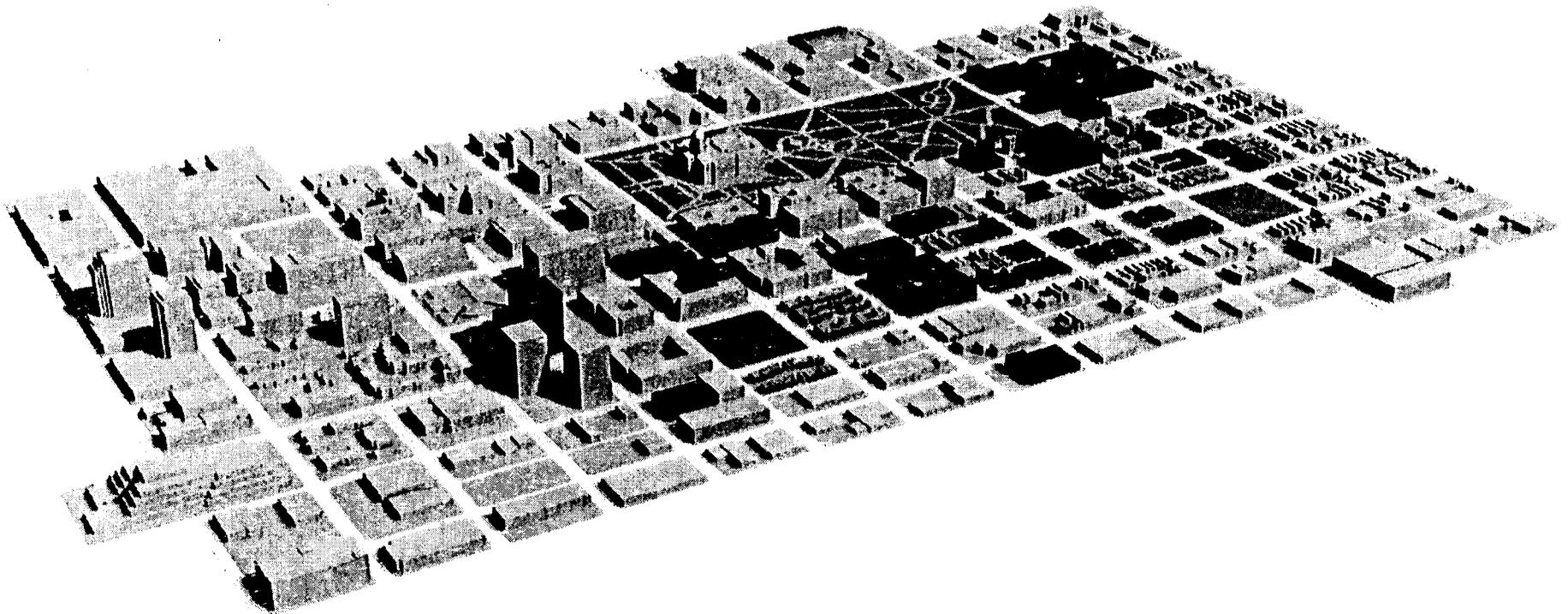


# 1997 CAPITOL AREA PLAN IMPLEMENTATION PROGRAM



State of California  
JULY 1997

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*July 1997*

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*July 1997*

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# I INTRODUCTION

The Capitol Area Plan Implementation Program identifies actions and strategies for achieving the objectives and principles identified in the 1997 Capitol Area Plan. While the plan objectives and principles are expected to remain the same, the specific implementation actions and strategies may change as new conditions arise or actions are completed. The Implementation Program contains the following types of directives:

- *Implementing actions* that outline specific steps within the policy directions established in the Capitol Area Plan, to be taken at different stages by the Department of General Services, Capitol Area Development Authority (CADA) or other agencies;
- *Standards* for facilities and services that will be incorporated in detailed planning and design efforts; and
- *Priorities and responsibilities* for implementation, which are described in general terms.

The Implementation Program is meant to be a tool to facilitate efforts of the state and other agencies toward implementing the Capitol Area Plan. Thus, it should be updated as often as deemed necessary to ensure that it reflects the Department of General Services' implementation priorities. Actions may be added or deleted as necessary, provided the overall program is consistent with and addresses the full scope of the Capitol Area Plan. Reports, memoranda or matter prepared during the

course of plan implementation could also be consolidated with the Implementation Program, when appropriate.

## ORGANIZATION

The Implementation Program contains nine program chapters that correspond to the elements of the Capitol Area Plan. These chapters identify actions, programs and standards for each of the Capitol Area Plan elements, and outline priorities and agency responsibilities. Each set of actions and responsibilities is preceded by background text that provides the context and basis for the implementing steps.

## 2 LAND USE

Land use principles focus on the creation of a vital Capitol Area neighborhood, with a mix of office, parking, residential and support commercial uses. The state will assume lead responsibility for implementing the office and parking development components of the land use program, and the Capitol Area Development Authority (CADA) will coordinate residential and commercial development. Effective implementation will require close coordination between the two entities, as well as with the city of Sacramento and other local agencies such as the Sacramento Housing and Redevelopment Agency and Regional Transit.

### 2.1 LAND USE DEVELOPMENT PROGRAM

Table 2-1 and Figure 2-1 illustrate the Capitol Area development program in detail, within the parameters of the overall program established in Chapter 2 of the Capitol Area Plan. The table and the figure illustrate housing units, office and commercial space, and parking spaces to be added on a block-by-block basis. Planned development totals represent new development that will occur, and do not incorporate removal of existing uses such as parking spaces. Figures for total housing and commercial development represent targets; units and commercial square feet developed will depend on market demand. It is

expected that this information will be periodically revised to reflect progress on implementation and changing conditions.

Figure 2-2 shows conceptual building massing for the Capitol Area Plan Development Program.

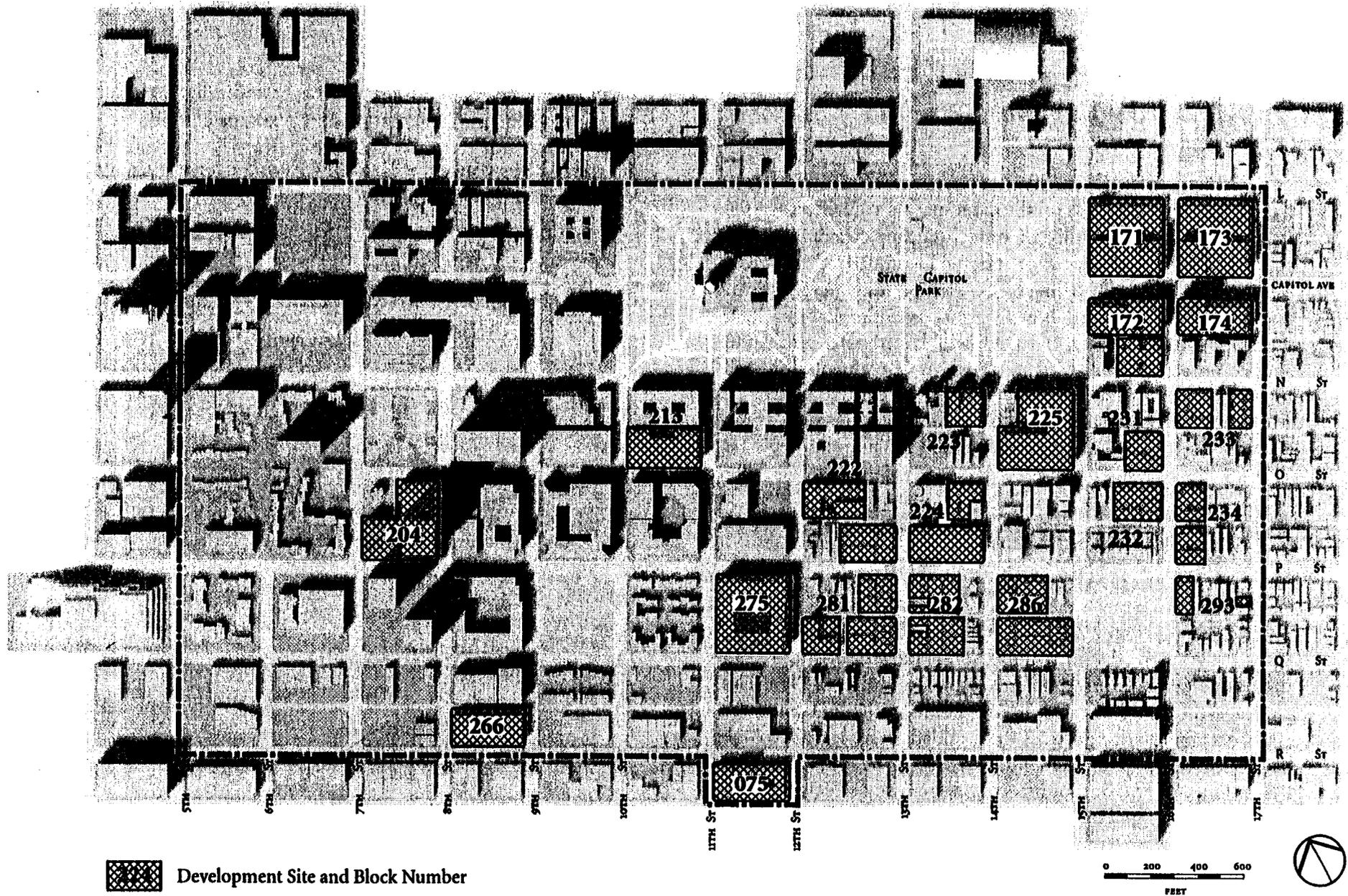


Figure 2-1  
Development Program

Table 2-1

**CAPITOL AREA PLAN DEVELOPMENT**

Block #	Development Area (acres)	Planned New Development			
		Office Gross Floor Area (million square feet)	Housing Units	Commercial Space <sup>1</sup> (square feet)	Parking Spaces
075	1.2	-	60-95	5,000-10,000	-
171-174	8.1	1.06	-	10,000-15,000	1,435
172 (south)	0.7	-	50-75	6,000-12,000	-
204	2.0	0.63	-	5,000-8,000	355
213	1.2	0.27	-	-	350
222	1.9	-	65-135	-	-
223	0.6	-	60 or over	-	-
224 (north)	0.4	-	30-50	-	-
224 (south)	1.2	-	-	5,000-10,000	720
225	2.2	0.41	-	7,000-12,000	130
231-234	3.1	-	100-200	15,000-25,000	-
266	1.2	-	-	-	720
275	2.4	0.45	-	5,000-8,000	501
281, 284	3.7	-	up to 130	-	-
286	2.0	-	up to 70	-	-
293	0.3	-	up to 10	-	-
<b>TOTAL</b>	<b>32.2</b>	<b>2.82</b>	<b>725</b>	<b>90,000</b>	<b>4,211</b>

<sup>1</sup> Although specific figures for commercial square feet will depend on individual building programs, this column indicates a potential opportunity for commercial development

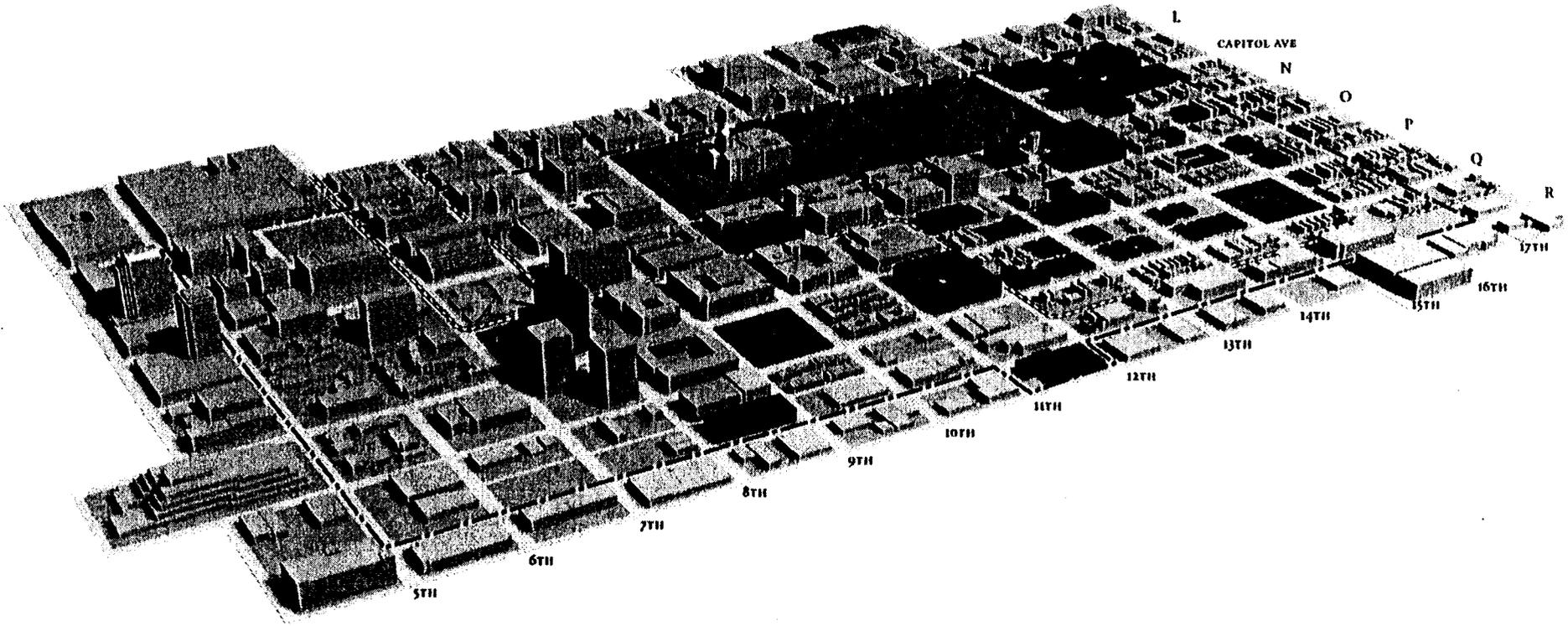


Figure 2-2  
Development Massing

## 2.2 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
A Review proposed development on individual sites for consistency with Capitol Area Plan land use designations. Consult and review with the Capitol Area Committee and Technical Advisory Committee on consistency.	Ongoing	Department of General Services/ CADA	

## 3 STATE OFFICES

The state office program ensures coordinated office space development in the area, based on an identified capacity which reflects urban design and neighborhood considerations. The implementation program describes office building conceptual massing for opportunity sites.

### 3.1 OFFICE DEVELOPMENT PROGRAM

The office development program is summarized in Table 3-1. Upon accomplishment of the development program, the state will examine other office redevelopment or reuse opportunities.

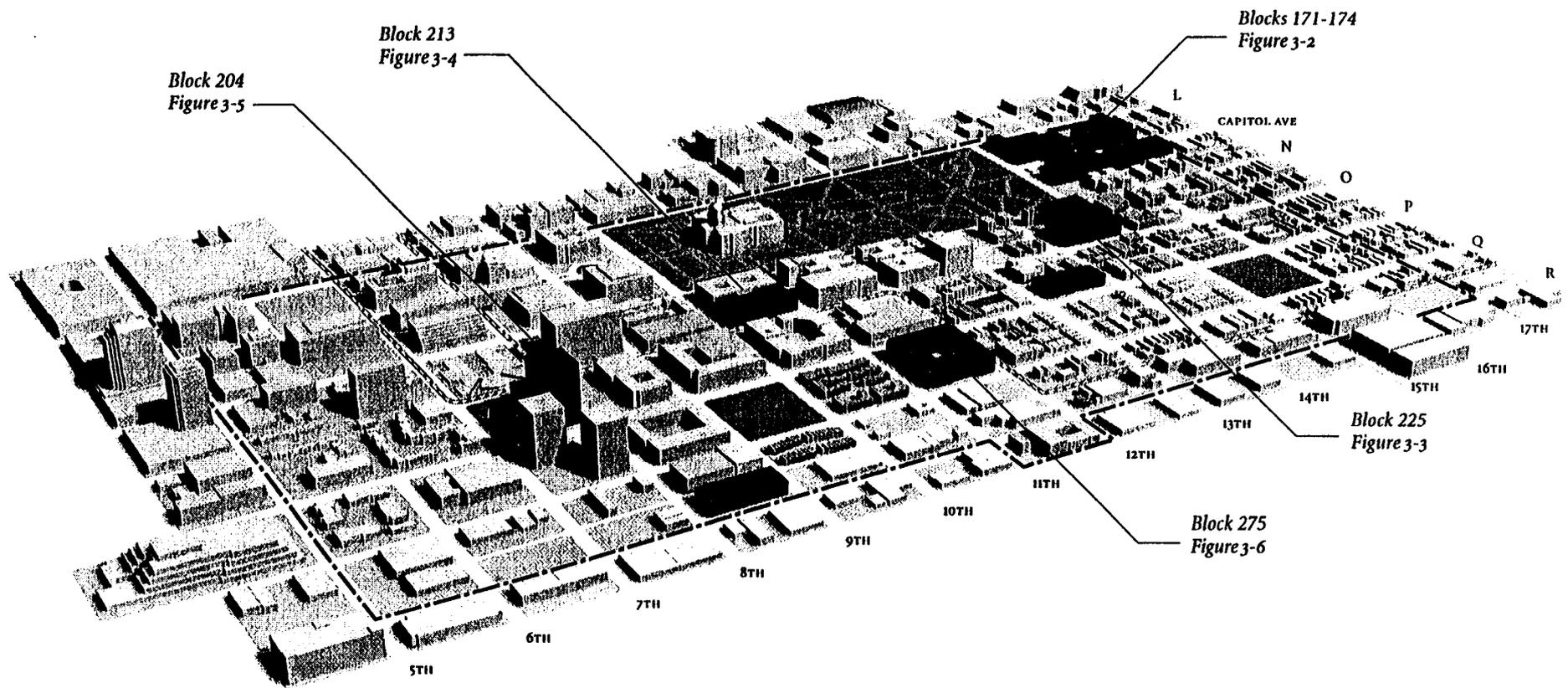
New office development in the Capitol Area would total 2.8 million gross square feet, or 2.1 million net square feet, of space. This program represents a moderate intensity office development scenario, with an overall average Floor Area Ratio (FAR) of 4.9:1, which is within the 4:1 to 5:1 range recommended by the Urban Land Institute's 1995 Sacramento panel. Office development sites are shown in Figure 3-1.

The multi-block site of Blocks 171-174 and 225 is designated the priority site for office development based on Chapter 193, Statutes of 1996. These blocks, along with the parking structure to be developed on Block 224, comprise the East End site.

Block 213, the Legislative Office Annex, will also be developed early in Capitol Area Plan implementation. The Legislative Office Annex development will be completed under the direction of the State Legislature. Demolition of the existing Annex is proposed because of seismic safety issues.

### CONCEPTUAL MASSING SCHEMES

Figures 3-2 to 3-6 and their corresponding tables provide detailed descriptions and conceptual massing and building design for each office development site. These features are based on the preferred concepts selected from the alternative building massing scenarios identified in the May 1996 Capitol Area Master Planning Study: Office and Parking Development. Actual project specifications will depend on immediate programmatic, budgetary and environmental considerations for each facility. At some locations, land ownership issues will need to be resolved before development can occur.



*Figure numbers point to detailed schemes of individual blocks*

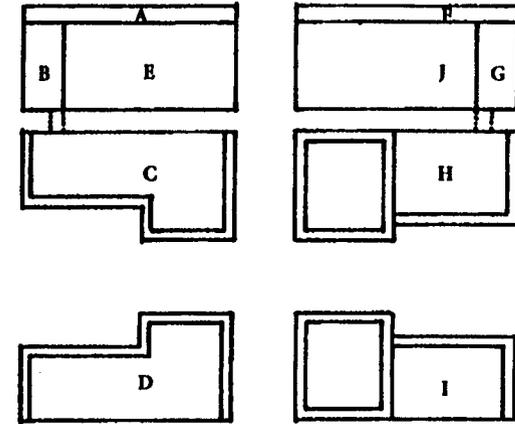
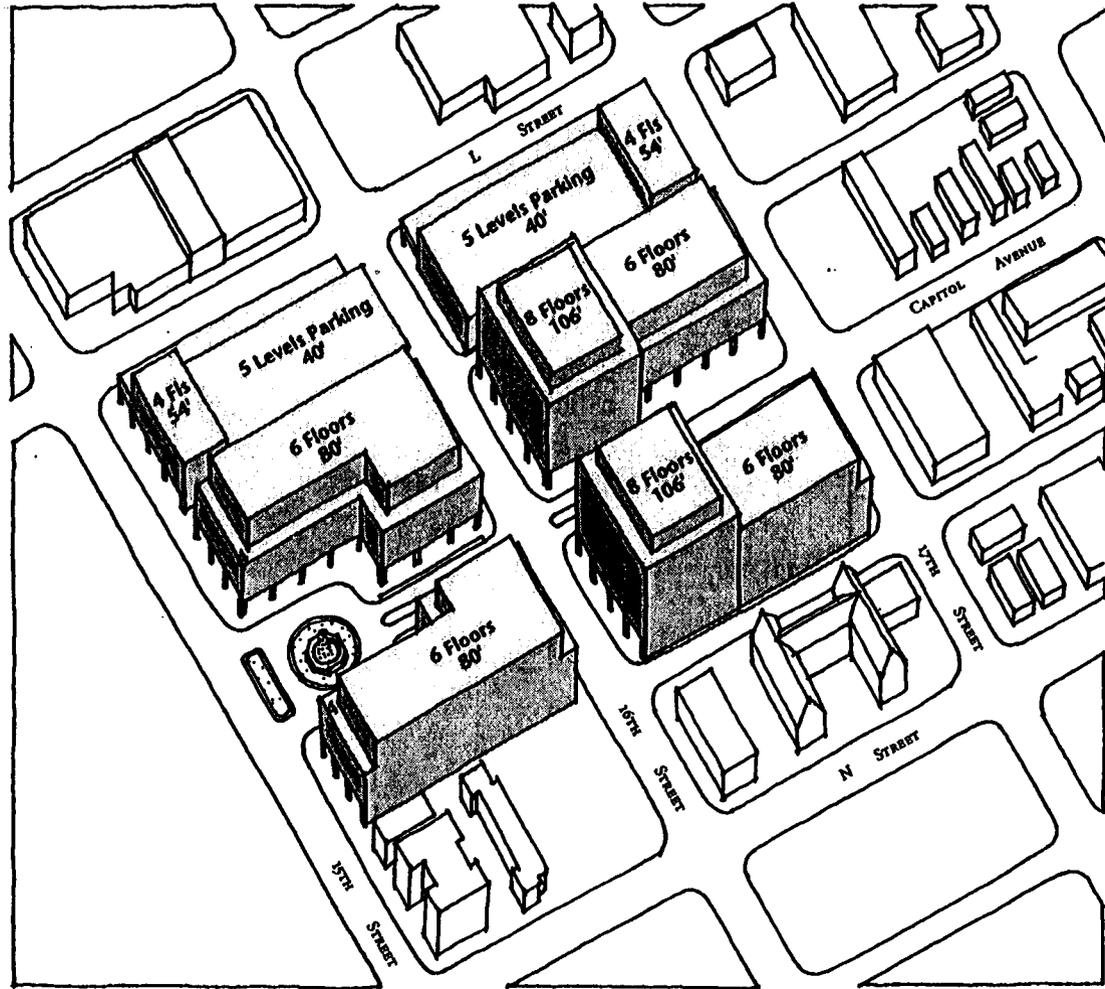
**Figure 3-1**  
**Office Massing**

Table 3-1

**SUMMARY OF OFFICE DEVELOPMENT OPPORTUNITY SITES**

	<u>East End Site</u>			<u>Other Sites</u>				<b>Total</b>
	<b>Blocks 171-174</b>	<b>Block 225</b>	<b>Block 224</b>	<b>Block 213<sup>1</sup></b>	<b>Block 204</b>	<b>Block 275</b>	<b>Block 266</b>	
<b>Site Area (square feet)</b>	352,000	94,400	52,300	51,200	85,400	106,400	52,300	<b>689,400</b>
<b>Building Gross Square Feet</b>	1,063,200	407,000	-	268,000	628,000	454,600	-	<b>2,820,800</b>
<b>Building Net Square Feet</b>	797,400	305,250	-	201,000	471,000	340,950	-	<b>2,115,600</b>
<b>Floor Area Ratio</b>	3.0:1	4.3:1	-	5.2:1	7.4:1	4.3:1	-	<b>4.9:1 (avg.)</b>
<b>Floors</b>	4-6 (Blks 171-172) 6-8 (Blks 173-174)	6	-	8	18	6	-	
<b>On-site parking spaces</b>	1,435	130	720	350	355	501	720	<b>4,211</b>

<sup>1</sup> Block 213 is the site of the Legislative Office Annex, with development to be directed by the State Legislature.



	# of Floors	Height	GSP	Parking
<b>BLOCK 171/172</b>				
A	1	15'	6,000	-
B	4	54'	31,200	-
C	6	80'	208,800	185 spaces*
D	6	80'	208,800	-
E	5*	40'	-	532 spaces*
<b>Subtotal</b>			<b>454,800</b>	<b>717 spaces*</b>
<b>BLOCK 173/174</b>				
F	1	15'	6,000	-
G	4	54'	31,200	-
H	6 & 8	80' - 106'	285,600	186 spaces*
I	6 & 8	80' - 106'	285,600	-
J	5*	40'	-	532 spaces*
<b>Subtotal</b>			<b>608,400</b>	<b>718 spaces</b>
<b>Gross Square Feet</b>			<b>1,063,200</b>	<b>1,435 spaces</b>
<b>Net Square Feet</b>			<b>797,400</b>	

\* Includes one level of basement parking.

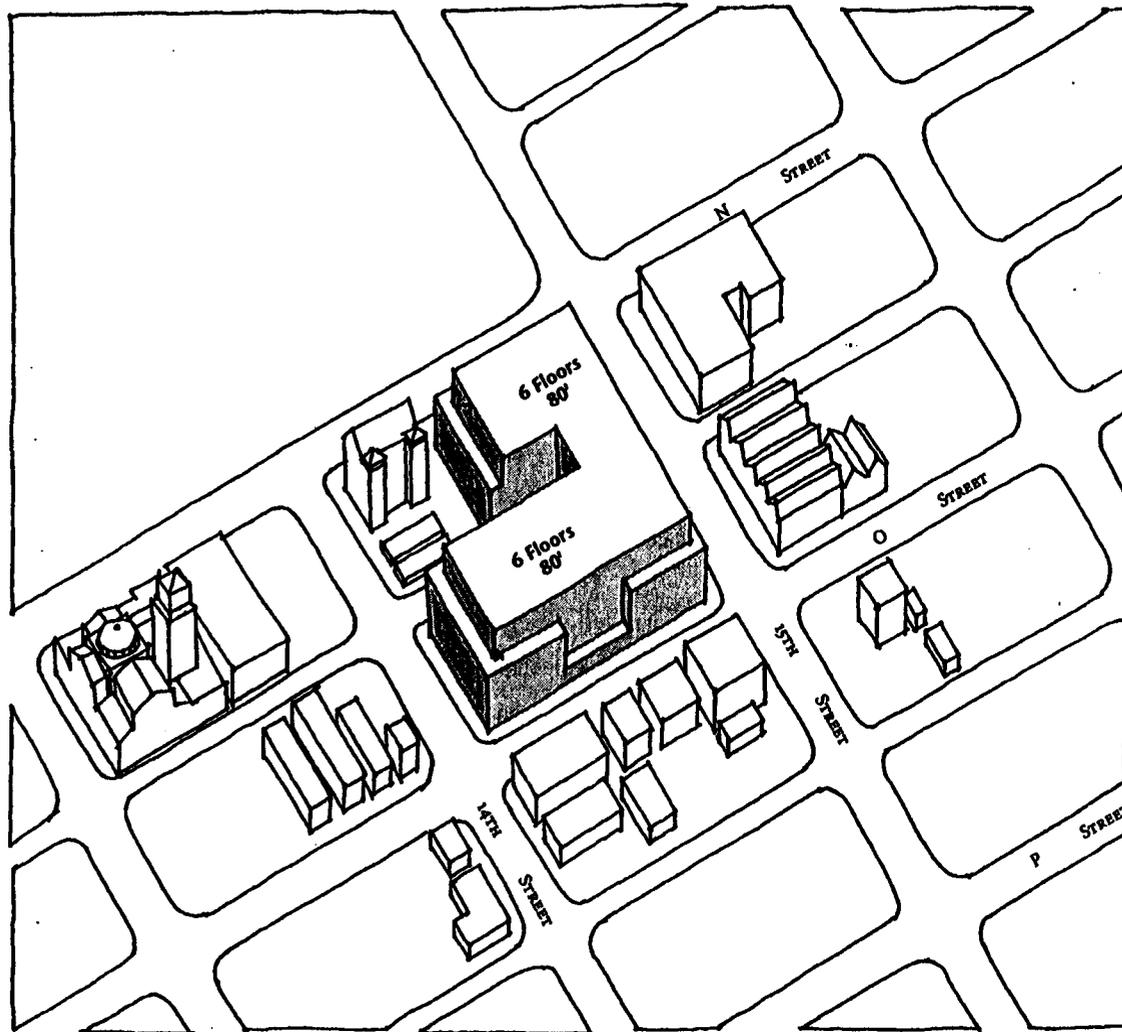
Figure 3-2  
**MASSING: BLOCKS 171 - 174**

**BLOCKS 171-174 GUIDELINES**

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<b>Description</b>	<ul style="list-style-type: none"><li>• 352,000 square feet.</li><li>• Development location at the eastern end of Capitol Park combines parts of four blocks in the northeastern part of the Capitol Area. It includes the two full blocks between L Street and Capitol Avenue and the two half blocks on the south side of Capitol Avenue that lie between 15th and 17th streets.</li><li>• Included in East End site.</li></ul>
<b>Building Heights</b>	<ul style="list-style-type: none"><li>• Number of floors ranges from one along L Street to eight along 16th Street flanking Capitol Mall.</li><li>• Consistent with Capitol View Protection Act, 80 foot maximum height on western half of block; although height can reach 150 feet on eastern half of block, 80 foot height would be maintained over most of the structure.</li></ul>
<b>Massing Considerations</b>	<ul style="list-style-type: none"><li>• 1,063,200 gross square feet and 797,400 net square feet of office space.</li><li>• Floor area ratio of 3:1.</li><li>• Ten foot setback along 15th Street.</li><li>• 15 foot setback above 60 feet in height along 15th Street, consistent with Capitol View Protection Act.</li><li>• The segment of Capitol Avenue between 15th and 16th streets may need to be abandoned by the city and incorporated within the development site.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 1,435 parking spaces provided onsite to meet new demand created by development.</li><li>• Access to parking will be from L Street and/or from the east-west alleys between 15th and 17th streets.</li><li>• Parking structure could be encapsulated by a four-story office building along 15th and 17th streets.</li></ul>
<b>Supporting Ground Floor Commercial</b>	<ul style="list-style-type: none"><li>• Potential ground floor commercial along L Street could screen parking structures.</li></ul>
<b>Transit Accessibility</b>	<ul style="list-style-type: none"><li>• Four blocks from 16th Street and five blocks from Archives Plaza light rail stations.</li><li>• Located adjacent to #36 and westbound #30, 31, 32, 61, and 62 bus routes.</li></ul>

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**TOTAL GSF PROGRAM SUMMARY**  
 Building Area = 407,000 GSF  
 Usable Area = 305,250 NSF  
 Total Parking Spaces = 130

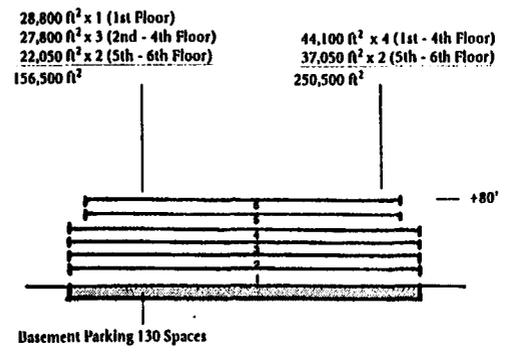
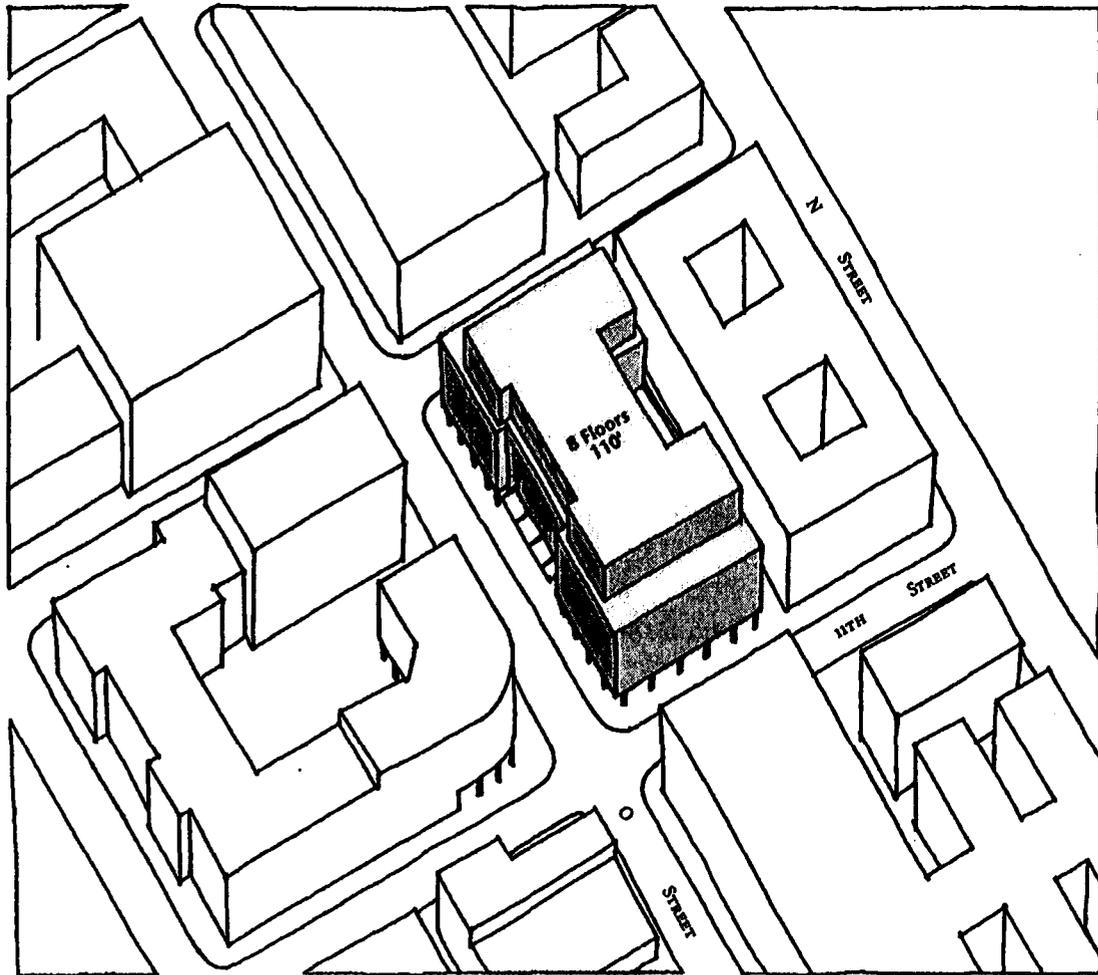


Figure 3-3  
**MASSING: BLOCK 225**

**BLOCK 225 GUIDELINES**

<b>Description</b>	<ul style="list-style-type: none"> <li>• 94,400 square feet.</li> <li>• Located south of the Capitol Park between O, N, 14th and 15th streets, this site includes all but the northwestern eighth of the block.</li> <li>• Included in East End site.</li> </ul>
<b>Building Heights</b>	<ul style="list-style-type: none"> <li>• Six-story structure.</li> <li>• Per Capitol View Protection Act requirements, height would not exceed 80 feet on northern half of block.</li> </ul>
<b>Massing Considerations</b>	<ul style="list-style-type: none"> <li>• 407,000 gross square feet and 305,250 net square feet of office space.</li> <li>• Floor area ratio of 4.3:1.</li> <li>• 10 foot setback along N Street.</li> <li>• 20 foot setback above fourth floor.</li> <li>• 40 foot side-yard setback would be provided along the east edge of the Dean Apartment Building to ensure appropriate separation and light exposure.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• 130 spaces of basement parking meets some demand from new development.</li> <li>• Additional parking would be provided at the parking garage to be constructed on Block 224.</li> <li>• Access to parking could be from the east-west alley between 14th and 15th streets.</li> </ul>
<b>Supporting Ground Floor Commercial</b>	<ul style="list-style-type: none"> <li>• Potential ground level commercial at the 14th and O Street corner would reinforce existing neighborhood commercial concentration and future neighborhood center.</li> </ul>
<b>Transit Accessibility</b>	<ul style="list-style-type: none"> <li>• Two blocks from Archives Plaza and three blocks from 16th Street light rail stations.</li> <li>• Within two blocks of westbound #30, 31, 32, 61 and 62, #36, and #5, 6, and 38 bus lines.</li> </ul>



**TOTAL GSF PROGRAM SUMMARY**  
 Building Area = 268,000 GSF  
 Usable Area = 201,000 NSF  
 Total Parking Spaces = 350

(1.1 spaces/1000 GSF + 55 replacement spaces)

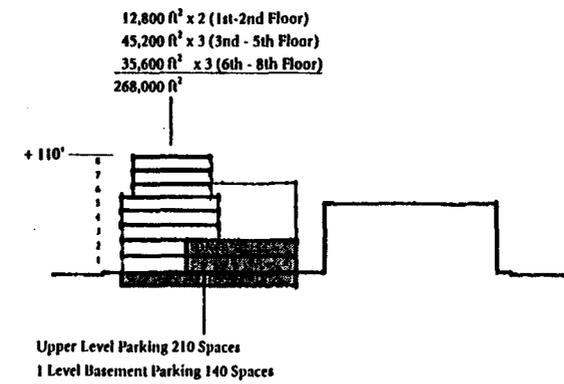
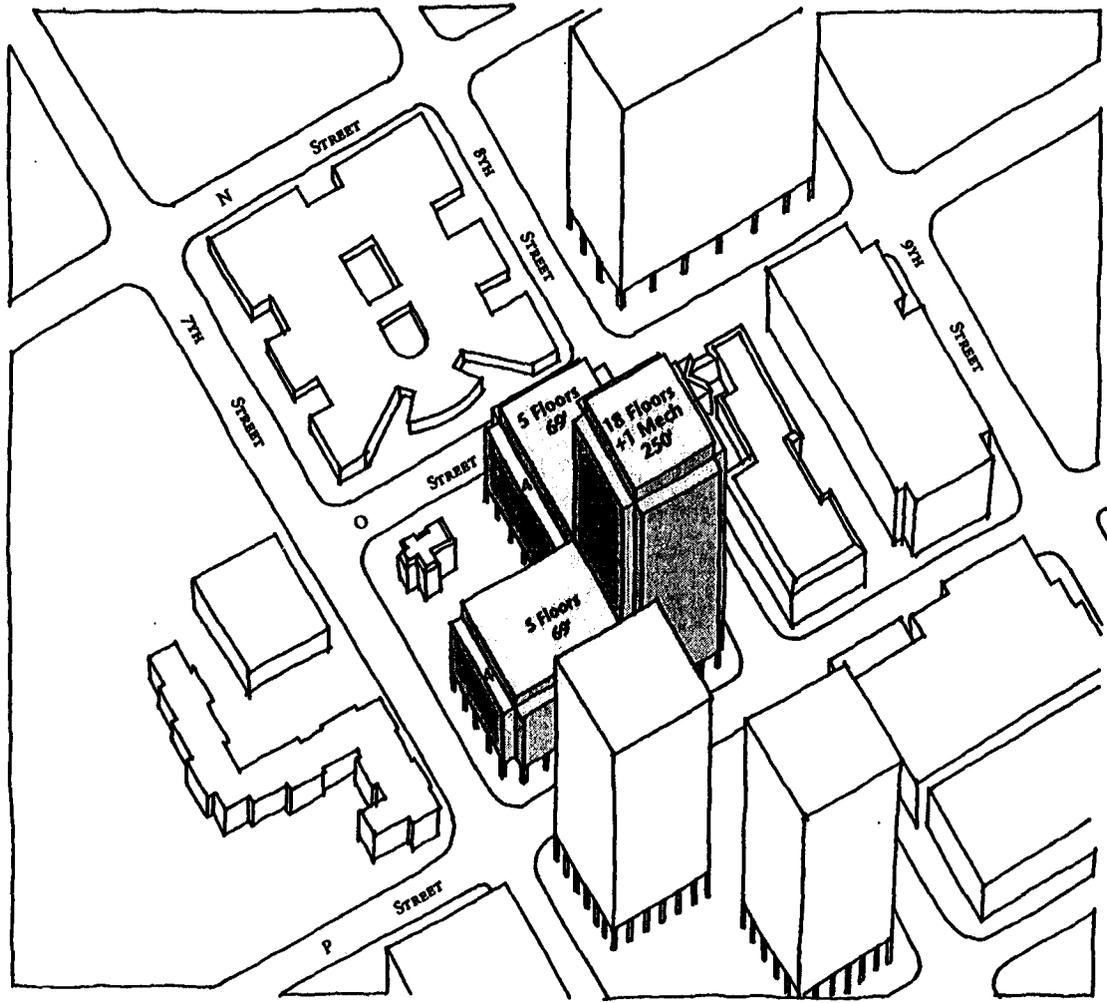


Figure 3-4  
**MASSING: BLOCK 213**

**BLOCK 213 GUIDELINES**

<b>Description</b>	<ul style="list-style-type: none"><li>• 51,200 square feet.</li><li>• Current site of Legislative Office Annex on southern half of the block bounded by N, O, 10th, and 11th streets. Funds have been appropriated to demolish the existing annex due to seismic safety concerns. The project is an extension of the existing legislative office facility fronting N Street.</li></ul>
<b>Building Heights</b>	<ul style="list-style-type: none"><li>• Eight story structure.</li><li>• 110-foot building height would be below Capitol View Protection Act requirement of 150 feet on southern half of block.</li></ul>
<b>Massing Considerations</b>	<ul style="list-style-type: none"><li>• 268,000 gross square feet and 201,000 net square feet of office space.</li><li>• 40 foot setback along 10th and 11th streets above fifth floor; ten foot setback at same height along O Street.</li><li>• Floor area ratio of 5.2:1.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 350 spaces of basement and above-ground parking provided would meet demand from new development.</li></ul>
<b>Transit Accessibility</b>	<ul style="list-style-type: none"><li>• Adjacent to Archives Plaza light rail station.</li><li>• Within one block of #5, 6, and 38 bus routes.</li></ul>



**TOTAL GSF PROGRAM SUMMARY**  
 Building Area = 628,000 GSF  
 Usable Area = 471,000 NSF  
 Total Parking Spaces = 355

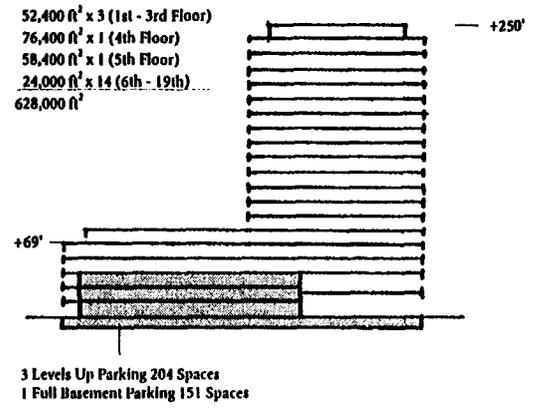


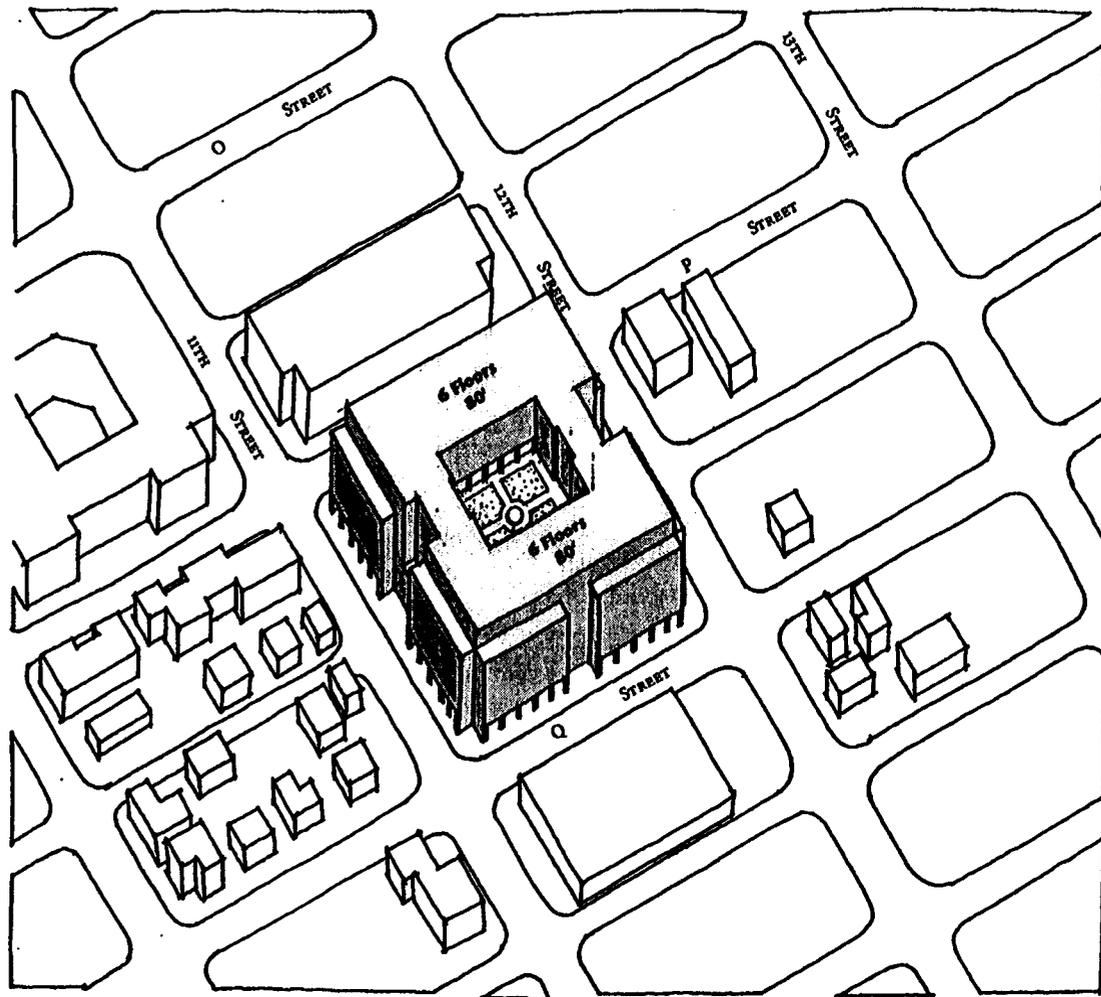
Figure 3-5  
**MASSING: BLOCK 204**

**BLOCK 204 GUIDELINES**

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<b>Description</b>	<ul style="list-style-type: none"><li>• 85,400 square feet.</li><li>• This site includes approximately three-quarters of the block bounded by 7th and 8th, O and P streets that lies south of the EDD subterranean office building and an RT light rail transit stop. The northwestern corner is the site of the Heilbron House, a privately-owned historic structure.</li></ul>
<b>Building Heights</b>	<ul style="list-style-type: none"><li>• Five story structure with 18-story tower plus one mechanical equipment floor on southeast quarter of block.</li><li>• Height should be consistent with Capitol View Protection Act 250-foot height limit on northeast quarter of block.</li></ul>
<b>Massing Considerations</b>	<ul style="list-style-type: none"><li>• 628,000 gross square feet and 471,000 net square feet of office space.</li><li>• Floor area ratio of 7.4:1.</li><li>• Ten foot setback above eighteenth floor of tower and fourth floor of remaining structure.</li><li>• The existing alley would be retained adjacent to the Heilbron House, but its remaining segment within the block would be abandoned and incorporated within the development.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• 355 spaces provided in basement and three upper levels would meet some demand created by new development.</li><li>• Parking access could occur from the alley or from 8th Street.</li><li>• Additional parking would be provided at the parking garage to be constructed on Block 266.</li></ul>
<b>Supporting Ground Floor Commercial</b>	<ul style="list-style-type: none"><li>• Potential commercial along O Street.</li></ul>
<b>Transit Accessibility</b>	<ul style="list-style-type: none"><li>• Adjacent to 8th and O Street light rail station.</li><li>• Adjacent to multiple bus routes on 7th/8th streets and P/Q streets.</li></ul>

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**TOTAL GSF PROGRAM SUMMARY**  
 Building Area = 454,600 GSF  
 Usable Area = 340,950 NSF  
 Total Parking Spaces = 501

141,000 ft<sup>2</sup> (1st - 2nd Floor)  
 248,400 ft<sup>2</sup> (3rd - 5th Floor)  
 65,200 ft<sup>2</sup> (6th Floor)  
 454,600 ft<sup>2</sup>



Figure 3-6  
**MASSING: BLOCK 275**

**BLOCK 275 GUIDELINES**

<b>Site Description</b>	<ul style="list-style-type: none"> <li>• 106,400 square feet.</li> <li>• Site includes almost a full block bounded by 11th and 12th and P and Q streets. In addition to surface parking, Block 275 also contains a day care center in a relocatable building and a 40 by 40 square foot RT transformer site on the east side of the block north of the existing alley, which would be retained. The RT line runs along its eastern edge, the Somerset Park-side development is to the west and a state parking garage is to the north. Acquisition of one privately-owned inholding will be needed for the development concept shown.</li> </ul>
<b>Building Heights</b>	<ul style="list-style-type: none"> <li>• Six floor office development.</li> <li>• No Capitol View Protection Act height or setback limits apply.</li> </ul>
<b>Massing Considerations</b>	<ul style="list-style-type: none"> <li>• 454,600 gross square feet and 340,950 net square feet of office space.</li> <li>• Floor area ratio of 4.3:1.</li> <li>• 20 foot stepback above fifth floor.</li> <li>• Open central courtyard topping parking structure, level with the building's third floor.</li> <li>• The 40 by 40 square foot site of the Regional Transit transformer structure along 12th Street, and adjacent alley access would be retained. The remaining length of the mid-block alley would be abandoned to become part of the development site.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• 501 parking spaces provided in basement and three upper levels meet new demand created by development.</li> <li>• Parking access/egress could occur from the mid-block alley leading from 11th Street.</li> </ul>
<b>Supporting Ground Floor Commercial</b>	<ul style="list-style-type: none"> <li>• Potential commercial along P Street.</li> </ul>
<b>Transit Accessibility</b>	<ul style="list-style-type: none"> <li>• Within one block of Archives Plaza and 13th Street light rail stations.</li> <li>• Located along #5, 6 and 38 bus routes.</li> </ul>

### 3.2 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
<b>A</b> Maintain the Identified program for office development and building massing.	Ongoing	Department of General Services	
<b>B</b> Maintain the East End site office development priorities articulated in Chapter 193, Statutes of 1996: <ul style="list-style-type: none"> <li>• Office facilities on blocks 171-174 and 225; and</li> <li>• Supporting parking on Block 224.</li> </ul>	Ongoing	Department of General Services	
<b>C</b> Identify and provide appropriate amounts of retail space in office buildings where development programs include ground floor commercial.	Ongoing	Department of General Services	

## 4 HOUSING

The Capitol Area Plan housing development program is designed to provide a variety of building and housing types and create opportunities for both ownership and rental housing. The housing implementation program sets forth guidelines for residential development on individual sites in the Capitol Area.

### 4.1 HOUSING DEVELOPMENT PROGRAM

The housing development program identifies desirable housing types and target unit numbers for housing development sites, based on the location of each site with respect to other uses in the area and proximity to amenities such as Capitol Park or mass transit. The combination of planned building and housing types meets the Capitol Area Plan objectives and principles for housing and neighborhood development. The housing development program was initially defined in the Capitol Area Master Planning Study: Residential and Commercial Development (May 1996).

#### DEVELOPMENT SITES

There are 13 blocks in the Capitol Area designated for housing development, which will be developed based on specific street

identity objectives intended to facilitate desired character and quality of residential development. The specific streets are:

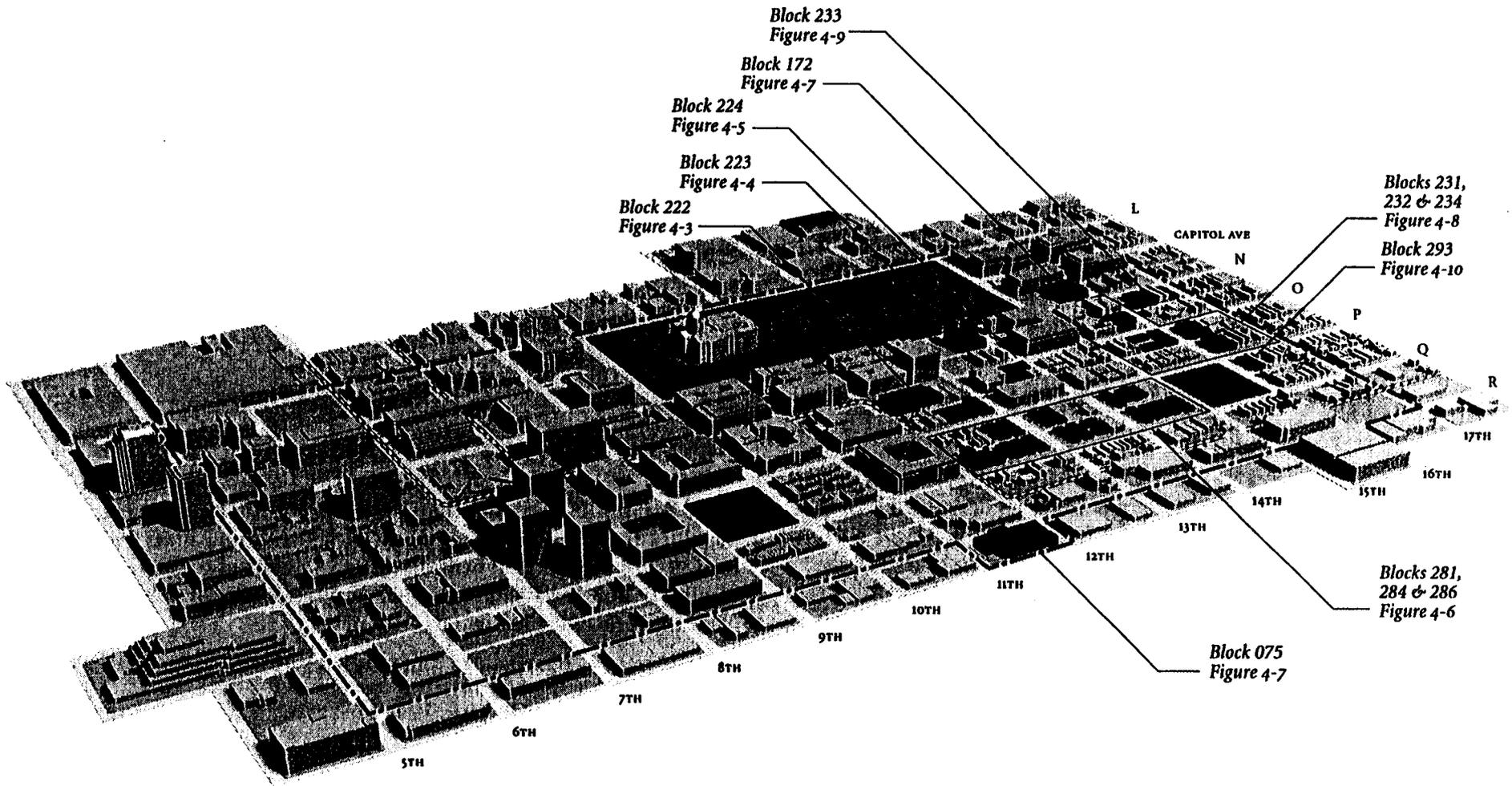
- 13th Street (Block 222)
- 16th Street (Blocks 231-234, 293)
- 14th and O Street Center (Block 224)
- P/Q Street and Alleyways (Blocks 281, 284, and 286)
- N Street (Blocks 223 and 172)
- R Street (Block 075)

#### DEVELOPMENT PROGRAM

Table 4-1 summarizes the housing development program. It identifies the range of target densities and housing units for each site. Actual development densities will depend on market conditions and specific development proposals. Density ranges fall within one of the following categories:

- Low Density (less than 35 units per net acre)
- Medium Density (35-70 units per net acre)
- High Density (70-110 units per net acre)
- Very High Density (over 110 units per net acre)

CADA will determine the phasing of housing development in response to market conditions and priorities.



*Figure numbers point to detailed schemes of individual blocks*

*Figure 4-1*  
**Housing Massing**

Table 4-1

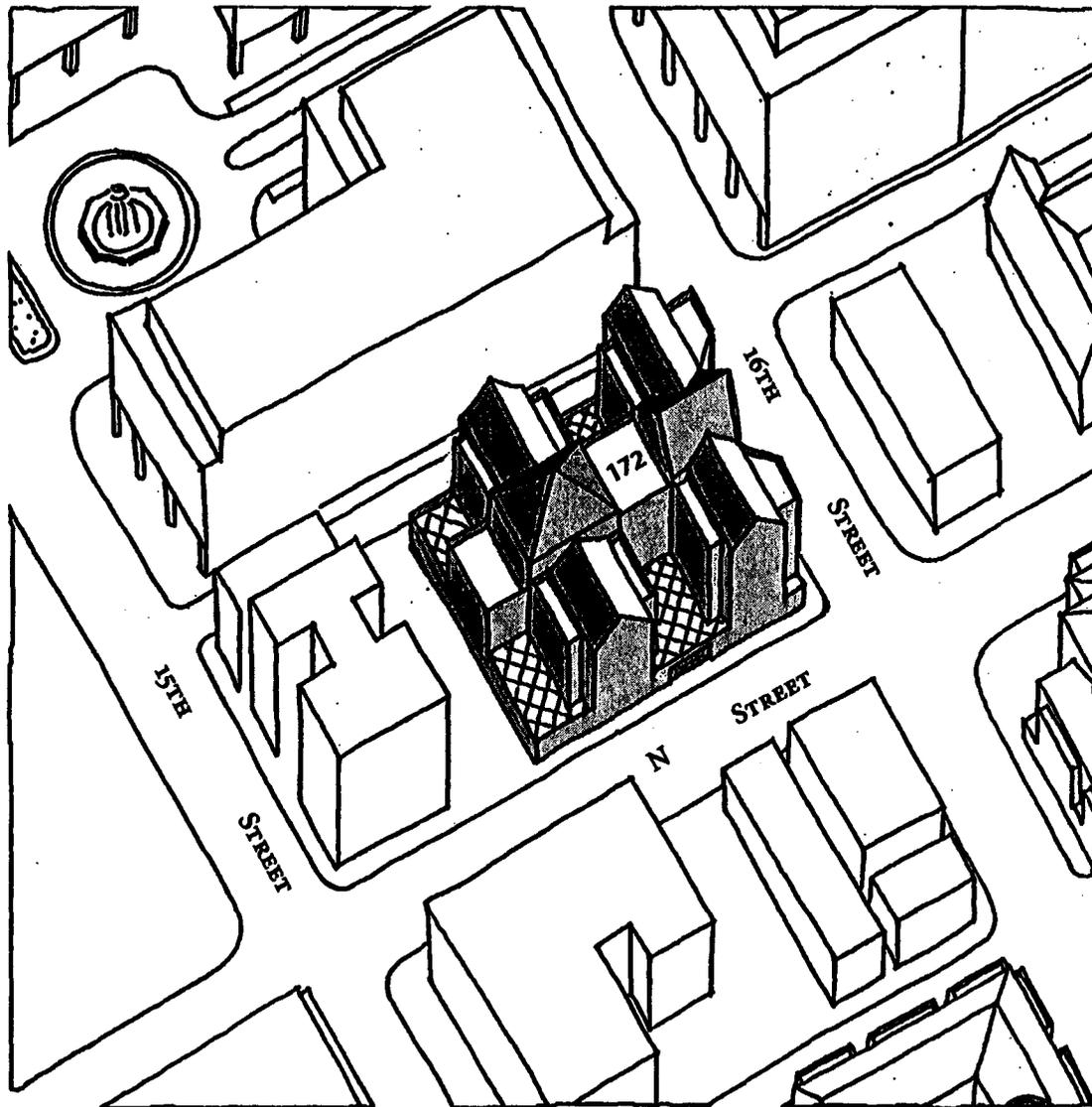
**SUMMARY OF HOUSING DEVELOPMENT PROGRAM**

<b>Block #</b>	<b>Development Site Area (acres)</b>	<b>Density Range</b>	<b>Additional Units</b>
075	1.20	High	60-95
172	0.70	High	50-75
222	1.90	Medium	65-135
223	0.58	Very High	60 or over
224	0.44	High	30-50
231, 232, 234	2.18	Medium	75-150
233	0.87	Medium	25-50
281, 284, 286	5.70	Low	up to 200
293	0.33	Low	up to 10
<b>TOTAL</b>	<b>13.9</b>		<b>725 (target)</b>

and assumptions regarding achievable development over the life of the plan. The program meets the state's housing and neighborhood development goals and objectives.

**HOUSING MASSING**

The following pages summarize potential development prototypes for each housing development site. The massing shown for each site is conceptual, representing one potential direction for the type and density of housing on the site. Due to the changing nature of the residential development market, actual massing and development prototypes will be determined on a case-by-case basis. The development program described here is based on current and projected real estate market conditions



**Residential over Parking and Commercial Podium**

Block	Acreage	Floors	Units	Parking	Density
172	.70 AC	4ST 0/POD	70 UN. 7,000 S.R. COMM.	62 SPACES	100 DU/AC
<b>Totals</b>	<b>.70 AC</b>		<b>70 UN. 7,000 S.R. COMM.</b>	<b>62 SPACES</b>	<b>100 DU/AC</b>

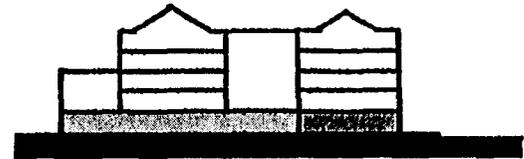
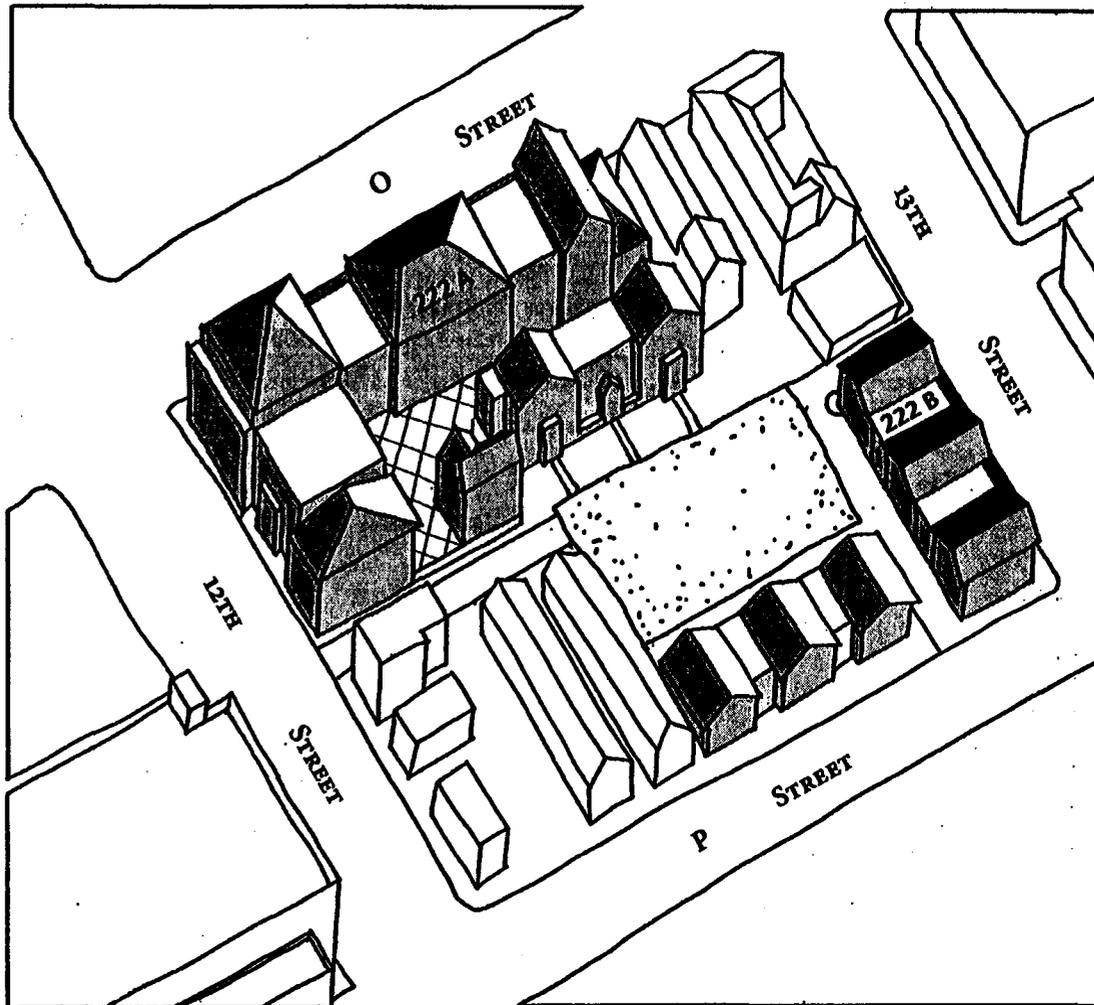


Figure 4-2  
**MASSING: BLOCK 172**

**BLOCK 172 GUIDELINES**

<b>Description</b>	<ul style="list-style-type: none"> <li>• 0.70 acres.</li> <li>• Adjacent to the Park Mansion and the proposed east end office complex, this parcel provides an opportunity for high density housing. The building or buildings would make the transition from lower density residences south of N Street to the proposed offices immediately to the north.</li> </ul>
<b>Building Type</b>	<ul style="list-style-type: none"> <li>• High Density (70 to 110 units per net acre), multi-story building or buildings over parking and commercial uses.</li> <li>• Building and streetwall height should respond to Capitol View Protection Act requirements, other adjacent and nearby buildings, and construction type requirements.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Onsite parking provides spaces to serve new development.</li> </ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"> <li>• Potential for approximately 6,000-12,000 square feet of commercial space.</li> <li>• 16th Street location creates opportunities to provide services to support offices.</li> </ul>



### Residential over Parking Podium and Townhouses

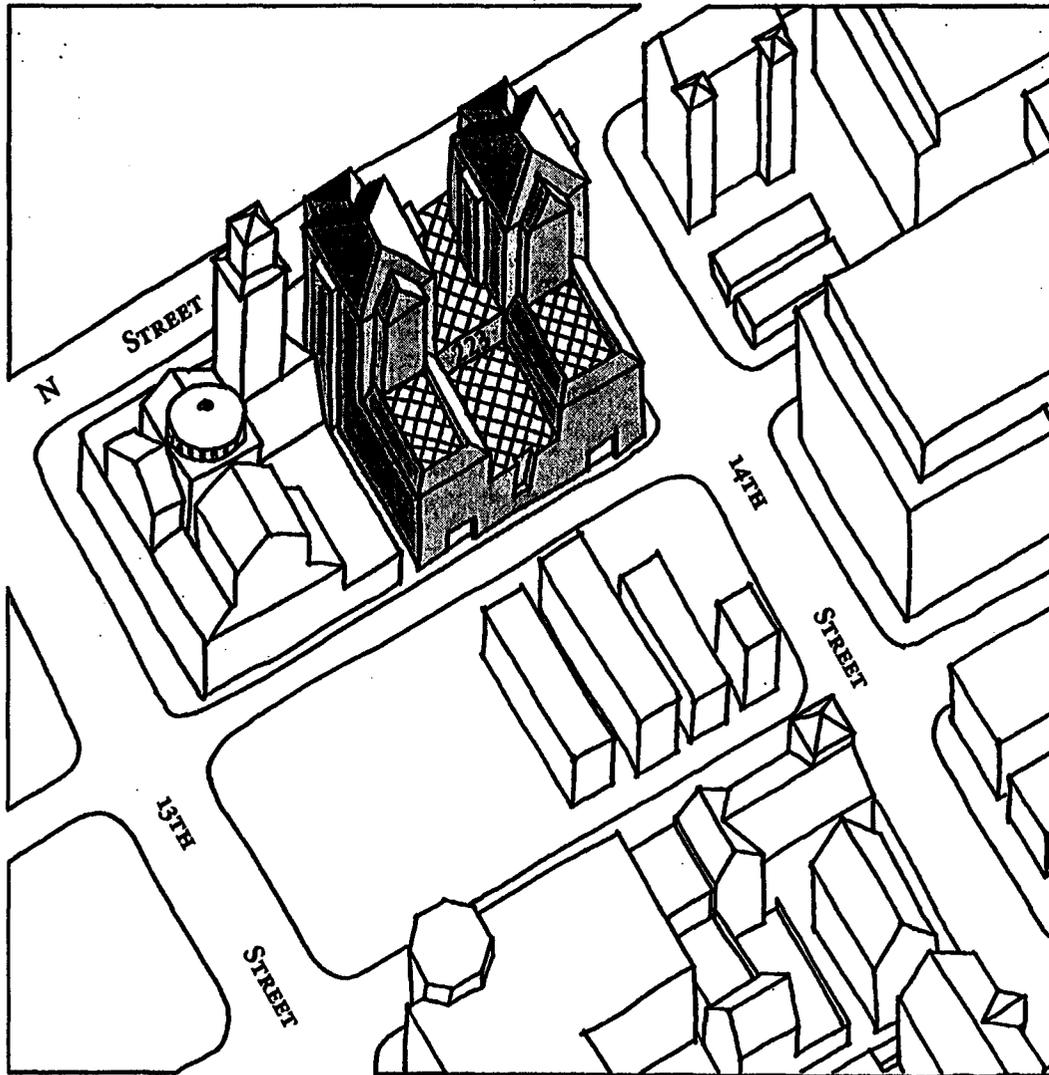
Block	Acreage	Floors	Units	Parking	Density
222A	1.02 AC	4 ST O/POD	100 UN.	100 SPACES	100 DU/AC
222B	.88 AC	2 ST O/POD	24 UN.	1-2/UNIT	27 DU/AC
<b>Totals</b>	<b>1.90 AC</b>		<b>124 UN.</b>		<b>65 DU/AC</b>



Figure 4-3  
**MASSING: BLOCK 222**

**BLOCK 222 GUIDELINES**

<b>Description</b>	<ul style="list-style-type: none"> <li>• 1.90 acres.</li> <li>• This block relates to the 13th Street corridor and the P/Q Street corridor west of Fremont Park. It is close to existing and planned office development sites spanning the block from N Street to O Street.</li> </ul>
<b>Building Type</b>	<ul style="list-style-type: none"> <li>• High Density (70-110 units per net acre) housing along O Street, with potential for at-grade or partially submerged parking podium.</li> <li>• Low Density (less than 35 units per net acre) housing along P Street.</li> <li>• Potential units along mid-block alleyway.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• At-grade or partially submerged parking podium for high density housing along O Street and individual attached garages for townhouse and zero-lot-line units along P Street.</li> </ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"> <li>• Potential common courtyard area providing open space for residents.</li> </ul>



### Mixed Use Residential Towers

Block	Acreage	Floors	Units	Parking	Density
223	.58 AC	6 ST* 0/POD	64 UN.	65 SPACES	103 DU/AC
<b>Totals</b>	<b>.58 AC</b>		<b>64 UN.</b>	<b>65 SPACES</b>	<b>110 DU/AC</b>

\* One Subgrade level of parking

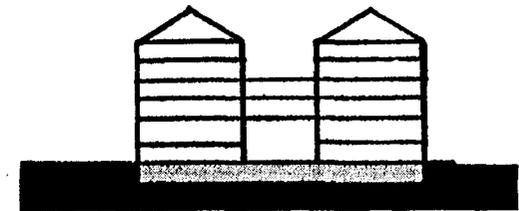


Figure 4-4  
**MASSING: BLOCK 223**

**BLOCK 223 GUIDELINES**

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**Site Description**

- 0.58 acres.
  - The only residential development location that faces Capitol Park, this site is also situated adjacent to the Westminster Presbyterian Church, a major N Street landmark. With these unique features, the site should be developed at a scale to take advantage of views to Capitol Park and maintain consistency with the street character.
- 

**Building Type**

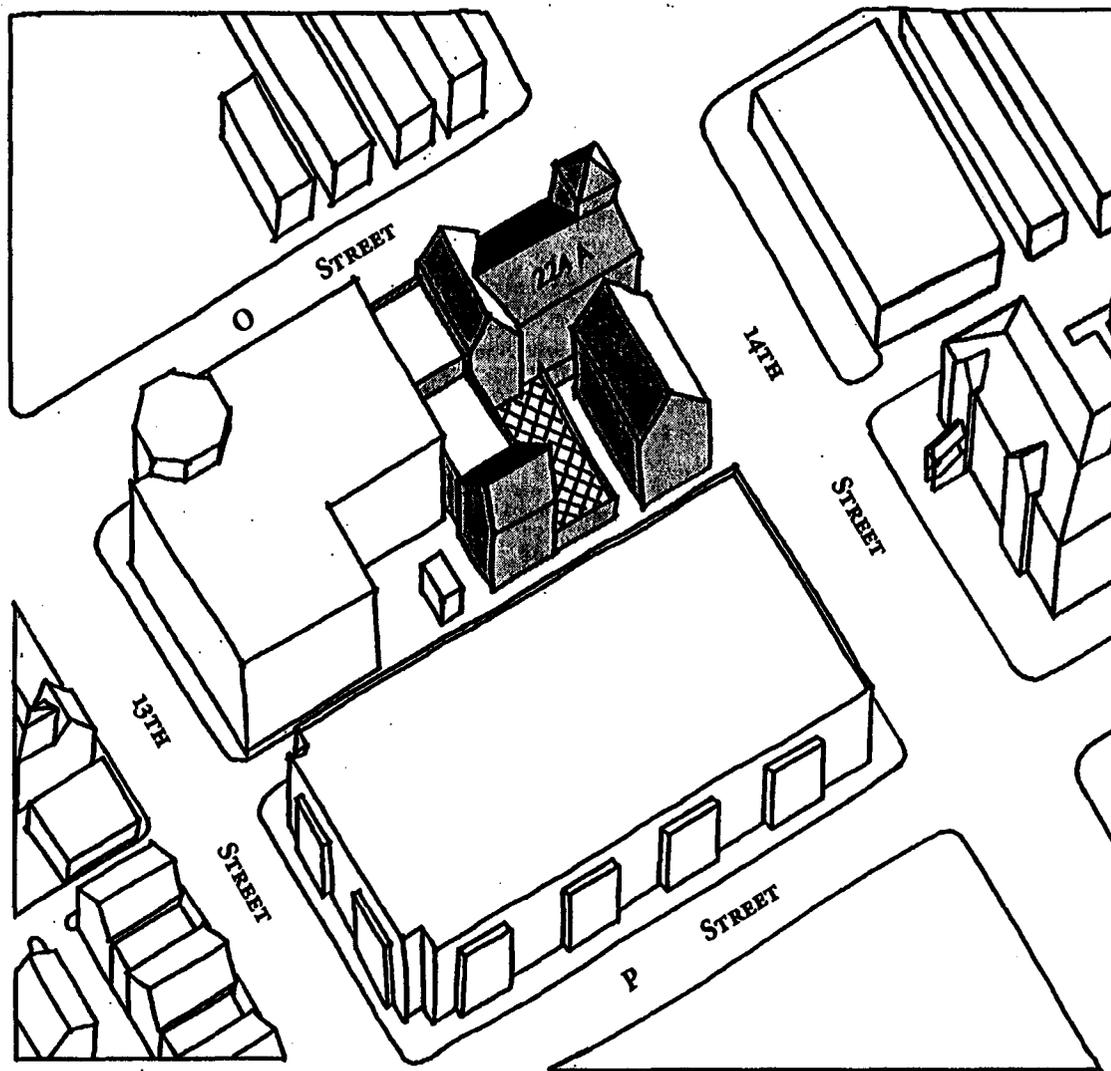
- Very High Density (more than 110 units per net acre) housing in residential tower or towers on two- to four-story base.
  - Building and streetwall height should respond to Capitol View Protection Act requirements, other adjacent and nearby buildings, and construction type requirements.
  - Given prominence of site, special design consideration is needed at both the base and upper levels.
- 

**Housing Type**

- Capitol Park view opportunities create potential for ownership or upper-end rental units.
- 

**Parking**

- At-grade and/or submerged podium parking.



**Residential over Podium/  
Mixed Use Retail**

Block	Acreage	Floors	Units	Parking	Density
224A	.44 AC	3 ST O/POD	24 UN. 6,600 S.R. RETAIL	26 SPACES	82 DU/AC
<b>Totals</b>	<b>.44 AC</b>		<b>24 UN. 6,600 S.R. RETAIL</b>	<b>26 SPACES</b>	<b>82 DU/AC</b>

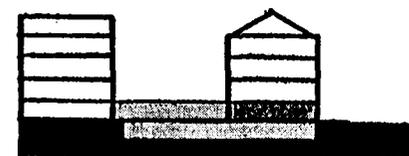
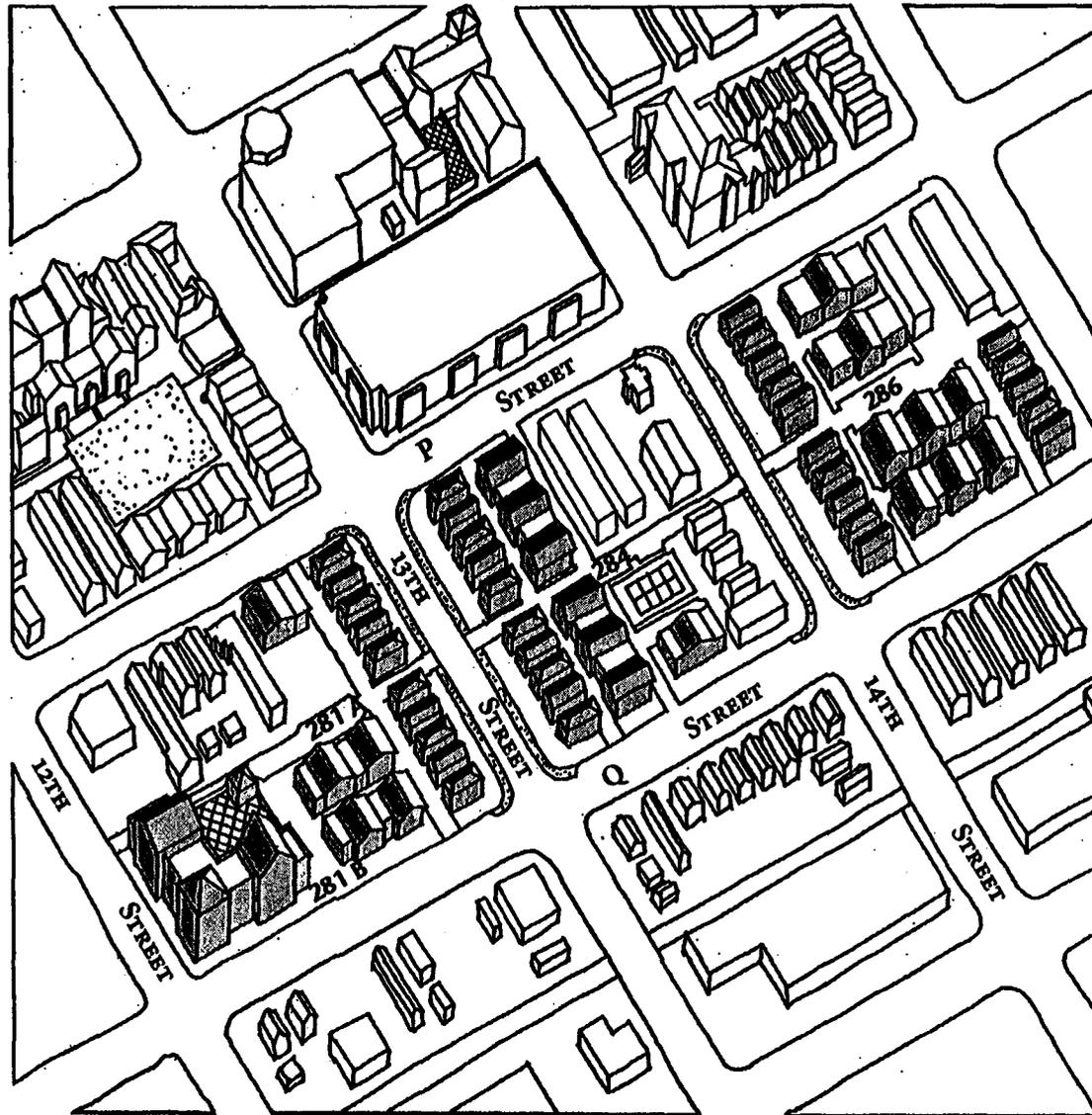


Figure 4-5  
**MASSING: BLOCK 224**

**BLOCK 224 GUIDELINES**

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- |                         |  |
|-------------------------|--|
| <b>Site Description</b> | <ul style="list-style-type: none"><li>• 0.44 acres.</li><li>• This "L"-shaped parcel is located between a state office building and a three-story residential building, across the mid-block alley from a future state parking garage. With an opportunity for enhancing the neighborhood service center, the corner of 14th and O Street is an important convenience retail location.</li></ul> |
| <b>Building Type</b>    | <ul style="list-style-type: none"><li>• High Density (70-110 units per net acre) housing in a three- to four-story residential or mixed-use building will create transition from adjacent office and garage to housing, and emphasize the 14th and O Street corner.</li><li>• Opportunity to develop mixed use building with combination of housing, retail and/or office uses.</li></ul>        |
| <b>Housing Type</b>     | <ul style="list-style-type: none"><li>• Multi-family ownership or rental apartment units.</li></ul>  |
| <b>Parking</b>          | <ul style="list-style-type: none"><li>• At-grade parking.</li></ul>  |



### Townhouses and Zero Lot Line Homes

Block	Acreage	Floors O/PKG	Units S.R. T.H.	Parking SP/UN.	Density DU/AC
281A	.50 AC	2 ST O/PKG	10 S.R. 18 T.H.	1-2 SP/UN.	19 DU/AC
281B	.72 AC	4 ST O/PKG	40 UN.	38 SP/UN.	70 DU/AC
284	2.48 AC	2 ST. O/PKG	13 S.R. 20 T.H.	22 SP/UN.	19 DU/AC
286	2.0 AC	2 ST. O/PKG	17 S.R. 28 T.H.	22 SP/UN.	19 DU/AC
<b>Totals</b>	<b>5.70 AC</b>		<b>146 UN.</b>		<b>25.6 DU/AC</b>



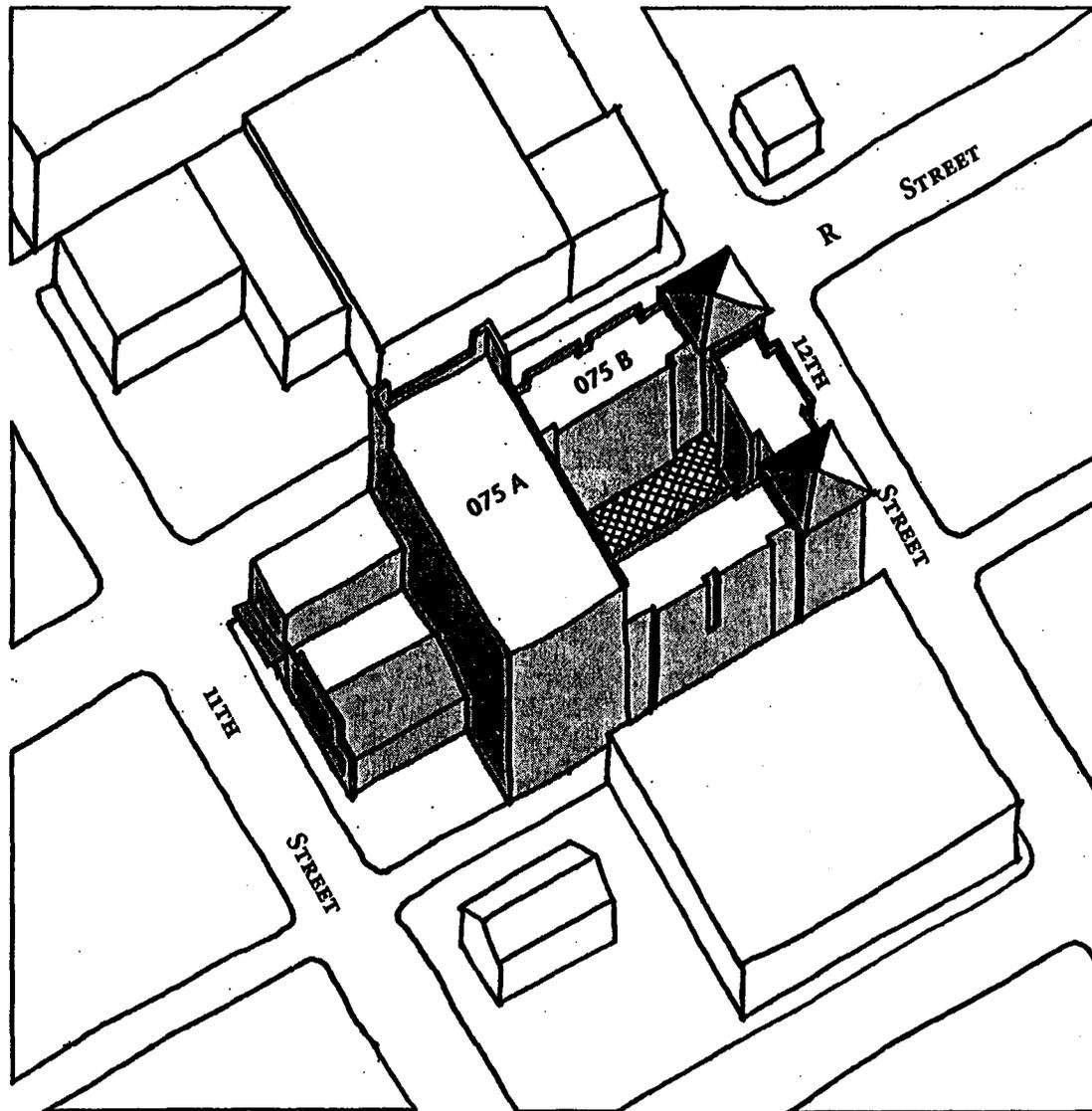
Figure 4-6  
**MASSING: BLOCKS 281, 284 & 286**

**BLOCKS 281, 284 AND 286 GUIDELINES**

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<b>Site Description</b>	<ul style="list-style-type: none"><li>• 5.70 acres.</li><li>• Opportunity to create large developable sites to facilitate ownership housing (townhouses, zero lot line, etc.).</li></ul>
<b>Building Type</b>	<ul style="list-style-type: none"><li>• Low Density (less than 35 units per net acre) housing.</li></ul>
<b>Housing Type</b>	<ul style="list-style-type: none"><li>• Units for larger households, including one-, two-, and three-bedroom apartments and/or townhouses.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• At-grade attached individual garage parking.</li></ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"><li>• Potential for designating space for community facilities and services.</li><li>• Possible common and individual open space for residents.</li><li>• Open space linkage to Fremont Park.</li></ul>

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### Residential or Live/Work Lofts

Block	Acreage	Floors	Units	Parking	Density
075A	.62 AC	6 ST	30 UN. 6,400 S.R COMM.	34 SPACES	103 DU/AC
075B	.58 AC	4 ST. 0/PKG	36 UN.	40 SPACES	62 DU/AC
<b>Totals</b>	<b>1.2 AC</b>		<b>66 UN.</b>	<b>74 SPACES</b>	<b>76 DU/AC</b>

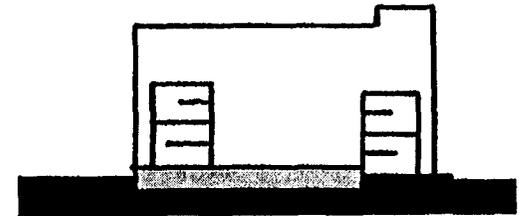
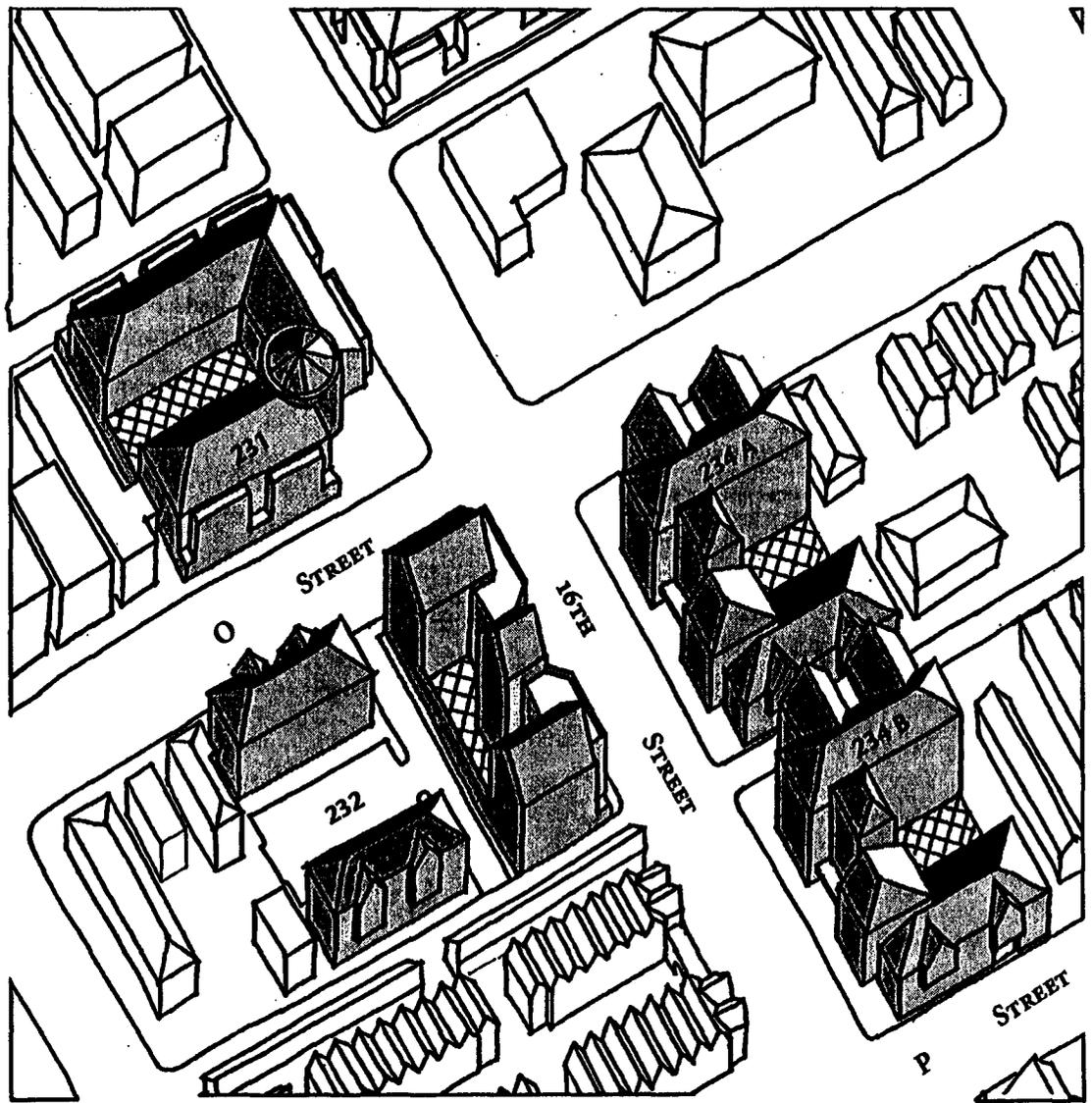


Figure 4-7  
**MASSING: BLOCK 075**

**BLOCK 075 GUIDELINES**

<b>Site Description</b>	<ul style="list-style-type: none"> <li>• 1.20 acres.</li> <li>• This site is currently occupied by a six-story CADA warehouse, and also includes the former Buildings and Grounds Building immediately adjacent to CADA warehouse. The warehouse can be renovated and adaptively reused for housing, supplemented by additional apartment construction on the adjacent vacant parcel. The warehouse structure provides the opportunity for loft or live/work housing, consistent with the industrial character of the R Street Corridor.</li> </ul>
<b>Building Type</b>	<ul style="list-style-type: none"> <li>• Redevelopment of the two existing buildings at High Density (70-110 units per net acre).</li> <li>• New development on adjacent vacant parcel at Medium Density (35-70 units per net acre).</li> <li>• Loft housing, live/work space, with supporting retail and/or service commercial uses.</li> </ul>
<b>Housing Type</b>	<ul style="list-style-type: none"> <li>• Apartments, lofts and/or live work space for artists and individuals or couples.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• At grade, submerged and/or surface parking.</li> </ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"> <li>• Potential for common open space above parking level in new building.</li> <li>• Small retail and/or service commercial opportunity on ground floor, with stores serving residents and adjacent area.</li> </ul>



**Residential over Parking and Commercial Podium**

Block	Acreage	Floors	Units	Parking	Density
231	.58 AC	2 ST O/POD	30 UN. 5,500 S.F. COMM.	40 SPACES	52 DU/AC
232	.72 AC	2 ST O/POD	35 UN. 2,000 S.F. COMM.	38 SPACES	48 DU/AC
234A	.44 AC	2-3 ST. O/POD	22 UN. 5,000 S.F. COMM.	22 SPACES	50 DU/AC
234B	.44 AC	2-3 ST. O/POD	22 UN. 5,000 S.F. COMM.	22 SPACES	50 DU/AC
<b>Totals</b>	<b>2.18 AC</b>		<b>109 UN. 12,500 S.F. COMM.</b>	<b>122 SPACES</b>	<b>50 DU/AC</b>

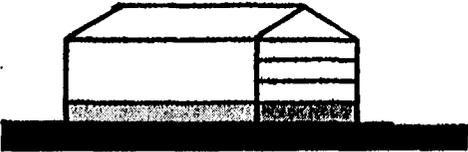


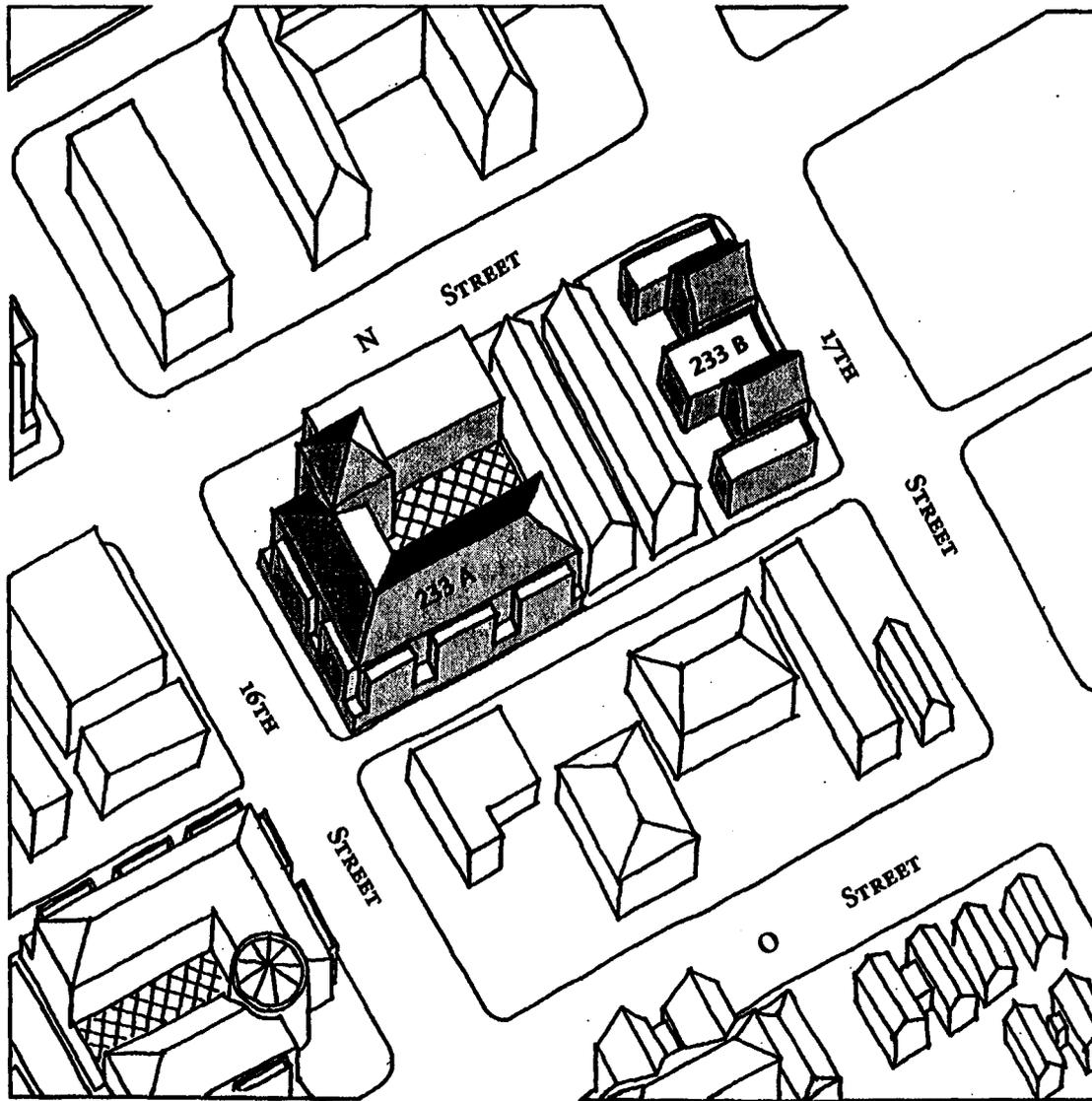
Figure 4-8  
**MASSING: BLOCKS 231, 232 & 234**

**BLOCKS 231, 232 AND 234 GUIDELINES**

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<b>Site Description</b>	<ul style="list-style-type: none"><li>• 2.18 acres.</li><li>• Development of these sites could help create a consistent identity for 16th Street.</li></ul>
<b>Building Type</b>	<ul style="list-style-type: none"><li>• Medium Density (35-70 units per net acre), multi-story buildings over parking and commercial uses.</li></ul>
<b>Housing Type</b>	<ul style="list-style-type: none"><li>• Ownership or rental apartment housing, including one-, two- and/or three-bedroom apartments.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• Tuck under or at-grade parking podium would provide spaces to serve new development.</li></ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"><li>• Support services and community facilities could be provided on-site.</li><li>• Potential for central courtyard over podium.</li><li>• 16th Street location creates opportunity to provide services to support offices.</li></ul>

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**Residential over Parking and  
Commercial Podium and Townhouses**

Block	Acreage	Floors	Units	Parking	Density
233A	.58 AC	2 ST O/POD	35 UN. 6,600 S.R. COMM.	38 SPACES	60 DU/AC
233B	.29 AC	2 ST O/POD	12 UN.	12 SPACES	40 DU/AC
<b>Totals</b>	<b>.87 AC</b>		<b>47 UN. 6,600 S.R. RETAIL</b>	<b>122 SPACES</b>	<b>54 DU/AC</b>

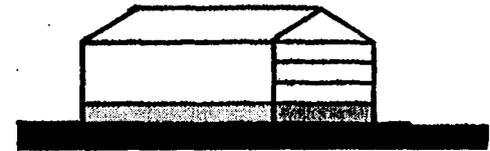
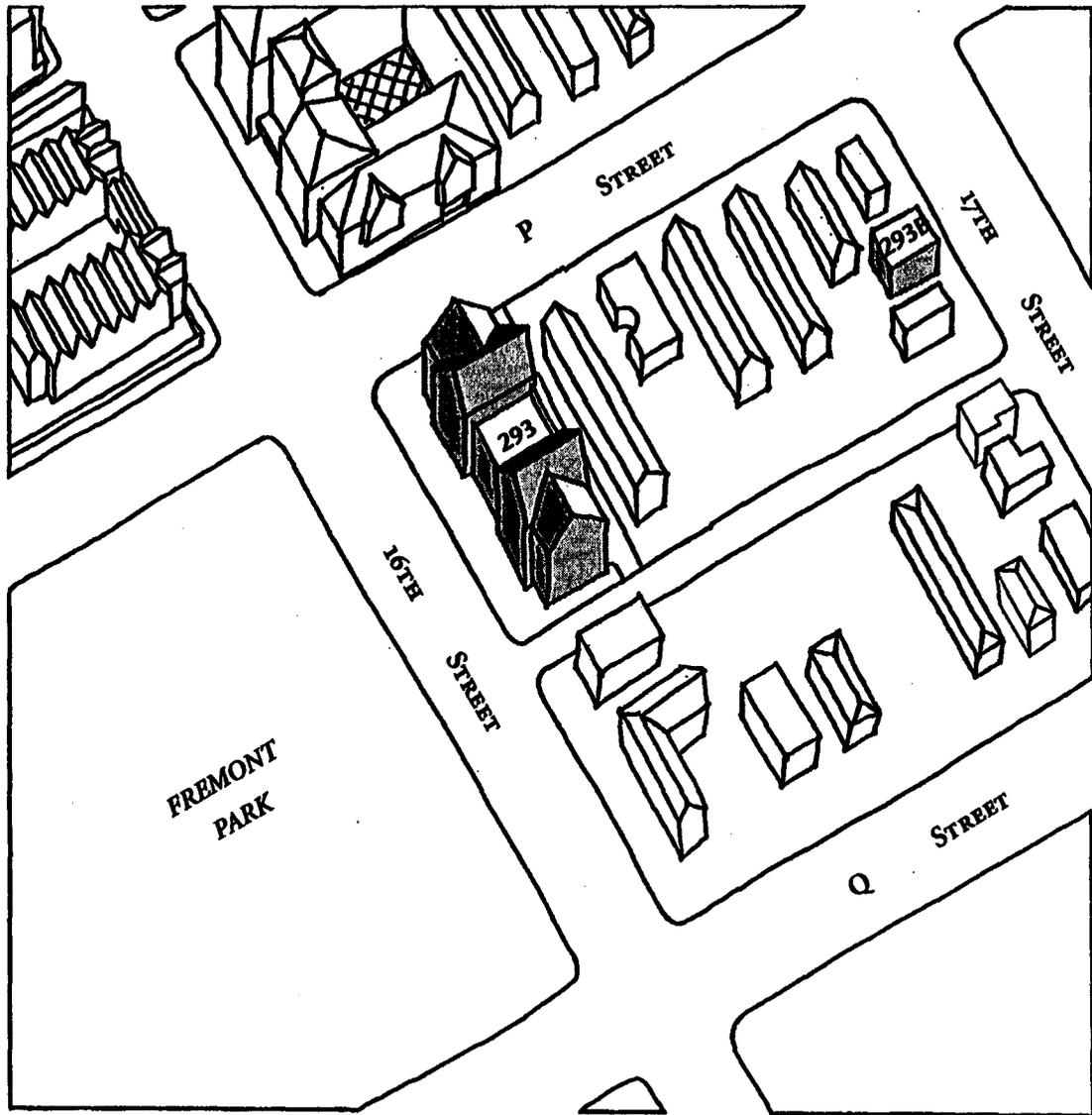


Figure 4-9  
**MASSING: BLOCK 233**

**BLOCK 233 GUIDELINES**

<b>Site Description</b>	<ul style="list-style-type: none"> <li>• 0.87 acres.</li> <li>• Development of these sites could help create a consistent identity for 16th Street.</li> </ul>
<b>Building Type</b>	<ul style="list-style-type: none"> <li>• Medium Density (35-70 units per net acre), multi-story buildings over parking and commercial uses.</li> <li>• Medium Density townhouse-type development along 17th Street.</li> </ul>
<b>Housing Type</b>	<ul style="list-style-type: none"> <li>• Ownership or rental apartment housing, including one-, two- and/or three-bedroom apartments.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Tuck under or at-grade parking podium would provide spaces to serve new development.</li> </ul>
<b>Commercial and Amenities</b>	<ul style="list-style-type: none"> <li>• Support services and community facilities could be provided on-site.</li> <li>• Potential for central courtyard over podium.</li> <li>• 16th Street location creates opportunity to provide services to support offices.</li> </ul>



**Townhouses on Fremont Park**

Block	Acreege	Floors	Units	Parking	Density
293	.29 AC	2ST 0/PKG	8 UN.	1-2SP/UN.	27 DU/AC
293B	.04 AC	2 ST	2 UN.	2 SP.	6 DU/AC
<b>Totals</b>	<b>.33 AC</b>		<b>10 UN.</b>		<b>33 DU/AC</b>



Figure 4-10  
**MASSING: BLOCK 293**

**BLOCK 293 GUIDELINES**

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<b>Site Description</b>	<ul style="list-style-type: none"><li>• 0.33 acres.</li><li>• These small residential sites provide the opportunity for adding low density housing at a small scale near Fremont Park.</li></ul>
<b>Building Type</b>	<ul style="list-style-type: none"><li>• Low Density (less than 35 units per net acre) housing, i.e. townhouse units or flats with parking.</li><li>• Units to be consistent with adjacent residences in terms of scale, character, etc.</li></ul>
<b>Housing Type</b>	<ul style="list-style-type: none"><li>• Larger ownership units.</li></ul>
<b>Parking</b>	<ul style="list-style-type: none"><li>• Attached individual garage parking.</li></ul>

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## 4.2 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
A Implement the housing development program, with housing unit targets and densities as described in Table 4-2, sufficient to achieve a total Capitol Area population of 3,500 residents.	Ongoing	CADA	
B Provide annual updates of implementation of the housing development program, including reference to housing and population targets in accordance with Section 8193(K) of the Government Code.	Annual	CADA	
C Ensure availability of affordable housing in compliance with Section 8193 of the Government Code.	Ongoing	CADA	

# 5 TRANSPORTATION AND PARKING

Promotion of transit and alternative transportation modes, minimization of traffic contributions from new and existing development, and support for programs that reduce traffic demand or shift it to non-peak periods are some of the key principles of the Capitol Area Plan. This chapter outlines actions to implement these principles.

## 5.1 PARKING

The price, location and availability of parking are some of the most influential factors in employees' commute mode choice, and can be used as part of an overall strategy for reducing automobile dependence. Currently, new parking structures are financed concurrently with office buildings, and are funded in part through parking fees. Thus, decisions on parking standards also have a significant effect on building massing and cost, and affect the future resale value of state buildings or the ability to finance such buildings.

This section identifies standards that balance the need for adequate parking availability with the promotion of alternative transportation modes.

The discussion focuses on parking for state office needs; parking for residential uses would be provided within the individual developments.

## FACILITIES AND STANDARDS

Parking demand, standards, and future facility development are closely related.

## FACTORS AFFECTING FUTURE DEMAND

Factors affecting future parking demand include:

- *Decrease in Demand from Expansion of Light Rail.* Increased transit ridership resulting from the light rail expansion has the potential to reduce the demand for parking, due to increased rail accessibility for workers living in the southern portion of the Sacramento area;
- *State's Parking and Demand Management Programs.* The state's policies related to parking fees, preferential parking spaces and rates for car/van-pools, increased carpooling opportunities resulting from aggregation of workforce, transit subsidies, attractiveness of peripheral parking locations, and the frequency of shuttles all have an impact on traffic and parking demand; and
- *Transit Accessibility and Urban Design.* Proximity of offices to transit stops, and pedestrian comfort and safety in the Capitol Area could promote the use of alternative modes.

**PARKING SUPPLY AND DEMAND**

Table 5-1 identifies the parking supply standards for each office site and shows parking demand resulting from application of these standards.

**Table 5-1  
PARKING DEMAND FROM NEW OFFICE DEVELOPMENT**

	<u>East End Site</u>			Block 213	Block 204	Block 275	Block 266	Total
	Blocks 171-174	Block 225	Block 224					
<b>Building floor area (gross square feet)</b>	1,063,200	407,000	-	268,000	628,000	454,600	-	<b>2,820,800</b>
<b>Parking Demand Standard (spaces per 1,000 gross square feet)</b>	1.35	1.25	-	1.10	1.10	1.10	-	
<b>Parking demand from new office development</b>	1,435	509	-	295	691	501	-	<b>3,431</b>
<b>New parking provided</b>	1,435	130	720 <sup>1</sup>	350	355	501	720	<b>4,211</b>

<sup>1</sup> Provides parking supply for Block 225 and some replacement parking.

As Table 5-1 shows, new parking within office buildings and additional garages will more than meet the demand for parking created by new office development. However, much of the development in the Capitol Area will result from reuse of sites currently being used for surface parking. This will result in displacement of 2,579 existing surface parking spaces owned by the state. The parking program provides for replacement parking for half the number of these spaces on office and parking development sites, and at peripheral locations. It is assumed that 100 percent replacement is unnecessary for several reasons:

- Some employees in the new office buildings will already have parking spaces;
- New residential units in the Capitol Area will attract Capitol Area employees; and
- An increase in transit service to south Sacramento will increase state employee ridership.

Table 5-2 indicates how the parking demand from new state office development identified in Table 5-1, as well as demand resulting from displacement of surface parking, is to be accommodated. Parking supply figures are based on an assumed demand of 42.4 spaces per 100 employees, a 16 percent reduction from the current use of 50.2 spaces per 100 employees.

**Table 5-2**  
**PARKING DEMAND AND SUPPLY CREATED BY**  
**NEW DEVELOPMENT**  
**(Number of Spaces)**

<b>New Parking Demand</b>	
New Office Parking Demand	3,430
Replacement Parking Need <sup>1</sup>	1,290
<b>Total Demand</b>	<b>4,720</b>
<b>Planned Parking Supply</b>	
Remaining Surface Parking	—
On Office Sites	2,771
In New Garages	1,440
Peripheral Locations	509
<b>Total Parking Available</b>	<b>4,720</b>

<sup>1</sup>Includes replacement parking demand resulting from office and residential development at half the current surface parking supply.

**PARKING STRUCTURES**

The location of future parking structures is illustrated in Figure 5-1. Where possible, parking structures should be designed to provide ingress and egress in locations that minimize conflicts with residential neighborhoods.

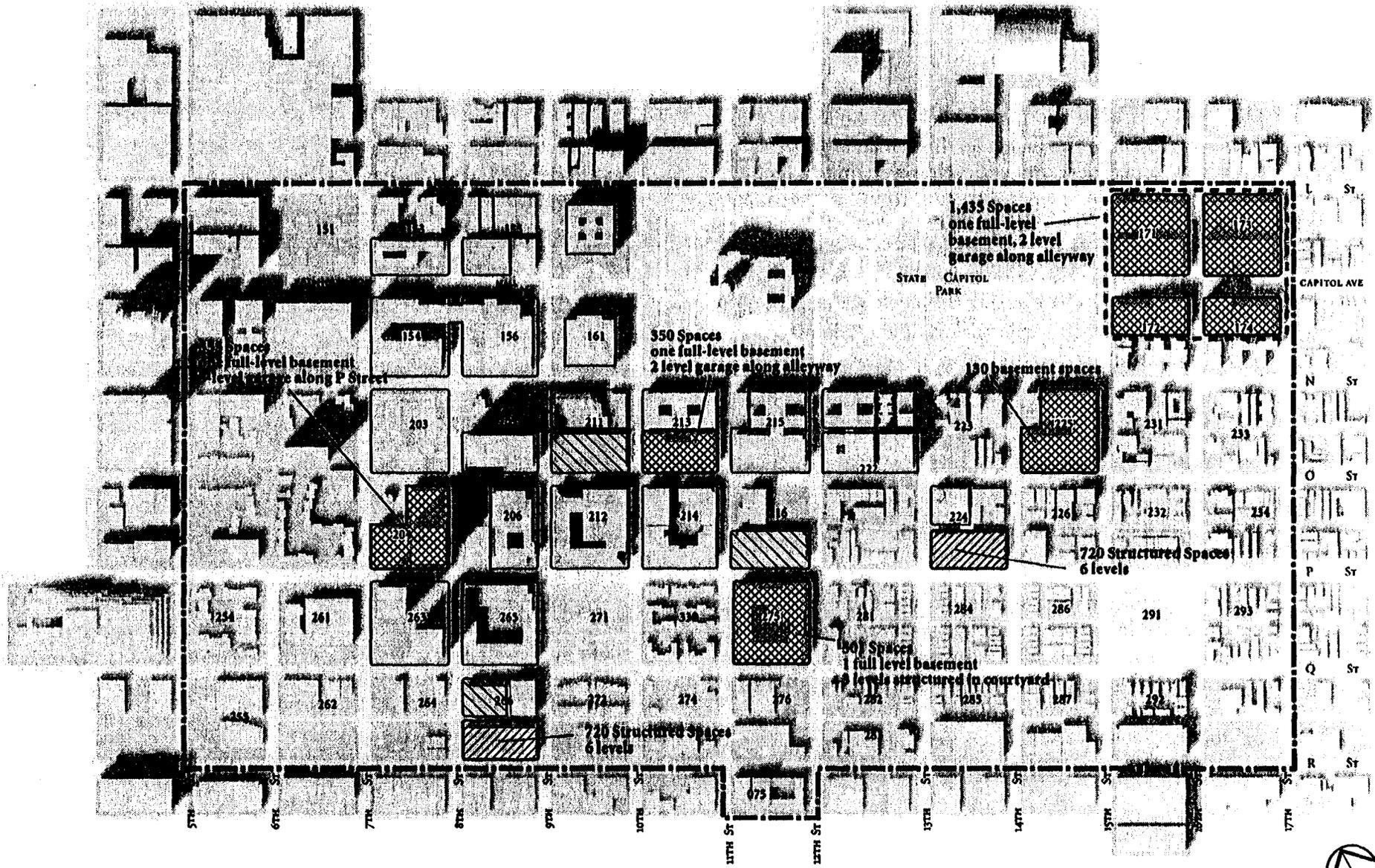


Figure 5-1  
Parking Structures

**PARKING MANAGEMENT**

Parking management encompasses the pricing, location and allocation of parking to ensure that demand does not exceed availability, and that spaces are allocated so as to minimize distances between parking sites and work/visitation destinations, particularly for carpool users.

**PRICING**

Parking fees serve a dual purpose – they help defray the cost of providing parking and can help regulate parking demand, in turn encouraging the use of non-single-occupant vehicle (SOV) commute modes. Parking fees, for both SOVs and carpools, should be considered as part of an overall strategy to attain vehicle ridership targets, and should be reviewed periodically.

Parking rate increases for state-operated parking facilities are negotiated through the employee collective bargaining process. Current (1996) state parking rates are significantly lower than market rates in downtown, and rates for car/vanpools are as high as 70 to 90 percent of the rate for drive-alone cars. Because parking fees pay only a portion of the overall costs of constructing and operating parking garages, the overall aim for parking pricing, especially for car/vanpools, should be to minimize the need for new facilities without unduly burdening the users.

**SPACE ALLOCATION**

The state currently allocates parking spaces at Department of General Services-operated facilities to employees using its Central Parking Management System. This central system assigns space on the basis of availability, without regard to the location of the individual’s place of work. The Capitol Area and Central Business District have garages interspersed throughout; new garages in the Capitol Area will make even more office locations easily accessible to individual garages. The allocation of spaces through the Central Parking Management System should be reviewed in light of the updated Capitol Area Plan, and should incorporate office location in parking space assignments.

**5.2 TRANSPORTATION DEMAND MANAGEMENT**

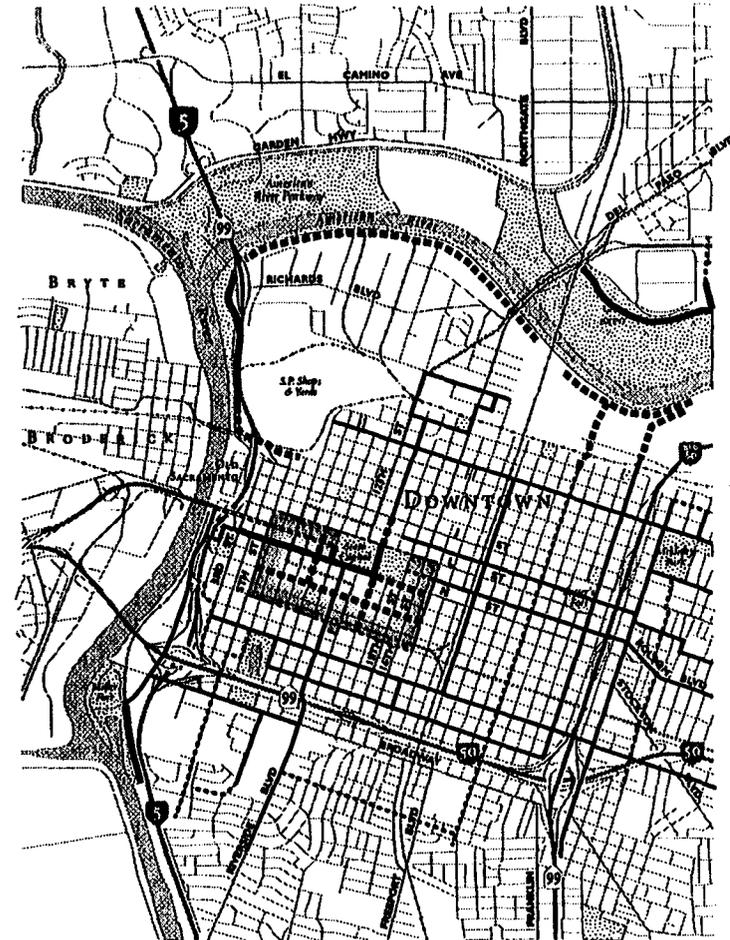
The Transportation Systems Management Plan, a comprehensive transportation demand management program, will further the use of transit and alternative modes by leveraging the potential for individual measures to affect travel behavior. The Department of General Services will continue transportation demand management efforts, consistent with Governor’s Executive Order D-73-88.

The Transportation Systems Management Plan has been developed and is included as Appendix C of the Draft Environmental Impact Report.

### 5.3 BIKEWAYS

Improving the safety and viability of bicycle travel is an important transportation management strategy. The future bikeway network is shown in Figure 5-2; improvements to the network should occur over time as street improvements are undertaken. New development should be designed to recognize existing and planned bikeways and bicycle access. Measures for improving the Capitol Area's bikeway network are discussed in Chapter 6: Open Space and Amenities.

New development should provide appropriate and adequately secured bicycle parking for visitors and employees.



Existing Proposed  
 Class I: Bicycle-right-of-way separated from other vehicles  
 Class II: On-street exclusive bicycle lane

Figure 5-2  
 Bikeways

### 5.4 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
<b>Transportation Systems Management Plan</b>			
A Undertake steps to implement the Transportation Systems Management Plan.	One year	Department of General Services	
B Review commute mode patterns for state employees, referring to items identified in the TSMP Program.	Every five years	Department of General Services	
C Upon completion of two full years of implementation of the TSMP Program, ascertain if targeted programs are needed for specific development projects or agencies in the Capitol Area.	Two years from start of TSMP	Department of General Services	
<b>Parking</b>			
D Maintain the parking standards for new state office buildings identified in Table 5-1.	Ongoing	Department of General Services	
E Ensure a coordinated program for parking facility construction, ensuring that parking standards are maintained during the course of implementation of the Capitol Area Plan development program.	Ongoing	Department of General Services	
F Explore opportunities to expand use of Department of General Services parking facilities by visitors in evenings and on weekends.	Ongoing	Department of General Services	

CAPITOL AREA PLAN IMPLEMENTATION PROGRAM

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
<b>Bicycle Circulation</b>			
<b>G</b> Use Figure 5-2 as the state's bicycle route planning map for the Capitol Area, to be implemented at opportune times of street repair and construction.	Ongoing	Department of General Services; City of Sacramento	
<b>H</b> Explore the feasibility of establishing shared bicycle parking and shower hubs in parts of the Capitol Area to serve existing as well as new buildings.	One to three years	Department of General Services	

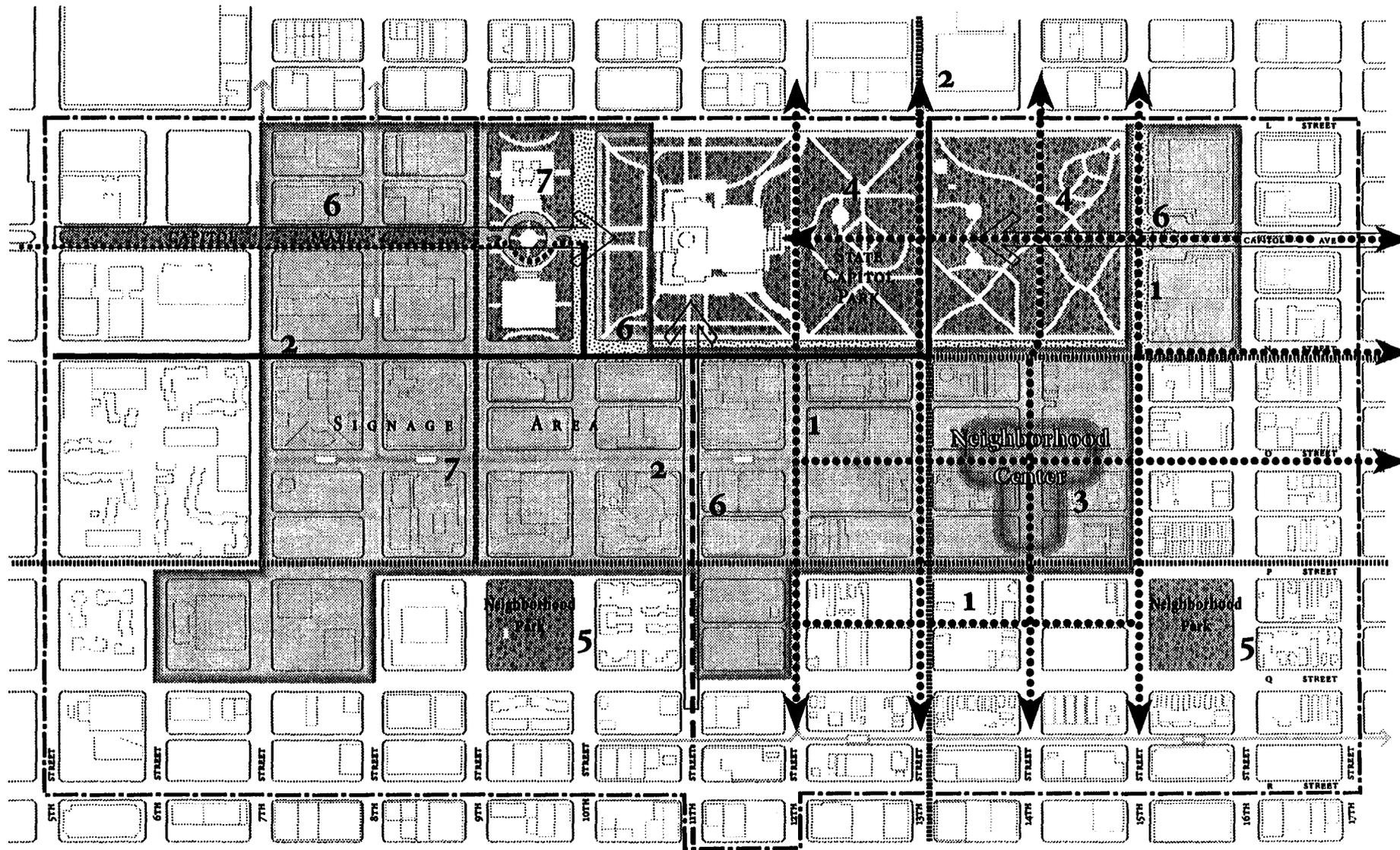
## 6 OPEN SPACE AND PUBLIC AMENITIES

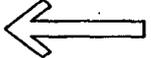
With its network of streets and parks, the Capitol Area's open space system connects various land uses and neighborhoods, provides opportunities for recreation and social gathering, and enhances the area's identity and users' ability to function within and move through the area.

### 6.1 IMPLEMENTATION PROGRAM

Table 6-1 describes the open space and public amenities implementation program by identifying the system's components, describing the contribution of each component to the Capitol Area as a whole, and listing potential improvements for each element of the system. The numbered components correspond to the numbered annotations in Figure 6-1.

Because open space includes the street system, significant degrees of cooperation and communication will be needed between the state and the City of Sacramento, to ensure that the area's open spaces meet the needs of residents, employees and visitors.



 Pedestrian Connection  
 View Corridor

Existing/Proposed  
 Class I Bikeway  
 Class II Bikeway

 System Component  
 (See Table 6-1)

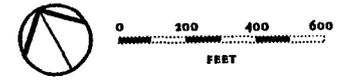


Figure 6-1  
 Open Space Framework

Table 6-1

**CAPITOL AREA PLAN OPEN SPACE IMPLEMENTATION PROGRAM**

<b>System Component</b>	<b>Contribution</b>	<b>Potential Improvements<sup>1</sup></b>
1. Pedestrian Connections	<ul style="list-style-type: none"> <li>• Provide safe, convenient streets for employees to use in reaching transit, parking and lunch time services.</li> <li>• Connect residential areas to parks, the neighborhood center, office facilities, and downtown Sacramento.</li> <li>• Connect office facilities to transit, neighborhood center, downtown and midtown.</li> </ul>	<ul style="list-style-type: none"> <li>• Protection for pedestrians on sidewalks and at street crossings from autos.</li> <li>• Street trees to provide shade.</li> <li>• Street lighting for safety purposes.</li> </ul>
2. Bikeways	<ul style="list-style-type: none"> <li>• Provide safe routes for bicycle travel to and through the Capitol Area, in order to encourage bicycle use by Capitol Area residents and employees.</li> </ul>	<ul style="list-style-type: none"> <li>• City construction of bikeways designated in the Capitol Area Plan.</li> </ul>
3. Neighborhood Center	<ul style="list-style-type: none"> <li>• Promote the pedestrian orientation of the neighborhood center while providing adequate parking to support commercial establishments.</li> </ul>	<ul style="list-style-type: none"> <li>• Wide sidewalks to accommodate outdoor seating and displays.</li> <li>• Street trees shading sidewalks and outdoor seating areas.</li> </ul>
4. Capitol Park	<ul style="list-style-type: none"> <li>• Provide a focus for the Capitol Area.</li> <li>• Remain as permanent open space.</li> <li>• Connect and serve the Capitol Area and Downtown Sacramento.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain the park as an arboretum.</li> </ul>
5. Neighborhood Parks	<ul style="list-style-type: none"> <li>• Provide community focal points and active and passive recreation opportunities for community members.</li> </ul>	<ul style="list-style-type: none"> <li>• City maintenance and enhancement of parks, meeting the needs of Capitol Area residents and employees.</li> </ul>
6. Significant Streets	<ul style="list-style-type: none"> <li>• Acknowledge the role of streets that can significantly contribute to the Capitol Area's identity.</li> </ul>	<ul style="list-style-type: none"> <li>• Protect views to the State Capitol from I Ith Street, Capitol Mall, and Capitol Avenue.</li> <li>• Landscape and design streets bordering Capitol Park to acknowledge and enhance the park.</li> </ul>
7. Signage Streets	<ul style="list-style-type: none"> <li>• Guide motorists, pedestrian and bicyclists to important sites in the Capitol Area, transit stops, and parking facilities.</li> <li>• Emphasize the identity of the Capitol Area as a unique and important district.</li> </ul>	<ul style="list-style-type: none"> <li>• Signage improvements consistent with signage plan.</li> </ul>

<sup>1</sup> Responsibility for improvement may be under the authority of the Department of General Services, CADA, the City of Sacramento or other agency. It is not the purpose of this table to identify implementing responsibilities.

## **6.2 STREETScape AND SIGNAGE PLANS**

### **STREETScape IMPROVEMENT PLANS**

The gradual nature of streetscape improvement lends itself to preparation of streetscape plans for priority streets as the opportunities arise. These plans should be developed within the overall context of the open space and amenities implementation program and should focus on compatible treatment of streets throughout the Capitol Area.

The Urban Design Guidelines identify the potential components and issues to be addressed in streetscape improvement plans.

### **SIGNAGE PROGRAM**

An overall signage program should be developed for the Capitol Area prior to commencement of streetscape improvements. Signs are an integral element of the streetscape; uniform signage will help reinforce the identity of the Capitol Area as a unique neighborhood. The Urban Design Guidelines identify criteria for signage in the Capitol Area.

Upon completion, both the streetscape improvement and signage plans should be incorporated into the open space and amenities implementation program.

## **6.3 IMPLEMENTATION STRATEGIES**

Realization of the open space implementation program will require coordination between the state, CADA, the city, and utilities and services providers. The nature and context of streetscape improvement demands a gradual implementation process. The state must be in the position to take advantage of opportunities for streetscape improvement resulting from the actions of developers or other agencies.

## 6.4 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
A Improve the Capitol Area's open space system in accordance with the implementation program described in Table 6-1.	Ongoing	Department of General Services; CADA; City of Sacramento	
B Develop a comprehensive signage program for the Capitol Area prior to commencement of street improvement activities.	One year	Department of General Services; CADA; City of Sacramento	Funding source to be determined.
C Develop streetscape improvement plans for priority streets, consistent with the open space and amenities implementation program, in the context of new development activities.	Ongoing	Department of General Services; CADA; City of Sacramento	

## 7 DEVELOPMENT OF THE COMMUNITY

Identification of community needs for retail, commercial and public services incorporates several processes, including:

- Determination of the type and amount of retail and services that will be needed;
- Categorization of retail and services into appropriate phases, corresponding to space available in new office, parking, and residential development; and
- Ongoing assessment of community needs.

Commercial and community service needs for the Capitol Area were assessed in the Capitol Area Master Planning Study: Residential and Commercial Development (May 1996), which is the basis for the following community development program.

### 7.1 COMMUNITY DEVELOPMENT PROGRAM

Implementation of the Capitol Area Plan's residential and office development programs will result in an increase in the number of residents and employees in the Capitol Area, with a corresponding increase in the demand for supporting commercial development. The economic viability of Capitol Area retail will

help determine the ultimate success of community development efforts; the state and CADA can support viability by matching the amount of supporting commercial and retail space provided to identified demand. The Capitol Area Master Planning Study: Residential and Commercial Development determined that the area's future resident and employee populations will be able to support approximately 90,000 additional square feet of commercial space, including retail, restaurant and non-retail support commercial establishments.

Future determination of specific needs for retail space should consider immediate economic factors such as per capita retail expenditures and overall trends in the retail market.

### COMMERCIAL TYPE CRITERIA

Although the specific establishments will be determined by market interest, new commercial development in the Capitol Area should serve the following purposes:

- Meet the immediate convenience retail and commercial service needs of Capitol Area residents, employees, and visitors;
- Be appropriately located to conveniently serve intended clientele;
- Provide opportunities for establishment of new businesses;
- Enhance the Capitol Area's pedestrian environment; and
- Strengthen the Capitol Area as a living, working, and tourist community.

## 7.2 LOCATION

### LOCATION OF RETAIL AND SERVICES

Table 7-1 summarizes opportunities for provision of retail and services within office and residential projects. Projects which may serve as locations for day care, senior care, or other types of community services are also identified. Day care or other employee-oriented services could be located within office developments or support commercial facilities in close proximity to offices.

### COMMERCIAL AND SERVICE DEVELOPMENT PHASING

Commercial and community service development should occur as a component of new development over the course of plan implementation, maintaining a balance between demand for services and space for commercial and community service provision.

**Table 7-1  
POTENTIAL COMMERCIAL OPPORTUNITIES**

<b>Block #</b>	<b>Project Type</b>	<b>Description</b>
075	Residential	Neighborhood retail and/or support commercial space along R Street.
171-174	Office	Ground floor commercial space
172	Residential	Support commercial services at 16th and N streets.
204	Office	Ground floor commercial space
224	Parking	Neighborhood retail and/or support commercial space on ground floor of parking structure.
225	Office	Neighborhood retail and/or support commercial space
231-234	Residential	Support commercial services along 16th Street.
275	Office	Ground floor commercial space
281	Residential	Potential to include space for family-oriented services (i.e. child care).

### **7.3 EVALUATION AND MONITORING**

The state and CADA should evaluate progress towards development of the community in the Capitol Area. This evaluation is needed at two levels:

- Decisions about individual retail projects should be presented in an assessment of how the project contributes to achievement of the overall community goals; and
- The overall program should be evaluated periodically to determine the success of past efforts and identify needs for future commercial and services development.

Evaluation of neighborhood retail and services should occur in the context of periodic assessments of Capitol Area Plan implementation.

## 7.4 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
<p>A Use the Capitol Area Plan development program as the framework for decisions relating to the amount and type of new commercial activities in the Capitol Area.</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	
<p>B Locate space for commercial and services in office, parking and residential development projects.</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	<p>Table 7-1 serves as a guide for locating various types of commercial and community services.</p>
<p>C Provide a variety of types of space, as appropriate for neighborhood retail, eating establishments, non-retail support commercial, and community services, consistent with the community development program.</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	

# 8 ENERGY CONSERVATION

Implementation actions for energy conservation address both individual building design and construction and overall Capitol Area systems. In the past two decades, many of the energy-conservation policies for the Capitol Area have been incorporated into building codes and operational practices. In the future, the state's energy conservation efforts will concentrate on ensuring compliance with the relevant building codes and practices.

Actions for reducing automobile use, which are important for system-wide energy conservation in the Capitol Area, are included in Chapter 5, Transportation and Parking.

## 8.1 BUILDING ENERGY CONSERVATION

### DESIGN AND CONSTRUCTION

Strategies for reducing energy use in individual buildings vary by project. However, there are approaches that will generally help conserve energy without impacting the functionality of Capitol Area buildings. Strategies such as reducing heat absorption by buildings, shading sunlight in summer and cap-

turing it in winter, and reducing drafts and heat leakage can be accomplished using a variety of materials and construction methods, as well as appropriate streetscape treatments.

Measures promoting improved energy conservation in historic or inefficient buildings will be implemented as appropriate, primarily in conjunction with renovation or rehabilitation. Energy conservation improvements in historic buildings should be consistent with historic state building codes.

### OPERATIONS

Energy conservation opportunities in state buildings extend beyond the components of the physical structure. Efforts by state employees and residents of CADA housing can help reduce individual and state energy costs throughout a building's life. Through education and incentives, the state can encourage residents and employees to reduce energy use in their daily operations.

CADA provides a valuable means of communication with Capitol Area residents regarding energy use. The state will work with CADA to encourage energy efficient residential and commercial building design and renovation, and to promote energy conservation among Capitol Area residents and commercial tenants.

## **8.2 CAPITOL AREA INFRASTRUCTURE**

The state has some ability to conserve energy in the Capitol Area on a system-wide basis. For example, the state can use energy efficient lighting for open spaces, streets, and amenities, and can encourage CADA to require developer-installed infrastructure to meet energy use standards. However, improving the energy efficiency of internal infrastructure will by and large be a cooperative effort between the state, the city, infrastructure providers, and residential and commercial developers. Some possible opportunities for energy use reduction in infrastructure may include:

- Expanding curbside recycling opportunities;
- Using electric vehicles on shuttle routes;
- Replacing any traditional mercury vapor street lights with low or high pressure sodium or metal halide lights; and
- Working with the Sacramento Municipal Utilities District and the Sacramento Tree Foundation to plant street trees where needed.

## 8.3 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
A Comply with energy-conserving new and state historic building codes and operational procedures.	Ongoing	Department of General Services/ CADA	
B Promote curbside recycling, tree planting, and other area-wide energy conservation programs.	Ongoing	Department of General Services/ CADA	
C Explore the feasibility of using electric shuttle vehicles.	Three years	Department of General Services	Potential for partnership with RT
D Consider energy efficiency as a criteria in the selection of street lights and other street furniture and infrastructure.	Ongoing	Department of General Services; CADA; Sacramento Public Works	

## 9 STATE'S RELATION TO LOCAL GOVERNMENT

There are four main opportunities for the state to cooperate with local agencies:

- Ensuring land use compatibility between the Capitol Area and adjacent neighborhoods;
- Providing for consistent building and streetscape design within and around the Capitol Area;
- Improving infrastructure in order to support new development; and
- Participating in joint planning processes and efforts for mutual achievement of state and local goals.

### 9.1 OPPORTUNITIES FOR COOPERATION

#### LAND USE

Land use plans at the edges of the Capitol Area should consider existing and future uses in the Capitol Area on several levels, including:

- Compatibility between uses in the Capitol Area and uses in adjacent neighborhoods; and
- Potential opportunities or constraints on viable uses created by planned development in the Capitol Area.

The Capitol Area Plan will apprise the city and other agencies of intended development activities within the area. As the official plan governing land use and development in the Capitol Area, consideration of the Capitol Area Plan should be a component of land use planning for surrounding neighborhoods. In addition, the state should continue to pursue opportunities for cooperation in the city's land use planning efforts.

The state will work with the Technical Advisory Committee to ensure coordination in land use planning and development efforts.

#### URBAN DESIGN

Design guidelines should ensure consistency in urban design approaches throughout the Capitol Area. The Capitol Area Plan

Urban Design Guidelines provide the overall framework for design decisions in the Capitol Area. The Capitol Park Neighborhood Design Plan, prepared by CADA, outlines detailed residential and commercial development guidelines. The state and CADA should work with the city to ensure responsiveness to the intent of these guidelines.

## **INFRASTRUCTURE**

Those specific improvements in the community infrastructure (e.g. utilities, streets) required to support new development were identified through the Capitol Area Plan Environmental Impact Report process. The state will determine its fair share of such necessary improvements through subsequent negotiation with the appropriate local and regional utility agencies during the design development phase of any authorized project. Understanding of the scope of specific improvements will allow the state to identify opportunities for cooperation with infrastructure providers.

## **PLANNING PROCESSES**

In order to ensure close coordination of activities within and around the Capitol Area, the state needs to involve the city in its planning and decision-making processes. Conversely, the state must be willing to be involved in relevant planning efforts undertaken by the city, county, or other agency.

The state already engages in cooperative efforts on both sides of the planning process. City representatives are included on technical and advisory committees related to Capitol Area Plan implementation, and Department of General Services staff is involved in several of the city's planning efforts for downtown Sacramento. Of course, the closest cooperation between the state and the city is the CADA joint powers authority. Although neither agency contributes staff or operational funds to the authority, both agencies have equal input into the composition of the Board of Directors.

The state and CADA should pursue coordination with the city, Caltrans, RT, and other infrastructure providers to implement recommended streetscape improvements and to facilitate new development. A particular area for coordination is the identification of means for funding improvements.

**9.2 ACTIONS**

<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBILITY</b>	<b>COMMENTS</b>
<p><b>A</b> Use the Technical Advisory Committee as a mechanism to address land use, urban design, and infrastructure provision issues, and to encourage adoption and incorporation of Capitol Area Plan provisions in local plans and implementation documents.</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	
<p><b>B</b> Inform affected local government agencies of short- and long-term development plans in the Capitol Area.</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	
<p><b>C</b> Participate in local government planning efforts that affect state interests in downtown Sacramento</p>	<p>Ongoing</p>	<p>Department of General Services/ CADA</p>	

# 10 ADMINISTRATION OF THE PLAN

Administration of the Capitol Area Plan involves establishment of implementation priorities, coordination among different agencies, monitoring of implementation, and periodic updates to the Implementation Program. With the help of the periodic (annual or biannual) updates from CADA and other agencies called for in various elements of the implementation program, the state and the Capitol Area Committee can track progress on implementing the plan and identify immediate priorities for future implementation efforts.

## 10.1 CAPITOL AREA PLAN IMPLEMENTATION PROGRAM

Each implementing action identified in the Implementation Program includes the time frame for implementation, and the responsible implementation agency. Within this framework of actions, responsible parties, and general time frames, the state can identify short-, medium- and long term priorities for Capitol Area Plan implementation efforts.

## ANNUAL IMPLEMENTATION REPORT

Aided by the Capitol Area Committee, the state will oversee progress on plan implementation. On an annual basis, the Department of General Services and the committee will evaluate implementation progress, and define priorities. This will include identifying:

- What actions should be implemented over the next year and within the next five years? and
- What progress has occurred on actions designated for implementation over the past year?

The state will review the updates prepared by CADA and other relevant groups as part of its annual Capitol Area Plan implementation evaluation, and will prepare its own update of progress on actions for which it is responsible.

As the state identifies one- and five-year implementation actions, it should consider the priorities, capabilities and opportunities of each responsible entity. The state should provide the following information when defining priority actions:

- Basic recommendations for means of implementation;
- Expected progress over the coming year (acknowledging that many actions will involve multi-year efforts); and
- Background or findings to support inclusion of an action in the one- or five-year implementation program.

The state will also implement the Mitigation Monitoring and Reporting Program based on the Capitol Area Plan environ-

mental analysis. As appropriate, mitigation monitoring may occur as part of the annual implementation report process. The Mitigation Monitoring Program is included in the Appendix.

## **10.2 IMPLEMENTATION PROGRAM UPDATE**

As actions are completed and conditions change, new actions may emerge as appropriate means for plan implementation. The state should review the implementation program every three to five years to determine whether actions should be added or removed due to current and projected circumstances.

### 10.3 ACTIONS

ACTION ITEM	TIME FRAME	RESPONSIBILITY	COMMENTS
A Evaluate progress on Capitol Area Plan implementation on an annual basis, with particular focus on actions identified as priorities for the year.	Annual	Department of General Services	
B Review the Capitol Area Plan Implementation Program periodically as necessary; update the program and add or remove implementation actions as appropriate.	Periodic	Department of General Services	
C Identify priority actions for implementation over the upcoming one- and five-year periods on an annual basis.	Annual	Department of General Services	