceed \$200,000. This sum is \$20,000 per acre which exceeds any current estimate of the possible project cost.

We appreciate your efforts in making this arrangement, and we look forward to working with you, and with Rycam, to make this project a success.

Very truly yours,

Thomas M. Finley  
Engineering Division Manager

TMF:vr  
TF1-67.B.1

cc: Melvin Johnson, Director of Public Works  
Dee Lewis, Supervising Engineer, Design  
Jim Bloodgood, Supervising Engineer, Trans. & Development  
Terry Paxton, Supervising Engineer, Flood Control and Sewer Division

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ITEM #5