

CITY PLANNING COMMISSION

927 10TH STREET, SUITE 300 - SACRAMENTO, CALIFORNIA 95814

APPLICANT	McDonald, Holland & Allen, c/o Wm. Holliman - 555 Capitol Mall, Ste. 950, Sacto		
OWNER	U.S.A.A. - San Antonio, TX 78288		
PLANS BY	Hallenbeck, Chamorro & Assoc. - 2415 Mariner Sq. Dr., Alameda, CA 94111		
FILING DATE	3-22-85	50 DAY CPC ACTION DATE	REPORT BY: GM:sg
NEGATIVE DEC	4-2-85	EIR	ASSESSOR'S PCL NO. 277-15-15

APPLICATION: A. Negative Declaration

B. Special permit to modify Special Permit (P84-101) to relocate office buildings and add another parking structure for 697,000+ square foot office project known as Capital West PUD on 23+ vacant acres in the Office Building (Planned Unit Development) OB(PUD) zone

C. Modify Capital West PUD Schematic and Elevation Plans to reflect 11, 9, 6 and 5 story office buildings and two parking structures

LOCATION: Northwest corner of Harvard Street and Arden Way

PROPOSAL: The applicant is requesting the necessary entitlements to change building locations, heights, and construct additional parking structure in the Capital West PUD.

PROJECT INFORMATION:

1974 General Plan Designation: Office
1965 Arden Arcade Community
Plan Designation: Office
Existing Zoning of Site: OB(PUD)
Existing Land Use of Site: Vacant

Surrounding Land Use and Zoning:

North: Light industrial; M-1
South: Light industrial; M-1
East: Hotel & vacant; M-1 & C-4-R
West: Swanston light rail station; M-1

Property Area: 23+ acres
Square Footage of Building: 697,000+ square feet
Height of Building: 11, 9, 6 & 5 stories
Topography: Flat
Street Improvements: To be provided
Utilities: To be provided
Exterior Building Colors: Light neutral tone
Exterior Building Materials: Precast concrete and gray glass

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BACKGROUND INFORMATION: On September 18, 1984, the City Council approved the necessary entitlements to develop four major office buildings (11, 8, 6 and 6 stories) totalling 697,000+ square feet, known as the Capital West PUD at the northwest corner of Arden Way and Harvard Street (P84-101).

APPLC. NO. P85-018

MEETING DATE April 25, 1985

CPC ITEM NO. 18

third phase development, or to 455,000 square feet of new development as previously approved pursuant to P84-101.

D. The City Traffic Engineer requests the following modifications to the proposed site plan:

1. Revise the main driveway serving the parking structure by eliminating or modifying the center divider and planters in front of the Phase I parking structure to allow easier cross access and maneuvering for large vehicles.
2. Move the phase line to include both lanes of the main driveway.
3. No large plants at intersections of driveways with public streets to hinder visibility.
4. Extend Harvard Street improvement north to Silica Avenue as part of Phase I.
5. Construct all of Silica Avenue improvements plus 12 feet of new paving north of the centerline as part of Phase II.
6. Construct main driveway off of Silica Avenue to a minimum 30 foot width.
7. Relocate Phase IV parking structure parallel to west property line in order to provide greater separation between parking structures and incorporate landscape pedestrian walkway between Phases III and IV office structures and pedestrian ramp leading to the Swanston light rail station.

RECOMMENDATION: The staff recommends the following actions:

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- A. Ratification of the Negative Declaration;
- B. Approve the Special Permit to modify Special Permit P84-101 to relocate office building footprints and add second parking structure, subject to conditions and based upon the findings of fact which follow;
- C. Approve the Modification of the Capital West PUD Schematic and Elevation Plans to reflect 11, 9, 6 and 5 story office buildings and two parking structures.

Conditions

1. The applicant shall modify the site plan and construct street improvements as described in Section D-1 thru 7 of the staff report to the satisfaction of the City Traffic Engineer and Planning Director. The revised site plan shall be submitted to the Planning Director for review and approval prior to issuance of building permit.
2. The applicant shall submit detailed elevation and landscape plans of the Phase I parking structure to the Planning Director for review and approval prior to issuance of building permit.

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CONDITIONS FOR SPECIAL PERMIT.

Conditions - Rezoning, Designation of Site as PUD, and Adoption of the Schematic Plan and Guidelines

1. Transportation Management Plan

a) The plan shall include a written agreement which provides for:

- (1) The construction of the pedestrian bridge prior to completion of 455,000 square feet of non-residential square feet in the Capital West PUD (refer to Exhibit D for PUD boundaries). The bridge shall be designed and located as shown on Exhibit E; any substantial change in this design or location shall be mutually agreed upon by the City, STDA, and the applicant.
- (2) Payment by the applicant for all bridge improvement costs or \$450,000, whichever is less. The \$130,000 payment specified in Ordinance No. 83-136 shall be applied to the cost of the new bridge.
- (3) The applicant shall either be reimbursed or receive a reduction in share of bridge improvement cost on a pro rata formula based on square footage of non-residential development, as specified above (re. 1-a-(1) and (2)) in the event (a) the City approves new development on land bounded by the Southern Pacific Railroad tracks, Silica Avenue, Bus. 80 Freeway and Arden Way, and (b) conditions such approval as a requirement to contribute for bridge improvements. [CPC added...or prior to City Council consideration of this project, the applicant, owners of all other properties in the original Capital West Master Plan area (excluding the site area encompassing the Hilton Hotel), STDA and the City shall enter into a written agreement to form an assessment district or other acceptable enforceable device to provide a fully privately funded pedestrian bridge in the time and manner as specified above.
- (4) The pedestrian bridge shall be constructed prior to issuance of building permit for Phase III, or when the non-residential square footage exceeds the threshold level of 455,000 square feet for the Capital West PUD and/or original Capital West Master Plan area as shown on Exhibit B.

b) The Transportation Management Plan shall include shower and locker facilities in each building for employee use to facilitate bicycle commuting.

- (4) The pedestrian bridge shall be constructed prior to issuance of building permit for Phase III, or when the non-residential square footage exceeds the threshold level of 455,000 square feet for the Capital West PUD and/or original Capital West Master Plan area as shown on Exhibit B.
- b) The Transportation Management Plan shall include shower and locker facilities in each building for employee use to facilitate bicycle commuting.
- c) The applicant shall receive full credit of 10% (a 5% credit was approved for the subject site under P83-221) to satisfy the 15% trip reduction target pursuant to the City's Trip Reduction Ordinance for construction of the pedestrian bridge and installation of shower and locker facilities.

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3. Site Plan

- a) The applicant shall revise the site plan to the satisfaction of the City Traffic Engineer, Fire Department and Planning Director, prior to issuance of building permit for Phase One. Refer to page 8 and 9 of staff report for City comments.
- b) The applicant shall prepare a sewer and drainage study for portion of drainage onto Silica Avenue for the review and approval of the City Engineer.
- c) The applicant shall submit a detailed pedestrian system for the review and approval of the Planning Director, prior to issuance of any building permit for Phase One, which provides an integrated walkway system between buildings, parking lots, streets, adjacent properties and connection to the Swanston Station Pedestrian Ramp. The pedestrian system shall be well lit to encourage night usage, and well shaded to provide shelter against summer sun.
- d) The applicant shall submit detailed landscape, 50% shading and irrigation plans for review and approval by the Planning Director, prior to issuance of a building permit for Phase One. These plans shall incorporate those design elements indicated in the PUD guidelines.

4. Building Design

The applicant shall submit detailed plans and elevations including sample materials, and color board for the four office buildings and parking structure to the Planning Director for review and approval, prior to issuance of a building permit for Phase One.

5. Arden Star Mobile Home Park Relocation Plan

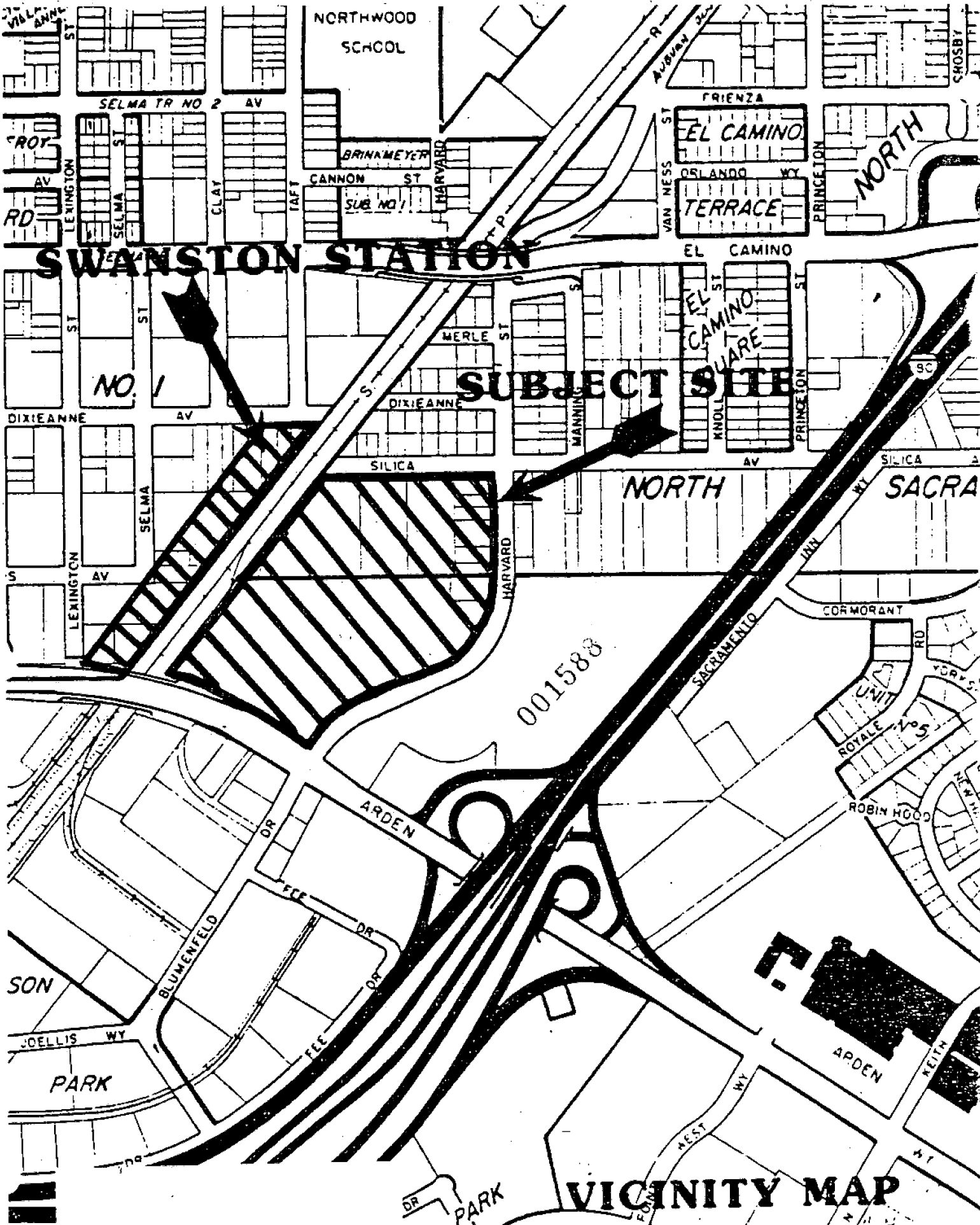
The applicant shall prepare a relocation assistance plan for the residents of the Arden Star Mobile Home Park. The plan shall be submitted to the Planning Director for review and approval prior to notification of the

- h.) The relocation plan report shall be made available to all residents of the Arden Star Mobile Home Park. *Residents shall be consulted prior to the relocation plan being approved by the Planning Director. (CPC addc.*
- i.) The applicant shall employ a person to administer and carry out the relocation plan and act as the liason between the residents and the applicant.

6. Follow-Up Measures

Upon final acquisition of the two parcels not yet acquired by the applicant, located at the Northeast corner of the subject site, the applicant shall submit the necessary application for the lot line merger rezonings and other entitlements to include these parcels in the P.U.D. The applicant shall include the rezoning of the corner parcel, designated as a restaurant/bank pad to general commercial (C-2 (PUD)).

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VICINITY MAP

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residents to vacate the premises or prior to issuance of building permit for Phase Three, which ever occurs first. The relocation plan shall provide the following:

- a.) A minimum one-year written notification requirement of park closure shall be given to the residents of the mobile home park.
- b.) The monthly space rental for all existing residents shall not be raised between the time of project approval and actual relocation of the residents.
- c.) Identify locations of comparable replacement housing within a ^{1/25} mile radius of the mobile home park. *(CPC amended to...within a 100 mile...)*
- d.) Provide current information on availability of replacement housing, replacement housing prices and rents, costs of any deposits, closing costs and any other pertinent financial information.
- e.) Survey residents of mobile home park and identify any special needs (e.g. elderly, illnesses, families, etc.) which require special assistance.
- f.) Compile a list and description of available relocation housing resources and services.

g.) Description of relocation payments to be made. Payments shall cover the following costs.

- Costs of deposits at new location. 001586
- Tear down, moving cost, and set-up costs to any location within a ^{1/25} mile radius *(CPC amended to...within a 100 mile...)*
- Reimbursement for use of any home finders agency for residents who cannot locate a park which fits their financial status or family needs
- Any reasonable costs based upon special needs identified through the resident survey
- In the event that a mobile home resident chooses to sell their home, the applicant shall provide the financial aid to assist in the sale of the mobile home, or purchase the mobile home at fair market value determined by an appraisal by the State Department of Housing and Community Development *(CPC amended to...resident is unable to relocate or chooses...)*
- The applicant shall pay either a rent differential in the case of renters or replacement housing differential in the case of mobile homeowners pursuant to the California Relocation Assistance and Real Property Acquisition Guidelines, California Administrative Code, Title 25, Chapter 6.

- c) The applicant shall receive full credit of 10% (a 5% credit was approved for the subject site under P83-221) to satisfy the 15% trip reduction target pursuant to the City's Trip Reduction Ordinance for construction of the pedestrian bridge and installation of shower and locker facilities.

Conditions - Special Permit

1. Circulation and traffic improvements

- a) The applicant shall install two lanes of new asphalt on Harvard Street, from Silica Avenue to Auburn Boulevard, prior to issuance of the first building permit.

2. Transportation Management Plan

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The applicant shall submit a Transportation Management Plan to the Planning Director for review and approval, prior to issuance of the first building permit.

- a) The plan shall include a written agreement which provides for:

- (1) The construction of the pedestrian bridge prior to completion of 455,000 square feet of non-residential square feet in the Capital West PUD (refer to Exhibit D for PUD boundaries). The bridge shall be designed and located as shown on Exhibit E; any substantial change in this design or location shall be mutually agreed upon by the City, STDA, and the applicant.
- (2) Payment by the applicant for all bridge improvement costs or \$450,000, whichever is less. The \$130,000 payment specified in Ordinance No. 83-136 shall be applied to the cost of the new bridge.
- (3) The applicant shall either be reimbursed or receive a reduction in share of bridge improvement cost on a pro rata formula based on square footage of non-residential development, as specified above (ref b-(1)-(a) and (b)) in the event (1) the City approves new development on land bounded by the Southern Pacific Railroad tracks, Silica Avenue, Bus. 80 Freeway and Arden Way, and (2) conditions such approval as a requirement to contribute for bridge improvements. (CPC added...or prior to City Council consideration of this project, the applicant, owners of all other properties in the original Capital West Master Plan area (excluding the site area encompassing the Hilton Hotel), STDA and the City shall enter into a written agreement to form an assessment district or other acceptable enforceable device to provide a fully privately funded pedestrian bridge in the time and manner as specified above.

3. The applicant shall adhere to all conditions of approval contained in the original Special Permit P84-101 (see attached) and the development standards in the Capital West PUD Guidelines.

Findings of Fact

1. The modified project, as conditioned, is based upon sound principles of land use, in that:
 - a. the revised plan proposes no increase in total square footage of office space over the previously approved plan;
 - b. the greater variation in building heights will provide a more interesting urban form and skyline;
2. The modified project, as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that:
 - a. the applicant shall adhere to a transportation management plan which will mitigate potential traffic related impacts through improved access to the Swanston light rail station;
 - b. the applicant shall install off-site street improvements;
 - c. the project shall adhere to the PUD Guidelines which stipulate parking, landscaping and building design criteria.
3. The modified project is consistent with the General Plan and the 1965 Arden/Arcade Community Plan which designates the site for commercial and office use.
4. The modified project is compatible with policies in the 1984 North Sacramento Community Plan which states:
 - a. Place higher density and people intensive uses next to public transit routes, and near light rail stations whenever possible;
 - b. Encourage development designs which encourage public transit usage;
 - c. Establish special planning districts and other zoning mechanisms adjacent to or near light rail station stops to allow for flexible mixed uses that benefit from and complement the light rail development.

001582

On January 10, 1985, the Planning Commission approved a modification to the Special Permit to change the height of two buildings by removing one floor from the six-story building and adding it to the eight-story building.

The applicant is now requesting to modify the PUD Schematic Plan and Special Permit to achieve the following changes:

- A. The relocation of footprints for all four office buildings. The original schematic plan proposed a cluster of four office structures around a central landscaped courtyard.

Due to security needs of U.S.A.A., the revised schematic plan proposes a greater separation between buildings and the addition of a second parking structure solely for the use of U.S.A.A. employees.

- B. The U.S.A.A. Phase I and II buildings and parking structure are relocated to the northeast corner of the subject site. The Phase III, nine-story and Phase IV, 11-story buildings are relocated to the south half of the site.
- C. The previously approved four-story parking structure remains essentially in the same location at the northwest corner of the site.

PROJECT EVALUATION: The staff has the following comments regarding this request:

- A. The requested modifications relate to the location of the buildings, the addition of a second parking structure, and alteration of the landscape theme. The height, size, architectural design, and proposed use of building materials remain the same as previously approved. The total square footage of office space also remains the same (697,000 square feet).

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- B. The requested changes to the PUD schematic plan result from a decision by the corporate office of U.S.A.A. to provide greater security for its operations. The original schematic plan proposed all four office structures around a central landscaped courtyard with a major water element. The revised plan calls for the separation of the U.S.A.A. buildings (Phases I and II) from the two other general lease buildings.

The alteration in the schematic plan results in the elimination of the central courtyard and water element which was a major aesthetic feature in the original PUD. However, the applicant still intends to provide extensive landscape treatment and detailing to the project. With the addition of a second parking structure in lieu of surface parking, the overall landscape coverage of the site increases from 35% to 37%. A greater landscape setback along a portion of Harvard Street is achieved (90±' vs. 25') with the modified schematic plan.

- C. Based upon U.S.A.A.'s security requirement, the overall increase in landscape coverage for the subject site, and no change to the overall office square footage, building materials and architectural design of the buildings, the staff supports the requested modifications.

The requested modification will have no effect on the schedule or timing of construction for the pedestrian bridge linking the subject project to the Swanston light rail station. The bridge construction will still be tied to the