

Agenda Report

TO: CITY COUNCIL

DATE: NOVEMBER 19, 2007

FROM: CITY MANAGER

SUBJECT: PREDEVELOPMENT PLAN REVIEW FOR TWO NEW OFFICE BUILDINGS TOTALING 166,000 SQUARE FEET AT 3452 E. FOOTHILL BOULEVARD (GATEWAY METRO CENTER)

RECOMMENDATION:

This report is being provided for information only.

BACKGROUND:

The owner of the property, Pacific Starr Pasadena, has submitted a proposal to construct two new office buildings totaling 166,000 square feet and retain the existing 121,462- square foot building. Since this project is of community wide significance, as defined by the City's Preliminary Plan Review guidelines, staff is presenting this item to the City council for information purposes.

PROJECT DESCRIPTION:

The project site is located on the south side of East Foothill Boulevard between Halstead Street and North Rosemead Boulevard in the East Pasadena Specific Plan area. Access to the site is available off Foothill Boulevard and Halstead Street. An office building is to the north of the site, a restaurant and Southern California Gas Company facility to the east, and a public storage site and the fire department to the west. The 210 Freeway is directly south of the site. On the west side of Halstead Street is the parking structure for the Metro Gold Line.

The project proposes the retention of the existing 121,462-square foot, 11-story office building. Two new buildings are proposed at the southern portion of the site, which is now used for at-grade parking. Building A, located along the east property line and approximately halfway between the north and south property lines, would total 62,000 square feet and rise to four stories. Building B, located near the south property line, would total approximately 104,000 square feet and rise to five stories. The applicant is proposing to place 320 parking spaces at grade and 411 spaces below grade.

The site is within a .25 mile radius of the Sierra Madre Villa Gold Line station and therefore must conform to the City's Transit Oriented Development standards. This includes a reduced parking standard and design that encourages pedestrian movement.

DISCRETIONARY REVIEWS:

The project will require two entitlements, a conditional use permit (CUP) for a project over 25,000 square feet in size and a minor conditional use permit (MCUP) for a transit oriented development (TOD). Following approval of the CUP and MCUP by the Hearing Officer the Design Commission will review the new construction. Review by the Transportation Advisory Commission will occur if the project is found to have significant traffic impacts during the Environmental Impact Report process.

PREDEVELOPMENT PLAN REVIEW SUMMARY:

On September 24, 2007 staff conducted a meeting between the applicant and the interested City Departments. The meeting identified the following discretionary review and issues.

Environmental Review: An initial environmental study will be prepared. This study will identify potential areas of impact. Areas anticipated to require further study included traffic, air quality, and aesthetics (views of the San Gabriel Mountains). The initial study will determine if the project will require an environmental impact report.

Traffic and Parking: The proposed project includes the construction of 731 parking spaces. The existing office building, fully occupied and leased, provides 3 parking spaces per 1,000 square feet of gross floor area, for a total of 358 parking spaces, as required by Code when the office was built. The proposed buildings would require 373 spaces at the reduced TOD standard of 2.25 parking spaces per 1,000 square feet. The plans propose 320 at grade parking spaces with the two new buildings built above the at grade parking. Beneath Building B, the southernmost building, a four level underground parking garage with 411 parking spaces is proposed.

Transit Oriented Development: Due to the project's proximity to the Metro Gold Line Station, the project must obtain a minor conditional use permit in order to ensure compliance with the City's TOD standards. One of the findings will require the applicant to design the project in such a way as to enhance pedestrian access and other non-motorized modes of transportation to public transit. The project must also encourage pedestrian activity. The applicant's site plan already designates a pedestrian path from the MTA parking structure to the site. The applicant will need to provide further information on upgrades to this path and building design elements that will encourage pedestrian activity and enhance pedestrian access.

TIMELINE:

The date the applicant will choose to submit is uncertain at this time. Therefore, the following is an outline of the approximate time involved in the stages of review for this project. A precise schedule will be prepared when the application is submitted.

Date	Activity
September 24, 2007	Convene Preliminary Plan Review meeting with the applicant
November 19, 2007	Present Preliminary Plan Review to City Council
Unknown	Applicant submits CUP and MCUP application
30 days	Review and determine completeness of the application
60 days	<u>Initial Study and Mitigated Negative Declaration</u> <ul style="list-style-type: none"> ○ Review studies ○ Prepare draft environmental documents ○ Circulate environmental documents to various departments for review and comment
30 days	<u>Hearing Officer reviews environmental documents and application</u> <ul style="list-style-type: none"> ○ Prepare, mail and post the public notice ○ 20-day review for the environmental determination Hearing Officer public hearing
30 days	<u>Design Review - Concept*</u> <ul style="list-style-type: none"> ○ Prepare, mail, and post the public notice ○ Concept design review by Design Commission at public hearing

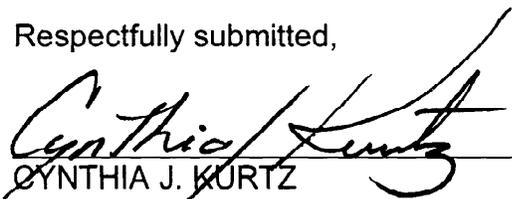
*Time involved for subsequent final review of the project depends on the timely submittal of revisions by the applicant

The above timeline assumes the project will not need an environmental impact report. If one is required, at least an additional six months will be necessary.

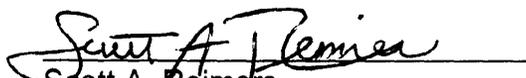
FISCAL IMPACT:

The applicant would pay fees for the discretionary actions. The project would also generate plan check and permit fees. In addition, the project would generate property tax revenues not currently assessed.

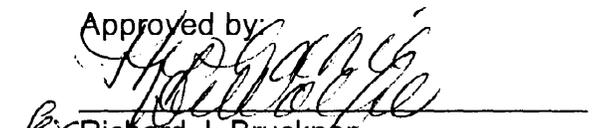
Respectfully submitted,


 CYNTHIA J. KURTZ
 City Manager

Prepared by:


 Scott A. Reimers
 Associate Planner

Approved by:


 Richard J. Bruckner
 Director of Planning and Development

Attachments:
 1. PPR Plans

GATEWAY METRO CENTER

PAC 31 JULY 2007

SUBMITTAL FOR
PROJECT ADVISORY CONFERENCE
CITY OF PASADENA, CA

APPLICANT
PACIFIC STARR PASADENA LLC

PROJECT OVERVIEW

The Gateway Metro Center is located on a key piece of commercial property along the edge of the 210 FWY and adjacent to the new Metro Link Station. With its prominence along the freeway it will create an artistic edge as well as maintain clear views to the San Gabriel Mountains through the orientation of the buildings on the site. This project will be a much needed addition to the East Pasadena area by being a sleek new office space that will add many new jobs to the area.

The developer's response is to create a project that adds office square footage adjacent to the metro link station with the following components:

- Five story office building
- Four story office building
- Large outdoor plaza
- Below grade parking adequate to serve the needs of all the tenants
- Link between the metro link station and the office space

There is an existing 11 story office building on site that was built in the 1970's. Though this building is tall in stature, it has a second level plaza level that adds a pedestrian friendly scale to the lower portion of the building. This will be used as a precedent for a design feature that will tie the three buildings together.

East Pasadena is slowly taking on a new aesthetic of contemporary architecture and these buildings will respond to this design direction.



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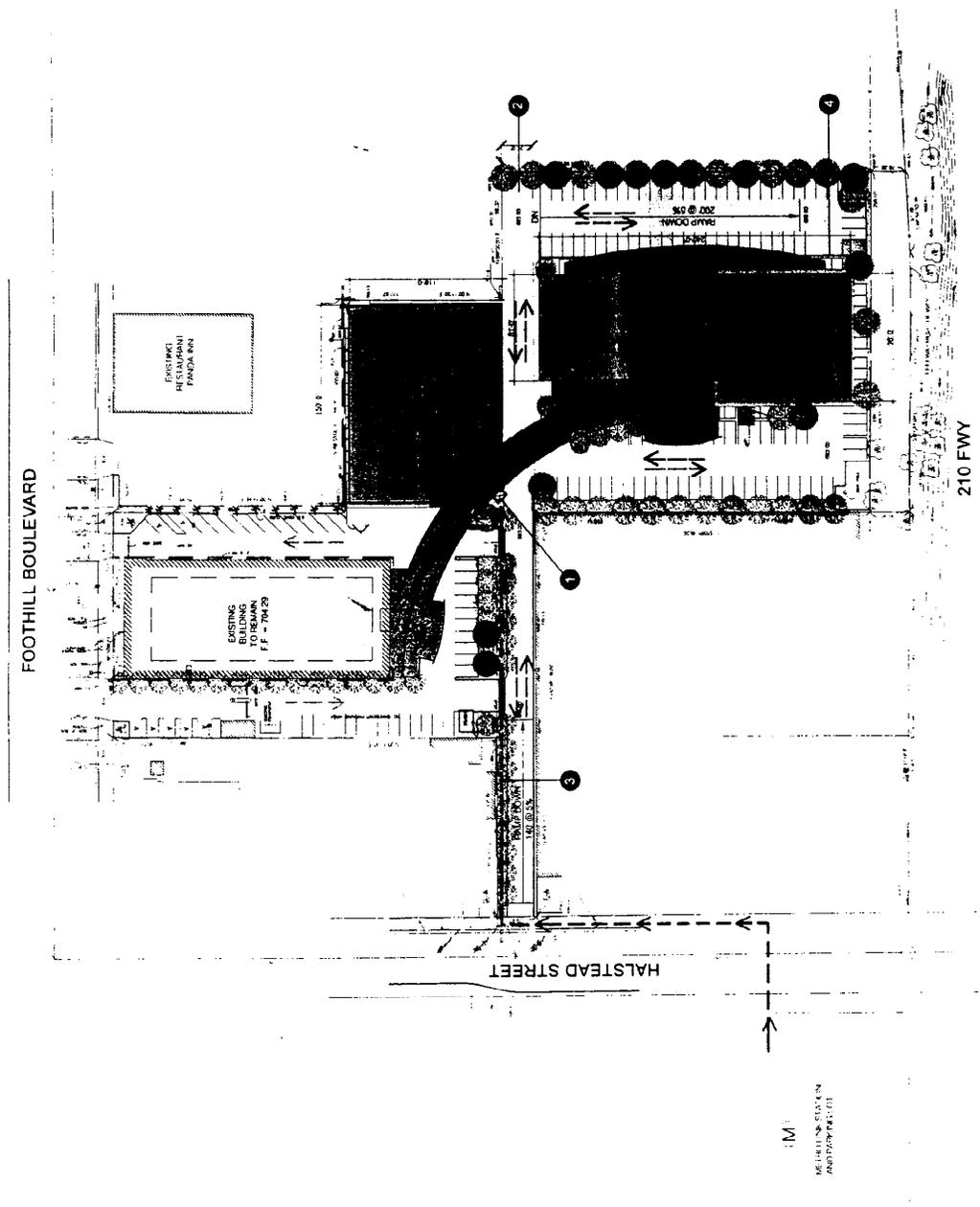
CITY LOCATION MAP 1.1

GATEWAY METRO CENTER

PAC 31 JULY 2007

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APPLICANT
PACIFIC STARR PASADENA LLC



LEGEND

- PROPOSED BUILDINGS
- EXISTING BUILDINGS
- RAISED PLAZA LEVEL
- LANDSCAPING
- ON GRADE PARKING LEVEL
- ONE WAY AUTOMOBILE TRAFFIC
- TWO WAY AUTOMOBILE TRAFFIC
- PEDESTRIAN CIRCULATION

KEYNOTES

- 1 STAIR AND ELEVATOR TO PLAZA LEVEL FROM ON GRADE PARKING
- 2 EXISTING SEMIPRAEASEMENT TO BE MAINTAINED
- 3 COVERED WALKWAY FROM HALSTEAD TO ELEVATOR/STAIR AREA
- 4 ENTRANCE TO BELOW GRADE PARKING

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SCALE 1" = 40'

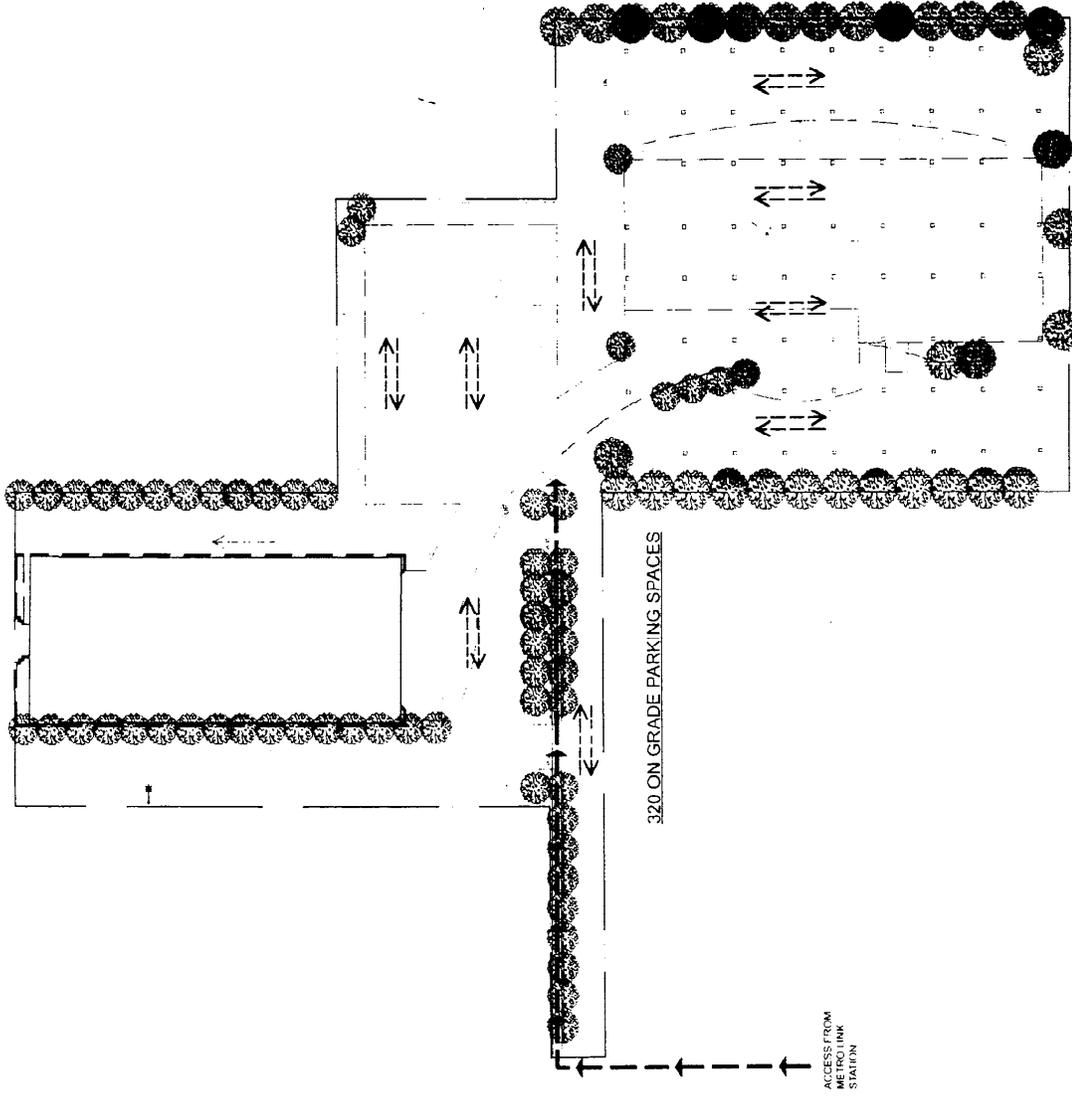
SITE PLAN 2.1

GATEWAY METRO CENTER
 PAC 31 JULY 2007

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LEGEND

- LANDSCAPING
- ONE WAY AUTOMOBILE TRAFFIC
- ↔ TWO WAY AUTOMOBILE TRAFFIC
- PEDESTRIAN CIRCULATION

SCALE 1" = 30'

ON GRADE PARKING 2.6

31 JULY 2007

GATEWAY METRO CENTER

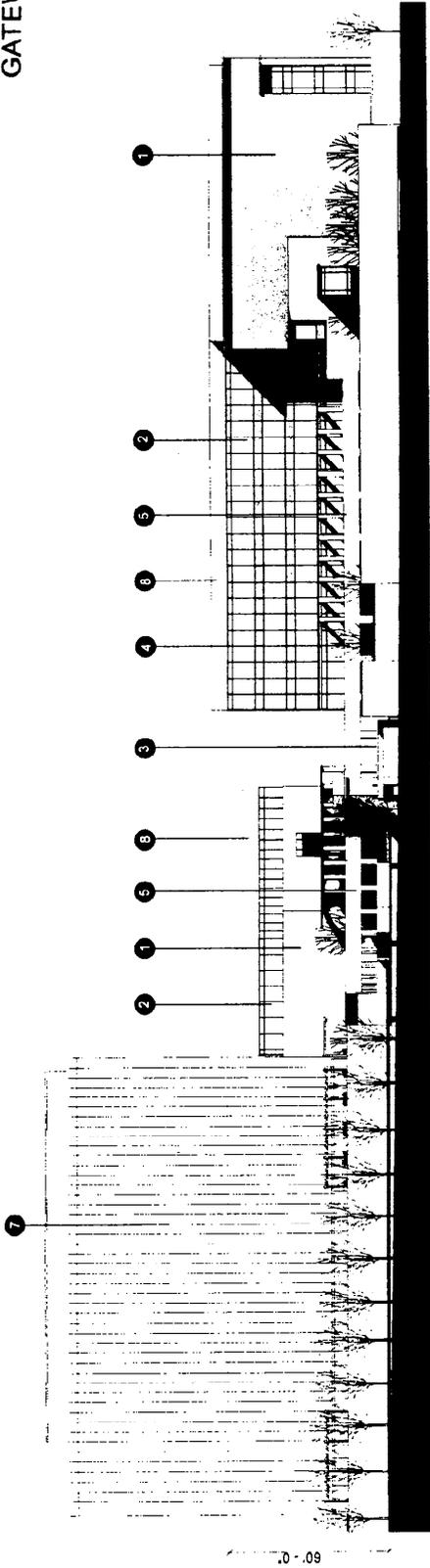
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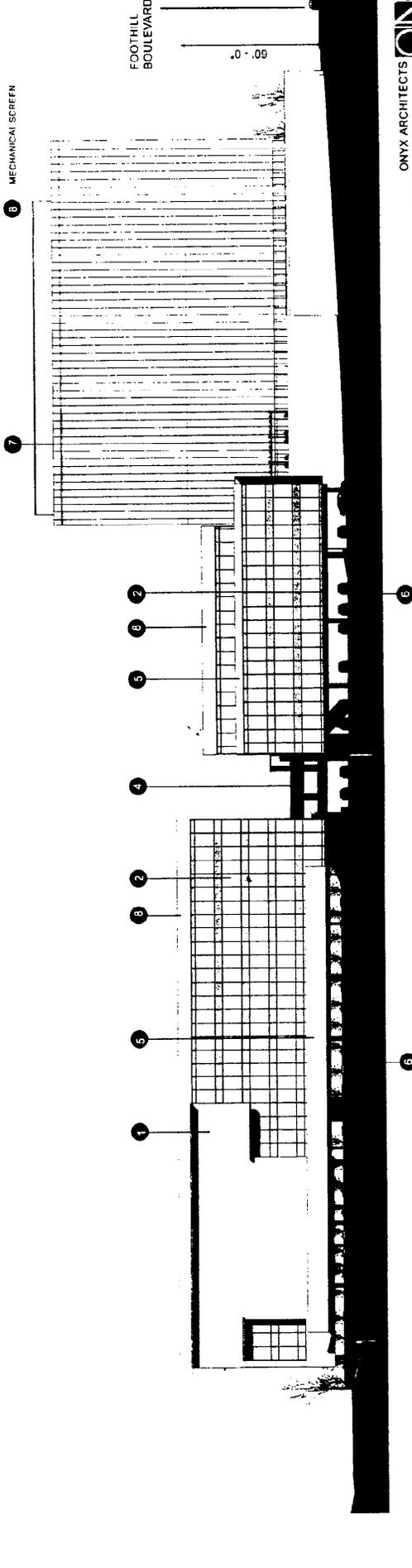
APPLICANT
PACIFIC STARR PASADENA LLC

LEGEND

- 1 SCREEN OFFSET FROM FACE OF BUILDING TO PROVIDE SHINSHADE
- 2 GLASS CURTAIN WALL SYSTEM
- 3 RAISED PUBLIC PLAZA LEVEL
- 4 SECOND LEVEL OF ARCADE
- 5 PRIVATE OUTDOOR PLAZA
- 6 SURFACE PARKING
- 7 EXISTING BUILDING
- 8 MECHANICAL SCREEN



WEST ELEVATION



EAST ELEVATION

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SCALE 1" = 20'

SITE ELEVATIONS 3.1

31 JULY 2007

GATEWAY METRO CENTER

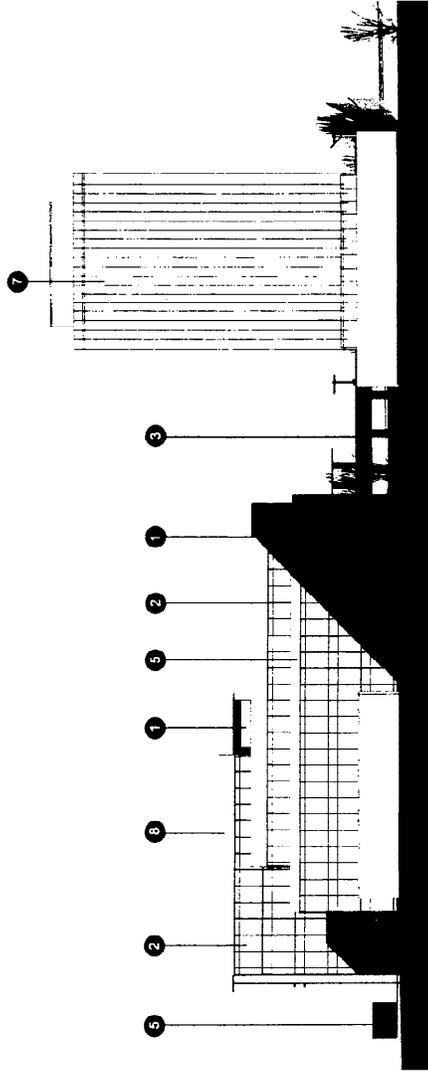
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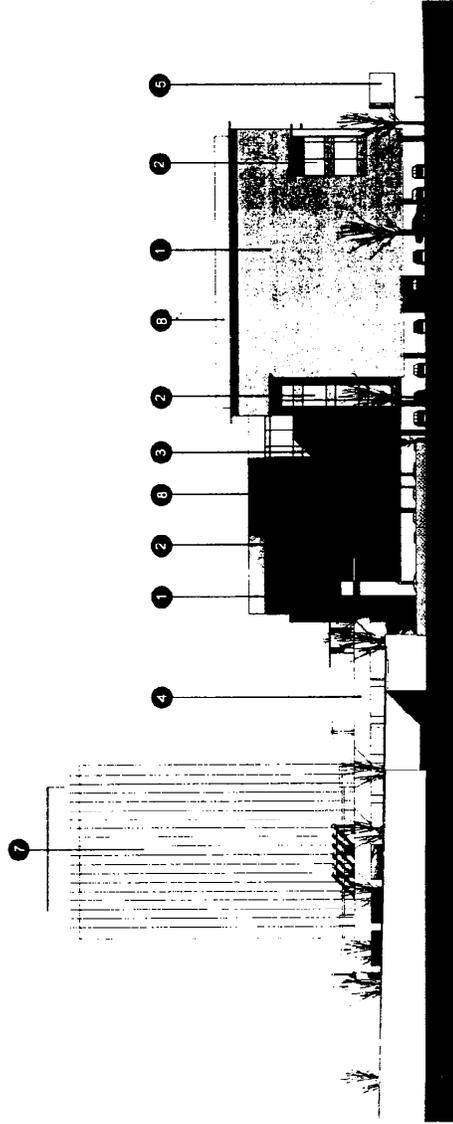
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LEGEND

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NORTH ELEVATION



SOUTH ELEVATION

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