

**CITY OF SACRAMENTO
DEPARTMENT OF PLANNING & DEVELOPMENT
ZONING ADMINISTRATOR
1231 I Street, Sacramento, CA 95814**

ACTION OF THE ZONING ADMINISTRATOR

On Wednesday, July 15, 1998, the Zoning Administrator approved with conditions a Special Permit Time Extension to construct an office building in the M-2 zone for the project known as Z98-031. Findings of Fact for the project are the same as the previously approved for file P96-003 and are listed in the Resolutions at the end of the original report (see attached). Conditions of approval which include new conditions, a revised condition, and the new expiration date are listed below.

Project Information

Request: Zoning Administrator Special Permit Time Extension for three years to exceed the 25 percent office square footage allowed on 4.99± vacant acres in the Heavy Industrial (M-2) zone in order to allow the development of a 162, 235 square foot major office complex.

Location: Northwest Corner of Arden Way and Business 80 (D2, Area 4)

Assessor's Parcel Number: 277-0153-016

Applicant: Prentiss Properties Limited, Inc. (Charles Sumner II)
2485 Natomas Park Drive, Ste. 300
Sacramento, CA 95833

Property Owner: Teacher's Insurance and Annuity Association
730 Third Avenue
New York, NY 10017

Project Planner: Sandra Yope

Additional Information: The proposed application is for a time extension of a previously approved special permit to construct a building that is 100 percent office in the Heavy Industrial zone (P96-003). The only proposed modifications to the original plans are to necessary to incorporate the original conditions. Complying with conditions results in a slight move of Building II and a revised parking structure with a reduced number of spaces. The Planning Commission staff report is attached to this report. The original conditions of approval are listed below and include the conditions that have been modified or added.

The application was sent to various agencies for further review and several conditions have been modified. Additionally, the original conditions required a revised site plan with

reoriented driveways on the west end. At Public Works request, the applicant has revised the original site plan to comply with driveway conditions. Public Works has reviewed the new site plan and revised a condition and added two new conditions. One additional condition was added to original conditions by the Utility Department.

Environmental Determination: The Time Extensions requests have been determined not to require environmental review. There was a Negative Declaration with a Mitigation Monitoring Plan prepared with the original project review. The applicant is required to still comply with the mitigation measures.

Conditions of Approval- Original and Revisions

Planning and Development:

1. Final plans and elevations for the 162,235± square foot office building, parking structure and entry court area shall be submitted for Planning Director review and approval prior to issuance of building permits. Revised plans shall indicate a decorative hard scape treatment including the use of brick, a decorative motif incorporated into the precast concrete panels of the building, and a screening treatment between the first and second levels of the parking structure, where appropriate.
2. A landscape, shading and irrigation plan shall be submitted and subject to Planning Director review and approval prior to issuance of building permits. The landscape plan shall detail the following:
 - a. minimum 25 foot landscape setback along Harvard Street as indicated on submitted site plan;
 - b. minimum 20 foot landscape setback adjacent to the freeway right-of-way as indicated on the submitted site plan;
 - c. addition of landscaping on top of the parking structure;
 - d. proposed planting material at the parking deck edge and at the edge of the visitor parking;
 - e. landscaping details at the auto court and entry court; and
 - f. the location and type of existing and proposed trees and shrubs.
3. The applicant shall comply with the City's Tree Shading Ordinance that requires fifty percent of the parking lot and circulation lanes shall be shaded within fifteen years.

4. The applicant shall reduce the total number of parking spaces from 630 to 597 parking spaces for a building with 142,235 square feet of office uses and 20,000 square feet of retail space.
5. The applicant shall meet the requirements of the City Housing Trust Fund Ordinance, Section 33 of the Zoning Ordinance.
6. Adequate recycling and trash enclosure space shall be provided on-site pursuant to Section 34 of the Zoning Ordinance. The recycling and trash enclosure design, materials, height, and setbacks shall comply with Section 34 of the Zoning Ordinance.
7. The applicant shall prepare a Sign Program for the Phase II project signs prior to issuance of any sign permit.

One attached sign per building wing shall be permitted for a maximum of two attached signs for the Phase II project. Each attached sign shall be permitted to face the freeway and may be located in the "upper signage area". Signs not located in the "upper signage area" shall be located no higher than the second floor "eyebrow" level of the project. The materials, construction, design, illumination and use of wording and logos of all attached signs, regardless of the location of the signs, shall meet the requirements found in Section 3.192-C-3 of the City Code. (Attached Signs for Office Buildings within 660 Feet of the Freeway). The final square footage for all signs shall be submitted to the Planning Director for review and approval.

One detached monument sign identifying the name of the complex, "California Plaza" and the complex address may be located at the Harvard Street entrance for the Phase II project. No building tenant names shall be permitted on this sign. Maximum height of this sign shall be 8 feet (up to a maximum of 12 feet if located on a 4 foot high berm). Maximum square footage of this sign shall be 48 square feet.

8. The applicant shall obtain all necessary building permits prior to construction. Prior to approval of the final inspection of the project by the City Building Division, the Planning Director shall inspect the project for compliance with all conditions of the Special Permit.
9. The applicant shall comply with all mitigation measures contained in the Mitigation Monitoring Plan (Exhibit C-1).

Public Works:

10. The applicant shall contribute \$100,000 as a 50 percent contribution for the construction of an additional left turn lane in the southbound direction and the required traffic signal changes at the intersection of Arden Way with Harvard/Blumenfeld prior to issuance of building permits.
11. In order to assist in reducing cumulative traffic impacts in the Arden area, the applicant shall agree to participate for their fair share contribution in any future financing districts that are established for transportation improvements. This financial obligation shall not occur until a financing district is established. Transportation improvements may include but not be limited to the following:
 - a. Widening of Arden Way or median modifications on Arden Way to provide additional capacity from Business 80;
 - b. Capacity improvements for the interchange of Arden Way with Business 80;
 - c. A coordinated traffic signal system on Arden Way from Business 80 to Evergreen;
 - d. Capacity improvements for the interchange of El Camino with Business 80;
 - e. Intersection improvements at El Camino and Van Ness;
 - f. Capacity or traffic signal improvements at the intersection of Auburn/ Fianza/ Van Ness; and
 - g. Capacity or traffic signal improvements at the intersection of Harvard and Silica.
12. The applicant shall provide the following site plan revisions to the satisfaction of the City Transportation Division:
 - a. Complete site plan of ground level parking, unobstructed by parking decks;
 - b. Show both sides of Harvard Street with all existing and proposed driveways on both sides;
 - c. Show existing access easements to adjacent hotel; and
 - d. The applicant shall redesign driveways to the satisfaction of the Traffic Engineer.
13. ~~The applicant shall provide a design for the westernmost driveway entrance that will be in alignment with a corresponding driveway to be provided on the USAA site to the west (DELETED) NEW:~~ Modifications to the existing driveway at the northwest corner of Building Two shall be subject to detailed review and approval by the

Department of Public Works at the time of building permits.

14. **NEW:** An access easement from this site to the driveway of the parcel to the south (Extended Stay America) will be required prior to issuance of building permits. (The owners of the Extended Stay America property have previously documented, with the City, that they would offer the easement to the owners of the California Plaza.)
15. All parking spaces shall meet City standards and handicap spaces shall comply with the Americans with Disabilities Act (ADA) requirements;
16. **(CHANGED) Pedestrian Linkage Funding:** Regional Transit is planning to construct or have constructed a pedestrian link from the Swanston light rail station to the California Plaza site in order to encourage the use of light rail by employees and others at the site. The pedestrian link may be a bridge, tunnel, people mover, or other linkage mechanism. In order to contribute to the cost of constructing the pedestrian link, the applicant shall comply with one of the three following conditions:
 - a. The applicant shall pay to the City on behalf of Regional Transit \$400,000 plus an inflationary factor prior to issuance of a building permit as California Plaza's contribution to the construction of the pedestrian link. The inflationary factor shall be based on the Engineering News Record - Construction Index - San Francisco Bay Area indexed from July 1, 1991 to the date of issuance of a building permit. Once full payment has been made, the \$300,000 letter of credit currently in force for the Phase I building would be released.

OR

The applicant has proposed the possibility of Applicant constructing the pedestrian link privately, subject to reimbursement for amounts exceeding the amounts Applicant was, or is required to contribute for the pedestrian link for Phase I and Phase II. Subject to execution of an agreement by and between the City, Regional Transit, and Applicant, and upon the processing and securing of all necessary entitlements, including but not limited to obtaining necessary easements from third parties, Applicant may construct the pedestrian link. Said agreement shall be executed prior to issuance of the building permit for Phase II, and shall provide appropriate assurances to ensure that the pedestrian link is completed in a satisfactory manner.

Applicant has previously provided the City with a letter of credit in the amount of \$300,000. in conjunction with the Phase I construction, said amount being applicable to the construction of the pedestrian link to the Swanston light rail station. Except as otherwise provided in the agreement, this letter of credit shall be maintained and shall not be released prior to completion of the pedestrian link.

- b. Construction of a Pedestrian Link is not Commenced within Three Years or is Determined to be Infeasible: If within three years of the issuance of a building

permit for Phase II, construction of the pedestrian link has not commenced, the amount paid by the applicant at the time of the issuance of a building permit except as described below shall be refunded by the City or Regional Transit, whichever is appropriate, to the applicant. Actual accumulated interest shall also be refunded to the applicant. A portion (not to exceed \$100,000) of the payment from the applicant for the pedestrian link may be used for preliminary engineering and/or a feasibility study. If, when the preliminary engineering and/ or feasibility study is completed, Regional Transit has determined not to construct a pedestrian link of any kind, a refund of the full amount minus the cost of the preliminary engineering or feasibility study shall be paid to the applicant with actual accumulated interest.

- c. Payment to Regional Transit: The funds deposited by the applicant or made available pursuant to the letter of credit shall be made available by the City to Regional Transit upon the presentation to the City of a valid, executed agreement for the construction of the pedestrian link to the Swanston light rail station and adequate assurances that the linkage will be constructed.
 - d. Easement from Swanston Light Rail Station through the site: The pedestrian link may require successful negotiation of easements to secure a right-of-way for permanent access for the pedestrian link. To the extent California Plaza involvements are obligated to allow such access, these easements shall be provided at the time of construction of the pedestrian link.
17. The applicant shall prepare a Transportation Management Plan (TMP) for the 162,235± square foot office project which achieves a 35 percent trip reduction for the review and approval of the Public Works- Transportation Division and Planning Director prior to issuance of building permits. The applicant shall receive partial credit for participating in the financing and construction of the light rail pedestrian bridge as part of the TMP.

Utilities:

- 18. **(CHANGED)** A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. at a minimum, one foot off-site contours within 100' of the project boundary are required. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- 19. The proposed development is located within Sacramento Sanitation District No. 1. Contact the Regional Sanitation District for sanitary sewer conditions.
- 20. A drainage study described in section 11.7 of the City Design and Procedures Manual is required. This study shall be approved by the Department of Utilities. The 10-year and 100-year HGL's shall be shown on the improvement plans. If the on-site drainage

flows from this site are routed to the State sump located within the freeway interchange then approval for discharge of these flows must be obtained from the State.

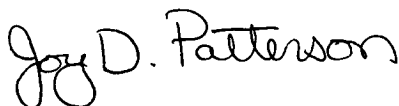
21. An on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drainage service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
22. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff caused by development of the area. Since the project is not served by a regional water quality control facility and is greater than 1 acre, both source controls and on-site treatment control measures are required. **On-site treatment control measures may affect the site design and site configuration and therefore, should be considered during the early planning stages.** Improvement plans must include on-site treatment control measures. Refer to the draft "Manual of Standards for Design of New Development On-Site Stormwater Quality Control Measures", dated January 23, 1995, for appropriate source control measures and recommended on-site control measures.
23. Advisory Note: The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
24. Advisory Note: Property to be developed in accordance with this Special Permit may be subject to flooding. Interested parties should ascertain whether and to what extent such flooding may occur. The applicable base flood elevations for the property should be reviewed. Base flood elevations are contained in the US Army Corps of Engineers Flood Insurance Study Working Map for the Sacramento Community, dated January 1989, available for review at the City of Sacramento's Utilities Department, Engineering Services Division, Room 300, 1231 I Street.

Police:

25. Lighting levels shall be as follows: a) 1.5 foot-candles of minimum maintained illumination per square foot in the parking lot and on both levels of the parking structure between dusk and dawn; and b) 0.5 foot-candles of minimum maintained illumination per square foot along all walkways between dusk and dawn.
26. All landscaping shall be maintained so as not to obstruct lighting requirements. All plants and/or shrubs shall have a maximum height of 30 inches and all trees shall have a minimum distance of 6 feet from lowest branch to the ground.

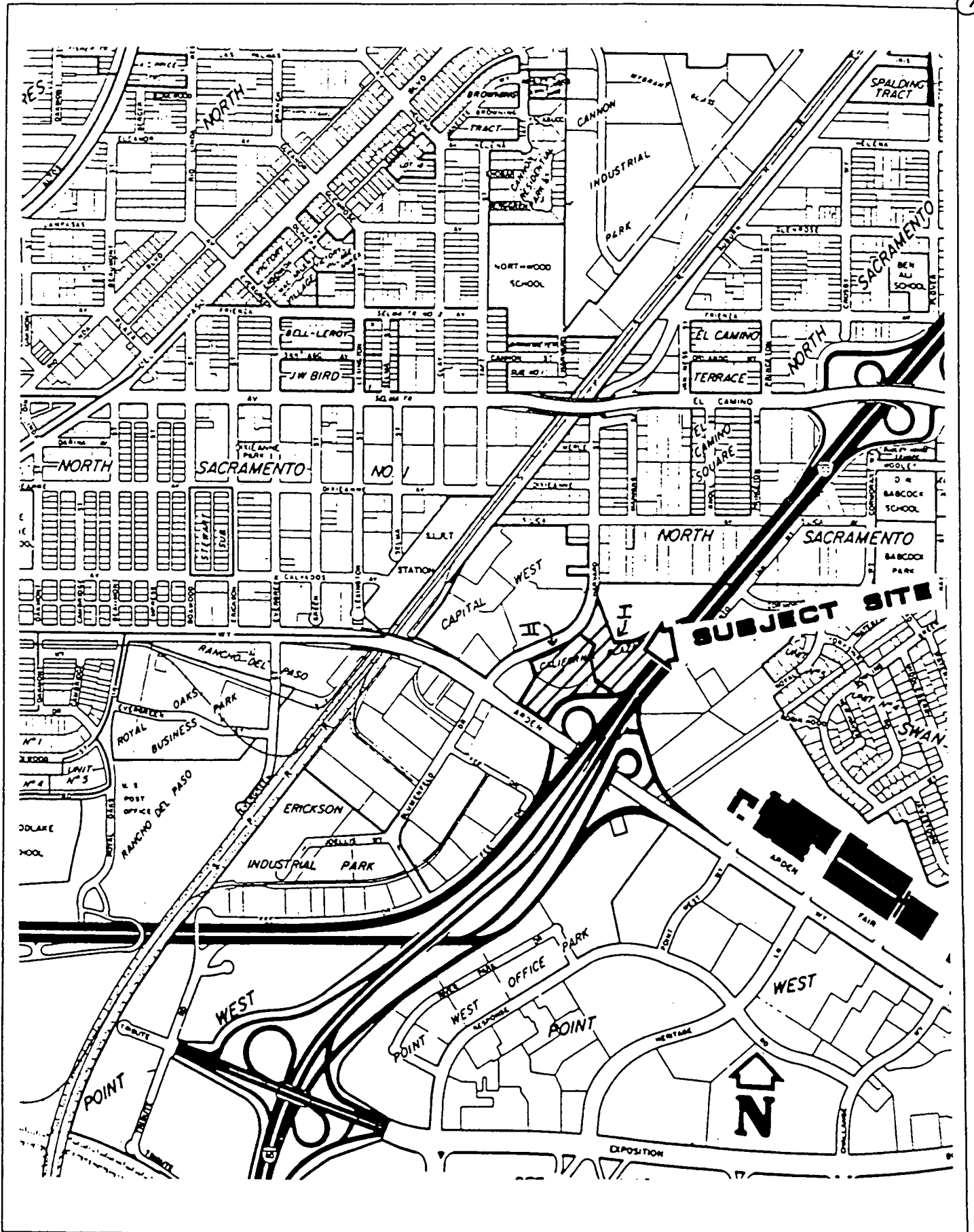
27. Stairwells on the parking structure shall be open and exposed for clear visibility on all sides.

28. The new expiration date for the special permit is June 27, 2001.

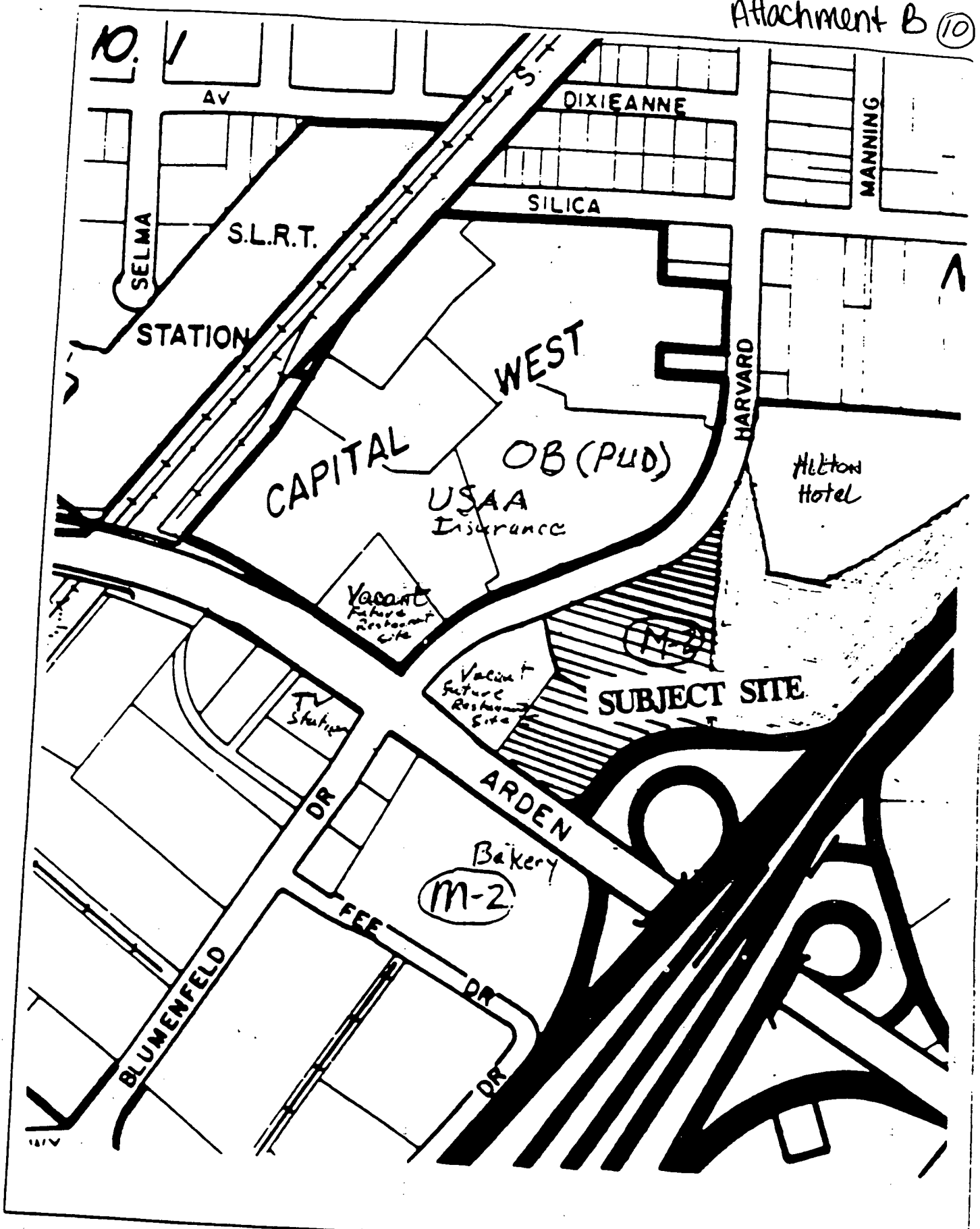
A handwritten signature in cursive script that reads "Joy D. Patterson". The signature is written in black ink and is positioned above a horizontal line.

Joy D. Patterson
Zoning Administrator

cc: File
Applicant
ZA Log Book



VICINITY MAP



LAND USE & ZONING MAP

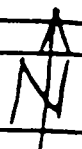
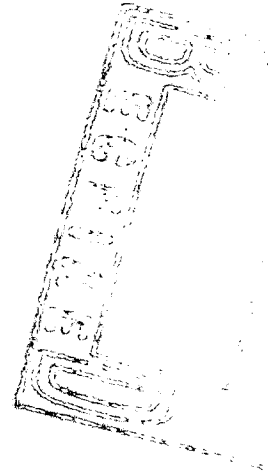
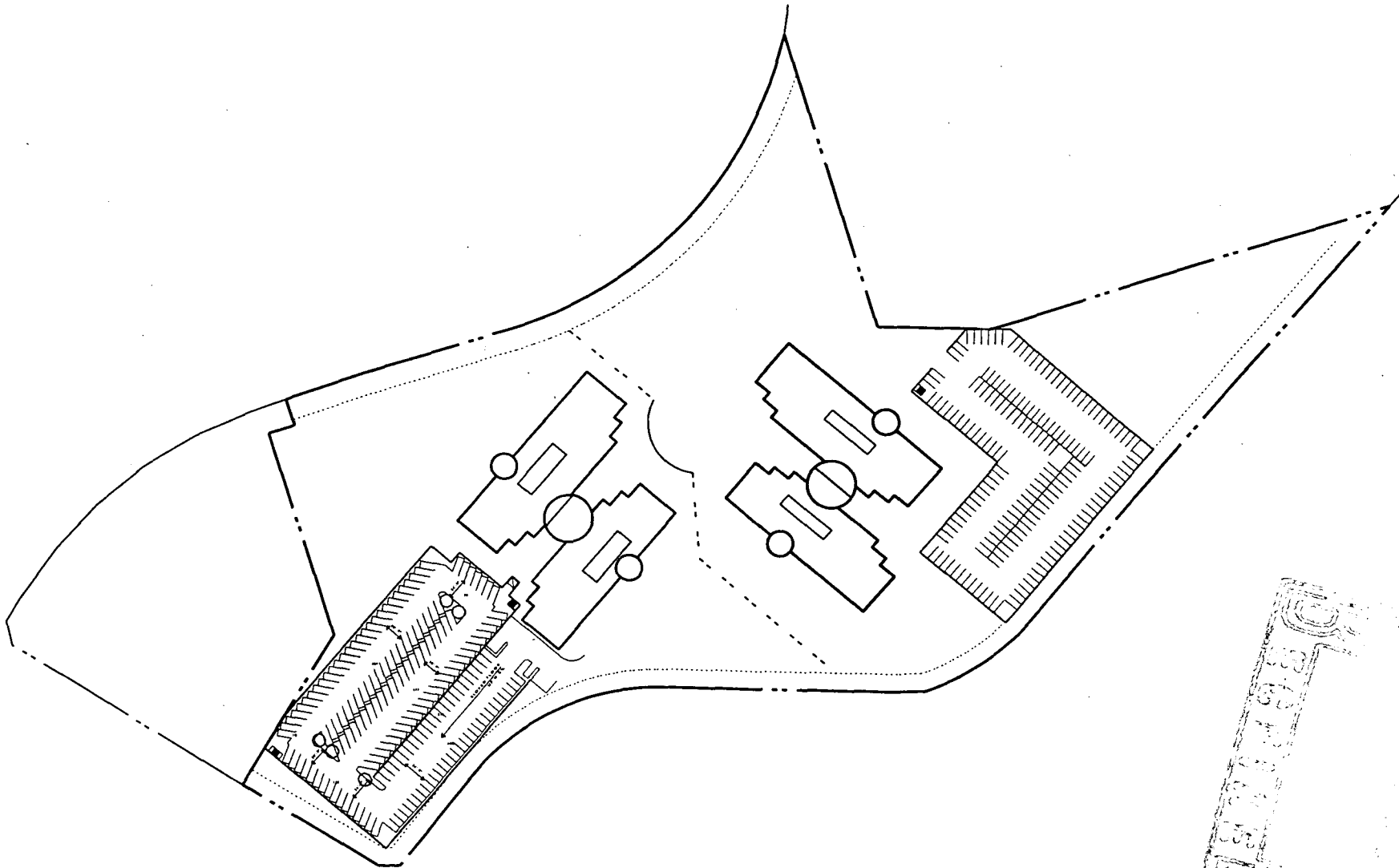


EXHIBIT B



CALIFORNIA PLAZA

Sacramento, Ca.

HOK HELLMUTH, OBATA & KASSABAUM, INC.
1500 JACK STREET SUITE 200
SANTA MONICA CA 90401
(310) 312-2000

Structural Engineers
Brian Cochran Associates
228 TRUMAN AVE
LOS ANGELES CA 90006
(213) 227-2817

Planning/Landscape/
Mechanical/Plumbing/
Electrical Engineers
Hellmuth, Obata & Kassabaum Inc.
One Harrison St. Ste. 400
San Francisco, CA 94102
(415) 774-2000

CIVIL ENGINEERS
Morton & Pitloro
1428 ARDENWOOD BLVD. STE 100
SACRAMENTO, CA 95811
(916) 481-7000

NO.	REVISIONS	DATE

SITE PLAN LEVEL 2

Drawing Title

ISSUE DATE: 10 JUNE 1998

CONTRACT NO. 98-031



ITEM 1

JULY 15, 1998

298-031

