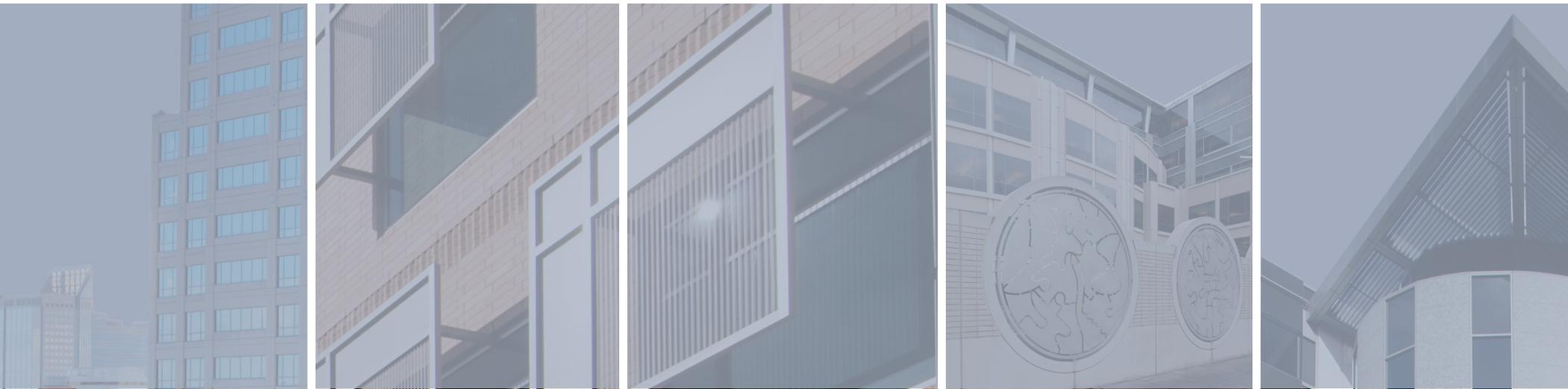


SACRAMENTO REGION

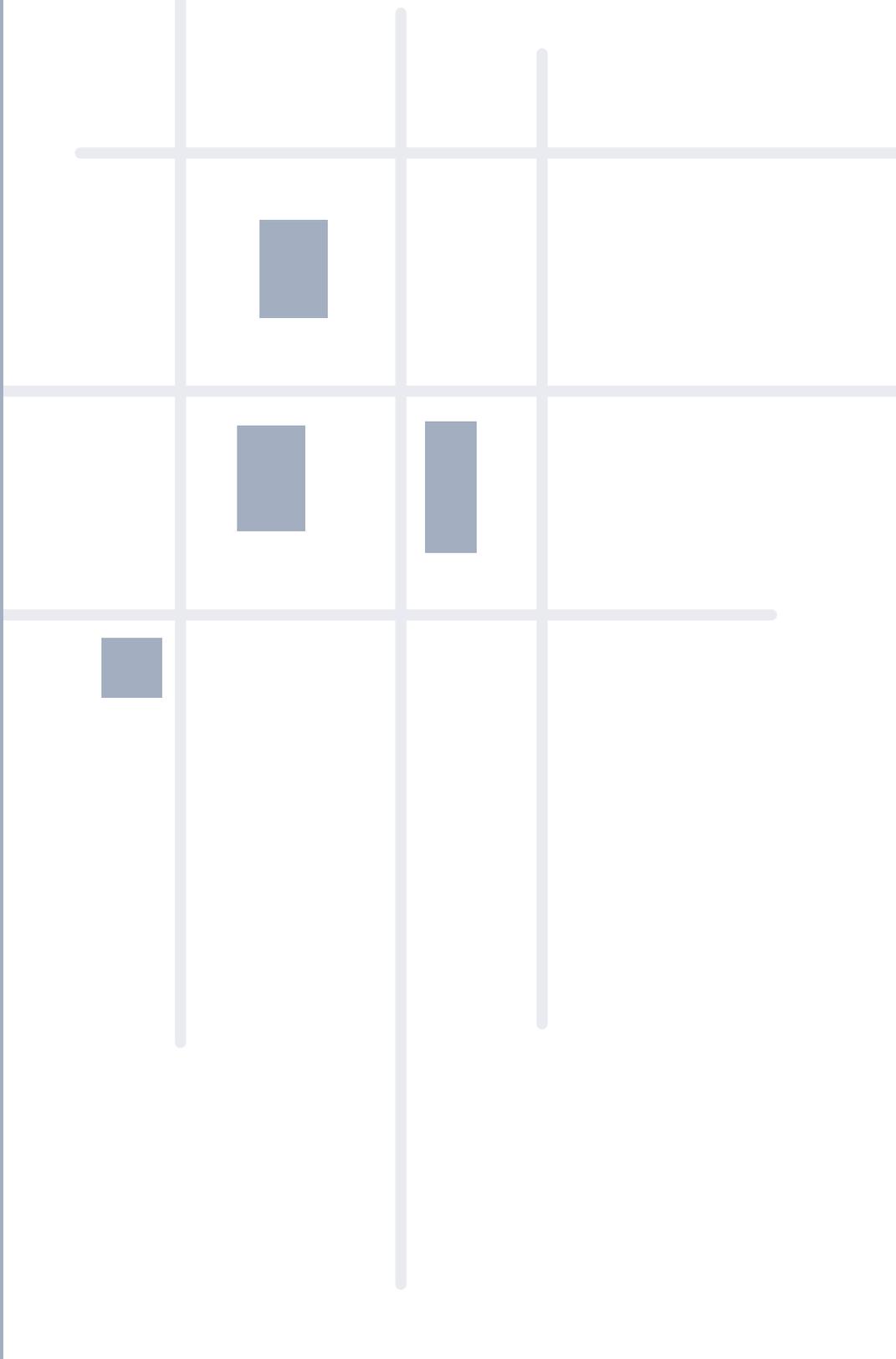
2015 State Office Planning Study

DGS
GENERAL SERVICES



Prepared for the State of California Department of General Services





Sacramento Region
State Office Planning Study

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Real Estate Services Division

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Department of Economic Development

CITY OF RANCHO CORDOVA

Department of Community Development

Department of Public Works

Department of Economic Development



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Government Operations Agency

DEPARTMENT OF GENERAL SERVICES

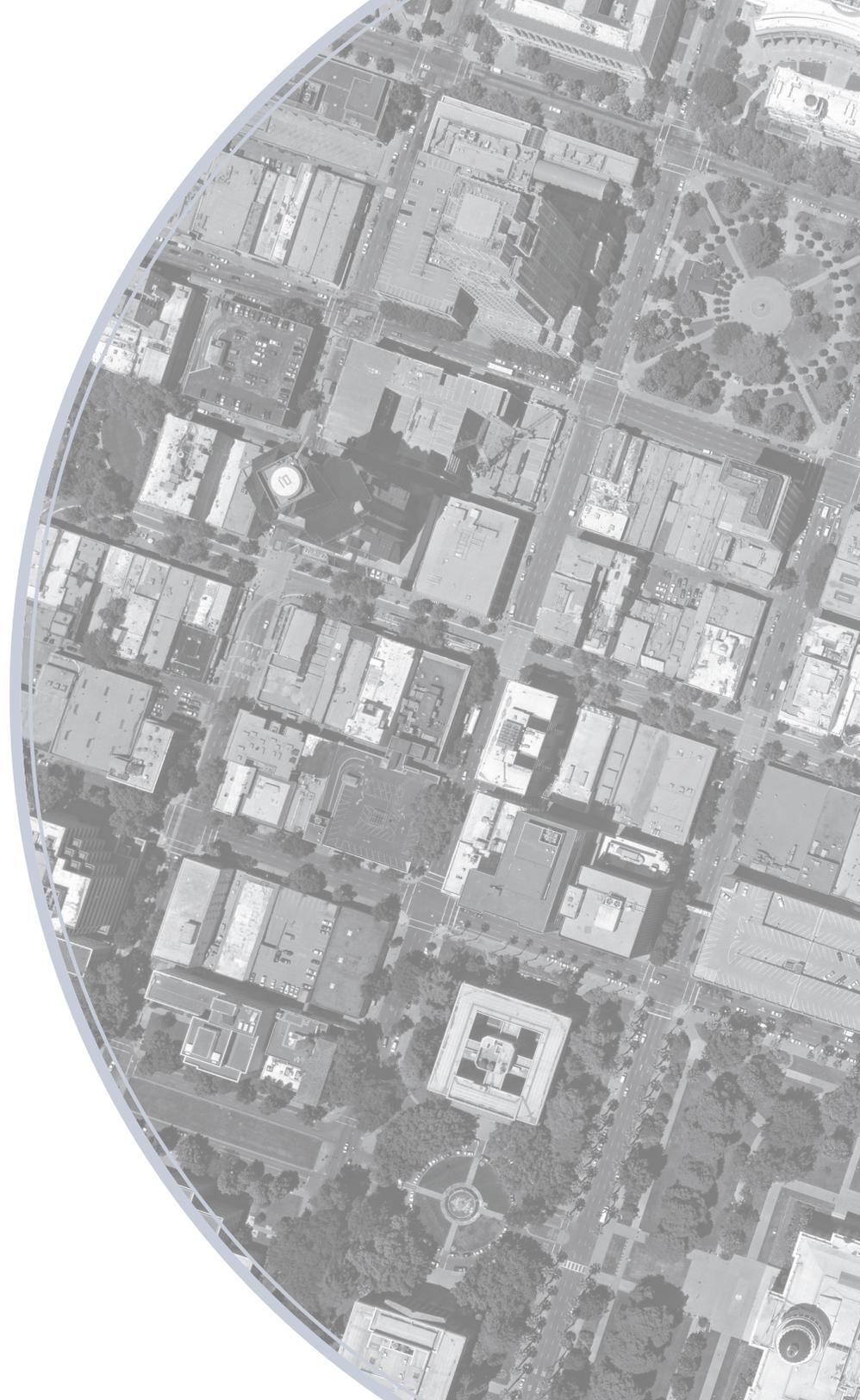
Real Estate Services Division

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This Sacramento Region State Office Planning Study is a powerful tool for developing the State of California's future building and facility needs throughout the region.

This study provides important planning information that can be used by many people as the state evaluates its ongoing real estate needs. This document is, and will continue to be, a valuable tool for the Department of General Services (DGS) asset management program. The assessment matrix included in the body of this report presents a methodical, objective approach that responds to state policy and statutory priorities. It identifies development opportunity areas and will inform the state's office space development program. DGS intends to update this working document as conditions change, to ensure that future strategies regarding long-range office space plans are always based on current information.

While this study quantifies the state's projected office space needs, actual requirements will remain subject to changing conditions, including economic factors and state policies and initiatives. Additionally, this effort does not commit the state to any particular office development course of action; it simply identifies and evaluates potential opportunity areas and development possibilities. Specific implementation decisions will be based on state agencies' programmatic requirements, economic considerations, prudent business and real estate practices, and the state's office project budgeting, authorization and development process.





Furthermore, the state and its building professionals understand that there are a number of factors influencing the kinds of facilities to be built in the future, which will have a significant impact on this matrix. The very nature of government work — how to efficiently deliver services to all citizens at the lowest possible cost — is changing rapidly in the face of economic, environmental and technological changes and challenges. At the same time, the nature of the workplace of the future is also in flux. The buildings we build, the work spaces we plan, and the offices we lease and renovate are all evolving to become highly productive, extremely energy efficient, cost effective to construct, and widely networked with video and Internet capabilities.

The Sacramento Region State Office Planning Study reflects the importance of the state's office program and planning efforts to this geographical area. Tomorrow's state facilities will have a significant impact on the character and landscape of this region for generations. This study is one of a number of tools DGS is developing to create smart state workplaces of the future. In addition to cost and productivity imperatives, buildings must be flexible enough to accommodate an uncertain future; designed to serve modern and future workforces; able to take advantage of the concentration of state operations in the Sacramento region; and capable of reducing resource usage in every possible way.

This is no small challenge. There are significant environmental concerns to address; transportation aims and goals to consider; shifting population and demographic patterns to evaluate; and Internet and technological capabilities to seize. Armed with tools like this study, DGS can continue to help the state face its real estate challenges, take advantage of workplace and workforce developments, and map the best path to an economical and highly productive future.

A handwritten signature in blue ink, appearing to read "Esteban Almanza". The signature is fluid and stylized, with a long, sweeping tail.

Esteban Almanza
Acting Director

SACRAMENTO REGION

State Office Planning Study

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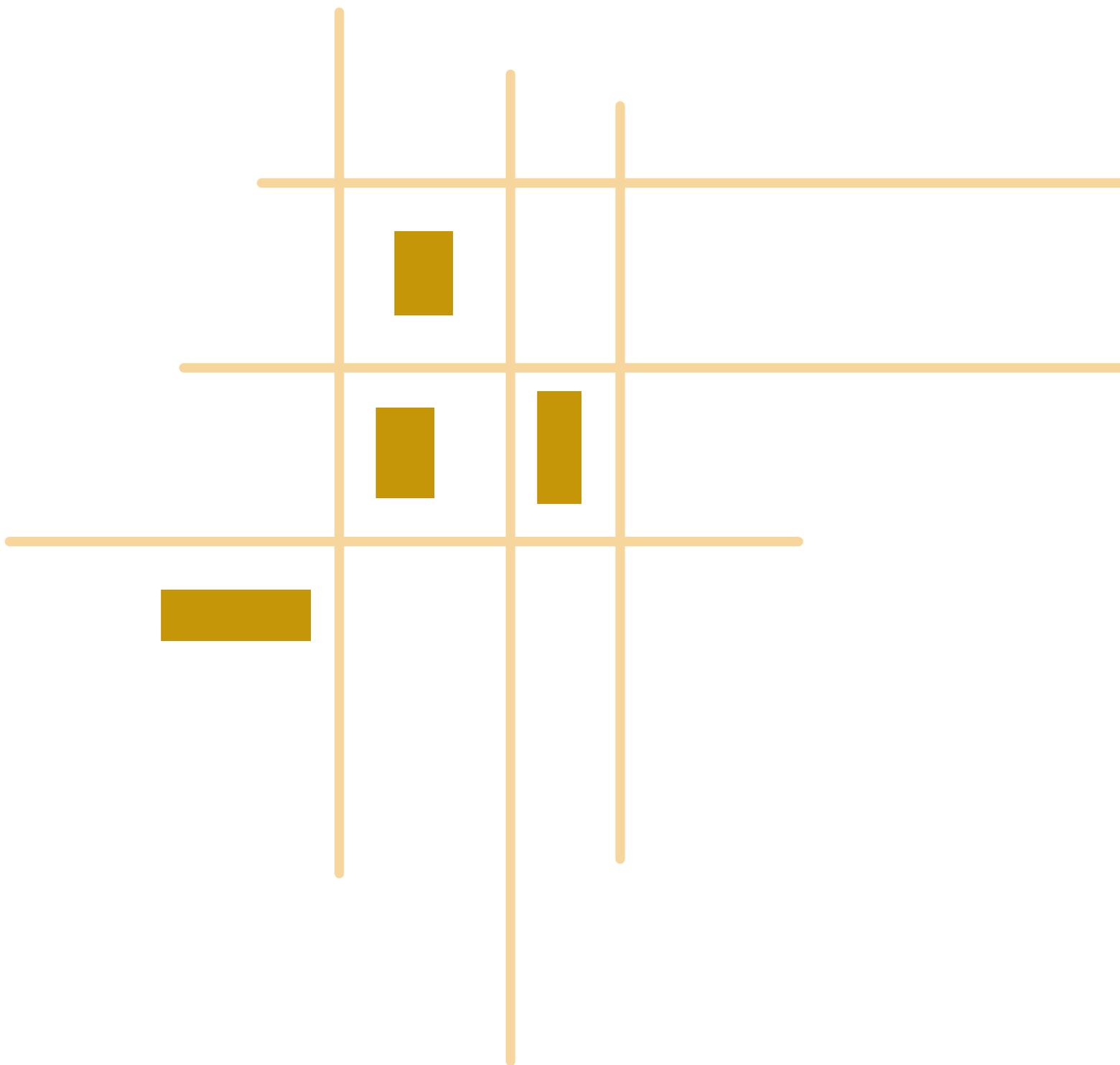
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Sacramento Region
State Office Planning Study



**EXECUTIVE
SUMMARY**



EXECUTIVE SUMMARY

Since 1960, the Capitol Area Plan, the master plan for development on state-owned land surrounding the Capitol, has guided the State of California's office presence in the Sacramento region. With the plan's mission and build-out almost complete, the Department of General Services (DGS) looks toward the next 40 years with this evaluation of projected state office occupancy needs and comprehensive overview of future development patterns in the Sacramento region. This Sacramento Region State Office Planning Study (Planning Study) describes policies and statutory requirements that must be considered in the state office project planning and development process. With these requirements as the framework, the Planning Study identifies prospective areas, including state-owned land and non state-owned areas, that could accommodate a significant concentration of state programs in locations well-served by transit and in proximity to other state offices. Research for this Planning Study was conducted in 2007 and updated in 2015. The conditions and projections contained in this document may change over time as the regional context evolves. The document's organization and format allow for appropriate amendments as necessary.

STATE OFFICE SPACE DEMAND

Historic trends reflect a direct correlation between the state's population growth and the state government's office space requirement in the Sacramento region. The state's population is expected to increase by approximately 31 percent over the next 40 years, equating to an additional 12 million California residents. To meet the resulting increased need for state services, it is also reasonable to forecast a comparable increase in the state's office space requirement. As discussed in Chapter 2, this increase is projected to be an additional 5.9 million net square feet (NSF) by 2055, as shown in Exhibit 0.1. The State of California currently occupies over 19.2 million NSF of office space in the Sacramento region, including 11 million NSF in state-owned space and over 8 million NSF in leased space.¹

PROJECTED SACRAMENTO REGION INCREMENTAL ADDITIONAL STATE OFFICE SPACE NEED

Exhibit 0.1

Time Frame	Incremental Office Space Need (NSF)
0 - 5 Years (2015 - 2020)	959,668
6 - 10 Years (2021 - 2025)	1,007,652
11 - 40 Years (2026 - 2055)	3,890,920
Cumulative Incremental 40-Year Office Space Need	5,858,240

¹ The 19.2 million NSF of office space includes both "General" and "Field" office space, consistent with the 2008 Planning Study.

The projected overall state office space demand in the region is likely to reach approximately 25 million NSF by 2055.

In addition to this long-term requirement, several large agencies currently dispersed across multiple locations are identified for consolidation into a single location. Individual agency requirements for this consolidation range from 185,000 to 860,000 NSF, and total almost 3.4 million NSF.

Also impacting the future growth of office space are possible adoptions of alternative work schedule and office sharing/hotelling/telework programs for state employees. While these have the potential to lessen future requirements for additional office space, their impact is outside the scope of this Planning Study. Furthermore, state budget conditions and operational efficiencies impacting specific agency program needs could affect actual year-to-year occupancy totals.

OPTIMUM OPPORTUNITY AREAS

This Planning Study identifies optimum development areas that could address portions of this anticipated need. These areas include a mix of state-owned sites and non state-owned areas, as well as a mix of downtown and suburban locations. These development opportunity areas are evaluated from a planning standpoint through a three-step process:

Step 1. Mandatory State Policy Evaluation. The Mandatory Evaluation Criteria provide a framework for understanding each opportunity area as it relates to state policy for development.

This includes proximity to transit, provision of state programs without jeopardizing farmland, open space, wildlife habitat and natural resources, and environmental impact.

Step 2. Time Frame Evaluation. This step determines the time interval when each opportunity area is likely to be available for development.

Step 3. Development Feasibility Evaluation. This step measures each identified site or area for viability, to inform the determination of optimum opportunity areas. Evaluation criteria include ownership, transportation access, improvement status, context, infrastructure, size/capacity, and location per information gathered from state, regional, and local government entities, as well as private-sector sources.

The assessment matrix tool included in Chapter 3 of this Planning Study can inform an ongoing evaluation process as conditions and future plans and projects shape the development potential of other areas in the region.

Opportunity areas are also considered in light of their potential building type and construction costs. Rather than evaluate all non state-owned opportunity areas, three generic building types have been designed and analyzed for construction costs depending on the site's zoning and urban context: low-rise, mid-rise, and high-rise building type.

Readily-available sites owned by the state have been evaluated in more detail for their development capacity and potential massing through conceptual test fit site planning exercises. Ideally, all optimum opportunity areas would be studied to this level of detail to allow for non state-owned sites to be evaluated more consistently, as future state office locations are determined.

Through this evaluation process, this Planning Study identifies 41 office development opportunity areas that meet mandatory and state policy evaluation criteria, and the time frame during which they are likely to be available for development. Of these 41 opportunity areas, 16 areas are considered to be optimum (Exhibit 0.2). Optimum sites have been divided into 0-5 and 6-10 year Time Frames for development feasibility and assigned a “superior” or “good” rating depending on how well they address evaluation criteria. These optimum areas include a mix of state-owned sites and non state-owned areas, as well as a mix of downtown and suburban locations.

OPTIMUM OPPORTUNITY AREAS

Exhibit 0.2

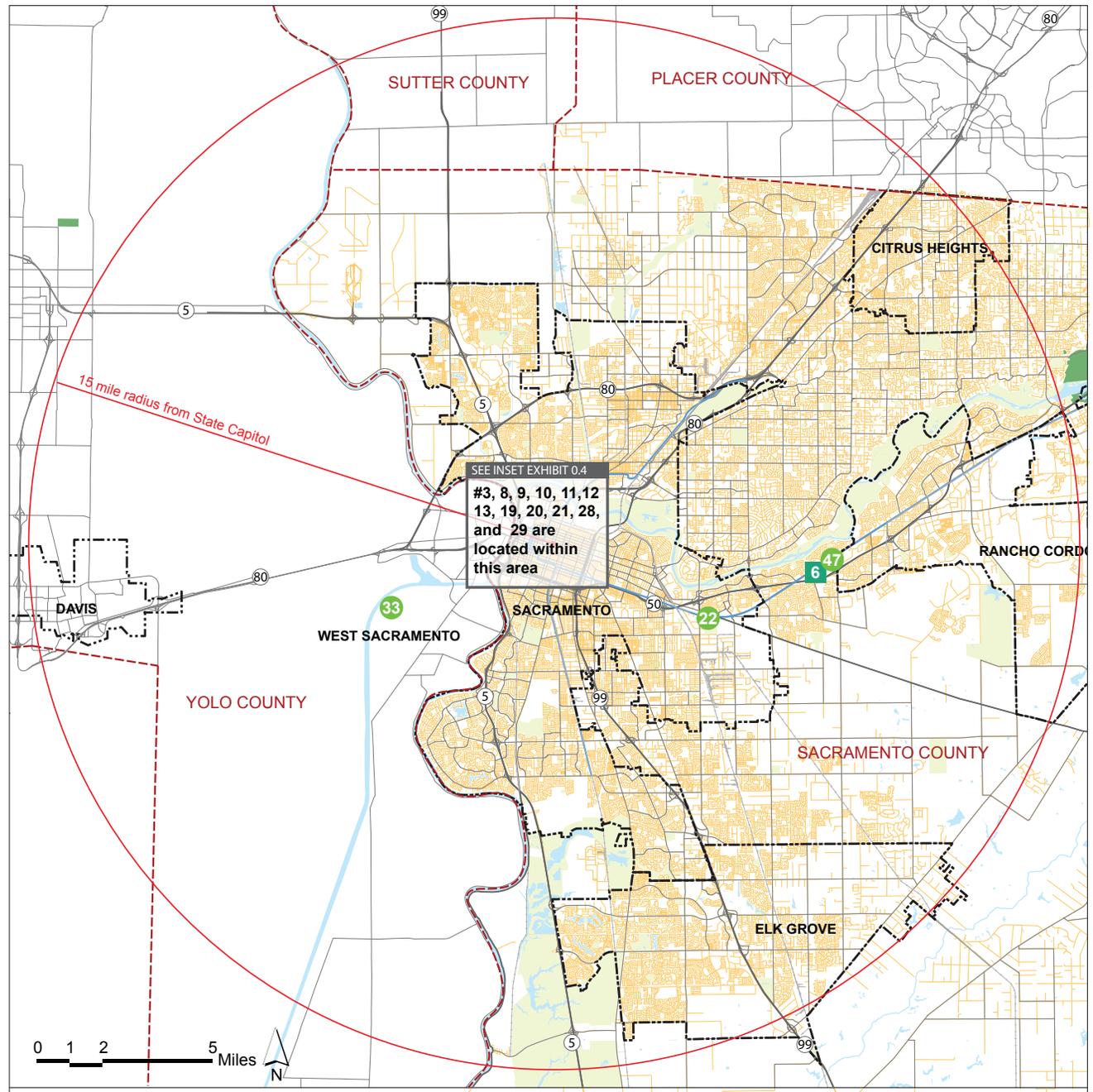
0-5 YEAR TIME FRAME		TOTAL SF
6	Franchise Tax Board Site	262,500
8	Blocks 203 and 204	996,000
9	Block 275	375,000
10	Bonderson Building Site	386,400
11	Food and Agriculture Annex Site	204,600
13	CalPERS Building Site	1,017,900
19	Richards Blvd. Area/River District	1,500,000
20	Railyards Area	3,975,000
21	Downtown Core	1,275,000
22	Granite Park	808,000
28	West Capitol Downtown	750,000
33	Southport Business Park	1,950,000
47	Bradshaw Landing	562,500
6-10 YEAR TIME FRAME		
3	State Printing Plant Site	1,008,000
12	Resources Building Site	492,600
29	Pioneer Bluff Area	3,037,500
0-5 YEAR TIME FRAME		6-10 YEAR TIME FRAME
	Superior site	 Superior site
	Good site	 Good site
	State-owned Site	
	Non-State-owned Site	

NEAR-TERM STRATEGIC DEVELOPMENT OPPORTUNITY AREAS - SUBURBAN

Exhibit 0.3

Refer to Exhibit 0.2 on page xiii for Legend

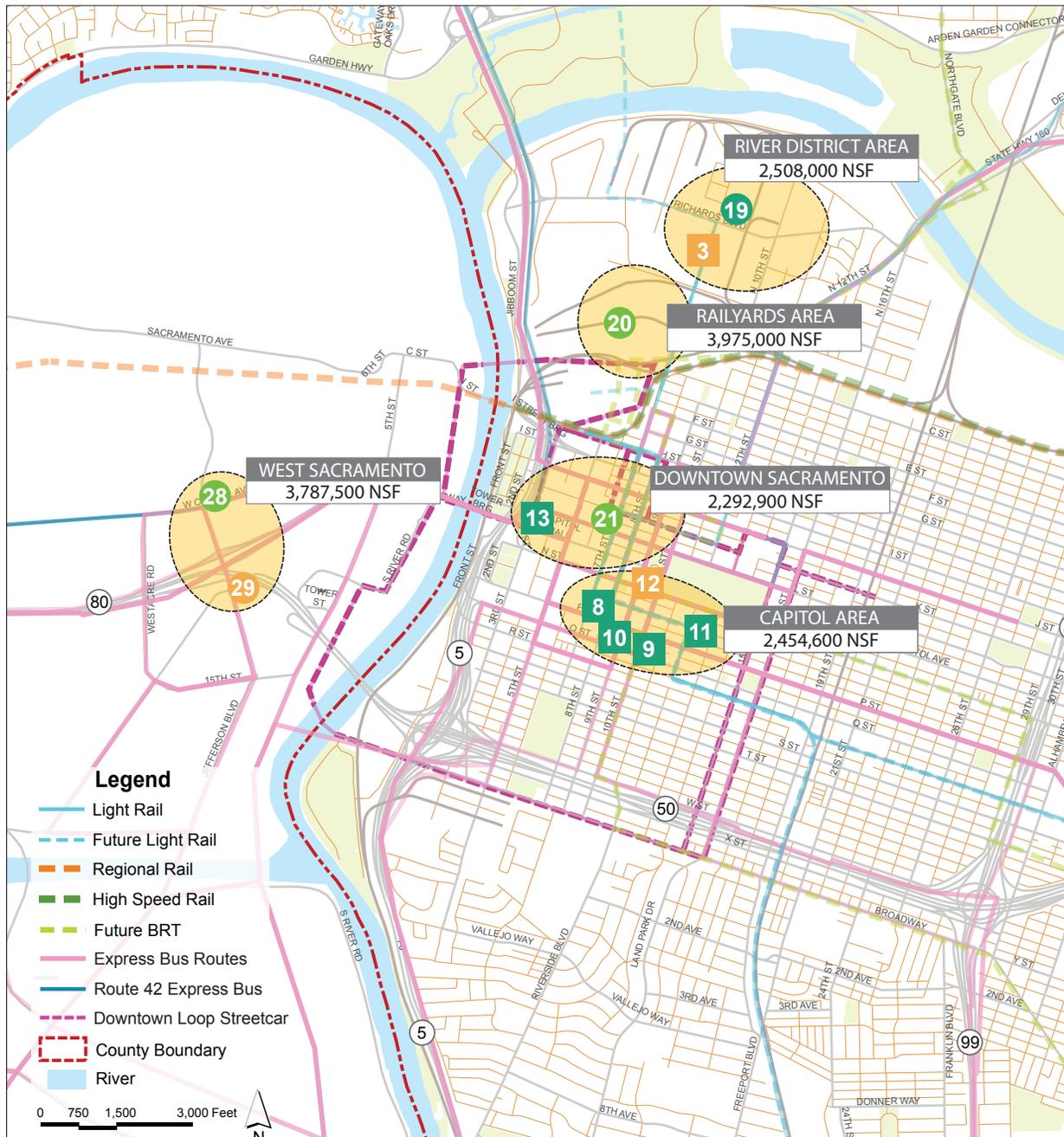
SUBURBAN AREAS		Potential NSF
6	Franchise Tax Board Site	262,500
22	Granite Park	808,000
33	Southport Buisness Park	1,950,000
47	Bradshaw Landing	562,500
Sub-Total		3,583,000



NEAR-TERM STRATEGIC DEVELOPMENT OPPORTUNITY NODES - URBAN

Exhibit 0.4

Refer to Exhibit 0.2 on page xiii for Legend



CAPITOL AREA

		Potential NSF
8	Blocks 203 and 204	996,000
9	Block 275	375,000
10	Bonderson Building Site	386,400
11	Food & Ag Annex Site	204,600
12	Resources Building Site	492,600
Sub-Total		2,454,600

DOWNTOWN SACRAMENTO

		Potential NSF
13	CalPERS Building Site	1,017,900
21	Downtown Core	1,275,000
Sub-Total		2,292,900

RIVER DISTRICT AREA

		Potential NSF
3	State Printing Plant Site	1,008,000
19	Richards Boulevard Area/River District	1,500,000
Sub-Total		2,508,000

RAILYARDS AREA

		Potential NSF
20	Railyards Area	3,975,000
Sub-Total		3,975,000

WEST SACRAMENTO

		Potential NSF
28	West Capitol Downtown	750,000
29	Pioneer Bluff Area	3,037,500
Sub-Total		3,787,500

STATE-OWNED NEAR-TERM DEVELOPMENT OPPORTUNITY SITES

The state-owned Franchise Tax Board (FTB) Site offices are mostly consolidated, with 350,000 GSF of expansion capacity remaining. The site is directly adjacent to a light rail station on Folsom Boulevard, and infrastructure is already in place. The FTB Site provides a low-rise, transit-accessible alternative to dense areas like the Capitol Area for agencies that do not require a downtown location.

Two state-owned office development sites remaining under the Capitol Area Plan, Blocks 203 and 204, and Block 275, could accommodate almost 1.4 million NSF of office space. Over approximately 1,083,600 NSF of additional office space development could be achieved by demolishing the inefficient Bonderson Building and the aging Food and Agriculture Annex, and renovating the Resources Building. Building contemporary, energy-efficient, and sustainable facilities would make better and more efficient use of the sites.

Located in Downtown Sacramento in close proximity to the Capitol Area on Capitol Mall, the vacant CalPERS Building Site could accommodate over one million NSF of office space close to existing state offices.

Downtown Sacramento also has a number of parcels which could offer opportunity for the development of high-rise office development, with a capacity of over 1.2 million NSF, all within close proximity to the Capitol Area.

Within the River District SPA, the state-owned State Printing Plant Site could yield an additional one million NSF of office development, if the current use is relocated and the existing buildings are demolished. The State Printing Plant Site is located close to the Lottery Commission Site, which could also accommodate a potential one million NSF on the vacant portion of the site, if this site is made available in the future. However, since the Lottery Commission controls development of this site, it is not cited as an optimum opportunity site in this Planning Study.

NON STATE-OWNED NEAR-TERM DEVELOPMENT OPPORTUNITY AREAS

Granite Park is an approved Planned Unit Development (PUD) that is recommended for potential development primarily because it provides a transit-accessible, low-rise, suburban alternative to the Capitol Area. More than one million GSF of office space is possible in Granite Park. Office entitlements, environmental mitigation, and infrastructure financing are in place.

Located in West Sacramento and accessible by bus, Southport Business Park has approximately 290 acres available for development, with a capacity of up to 2.6 million GSF. This area is readily available for development, with all necessary entitlements and infrastructure in place.

Bradshaw Landing is located adjacent to the state-owned FTB Site, thereby offering the same locational benefits. The site has infrastructure in place and is part of a mixed-use development, which has the ability to accommodate 750,000 GSF of new low-rise office development, with additional capacity available.

Combined, these suburban areas can potentially accommodate over 3.5 million NSF of office development (Exhibit 0.3).

The Richards Boulevard Area/River District is located in close proximity to the State Printing Plant and Lottery Commission Sites, offering approximately 1.5 million NSF of potential office space and an opportunity to create a campus environment within the River District SPA.

The redevelopment potential of the Railyards Area, which could yield almost four million NSF of office space, may offer further consolidation opportunities. Focused development in the River District SPA and Railyards Area would allow the state to locate programs close to the existing downtown state office campus, light rail stations and service extensions, and proposed housing development.

Downtown Sacramento has a number of parcels which could offer opportunity for the development of high-rise office development, with a capacity of over 1.2 million NSF, all within close proximity to the Capitol Area and state-owned CalPERS Building Site.

The West Sacramento riverfront and adjacent area, which includes the West Capitol Downtown and Pioneer Bluff Area, could also serve as a concentration of state office development. Specific plans and the Sacramento Riverfront Master Plan seek to transform this area into a center of regional importance with mixed-use development, significant infrastructure improvements, and enhanced connections to the riverfront and Sacramento. Although not identified as optimum areas at this time, the Bridge District and Washington District are located in close proximity and could provide future opportunity for expansion. Freeway access to this area is good, and a proposed streetcar could connect the area to the State Capitol if project funding is realized.

MID AND LONG-TERM DEVELOPMENT OPPORTUNITIES

While five opportunity areas are identified in the 11-25 year development time frame and zero properties are identified in the 26-40 year time frame, none of the five opportunity areas are currently identified as optimum development areas. This is due in part to the lack of clarity on the timing of transit access improvements outlined in the MTP/SCS.

To address mid-term office space needs, the state can continue to consider any of those areas mentioned in near-term timing that have not been fully developed, since the potential capacity of these state-owned sites and non state-owned areas exceeds the near-term projected additional state office space need.

Also for future consideration are Master Planned projects, some of which were evaluated within earlier time frames, but did not meet optimum site requirements at this time. The most compelling of these areas include the:

- Natomas Area
- Mather Field SPA
- McClellan Tech Center
- Metro Gateway Center SPA
- Easton Place/Aerojet SPA

Development in these areas could be lower scale and, therefore, less expensive to construct than in urban areas. In June 2015, the flood restriction moratorium was lifted in the Natomas area, making development there feasible. While the lack of transit in these areas presents constraints for near-term development, it represents minor risk in the long term if light rail improvements are funded as proposed in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035 plan.

The state should periodically monitor the adjacent transit implementation, planning and permit status, and neighborhood development activity of these areas to take advantage of future development opportunities.

CONCLUSION

The seven state-owned sites presented as optimum development sites in this summary can potentially accommodate almost 3.2 million NSF of office development in a 0-5 year time line and an additional 1.5 million NSF in a 6-10 year time frame. These sites are located within strategic nodes - areas that provide opportunity for development closely linked to the Capitol Area.

An additional 2.4 million NSF could also be provided by other state-owned sites, for which development capacity test fits have been completed and included in Chapter 3, but that are not considered optimum at this time. The development potential of these sites should be reassessed as uses change and current tenants are accommodated elsewhere.

Non state-owned areas identified as optimum within these strategic development nodes can potentially accommodate 10.8 million NSF within a 0-5 year time frame and over an additional 3.3 million NSF in a 6-10 year time frame.

The State of California's presence in the Sacramento region is distinguished by its development of the unique, mixed-use urban community of the Capitol Area, with its nationally recognized office projects reflecting the state's commitment to green and sustainable design, energy efficiency, design excellence, transit access, art in public places, consolidation of fragmented office uses, and long-term office building ownership. The flexible planning framework outlined in this Planning Study provides focus and factors to consider as the state moves forward with its office development program. The areas under consideration across the region offer diverse opportunities that can meet individual agency's program needs, advance the state's strategic planning goals, and support redevelopment efforts of local governments into the foreseeable future.

CHAPTER 1

Regional Planning and Development Background

Introduction to Planning Study

Transportation Planning Context

Land Use Planning Context

Environmental Considerations

Real Estate Market Overview

Development Opportunity Areas



INTRODUCTION TO PLANNING STUDY

In 2007, the California State Department of General Services (DGS) contracted with the consulting team at Hellmuth, Obata + Kassabaum (HOK) to provide the professional planning, architectural, and engineering services necessary to develop a framework to inform the state as it addresses projected future additional office space needs in the Sacramento region. This document is an update to the 2008 Sacramento Region State Office Planning Study (Planning Study).

Informed by state policies and initiatives, statutory requirements, and current regional planning conditions, this study presents a comprehensive regional perspective to accomplish the following goals:

- Identify the development capacity of state-owned properties.
- Present and assess development considerations for non state-owned opportunity areas that might accommodate the state's future office requirements over near, mid, and long-term periods.
- Recommend next steps to address the state's office space needs for its development priorities.

This Planning Study focuses on defining the state's projected office space needs in the Sacramento region. It outlines the state's existing property holdings and assesses options for addressing future program needs over the next 40 years. This Planning Study is meant to serve as a framework for future decisions, based on 2015 conditions and projections, with the understanding that the identified opportunity areas and their regional context will evolve over time. This document also identifies those conditions and planning activities that might require updates in the future.

STUDY AREA

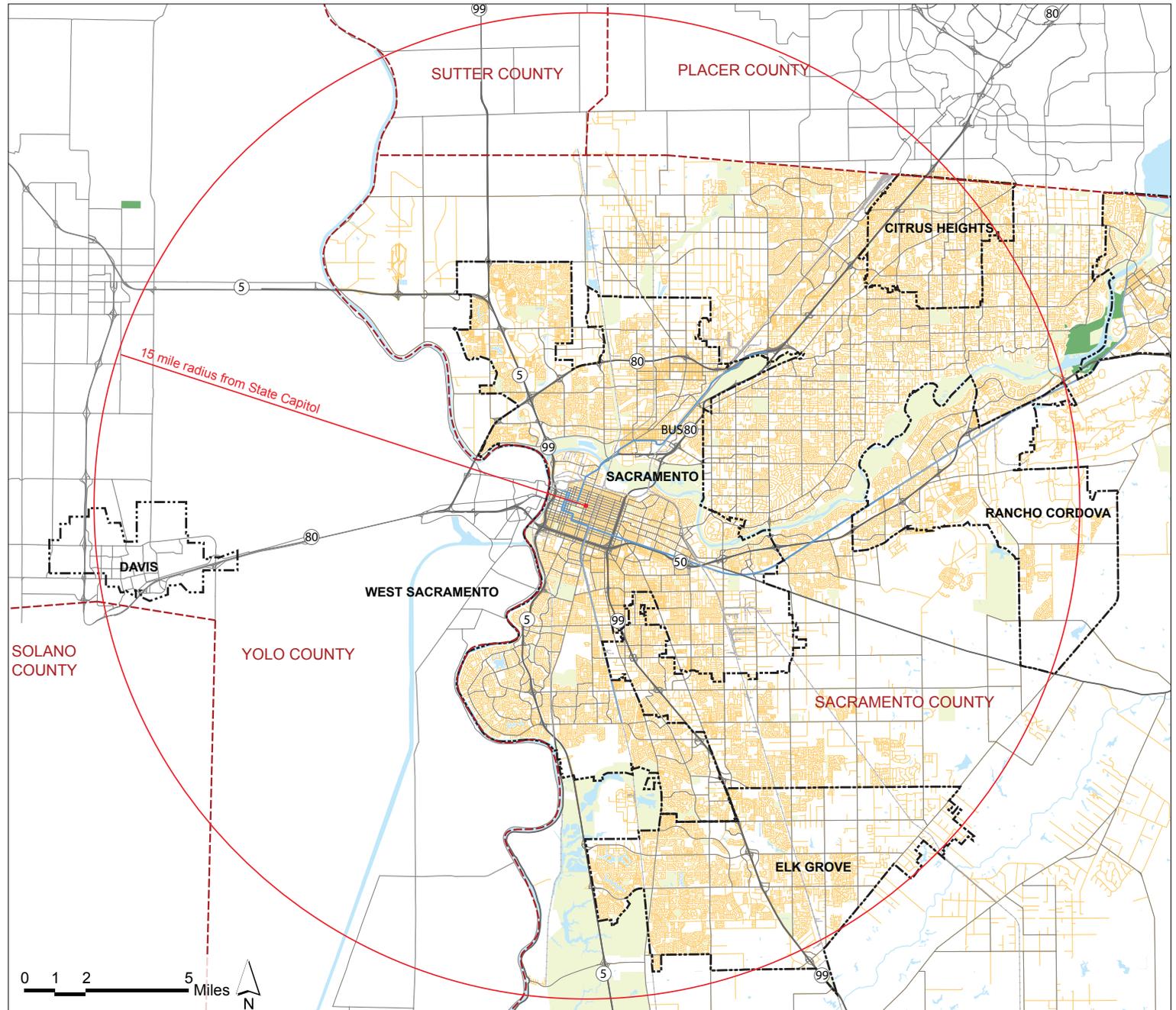
The project study area encompasses a 15-mile radius from the State Capitol in downtown Sacramento (Exhibit 1.1).

The five jurisdictions primarily located within the study area boundaries are the county of Sacramento, the city of Sacramento, the city of West Sacramento, the city of Rancho Cordova, and the city of Elk Grove. Other jurisdictions partially located in the study area are the counties of Yolo, Sutter, Solano, and Placer, as well as the cities of Davis and Citrus Heights.

In a meeting with the city of Davis to assess site development opportunities, city officials indicated that there is very little land designated for non-residential development in the city limits. All of the property currently available for development within the city limits is privately held. Furthermore, there are no sites in the city limits that could accommodate a building with the state's minimum requirement of 300,000 square feet (SF). There are sites outside the city limits that might be available for development in the future; however, those sites would first need to be incorporated into the city limits. This would require Environmental Impact Reports (EIR) and citizen vote on land use and development restrictions prior to entitlement and availability for development.

Currently, 114 state agencies are scattered across more than 350 locations throughout the Sacramento region (Exhibits 2.1A and 2.1B). While this Planning Study addresses the projected office space needs for all 114 agencies, additional focus is given to 18 agencies previously identified for consolidation by the state.

**PROJECT STUDY
AREA**
Exhibit 1.1



PROJECT PROCESS

The project is organized into four distinct efforts, each corresponding to a chapter in this report:

Chapter 1 - Regional Planning and Development Background

This chapter summarizes current state planning policies and initiatives, as well as current regional planning and development conditions. These conditions are based on data available from the state, local jurisdictions, and the consultant team's professional sources and expertise. They include transportation trends and planning, land use planning trends, environmental constraints, and real estate market trends in the region.

Chapter 2 - State Office Facilities Space Program

This chapter projects the future state office space needs for the next 40 years. It also summarizes the benefits of consolidating state agencies and offices using information gathered from previous state reports, Department of Finance (DOF) data, and an internal DGS employee commute survey. This space program analysis includes:

- Identifying state office space trends and projected future needs.
- Developing a demographic profile of the region's state employees.
- Describing the benefits of state office space consolidation.

Chapter 3 - Development Opportunity Areas Assessment

This chapter presents and assesses a consolidated list of development opportunity areas. The list is based on state-owned sites identified by DGS and potential non state-owned opportunity areas identified by local jurisdictions. The areas have been assessed based on criteria that address:

- Local government land use plans and zoning
- Site improvement status
- Neighborhood context
- Transportation and transit access
- Site utilization and expansion capability

- Parking requirements
- Existing space reuse potential and feasibility
- Floodplain constraints
- Infrastructure constraints and requirements
- Habitat and environmental considerations
- Hazardous materials

The assessment utilizes regional reports, plans, and expertise including:

- Land use plans
- Zoning ordinances and general plans
- Urban design plans
- Transportation plans
- Parking studies
- Infrastructure development and financing plans
- Habitat Conservation Plans
- Federal, state, and local floodplain data
- Flood assessment and engineering reports
- Farmland data
- Assessor data
- Real estate market conditions and reports
- Interviews with planners

Based on the opportunity areas assessment, a set of optimum opportunity areas are identified. These optimum areas serve as a set of site options from which the state may choose to pursue for development or acquisition.

Chapter 4 - Summary of Findings

This chapter summarizes this Planning Study's findings for satisfying the state's near and long-term office space needs. It also identifies and discusses strategic groups of opportunity areas that meet optimum development requirements.

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REGIONAL PLANNING AND DEVELOPMENT BACKGROUND

This Planning Study is informed and directed by state policies and law, regional and local government plans, as well as current and projected regional growth and market trends. This chapter summarizes these policy, planning, and real estate contexts, beginning with an overview of the policies, and plans at the state, regional and local levels regarding transportation, land use, and environmental considerations. This chapter also describes the current real estate market and projects, and presents the 64 development opportunity areas to be assessed later in the study.

TRANSPORTATION PLANNING CONTEXT

The following transportation-related plans, policies, and regional trends guide the identification of potential development opportunity areas that could accommodate future state office space needs.

STATE PLANNING

State transportation policies and plans reinforce the importance of situating the state's facilities adjacent to public transportation and integrating them within existing communities.

Transit Access

State office space location decisions must comply with California Government Code (GC) §15808.1 and the Health & Safety Code §50093.5, which require that:

- Facilities be located on existing public transit corridors.
- Facilities be within one-quarter mile of transit with at least an average level of service (LOS) for the transit system.

Transportation Management

Executive Order D-73-88 requires state agencies to implement a transportation management program designed to reduce annual commute trips by state employees and achieve the overall goal of two commuters per vehicle.

CAPITOL AREA PLAN

DGS is responsible for administering the Capitol Area Plan, which is the official master plan for the Capitol Area as mandated by state law. The Capitol Area Plan guides the development of state facilities on state-owned land in downtown Sacramento between Fifth and 17th Streets and L and R Streets. In 1977, GC §8160 established the Capitol Area Plan objectives, which seek to accommodate the state's Capitol Area office space needs while providing direction for planning land use, housing, transportation, open space, community development, and energy conservation in the area.

The Capitol Area Plan was updated in 1997 based on a series of planning principles. The principles related to transportation and parking include:

- Support measures that promote transit and alternative transportation modes to further regional transportation and air quality objectives, while continuing to provide adequate automobile access.
- Maintain a comprehensive transportation demand management strategy to minimize traffic contributions from new and existing development.
- Ensure that the design of new buildings and any open space and street improvements support transportation management measures and facilitate walking, bicycling, and use of transit.
- Consolidate parking in the Capitol Area into structured garages, to allow for development of sites currently used for surface parking in ways that are consistent with their land use designations.

- Maintain parking management strategies for existing and new development that will promote the use of alternative transportation modes.
- Examine opportunities for joint use of transportation and parking facilities with local agencies and for regional transportation planning and demand management programs.

Transportation Systems Management Plan

The Transportation Systems Management Plan, an action item in the Capitol Area Plan, was published in 2003 by DGS in conjunction with the Sacramento Capitol Area Parking Study of 2002. The intent is to promote alternatives to single-occupant vehicles and reduce cumulative parking demand for state office facilities in the Capitol Area. State employee transportation modes and commutes are further discussed in Chapter 2.

REGIONAL TRANSPORTATION PLANNING Sacramento Area Council of Governments

Under Federal law, the Sacramento Area Council of Governments (SACOG) is the designated Metropolitan Planning Organization responsible for long-range transportation planning in the six-county region that includes Sacramento, Yolo, Yuba, Sutter, El Dorado, and Placer counties (excludes Tahoe Basin). SACOG receives and administers federal transportation funding as long as minimum air quality standards are met in the region. The six-county region is larger than the study area of this Planning Study (a 15-mile radius from the State Capitol), but the regional transportation, land use, and economic systems that drive real estate in the region are centered on the study area.

Federal statutes require adherence to several planning objectives, of which the following are directly related to this Planning Study:

- Support economic vitality of the region.
- Increase accessibility and mobility options for people.
- Protect and enhance the environment and quality of life.

Metropolitan Transportation Plan/ Sustainable Communities Strategy

Every four years SACOG must produce a Metropolitan Transportation Plan (MTP), a long-range regional transportation plan covering at least 20 years. Per federal law, the MTP coordinates:

- Transportation and federal air-quality mandates for the region.
- Federal funding, land use, and growth for effective transportation initiatives.
- Local transportation projects in conformance with the MTP in order to receive federal funding.

SACOG forecasts that by 2035 the region's population will reach almost 3.2 million, a 37 percent increase from today.

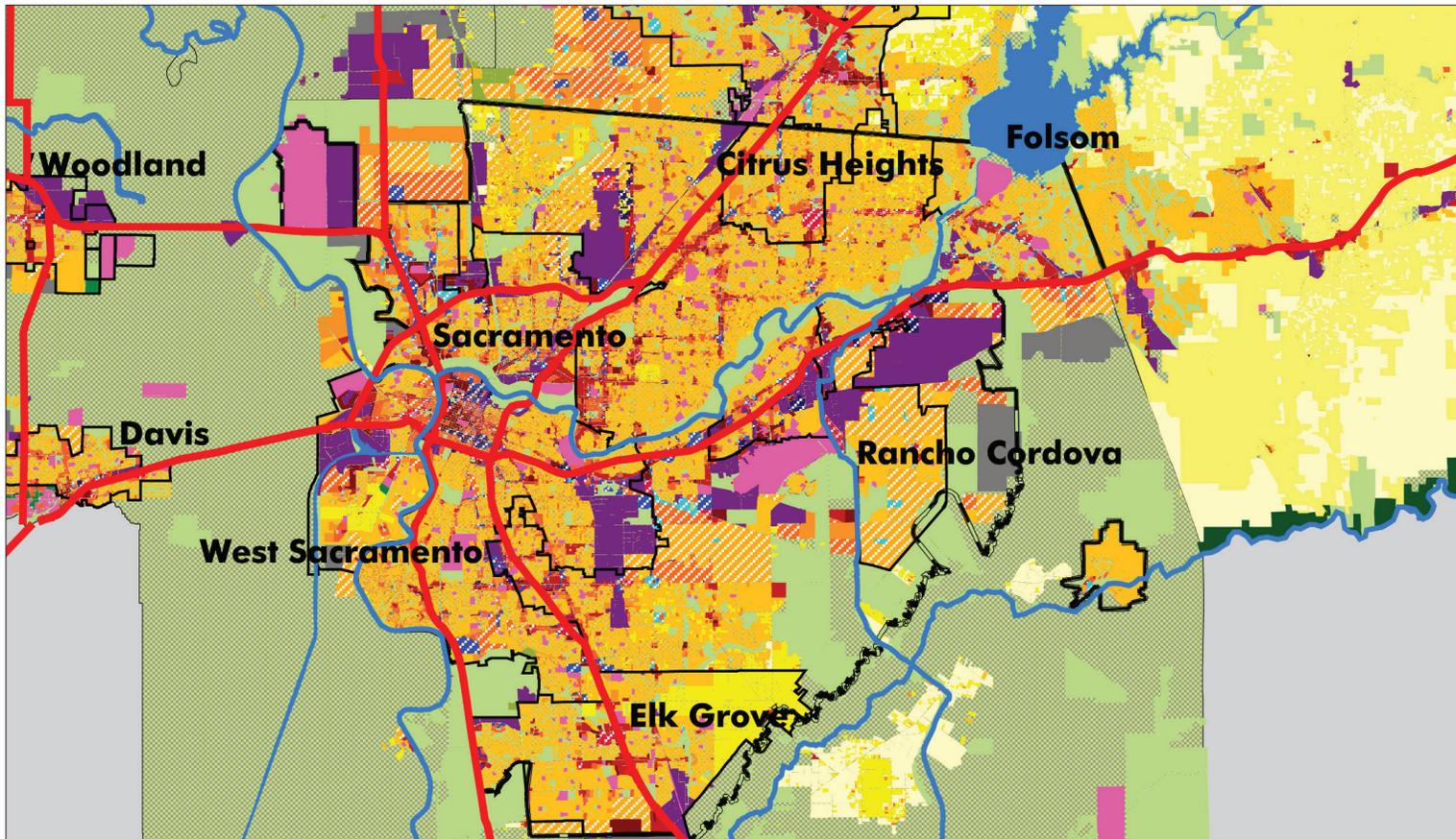
In 2004, SACOG adopted the Blueprint Scenario (Blueprint), presented in Exhibit 1.2. The Blueprint is "a bold vision for regional growth that promotes compact, mixed-use development and more transit and active transportation choices."¹ This is discussed in further detail in the Regional Land Use Planning Context section of this chapter.

Using the Blueprint as its foundation, SACOG adopted an MTP in 2008 that proactively links land use, air quality, and transportation needs. Since the adoption of this plan, "California passed the Sustainable Communities and Climate Protection Act, Senate Bill (SB) 375. This law focuses on aligning transportation, housing, and other land uses to achieve greenhouse gas (GHG) emission reduction targets established by the California Air Resources Board, and requires each region to develop a Sustainable Communities Strategy (SCS) as part of the MTP."¹

The SCS is intended to encourage an integrated approach to land use and transportation planning that not only reduces vehicle travel, but also accommodates an adequate supply of housing, reduces the impacts on valuable habitat and productive farmland, increases resource use efficiency, and promotes a prosperous regional economy.

¹ Metropolitan Transportation Plan/Sustainable Communities Strategy: <http://sacog.org/mtpscs/files/MTP-SCS/MTPSCS%20Executive%20Summary.pdf>.

**BLUEPRINT
SCENARIO**
Exhibit 1.2
Source: SACOG (2006)



Many of the SCS goals align with those of State Land Use Planning policy outlined later in this chapter.

The MTP/SCS serves as the basis for this Planning Study's assessment of development opportunity areas in relation to transit stations and transportation service levels. Over the next 20 years, the 2035 MTP/SCS identifies several improvements to the region's major transit system, including the planned Downtown-Natomas-Airport (DNA) Line light rail transit extension from downtown Sacramento (Richards Boulevard/Seventh Street) to Sacramento International Airport. Exhibits 1.3, 1.4A, and 1.4B show major transit projects in the region.

Bus Rapid Transit (BRT) is also included in the MTP. BRT is a bus service with several features that distinguish it from standard bus services, including fixed station locations (i.e. light rail stations), high capacity buses, limited stops, guideways separated from mixed vehicular traffic, and preferential treatment at intersections. Additionally, the city of West Sacramento and the city of Sacramento adopted a Sacramento Streetcar System Plan in 2012, to link the two cities via the Tower Bridge. This project is currently unfunded and does not influence transit evaluations presented later in this study.

Exhibit 1.3 shows the planned 2035 local road and highway network. In the MTP/SCS, 97 percent of new lane miles are on surface streets instead of freeways. The MTP/SCS road investments emphasize access to infill development areas, congestion relief, support for bus and rail transit, and improved bicycle and pedestrian access. The MTP/SCS predicts that some long-distance commuting will continue to downtown Sacramento, Rancho Cordova, south Placer County, and other major job centers, though the per capita decline in vehicle miles traveled will reflect improvements from today. Land use changes in the MTP/SCS focused on a better jobs-to-housing ratio and a greater mix of uses, combined with high quality transit corridors and more complete streets. All of these measures will support more and shorter commute trips via transit, biking, or walking, thereby reducing the peak hour demand and congestion generated by driving alone. Land uses are discussed later in this chapter.

PARKING CONSIDERATIONS

Creating space for parking is critical in assessing the feasibility and cost of developing office space, especially in downtown Sacramento, with its high concentration of state employees. There are 10 state-owned parking garages in the central city area accommodating 6,000 parking spaces. Another 1,000 spaces are located in surface parking lots in the Capitol Area, and an additional 800 spaces are located in peripheral parking lots under the W/X Freeway.

Parking standards for office development projects on state-owned land in the Capitol Area are more stringent than those for the city of Sacramento. Parking standards for new office space development are based on a ratio of spaces per SF of office space. Currently, the city of Sacramento's parking standards are the following:

- Central Business and Arts Districts – Min: none. Max: 2 per 1,000 SF
- Urban District – Min: 1 per 2,000 SF. Max: 4 per 1,000 SF
- Traditional District – Min: 1 per 500 SF. Max: 4 per 1,000 SF
- Suburban – Min: 1 per 400 SF. Max: 4 per 1,000 SF

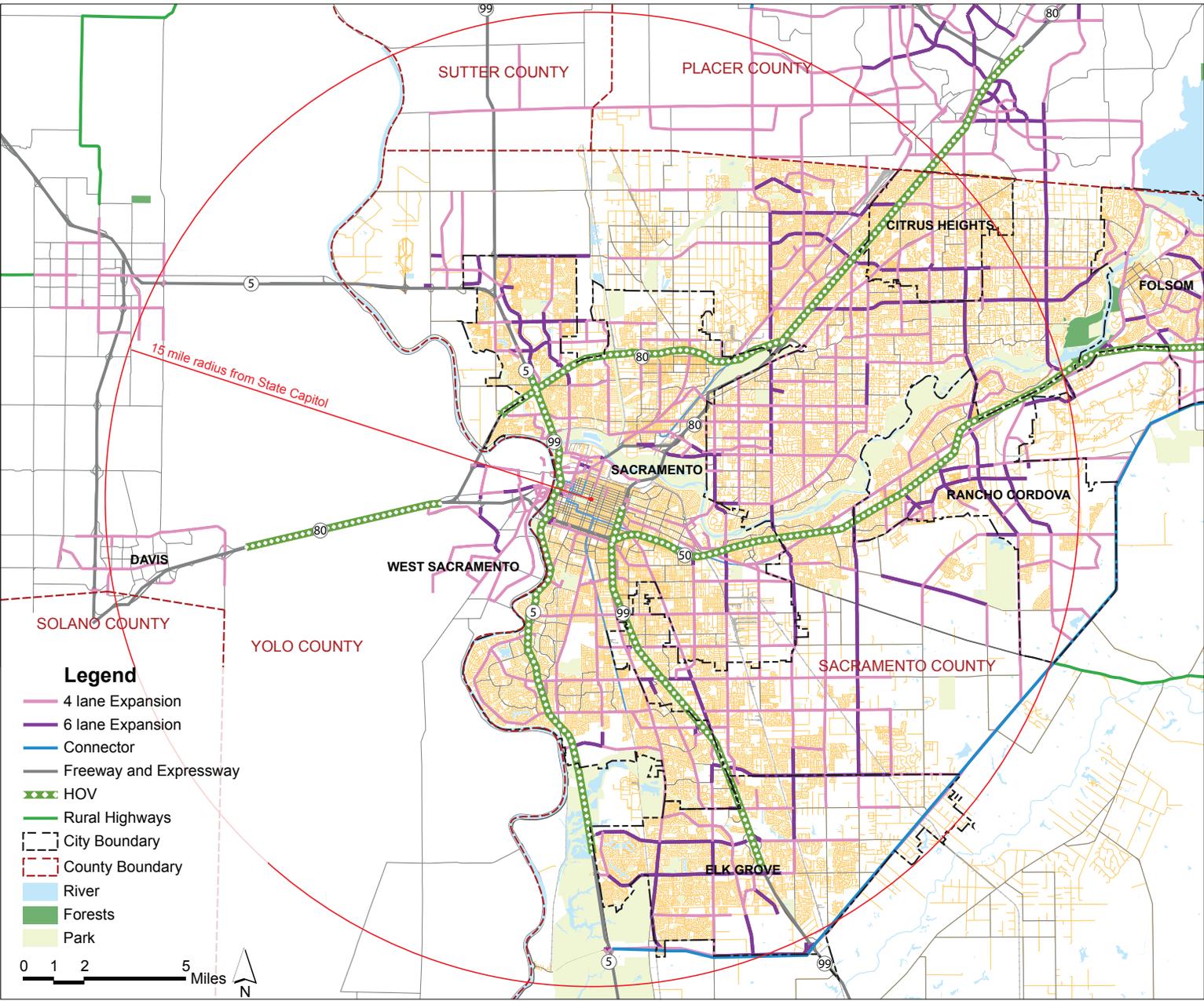
The parking standard for the city of West Sacramento is 3.3 spaces per 1,000 GSF of office space.

For state office development on state-owned land in the Capitol Area of downtown Sacramento, the parking standards reflect the area's accessibility to extensive public transit services and state employees' high alternative commute mode usage. Parking standards for Capitol Area office sites, which were established in the Capitol Area Plan and based on the sites' proximity to transit, vary from 1.1 to 1.3 spaces per 1,000 SF of office space.

For office space leased by the state in a private-sector building, the local zoning requirements prevail. The state procures parking spaces in a lease only if they are needed for the program and reserved for State of California vehicles, or in some cases, reserved for visitor parking.

2035 LOCAL ROAD AND HIGHWAY NETWORK
Exhibit 1.3

Source: SACOG, GIS Data (2014)



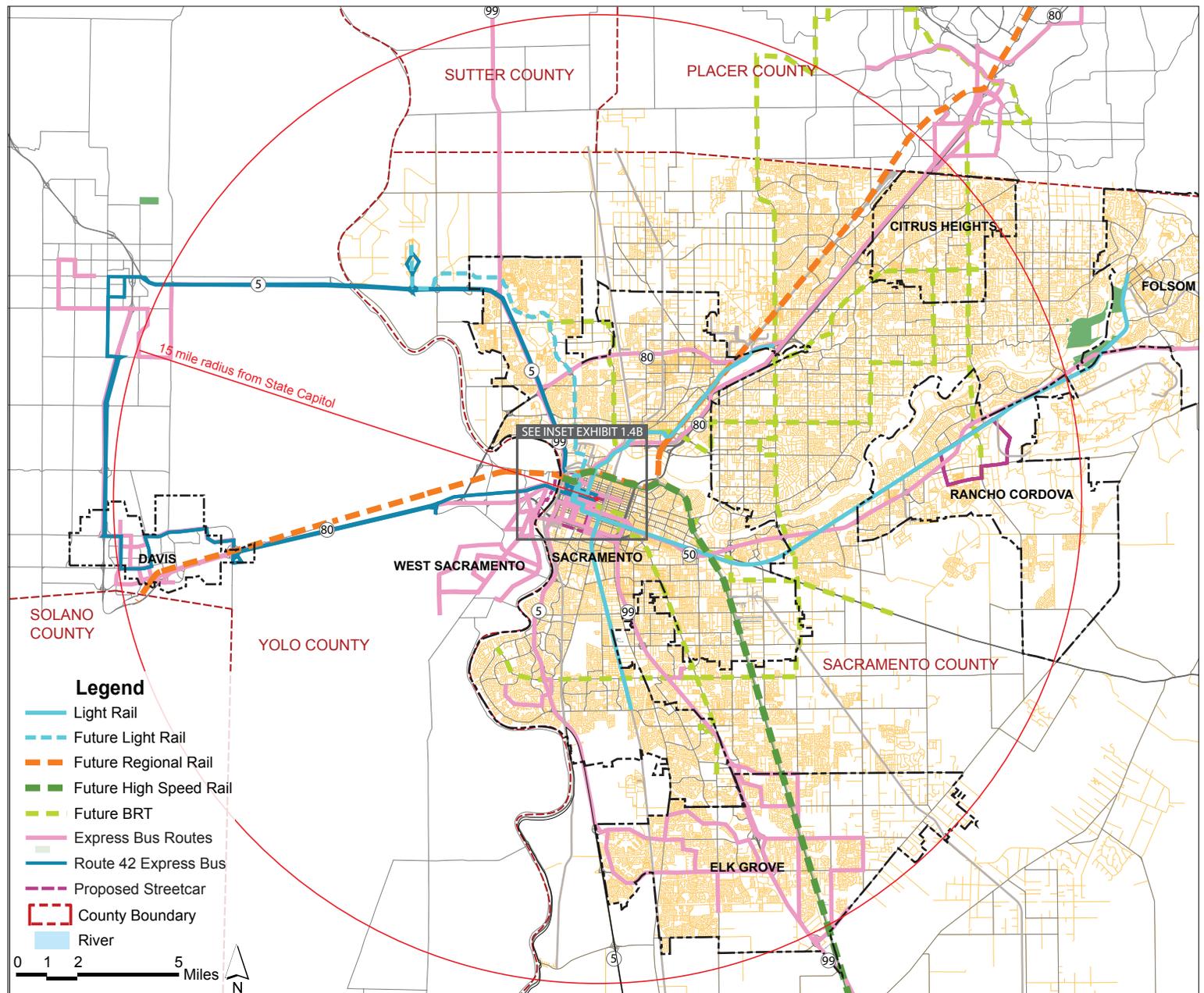
Legend

- 4 lane Expansion
- 6 lane Expansion
- Connector
- Freeway and Expressway
- - - HOV
- Rural Highways
- City Boundary
- County Boundary
- River
- Forests
- Park



2035 TRANSIT NETWORK
Exhibit 1.4A

Source: SACOG,
 GIS Data (2014)



**2035 TRANSIT NETWORK
DOWNTOWN INSET
Exhibit 1.4B**

Source: SACOG,
GIS Data (2014)



TRANSIT SERVICE

In the Sacramento region, transit service is provided by several transit operators. In the city of Sacramento and county of Sacramento, service is generally provided by the Sacramento Regional Transit District (RT), which also operates the light rail system. The current 20-year vision is included in the Appendix (Exhibit C.11) and is consistent with the MTP/SCS-based maps within this chapter.

Local Bus Service

Other transit providers in the region are:

- Yolo Bus – Yolo County/West Sacramento/Downtown Sacramento
- Folsom Stage Lines – Folsom/Downtown Sacramento
- Roseville Transit – Roseville/Downtown Sacramento
- El Dorado Transit – El Dorado County/Rancho Cordova/Downtown Sacramento
- E-TRAN – Elk Grove/Downtown Sacramento
- Yuba/Sutter Transit – Yuba City/Marysville/Downtown Sacramento
- San Joaquin RTD – Stockton/Downtown Sacramento
- Solano Transit – Solano County/Downtown Sacramento
- Paratransit – Sacramento County region

These transit agencies provide service to downtown Sacramento, generally within the peak commuter periods of 7-9 AM and 4-6 PM.

Light Rail Service

Light rail service is currently provided via three lines: one from Watt Avenue at I-80 to Meadowview via downtown Sacramento (Blue Line), the second from Folsom to the Sacramento Valley Station in downtown Sacramento (Gold Line), and the third from Seventh & Richards/Township 9 to Seventh Street Station (Green Line).

Commuter Rail Service

Regional commuter (Capitol Corridor) and interstate rail service (Amtrak) are provided at the Sacramento Valley Station at Fifth and I Streets. In downtown Sacramento, the station serves as an intermodal station with local bus service providers also terminating at this location.

LAND USE PLANNING CONTEXT STATE POLICIES AND PLANNING

The following state policies and mandates regarding land use emphasize the importance of: coordinating state office space development with transit, integrating development within existing centers and community revitalization, preserving civic and natural assets, and reducing emissions and energy consumption through quality design and siting.

Capitol Area Plan

The land use planning principles of the Capitol Area Plan include:

- Develop the Capitol Area as a vibrant mixed-use neighborhood of office, residential, and supporting commercial uses. Maintain a balance of uses and activities in the Capitol Area.
- Consider transit accessibility, protection of the State Capitol's prominence, and linkage to surrounding neighborhoods in the location, intensity, and design of development.

The principles related to state offices include:

- Identify and protect opportunity sites for development of state offices in the Capitol Area.
- Consolidate agencies for which proximity to the State Capitol and other facilities and activities in the Capitol Area is appropriate.
- Intensify office space use on underutilized sites or in aging state facilities through renovation of existing buildings or through redevelopment.

Capitol View Protection Act

The Capitol View Protection Act was enacted by the Legislature in 1992 and chaptered as GC §8162.5. The goal of the act is to protect views and maintain the visual prominence of the State Capitol building by setting height limits and setbacks on buildings and streets near the State Capitol. It also provides consideration for the effects of large buildings on the smaller, historic Stanford Mansion and Heilbron House. Height limits in the vicinity of the State Capitol range from 80 to 400 feet.

Smart Growth

Executive Order D-46-01 and Management Memo 01-18 provide direction for incorporating smart growth principles into the planning and locational decisions of DGS. These directives include criteria that deserve consideration, such as locating in a central city area to strengthen California's population centers; locating in proximity to transit and available and affordable housing; fostering relationships with local governments, businesses, and communities; observing environmental concerns; and supporting historical, cultural, and architectural preservation opportunities. Energy efficiency, green and sustainable building practices, and design excellence in public buildings are also included to ensure the quality and integrity of state buildings' design, operation, and relation to the community.

In 1999, the California State Legislature sought to promote smart growth "to ensure California's economic prosperity, social equity, and environmental quality," through the passage of House Resolution (HR) 23 and Senate Resolution (SR)12.² The resolutions, entitled "Smart Growth Approaches to Land Use and Development," encourage state agencies to utilize the following five smart growth principles in devising policies, programs, infrastructure, and program investments:

- **Plan for the Future:** Preserve and enhance California's quality of life, ensure the wise and efficient use of our natural and financial resources, and make government more effective and accountable by reforming our systems of governance, planning, and public finance.

- **Promote Prosperous and Livable Communities:** Make existing communities vital and healthy places for all residents to live, work, obtain a quality education, and raise a family.
- **Provide Better Housing and Transportation Opportunities:** Provide efficient transportation alternatives and a range of housing choices affordable to all residents, without jeopardizing farmland, open space, wildlife habitat, or natural resources.
- **Conserve Open Space, Natural Resources and the Environment:** Focus new development in existing communities and areas appropriately planned for growth, while protecting air and water quality, conserving wildlife habitat, natural landscapes, floodplains and water recharge areas, and providing green space for recreation and other amenities.
- **Protect California's Agricultural and Forest Landscapes:** Protect California's farm, range, and forest lands from sprawl and the pressure to convert land for development.

Assembly Bill (AB) 1493 and AB 32- The Global Warming Solutions Act

Today the smart growth debate encompasses GHG concerns and energy use. The State of California is seeking to reduce GHG emissions not only by regulating vehicles (AB 1493 and AB 32-The Global Warming Solutions Act of 2006), but also by encouraging development that is less dependent on automobiles. The State of California is rigorously enforcing the requirements of EIRs to limit impacts on GHG emissions.

A study by the California Energy Commission (CEC) found that California could reduce statewide transportation energy consumption by three to ten percent by implementing smart growth policies. In a related effort, the CEC funded development of the software that many states, regions, cities, and SACOG use to coordinate land use and transportation planning.

² Department of Housing and Community Development. <http://www.hcd.ca.gov/leg/1999ChapteredBills.html>

Green Building Initiatives

Governor's Executive Order S-20-04, known as the 'Green Building Initiative,' and its related Green Building Action Plan state the following goals for facilities owned, funded, or leased by the state:

- All new and renovated buildings comprising more than 10,000 SF are required to be certified Leadership in Energy and Environmental Design (LEED) Silver or better.
- All facilities are subject to California Title 24 energy requirements.
- Energy consumption is to be reduced by at least 20 percent by the year 2015.
- Clean on-site power generation is to be evaluated.

Executive Order B-18-12

In April 2012, Green Building Executive Order B-18-12 was signed, rescinding Executive Order S-20-04. Requirements include:

- New state buildings and major renovations started after 2025 must be constructed to zero net energy consumption, while 50 percent of existing state-owned square footage must be in the process of achieving zero net energy by 2025.
- New and major renovated state buildings and build-to-suit leases shall be designed and constructed to exceed applicable California Title 24 energy requirements, Part 6, by 15 percent or more and include building commissioning for buildings authorized to begin design after July 2012.
- State buildings shall reduce water use and GHG emissions by 20 percent by 2020 (using 2010 as a baseline).
- State agencies shall identify opportunities for provision of electric vehicle charging stations.

Executive Order B-17-12

Signed in April 2012, Executive Order B-17-12 provides direction to DGS to renegotiate state leases, minimize rental costs, and review needs for

leased space to determine if consolidations can reduce the amount of space leased by the state.

Executive Order B-29-15

Issued in April 2015, Executive Order B-29-15 requires a 25 percent reduction in water use for urban areas, commercial, industrial, and institutional properties, using 2013 as a baseline.

Assembly Bill 2583

AB 2583 requires DGS and the Department of Transportation (Caltrans) to develop and implement a plan prior to July 1, 2009 to displace the state fleet's consumption of petroleum products, and to develop and implement advanced technology vehicle parking incentive programs.

California Government Code §14682

Provides that the final determination of the use of existing state-owned or leased facilities is under the purview of DGS. If an agency requests new facilities, utilization of existing state-owned facilities shall first be considered. Any tenant vacating a property prior to lease expiration shall be held accountable for continued payment of rent until a new tenant can be assigned or the lease terminated.

Excellence in Public Buildings

In 2004, the Division of the State Architect and the Real Estate Services Division (RESD) of DGS initiated the Excellence in Public Buildings (EIPB) program. By guiding the design, construction, and modernization of state buildings under DGS, the EIPB program seeks to raise the bar for the sustainability, accessibility, quality, and community sensitivity of not only state facilities, but also building practices in California and across the country. In accordance with the Governor's Executive Order D-46-01, the EIPB Goal #7 is to "Make a Positive Contribution to the Local Community." It declares that state facilities planning should:

- Promote use of public transportation.

- Strengthen and revitalize California’s cities and communities.
- Enhance the livability of the community.
- Involve community participation.
- Support economic renewal.
- Encourage multiple uses of public spaces.

EIPB Goal #7 also notes that “state buildings should be located with considerations for local priorities and to support statewide objectives. Siting will support sound growth patterns, provide convenient access for customers and employees, reduce traffic congestion, and promote improved air quality.”

California Environmental Quality Act

The California Environmental Quality Act (CEQA), as set forth by the Public Resources Code Section 21000, establishes procedures intended to ensure that public agency officials are fully aware of the environmental implications of the projects they approve. Under CEQA, officials must prepare an EIR if an initial environmental study finds potential significant environmental impacts from a proposed project. Environmental impacts include direct or indirect impacts on the environment, such as air pollution, damage to historical resources, or noise and traffic. EIR preparation typically takes nine months to one year; but can sometimes take longer. The EIR is then subject to public review and comments during a public review period.

US ENVIRONMENTAL PROTECTION AGENCY INITIATIVES

The US Environmental Protection Agency (EPA) advocates, funds, and provides technical assistance for smart growth nationwide. They partially funded the Caltrans “Smart Mobility 2010” report, which addresses long-range challenges and provides short-term pragmatic actions to implement multimodal and sustainable transportation strategies in California. The report provides new tools and techniques to improve transportation by using performance-based measures to achieve sustainable outcomes.

The EPA is a major partner in the Smart Growth Network (SGN), which also includes the American Farmland Trust, American Institute of Architects, American Planning Association, International City/County Management Association, National Association of Realtors, and a number of other agencies and associations. The SGN established ten basic principles to guide development.³

- Encourage mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions.

REGIONAL LAND USE PLANNING CONTEXT

In addition to its transportation planning responsibilities, SACOG plans regional land use, approves the affordable housing distribution in the region, and assists in planning for bicycle networks, clean air, and airport land uses. As previously discussed within this chapter under “Metropolitan Transportation Plan/Sustainable Communities Strategy,” in December 2004, the SACOG Board of Directors approved the Blueprint for 2050 (Exhibit 1.2 Blueprint Scenario), a vision for future growth based on input from general plans, local politicians, planners, development and business communities, and citizens. It is based on seven smart growth principles:

³ <http://smartgrowth.org/smart-growth-principles/>

- Housing Choice and Diversity
- Use of Existing Assets
- Compact Development
- Natural Resources Conservation
- Design for Quality
- Mixed-Use Development
- Transportation Choices

Geographically, the Blueprint reduces the urban sprawl to the north and south that would occur if current land use trends were to continue.

The 2050 Scenario envisions:

- Concentrated development along the transit corridors, generally to the east of downtown Sacramento.
- Preserved prime agricultural lands, mainly to the west.
- Preserved natural open space lands ringing the metropolitan area, north and south.

Beginning in 2009, the MTP/SCS was developed using the Blueprint as its foundation. The MTP/SCS forecasts land use and transportation projects based on a preferred scenario developed by SACOG, with the participation of local agency staff. (See Exhibit 1.6 – MTP/SCS with Blueprint Reference and Transit Priority Areas [TPA].)

The preferred scenario focuses on providing a compact land use pattern through infill development, and planning for mixed-use communities and higher-density housing. This compact development provides broader housing and transportation options when transit, walking, and biking become viable, as well as shorter auto trips and a reduction in pollution. The plan also identifies TPA that are located within one-half mile of a major (existing or planned) transit stop or corridor. These areas provide opportunity to embrace the principles of smart growth to facilitate transit-orientated development for appropriate mixed-use and residential projects.

SACOG divided local land use plans into one of five Community Types to create a framework for the MTP/SCS,⁴ as shown in the graphic below.

COMMUNITY TYPES FRAMEWORK

Exhibit 1.5

Source: Metropolitan Transportation Plan/Sustainable Communities Strategy (2014)

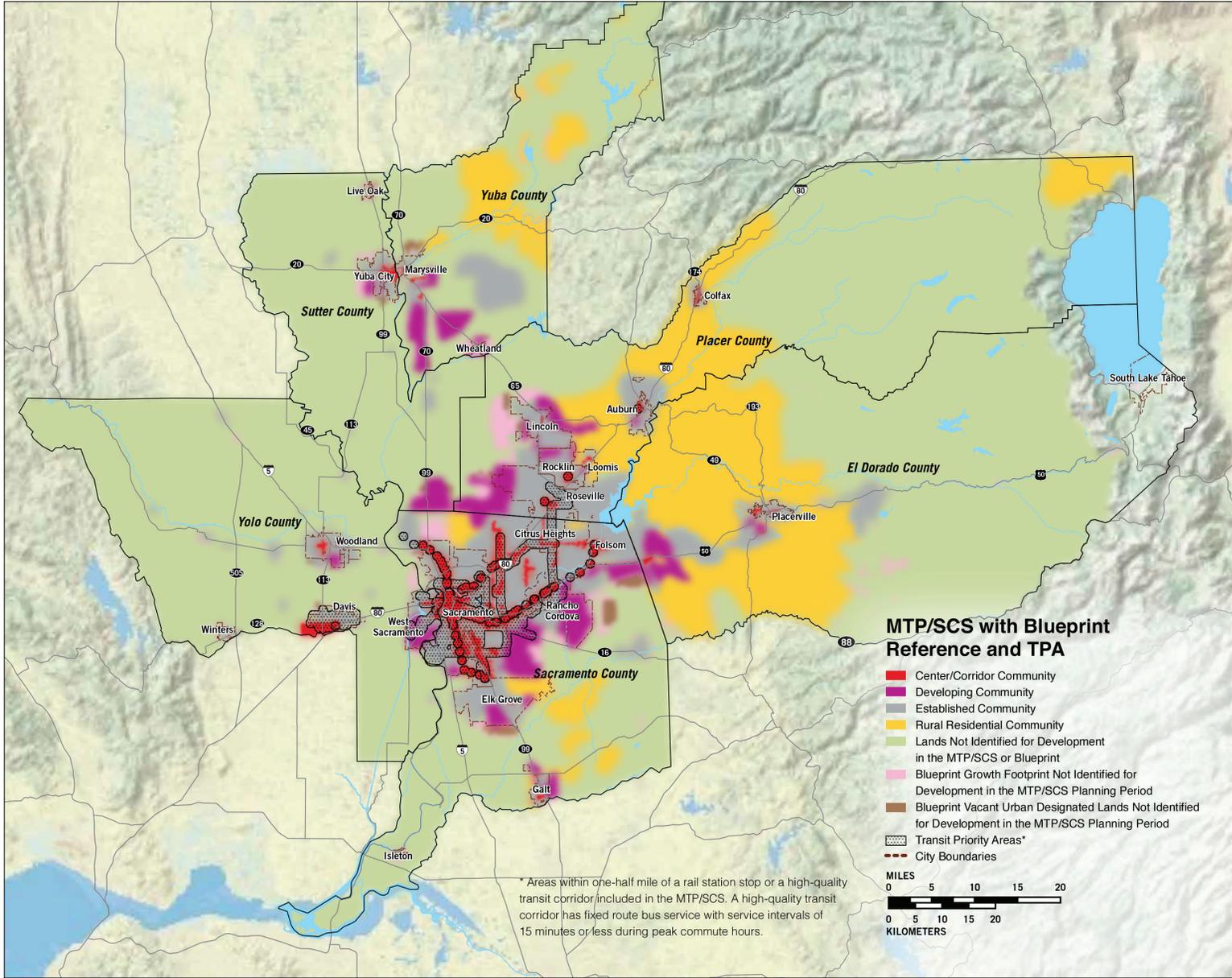
Community Types Framework
SACOG created a framework for describing the MTP/SCS that is made up of Community Types. Local land use plans were divided into one of five Community Types.

 <p>Center and Corridor Communities Center and Corridor Communities are typically higher density and more mixed than other areas.</p>	 <p>Rural Residential Communities Rural Residential Communities are typically located outside of urbanized areas and are predominately residential, with some small-scale hobby or commercial farming.</p>
 <p>Established Communities Established Communities are typically made up of existing low- to medium- density residential neighborhoods, office and industrial parks, or commercial strip centers.</p>	 <p>Lands Not Identified for Development in the MTP/SCS Planning Period These areas of the region are not expected to develop to urban levels during the MTP/SCS planning period.</p>
 <p>Developing Communities Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion.</p>	

⁴ Metropolitan Transportation Plan/Sustainable Communities Strategy:
<http://sacog.org/mtpscs/files/MTP-SCS/MTPSCS%20Executive%20Summary.pdf>.

**MTP/SCS WITH
BLUEPRINT
REFERENCE AND TPA**
Exhibit 1.6

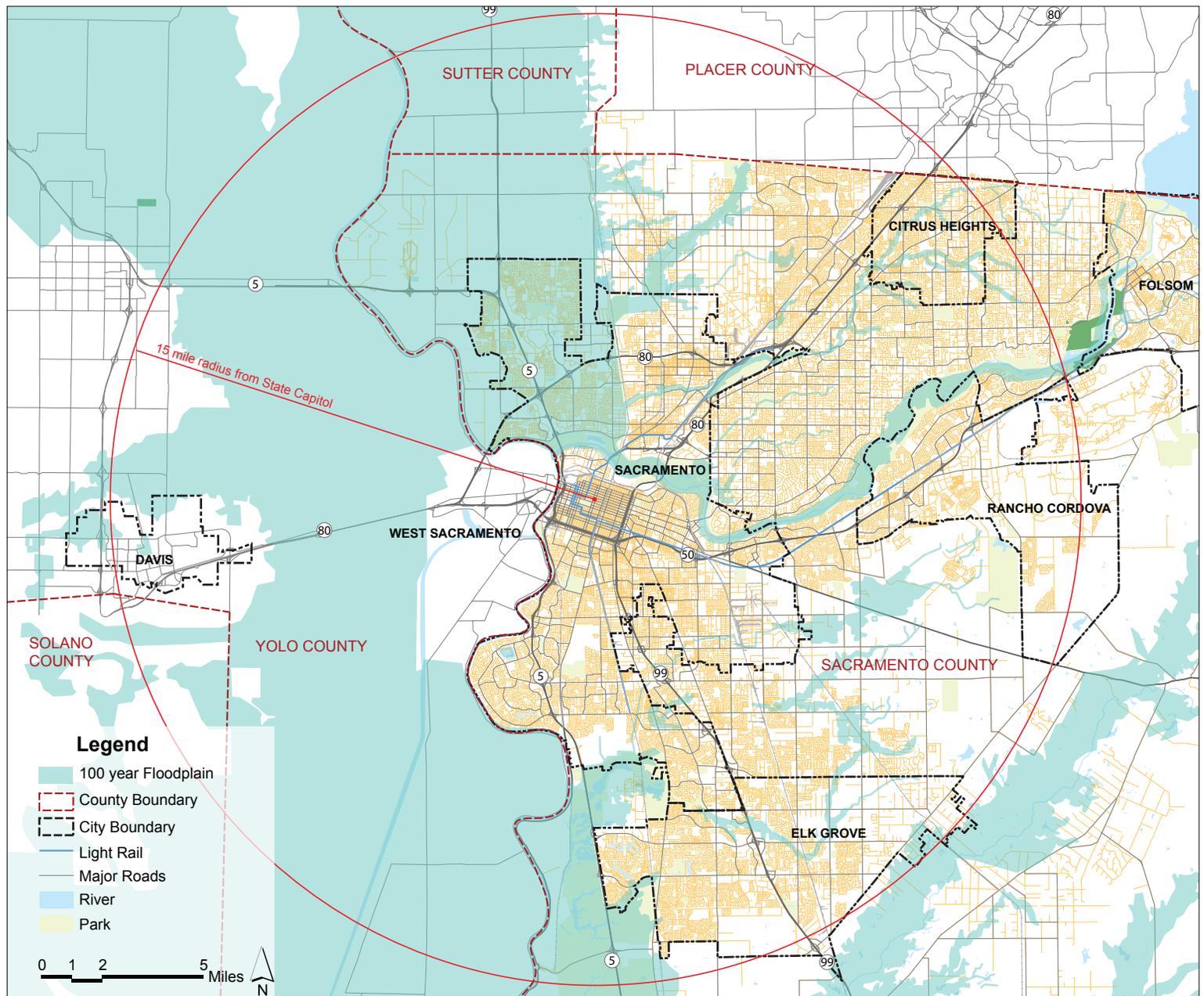
Source: Metropolitan
Transportation Plan/
Sustainable Communities
Strategy (2014)



FLOODPLAIN CONSTRAINTS MAP

Exhibit 1.7

Source: State of California Department of Fish and Wildlife, GIS Data (2012)



LOCAL PLANNING

The MTP/SCS forecasted growth pattern is based on adopted local government plans, as well as market forces.

Recognizing that conventional growth and development practices were not adequately addressing increased traffic congestion, decreased air quality, loss of open space, and regional economic competitiveness, many local, regional, and state governments have embraced smart growth principles and are working to incorporate the Blueprint principles into their local plans and policies.

Local jurisdictions have undertaken planning efforts to redevelop underutilized, former industrial lands to foster transit-oriented development, and to encourage mixed-use redevelopment downtown. Many of the opportunity areas assessed in this Planning Study are included in these planning efforts. The Development Opportunity Areas section beginning on page 26 explores these further.

Maps from the General Plans of the counties of Sacramento, Yolo, and Placer and the cities of Sacramento, West Sacramento, Rancho Cordova, Elk Grove, and Citrus Heights are included in Appendix C.

ENVIRONMENTAL CONSIDERATIONS

The three environmental issues for special consideration in assessing development areas within the Sacramento region are:

- Floodplain Designations and Management
- Brownfield and Contaminated Sites
- Special Species and Habitat Protection

FLOODPLAIN DESIGNATION AND MANAGEMENT

Levee conditions and the potential for flooding are the largest environmental and infrastructure concerns in the Sacramento region (see Exhibit 1.7 - Floodplain Constraints Map). Given this fact, state office development will be strongly influenced by future policies that respond to these issues.

A number of agencies are working to reduce the risk of major flooding in the Sacramento Valley. These include:

- U.S. Army Corps of Engineers (USACE)
- Sacramento Area Flood Control Agency (SAFCA)
- West Sacramento Area Flood Control Agency (WSAFCA)
- Department of Water Resources (DWR)
- Sutter-Butte Flood Control Agency (SBFCA)
- Yuba County Water Agency (YCWA)

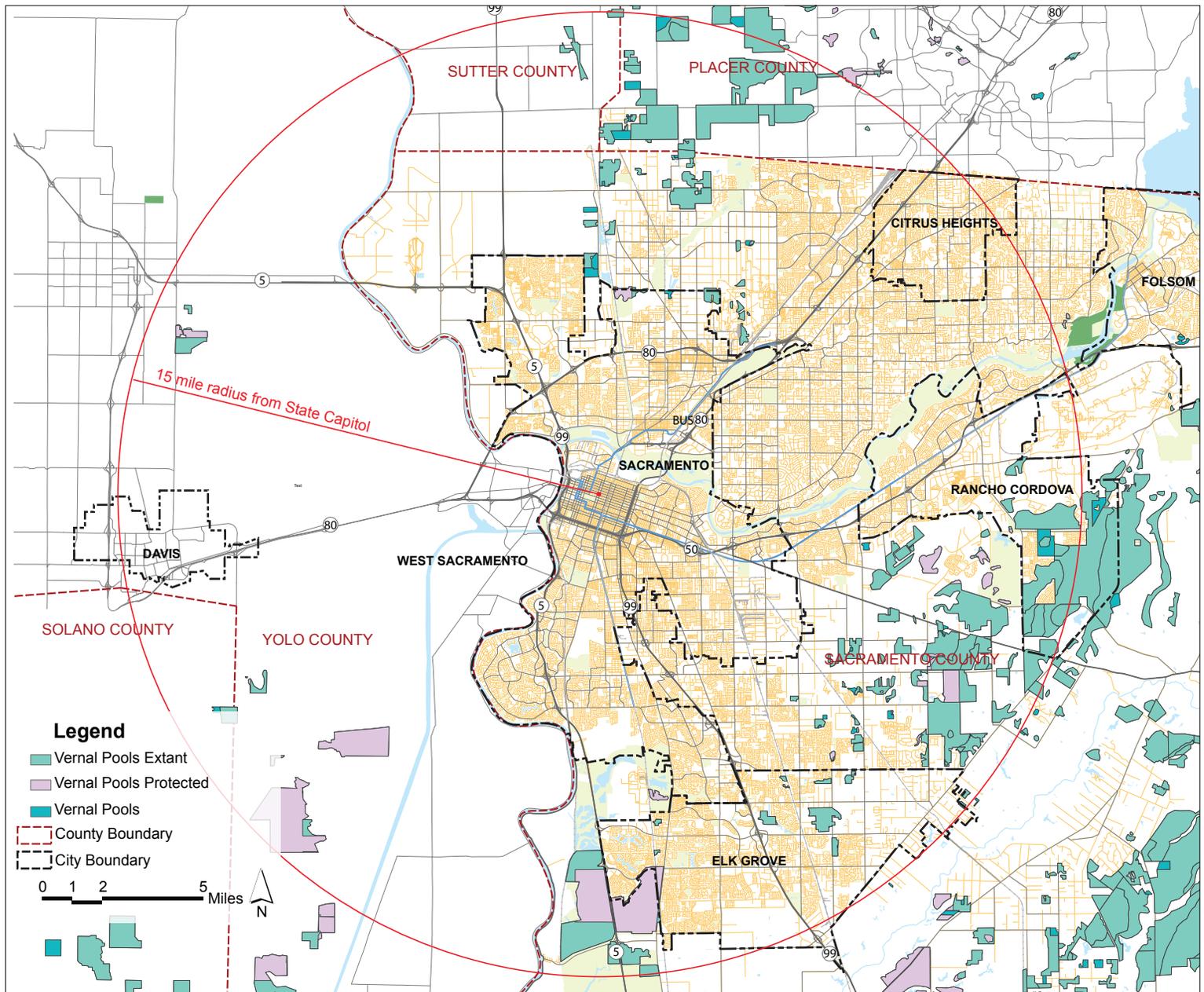
Work is ongoing and will result in uncertainty in development practices until resolution of issues such as SB 5, which requires the city of West Sacramento to have a 200-year flood protection plan in place by July 2016.

While development is permitted in other areas of the county, sites may still fall within the Federal Emergency Management Agency (FEMA) 100-year floodplain, which should be taken into consideration when selecting viable sites. Exhibit 1.7 shows the existing 100-year floodplains in the region.

VERNAL POOLS MAP

Exhibit 1.8

Source: California Vernal Pool Resources, GIS Data (2013)



BROWNFIELD AND CONTAMINATED DEVELOPMENT SITES

With smart growth trends toward developing sites in urbanized or former industrial areas (also called “infill” sites), it is likely that these sites will be complicated by the presence or potential presence of hazardous contaminants remaining from previous development. Called “brownfield” sites, their permit approval process for redevelopment can be extensive and delayed by the evaluation and remediation of toxic soils, polluted groundwater, obsolete or decaying infrastructure, or controlled removal of hazardous materials in existing structures.

Nonetheless, redevelopment of “brownfield sites” is beneficial because contaminants are removed or mitigated, thus improving existing developed areas per smart growth principles. It also reduces the pressure of developing lands outside the urban area, where designated prime agricultural land, natural open space, and wetland issues dramatically affect the timing and feasibility of property development. Sites in undeveloped areas, or “greenfield” sites, will likely impact vernal pools and possibly endangered or threatened species habitat as they are built out.

SPECIAL SPECIES AND HABITAT PROTECTION

Within the Sacramento region are critical habitat areas, as well as endangered and threatened species, which have recently come under protective laws impacting the development approval process and implementation costs.

Species native to the region include the Elderberry Longhorn beetle, the California red-legged frog, the Cooper’s Hawk and the Swainson’s Hawk, whose presence near a property can impact reduction of the development area to create conservation easements and keep the special habitat undisturbed.

Vernal pools, depressed areas of seasonal wetlands, are protected by the California Department of Fish and Wildlife (CDFW). See Exhibit 1.8 - Vernal Pools Map. Great efforts are being made to protect the remaining vernal pools in the Central Valley, as their disappearance marks the loss of rare and important habitat, as well as their associated plant and animal species. Mitigation measures to offset development impacts of removing these vernal pools are becoming more extensive and costly.

Riparian buffer areas along the Sacramento River are being restored with native plant and animal habitats. CDFW administers permits for landowners who wish to conduct activities on their land that might incidentally harm (or “take”) a species listed as endangered or threatened. To obtain a permit, the landowner must create a Habitat Conservation Plan (HCP), designed to offset any harmful effects the proposed activity might have on the species. The HCP process allows development to proceed while promoting listed species conservation. Natomas has an HCP, while the South Sacramento County area is anticipating HCP adoption in 2016.

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REAL ESTATE MARKET OVERVIEW

CURRENT OFFICE LEASING MARKET OVERVIEW

The Sacramento economy is expected to significantly strengthen in 2015 following nearly eight years of little to no growth. The increased demand for office space will continue to accelerate, thereby creating favorable leasing conditions for lessors throughout the Sacramento Metropolitan Area. As office space is absorbed throughout the remainder of the year, the office vacancy rate in the Sacramento region will continue its steady decline. The market vacancy rate fell to 20.12 percent in 2014, down 1.57 percent from the fourth quarter of 2013. As a result, office rents will continue to increase, especially in the downtown and South Natomas submarkets, where absorption of vacant office space has accelerated.

Although the downtown Sacramento and South Natomas submarkets are experiencing increased rental rates, developers have yet to respond to the improving market conditions. The lack of new construction is creating significant challenges for the State of California. Given the lack of speculative construction, available office space larger than 75,000 SF is in exceedingly short supply. Currently there is only one core downtown office building with 75,000 SF or more available. Given this condition, competition for large blocks of space will continue to escalate, thereby providing lessors with the opportunity to increase rental rates, while offering fewer concessions such as tenant improvement allowances and free rent incentives.

The increased absorption of office space coupled with the revitalization of downtown Sacramento are contributing to increased rents and real estate property values. Heightened leasing activity has contributed to strengthening sales. Commercial real estate sales across the region are increasing, especially in the downtown and midtown areas of Sacramento, where sales prices are nearing the historic highs of 2006-2007.

Currently, rental rates for midtown and downtown buildings range from a low of \$2.35 per usable square foot (USF) for Class B office space, to a high of \$3.50 per USF for Class A office space along the Capitol Avenue Corridor. In the suburban markets, average monthly rental rates vary from \$1.85 per USF on the Highway 50 Corridor to \$2.15 per USF in South Natomas.

CURRENT DEVELOPMENT PROJECTS

There are no office buildings of any substantial size under construction in the entire Sacramento Metropolitan Area. However, as vacancy rates continue to decrease and private-sector job growth accelerates, developers may consider constructing office product on a speculative basis. In addition, the flood restriction building moratorium has been lifted in the Natomas area and State of California leasing requirements remain strong. All of these market influences may contribute to new building construction in 2016.

The charts on the following pages show existing buildings with at least 75,000 SF available, and proposed office development projects of at least 100,000 SF within the Sacramento Metropolitan Area.

2015 EXISTING OFFICE BUILDINGS - SACRAMENTO METROPOLITAN AREA

Exhibit 1.9

Existing Project	Subregional Market	Existing Building Total Space USF
2201 Broadway	Downtown	77,000
Park Tower 980 9th Street	Downtown	143,000
2020 Gateway 2020 El Camino Ave. (W.)	Natomas	158,000
McClellan Park 5108 Dudley Blvd.	McClellan/Highway 80	132,000
Landmark Bus. & Financial Ctr. 1750 Howe Avenue	Point West	117,000
Prospect Park 3058 Kilgore Road	50 Corridor East	96,000
Prospect West 2882 Prospect Park Drive	50 Corridor East	101,000
South Bradshaw Business Ctr. 10000 Goethe Road	50 Corridor East	84,000
8745 Folsom Blvd.	50 Corridor West	83,000

2015 PROPOSED DEVELOPMENT PROJECTS - COUNTY OF SACRAMENTO

Exhibit 1.10

Proposed Project	Subregional Market	Proposed Building Total Space GSF
Mather Commerce Center II Armstrong Avenue Bldg. 1	50 Corridor East	130,000
Mather Commerce Center III 10395 Peter A. McCuen Blvd.	50 Corridor East	112,000
Evergreen Zinfandel At Cap Ctr. 5 Kilgore Road	50 Corridor East	103,000
Fite Corporate Center	50 Corridor East	150,000
1817 65th Street	50 Corridor West	160,000
Granite Regional Office Park Power Inn Road	50 Corridor West	1,000,000
Granite Regional Office Park 3221 Power Inn Road	50 Corridor West	138,000

2015 PROPOSED OFFICE BUILDINGS - SACRAMENTO METROPOLITAN AREA

Exhibit 1.11

Proposed Project	Subregional Market	Proposed Building Total Space GSF
Meridian Plaza II 1450 K Street	Downtown	300,000
The Railyards	Downtown	2,400,000
9th & L Street	Downtown	200,000
Cathedral Square 11th & J Street	Downtown	250,000
701 L Street	Downtown	300,000
Continental Plaza	Richards Blvd.	300,000
Township 9	Richards Blvd.	1,000,000
Arena Corporate Center Arena Blvd. Bldgs. 1-3	Natomas	306,000
Commerce Station II East Commerce Way	Natomas	682,000
Gateway Corporate Center Promenade Circle, Bldg C	Natomas	115,200
Gateway Corporate Center Promenade Circle, Bldg D	Natomas	145,000
Natomas Gateway Tower West Venture Oaks Way	Natomas	340,000

2015 PROPOSED DEVELOPMENT PROJECTS - WEST SACRAMENTO

Exhibit 1.12

Proposed Project	Subregional Market	Proposed Building Total Space GSF
Raley's Landing (1) 3rd Street	West Sacramento	245,000
Raley's Landing (2) 3rd Street	West Sacramento	135,000
Riverpoint North Corporate Ctr. 700 Riverpoint Drive	West Sacramento	110,000
Bridge District	West Sacramento	600,000

DEVELOPMENT OPPORTUNITY AREAS

In meetings with DGS, the consultant team, city of Sacramento, city of West Sacramento, and county of Sacramento representatives, 64 development opportunity areas were identified that could accommodate future state office space needs (Exhibits 1.13A and 1.13B). These opportunity areas consist of state-owned sites and non state-owned areas. New opportunity areas may arise in the future if real estate conditions and local land use planning significantly change.

STATE-OWNED DEVELOPMENT SITES

The state identified 13 state-owned sites for assessment as potential development opportunities. Of these, five are on state-owned land in the Capitol Area in the downtown core of Sacramento, with an additional property in close proximity on Capitol Mall. These are prime development sites - close to transit, adjacent to other government agencies, and responsive to smart growth principles. Two other sites are in redeveloping areas adjacent to downtown, and the remaining five are in commercial or industrial parts of Sacramento and West Sacramento. All but one site have existing state improvements, though the type of intensity of each facility varies.

NON STATE-OWNED DEVELOPMENT AREAS

Working with the local governments and reviewing current Land Use Plans within the study area, additional non state-owned opportunity areas were identified that are consistent with the direction of future land use and development.

The five local jurisdictions involved in this planning study whose close coordination helped identify these sites include:

- city of Sacramento
- city of West Sacramento
- county of Sacramento
- city of Rancho Cordova
- city of Elk Grove

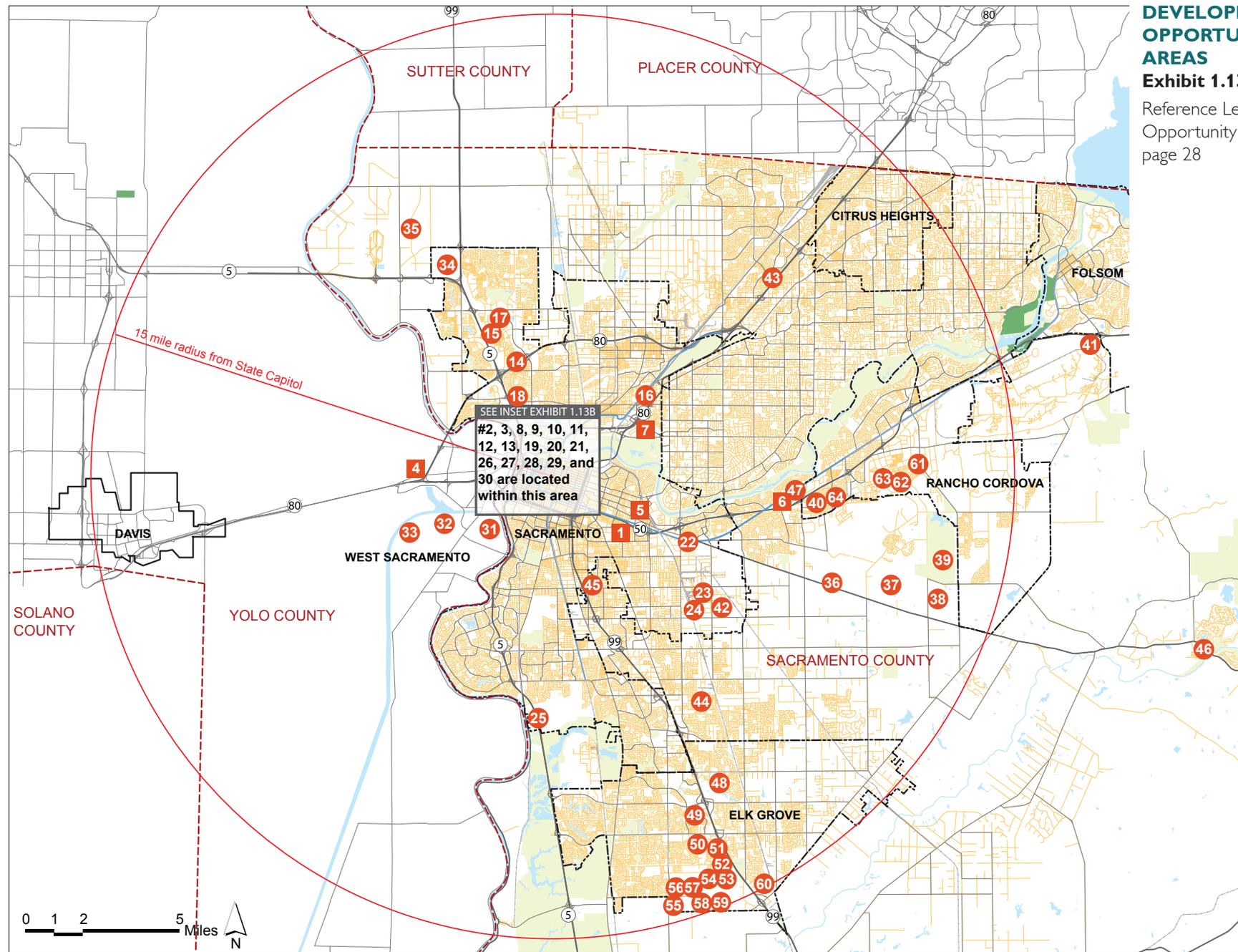
The cities and county provided updated information and identified 51 opportunity areas appropriate for a large-scale state office facility. These areas have a broad range of general attributes - from downtown to more suburban locations, from vacant land to encumbered properties. Some would require re-zoning to accommodate office and commercial uses unless the local General Plans were revised and approved in the near future.

All 64 opportunity areas are assessed in Chapter 3.

DEVELOPMENT OPPORTUNITY AREAS

Exhibit 1.13A

Reference Legend of Opportunity Areas on page 28



LEGEND

Development Opportunity Areas

STATE-OWNED

- 1 Department of Justice Site
- 2 Lottery Commission Site
- 3 State Printing Plant Site
- 4 Water Resources Corporation Yard
- 5 Caltrans Lab Site
- 6 Franchise Tax Board Site
- 7 Cal Expo Site
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food & Agriculture Annex Site
- 12 Resources Building Site
- 13 CalPERS Building Site

CITY OF SACRAMENTO

- 14 Natomas Gateway West
- 15 Natomas Crossing
- 16 West El Camino and Interstate 80
- 17 Kings Arena Site
- 18 Gateway
- 19 Richards Boulevard Area/River District
- 20 Railyards Area
- 21 Downtown Core
- 22 Granite Park
- 23 Depot Park - Valdez Ave., Park Ave., Park Campus
- 24 Depot Park - Demetre Ave Campus
- 25 Delta Shores

CITY OF WEST SACRAMENTO

- 26 Bridge District
- 27 Washington District
- 28 West Capitol Downtown Area
- 29 Pioneer Bluff Area
- 30 F Street Area
- 31 Stone Lock District
- 32 Seaway Int'l Trade Center
- 33 Southport Business Park

SACRAMENTO COUNTY

- 34 Natomas/Panhandle Area
- 35 Metro Gateway Center
- 36 W. Jackson Highway Master Plan
- 37 Jackson Township Specific Plan
- 38 NewBridge Specific Plan
- 39 McClellan Park
- 40 Mather Field SPA
- 41 Easton Place / Aerojet SPA
- 42 Army Depot
- 43 Auburn Blvd Corridor
- 44 North of Elk Grove
- 45 Fruitridge Area
- 46 Consumnes River Land
- 47 Bradshaw Landing

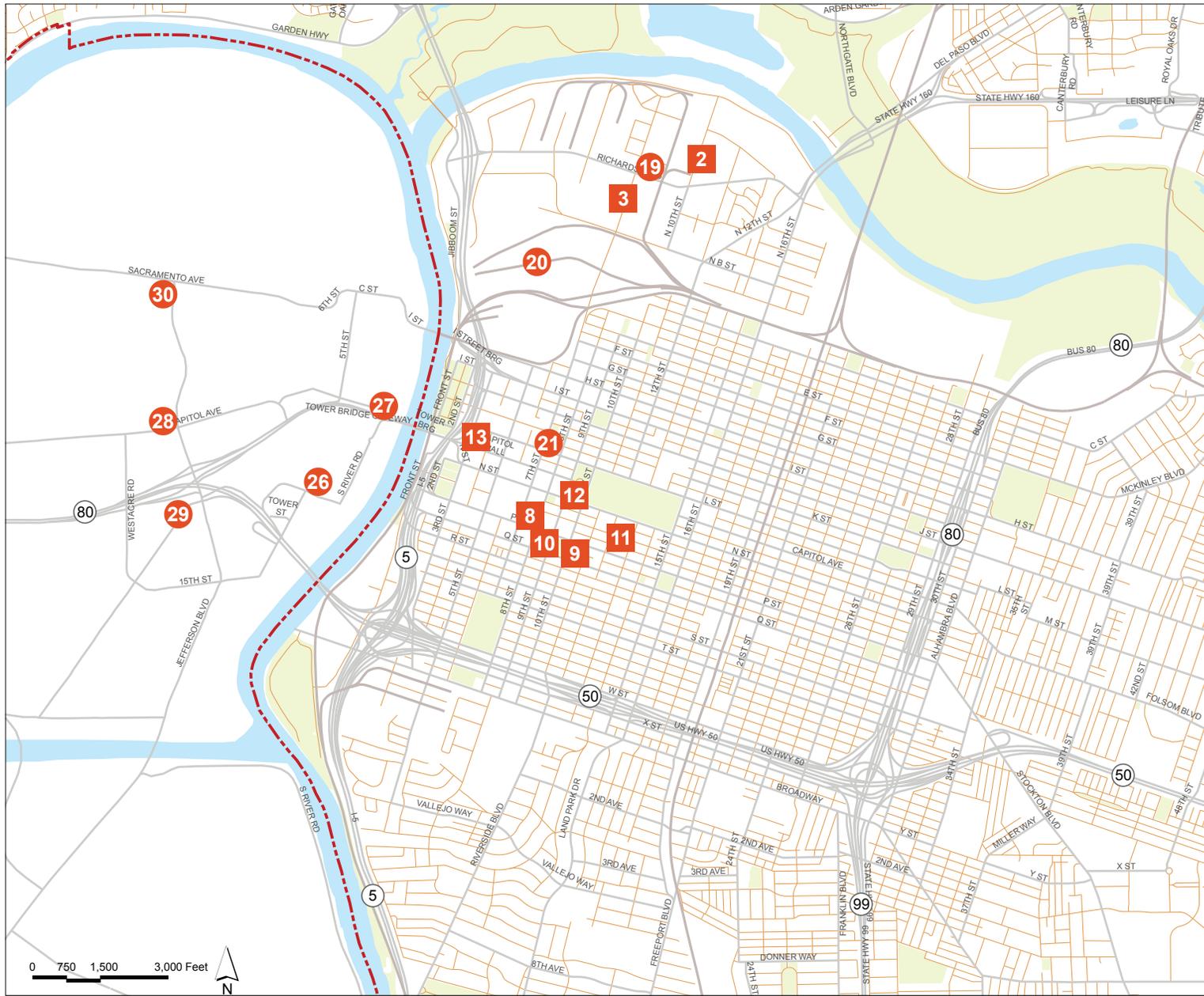
CITY OF ELK GROVE

- 48 Sheldon Farms
- 49 Laguna Springs Corporate Center
- 50 Laguna Ridge/Laguna Springs
- 51 Laguna Ridge/Lotz Parkway North
- 52 Laguna Ridge/Lotz Parkway South
- 53 North-East Business Park (SEPA)
- 54 Poppy Ridge & Big Horn (SEPA)
- 55 West Business Park (SEPA)
- 56 Big Horn & Bilby West (SEPA)
- 57 Big Horn & Bilby East (SEPA)
- 58 South Business Park (1)
- 59 South Business Park (2)
- 60 Union Park

CITY OF RANCHO CORDOVA

- 61 Evergreen Zinfandel at Capital Center
- 62 Stone Creek
- 63 Stone Creek and Femoyer St
- 64 Old Placerville Road

- State-owned Site
- Non-State-owned Site



DEVELOPMENT OPPORTUNITY AREAS, DOWNTOWN INSET
Exhibit 1.13B

Reference Legend of Opportunity Areas on page 28

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CHAPTER 2

State Office Space Program

State Office Space Distribution

State Employee Residence
Distribution & Commute Patterns

Occupancy Trends & Projected
Future Office Space Needs

Consolidation of State
Office Space





STATE OFFICE SPACE PROGRAM

This chapter presents an overview of current state office space throughout the Sacramento region, and maps the locations of existing state-owned and leased office space within the region. It then compares the distribution of state office locations to future projections of the distribution of employee residences throughout the Sacramento region.

Projected future state office space needs for the next 40 years are based on historical trends. These projections serve as the basis from which needs are derived for future periods.

Several state policies, statutes, reports, and initiatives support the consolidation of state office space. The benefits of this consolidation are discussed later in this chapter.

STATE OFFICE SPACE DISTRIBUTION

State agencies occupy 19.2¹ million NSF of office space in over 350 locations in the Sacramento region.² Exhibits 2.1A and 2.1B identify the location of state agencies in the study area, as well as identify those that are state-owned and those that are leased. Several of the agencies have more than 20 different office locations across the region (e.g. Consumer Affairs, Correction & Rehabilitation, DGS, CalTrans, and CDFW). While steps have been taken to consolidate many agencies, fragmentation remains. Exhibits 2.2A and 2.2B present the distribution of 18 agencies that DGS previously identified and prioritized for consolidation.³

More than 50 percent of state office space is in the central city area. As summarized in Exhibit 2.4B, almost 14 million NSF, or about 73 percent, of state office space is within five miles of the State Capitol. The remaining 27 percent is dispersed throughout the region, with the majority of space within 10 miles of the State Capitol.

The state office location information is based on January 2015 Statewide Property Inventory (SPI) data for the Sacramento region.

¹ The 19.2 million NSF of office space includes both “General” and “Field” office space, consistent with the 2008 Planning Study.

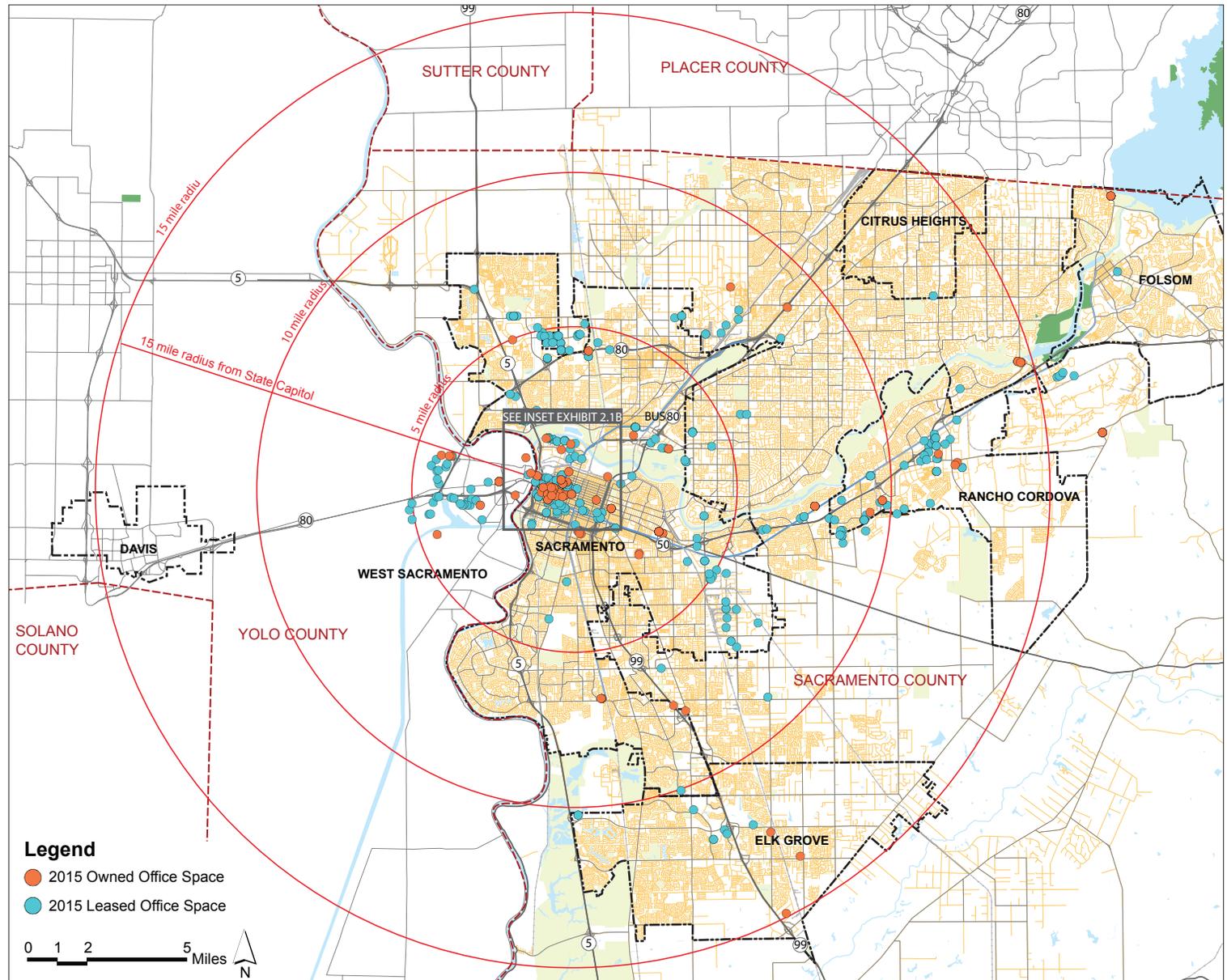
² The Sacramento region is defined as Sacramento County and the eastern portion of Yolo County.

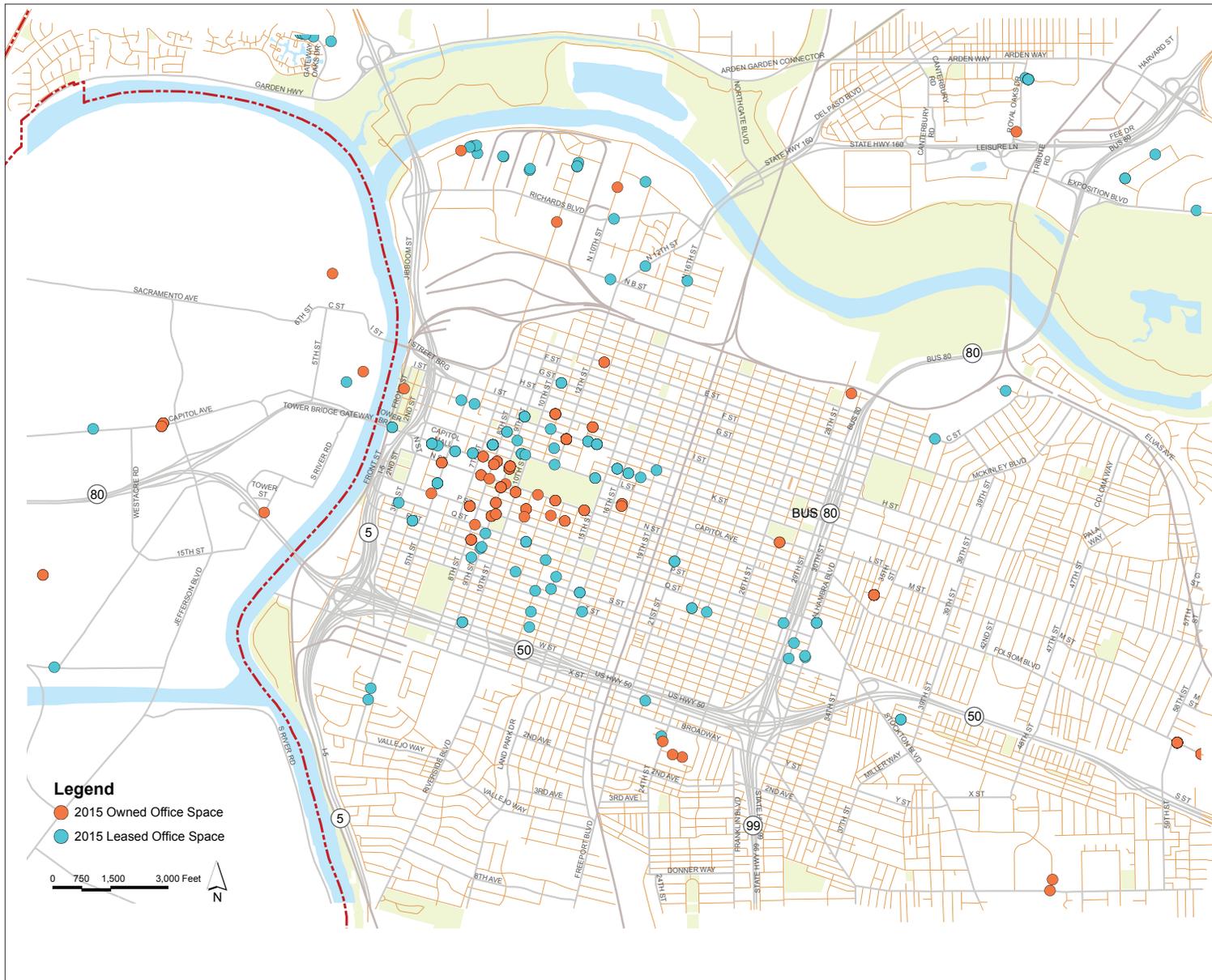
³ Effective 2005, Technology Services (Teale Data Center) and Technology Services (Health & Human Services Data Center) merged and are now the Department of Technology.

**EXISTING
LOCATIONS OF
STATE OFFICE
SPACE**

Exhibit 2.1A

Source: Statewide
Property Inventory
(SPI). DGS,
January 2015.





**EXISTING
LOCATIONS OF
STATE OFFICE
SPACE, DOWNTOWN
INSET**

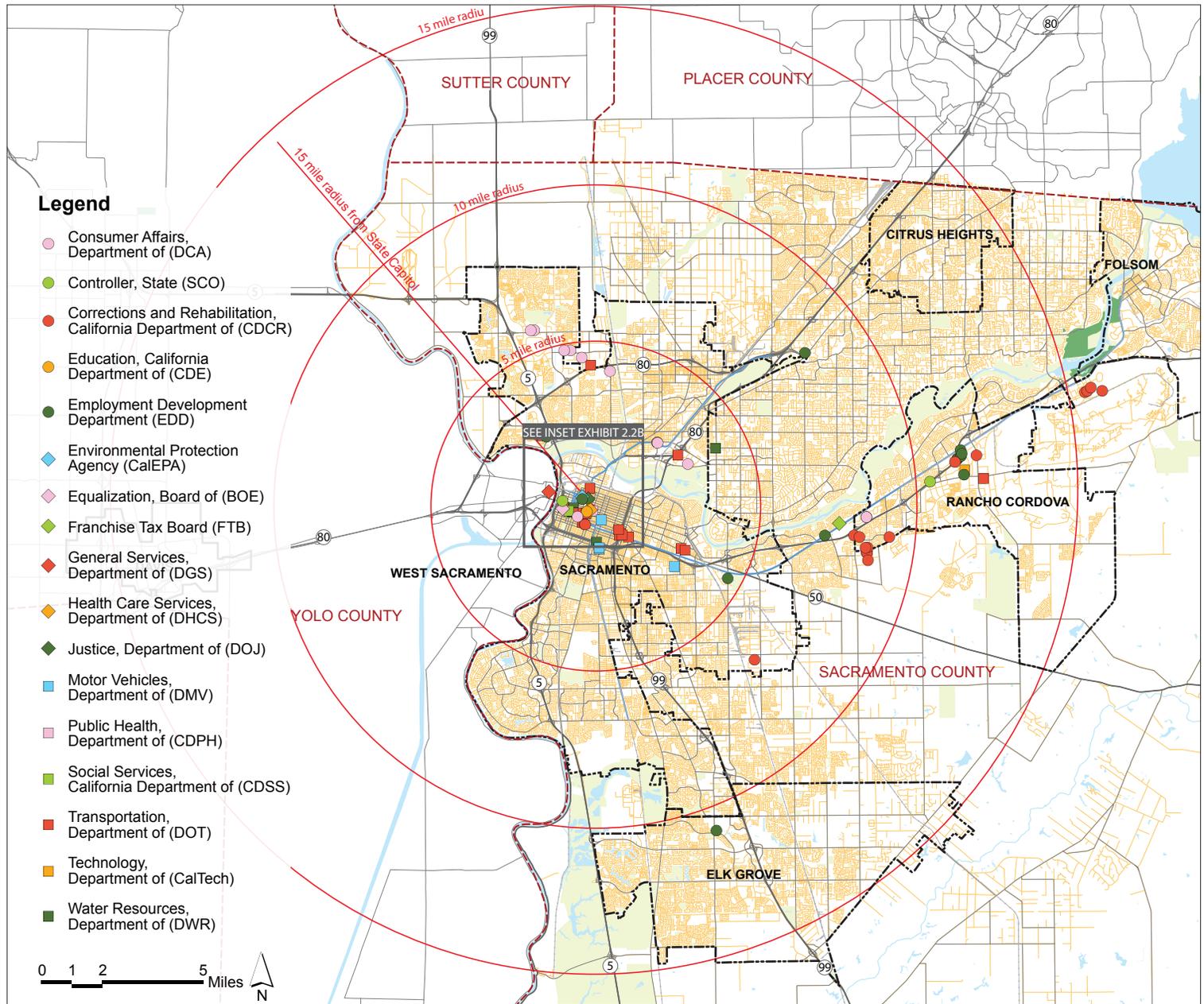
Exhibit 2.1B

Source: Statewide Property Inventory (SPI), DGS, January 2015.

18 PRIORITY STATE AGENCIES FOR CONSOLIDATION

Exhibit 2.2A

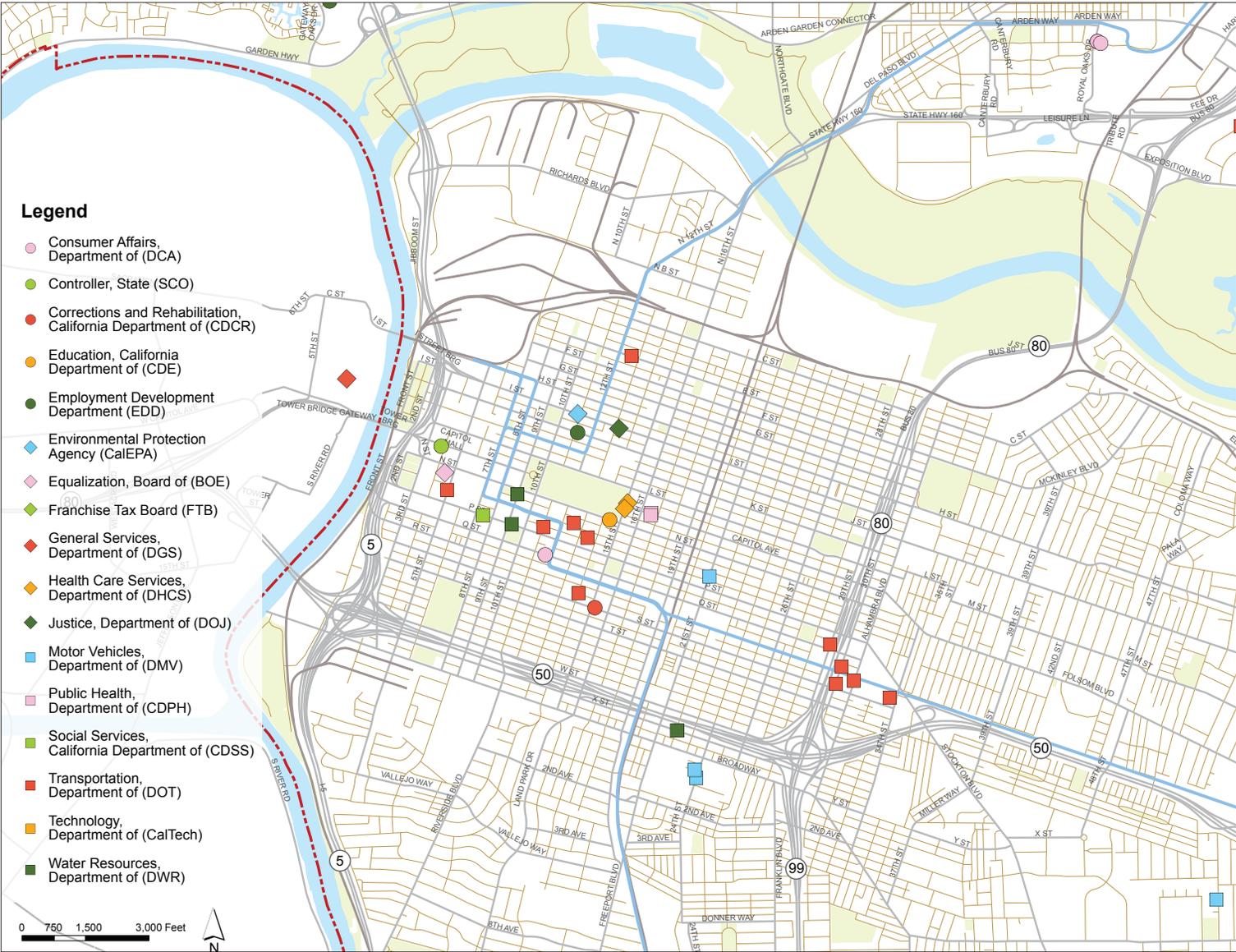
Source: Statewide Property Inventory (SPI).
DGS, January 2015.



18 PRIORITY STATE AGENCIES FOR CONSOLIDATION, DOWNTOWN INSET

Exhibit 2.2B

Source: Statewide Property Inventory (SPI). DGS, January 2015.



STATE EMPLOYEE RESIDENCE DISTRIBUTION AND COMMUTE PATTERNS

RESIDENCE DISTRIBUTION

The November 2009 State Employee Commute Survey supplied source data to map the current geographic residence distribution of state employees. DGS conducted this survey to better understand state employee transportation and parking needs. More than 13,800 employees working throughout the county of Sacramento and the city of West Sacramento responded to the survey, representing a response rate of 20 percent.

The resulting data helped to establish a baseline of employees' modes of transportation and to provide an understanding of the future needs of the employees. This is the most recent comprehensive commute survey of state employees available for this report, and the results of the survey were used to extrapolate the current distribution of state employee residences.

Survey data on employee residences were aggregated into seven zones based on zip codes. The distribution of employee residences and housing projections (based on the 2035 MTP/SCS with Blueprint Reference and TPA – see Exhibit 2.3) was compared to the location of existing state office space. The following are the highlights of this analysis, as illustrated in Exhibits 2.4A and 2.4B:

- Almost 29 percent of state employees live in Zone 5 to the southeast of downtown. This is an area of continuing and projected growth, particularly in the developing communities between Elk Grove and Rancho Cordova.
- The second largest proportion of employees, approximately 22 percent, live in Zone 3 to the northeast, up Interstate 80 toward Rocklin and Roseville.
- Zone 2 lies in downtown Sacramento, but excludes the central city area. Roughly 17 percent of state employees reside here. This area is to the south of Highway 80 and east of the Sacramento River.

- Zone 4 to the east along US Highway 50 includes fast-growing Rancho Cordova, and accounts for about 11 percent of employee residences.
- Zone 6 includes the cities of Davis and West Sacramento and other areas west of the Sacramento River. This zone accounts for about eight percent of total employee residences.
- Zone 7 to the north and northwest comprises about nine percent of employee residences. Northern areas are expected to grow in the future, with significant growth projected in the developing communities between Route 99 and Roseville.
- Four percent of employees live in Zone 1, the central city area.

The most significant relationships between the proportions of state office space and state employee residences include the following zones:

- The great majority of state office space (over 65 percent) is located in the central city area (Zone 1) and the downtown area (Zone 2), but only 21 percent of employees live there.
- Zone 3, along Interstate 80 and the north shore of the American River, houses less than one percent of the state office space but 22 percent of the state employee residences.
- Zone 4, along US Highway 50 east toward Rancho Cordova, accounts for 18 percent of state office space, but only 11 percent of state employee residences.
- Zone 5, along Interstate 5 and Highway 99 to the south, accounts for less than 3 percent of state office space, though over 29 percent of employees (the largest concentration) live in that area.

Because Sacramento major roads and transit routes are in a radial pattern, with few circumferential transportation connections, the imbalance between the distributions of housing and state jobs significantly influences distances traveled and time required to commute to work.

**SACRAMENTO
REGION FUTURE
GROWTH TRENDS
Exhibit 2.3**

Source: Metropolitan
Transportation Plan/
Sustainable Community
Strategy (2014)

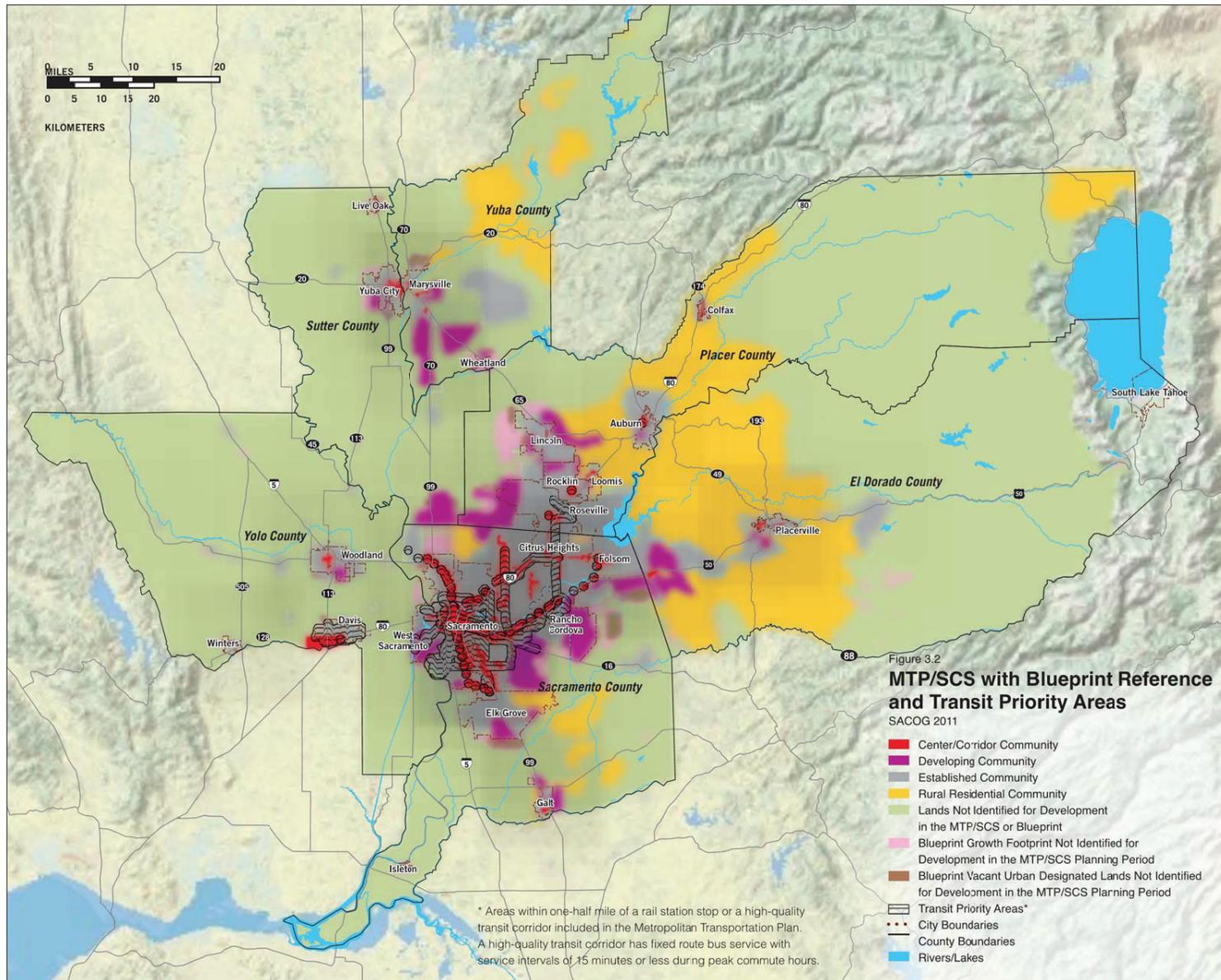


Figure 3.2
**MTP/SCS with Blueprint Reference
and Transit Priority Areas**
SACOG 2011

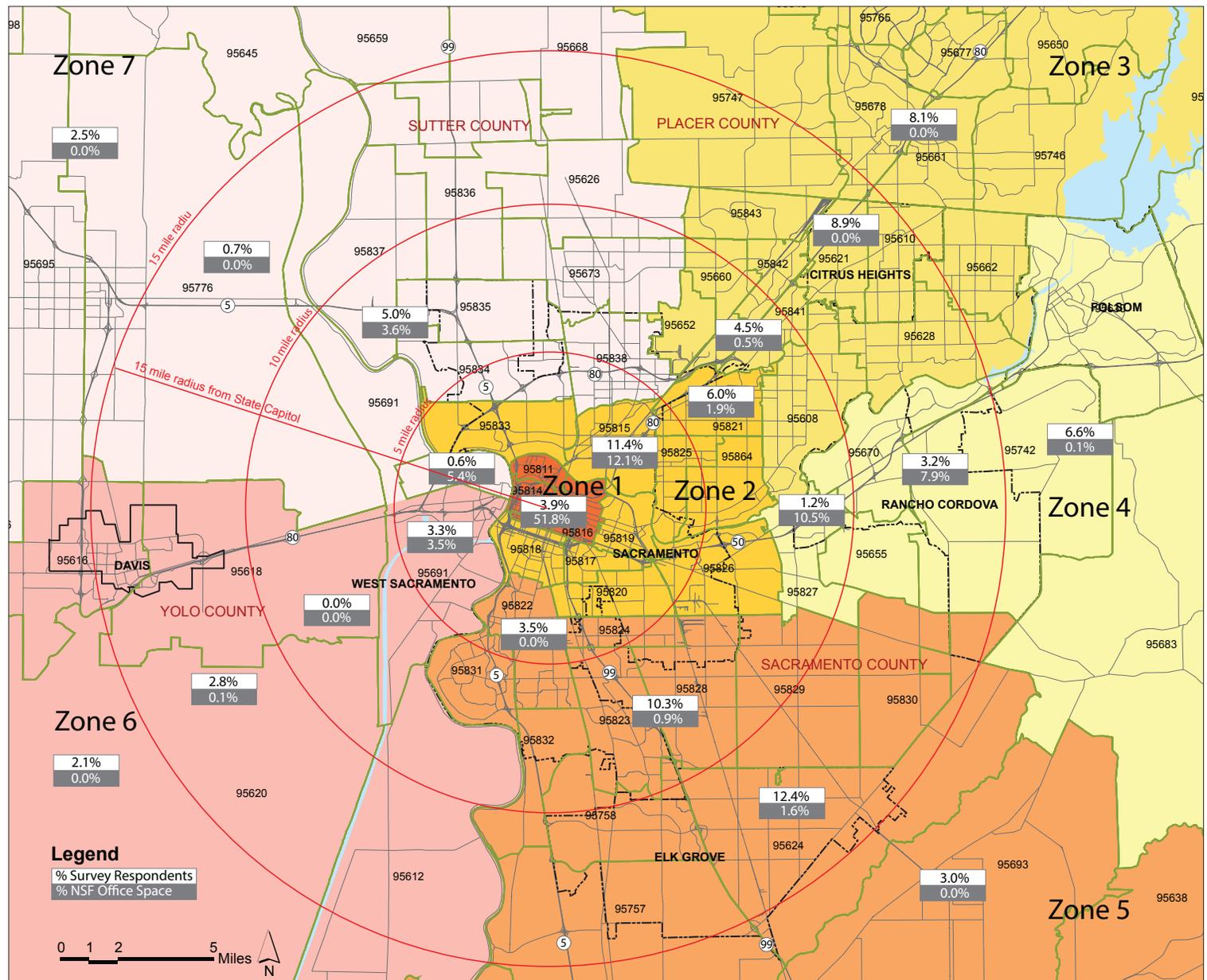
- Center/Corridor Community
- Developing Community
- Established Community
- Rural Residential Community
- Lands Not Identified for Development in the MTP/SCS or Blueprint
- Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period
- Blueprint Vacant Urban Designated Lands Not Identified for Development in the MTP/SCS Planning Period
- Transit Priority Areas*
- ⋯ City Boundaries
- County Boundaries
- Rivers/Lakes

**MAP OF STATE
EMPLOYEE
RESIDENCE AND
STATE OFFICE
DISTRIBUTION
IN THE
SACRAMENTO
REGION**

Exhibit 2.4A

Sources: 2009 State
Employee Commute
Survey, DGS,
November 2009.

Statewide Property
Inventory (SPI), DGS,
January 2015.



Zone	Category	Distance from State Capitol				Total
		5 Miles	10 Miles	15 Miles	20 Miles	
1	Number of Employees	534	NA	NA	NA	534
	% of Total	3.9%				3.9%
	Office NSF	9,946,126	NA	NA	NA	9,946,126
	% of Total	51.8%				51.8%
2	Number of Employees	1,544	809	NA	NA	2,353
	% of Total	11.4%	6.0%			17.4%
	Office NSF	2,322,772	360,898	NA	NA	2,683,670
	% of Total	12.1%	1.9%			14.0%
3	Number of Employees	NA	613	1,208	1,091	2,912
	% of Total		4.5%	8.9%	8.1%	21.5%
	Office NSF	NA	103,542	4,570	-	108,112
	% of Total		0.5%	0.0%	0.0%	0.6%
4	Number of Employees	NA	160	426	886	1,472
	% of Total		1.2%	3.2%	6.6%	10.9%
	Office NSF	NA	2,014,982	1,508,932	21,037	3,544,951
	% of Total		10.5%	7.9%	0.1%	18.5%
5	Number of Employees	470	1,393	1,677	411	3,951
	% of Total	3.5%	10.3%	12.4%	3.0%	29.2%
	Office NSF	2,421	170,819	312,274	-	485,514
	% of Total	0.0%	0.9%	1.6%	0.0%	2.5%
6	Number of Employees	445	-	382	284	1,111
	% of Total	3.3%	0.0%	2.8%	2.1%	8.2%
	Office NSF	664,333	-	23,988	-	688,321
	% of Total	3.5%	0.0%	0.1%	0.0%	3.6%
7	Number of Employees	75	677	101	334	1,187
	% of Total	0.6%	5.0%	0.7%	2.5%	8.8%
	Office NSF	1,044,743	691,925	-	-	1,736,668
	% of Total	5.4%	3.6%	0.0%	0.0%	9.0%
Zones 1-7	Total Employees	3,068	3,652	3,794	3,006	13,520
	% of Total	22.7%	27.0%	28.1%	22.2%	100.0%
	Total Office NSF	13,980,395	3,342,166	1,849,764	21,037	19,193,362
	% of Total	72.8%	17.4%	9.6%	0.1%	100.0%

**STATE EMPLOYEE
RESIDENCE AND STATE
OFFICE DISTRIBUTION
IN THE SACRAMENTO
REGION SUMMARY
Exhibit 2.4B**

Sources: 2009 State Employee Commute Survey, DGS, November 2009.

Statewide Property Inventory (SPI), DGS, January 2015.

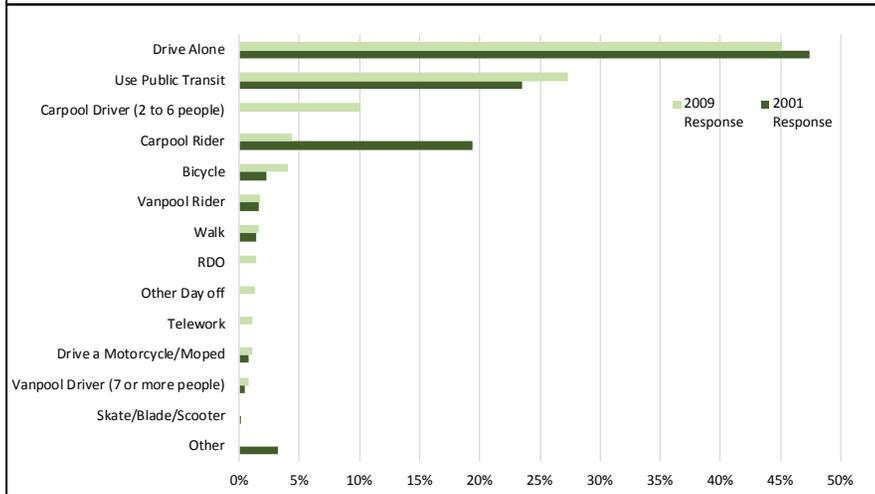
CAPITOL AREA STATE EMPLOYEE DAILY MODE OF TRAVEL

Exhibit 2.5

Q8: How do you travel to work each day?

Response Rate	20%
Number of Respondents	13,800
Number of State Employees	68,000

Average Weekly Mode	2009 Response	2001 Response
Drive Alone	45.1%	47.4%
Use Public Transit	27.3%	23.5%
Carpool Driver (2 to 6 people)	10.1%	
Carpool Rider	4.4%	19.4%
Bicycle	4.1%	2.2%
Vanpool Rider	1.7%	1.6%
Walk	1.6%	1.4%
RDO	1.4%	
Other Day Off	1.3%	
Drive a Motorcycle/Moped	1.1%	0.8%
Telework	1.1%	
Vanpool Driver (7 or more people)	0.8%	0.5%
Other	0.0%	3.2%
Skate/Blade/Scooter	0.0%	0%



Source: 2009 State Employee Commute Survey. DGS, November 2009. Capitol Area State Employee Transportation Survey Results, p.2. DGS, 2001.

COMMUTE PATTERNS

A major consideration in identifying the best locations for future state office development is accessibility to the potential labor pool of additional employees. The MTP mapping of 2035 MTP/SCS with Blueprint Reference and TPA is helpful in this regard. It shows substantial additional housing likely in the developing communities west of Roseville and between I-5, Elk Grove, and Rancho Cordova, as well as along corridor communities (Exhibit 2.3). While transportation demand management and transit access for state employees over the entire region are state concerns, the state should be especially aware of access from these growth areas.

The State of California encourages state employees to use alternative commute modes and reduce the number of single occupancy commute vehicles (SOV) to address air pollution and traffic congestion issues. The variety of programs to promote commute options includes:

- Subsidized transit passes totaling up to 75 percent discounts
- Preferential parking assignments and rates for carpool and vanpools
- Full-service Compressed Natural Gas state employee vanpool program
- Electric Vehicle charging stations
- Guaranteed ride home program
- Vanpool reimbursements
- Exploring telework programs and other alternative commute functions

According to the 2009 State Employee Commute Survey, SOV transportation is the most common commute mode, with 45 percent of employees driving alone. Twenty-seven percent use transit, and 17 percent participate in a carpool or vanpool (Exhibit 2.5). The survey responses yield insights into what might influence more employees to consider taking transit, including increases in parking rates, more Light Rail Transit (LRT) stations conveniently located near employees' homes, and a frequent shuttle from transit to workplaces.

OCCUPANCY TRENDS AND PROJECTED FUTURE OFFICE SPACE NEEDS

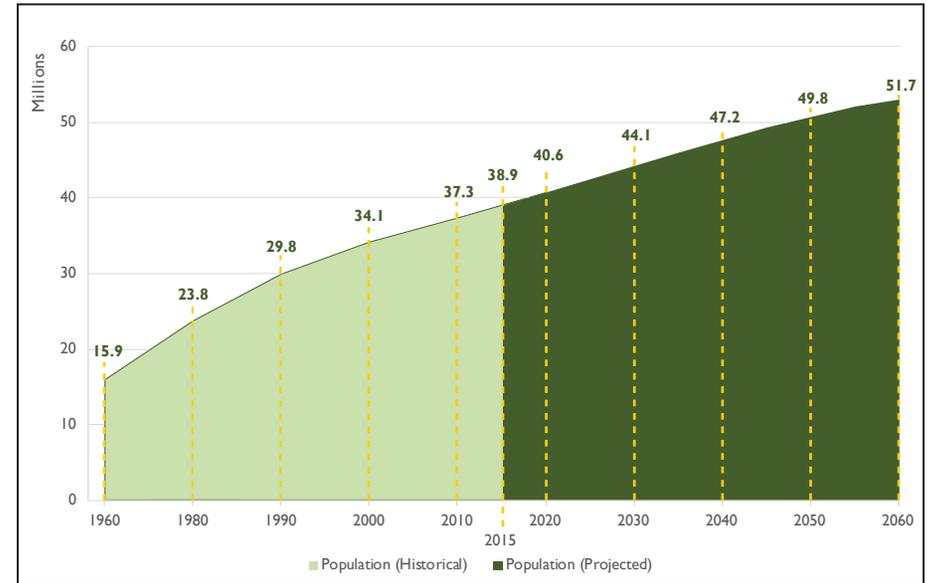
STATEWIDE POPULATION GROWTH

Between 1960 and 1990 the State of California's population nearly doubled. That dramatic growth began to level off after 1990, with the population growing 30 percent over the following 25 years, reaching a total of approximately 39 million in 2015.

Similar growth is expected in the coming years, as projections supplied by DOF estimate a nine percent population increase from 2010 to 2020. Beyond 2020, it is predicted that the state's population will continue to increase, but at a lower rate than it has over the past five decades.

HISTORICAL AND PROJECTED STATEWIDE POPULATION GROWTH

Exhibit 2.6A



Source: Total Population Projections for California and Counties: July 1, 2015 to 2060. DOF Demographic Research Unit, December 2014.

HISTORICAL AND PROJECTED STATEWIDE POPULATION GROWTH

Exhibit 2.6B

	1960	1980	1990	2000	2010	2015	2020	2030	2040	2050	2060
Population	15,863,000	23,782,000	29,828,000	34,105,437	37,341,978	38,896,969	40,619,346	44,085,600	47,233,240	49,779,362	51,663,771
Percent Change	--	50%	25%	14%	9%	4%	5%	9%	7%	5%	4%

Source: Total Population Projections for California and Counties: July 1, 2015 to 2060. DOF Demographic Research Unit, December 2014.

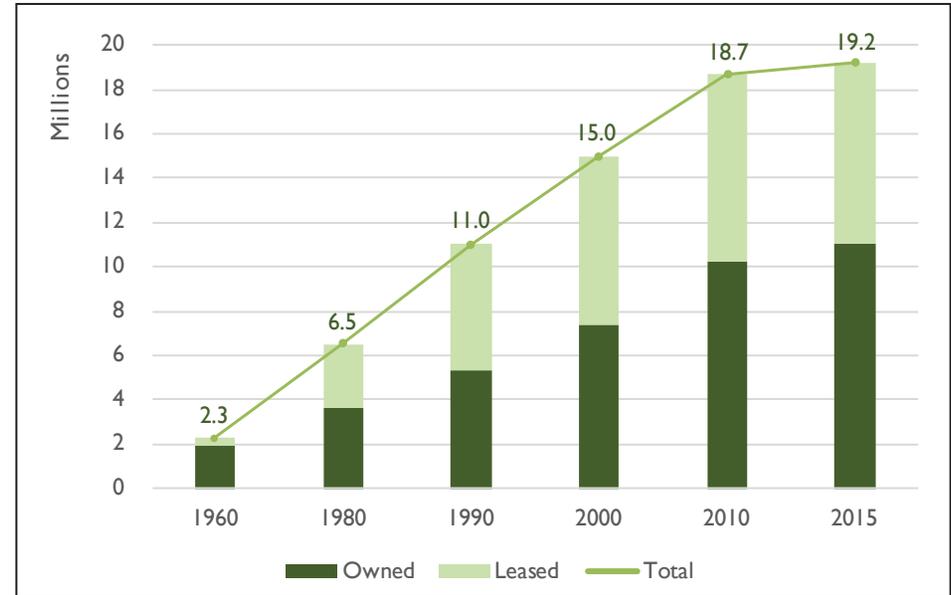
STATE OF CALIFORNIA – SACRAMENTO OCCUPIED OFFICE SPACE GROWTH (OWNED VS. LEASED)

Over the last five decades, state office space occupied in the Sacramento region has grown steadily. From 2.3 million NSF of primarily owned space in 1960, the state office inventory in Sacramento has grown to more than 19 million NSF of occupied space in January 2015.

While both owned and leased space have increased over the past fifty years, the percentage of leased space dramatically increased between 1960 and 1990, to a high of 52 percent. In 2015 the amount of leased space remains significant, at 43 percent of total state office space.

SACRAMENTO REGION HISTORIC OFFICE INVENTORY – OWNED VS. LEASED (NSF)

Exhibit 2.7A



Source: Statewide Property Inventory (SPI). DGS, January 2015.

SACRAMENTO REGION HISTORIC OFFICE INVENTORY – OWNED VS. LEASED

Exhibit 2.7B

	1960		1980		1990		2000		2010		2015	
Owned	1,900,000	83%	3,600,000	55%	5,300,000	48%	7,402,597	49%	10,222,463	55%	11,013,969	57%
Leased	400,000	17%	2,899,000	45%	5,700,000	52%	7,597,403	51%	8,494,873	45%	8,179,393	43%
Total	2,300,000	100%	6,499,000	100%	11,000,000	100%	15,000,000	100%	18,717,336	100%	19,193,362	100%

Source: Statewide Property Inventory (SPI). DGS, January 2015.

SACRAMENTO REGION STATE OFFICE SPACE NEEDS PROJECTIONS

Historic trends reflect a relationship between the state’s population growth and the state’s office space needs in the Sacramento region. The population grew nine percent from 2000 to 2010 and is estimated to grow another nine percent between 2010 and 2020. By comparison, the inventory of state office space in the Sacramento region grew 25 percent from 2000 to 2010 and 3 percent from 2010 to 2015.

While the amount of available state office space has historically grown at a faster rate than the state’s population, that growth has slowed significantly since the period of rapid expansion from 1960 to 1990. Also impacting the future growth of office space is the potential adoption of alternative work schedule and office sharing/hotelling/telework programs for state employees. While these have the potential to lessen future requirements for additional office space, their impact is outside the scope of this Planning Study.

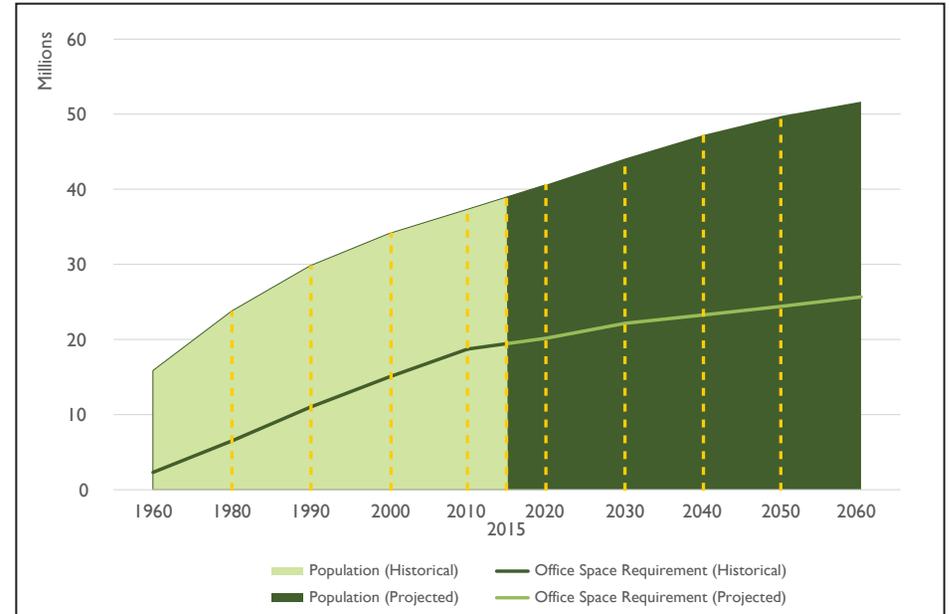
The 2008 Sacramento Region State Office Planning Study projected that future office space requirements would grow at 15 percent per decade through 2050. Today, however, analysis of the relationship between population and state office space suggests a more modest decadal growth rate. This Planning Study assumes growth rates each decade that are in alignment with the projected population growth rates.

An additional 960,000 NSF of office space will be needed in the next five years to keep pace with the state’s projected population growth. By 2060, an estimated total of 25.7 million NSF of office space will be needed (Exhibits 2.8A and 2.8B).

The projected growth in state office space needs follows the trend of an increasing state employee population in Sacramento County, as shown in Exhibit 2.8C. Although the number of state employees represents the number working in Sacramento County rather than the entire Sacramento region (Sacramento County and east Yolo County), the incremental totals of state employees and occupied office space reflect a corresponding increase between 1960 and 2015. Future state employee numbers for Sacramento County are not available.

SACRAMENTO REGION STATE OFFICE SPACE PROJECTIONS (NSF)

Exhibit 2.8A



SACRAMENTO REGION STATE OFFICE SPACE PROJECTIONS

Exhibit 2.8B

Year	Office Space Projection (NSF)
2020	20,153,030
2025	21,160,682
2030	22,168,333
2035	22,722,541
2040	23,276,750
2045	23,858,669
2050	24,440,587
2055	25,051,602
2060	25,662,617

SACRAMENTO REGION OCCUPIED STATE OFFICE SPACE AND STATE EMPLOYEES

Exhibit 2.8C

Year	Occupied Office Space (NSF), Sacramento Region	Percent Change	State Employees, Sacramento County*	Percent Change
1960	2,300,000	--	20,881	--
1980	6,499,000	183%	41,640	99%
1990	11,000,000	69%	54,440	31%
2000	15,000,000	36%	63,926	17%
2010	18,717,336	25%	74,107	16%
2015	19,193,362	3%	74,329	0%

Sources: Statewide Property Inventory (SPI). DGS, January 2015.

State and County Population Projections, July 1, 2010-2060. DOF Demographic Research Unit, December 15, 2014.

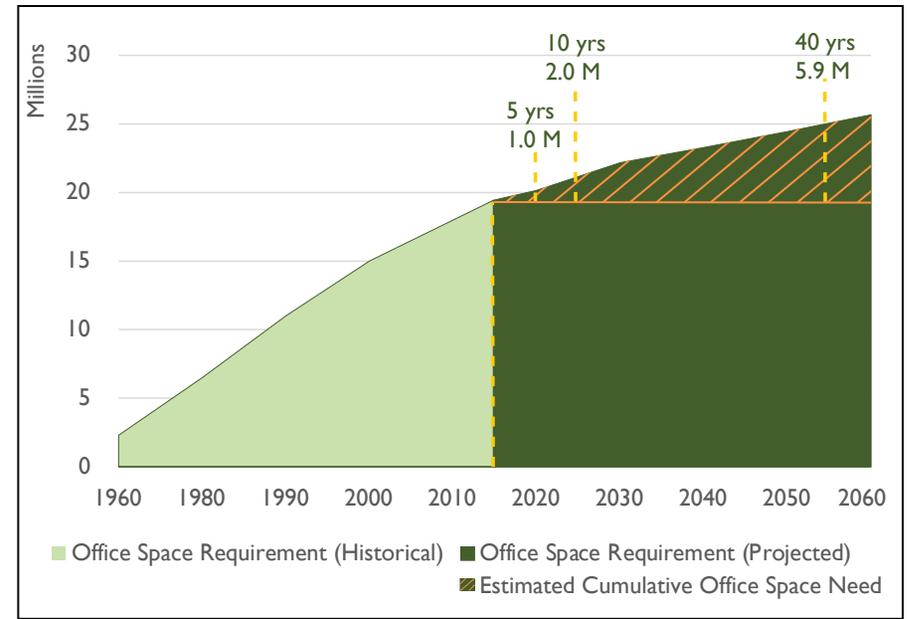
*Total state employees includes civil service employees and excludes state college and university employees.

SACRAMENTO REGION ESTIMATED ADDITIONAL OFFICE SPACE NEED

The difference between the office space currently occupied by the state and estimated future requirements constitutes the projected additional office space need. This additional anticipated space demand, presented in Exhibits 2.9A and 2.9B, should be considered as the state plans its future office space program.

PROJECTED SACRAMENTO REGION CUMULATIVE ADDITIONAL STATE OFFICE SPACE NEED (NSF)

Exhibit 2.9A



Source: Statewide Property Inventory (SPI). DGS, January 2015.

PROJECTED SACRAMENTO REGION INCREMENTAL ADDITIONAL STATE OFFICE SPACE NEED

Exhibit 2.9B

Time Frame	Incremental Office Space Need (NSF)
0 - 5 Years (2015 - 2020)	959,668
6 - 10 Years (2021 - 2025)	1,007,652
11 - 40 Years (2026 - 2055)	3,890,920
Cumulative Incremental 40-Year Office Space Need	5,858,240

CONSOLIDATION OF STATE OFFICE SPACE

This section summarizes the current state office space program as reported in the 1992/1993 Regional Facilities Plan, 1997 Capitol Area Plan and Implementation Plan, 1997 Sacramento Regional Facilities Plan, and the 2001 Facilities Plan Update, and provides an overview of the policies, benefits, and current priorities related to state office space consolidation.

STATE CONSOLIDATION POLICY AND DIRECTIVES

Consolidation of State Operations

Governor's Executive Order W-18-91 contains a policy preference for the state ownership of properties where long-term use can be anticipated, and for which the cost of ownership would be lower than the cost of long-term leasing. It also calls for the consolidation of state operations into joint-use facilities and into DGS-controlled buildings, where possible. The latter goal is practical in areas such as the Sacramento region, where agencies have a significant presence but are geographically dispersed. Continued leasing of some state office space is advised to allow for flexibility in the staffing and space needs of some agencies.

Senate Concurrent Resolution (SCR) 39 (1991-1992) directed the state to prepare a consolidation plan and propose a priority list to relocate agencies prioritized for consolidation into state-owned space in the Sacramento region.

1992/1993 Regional Facilities Plan

The 1992/1993 Regional Facilities Plan (1992/1993 Facilities Plan) recommends the development of new multi-tenant, state-owned office facilities to meet the consolidatable space requirements of the state's 18 largest agencies, which at the time occupied 72 percent of state office space. The 1992/1993 Facilities Plan also recommends that the Capitol Area Plan be updated to accommodate more of the state's office needs in the Capitol Area. The 1992/1993 Facilities Plan was subsequently updated in the 1997 Sacramento Region Facilities Plan (1997 Facilities Plan) and 2001 Facilities Plan Update, and the Capitol Area Plan was updated in 1997.

1997 Capitol Area Plan and Implementation Plan

The Capitol Area Plan establishes Objectives and Principles under a number of elements, including State Offices and Transportation and Parking. Regarding the state office space and consolidation, the stated principles include:

- Use the Capitol Area Plan as the master plan for state facility development on state-owned land in the Capitol Area.
- Identify and protect opportunity sites for development of state offices in the Capitol Area.
- Use the state's Facilities Plan for Sacramento to determine overall state office needs in the Capitol Area and central Sacramento.
- Consolidate agencies for which proximity to the State Capitol and other facilities and activities in the Capitol Area is appropriate.
- Intensify office space use on underutilized sites or in aging state facilities through renovation of existing buildings or through redevelopment.

State-Owned Space

Senate Bill 245 (Battin) (Ch. 107, Stats. of 2005) directs that existing state-owned or state-leased office space under the jurisdiction of DGS be fully utilized by state agencies before entering into new leases.

Programmatic and Economic Basis for Consolidation

The state derives economic and programmatic benefits for consolidating dispersed or fragmented state offices. As referenced in the 1997 Facilities Plan, several state reports document these benefits. The reports and benefits are summarized on the following pages.

“Consolidation of Government Office Space Issues and Effects: The California Case,” 1987:

Prepared by Robert G. Fletcher and Brenda J. Moscové of California State College, Bakersfield, the study demonstrates beneficial economic effects of consolidating state office space into multi-tenant facilities. Direct economic benefits demonstrated by consolidation include:

- Land economies derived from decreased land costs in proportion to building size.
- Space economies arising from the elimination of duplicate common space and special-purpose rooms.
- Equipment economies resulting from the sharing of systems (telephone, PBX, computer networks, etc.).
- Economies of scale afforded by introducing sophisticated technology on a larger scale and reducing work space.
- Wage efficiencies through more effective utilization of security and maintenance workers, as well as time savings in inter-office or inter-agency communication.

The study also identifies several indirect or non-quantitative effects, such as:

- Areas surrounding state office locations benefit from expenditures of state workers on goods and services.
- Multiple public service offices in the same building result in time savings for the public and improved conveniences for users.

Later studies by the Urban Land Institute (ULI) and the Governor’s Office on Economy and Efficiency (Little Hoover Commission) also support consolidation of state offices where it is possible to achieve the above benefits.

ULI Panel Report “California State Capitol Area,” 1995:

This report concludes that “Consolidation of state offices by department is desired to achieve improved air quality, greater working efficiencies, more centralized access for the public, and proximity to the State Capitol, local government, the courts, and/or other state agencies with which the consolidating agency interacts often.” The ULI panel found that clustering space in the downtown area best enables flexibility to adapt to the changing needs of state agencies and departments, as well as permitting consolidation of support facilities such as child care, food service, and auditoriums.

Little Hoover Commission “California’s Real Property Management: A Cornerstone for Structural Reform,” 1995:

The Commission endorsed well-planned and carefully executed consolidations. This report recognized the state’s “long-standing strategy of trying to consolidate office space - to avoid the usually escalating costs of leasing, to accrue the equity of ownership, and to remedy the fragmentation of its agencies.” The Commission also cited the administration’s 1992/1993 Facilities Plan to “consolidate state offices in the major urban centers. The administration’s program was expected to save money by reducing the number of leases, by developing shared facilities such as hearing rooms, and by reducing the space allocated to individual workers and the total space allotted to departments with decreasing staff or program changes.” Actions recommended by the Commission would enhance the state’s ability to achieve that aim with a “streamlined, yet rigorous process for independently analyzing and winning legislative approval of large projects.”

Capitol Area East End Complex - Economic and Employment Impact, 2002:

This study was prepared for the DGS RESD Project Management Branch by the Sacramento Regional Research Institute. The study estimates the economic and employment impact of 1.47 million GSF of proposed state offices housing 5,700 employees and costing almost \$400 million. The economic impact study estimates that this very large project would have “high levels of economic impact on the region and its areas.” Specific

examples of the economic benefits cited for the consolidation project include three major sources:

- Construction Phase: \$517 million in net new economic income expected to the Sacramento region.
- Post-Occupancy Phase: Ongoing annual income of approximately \$1.54 billion to the region.
- Economic Value Created by Reuse of Vacated Space: Net new benefit from addition of 1.4 million GSF, which frees similar amount for reuse, is estimated to ultimately generate about \$701 million per year of total economic activity in the region (6,927 new jobs).

Economic and Fiscal Impact Study of Siting State Office Building in Fresno, CA, 2000:

This study demonstrates that there are substantial economic benefits (new jobs and personal earnings during construction and after) generated by the consolidation of 15 state agencies into a new 250,000 GSF state office building in Fresno's downtown area. It was prepared for the DGS RESD Asset Planning and Enhancement Branch in June 2000 by Stephen S. Fuller, PhD of the Center for Regional Analysis at George Mason University in Fairfax, Virginia.

Although focusing on Fresno, the study notes that the benefits of consolidation would apply to state office development in other communities as well, concluding that the project "will also generate economic and fiscal benefits at the city and county levels as the initial outlays are re-cycled through the local economies supporting existing businesses and contributing to business expansion throughout the metropolitan area. While many of these economic and fiscal benefits are already being captured at the city and county scale, due to the existence of the state agencies and their workforce, by locating the consolidated facility within the downtown area, developmental benefits can be generated that would not be realized in scattered suburban sites."

CURRENT STATE OFFICE SPACE PROGRAM

The Sacramento Regional Facilities Plan, updated periodically, provides a long-range strategy for meeting state office needs and asset management objectives in the Sacramento region. It is designed specifically to achieve consolidations for the largest and most fragmented state agencies, and to make use of underutilized state-owned property in the Capitol Area. Specific statistics and findings in the Facilities Plan change continuously and some are being updated as part of this current Planning Study. The DGS Office of Project Development and Management and Office of Real Estate and Design Services jointly prepared the 1997 Facilities Plan, and the Asset Planning and Enhancement Branch developed the 2001 update. The following are some highlights from the 2001 Facilities Plan Update:

- Sacramento is home to 117 state agencies; it is the hub of state government, employing more than 72,000 people in Sacramento County in 2001. (The largest private-sector employer—Sutter Health—has 7,100 employees, and even the top 22 private employers together total less than the state.)
- Most large agencies and departments locate their headquarters in downtown Sacramento near the State Capitol building to enable interaction with the Governor's Office, members of the Legislature, and other governmental entities.
- "Back office" state operations such as claims centers, call centers, and service centers are typically better located in suburban areas, where it is easier to obtain large blocks of office space at affordable lease rates.
- Sacramento County contains a large percentage of all state-owned and leased general purpose office space - far more than any other county (42 percent in 1997, 32 percent in 2001).
- Sacramento County accounts for almost half of all space leased by the state in all of California (60 percent of the leases are in the downtown and central city areas). The annual rent for all types of state-occupied space in the county rose by 31 percent from 1997 to 2001.
- The state occupied over 13.5 million NSF of general-purpose office space in the Sacramento region in 1997, which grew to 15.4 million NSF by 2001.

- Demand for state office space increased an average of three percent annually between 1978 and 2001. Between 1997 and 2001 this equated to an increase of nearly 500,000 NSF annually.
- The state is by far the largest office space user in the Sacramento region, leasing 21 percent of all office space in the market.

Consolidation Priorities

The 1992/1993 Facilities Plan prioritized 18 state agencies for consolidation based on size, occupancy cost, and degree of fragmentation. As of 2015, consolidation projects for 11 of these agencies have been accomplished, including:

- Board of Equalization
- California Environmental Protection Agency
- Education
- Franchise Tax Board
- General Services
- Health Services (which split into two agencies in 2007):
 - Department of Health Care Services
 - California Department of Public Health
- Justice
- Social Services
- Student Aid Commission
- Department of Technology (which includes two agencies that merged in 2005):
 - Technology Services (Teale Data Center)
 - Technology Services (Health and Human Services Data Center)

The remaining seven agencies yet to be consolidated occupy a total of 3.4 million NSF of office space. These include:

- Caltrans
- Consumer Affairs
- Controller
- Corrections and Rehabilitation
- Employment Development
- Motor Vehicles
- Water Resources

The 2015 status of these agency consolidations is presented in Exhibit 2.10.

**MAJOR AGENCY
CONSOLIDATION STATUS
Exhibit 2.10**

Source: DGS, 2015

Completed Agency Projects	Project Office NSF	Location	Status
Equalization, Board of	382,482	450 N Street	Project completed.
Justice	297,261	1300 I Street	Project completed.
Student Aid Commission	26,273	10834 International Drive	Project completed.
EPA, California	776,133	1001 I Street	Project completed.
Health Services ¹	831,768	1500, 1501, 1615, 1616 Capitol Avenue (Capitol Area)	Project completed.
Education	284,325	1430 N Street (Capitol Area)	Project completed.
General Services	319,484	707 3rd Street, West Sacramento	Lease consolidation completed.
Franchise Tax Board III	753,750	9646 Butterfield Way, Sacramento	Project completed.
Social Services	381,519	714 & 744 P Street	Project completed.
Department of Technology ²	137,275	Metropolitan	Lease consolidation complete.
Subtotal	4,190,270		11 Projects

Future Consolidation Opportunities	Office NSF for Consolidation	Locations	Status
Consumer Affairs	630,261	Metropolitan area	Partial lease consolidation completed; not pursuing full consolidation project at this time.
Employment Development	430,492	To be determined	Not pursuing consolidation project at this time.
Corrections & Rehabilitation	858,416	Metropolitan area	Consolidation of leased office space proposed.
Transportation, Dept. of	581,268	Block 275 (Capitol Area)	Master Plan completed in 2007.
Motor Vehicles	184,504	Broadway site	Consolidation of leased space proposed.
Controller	251,719	Capitol Area	Consolidation of leased space proposed.
Water Resources	420,005	To be determined	
Subtotal	3,356,665		7 Projects

Total	7,546,935		18 Projects
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¹ Effective 2007, Health Services split into Department of Health Care Services and California Department of Public Health.

² Effective 2005, Technology Services (Teale Data Center) and Technology Services (Health & Human Services Data Center) merged and are now the Department of Technology.

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CHAPTER 3

Development Opportunity Areas Assessment

Development Opportunity Areas

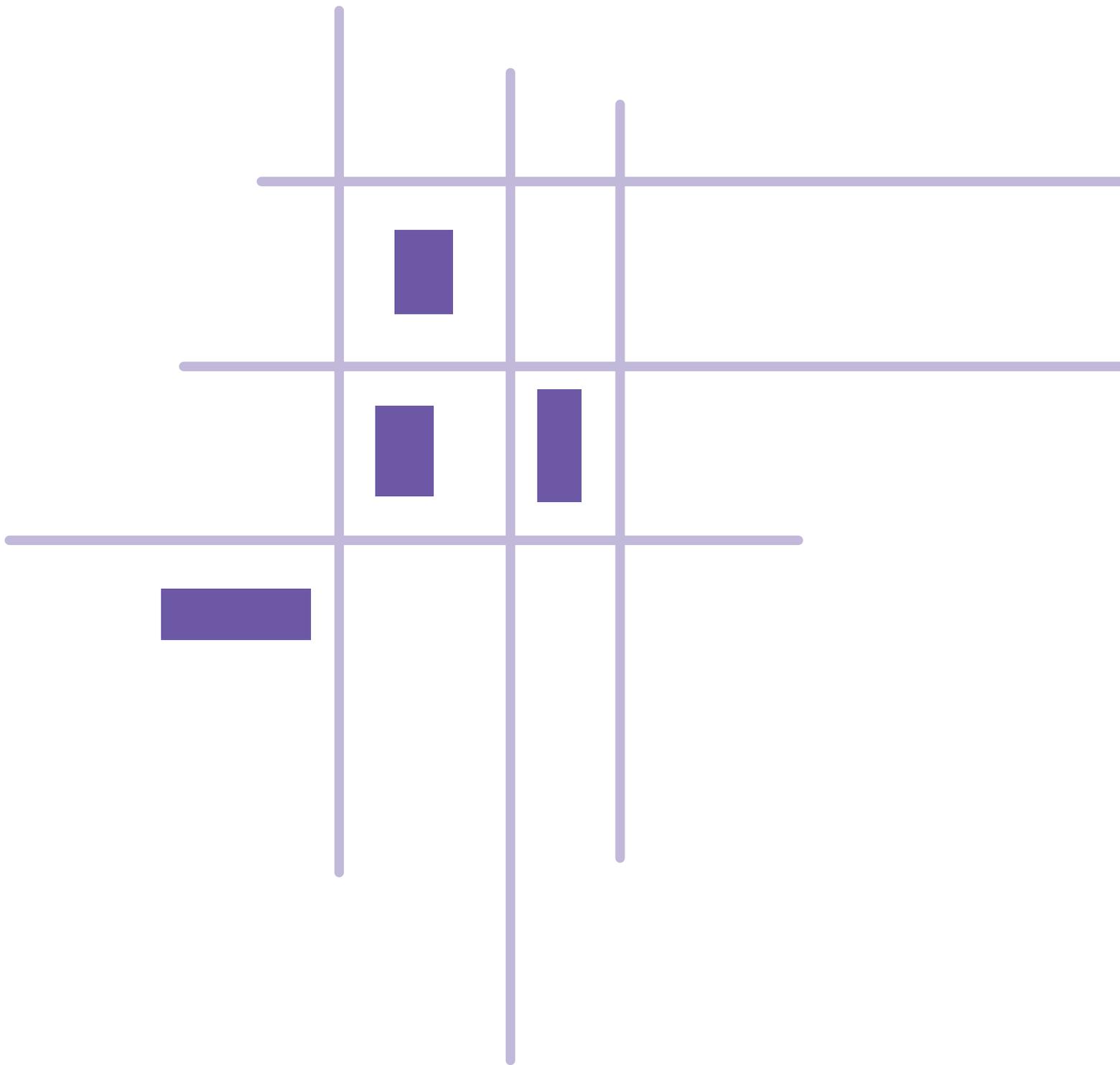
Evaluation Step 1:
Mandatory/State Policy Evaluation

Evaluation Step 2:
Time Frame Evaluation

Evaluation Step 3:
Development Feasibility Evaluation

Development Studies Capacity
Concepts for State-Owned Sites

Optimum Opportunity Areas



DEVELOPMENT OPPORTUNITY AREAS ASSESSMENT

This chapter presents the assessment of 64 opportunity areas considered for potential state office development in the Sacramento region. An overall summary of the evaluation process is provided on this page and the next. Exhibits 3.3-3.8 present and summarize these opportunity areas, and a series of regional maps and accompanying text provide a general overview of the transportation, land use, and environmental context for the 64 opportunity areas.

The methodologies and results of the three-step evaluation used to assess the areas are then presented. The evaluation seeks to identify the potential development areas that best serve the state’s office needs in the near term, as well as in the longer terms (Exhibit 3.1A identifies the overall evaluation process). This chapter also provides a clear methodology for conducting another evaluation in the future should conditions change or new opportunities arise.

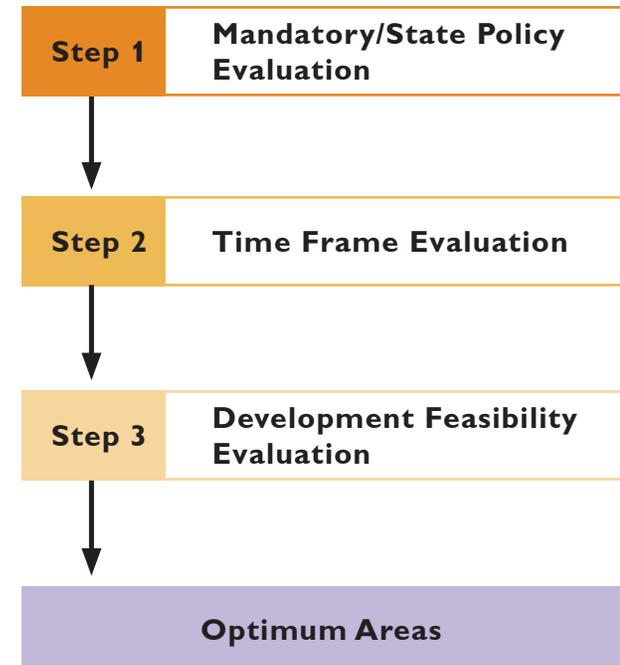
Step 1 - The Mandatory/State Policy Evaluation assesses opportunity areas for consistency with state policy, DGS resolutions, and smart-growth principles as they relate to transit access, land use, and environmental considerations. It serves as the base threshold in determining those areas that require further evaluation for development feasibility.

Step 2 - The Time Frame Evaluation determines when the opportunity areas that meet the mandatory evaluation criteria will be available for the state’s development considerations. The time frames are divided into 0-5, 6-10, 11-25, and 26-40 year terms.

Step 3 - The Development Feasibility Evaluation is the most significant and in-depth of the evaluations. It assesses the opportunity areas based on several evaluation criteria, including ownership, transportation access, improvement status, context, infrastructure, and development capacity. The areas are rated as “superior,” “good,” “fair,” or “potential constraint” in this evaluation step.

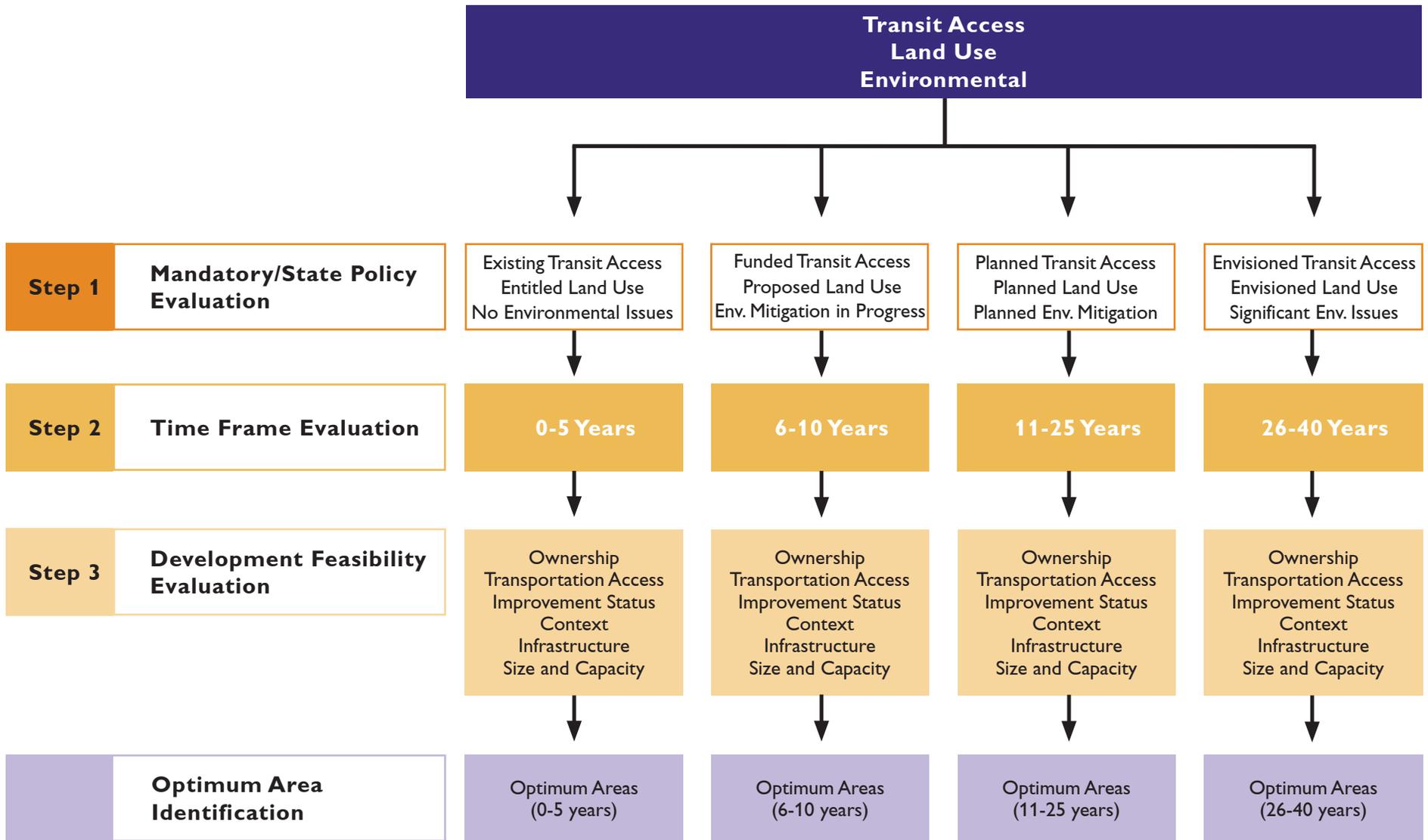
The findings of Step 3 support the identification of optimum areas, which are presented in the final section of this chapter. This chapter also provides a more detailed analysis of the state-owned sites, as it presents concept schemes and development capacity information for these sites.

DEVELOPMENT OPPORTUNITY AREA EVALUATION PROCESS Exhibit 3.1A



DEVELOPMENT OPPORTUNITY AREA EVALUATION PROCESS OVERVIEW CHART

Exhibit 3.1B



DEVELOPMENT OPPORTUNITY AREAS

The maps in Exhibits 3.2A and 3.2B show the 64 opportunity areas identified in Chapter 1 on page 26. (Chapter 1 also provides more background information on the selection of the areas.)

Of the 64 opportunity areas, 13 are state-owned sites. Five of these are located in the Capitol Area, and one (the CalPERS Building Site) is situated nearby on Capitol Mall. Of the 51 non state-owned areas, 12 are in the city of Sacramento, 8 are in the city of West Sacramento, 13 are in the city of Elk Grove, 4 are located in the city of Rancho Cordova, and 14 are in unincorporated areas of Sacramento county. Sixteen of the 64 opportunity areas are within downtown Sacramento or riverfront revitalization areas (Downtown Inset Map, Exhibit 3.2B).

Many of the opportunity areas encompass a broadly defined geographic area for the purposes of this Planning Study's evaluation process. Should the state proceed with further analysis of development areas, the identification and assessment of specific development sites will be necessary. Additionally, the land use designation and entitlements of some areas may change as local jurisdictions update their General Plans, create Specific Plan Areas (SPA), and redevelop former industrial areas (see the Appendix C for relevant local plans). The existing zoning of many of the opportunity areas is not representative of what those areas might look like in 10, 20, or 30 years. This Planning Study's evaluation process accounts for the long-term plans for the areas, not simply their current zoning. The following opportunity area charts (Exhibits 3.3 through 3.8) summarize basic information about each of the 64 opportunity areas. The opportunity areas are presented as they relate to the transportation, land use, and environmental issues presented in Chapter 1.

LEGEND

Development Opportunity Areas

STATE-OWNED

- 1 Department of Justice Site
- 2 Lottery Commission Site
- 3 State Printing Plant Site
- 4 Water Resources Corporation Yard
- 5 Caltrans Lab Site
- 6 Franchise Tax Board Site
- 7 Cal Expo Site
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food & Agriculture Annex Site
- 12 Resources Building Site
- 13 CalPERS Building Site

CITY OF SACRAMENTO

- 14 Natomas Gateway West
- 15 Natomas Crossing
- 16 West El Camino and Interstate 80
- 17 Kings Arena Site
- 18 Gateway
- 19 Richards Boulevard Area/River District
- 20 Railyards Area
- 21 Downtown Core
- 22 Granite Park
- 23 Depot Park-Valdez Ave., Park Ave., Park Campus
- 24 Depot Park-Demetre Ave. Campus
- 25 Delta Shores

CITY OF WEST SACRAMENTO

- 26 Bridge District
- 27 Washington District
- 28 West Capitol Downtown Area
- 29 Pioneer Bluff Area
- 30 F Street
- 31 Stone Lock
- 32 Seaway International Trade Center
- 33 Southport Business Park

SACRAMENTO COUNTY

- 34 Natomas/Panhandle Area
- 35 Metro Gateway Center
- 36 West Jackson Highway Master Plan
- 37 Jackson Township Specific Plan
- 38 New Bridge Specific Plan
- 39 McClellan Park
- 40 Mather Field SPA
- 41 Easton Place/Aerojet SPA
- 42 Army Depot
- 43 Auburn Blvd Corridor
- 44 North of Elk Grove
- 45 Fruitridge Area
- 46 Consumnes River Land
- 47 Bradshaw Landing

CITY OF ELK GROVE

- 48 Sheldon Farms
- 49 Laguna Springs Corporate Center
- 50 Laguna Ridge/Laguna Springs
- 51 Laugna Ridge/Lotz Parkway North
- 52 Laugna Ridge/Lotz Parkway South
- 53 North-East Business Park (SEPA)
- 54 Poppy Ridge & Big Horn (SEPA)
- 55 West Business Park (SEPA)
- 56 Big Horn & Bilby West (SEPA)
- 57 Big Horn & Bilby East (SEPA)
- 58 South Business Park (1)
- 59 South Business Park (2)
- 60 Union Park

CITY OF RANCHO CORDOVA

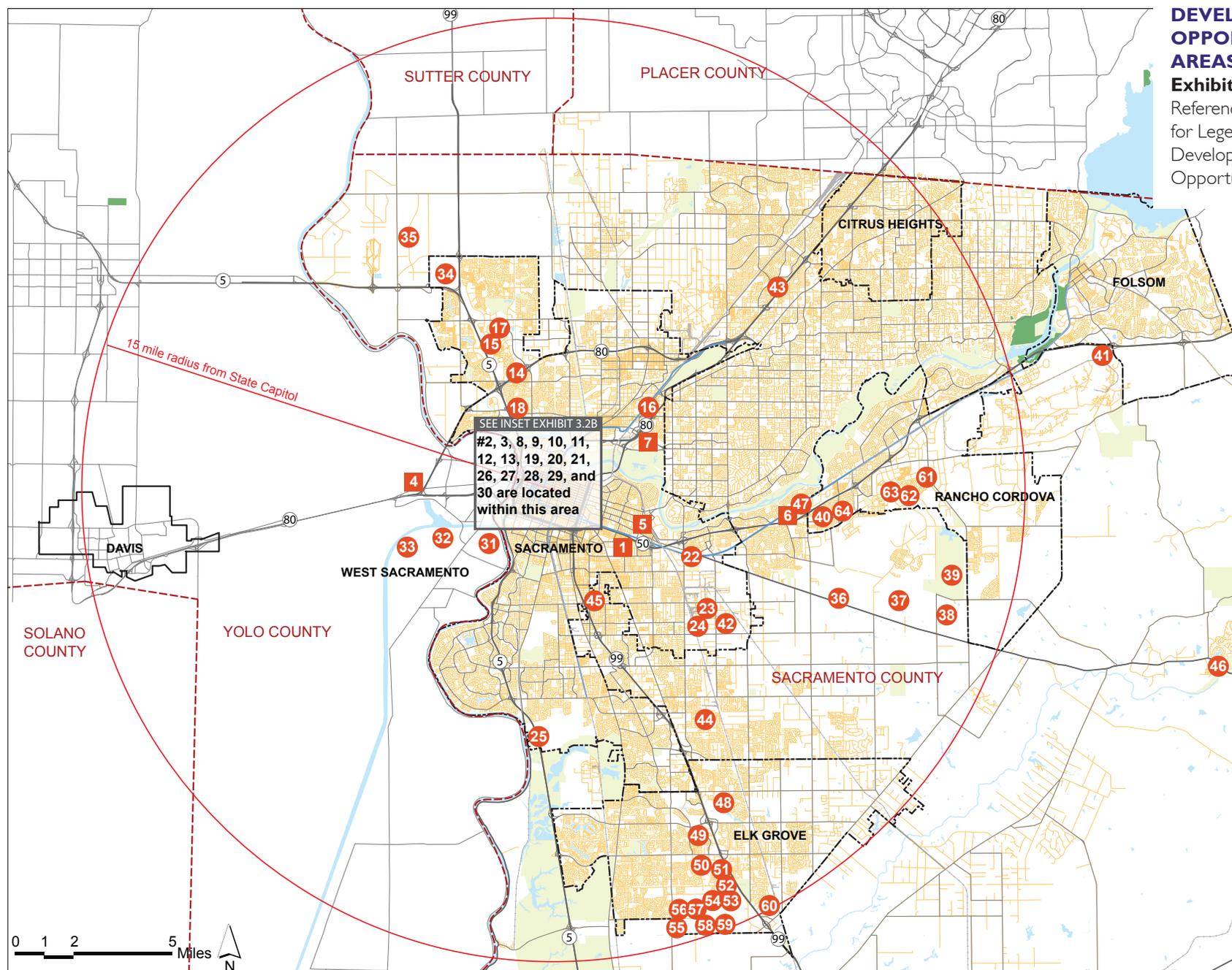
- 61 Evergreen Zinfandel at Capital Center
- 62 Stone Creek
- 63 Stone Creek and Femoyer St
- 64 Old Placerville Road

- State-owned Site
- Non State-owned Area

DEVELOPMENT OPPORTUNITY AREAS

Exhibit 3.2A

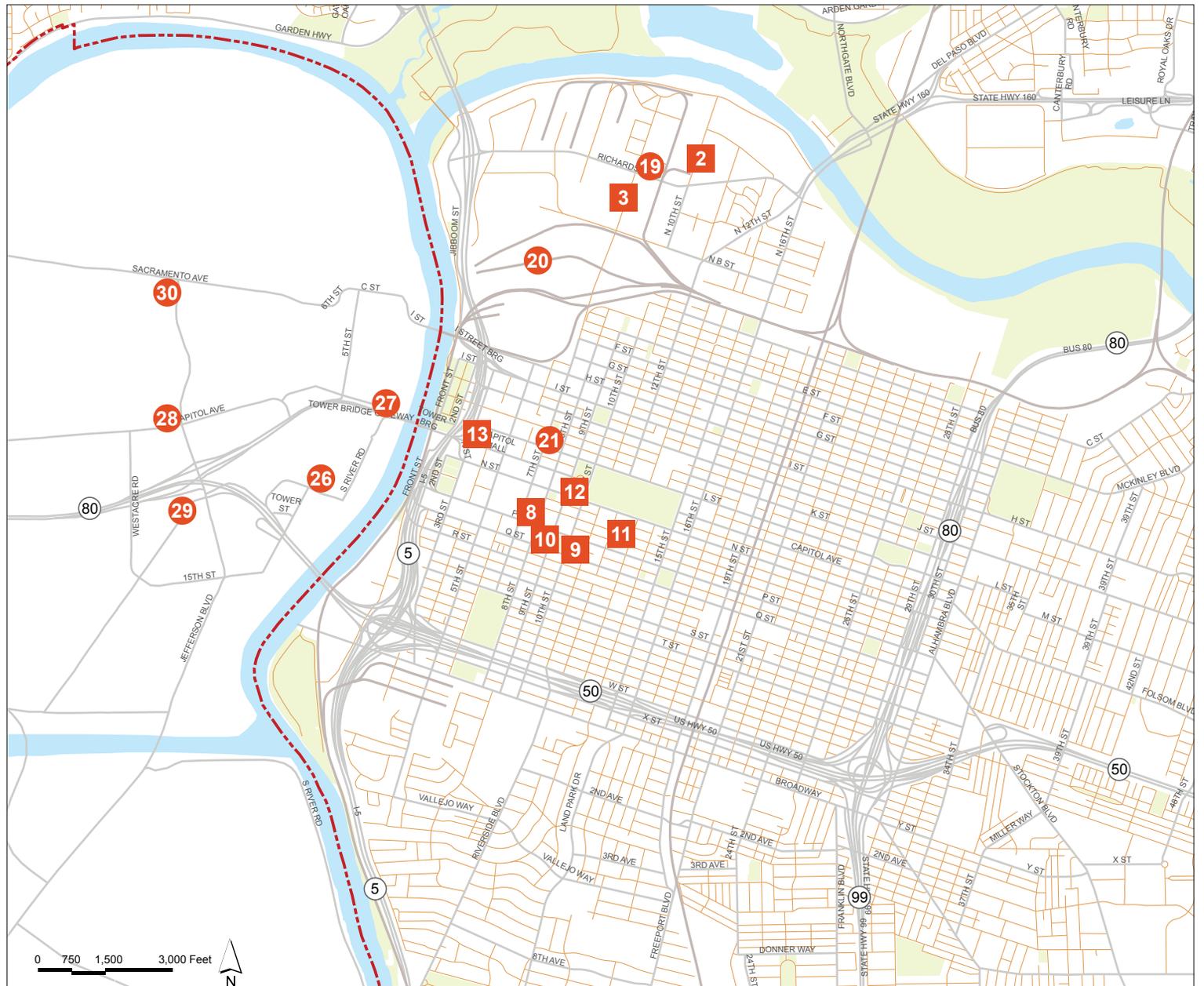
Reference page 54 for Legend of Development Opportunity Areas



**DEVELOPMENT
OPPORTUNITY
AREAS,
DOWNTOWN
INSET**

Exhibit 3.2B

Reference page 54
for Legend of Development
Opportunity Areas



STATE-OWNED OPPORTUNITY AREAS

Exhibit 3.3

Opportunity Site #	Area - Name	Opportunity Site Name	Address	Existing Building GSF (Approximate)	Current Use	Current Zoning
1	General Services	Department of Justice Site	4949 Broadway, Sacramento	382,300	Justice Building (office)	Office
2	Lottery Commission	Lottery Commission Site	700 North Tenth Street, Sacramento	155,000	Lottery Building (office)	Currently industrial, future: Urban Center, part of River District area redevelopment
3	General Services	State Printing Plant Site	344 North Seventh Street, Sacramento	323,460	Printing Plant	Currently industrial, future: Urban Center, part of River District area redevelopment
4	Water Resources	Water Resources Corporation Yard	4300 West Capitol Avenue, West Sacramento	1,200	Corporation Yard	Limited industrial
5	Department of Transportation	Caltrans Lab Site	5900 Folsom Boulevard, Sacramento	93,400	Lab	General commercial/light industry
6	Franchise Tax Board	Franchise Tax Board Site	9646 Butterfield Way, Sacramento	3,000,000	Franchise Tax Board (office, storage and parking)	Office
7	CAL Expo	CAL Expo Site	1600 Exposition Boulevard, Sacramento	N/A	Event and expo venue	American River Parkway Corridor, Agriculture, American River Parkway, Office Building, Industrial
8	General Services, EDD, Parks	Blocks 203 & 204	Blocks 203 & 204 (7/8 and N/P), Sacramento	64,000	Office (Subterranean Building), surface parking	Capitol Area Office Site
9	Caltrans, DGS, Private, RT	Block 275	Block 275 (11/12 & P/Q), Sacramento	N/A	Parking lot, childcare	Capitol Area Office Site
10	General Services	Bonderson Building Site	901 P Street (Block 212), Sacramento	137,300	Office	Capitol Area Office Site
11	Food and Agriculture	Food and Agriculture Annex Site	1215 O Street (Block 222), Sacramento	112,300	Office-Vacant	Capitol Area Office Site
12	General Services	Resources Building Site	1416 Ninth Street (Block 205), Sacramento	656,600	Resources Building (office)	Capitol Area Office Site
13	CalPERS	CalPERS Building Site	301 Capitol Mall, Sacramento	N/A	Vacant site	C3 SPD, Central Business District

CITY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.4

Opportunity Area #	Opportunity Area Name	Approximate Boundaries	Approximate Size	Current Zoning
14	Natomas Gateway West	Interstate 5 & San Juan Road, Sacramento	Acreage N/A (750,000 GSF proposed office)	EC-50 PUD Office/Employment Center
15	Natomas Crossing	Arena Blvd. & Interstate 5 (south east of Interchange), Sacramento	37.4 acres	EC-50 PUD-Office/Employment Center
16	West El Camino and Interstate 80	West El Camino Ave. and Interstate 80, Sacramento	20.4 acres (690,000 GSF proposed office)	C-2
17	Kings Arena Site	One Sports Parkway; Sacramento	183 acres (7,971,480 GSF proposed office)	SPX-Sports Complex
18	Gateway	West El Camino Ave, Sacramento	Acreage N/A (320,000 GSF existing, plus 560,000 entitled office)	Office
19	Richards Boulevard Area/ River District	South of the American River, north of the Railyards, east of the Sacramento River, west of Sutter Landing Park and Business Route 80	11 acres	OB-PUD-SPD (Special Planned District)
20	Railyards Area	East of the Sacramento River, west of N. 2nd Street, south of North B Street/Water Plant	201 acres	Multiple Office zones-Office, Residential, Mixed Use (ORMU)-FAR= 8 Commercial Mixed Use (CMU)-FAR= 5 Residential Mixed Use (RMU)-FAR= 1
21	Downtown Core	North of T Street, south of Railyards and levee, east of Sacramento River and west of 18th Street	3.4 acres	C3-SPD, Central Business District (CBD) and ESC-SPD
22	Granite Park	Power Inn to Florin Perkins, Folsom Boulevard to 14th avenue	28.2 acres	OB-SWR-PUD
23	Depot Park (Valdez Ave., Park Ave., Park Campus)	Valdez Avenue, Park Avenue, Depot Park, Sacramento	72 acres	M-2-SPD
24	Depot Park - Demetre Avenue Campus	Demetre Avenue, Sacramento	Acreage N/A (130,680 GSF building - ability to accommodate more)	M-2-SPD
25	Delta Shores	South of Meadowview Road and east of Freeport Boulevard	147 acres	PUD

Opportunity Area #	Opportunity Area Name	Approximate Boundaries	Approximate Size	Current Zoning
26	Bridge District	Mill Street and Fifth Street, West Sacramento	750,000 GSF	WF/Bridge District Specific Plan
27	Washington District	North of Tower Bridge Gateway, East of Third Street, west of the Sacramento River, West Sacramento	4.64 acres (600,000-800,000 SF of office with 40,000 SF of retail)	Varies-WF and R-3/Washington Specific Plan; General Plan Update changing R-3 to WF
28	West Capitol Downtown	Area around intersection of West Capitol Ave and Jefferson Blvd	19 acres	CBD/West Capitol Avenue Master Plan
29	Pioneer Bluff Area	South of Hwy 50, east of Jefferson Blvd, west of Sacramento River	25 acres	WF; Note: site identified for housing in Housing Element
30	F Street Area	South of Sacramento Ave, east of Jefferson Blvd	50 acres	Commercial & Industrial (portion subject to change with General Plan update)
31	Stone Lock District	East and south of S. River Rd, north of Stonegate Dr, west of Sac River	110 acres	WF/Southport Framework Plan (with General Plan Update)
32	Seaway Int'l Trade Center	South of Sac - Yolo Port Channel, east of Ramco St, west of Industrial Blvd	307 acres	Commercial & Industrial/Southport Framework Plan
33	Southport Business Park	South of Sac - Yolo Port Channel, west of Ramco St	217 acres	Commercial & Industrial/PD-21

COUNTY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.6

Opportunity Area #	Opportunity Area Name	Approximate Boundaries	Approximate Size	Current Zoning
34	Natomas/Panhandle	South of W. Elkhorn Blvd, North of Del Paso Rd, West of rail line	200 acres	Recreation, Extensive Industrial, Natomas Joint Vision Area
35	Metro Gateway Center	North side of Interstate 5 (adjacent to Sacramento International Airport)	192 acres	Intensive Industrial, Light Manufacturing, airport related industrial, high-tech, R+D offices, professional offices, commercial services, open space, golf course. Part of Specific Planning Area (SPA)
36	West Jackson Highway Master Plan	Project boundaries are generally Jackson Highway, Kiefer Boulevard and Goethe Road to the north, portions of Elder Creek Road and Florin Road to the south, the city of Sacramento to the west and Excelsior Road to the east	1,100 acres of proposed employment use	Primarily Industrial and Agricultural
37	Jackson Township Specific Plan	East of Excelsior Road, north of Jackson Highway and west of Eagles Nest Road	33 acres of proposed office	Primarily Industrial and Agricultural
38	NewBridge Specific Plan	Bounded by Kiefer Boulevard to the north, Jackson Road to the south, and Sunrise Boulevard to the east	14 acres of proposed office	Primarily Industrial and Agricultural
39	McClellan Park	Kilzer Ave, Dudley Blvd, Forcum Ave, and Nelson Street, McClellan	2,800 acres - 209 acres of commercial and office	Industrial, Light Industrial, Office
40	Mather Field SPA	Mather Blvd and Macready Ave, Mather; and Armstrong Ave and Debellevue St, Mather	305 acres and 20 acres	Public Quasi Public, Jackson Corridor Planning Area, Agricultural Cropland, Low Density Residential
41	Easton Place/Aerojet SPA	South of I - 50, West of Scott Rd, north of White Rock Rd	1,385 acres	Commercial and Industrial
42	Army Depot	East of rail line, south of Fruitridge Rd, west of Florin Perkins Rd, north of Elder Creek Rd	N/A	Intensive Industrial, Mixed-Use Corridor
43	Auburn Blvd Corridor	Auburn Blvd, east of Watt Ave and west of Manzanita Ave	N/A	Commercial and Offices, Mixed-Use Corridor
44	North of Elk Grove	East of Golden State Highway, north of Calvine Road	N/A	Commercial and Offices, Low-Density Residential, Mixed-Use Corridor
45	Fruitridge Area	East of Golden State Highway, north of Fruitridge Road	N/A	Jackson Corridor Planning Area
46	Cosumnes River Land	15000 Highway 16, Rancho Murieta	39 acres	A-2 (PD)
47	Bradshaw Landing	NWC Bradshaw Ave and Hwy 50, Sacramento	25-30 acres	Mix of LC, TC, M2

Opportunity Area #	Opportunity Area Name	Approximate Boundaries	Approximate Size	Current Zoning
48	Sheldon Farms	South of Sheldon Road, east of Hwy 99, west of Bruceville Road	96.91 acres	SPALCF-Laguna Community Floodplain SPA/(GP) Rural Residential
49	Laguna Springs Corporate Center	Longleaf Drive to the north, existing CCHCS offices to the east, Big Horn Blvd to the west	8.83 acres	MP-Industrial-Office Park/(GP) OF/MF-Office/Multi-Family
50	Laguna Ridge/Laguna Springs	Laguna Springs to the east, Cosumnes Oaks High School to south, Civic Center Dr to north	15.15 acres	BP-Business and Professional Office/(GP) C/O/MF-Commercial/Office/Multi-Family
51	Laguna Ridge Lotz Parkway North	Hwy 99 to the east, Auto Mall to the north, Lotz Parkway to the west	20.09 acres	BP - Business and Professional Office/(GP) C/O/MF-Commercial/Office/Multi-Family
52	Laguna Ridge Lotz Parkway South	Hwy 99 to the east, Auto Mall to the north, Lotz Parkway to the west	14.11 acres	BP-Business and Professional Office/(GP) C/O/MF-Commercial/Office/Multi-Family
53	North-East Business Park (SEPA)	Hwy 99 to the east, Whitelock Parkway to the north	72.63 acres	AG-80-Agricultural/(GP) SEPA-Southeast Policy Area
54	Poppy Ridge & Big Horn (SEPA)	Big Horn to the west, Poppy Ridge to the north	10.07 acres	AG-80-Agricultural/(GP) SEPA-Southeast Policy Area
55	West Business Park (SEPA)	Kammerer Road to the south, Bruceville Road to the west	55.23 acres	AG-20-Agricultural/(GP) SEPA-Southeast Policy Area
56	Big Horn & Bilby West (SEPA)	Kammerer Road to the south, Bruceville Road to the west	23.08 acres	AG-20-Agricultural/(GP) SEPA-Southeast Policy Area
57	Big Horn & Bilby East (SEPA)	Kammerer Road to the south, Bruceville Road to the west	8.37 acres	AG-80-Agricultural/(GP) SEPA-Southeast Policy Area
58	South Business Park (1)	Kammerer Road to the south, Bruceville Road to the west	165 acres	AG-80-Agricultural/(GP) SEPA-Southeast Policy Area
59	South Business Park (2)	Outlet Mall to the east, Kammerer Road to the south, Bruceville Road to the west	102 acres	AG-80-Agricultural/(GP) SEPA-Southeast Policy Area
60	Union Park	Hwy 99 to the west, Grant Line Road to the south, Elk Grove Florin Road to the northwest	21.11 acres	MP-Industrial-Office Park/(GP) LI-Light Industrial

CITY OF RANCHO CORDOVA OPPORTUNITY AREAS

Exhibit 3.8

Opportunity Area #	Opportunity Area Name	Approximate Boundaries	Approximate Size	Current Zoning
61	Evergreen Zinfandel at Capital Center	Sunrise Blvd and International Drive, Rancho Cordova	18.7 acres	OPMU
62	Stone Creek	Bear Hollow Drive and North Mather Blvd, Rancho Cordova	92 acres	BP (ZSPA)
63	Stone Creek and Femoyer St	Femoyer St, Rancho Cordova	18.6 acres	SPA (MFSPA)
64	Old Placerville Road	Systems Parkway, East of Routier Road, Rancho Cordova	9.8 acres and 12.9 acres (separated by street)	OPMU & OIMU

TRANSPORTATION OVERVIEW

A comparison of the locations of the opportunity areas to existing and proposed transportation facilities (transit and highway) indicates that most areas are currently within one-quarter mile of a transit service that meets or exceeds the average LOS for the local transit providers. (See Page 71 for a definition of average level of transit service.)

In general, all of the opportunity areas have good access to the regional freeway system (within one mile of a freeway or freeway interchange). Reviewing the MTP/SCS indicates that there is very little planned expansion of the existing freeway system, although the plan calls for the addition of High Occupancy Vehicle (HOV) lanes to most of the regional freeways. This system will allow shorter travel times for state employees who carpool to work, and stands to affect almost all of the opportunity areas under consideration.

Exhibits 3.9A and 3.9B map the location of opportunity areas with respect to existing and planned transit.

LAND USE OVERVIEW

Because most opportunity areas lie within an already urbanized setting, the potential for development of Prime Farmland or Farmland of Statewide or Local Importance is low (see Appendix A for definitions of these terms). Development within these areas requires additional mitigation measures to compensate for lost agricultural land.

Opportunity areas that lie on the urban fringe, surrounded by tracts of Prime Farmland and/or Farmland of Local or Statewide importance would require additional mitigation.

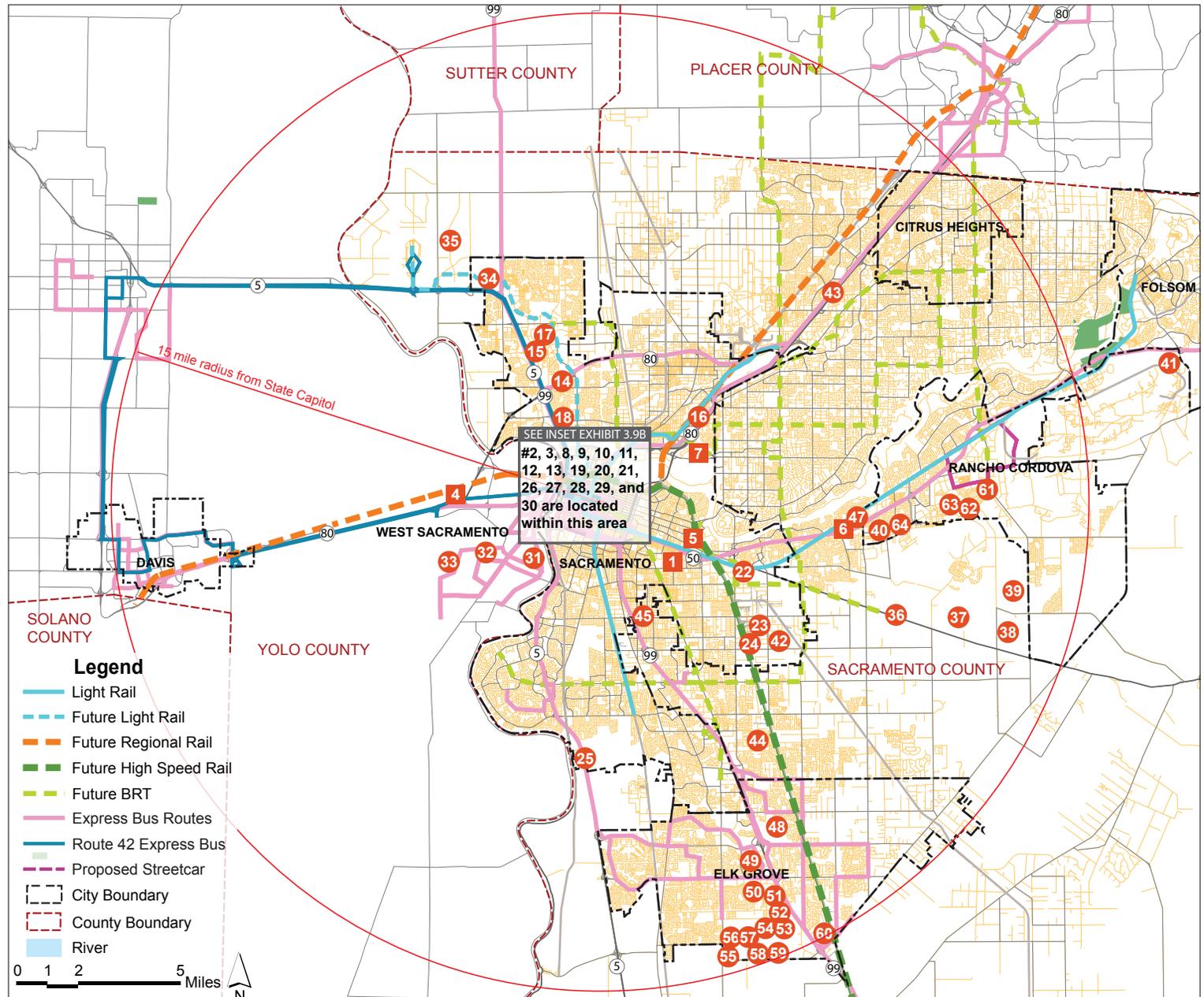
Exhibit 3.10 maps the locations of opportunity areas with respect to agricultural lands.

A Downtown Area Inset Map of Agricultural Lands is not shown here, as the entire downtown area is within the urbanized area.

EXISTING AND PLANNED TRANSIT
Exhibit 3.9A

Source: SACOG, GIS Data (2014)

Reference page 54 for Legend of Development Opportunity Areas



EXISTING AND PLANNED TRANSIT, DOWNTOWN INSET MAP
Exhibit 3.9B

Source: SACOG, GIS Data, (2014)

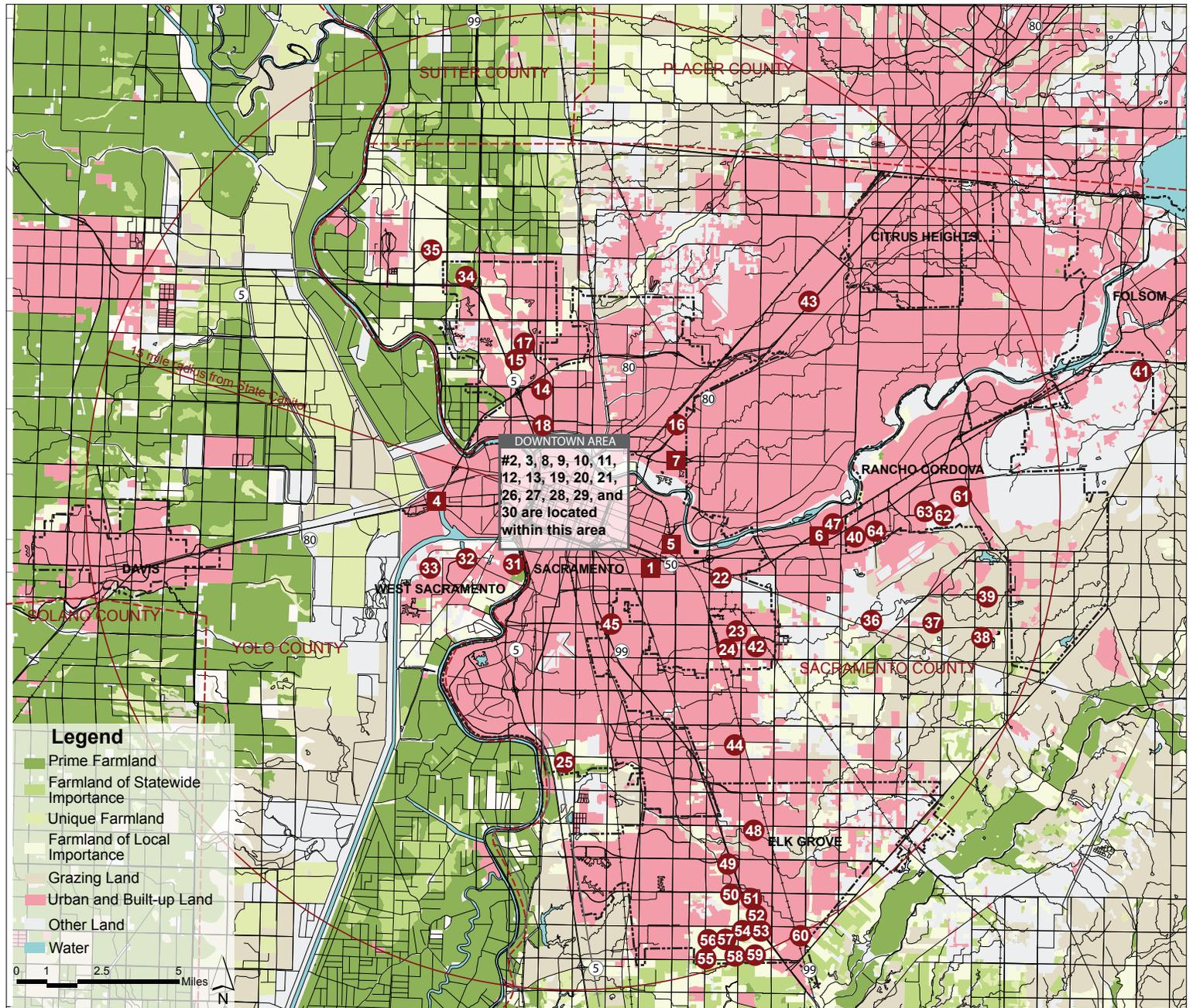
Reference page 54 for Legend of Development Opportunity Areas



**AGRICULTURAL
LANDS MAP
Exhibit 3.10**

Source: State of California Department of Conservation, GIS Data (2012)

Reference page 54 for Legend of Development Opportunity Areas

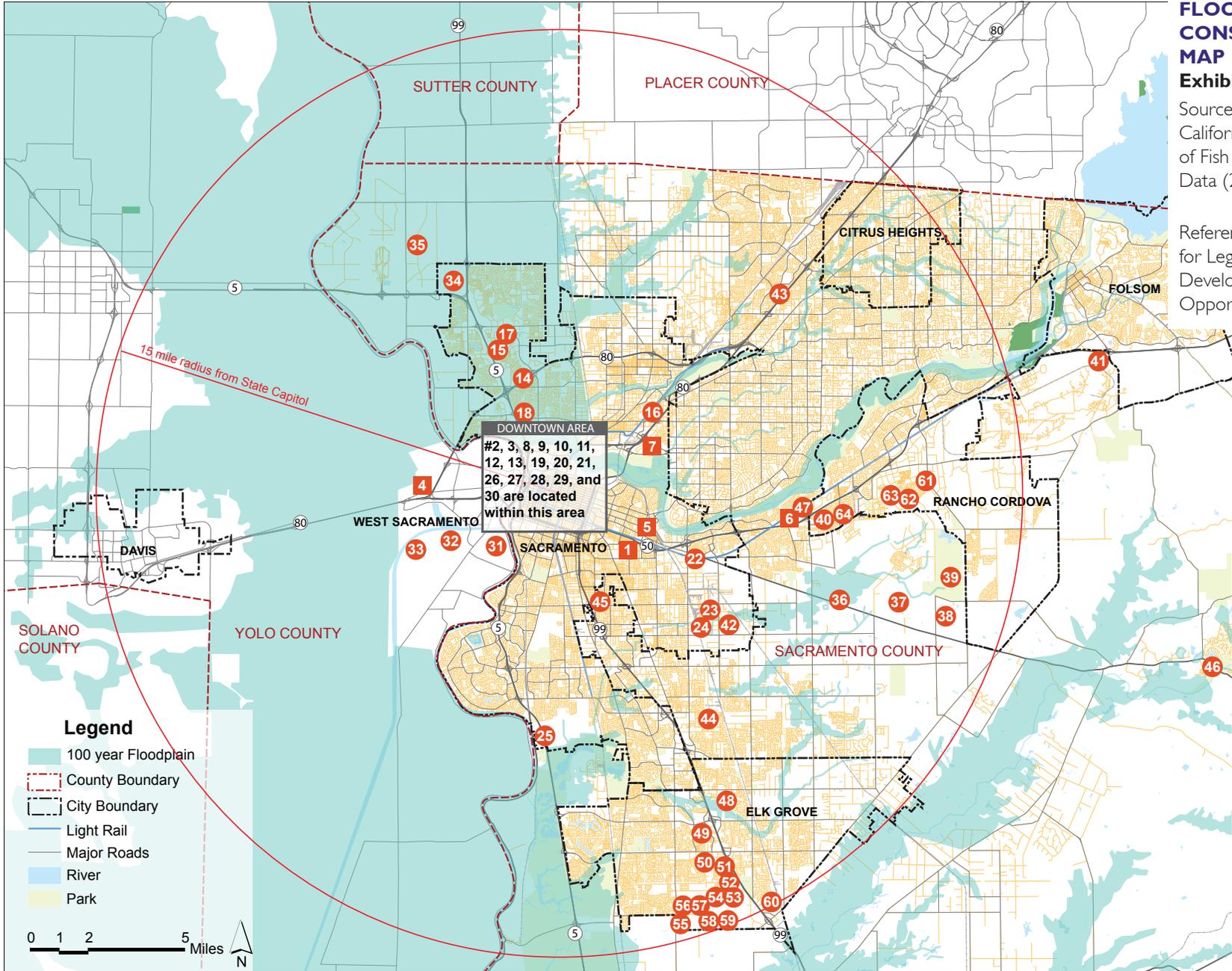


FLOODPLAIN CONSTRAINTS MAP

Exhibit 3.11

Source: State of California Department of Fish and Wildlife, GIS Data (2012)

Reference page 54 for Legend of Development Opportunity Areas



Legend

- 100 year Floodplain
- County Boundary
- City Boundary
- Light Rail
- Major Roads
- River
- Park



ENVIRONMENTAL IMPACT OVERVIEW

Most of the opportunity areas are located within an urbanized area and, as a result, will have little or no additional impact on the natural environment evaluated herein. The areas where development would result in environmental impact, or an increased potential for impact, are often located adjacent to rivers, in rural areas, and/or within the 100-year flood plain. For example, 10 of the 64 opportunity areas lie at least partially within the 100-year floodplain, as indicated by FEMA's most recent data. See Exhibit 3.11.

The flood restriction building memorandum in the Natomas area was recently lifted, thereby establishing it within an A99 zone. These are areas of special flood hazard where enough progress has been made on protection systems, that the area is considered complete for insurance rating purposes. (Additional flood zone information can be found in Appendix D.)

The maps on the following pages, Exhibits 3.12 and 3.13 display the relationship of the opportunity areas to habitat conservation areas and vernal pools. Downtown Area Inset maps and their associated opportunity areas are not shown, since the entire downtown area is outside of the 100-year floodplain, the HCP, and vernal pool areas.

Precedent and historical mapping suggests that developing adjacent to or on farmland or vernal pool complexes increases the likelihood of impacting endangered or threatened species. Threatened species in the region include Swainson's Hawk, Cooper's Hawk, Tricolored Blackbird, Sandhill Crane, Burrowing Owls, and several species of grass. Endangered vernal pool habitat species include Fairy Shrimp, Ricksecker's Water Scavenger Beetle, Valley Elderberry Longhorn Beetle, Vernal Pool Tadpole Shrimp, and the California Tiger Salamander. This is especially relevant to more rural opportunity areas under consideration. Several of these opportunity areas contain wetlands or vernal pools, or have had endangered species sightings.

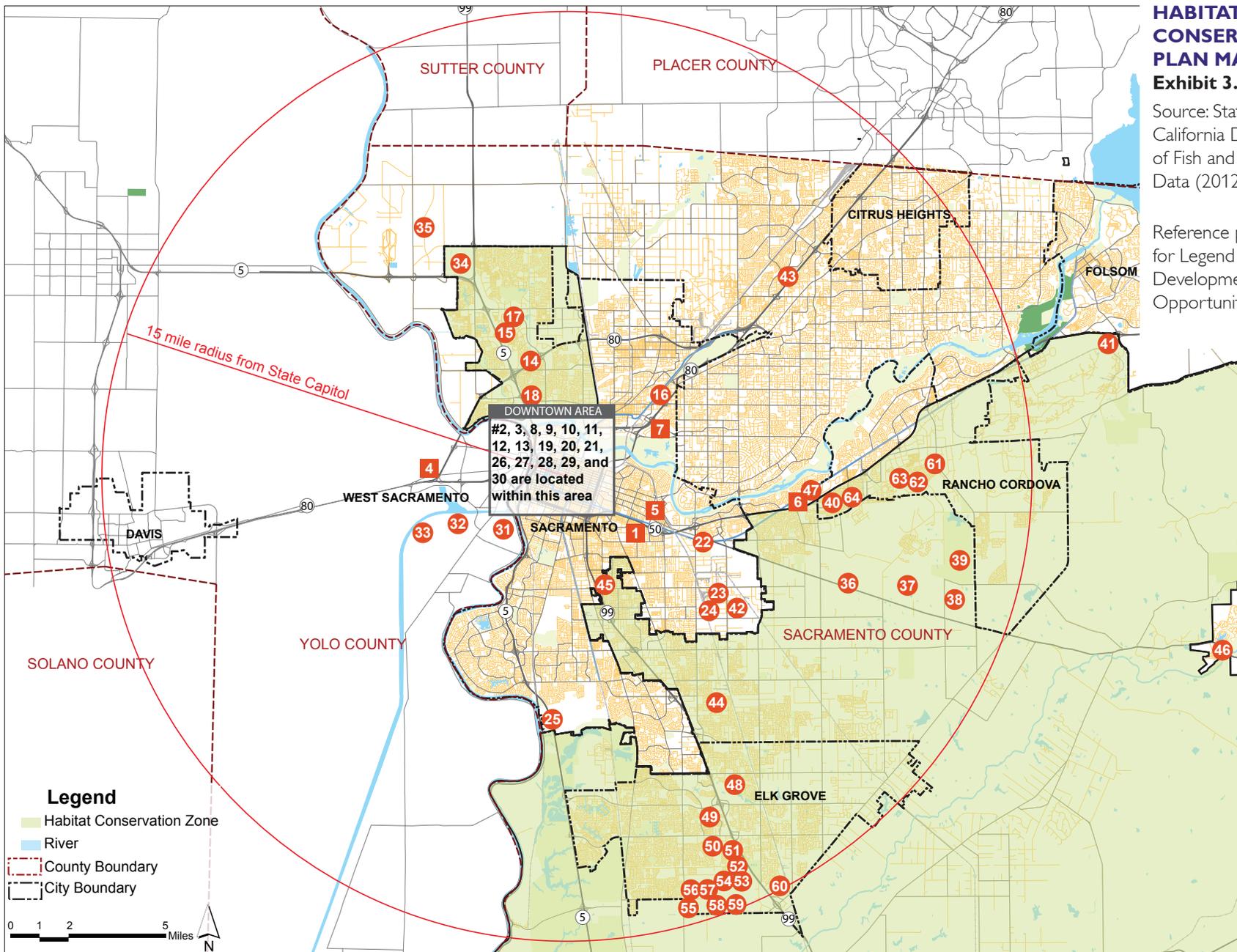
An HCP currently exists for the North Natomas area (including parts of the city and county of Sacramento). The plan establishes a program to mitigate the loss of habitat and associated protected species that result from urban development. An HCP for the southern area of Sacramento County is currently under consideration.

Since HCPs include mitigation plans and localized regulatory plans for endangered species, they limit the liability and mitigation of constructing projects on undeveloped land. HCPs allow limited diminishment of species populations or protected habitat areas, which otherwise would make projects infeasible. HCPs therefore reduce cost and time constraints associated with mitigating development near vernal pools and endangered species habitats. This also implies that opportunity areas within HCPs have more quantifiable and predictable constraints.

**HABITAT
CONSERVATION
PLAN MAP
Exhibit 3.12**

Source: State of California Department of Fish and Wildlife, GIS Data (2012)

Reference page 54 for Legend of Development Opportunity Areas



Legend

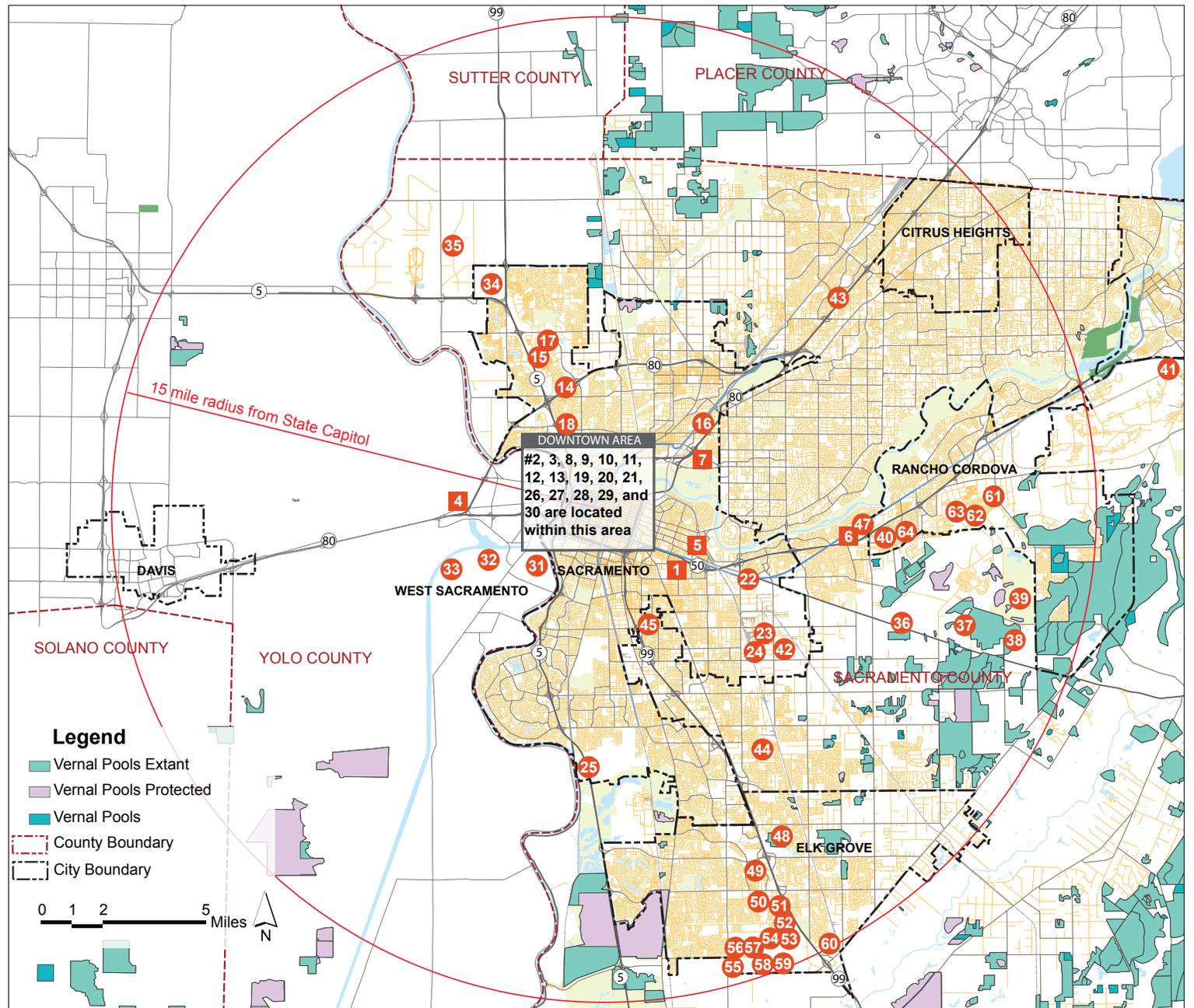
- Habitat Conservation Zone
- River
- County Boundary
- City Boundary



VERNAL POOLS MAP
Exhibit 3.13

Source: California Vernal Pool Resources, GIS Data (2013)

Reference page 54 for Legend of Development Opportunity Areas



EVALUATION STEP 1 - MANDATORY/ STATE POLICY EVALUATION

METHODOLOGY

Many of the state policies and initiatives discussed in Chapter 1 determine the first step of the evaluation process for potential development of state office facility opportunity areas. These state policies are typically informed by smart growth principles held by national and local organizations. (Chapter 1 includes a further elaboration of smart-growth land use policies and principles.) For the purpose of this Planning Study, to be considered for state office space development, an opportunity area must first meet the Mandatory/State Policy Evaluation Criteria.

The Mandatory Evaluation Criteria provide a framework for understanding each opportunity area as it relates to three categories of criteria: transit, land use, and environmental impact. If an opportunity area does not meet all three criteria, this Planning Study does not evaluate it further for state office development.

Transit

The first mandatory evaluation criterion considers an opportunity area's proximity to transit. State Transit Policy is the most clear and unequivocal of state policies related to the location of state office facilities. California GC §15808.1 mandates that state office facilities be located on existing public transit corridors. California Health & Safety Code §50093.5 requires that they be within one-quarter mile of transit with at least an average LOS. The DGS EIPB program also supports these policies by declaring that the siting of state buildings "will support sound growth patterns, provide convenient access for customers and employees, reduce traffic congestion, and promote improved air quality." The State Transit Policy Evaluation therefore assesses whether each opportunity area complies with these policies.

Step 1 - Mandatory Evaluation Criteria

- **Transit:** Located within one-quarter mile radius from existing or planned transit stop with at least an average level of service (LOS).
- **Land Use:** Opportunity area is not located within Prime Farmland or Farmland of Local or Statewide Importance.
- **Environmental Impacts:** Located outside of 100-year floodplain and mitigable/no impact on known endangered species habitat and vernal pool complexes.

The average level of transit service for the city and county of Sacramento is different from that of West Sacramento. The average level of transit service in the city of Sacramento and county of Sacramento is determined by the LOS provided by the Sacramento RT and is based on light rail service headways of 15 to 30 minutes. (Headways are a measurement of the time between each bus or train on one particular route.) In the city of West Sacramento, Yolo County Transit Agency determines the average level of transit service, which generally consists of one or two buses operating during the AM and PM peak periods. This means that some opportunity areas in West Sacramento may meet the local average transit LOS, while areas with similar service in the city of Sacramento would not meet their local average.

Land Use

California State HR 23 and SR 12 (1999) mandate that state programs, plans, and investments shall “provide efficient transportation alternatives... without jeopardizing farmland, open space, wildlife habitat, and natural resources.” They also call for protecting California’s farm, range, and forest lands from sprawl and the pressure to convert land for development. The State Department of Conservation has categorized farmland to include Prime Farmland, Farmland of Local Importance, and Farmland of Statewide Importance. To be considered for state office development, a potential opportunity area must not be located within these areas.

Environmental Impacts

Potential opportunity areas are further evaluated in this Planning Study if they meet certain environmental impact criteria. These criteria are also supported by HR 23, SR 12, the EIPB, SACOG, and smart-growth principles (explained in Chapter 1). The evaluated opportunity areas must be located outside the 100-year floodplain, and development of the area must have a mitigable impact or no impact on known endangered species habitats and vernal pool complexes.

Development within a floodplain is generally required to be “built out of the floodplain,” either by increasing the floor elevation or by engineering landforms so that a flood avoids the building. These development options are not only prohibitively expensive, but also run counter to state and smart-growth principles.

The Federal Endangered Species Act prohibits the harming of endangered and threatened species and requires the protection of their critical habitat. As noted above, vernal pools and wetlands often serve as habitat for endangered and threatened species; therefore, the likelihood of impacting critical habitat increases with proximity to wetlands, vernal pools, and rivers.

The evaluation charts on the following pages denote how each of the 64 opportunity areas’ characteristics respond to the Mandatory/State Policy Evaluation based on existing conditions or known plans. Of these 64 opportunity areas, 41 meet the mandatory evaluation criteria and continue to the next level of analysis. The remaining 23 opportunity areas may meet the mandatory criteria in the future, as conditions change.

MANDATORY EVALUATION: STATE-OWNED OPPORTUNITY AREAS

Exhibit 3.14

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
1	Department of Justice Site	✓	Existing Light Rail Transit (LRT) and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
2	Lottery Commission Site	✓	Existing LRT	✓	Meets mandatory criteria	✓	Meets mandatory criteria
3	State Printing Plant Site	✓	Existing LRT	✓	Meets mandatory criteria	✓	Meets mandatory criteria
4	Water Resources Corporation Yard	✓	Existing Bus	✓	Meets mandatory criteria	✗	Part of opportunity area is within 100-year floodplain
5	Caltrans Lab Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
6	Franchise Tax Board Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
7	Cal Expo Site	✓	Existing and future Bus	✓	Meets mandatory criteria	✗	Part of opportunity area is within 100-year floodplain
8	Blocks 203 and 204	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
9	Block 275	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
10	Bonderson Building Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
11	Food and Agriculture Annex Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
12	Resources Building Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
13	CalPERS Building Site	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria

MANDATORY EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.15

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
14	Natomas Gateway West	✓	Existing Bus and future LRT	✓	Meets mandatory criteria	✓	Meets mandatory criteria
15	Natomas Crossing	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
16	West El Camino and Interstate 80	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
17	Kings Arena Site	✓	Future LRT	✓	Meets mandatory criteria	✓	Meets mandatory criteria
18	Gateway	✓	Existing LRT and future Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
19	Richards Blvd Area/River District	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
20	Railyards Area	✓	Existing LRT/Commuter Rail	✓	Meets mandatory criteria	✓	Meets mandatory criteria
21	Downtown Core	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
22	Granite Park	✓	Existing LRT	✓	Meets mandatory criteria	✓	Meets mandatory criteria
23	Depot Park (Valdez Ave., Park Ave., Park Campus)	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
24	Depot Park - Demetre Avenue Campus	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
25	Delta Shores	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria

MANDATORY EVALUATION: CITY OF WEST SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.16

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
26	Bridge District	✓	Existing bus and proposed Streetcar	✓	Meets mandatory criteria	✓	Meets mandatory criteria
27	Washington District	✓	Existing bus and proposed Streetcar	✓	Meets mandatory criteria	✓	Meets mandatory criteria
28	West Capitol Downtown	✓	Existing bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
29	Pioneer Bluff Area	✓	Existing bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
30	F Street Area	✗	Bus line is not at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
31	Stone Lock District	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
32	Seaway International Trade Center	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
33	Southport Business Park	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria

MANDATORY EVALUATION: COUNTY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.17

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
34	Natomas/Panhandle	✓	Existing Bus and future LRT	✗	Parts of area are on Farmland of Prime and Statewide Importance	✓	Meets mandatory criteria
35	Metro Gateway Center	✓	Future LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
36	West Jackson Highway Master Plan	✓	Future Bus	✓	Meets mandatory criteria	✗	Areas within 100-year floodplain, wetland and vernal pool habitat
37	Jackson Township Specific Plan	✗	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✗	Areas within 100-year floodplain, wetland and vernal pool habitat
38	NewBridge Specific Plan	✓	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✗	Areas within 100-year floodplain, wetland and vernal pool habitat
39	McClellan Park	✗	No existing or planned transit with at least LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
40	Mather Field SPA	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
41	Easton Place/Aerojet SPA	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
42	Army Depot	✗	Bus line is not at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
43	Auburn Blvd Corridor	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
44	North of Elk Grove	✗	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
45	Fruitridge Area	✗	Area not clearly defined - potentially not located adjacent transit	✓	Meets mandatory criteria	✗	Area not clearly defined - potentially within 100-year floodplain/wetland
46	Cosumnes River Land	✗	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
47	Bradshaw Landing	✓	Existing LRT and Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria

MANDATORY EVALUATION: CITY OF ELK GROVE OPPORTUNITY AREAS

Exhibit 3.18

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
48	Sheldon Farms	✓	Existing Bus	✓	Meets mandatory criteria	✗	Part of opportunity area is within 100-year floodplain
49	Laguna Springs Corporate Center	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
50	Laguna Ridge/Laguna Springs	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
51	Laguna Ridge/Lotz Parkway North	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
52	Laguna Ridge/Lotz Parkway South	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
53	North-East Business Park (SEPA)	✓	Existing Bus	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
54	Poppy Ridge & Big Horn (SEPA)	✗	No existing or planned transit with at least average LOS	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
55	West Business Park (SEPA)	✗	No existing or planned transit with at least average LOS	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
56	Big Horn & Bilby West (SEPA)	✓	Existing Bus	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
57	Big Horn & Bilby East (SEPA)	✗	No existing or planned transit with at least average LOS	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
58	South Business Park (1)	✗	No existing or planned transit with at least average LOS	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
59	South Business Park (2)	✗	No existing or planned transit with at least average LOS	✗	Parts of area are on Farmland of Local Importance	✓	Meets mandatory criteria
60	Union Park	✓	Existing Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria

MANDATORY EVALUATION: CITY OF RANCHO CORDOVA OPPORTUNITY AREAS

Exhibit 3.19

Opportunity Areas		State Transit Policy		Regional Land Use		Environmental Impacts	
Name		Located within one-quarter mile radius of existing or planned transit stop with at least average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide or Local Importance.		No impact or mitigatable impact on protected floodplains, wetlands, habitat, and vernal pools.	
		✓	Meets mandatory criteria	✓	Meets mandatory criteria	✓	Meets mandatory criteria
		✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria	✗	Does not meet mandatory criteria
61	Evergreen Zinfandel at Capital Center	✓	Future Bus	✓	Meets mandatory criteria	✓	Meets mandatory criteria
62	Stone Creek	✗	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
63	Stone Creek and Femoyer St	✗	No existing or planned transit with at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria
64	Old Placerville Road	✗	Bus line is not at least average LOS	✓	Meets mandatory criteria	✓	Meets mandatory criteria

41 OPPORTUNITY AREAS TO BE FURTHER ASSESSED IN STEP TWO

Exhibit 3.20A

State-Owned	
1	Department of Justice Site
2	Lottery Commission Site
3	State Printing Plant Site
5	Caltrans Lab Site
6	Franchise Tax Board Site
8	Blocks 203 and 204
9	Block 275
10	Bonderson Building Site
11	Food and Agriculture Annex Site
12	Resources Building Site
13	CalPERS Building Site

City of Sacramento	
14	Natomas Gateway West
15	Natomas Crossing
16	West El Camino and Interstate 80
17	Kings Arena Site
18	Gateway
19	Richards Blvd Area/River District
20	Railyards Area
21	Downtown Core
22	Granite Park
23	Depot Park (Valdez Ave, Park Ave. Park Campus)
24	Depot Park - Demetre Avenue Campus
25	Delta Shores

City of West Sacramento	
26	Bridge District
27	Washington District
28	West Capitol Downtown
29	Pioneer Bluff
31	Stone Lock District
32	Seaway International Trade Center
33	Southport Business Park

County of Sacramento	
35	Metro Gateway Center
40	Mather Field SPA
41	Easton Place/Aerojet SPA
43	Auburn Blvd Corridor
47	Bradshaw Landing

City of Elk Grove	
49	Laguna Springs Corporate Center
50	Laguna Ridge/Laguna Springs
51	Laguna Ridge/Lotz Parkway North
52	Laguna Ridge/Lotz Parkway South
60	Union Park

City of Rancho Cordova	
61	Evergreen Zinfandel at Capital Center

23 OPPORTUNITY AREAS THAT DO NOT CURRENTLY MEET MANDATORY CRITERIA

EXHIBIT 3.20B

State-Owned	
4	Water Resources Corporation Yard
7	Cal Expo Site

City of West Sacramento	
30	F Street Area

County of Sacramento	
34	Natomas/Panhandle Area
36	West Jackson Highway Master Plan
37	Jackson Township Specific Plan
38	NewBridge Specific Plan
39	McClellan Park
42	Army Depot
44	North of Elk Grove
45	Fruitridge Area
46	Cosumnes River Land

City of Elk Grove	
48	Sheldon Farms
53	North-East Business Park (SEPA)
54	Poppy Ridge & Big Horn (SEPA)
55	West Business Park (SEPA)
56	Big Horn & Bilby West (SEPA)
57	Big Horn & Bilby East (SEPA)
58	South Business Park (1)
59	South Business Park (2)

City of Rancho Cordova	
62	Stone Creek
63	Stone Creek and Femoyer St
64	Old Placerville Road

EVALUATION STEP 2 - TIME FRAME EVALUATION METHODOLOGY

In order to plan for state office facility needs, this Planning Study evaluates opportunity areas based on their development time frames

The Time Frame Evaluation phase of this Planning Study determines the time interval during which each opportunity area is likely to be available for development. As with the Mandatory Evaluation, the Time Frame Evaluation criteria are related to transit, land use, and environmental impact. The assignment of the overall, final time frame of an opportunity area is based on the time frame evaluation criterion that is most constraining.

Transit Access

The previous iteration of this report, drafted in 2008, assessed the timing of installation of new service based on the proposed MTP at that time. Since 2008, federal, state, and local funding to support the transportation systems in the plan have declined, leaving timing outlined in the previous report in question. While the current MTP/SCS provides a 2035 Transit Network Plan, it does not provide a timeline upon which future transit implementation is to occur. It is therefore recommended that any additional transit services that may be provided or funded after 2015 be considered at the time of future site selection.

When applicable, the following factors should be used to determine the time frame for possible development of an opportunity area based on transit service and availability.

Step 2 - Time Frame Evaluation Criteria

- **Transit Access:** Time frame within which mandatory public transit access is available at the location.
 - **Land Use/Entitlement Status:** Time frame within which opportunity area is likely to be entitled for office space development.
 - **Environmental Impacts:**
 - 0-5 Years
No major environmental issues; Located in Flood Zone X
 - 6-10 Years
Mitigation/remediation in progress; Located in Flood Zone AR
 - 11-25 Years
Mitigation/remediation planned; Located in Flood Zone A
 - 26-40 Years
Significant environmental issues
-
- 0 – 5 Years: Light rail or high frequency bus service in place. Station or bus stop within one-quarter mile of area.
 - 6 – 10 Years: Light rail in place or new service expected within the time period. Enhanced bus service/BRT service likely within the time period. Light rail station or bus stop within one-quarter mile of area.
 - 11 – 25 Years: Light rail in place or new service expected within the time period. Enhanced bus service/BRT service likely within the time period. Light rail station or bus stop within one-quarter mile of area.
 - 26 – 40 Years: Light rail in place or new service expected within the time period. Enhanced bus service/BRT service likely within the time period.

Land Use/Entitlement Status

The following factors determine the time frame for possible development of an opportunity area based on land use and entitlement status.

- 0 – 5 Years: Entitled for office or mixed-use development.
- 6 – 10 Years: Proposed office or mixed-use development.
- 11 – 25 Years: Planned office or mixed-use development. Planned office or mixed-use development can be based upon a city or county’s General Plan, a SPA, or an emerging redevelopment plan.
- 26 – 40 Years: Envisioned office or mixed-use development. Envisioned development can include lands that are planned for office or mixed-use but unlikely to be developed within 25 years, lands that are part of a Draft General Plan, or lands that are part of a generalized urban, mixed-use, or commercial area designation (e.g. “Urban Center” in the city of Sacramento’s Draft Preferred Land Use map).

Environmental Impacts

The time frame for possible development of an opportunity area is also based on several types of environmental impact factors, including floodplains development, soil or groundwater remediation, and protected species habitat.

The time frame determinations based on environmental impact are as follows:

- 0 - 5 Years: The area is beyond or protected from the 100-year flood (Flood Zone X), has no need to remediate the soil or groundwater, and does not impact protected species habitat.
- 6 - 10 Years: The area is temporarily at increased flood risk due to the building or restoration of a flood control system such as a levee (Flood Zone AR), if soil or groundwater remediation in the area is in progress, or if an HCP is in place (Environmental Impact Overview, Chapter 1). This category applies to several former industrial opportunity areas that are in the midst of soil and groundwater remediation of plumes, pollution, and contaminants from former uses.
- 11 - 25 Years: Environmental mitigation or soil or water remediation is being planned, or the area is located in Flood Zone A. Flood Zone A areas are defined by a 1 percent annual chance of flooding and a 26 percent chance of flooding over a 30-year period.
- 26 - 40 Years: Areas with significant environmental issues and unplanned remediation or mitigation efforts are placed in the 26-40 year time frame.

By the end of this evaluation phase, as noted in the charts on the following pages, 26 of the 41 assessed opportunity areas will have development capability in 0-5 years, ten in 6-10 years, five in 11-25 years, and zero in 26-40 years.

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		Earliest time frame in which office development is possible based on all criteria at left.
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	
		6-20	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
1	Department of Justice Site	0-5	Existing Light Rail Transit (LRT) and Bus	6-10	Entitled for office. Relocation demolition and rebuild not possible for five years	0-5	No major issues	6-10
2	Lottery Commission Site	0-5	Existing LRT	0-5	New Lottery building located on northern portion of site, remainder of site vacant	6-10	AR Zone; UP toxic plume nearby	6-10
3	State Printing Plant Site	0-5	Existing LRT	6-10	Currently industrial. Relocation, demolition and rebuild not possible for five years	6-10	AR Zone; Well operation pulling UP plume towards site	6-10
5	Caltrans Lab Site	0-5	Existing LRT and Bus	6-10	Employment Center Low Rise. Currently light industrial. Relocation, demolition and rebuild not possible for five years	6-10	AR Zone; Possible cleanup req'd	6-10
6	Franchise Tax Board Site	0-5	Existing LRT and Bus	0-5	Entitled for office	0-5	No major issues, currently developed as office and parking lot	0-5
8	Blocks 203 and 204	0-5	Existing LRT and Bus	0-5	EIR studied for high-rise office. Capitol Area-office. Includes historic Heilbron House	0-5	No major issues	0-5
9	Block 275	0-5	Existing LRT and Bus	0-5	Capitol Area - office	0-5	No major issues	0-5
10	Bonderson Building Site	0-5	Existing LRT and Bus	0-5	Capitol Area - office	0-5	No major issues	0-5
11	Food and Agriculture Annex Site	0-5	Existing LRT and Bus	0-5	Capitol Area - office	0-5	No major issues	0-5
12	Resources Building Site	0-5	Existing LRT and Bus	6-10	Capitol Area - office. Relocation/renovation not possible for 5 years	0-5	No major issues	6-10
13	CalPERS Building Site	0-5	Existing LRT and Bus	0-5	Current mixed use entitlements expire 8.4.15	0-5	EIR and mitigation monitoring plan previously adopted	0-5

TIME FRAME EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.22

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		Earliest time frame in which office development is possible based on all criteria at left.
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	
		6-20	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
14	Natomas Gateway West	0-5	Existing Bus and future LRT	0-5	Approved PUD - office/employment center	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	0-5
15	Natomas Crossing	0-5	Existing Bus	0-5	Approved PUD	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	0-5
16	West El Camino and Interstate 80	0-5	Existing LRT and Bus	6-10	No entitlements for proposed project	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	6-10
17	Kings Arena Site	6-20*	Future LRT	6-10	No entitlements, but site is immediately available	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	6-10 (6-20)
18	Gateway	0-5	Existing LRT and future Bus	0-5	Approved for 860,000 GSF of office	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	0-5
19	Richards Boulevard Area/ River District	0-5	Existing LRT and Bus	0-5	PUD - Shovel ready	0-5	No environmental issues	0-5
20	Railyards Area	0-5	Existing LRT/Commuter Rail	0-5	Approved SPA - shovel ready. Adopted EIR includes office	0-5	Within Zone X. Soil/ground water already remediated	0-5
21	Downtown Core	0-5	Existing LRT and Bus	0-5	Varies - fully entitled to no entitlements	0-5	EIR complete, no habitat issues	0-5
22	Granite Park	0-5	Existing LRT	0-5	Approved PUD, Office Building Zoning. Shovel ready	0-5	Certified EIR approved. Floodplain and species issues mitigated	0-5
23	Depot Park (Valdez Ave., Park Ave., Park Campus)	0-5	Existing Bus	0-5	Received Planning Commission approval	0-5	EIR approved. No major issues	0-5

*Timing of future transit is unknown, yet identified in the 2035 MTP/SCS Plan. It is therefore assumed development will occur within a 6-20 year time frame. As timing could occur as soon as six years, identified future transit has been placed in the 6-10 year time frame.

TIME FRAME EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS (CONTINUED)

Exhibit 3.22

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	
		6-20	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
24	Depot Park Demetre Avenue Campus	0-5	Existing LRT and Bus	0-5	Received Planning Commission approval	0-5	EIR approved. No major issues	0-5
25	Delta Shores	0-5	Existing Bus	0-5	Approved PUD. Project schedule 24-36 months	0-5	Approved EIR. All requirements completed or in the process	0-5

TIME FRAME EVALUATION: CITY OF WEST SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.23

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		Earliest time frame in which office development is possible based on all criteria at left.
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	
		6-20	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
26	Bridge District	0-5	Existing Bus	0-5	Fully entitled; only needs site-specific Design Review	0-5	Certified EIR approved. Floodplain and species issues mitigated	0-5
27	Washington District	0-5	Existing Bus	0-5	Varies- WF (Waterfront) and R-3 (Multi-Residential)/Washington Specific Plan; General Plan Update changing R-3 to WF. Varies- Fully to partially entitled; all sites need Design Review, some may need mapping	0-5	Certified EIR; may need additional CEQA depending on project. Varies by site; heritage trees, possible cultural resources	0-5
28	West Capitol Downtown	0-5	Existing Bus	0-5	Varies- Fully to partially entitled; all sites need Design Review, some may need mapping	0-5	May need additional CEQA depending on project. No major issues	0-5
29	Pioneer Bluff Area	0-5	Existing Bus	6-10	Varies- Fully to partially entitled; all sites need Design Review, some may need mapping. Identified for housing in housing element	0-5	May need additional CEQA depending on project. Varies by site, riverfront trees and nesting birds	6-10
31	Stone Lock District	0-5	Existing Bus	11-25	No entitlements - longer term redevelopment project	11-25	CEQA required	11-25
32	Seaway International Trade Center	0-5	Existing Bus	11-25	Partially entitled - longer term redevelopment project	0-5	May require additional CEQA	11-25
33	Southport Business Park	0-5	Existing Bus	0-5	Varies - Partial to fully entitled; all sites need Design Review, some may need mapping. Shovel ready	0-5	May need additional CEQA depending on project. No major issues	0-5

TIME FRAME EVALUATION: COUNTY OF SACRAMENTO OPPORTUNITY AREAS

Exhibit 3.24

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination	
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.			Earliest time frame in which office development is possible based on all criteria at left.
0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues				
6-10	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress				
		11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned				
		26-40	Envisioned office or mixed-use dev't	26-40	Significant issues				
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination	
35	Metro Gateway Center	6-20*	Existing LRT and Bus	0-5	All necessary entitlements are in place	0-5	Flood restriction building memorandum lifted in the Natomas area. Within HCP	6-10 (6-20)	
40	Mather Field SPA	0-5	Existing Bus	11-25	Planned development. Sacramento County Board of Supervisors approval is needed for project entitlements, environmental documents and construction permits	6-10	Approved programmatic environmental documentation. Some existing structures are known to have contained hazardous materials decades ago.	11-25	
41	Easton Place/Aerojet SPA	0-5	Existing Bus	11-25	Planned development - entitlements sought	6-10	Former mining operations/superfund site	11-25	
43	Auburn Blvd Corridor	0-5	Existing Bus	11-25	2005 Adopted 'The Boulevard' specific plan	0-5	EIR approved	11-25	
47	Bradshaw Landing	0-5	Existing LRT and Bus	0-5	Entitled for 750,000 GSF mix of LC (Light Commercial), TC (Travel Commercial), M2 (Heavy Industrial)	0-5	No major issues	0-5	

*Timing of future transit is unknown, yet identified in the 2035 MTP/SCS Plan. It is therefore assumed development will occur within a 6-20 year time frame. As timing could occur as soon as six years, identified future transit has been placed in the 6-10 year time frame.

TIME FRAME EVALUATION: CITY OF ELK GROVE OPPORTUNITY AREAS

Exhibit 3.25

Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	Earliest time frame in which office development is possible based on all criteria at left.
		6-10	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area	Time Frame	Transit Service Status		Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
49	Laguna Springs Corporate Center	0-5	Existing Bus	0-5	Entitled. MP (Industrial-Office Park) OF/ MF (Office/Multi-Family)	0-5	Exempt from CEQA. No major issues	0-5
50	Laguna Ridge/ Laguna Springs	0-5	Existing Bus	0-5	No entitlements. Business and Professional Office zoning. C/O/MF(Commercial/Office/Multi-Family).	0-5	No major issues	0-5
51	Laguna Ridge/ Lotz Parkway North	0-5	Existing Bus	0-5	No entitlements. Business and Professional Office zoning. C/O/MF(Commercial/Office/Multi-Family).	0-5	No major issues	0-5
52	Laguna Ridge/ Lotz Parkway South	0-5	Existing Bus	0-5	No entitlements. Business and Professional Office zoning. C/O/MF(Commercial/Office/Multi-Family).	0-5	No major issues	0-5
60	Union Park	0-5	Existing Bus	0-5	No entitlements. MP (Industrial-Office Park) LI (Light Industrial)	0-5	No major issues	0-5

TIME FRAME EVALUATION: CITY OF RANCHO CORDOVA OPPORTUNITY AREAS

Exhibit 3.26

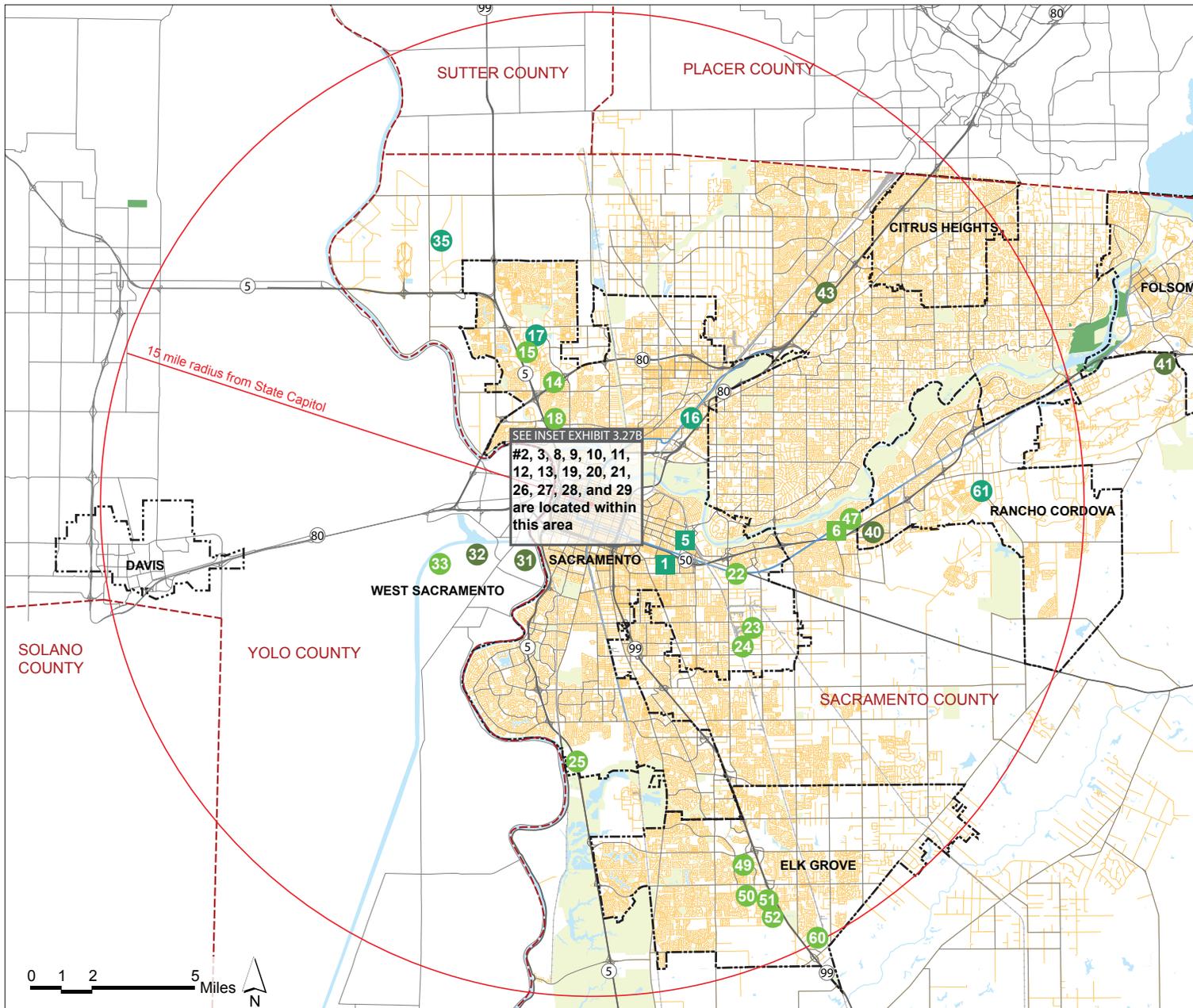
Legend		State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
		Located within one-quarter mile radius from existing or planned transit stop with at least average level of service (LOS) in one of the following time periods.		Entitlement status or potential for office space entitlement in one of the following time periods.		Mitigatable impact in sensitive wetland, habitat, vernal pool or 100-year floodplain within one of the following time periods.		
		0-5	0-5 years	0-5	Entitled for office or mixed-use dev't	0-5	No major issues	Earliest time frame in which office development is possible based on all criteria at left.
		6-10	6-20 years (with the MTP/SCS plan) time frame	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
				11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
				26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	
Opportunity Area		Time Frame	Transit Service Status	Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
65	Evergreen Zinfandel at Capital Center	6-20*	Future Bus	0-5	OPMU. Only design review needed	N/A	Unknown	6-10 (6-20)

*Timing of future transit is unknown, yet identified in the 2035 MTP/SCS Plan. It is therefore assumed development will occur within a 6-20 year time frame. As timing could occur as soon as six years, identified future transit has been placed in the 6-10 year time frame.

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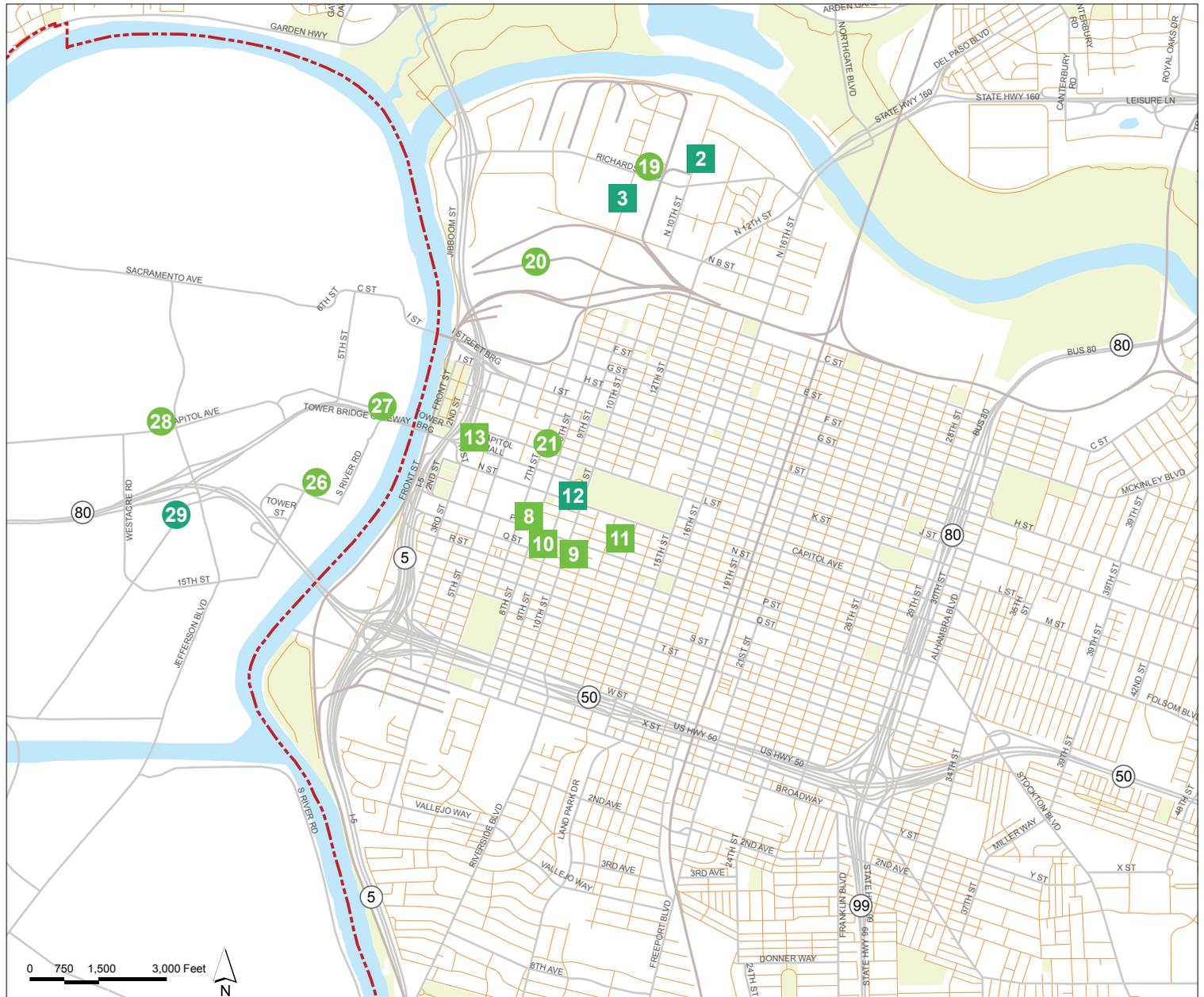
**41 ASSESSED
OPPORTUNITY
AREAS BY TIME
FRAME
Exhibit 3.27A**

Refer to Legend on
page 93



**41 ASSESSED
OPPORTUNITY
AREAS BY TIME
FRAME,
DOWNTOWN INSET
Exhibit 3.27B**

Refer to Legend
on page 93



LEGEND

41 Assessed Opportunity Areas by Time Frame

0-5 YEAR TIME FRAME

- 6 Franchise Tax Board Site
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food and Agriculture Annex Site
- 13 CalPERS Building Site
- 14 Natomas Gateway West
- 15 Natomas Crossing
- 18 Gateway
- 19 Richards Blvd Area/River District
- 20 Railyards Area
- 21 Downtown Core
- 22 Granite Park
- 23 Depot Park (Valdez Ave., Park Ave., and Park Campuses)
- 24 Depot Park - Demetre Avenue Campus
- 25 Delta Shores
- 26 Bridge District
- 27 Washington District
- 28 West Capitol Downtown
- 33 Southport Business Park
- 47 Bradshaw Landing
- 49 Laguna Springs Corporate Center
- 50 Laguna Ridge/Laguna Springs
- 51 Laguna Ridge/Lotz Parkway North
- 52 Laguna Ridge/Lotz Parkway South
- 60 Union Park

6-10 YEAR TIME FRAME

- 1 Department of Justice Site
- 2 Lottery Commission Site
- 3 State Printing Plant Site
- 5 Caltrans Lab Site
- 12 Resources Building Site
- 16 West El Camino and Interstate 80
- 17 Kings Arena Site
- 29 Pioneer Bluff Area
- 35 Metro Gateway Center
- 61 Evergreen Zinfandel at Capital Center

11-25 YEAR TIME FRAME

- 31 Stone Lock District
- 32 Seaway International Trade Center
- 40 Mather Field SPA
- 41 Easton Place / Aerojet SPA
- 43 Auburn Blvd Corridor

26-40 YEAR

No sites were identified within a 26-40 year development time frame

- State-owned Site
- Non State-owned Area

EVALUATION STEP 3 - DEVELOPMENT FEASIBILITY EVALUATION

METHODOLOGY

The Development Feasibility Evaluation comprises the core evaluation of each opportunity area. While the Mandatory State Policy Evaluation determines the areas appropriate for further assessment, and the Time Frame Evaluation determines the time period at which development may be possible, the Development Feasibility Evaluation measures each opportunity area for viability.

This evaluation phase informs the determination of optimum opportunity areas later in this chapter. The optimum areas with greatest potential to meet the state's needs are then identified for further analysis.

This determination is based on current conditions and plans.

Should information, plans, or conditions change, the opportunity areas may need to be re-assessed using the same evaluation methodology.

The evaluation is qualitative, and rates each opportunity area as “superior,” “good,” “fair,” or a “potential constraint,” for a number of evaluation criteria categories described in this section.

The categories are:

- Ownership
- Transportation Access
- Improvement Status
- Context
- Infrastructure
- Size and Capacity

Criteria by Time Frame

The Development Feasibility Evaluation criteria vary to some extent, based on the time frame under consideration, as evidenced by the “Improvement Status” criterion. In the 0-5 year time frame, an area is considered superior if it is vacant and cleared for development. However, in 11-25 years, structures in the area today may no longer exist. It would be a disservice to lower the rating of an opportunity area due to current conditions that are likely to change in the future. The Improvement Status criterion, as with other criteria, is therefore modified by time frame to reflect such changing conditions, as appropriate.

Ownership

Ownership and land assembly are important considerations when seeking opportunities for state office facilities. For this reason, opportunity areas already owned and controlled by DGS are rated “superior.” Areas owned by other state agencies also present “good” opportunities for future state office development, especially if owned by an agency that is growing. Land owned or assembled as one parcel is also one step closer to being ready for development. If the state were to purchase property, the transaction would be much more feasible with one assembled parcel and one owner. For this reason, multiple owners of multiple parcels present a “potential constraint.”

Transportation Access

As a key component in the previous evaluation phases, public transportation access continues to be a critical factor in evaluating opportunity areas. Freeway access is also important; however, since most areas have convenient freeway access, this alone does not sufficiently distinguish between opportunity areas. All freeways are projected to be congested in the future, thus transit access is the most important and differentiating access factor. If an opportunity area is within one-quarter mile of an existing high-speed bus service, it has been assumed that the bus network would be realigned to accommodate large-scale office development. A large gap currently exists between those areas with the best transit service (one or two lines of light rail) and those without it. The “fair” category accounts for the several ways in which future plans will fill the gap between good and poor service. Plans for enhanced bus or BRT services differentiate the transportation access rating of “fair” from “potential constraint.”

Ownership Evaluation Criteria for 0-5 and 6-10 Year Time Frames Exhibit 3.28

● Superior	DGS-controlled and assembled
⦿ Good	State-owned
○ Fair	Non state-owned and assembled parcel
⊗ Potential Constraint	Multiple owners of multiple parcels

Ownership Evaluation Criteria for 11-25 and 26-40 Year Time Frames Exhibit 3.29

● Superior	DGS-controlled or state-owned and assembled
⦿ Good	Non state-owned and assembled parcel
○ Fair	One non-state owner
⊗ Potential Constraint	Multiple owners of multiple parcels

Transportation Evaluation Criteria for All Time Frames Exhibit 3.30

● Superior	Served by LRT, BRT, and freeway access
⦿ Good	Access to LRT and freeway access or LRT, BRT and no freeway
○ Fair	BRT service and freeway access
⊗ Potential Constraint	No LRT or BRT Local bus transit service and freeway access only

Improvement Status

The extent of existing improvements can affect the development capability of an area. Vacant and cleared opportunity areas are given a “superior” rating in the 0-5 and 6-10 year terms. An area is considered “good” if it is unoccupied, yet structures or improvements exist. If current occupants plan on vacating an opportunity area in the near term, it will be rated “fair.” An opportunity area with existing improvements, occupants, and no known redevelopment plans will be designated as a “potential constraint.” For the latter two time frames, the criteria are adjusted slightly since existing aging structures might not remain in the long-term future.

Improvement Status Evaluation Criteria for 0-5 Year Time Frames Exhibit 3.31

<input type="radio"/> Superior	Vacant and cleared for development
<input checked="" type="radio"/> Good	Vacant with existing structures
<input type="radio"/> Fair	Occupants present. Leaving in near term or relocation possible
<input checked="" type="radio"/> Potential Constraint	Occupied - relocation of tenant poses challenges

Improvement Status Evaluation Criteria for 6-10 Year Time Frames Exhibit 3.32

<input type="radio"/> Superior	Vacant and cleared for development
<input checked="" type="radio"/> Good	Vacant with existing structures
<input type="radio"/> Fair	Occupants, leaving in near term
<input checked="" type="radio"/> Potential Constraint	Occupied

Improvement Status Evaluation Criteria for 11-25 and 26-40 Year Time Frames Exhibit 3.33

<input type="radio"/> Superior	Vacant and clear, or vacant with aging structures
<input checked="" type="radio"/> Good	Vacant with recent structures
<input type="radio"/> Fair	Occupants, leaving in near term
<input checked="" type="radio"/> Potential Constraint	Occupied

Context

In light of the siting goals of the EIPB, smart-growth principles, and providing access and amenities to employees, it is important to consider the urban context of potential state office facilities. This criterion gives a higher rating to those opportunity areas that are closer and more contiguous, with established urban mixed-use and employment centers. In part, this supports SACOG and local jurisdictions’ smart-growth goals, since most of these centers are accessible, are coordinated with transit planning, and create walkable spaces. This criterion also rates against areas that are of improper scale for the size of state facilities needed. This ensures that state office facilities do not threaten a more finely grained neighborhood fabric, a lower-scale street, or other incongruous urban design conditions. Existing centers rate higher than transitioning centers. Recognizing the long-term future of state office needs, however, renders transitioning centers as “fair” in the near term and “good” in the longer terms.

Context Evaluation Criteria for 0-5 and 6-10 Year Time Frames Exhibit 3.34

<input type="radio"/> Superior	In or near established mixed-use or employee center; and contiguous with desirable-scale urban form. Near state offices
<input checked="" type="radio"/> Good	Near established mixed-use/employee center with desirable scale bldgs/blocks
<input type="radio"/> Fair	In or near transitioning mixed-use or employment center of desirable scale
<input checked="" type="radio"/> Potential Constraint	Not in/near existing or transitioning mixed-use or employment center of desirable scale

Context Evaluation Criteria for 11-25 and 26-40 Year Time Frames Exhibit 3.35

<input type="radio"/> Superior	In or near established mixed-use or employee center; and contiguous with desirable-scale urban form. Near state offices
<input checked="" type="radio"/> Good	In transitioning mixed-use or employment center of desirable scale
<input type="radio"/> Fair	Near transitioning mixed-use or employment center of desirable scale
<input checked="" type="radio"/> Potential Constraint	None of the above

Infrastructure

The cost of providing adequate infrastructure may constrain development opportunities. The three major “wet utilities” (water, sewer, and storm drainage) are the most costly and will constrain development where they are not presently in place. The treatment and capacity of wet utilities most often affect the immediacy or timing of development when they are not available. Beyond a five-year time frame, it is likely that most infrastructure can be provided.

Opportunity areas that are already connected to water or sewer lines may require expanded water or sewer capacity to accommodate state office development. Retrofitting water or sewer lines, or adding capacity, is a minor constraint; it differentiates a “superior” rating from a “good” rating. Opportunity areas that are not immediately adjacent to main water or sewer lines (“mains” or “trunk lines”) will need extensions to the property, thus constraining development due to the added cost of extending the line. Areas requiring extensions are considered “fair” for the infrastructure evaluation criterion. Opportunity areas that are several miles away from trunk lines will either need to pay significant costs or wait for development and urban expansion to approach them. These sites are, therefore, rated “potential constraint.”

Storm drainage for opportunity areas is a requirement that might constrain development, depending on proximity and capacity of existing stormwater infrastructure. While sites would be required to provide on-site stormwater detention or retention, if improved infrastructure were required to accommodate additional stormwater discharge from potential office development, the site is rated “fair.”

“Dry” utilities, including electricity, gas, and telecommunications, are often less expensive and less of a constraint on development.

Levees in the process of being upgraded make an otherwise “superior” rating a “good” rating. This is the case with the West Sacramento levee.

Infrastructure Evaluation Criteria for 0-5 Year Time Frame

Exhibit 3.36

● Superior	All utilities/flood control ready for major office complex
⦿ Good	Wet utilities available (water, sewer, storm)
○ Fair	Only dry utilities currently available or upgrades necessary
⊗ Potential Constraint	Utilities not available or planned

Infrastructure Evaluation Criteria for 6-10 Year Time Frame and Longer

Exhibit 3.37

● Superior	All utilities/flood control ready for major office complex
⦿ Good	Utilities and levees in place, but upgrade necessary
○ Fair	Utilities planned, but not available
⊗ Potential Constraint	Utilities not planned or levees not being upgraded

Size and Capacity

The size and capacity criterion is based on an opportunity area's ability to accommodate an average size office facility to meet current and future needs, particularly those of the 18 state agencies prioritized for consolidation. Recognizing the higher cost and space constraints of developing downtown, size and capacity ratings vary between the central city and the more suburban areas beyond it.

Size/Capacity Evaluation Criteria for All Time Frames

Exhibit 3.38

● Superior	If Central City: at least 600,000 GSF If Other: at least 1,200,000 GSF
⦿ Good	If Central City: 500,000 - 600,000 GSF If Other: 800,000 - 1,200,000 GSF
○ Fair	If Central City: 300,000 - 500,000 GSF If Other: 500,000 - 800,000 GSF
⊗ Potential Constraint	If Central City: < 300,000 GSF If Other: < 500,000 GSF

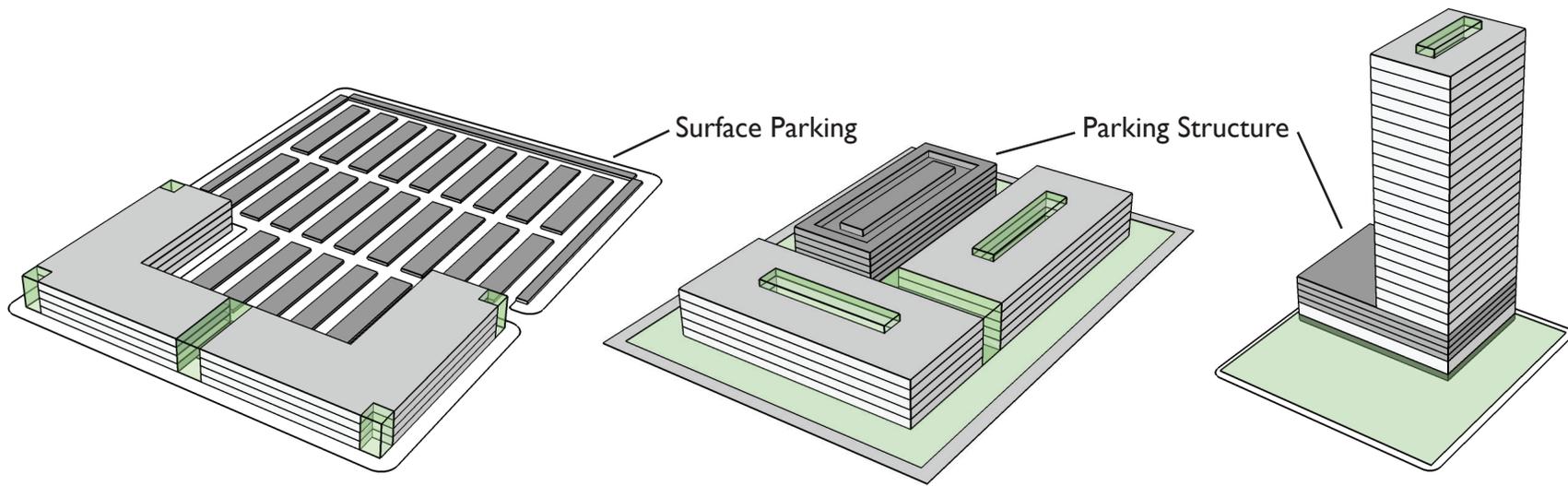
GENERIC BUILDING TYPES AND CONCEPTUAL CONSTRUCTION COSTS

Opportunity areas are also considered in light of their potential building type and construction costs. Rather than evaluate the potential building type and cost of each opportunity area, three generic building types have been designed and analyzed for construction costs: low-rise, mid-rise, and high-rise (Exhibit 3.39; additional information can be found in Appendices F and G). The three types are based on a combination of state office needs and typical floor plates, local requirements, and long-range planning, and are not specific to the opportunity areas, nor reflective of a particular development. The appropriate generic building type is determined for each opportunity area depending on the area's current zoning, future land use, and urban context. More detailed "test fit" analyses are conducted for state-owned sites in the next section of this chapter.

The generic building types and the state-owned site test fits are used to calculate conceptual construction costs on each of the opportunity areas. These costs are a consideration in determining potential sites for development. While local land values are not assessed in this Planning Study, they should be taken into consideration when the state evaluates development sites.

GENERIC BUILDING TYPES

Exhibit 3.39



Low-Rise Building

GSF Office ¹	480,000
NSF Office (75%)	360,000
Height	4 stories/55'
Floor Area Ratio (FAR)	0.92
Parking Facility	Surface
Parking Ratio	2.5 spaces/1000 NSF
Parking	960 spaces
Site Area	11.9 acres
Construction Cost ²	\$246.36/GSF

Mid-Rise Building

GSF Office ¹	480,000
NSF Office (75%)	360,000
Height	5-6 stories/75'
Floor Area Ratio (FAR)	2.82
Parking Facility	Free-standing structure
Parking Ratio	1.6/1000 NSF
Parking	614 spaces
Site Area	3.90 acres
Construction Cost ²	\$409/GSF

High-Rise Building

GSF Office ¹	394,000
NSF Office (75%)	295,500
Height	22 stories/400'
Floor Area Ratio (FAR)	3.85
Parking Facility	Podium
Parking Ratio	1.6/1000 NSF
Parking	504 spaces
Site Area	2.35 acres (1 city block)
Construction Cost ²	\$562/GSF

¹ For comparative purposes, the office GSF of the three generic building types are designed to be as equal as possible. The office gross square footage of the high-rise generic type is smaller than the low and mid-rise types due to office floorplate requirements, and the city of Sacramento's height and massing requirements, to which the building type was designed.

² Construction cost per GSF is the sum of the office building and site work construction costs (including surface parking or structured parking), divided by the GSF of office space. Costs are based on June 2015 construction costs. Appendix F summarizes escalated construction costs of specific opportunity areas. Appendix G contains detailed cost estimates.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
◎	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000			
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000			

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination
6	Franchise Tax Board Site	●	DGS	● LRT, BRT and freeway access	● Up to 350,000 infill possible; FTB occupies most of site	○ Suburban office campus directly adjacent to transit station	● All utilities and flood-control ready. Major state office complex already exists	○ 12.5 acres	350,000	Low-rise	●
8	Blocks 203 and 204	◎	EDD, DGS, Parks	● LRT, BRT and freeway access	○ Below-grade dev't to relocate. Historic Heilbron House on Block 204 to relocate or build around	● Capitol Area	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade	● 4.2 acres	1,328,000	High-rise	●
9	Block 275	◎	Caltrans, DGS, Private	● LRT, BRT and freeway access	● Caltrans HQ Proposed	● Capitol Area	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade	◎ 1.43 acres	500,000	Mid-rise	●

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
◎	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000			
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000			

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination	
10	Bonderson Building Site	●	DGS	● LRT, BRT and freeway access	○ Occupied by short term occupants	● Capitol Area	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade	◎	3.1 acres	515,200	High-rise	●
11	Food and Agriculture Annex Site	●	Food and Agriculture	● LRT, BRT and freeway access	● Structure w/ no occupants	● Capitol Area	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade	○	0.89 acres	272,800	High-rise	●
13	CalPERS Building Site	◎	CIM Group and California Public Employees' Retirement System	● LRT, BRT, and freeway access	◎ Vacant site w/ 1,800 in-place precast piles that can be repurposed as part of the foundation	● Near Capitol Area and state offices	◎ No on-site utilities. Adjacent areas well served; connections in place	●	2.4 acres	1,357,200	High-rise	●

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
◉	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000			
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000			

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination
14	Natomas Gateway West	○ One private owner	○ BRT and freeway access and future LRT	● Vacant site	○ PUD-Office/employment center	● Utility connections available	○ Site acreage unknown. 649 acres total within the North Natomas PUD	750,000	Low-rise	○
15	Natomas Crossing	○ One private owner	○ BRT and freeway access	● Vacant site	○ PUD-Office/employment center	● Utility connections available	◉ 37.4 acres	850,000	Low to mid-rise	○
18	Gateway	○ One private owner	○ BRT, freeway access and future LRT	● Office to remain (320,000 GSF). Approved for additional 560,000 GSF on vacant land	○ Business park location in South Natomas	● Utility connections available	◉ 12+ acres	880,000	High-rise	○

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
◎	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000			
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000			

#	Area Name	Ownership		Transportation Access	Improvement Status		Context	Infrastructure		Size/Capacity (GSF)		Building Type	Determination
19	Richards Boulevard Area/River District	○	Two private owners - sites do not require assembly	● LRT, BRT and freeway access	●	Vacant sites	◎ Transitioning former industrial/warehouse area near CBD	●	Utility connections on site	●	11 acres Up to 2,000,000	Low to mid-rise and high-rise	●
20	Railyards Area	○	One private owner	◎ LRT/Commuter Rail and freeway access	●	Vacant. Existing railyards, warehouse facilities are to be redeveloped	◎ Adjacent CBD. Redeveloping. master plan/ Specific Plan approved	◎	Backbone infrastructure now under construction will provide access to all utility connections required to serve the project. Landlord would be responsible for stubbing all required utilities to the site	●	201 acres 5,300,000	Low-rise and high-rise	◎
21	Downtown Core	⊗	Various private owners	● LRT, BRT and freeway access	○	Existing structures on site	● Sacramento Central City	●	Served by PG&E and SMUD and City	●	3.4 acres Approx. 1,700,000	High-rise	◎

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
⊙	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000			
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000			

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination
22	Granite Park	○	One private owner	⊙ LRT, freeway access and major arterial access	● Vacant and cleared areas available	○ In a Planned Unit Development (PUD). Regional park nearby	● Full infrastructure, financing per planned development in place	⊙ 28.2 acres	1,077,098	Low-rise	⊙
23	Depot Park (Valdez Ave., Park Ave., Park Campus)	○	One private owner	○ BRT	● Existing office park with ability to accommodate new construction	○ Industrial/office park	⊙ All utilities can be made available	○ 72 acres	350,000 existing, 500,000 new build	Low-rise	○
24	Depot Park - Demetre Avenue Campus	○	One private owner	○ BRT	⊙ Existing structure (to remain), ability to accommodate new construction	○ Industrial/office park	● Utility connections on site	⊗ Acreage unknown. Existing structure 130,680 sf	Ability to accommodate additional 300,000 of new development	Low-rise	⊗

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
⊙	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000		
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000		

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination					
25	Delta Shores	○	One private owner	○	BRT and freeway access	●	Vacant site	○	Approved mixed-use PUD	●	Utility connections on site	⊙	147 acres	750,000-1,100,000	Low-rise	○
26	Bridge District	⊗	Various private owners	○	BRT and freeway access	●	Fully improved w/ infrastructure to serve high-density development	⊙	Planned mixed-use neighborhood within Specific Plan adjacent the river, near state offices	●	Infrastructure complete	○	45 acres	750,000	Mid-rise	○
27	Washington District	⊗	Various private owners	○	BRT, and freeway access	⊙	Some properties vacant, others with existing structures	●	Transitioning employment area near state offices and new CalSTRS building	⊙	Some infrastructure improvements may be required	⊙	4.64 acres	800,000 office	High-rise	○

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)			Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+			Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
⊙	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M				
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000				
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000				

#	Area Name	Ownership		Transportation Access		Improvement Status		Context	Infrastructure		Size/Capacity (GSF)		Building Type	Determination		
28	West Capitol Downtown	○	City & various private owners	○	BRT and freeway access	●	Existing roads & utilities. Major streetscape project completed	⊙	Commercial/office area. Near West Sacramento City Hall	⊙	Existing roads/utilities. Major streetscape project completed. West Sacramento updating levees	●	19 acres	Varies - ability to accommodate 1,000,000	Mid-rise	⊙
33	Southport Business Park	○	One private owner	○	BRT	●	Fully improved, shovel-ready sites	○	Existing industrial/business park within West Sacramento Enterprise Zone	●	Complete	●	290 acres	2,600,000	Low-rise	⊙
47	Bradshaw Landing	○	One private owner	●	LRT, freeway access, and BRT	⊙	Existing Drive-In Movie Theatre	○	Suburban setting in an unincorporated area. Located in the 'East Special Study Area'. Near State offices	●	Utility connections on site	⊙	25-30 acres	750,000 (additional capacity available)	Low-rise	⊙
49	Laguna Springs Corporate Center	○	One private owner	○	BRT and freeway access	●	Vacant site with street access	○	Industrial/office park in suburban setting	●	Utility connections on site	⊗	8.83 acres	220,000. Adjacent office may be available	Low-rise	⊗

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME (CONTINUED)

Exhibit 3.40

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or contiguous with established center and near state offices	All utilities/flood-control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Consider land values when assessing an opportunity area.	
◎	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non state-owned and assembled parcel	BRT and good freeway access	Occupants present. Relocation possible	In/near transitioning mixed-use, or employment center or an industrial area	Only dry utilities currently available or upgrades necessary	CBD: 300,000 - 500,000 Other: 500,000 - 800,000		
⊗	0	Potential Constraint	Multiple owners, of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied - relocation of tenant poses challenges	Not near transitioning or existing center	Utilities not available or planned	CBD: < 300,000 Other: < 500,000		

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination					
50	Laguna Ridge/Laguna Springs	○	One private owner	○	BRT and freeway access	●	Vacant site with street access	⊗	Adjacent a suburban commercial district with nearby single family residential	●	Utility connections in place	⊗	15.15 acres	375,000	Low-rise	○
51	Laguna Ridge/Lotz Parkway North	○	One private owner	○	BRT and freeway access	●	Vacant site with street access	⊗	Adjacent the automall commercial district with adjacent single family residential	○	Unknown	○	20.9 acres	500,000 adjacent area #52	Mid-rise	○
52	Laguna Ridge/Lotz Parkway South	○	One private owner	○	BRT and freeway access	●	Vacant site	⊗	Adjacent the automall commercial district with adjacent single family residential	○	Unknown	⊗	14.11 acres	350,000 adjacent area #51	Mid-rise	○
60	Union Park	○	One private owner	○	BRT and freeway access	●	Vacant site with street access	⊗	Adjacent a suburban commercial district with nearby residential and agricultural land	○	No utility connections	○	21.11 acres	525,000	Low-rise	○

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 6-10 YEAR TIME FRAME

Exhibit 3.41

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	Overall feasibility of development based on criteria at left
◎	2	Good	State-owned	1 LRT & good Freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	In/near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000 - 500,000 Other: 500,000-800,000		
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and Freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000		

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type	Determination
1	Department of Justice Site	●	DGS	◎ LRT and freeway access	⊗ Occupied by Department of Justice	● In established employment center and campus area. Near state offices.	● Utilities available	● 23.9 acres	1,008,000	Mid-rise	⊗
2	Lottery Commission Site	⊗	Lottery	◎ LRT and freeway access	● Existing 156,000 GSF, (1) 6-story building. Large graded site to south	◎ Transitioning former industrial/warehouse area near CBD	◎ Utilities Available: Water piping capacity increase needed. Combined sewer/storm system needs upgrade	● 12.5 acres	1,324,200	High-rise	⊗
3	State Printing Plant Site	●	DGS	◎ LRT and freeway access	○ Agency may consider relocation opportunities	◎ Transitioning former industrial/warehouse area near CBD	◎ Utilities Available: Water piping capacity increase needed. Combined sewer/storm system needs upgrade	● 17.3 acres	1,324,800	High-rise	◎

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 6-10 YEAR TIME FRAME (CONTINUED)

Exhibit 3.41

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)			Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+			Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	
◎	2	Good	State-owned	1 LRT & good Freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M				
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	In/near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000 - 500,000 Other: 500,000-800,000				
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and Freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000				

#	Area Name	Ownership		Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)			Building Type	Determination
5	Caltrans Lab Site	◎	CalTrans	◎ LRT and freeway access	⊗ 93,400 GSF Lab Building	⊗ Light industrial area on commercial corridor, near residential neighborhood	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade and requires high additional costs	◎	17.1 acres	845,000	Low-rise	⊗
12	Resources Building Site	●	DGS	● LRT, BRT and freeway access	○ 656,600 GSF Resources Bldg	● Capitol Area	◎ Utilities Available. Water piping capacity increase needed. Combined sewer/storm system needs upgrade	◎	15 acres	656,625	High-rise	●
16	West El Camino and Interstate 80	○	One private owner	● LRT, BRT and freeway access	● Vacant site	⊗ C-2 district in suburban setting	● Utilities available	○	20.4 acres	690,000	Mid to high-rise	○

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** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 6-10 YEAR TIME FRAME (CONTINUED)

Exhibit 3.41

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	
⊙	2	Good	State-owned	1 LRT & good Freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	In/near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000 - 500,000 Other: 500,000-800,000		
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and Freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000		

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type	Determination
17	Kings Arena Site	⊙ City of Sacramento (100 acres) and one private owner (83 acres)	⊗ Freeway access and future LRT	● Sleep Train Arena and vacant land	⊙ Zoned SPX - Sports complex and associated uses	● Utilities available	● 183 acres 3,500,000	Mid-rise	⊗
29	Pioneer Bluff Area	○ City of West Sacramento and various private owners	○ BRT and freeway access	● Vacant areas, existing roads & utilities	⊙ Within the CBD/ West Capitol Avenue Master Plan. High-priority riverfront investment area for city of West Sacramento	⊙ All utility connections available; may need upsizing. West Sacramento updating levees	● 85.6 acres 4,050,000	Mid-rise	⊙

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 ** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 6-10 YEAR TIME FRAME (CONTINUED)

Exhibit 3.41

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served by LRT, BRT and good freeway access	Vacant and cleared for development	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	Overall feasibility of development based on criteria at left
◎	2	Good	State-owned	1 LRT & good Freeway access or LRT, BRT and no freeway access	Vacant with existing structures	Near established mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	In/near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000 - 500,000 Other: 500,000-800,000		
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and Freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000		

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type	Determination
35	Metro Gateway Center	○ One private owner	⊗ Future LRT and BRT	● Vacant site	○ Within the Natomas Basin - zoned to accommodate state uses	● Utilities available	● 192 acres 2,500,000	Low to mid-rise	⊗
61	Evergreen Zinfandel at Capital Center	○ One private owner	○ BRT	● Vacant site with street access	○ Located adjacent residential, industrial/office park and big box commercial	● Utility connections in the street, SMUD	◎ 23 acres Ability to accommodate additional 1,000,000 GSF of new development	Low-rise	○

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** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 11-25 YEAR TIME FRAME

Exhibit 3.42

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served LRT, BRT and good freeway access	Vacant and clear, or vacant with aging structures	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+	Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	Overall feasibility of development based on criteria at left
⊙	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway	Vacant with recent structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M		
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	Near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000-500,000 Other: 500,000-800,000		
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000		

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type	Determination
31	Stone Lock District	⊙ City RDA successor Agency	○ BRT and freeway access	● Vacant	○ Riverfront development	⊙ Backbone utilities being constructed. Additional infrastructure needed	○ 110 acres 750,000	Mid-rise	○
32	Seaway International Trade Center	⊙ Port and city of West Sacramento	○ BRT	○ Office, warehouse, industrial, vacant	○ In a PUD with planned employment areas	⊙ Backbone utilities in Southport, but additional infrastructure required	● 307 acres 1,500,000+	Mid-rise	○
40	Mather Field SPA	⊙ 305 acres - county of Sacramento, 20 acres - two private owners	⊗ Freeway access and future BRT	⊙ 14 structures on site that will require demolition. 20 acre parcel - vacant	○ Suburban Commerce Center adjacent the airport in Matherfield Special Planning Area	● Sewer, water, storm, electrical, telephone and lighting available	○ 3.9 acres Unknown	Low-rise and mid-rise	⊗
41	Easton Place/ Aerojet SPA	○ One private owner	○ BRT and freeway access	● Vacant	○ Masterplanned community with planned employment areas	⊗ No infrastructure currently in place	● 1,385 acres More than 3,500,000 of office/commercial planned	Low-rise and mid-rise	○

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

DEVELOPMENT FEASIBILITY EVALUATION: 11-25 YEAR TIME FRAME (CONTINUED)

Exhibit 3.42

Rating			Ownership	Transportation Access*	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)		Building Type**	Development Feasibility Determination
●	3	Superior	DGS-controlled	Served LRT, BRT and good freeway access	Vacant and clear, or vacant with aging structures	In or near established center and near state offices	All utilities/flood control ready for major office complex	CBD: 600,000+ Other: 1.2 M+		Building types are conceptual and based on generic types. Land values should also be taken into consideration when assessing an opportunity area	
◎	2	Good	State-owned	1 LRT & good freeway access or LRT, BRT and no freeway	Vacant with recent structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	CBD: 500,000 - 600,000 Other: 800,000 - 1.2 M			
○	1	Fair	One non-state owned and assembled parcel	BRT and good freeway access	Occupants present, relocation possible	Near transitioning mixed use, or employment center or an industrial area	Utilities planned but not available	CBD: 300,000-500,000 Other: 500,000-800,000			
⊗	0	Potential Constraint	Multiple owners of multiple parcels	Local bus and freeway access only. No LRT or BRT	Occupied. Relocation of tenants poses challenges	Not near transitioning or existing center	Utilities not available or planned, or levees not being upgraded	CBD: < 300,000 Other:< 500,000			

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity (GSF)	Building Type	Determination
43	Auburn Blvd Corridor	⊗ Various private owners	○ BRT and freeway access	○ Existing strip commercial and residential development within 'The Boulevard' plan area	○ Suburban location. "Gateway Commercial District" designated for residential mixed use and commercial center	◎ Existing "backbone" infrastructure, upgrades necessary for large scale development	◎ 112 acres Overall capacity unknown, however; site able to accommodate 1,000,000 GSF of office development if parcels assembled and existing structures demolished	Low-rise	○

* If an opportunity area is located within one-quarter mile of an existing high speed bus service, it is been assumed that the bus network would be realigned to accommodate a large scale office development.

** Land values should also be taken into consideration when assessing an opportunity area.

Development Feasibility Evaluation: 26-40 Year Time Frame

No opportunity areas are currently identified for development feasibility, within the 26-40 year time frame.

DEVELOPMENT STUDIES CAPACITY CONCEPTS FOR STATE-OWNED SITES

INTRODUCTION

In addition to the development feasibility evaluation of all opportunity areas, a more detailed development capacity analysis of the state-owned properties is included in this section. These properties (Opportunity Areas 1 through 13) have undergone the same evaluation process as the other opportunity areas. This additional exercise illustrates potential capacity and massing schemes of the readily-available sites owned by the state.

The concepts are based on maximizing the development capacity, with consideration of financial feasibility, urban context, and current and future planning efforts. State-owned property is not subject to local regulations, but efforts are made to respect existing urban contexts and local plans.

The following pages describe existing conditions and a potential test fit of the development capacity of each site, with exceptions for sites that are not available or have already been analyzed. The massing concepts are modeled after the generic building types (Exhibit 3.39) and then customized within each site's specific constraints and improvements. The massing concepts are schematic and illustrate the degree to which the state-owned sites could be developed. They are not design recommendations. The ultimate design of a building will depend on programmatic, architectural, and economic considerations. The cost estimates for the state-owned sites are based on the generic cost estimates, and specific costs are adjusted according to individual site constraints and improvements.

The development capacity analysis generally spans two pages for each site. The first page summarizes the site's existing context and regulations, including current and future zoning, height, FAR, and parking requirements, which are based on local zoning and land use regulations unless otherwise noted. The second page presents a schematic massing concept, with a summary of pertinent area calculations, FAR, parking ratios, and the planning assumptions. The analysis is summarized in Exhibit 3.43.

SUMMARY OF STATE-OWNED SITES

Exhibit 3.43

Opportunity Area #	Opportunity Area Name	Site Area (acres)	Existing Building GSF (approximate)	Year Office Built	Action required to realize development potential	Potential GSF	Potential NSF (75% of GSF)	Time Frame
1	Department of Justice Site 4949 Broadway, Sacramento	23.9	382,300 (office 2-story building)	1982	Demolition, build new	1,008,000	756,000	6-10
2	Lottery Commission Site 700 North Tenth Street, Sacramento	12.5	155,000 (office [1] 6-story building)	2011	Build new	1,324,200	993,150	6-10
3	State Printing Plant Site 344 North Seventh Street, Sacramento	17.3	323,460 (industrial building)	1954	Demolition, build new	1,343,800	1,008,000	6-10
4	Water Resources Corp. Yard 4300 West Capitol Avenue, West Sacramento	17.9	1,200 (building)	N/A	N/A	N/A	N/A	N/A
5	Caltrans Lab Site 5900 Folsom Boulevard, Sacramento	17.1	93,400 (lab and yard facilities)	N/A	Demolition, build new	845,000	633,000	6-10
6	Franchise Tax Board Site 9646 Butterfield Way, Sacramento	63.7	3,000,000 (office)	1983, 1993, 2005	Build out Phase IV of master plan	350,000	265,000	0-5
7	Cal Expo Site 1600 Exposition Boulevard, Sacramento	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Blocks 203 and 204 (Seventh, Eighth, N and P Streets), Sacramento	4.2	137,250 (office, Heilbron House)	1983	Preserve historic house, demolish Subterranean Bldg., develop site, develop parking on Block 266	1,328,000	996,000	0-5
9	Block 275 (11th, 12th, P and Q Streets), Sacramento	2.4	N/A (child care; regional transit substation)	N/A	Assembly of private parcel	500,000	375,000	0-5
10	Bonderson Building Site 901 P Street (Block 212), Sacramento	2.5	137,300 (office; parking structure)	1983	Demolition and build new, or renovate	515,200	386,400	0-5
11	Food & Agriculture Annex Site 1215 O Street (Block 222), Sacramento	0.9	120,000 (office)	1950	Demolition, build new	272,800	204,600	0-5
12	Resources Building Site 1416 Ninth Street (Block 205), Sacramento	1.5	656,600 (office)	1965	Renovate	656,625	492,600	6-10
13	CalPERS Building Site 301 Capitol Mall, Sacramento	2.4	N/A	N/A	Build new	1,357,200	1,017,900	0-5
Total potential office development on state-owned sites						9,500,825	7,127,650	

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OPPORTUNITY AREA 1 DEPARTMENT OF JUSTICE SITE

4949 Broadway, Sacramento Existing Conditions and Entitlements



Existing Site 100 200 400 feet

Site Context

Area	23.85 acres
Existing Facilities	Department of Justice Building
Zoning	Office
Land Use and Urban Form	Urban Center Low
Height	2-7 stories
FAR	0.4 - 4.0
Parking Ratio	2.5-3.6 spaces/1000 GSF

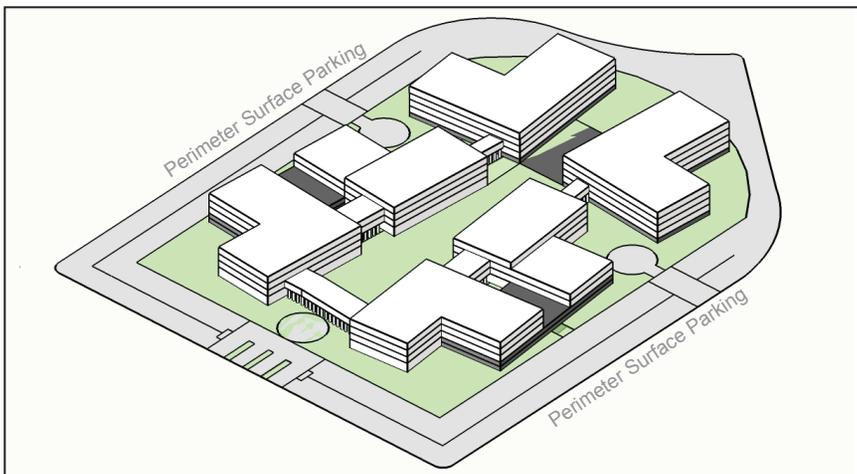
Located in the Oak Park neighborhood, the Department of Justice facility's main access is from Broadway. Freeway access to I-80 is distant. Two other state offices are in the area: the Department of Motor Vehicles facility across the street, and the Employment Development Department. The UC Davis medical facilities are nearby and add to local traffic congestion. Access via public transit is limited to local bus service.

The existing two-story building, which contains laboratories, was built in 1982 and requires some infrastructure improvements. The site is fully developed with the building and surface parking.

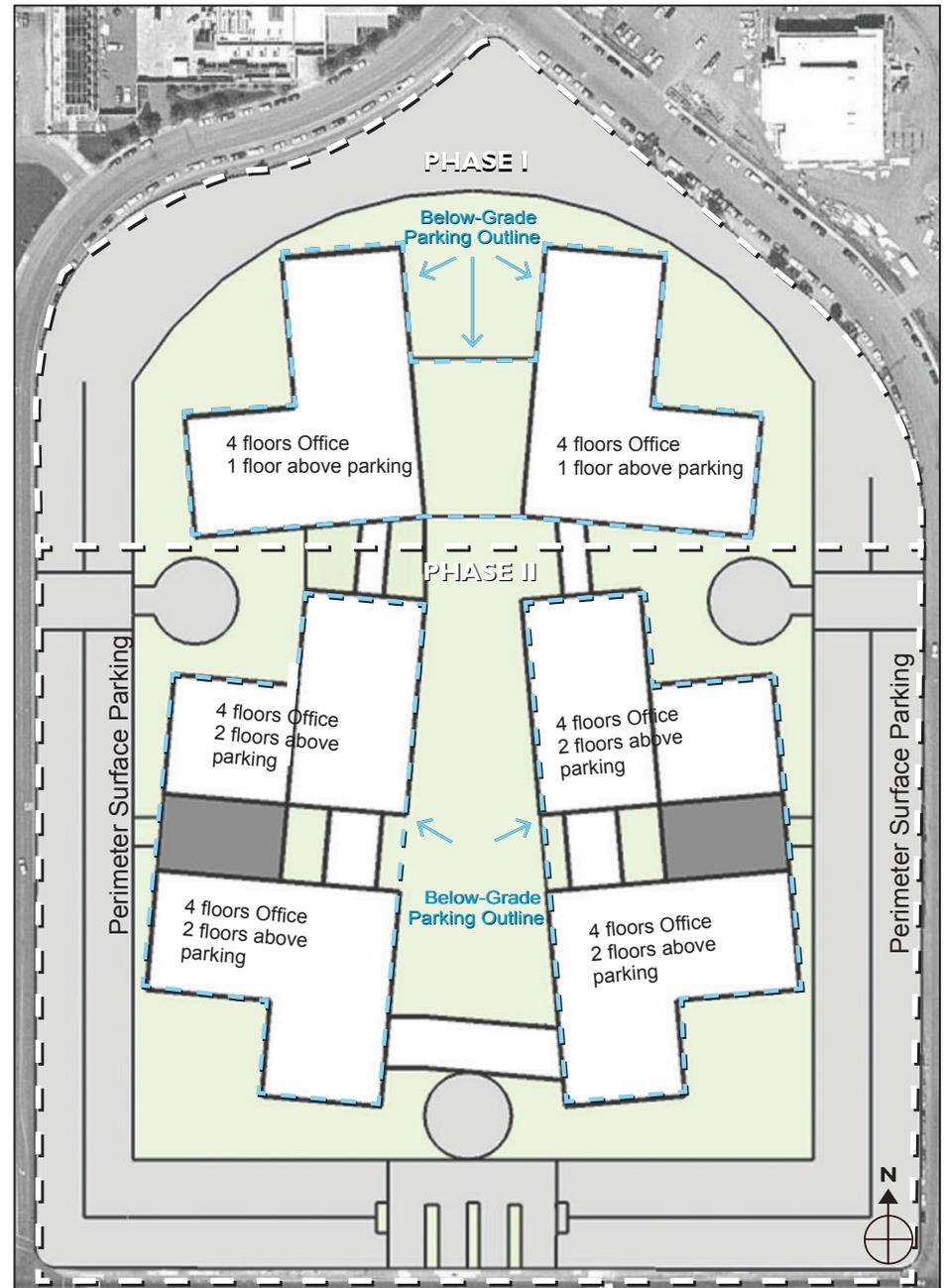
OPPORTUNITY AREA 1 DEPARTMENT OF JUSTICE SITE

4949 Broadway, Sacramento
Conceptual Test Fit A

Site Area	23.85 acres	
Building Footprint Area	316,831 (including parking facilities)	
Height / Floors	66 feet/5 floors	
GSF Office	1,008,000 SF	
NSF Office (75%)	756,000 SF	
FAR	1.1	
Parking Minimum	2.5 spaces/1000 GSF	2,520 spaces (882,000 SF)
Parking Program	2.7 spaces/1000 GSF	2,770 spaces (1,030,960 SF)
Assumptions	<ul style="list-style-type: none"> Existing improvements would be removed Based on Urban Center Low Zone in the city of Sacramento 2030 General Plan Building under 75 feet Phase I parking includes: <ul style="list-style-type: none"> - 1 level above and 1 level below grade - 300 spaces of surface parking Phase II parking includes: <ul style="list-style-type: none"> - 2 levels above and 1 level below grade - 520 spaces of surface parking 	



Draft Test Fit, Axonometric View from Southeast



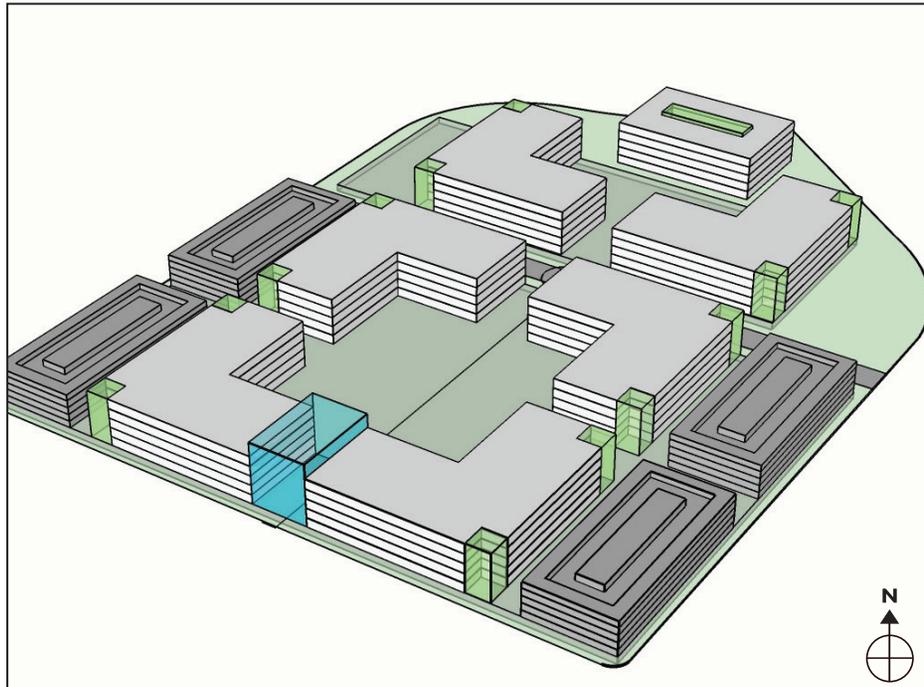
Draft Test Fit, Plan View

100 200 400 feet

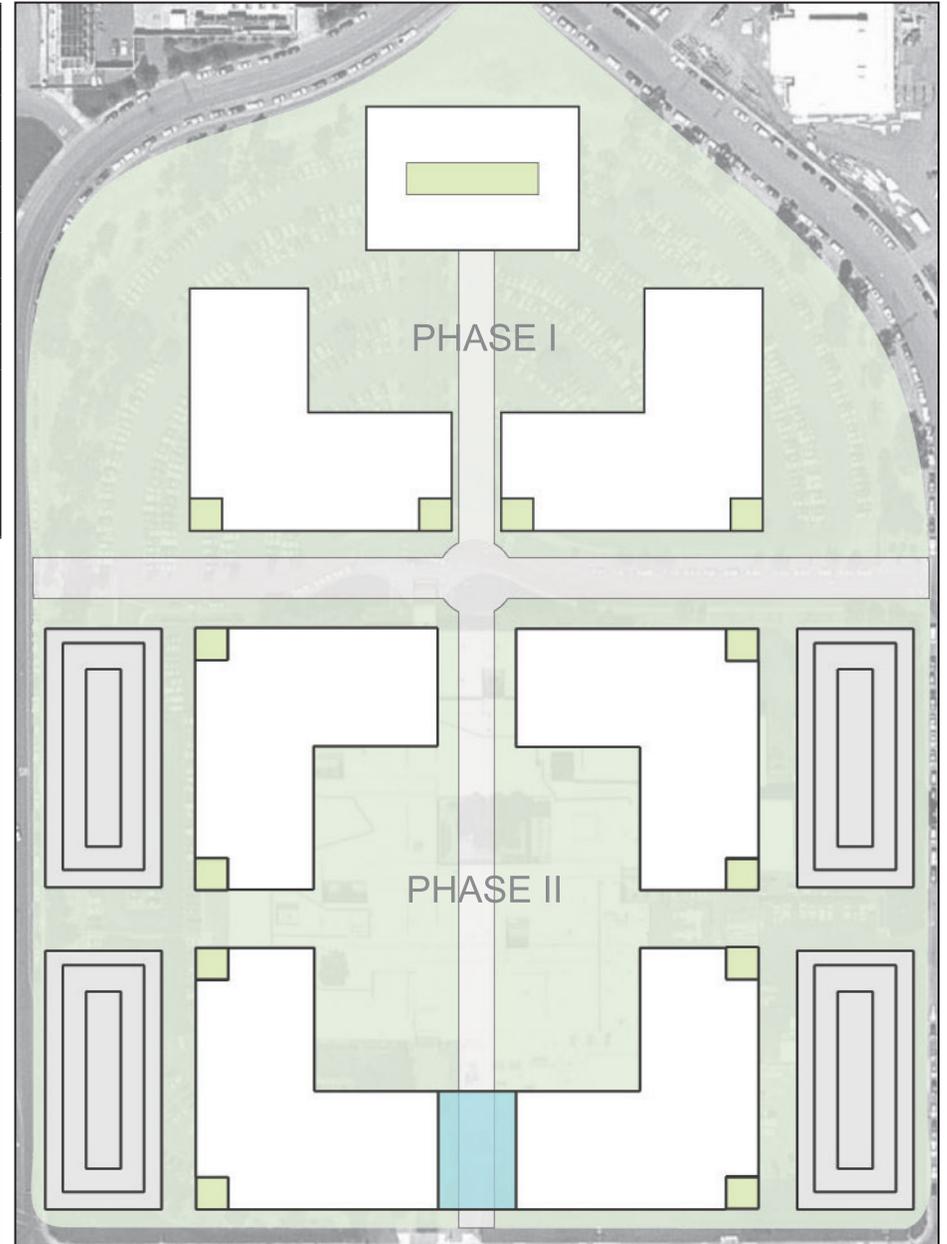
OPPORTUNITY AREA 1 DEPARTMENT OF JUSTICE SITE

4949 Broadway, Sacramento
Conceptual Test Fit B

Site Area	23.85 acres	
Building Footprint Area	435,000 (including parking facilities)	
Height / Floors	68 feet/5 floors	
GSF Office	1,533,000 SF	
NSF Office (75%)	1,150,000 SF	
FAR	1.48	
Parking Minimum	2.5 spaces/1000 GSF	3,833 spaces (1,341,700 SF)
Parking Program	2.6 spaces/1000 GSF	3,986 spaces (1,395,000 SF)
Assumptions	<ul style="list-style-type: none"> Existing improvements would be removed Based on Urban Center Low Zone in the city of Sacramento 2030 General Plan Building under 75 feet 	



Draft Test Fit, Axonometric View from Southeast



Draft Test Fit, Plan View

100 200 400 feet

OPPORTUNITY AREA 2 LOTTERY COMMISSION SITE



Site Context

Area	12.5 acres
Existing Facilities	Lottery Commission Building
Street Frontage	550 ft x 1070 FT
Zoning	Office
Land Use and Urban Form	Urban Center Low
Height	120 FT
FAR	0.4 - 4.0
Parking Ratio	1-1.6 spaces/ 1000 GSF

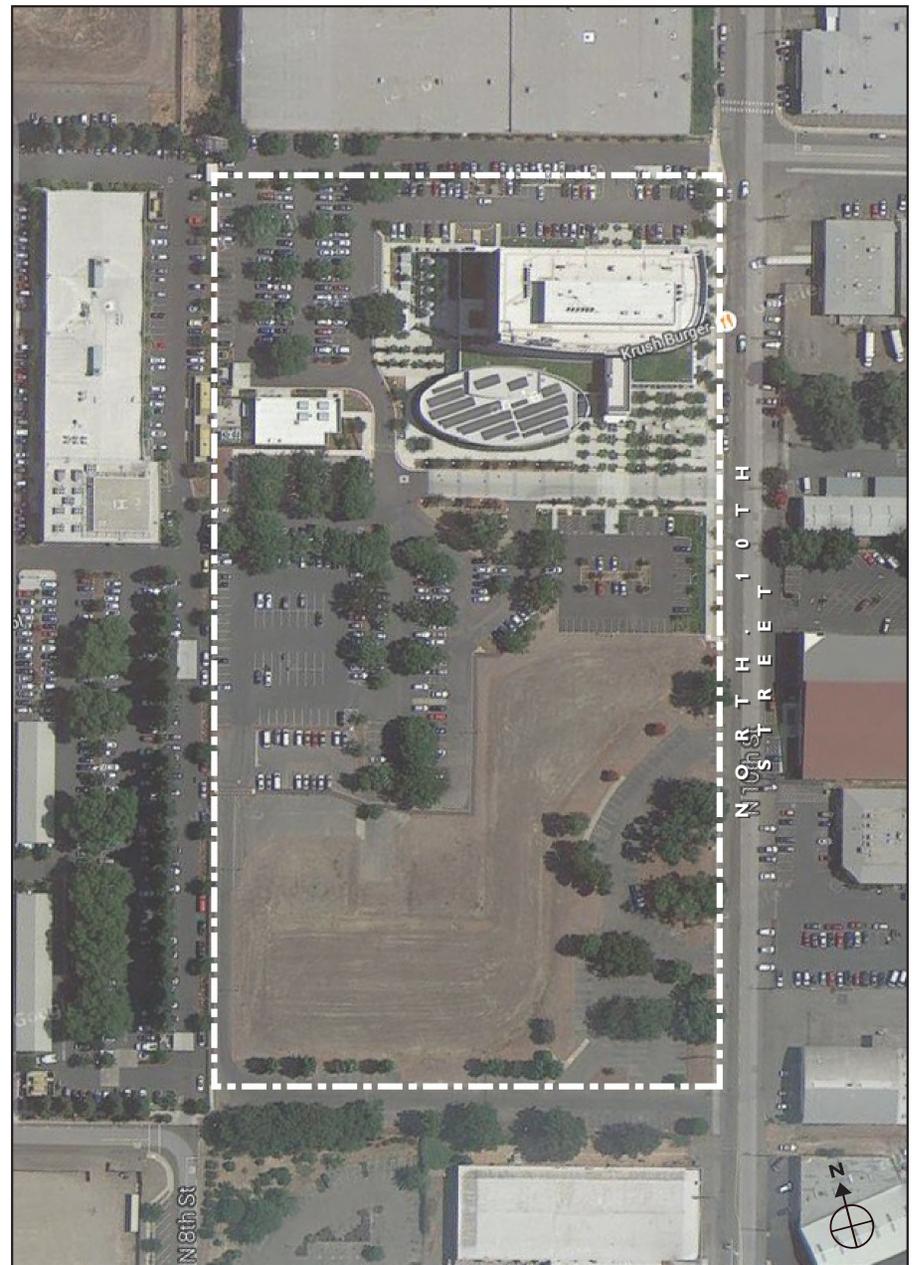
The neighborhood is poised to be redeveloped with the nearby completed light rail station, new road access to downtown Sacramento via North Seventh Street and access to I-5. Traffic congestion occurs at the I-5 access ramps. The state-owned Printing Plant facility is located two blocks away.

The site includes one six-story building, surface parking, mature trees, and a large vacant area to the south.

The General Plan identifies the site in a Land Use and Urban Form Diagram, as being located within an “Urban Center Low” neighborhood.

The Lottery Commission site and building are located north of Richards Boulevard, in an area of industrial development, within the River District Specific Plan Area.

700 North Tenth Street, Sacramento Existing Conditions and Entitlements



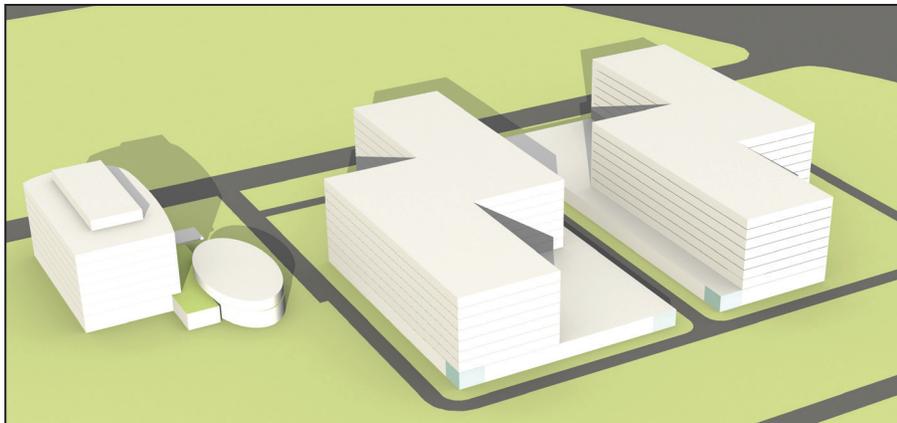
Existing Site

100 200 400 feet

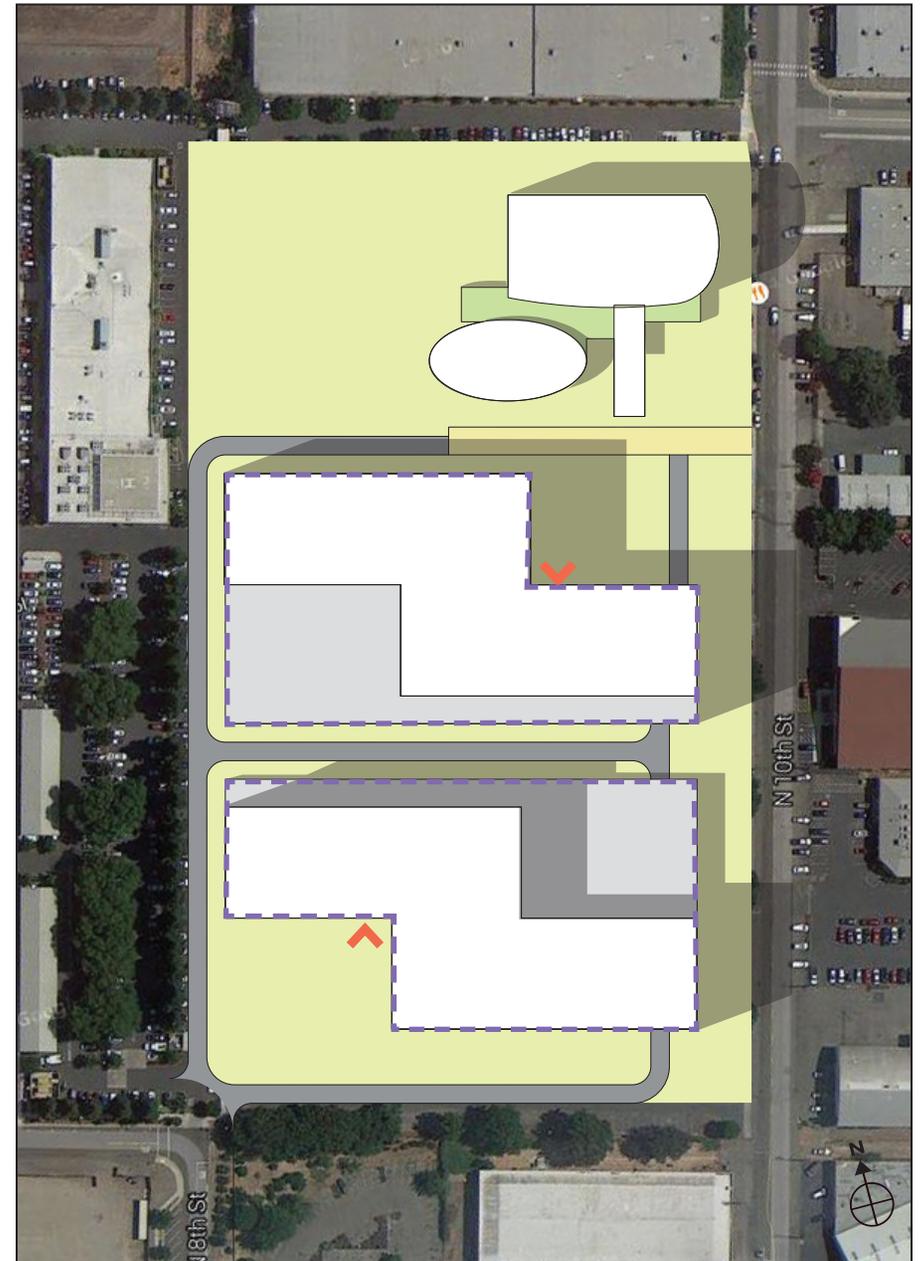
OPPORTUNITY AREA 2 LOTTERY COMMISSION SITE

700 North Tenth Street, Sacramento Conceptual Test Fit

Site Area	12.5 acres	
Height / Floors	107.5 ft/8 floors	
Building Footprint	232,200 SF	
GSF Office	1,324,200 SF	
NSF Office (75%)	993,150 SF	
FAR	2.4	
Parking Minimum	1 space/1000 GSF	1,324 spaces (463,470 SF)
Parking Program	1 space/1000 GSF	1,327 spaces (464,400 SF) provided
	<ul style="list-style-type: none"> Proposed height is consistent with the River District Specific Plan Two floors of underground parking Two floors of podium office in each building Additional six floors of office in each building 	



Draft Test Fit, Axonometric View from Northeast

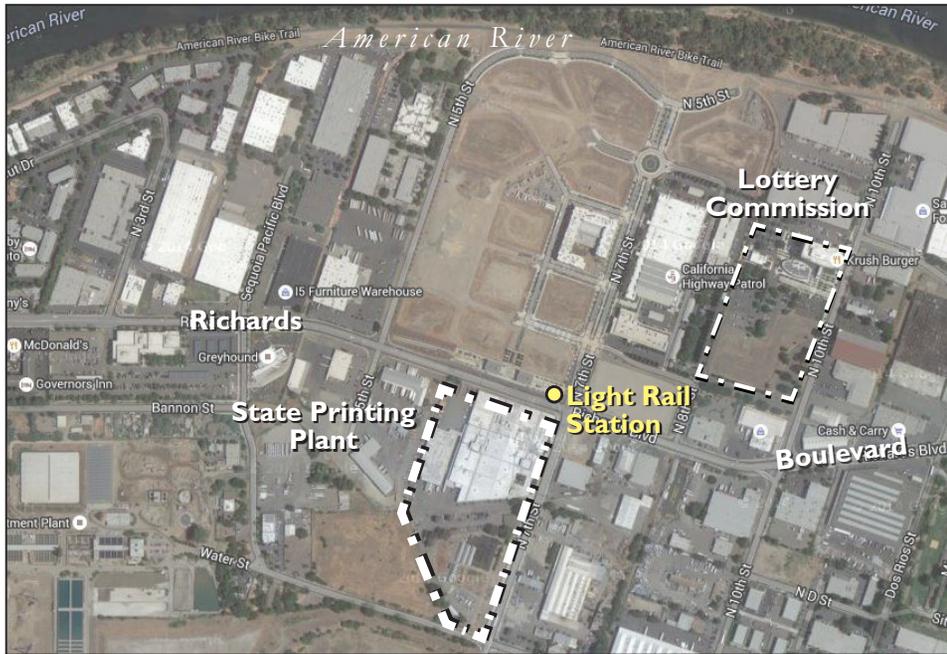


Draft Test Fit, Plan View

100 200 400 feet

OPPORTUNITY AREA 3 STATE PRINTING PLANT SITE

344 North Seventh Street, Sacramento Existing Conditions and Entitlements

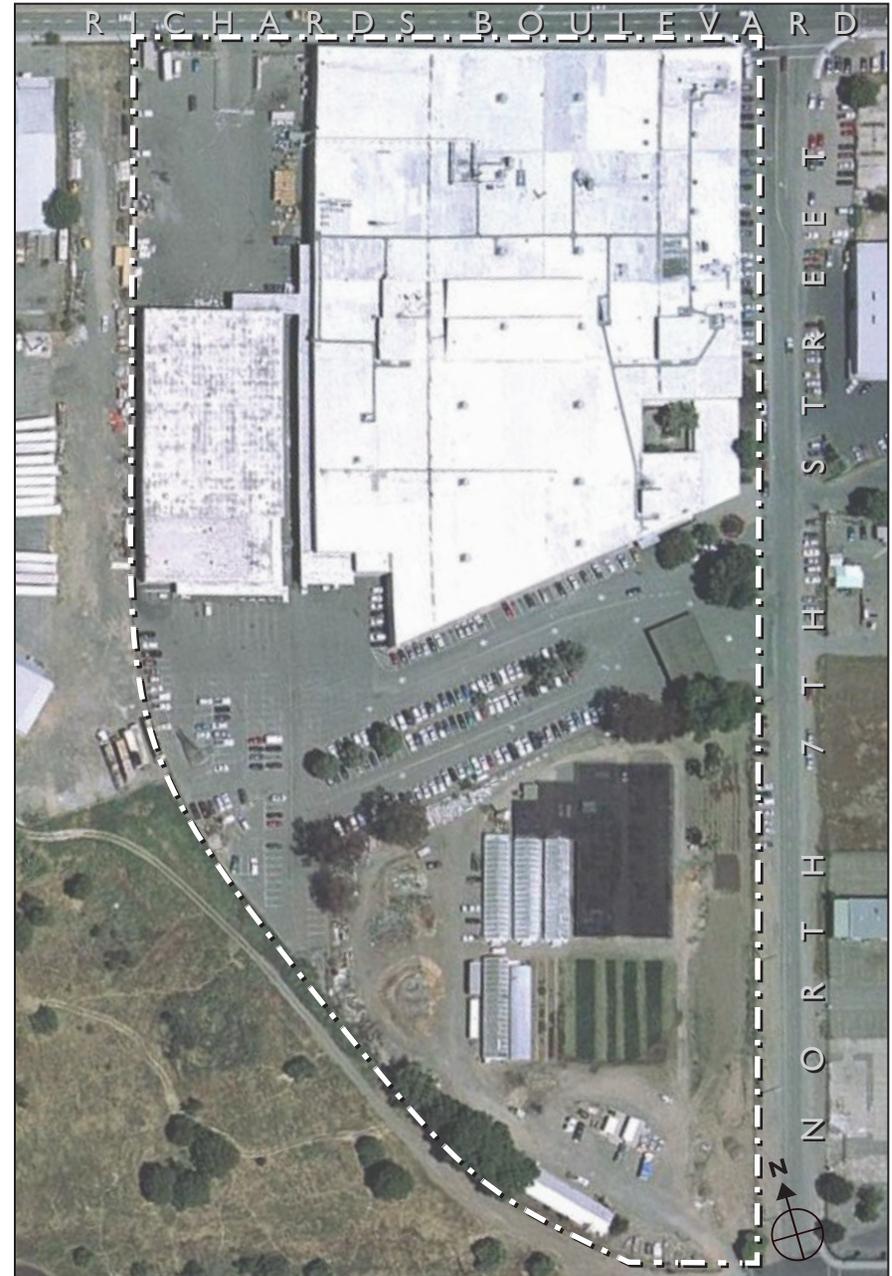


Site Context

Area	17.32 acres
Existing Facilities	Printing plant, railyard, greenhouse, surface parking
Street Frontage	650 ft x 1290 FT
Zoning	Office
Land Use and Urban Form	Urban Center High
Height	90 - 250 FT
FAR	0.4 - 4.0
Parking Ratio	1-1.6 spaces/1000 GSF

The State Printing Plant is centrally located in the redeveloping River District SPA. Located on Richards Boulevard and North Seventh Street, it is directly adjacent to the DNA light rail station and two blocks from the Lottery Commission Site. It has direct road connections to the downtown Capitol Area and I-5. Traffic is often congested at the I-5 access ramps.

The Printing Plant facility consists of a large one-story industrial building to the north of the greenhouse, and surface parking to the south.



Existing Site

100 200 400 feet

OPPORTUNITY AREA 3 STATE PRINTING PLANT SITE

344 North Seventh Street, Sacramento Conceptual Test Fit

Site Area	17.32 acres	
Height / Floors	390 ft/29 floors	
Building Footprint	197,000 SF	
GSF Office	1,343,800 SF	
NSF Office (75%)	1,008,000 SF	
FAR	1.78	
Parking Minimum	1 space/1000 GSF	1,344 spaces (470,330 SF)
Parking Program	1.1 spaces/1000 GSF	1,500 spaces (525,000 SF)
Assumptions	<ul style="list-style-type: none"> Existing improvements would be removed Parking: 1,020 spaces in tower; 400+ surface parking Office: Three mid-rise buildings of 5 floors each. One high-rise building with 5-floor podium and 24-floor tower 	



Draft Test Fit, Axonometric View from Southeast



Draft Test Fit, Plan View

100 200 400 feet

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OPPORTUNITY AREA 4: DEPARTMENT OF WATER RESOURCES CORPORATION YARD

4300 West Capitol Avenue, West Sacramento
Existing Conditions and Entitlements



Site Context

Area	17.89 acres
Existing Facilities	Trailers, storage units, and parking.
Zoning	Industrial/heavy

The Water Resources Corporation Yard is located in an industrial area on the western fringe of West Sacramento, near the junction of I-80 and Highway 50. It is served by Yolo bus along West Capitol Avenue. Nearby properties house light industry, warehouses, construction industry retail, and commercial facilities.

The site is relatively unimproved, with temporary storage facilities, trailers, and a communications tower. There is a levee at the rear of the property.

With limited transit access in an industrial area not likely to be redeveloped in the near future, this Planning Study does not include a test fit or further evaluation of this site.



Existing Site

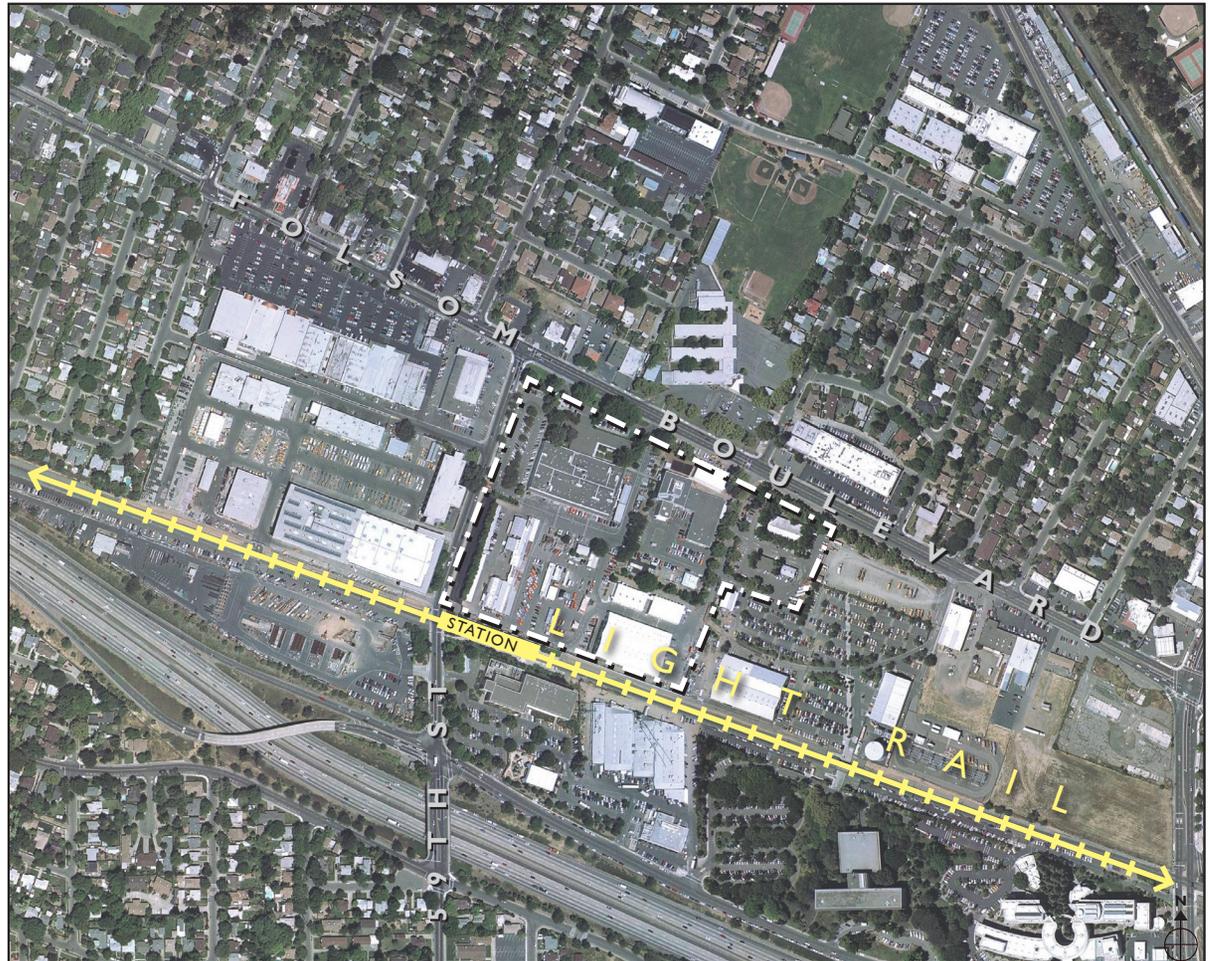
OPPORTUNITY AREA 5 CALTRANS LAB SITE

5900 Folsom Boulevard, Sacramento Existing Conditions and Entitlements

Area	17.07 acres
Existing Facilities	Lab, corporation yard
Zoning	Light Industrial
Land Use and Urban Form	Employment Center Low Rise
Height Limit	1 - 3 stories
FAR	0.35 - 1.0
Parking Ratio	2.5-3.6 spaces/1000 GSF

Located just west of California State University, Sacramento, the Caltrans site is surrounded by a mix of commercial and residential uses. Nearby, a new transit-oriented, mixed-use development has been built, including retail and 550 housing units. The site has good access to Highway 50, with access ramps at both 59th and 65th Streets. A light rail station is directly adjacent to the site at 59th Street, and several bus lines run along Folsom Boulevard.

The existing facilities contain laboratories and are one to two stories with surface parking. No other state facilities are located nearby.

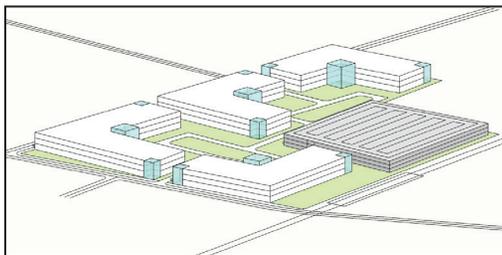


Site Context and Existing Site

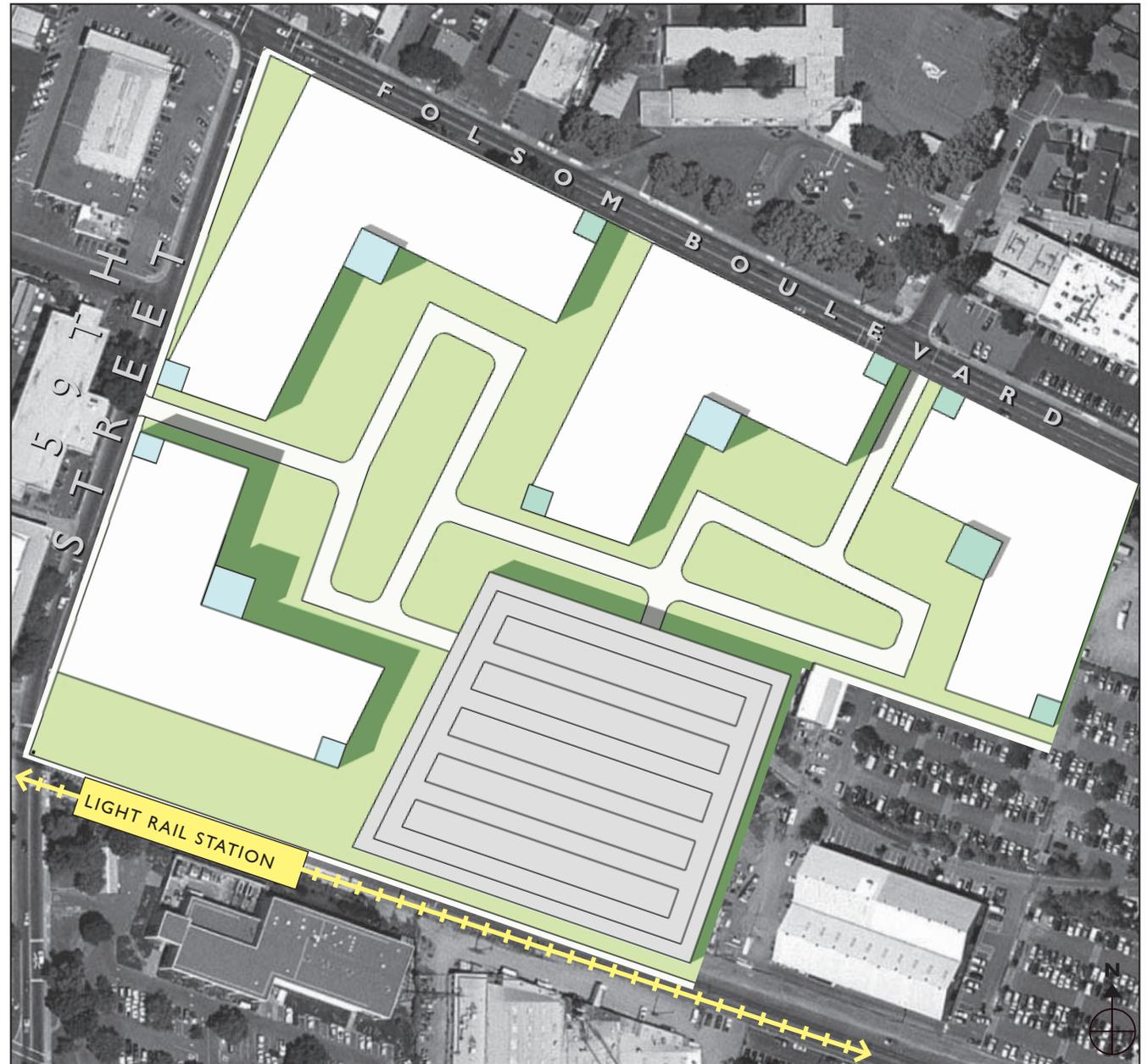
OPPORTUNITY AREA 5 CALTRANS LAB SITE

5900 Folsom Boulevard, Sacramento
Conceptual Test Fit

Site Area	17.07 acres
Height / Floors	41 ft/3 floors
Building Footprint	281,000 SF
GSF Office	845,000 SF
NSF Office (75%)	633,000 SF
FAR	1.14
Parking Minimum	2.5 spaces/1000 GSF 2,110 spaces (738,500 GSF)
Parking Program	2.5 spaces/1000 GSF 2,110 spaces (738,500 GSF)
Assumptions	<ul style="list-style-type: none"> Existing improvements would be removed Height based on 3-story limit of Employment-Center Low-Rise Zone in Sacramento Draft General Plan Parking: One structure with 3 floors above grade and 1 below Office: Four 3-floor buildings



Draft Test Fit, Axonometric View from Southeast



Draft Test Fit, Plan View

OPPORTUNITY AREA 6 FRANCHISE TAX BOARD SITE

9646 Butterfield Way, Sacramento Existing Conditions and Entitlements



Site Context

Area	64 acres
Existing Facilities	FTB office and warehouse facilities
Zoning	Office
Height	4 floors
Current FAR	1.1
Parking Ratio	2.5 spaces/ 1000 GSF

The Franchise Tax Board (FTB) site is located on Folsom Boulevard near the City of Rancho Cordova. It is adjacent to Highway 50 and a light rail stop on the Gold Line. Potential Freeway Overpass capacity issues have been identified for new development in the area. Residential neighborhoods extend north of Folsom Boulevard, while low-rise office and retail properties lie between Folsom Boulevard and Highway 50.

Phase III of the FTB site was completed in 2005. Previously, the site contained nearly two million SF of office space in two buildings set back from Folsom Boulevard. Phase III added one million SF of office space and community facilities adjacent to the light rail stop.

A 350,000 SF office expansion, with two floors of structured parking, is included in the master plan. This study does not include a test fit of this site.



Existing Site, Phase 3 in Plan (above) and Aerial Photo (below)

OPPORTUNITY AREA 7 CAL EXPO SITE

1600 Exposition Boulevard, Sacramento Existing Conditions and Entitlements

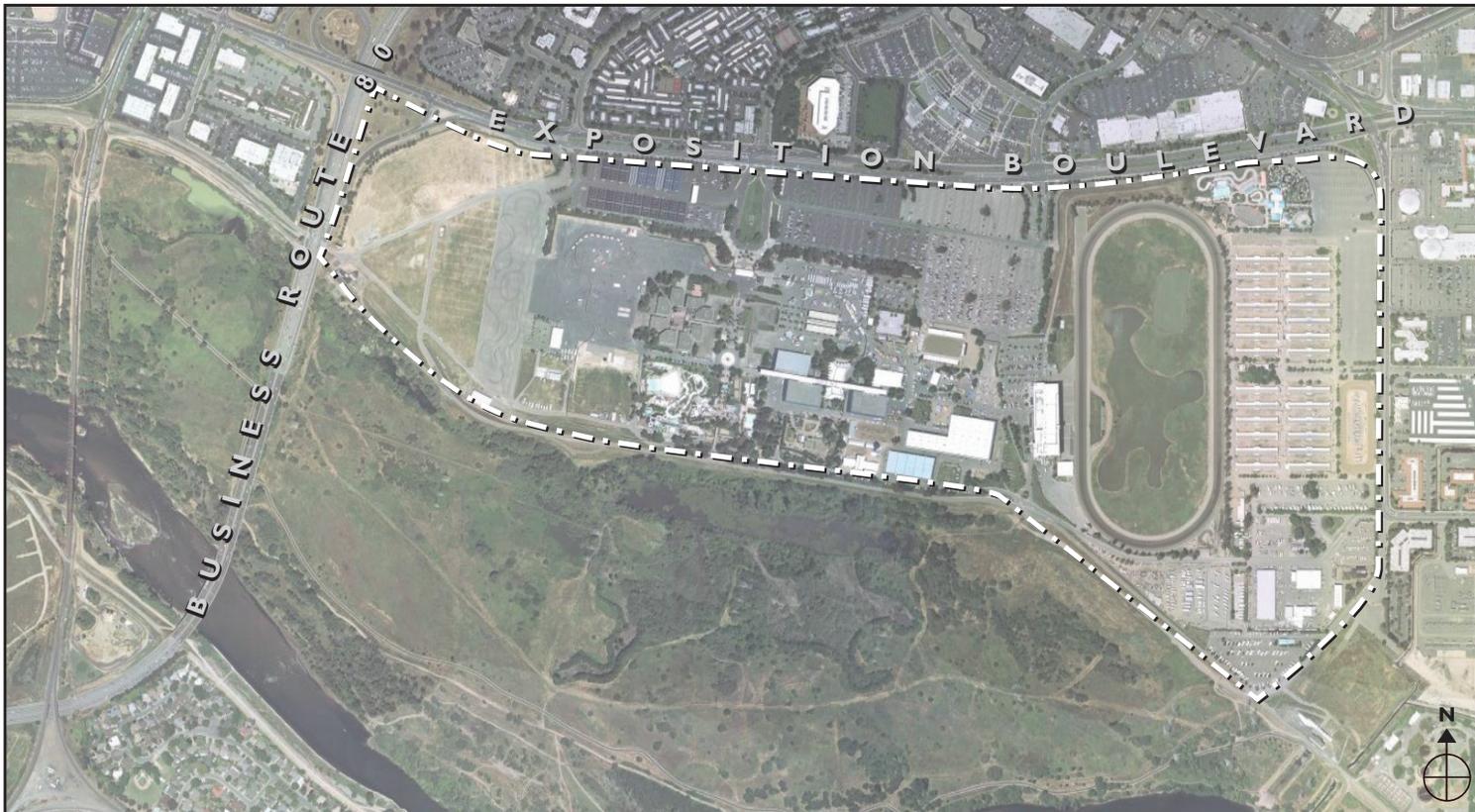


Site Context

Area	855 acres
Existing Facilities	Exposition facilities, warehouses, and offices
Zoning	American River Parkway Corridor, Agriculture, American River Parkway, Office Building, Industrial

The Cal Expo site consists of over 850 acres of exposition facilities and event venues. It is located just north of the American River Parkway and northeast of downtown Sacramento. The Capital City Freeway (Business Route 80) provides direct access to the site from downtown.

This study does not include a test fit or further evaluation of this site.



Existing Site

OPPORTUNITY AREA 8 BLOCKS 203 AND 204

Between Seventh and Eighth and N and P Streets, Sacramento Existing Conditions and Entitlements



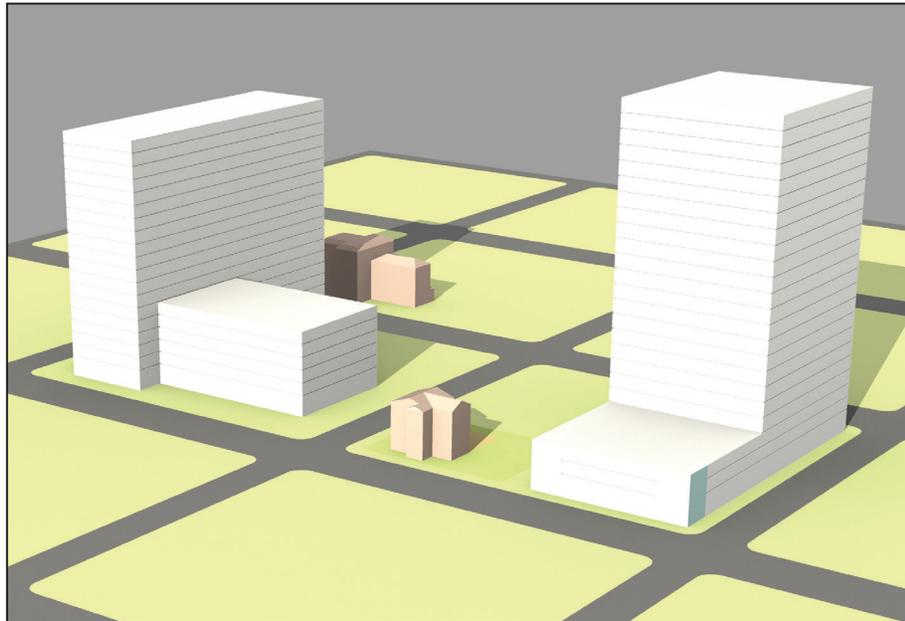
Area	5 acres (2 blocks)
Existing Facilities	One-story below-grade office building (203), Historic Heilbron House and parking lot (204)
Capitol Area Plan Designation	Office
Height Limit	250 ft (eastern half of Block 203 and northeastern quadrant of 204)
Parking Ratio	1.1 spaces/1000 GSF office (Capitol Area Plan)
FAR	3.0 - 15.0

Blocks 203 and 204 are conveniently located on the west side of the Capitol Area and flanked by LRT. A pedestrian/transit corridor separates the blocks. The Resources Building and Stanford Mansion are located adjacent to the east, and the lower-scale Capitol Towers residential complex lies to the west.

The one-story “Subterranean” Building occupies Block 203 and lies partially below grade. The historic Heilbron House occupies the northwest quadrant of Block 204. The Blue, Green, and Gold light rail lines all stop on O Street between the two blocks of the site.

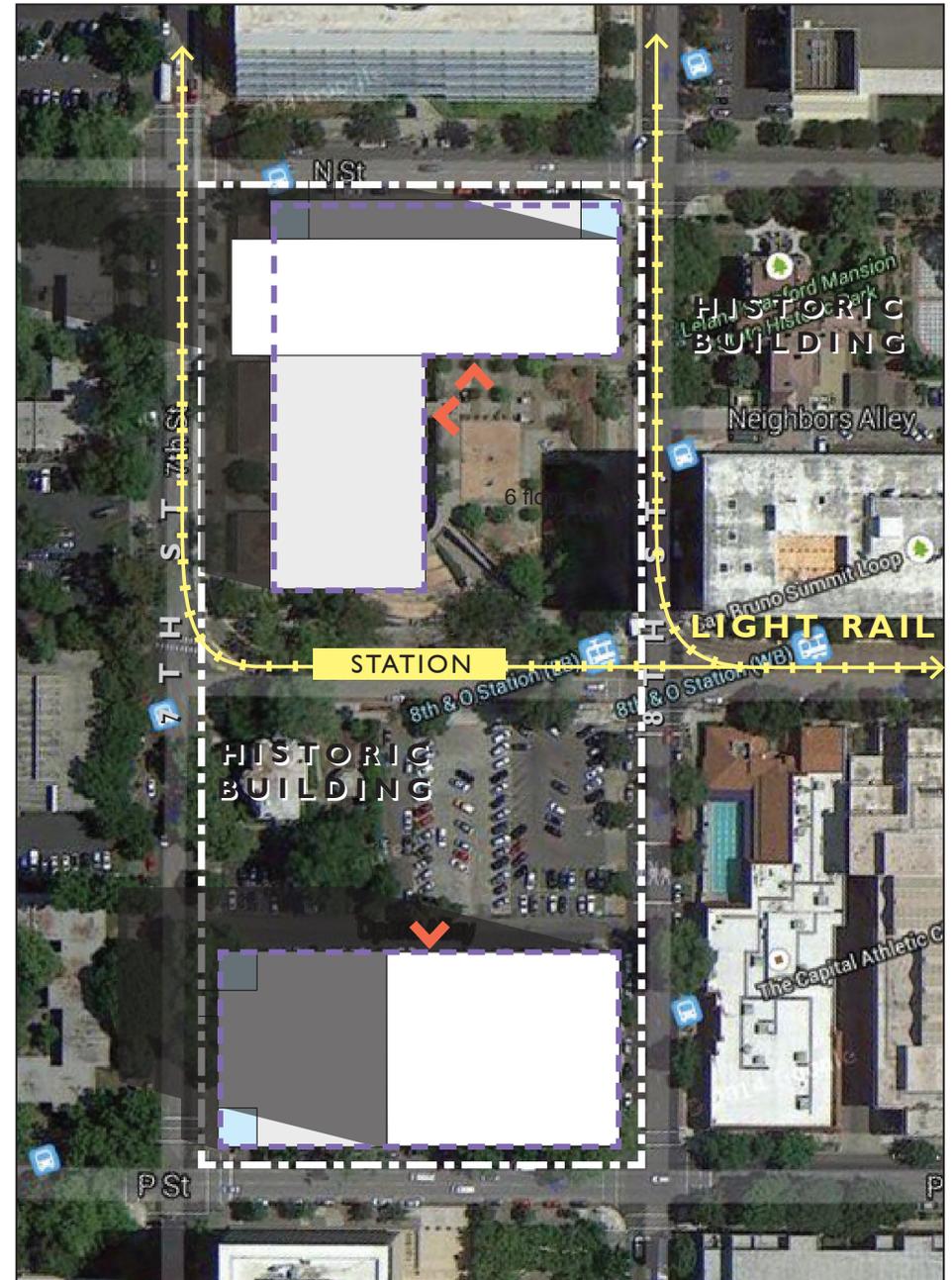
OPPORTUNITY AREA 8 BLOCKS 203 AND 204

Between Seventh and Eighth and N and P Streets, Sacramento Conceptual Test Fit



Draft Test Fit, Axonometric View from Southwest

Site Area	5 acres (2 blocks)	
Height/Floors	Block 203: 245 FT/19F (one 6F office; one 19F office, including 2F podium of office space); Block 204: 295 FT/23F (one 23F office building, including 3F podium of office)	
Building Footprint	99,000 SF	
GSF Office	1,328,400 SF	
NSF Office (75%)	996,000 SF	
FAR	6.1	
Parking Minimum	1.1 spaces/1000 GSF	1,462
Parking Program	1.1 spaces/1000 GSF	530 spaces (185,500 GSF)
Assumptions	<ul style="list-style-type: none"> Existing improvements would be removed Block 266 will provide 932 off-site parking spaces 	

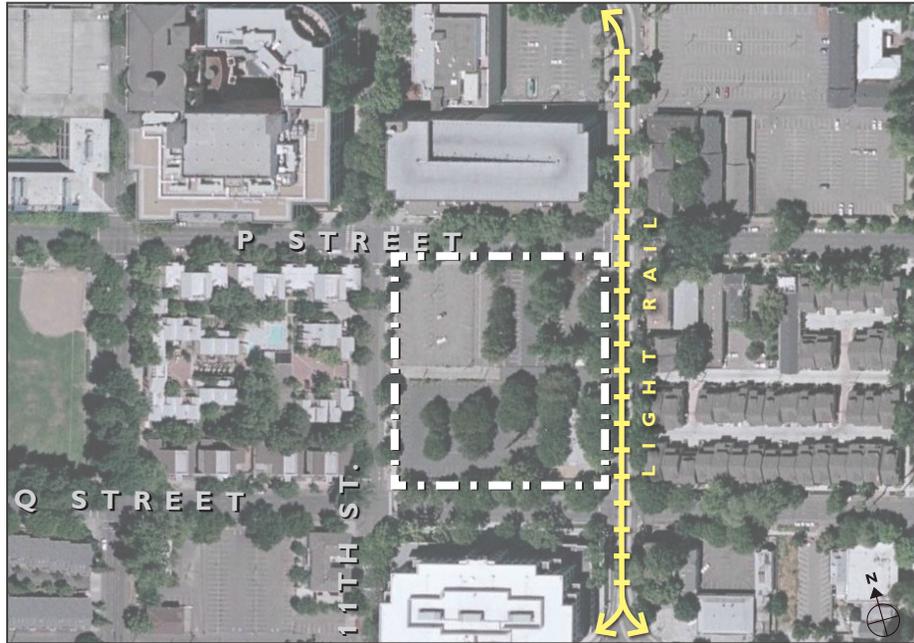


Draft Test Fit, Plan View

100 200 400 feet

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OPPORTUNITY AREA 9 BLOCK 275



Existing Site and Context

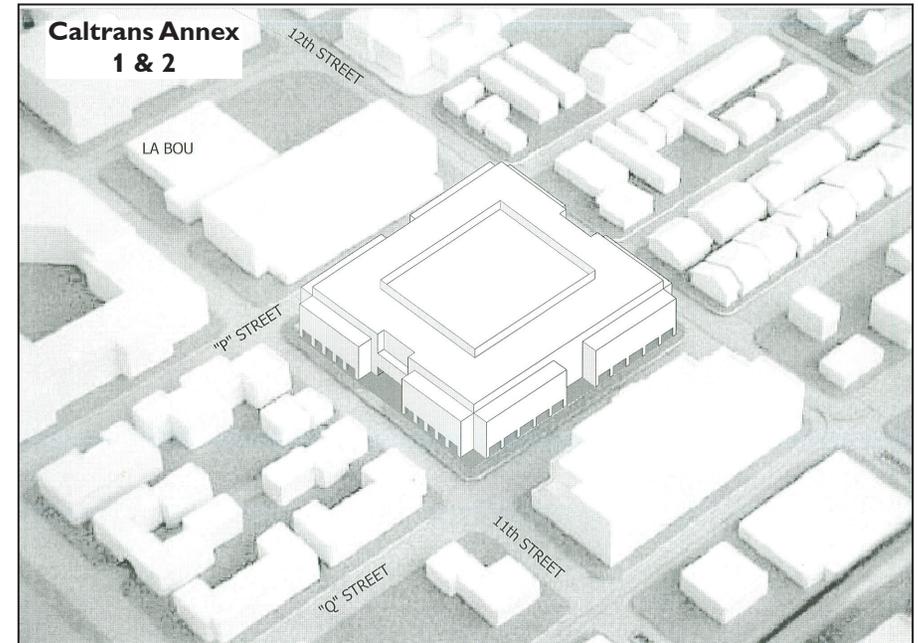
Area	2.4 acres
Existing Facilities	Surface parking, Day care facility, Transit substation
Street Frontage	320 x 340-foot city block
Capitol Area Plan Designation	Office
Parking Ratio	1.1 spaces/1000 GSF office (Capitol Area Plan)

Block 275 is centrally located in the Capitol Area, three blocks south of the Capitol and one block away from a light rail stop. The Caltrans Headquarters is two blocks away. It is situated between a state-owned office building and parking garage to the north, an office building to the south, and lower-scale residential blocks to the east and west.

Block 275 is currently occupied by surface parking, a day-care facility, and a small transit substation. The Capitol Area Plan identifies Block 275 for higher intensity development, as it lies on transit.

This Planning Study shows the massing concept developed by Caltrans and DGS in 2003.

Between 11th and 12th and P and Q Streets, Sacramento Existing Conditions, Entitlements and Massing Study

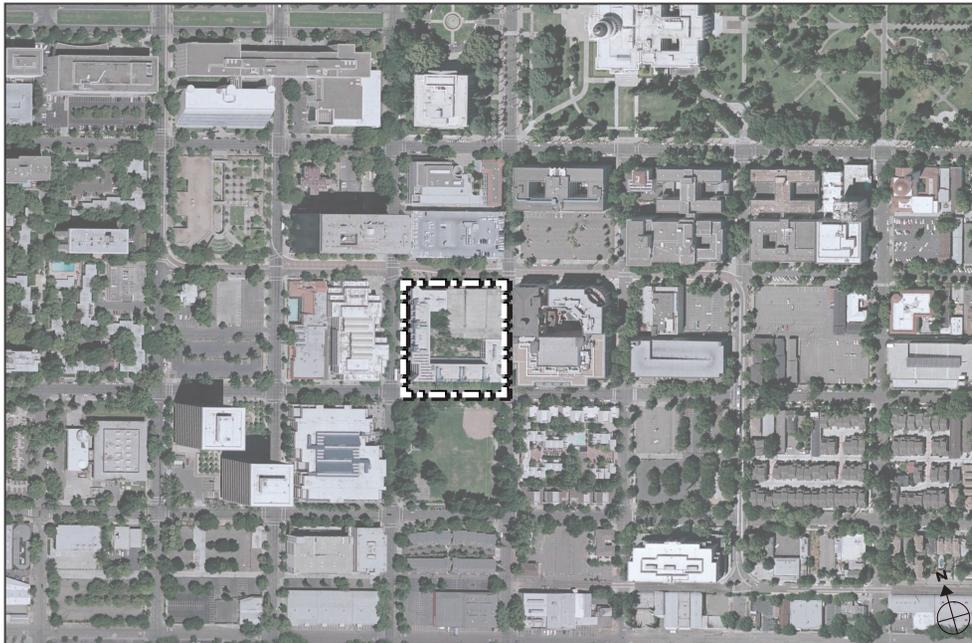


Block 275 Massing Study - Scheme 1 (Source: DGS 12/18/2003)

Height / Floors	6 floors	
Building Footprint	97,000 SF	
GSF Office	500,000 SF	
NSF Office (75%)	375,000 SF	
FAR	4.8	
Parking Minimum	1.1 spaces/1000 GSF	550 spaces (192,500)
Parking Program	1.1 spaces/1000 GSF	623 spaces (218,000 SF)
Assumptions	<ul style="list-style-type: none"> • Parking includes 1.1 per 1000 GSF plus 73 replacement spaces • Parking: One floor below grade, three above grade • Office: Six floors • The original massing study from the 1997 Capitol Area Plan included an open central courtyard. The 2003 massing study fills it in. 	

OPPORTUNITY AREA 10 BONDERSON BUILDING SITE

901 P Street (Block 212) Existing Conditions and Entitlements



Site Context

Area	2.5 acres
Existing Facilities	Office building
Street Frontage	320 x 340 FT (1 city block)
Capitol Area Plan Designation	Office
Height Limit	250 feet - northern half of block (Capitol View Protection Act or CVPA)
Parking Ratio	1.1 spaces/1000 GSF office (Capitol Area Plan)

Located in the heart of the Downtown Capitol Area and across from Sacramento's Roosevelt Park, the Bonderson Building Site is in a prime location. Public transit via bus and the Blue, Green, and Gold light rail lines are located nearby. Other state facilities are immediately adjacent to the site.

The existing building occupies three-quarters of the block, with a state parking garage facility occupying the northeast quarter. The building has an inefficient long, narrow L-shaped floor plate.

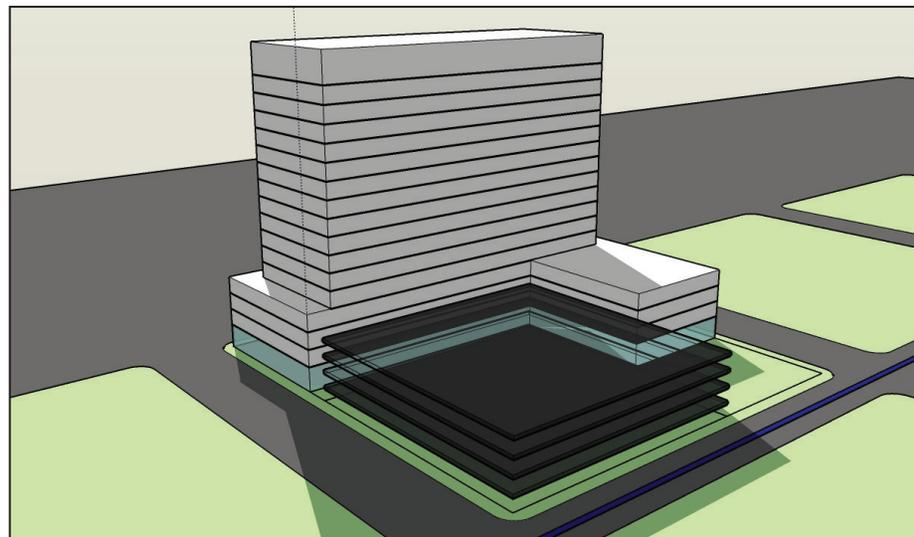


Existing Site

OPPORTUNITY AREA 10 BONDERSON BUILDING SITE

901 P Street (Block 212)
Conceptual Test Fit*

Site Area	2.5 acres (one city block)	
Height / Floors	247 ft/17 floors	
Building Footprint	50,400 SF	
GSF Office	515,200 SF	
NSF Office (75%)	386,400 SF	
FAR	4.7	
Parking Minimum	1.1 spaces/1000 GSF	567 spaces (187,600 SF)
Parking Program	1.1 spaces/1000 GSF	560 spaces (169,750 SF)
Assumptions	<ul style="list-style-type: none"> • Existing building would be removed • Existing parking structure to remain • Building height restriction defines development capacity • Parking: existing 5-floor parking garage • Office: 4 podium floors, 13 tower floors 	



Draft Test Fit, Axonometric View from Northeast

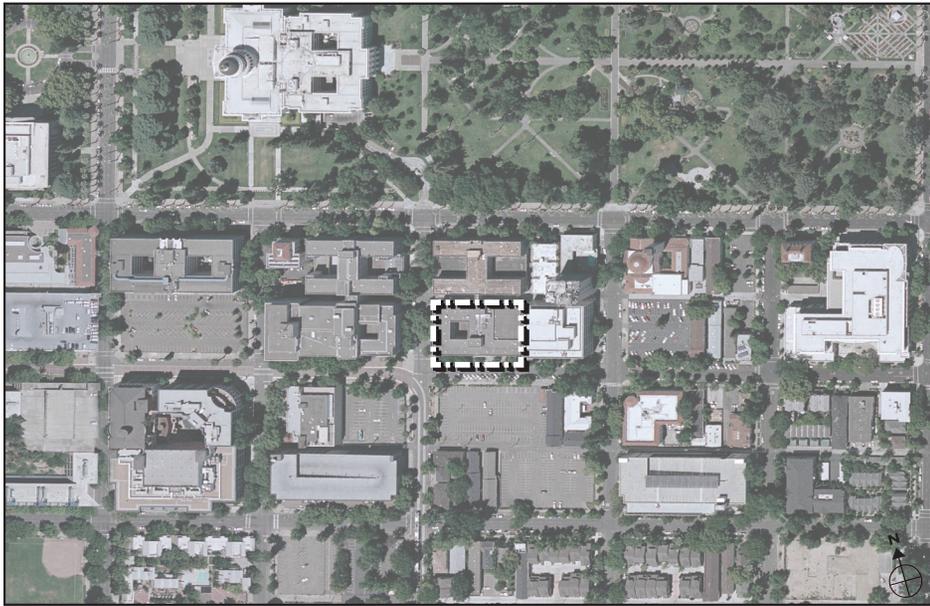


Draft Test Fit, Plan View

* The cost of renovating the Bonderson Building is also analyzed in Appendix G.

OPPORTUNITY AREA 11 FOOD AND AGRICULTURE ANNEX SITE

1215 O Street (Block 222) Existing Conditions and Entitlements

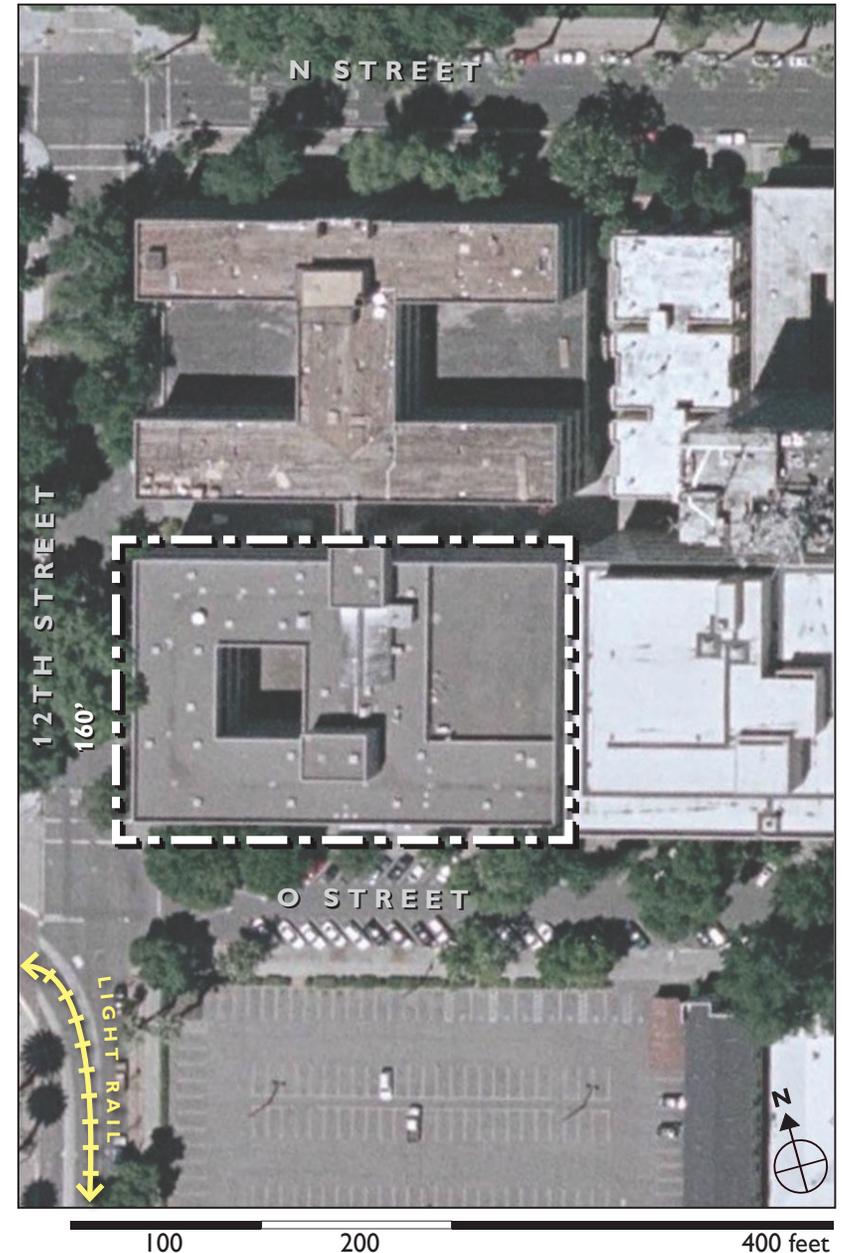


Site Context

Area	0.89 acres
Existing Facilities	Office building
Street Frontage	240 x 160 FT
Capitol Area Plan Designation	Office
Height Limit	150 feet (CVPA)
Parking Ratio	1.1 spaces/per 1000 GSF office (Capitol Area Plan)

Located in the Capitol Area of Downtown Sacramento, the Food and Agriculture Annex building adjoins the restored historic main building which fronts Capitol Park. The site is accessible to public transit via bus and the Blue, Green, and Gold light rail lines. The Veterans Affairs building is directly adjacent to the east, and Caltrans Headquarters are located across the street to the west.

The existing building is currently vacant and occupies one quarter of the city block, which is fully developed. Per previous studies, the building is a likely candidate for demolition.

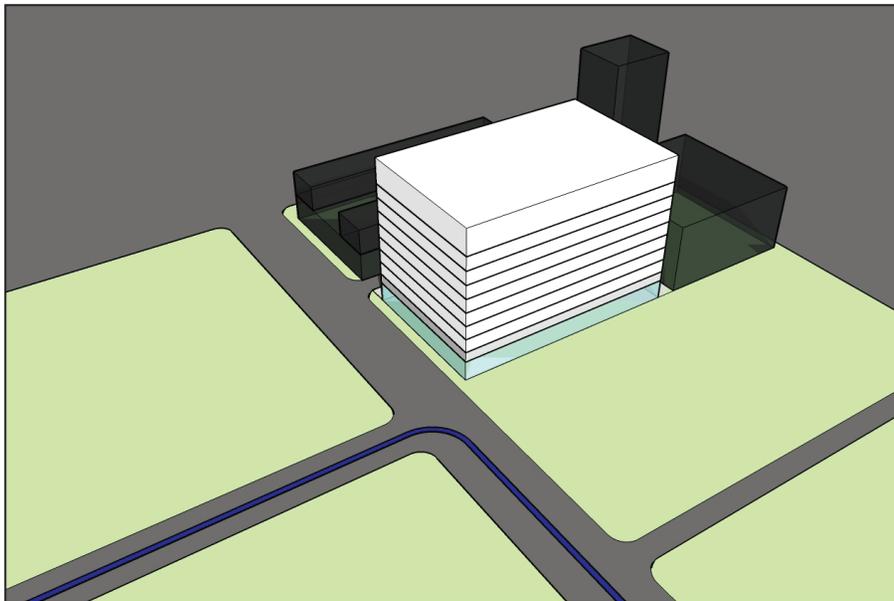


Existing Site

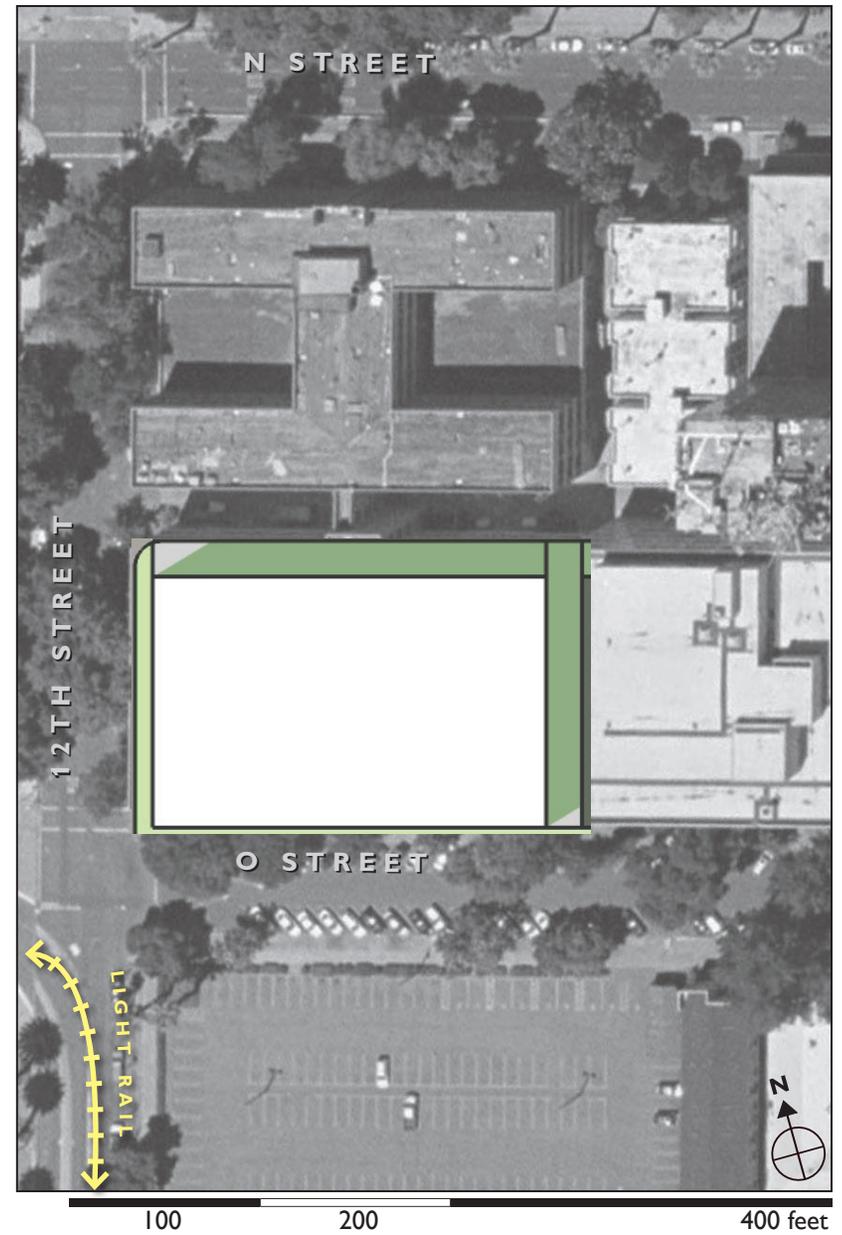
OPPORTUNITY AREA 11 FOOD AND AGRICULTURE ANNEX SITE

1215 O Street (Block 222)
Conceptual Test Fit

Site Area	0.89 acres	
Height/Floors	144 ft/11 floors	
Building Footprint Area	30,800 SF	
GSF Office	272,800 SF	
NSF Office (75%)	204,600 SF	
FAR	7.0	
Parking Minimum	1.1 spaces/1000 GSF	300 spaces
Parking Program	1.2 spaces/1000 GSF	339 spaces
Assumptions	<ul style="list-style-type: none"> Existing building would be removed Building height restriction defines development capacity Parking: 1 level below grade; 2 above grade (plus half of ground floor) Office: 8 tower floors (plus half of ground floor) 	



Draft Test Fit, Axonometric View from Southwest



Draft Test Fit, Plan View

OPPORTUNITY AREA 12 RESOURCES BUILDING SITE



Site Context

Area	1.48 acres
Existing Facilities	Office building
Street Frontage	160 x 320 x 340 x 80 FT
Capitol Area Plan Designation	Office
Height Limit	80 ft - Northern half 150 ft - Southern half (CVPA)
Parking Ratio	1.1 spaces/1000 GSF (Capitol Area Plan)

Located in downtown Sacramento, the Resources Building occupies half of the Capitol Area block on which it is located, sharing it with the historic Stanford Mansion. The site is close to other state facilities on the adjacent city blocks. Good public transit access is available via bus and the Blue, Green, and Gold light rail lines.

Previous studies of the existing building have identified extensive deficiencies and prohibitive costs required to upgrade the facility to current building, fire, and safety code standards, supporting a recommendation to renovate the building.

1416 Ninth Street (Block 205) Existing Conditions and Entitlements

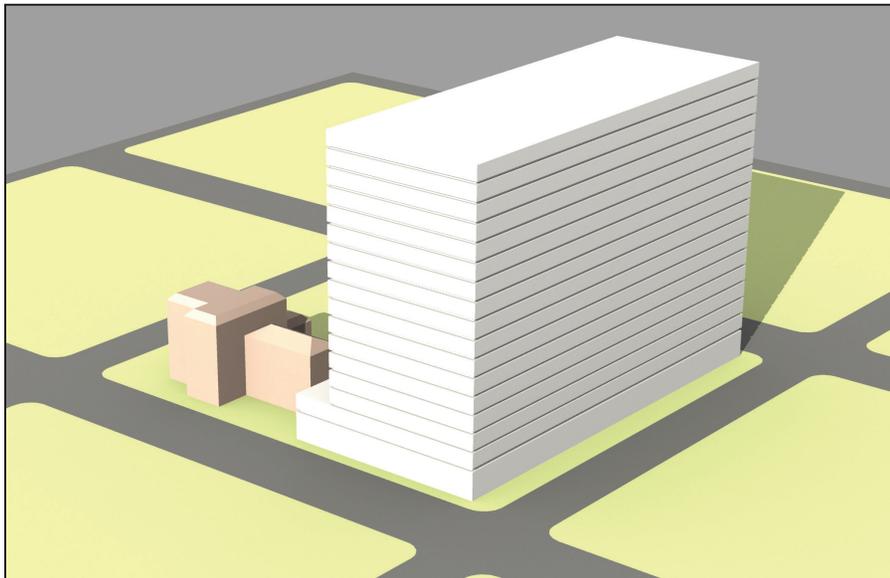


Existing Site

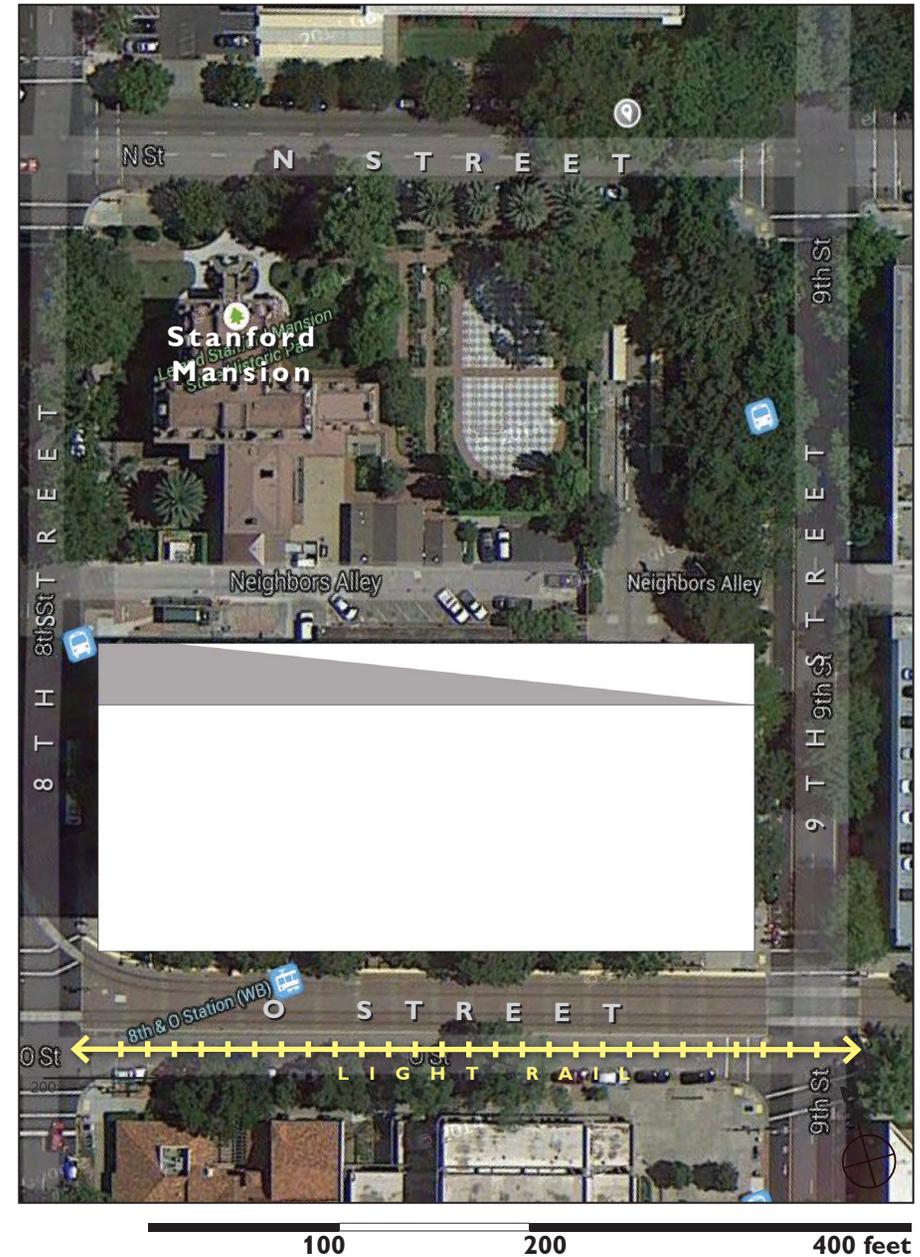
OPPORTUNITY AREA 12 RESOURCES BUILDING SITE

1416 Ninth Street (Block 205)
Conceptual Test Fit

Site Area	1.48 acres
Height/Floors	220 ft/17 floors (south) and 80 ft/4 floors (north)
Building Footprint	48,000 SF
GSF Office	656,600 SF
NSF Office (75%)	492,600 SF
FAR	10.2
Parking Minimum	N/A
Parking Program	N/A
Assumptions	<ul style="list-style-type: none"> Existing building would be renovated Building height restrictions and historic mansion define development capacity Parking: No parking on site Office: 17 stories



Draft Test Fit, Axonometric View from Southwest



Draft Test Fit, Plan View

OPPORTUNITY AREA 13 CALPERS BUILDING SITE

301 Capitol Mall Existing Conditions and Entitlements

Area	2.4 acres
Existing Facilities	Vacant
Street Frontage	340 x 360 FT
Current zoning	CBD
Height Limit	No height restrictions
Parking Ratio	None - 2/1000 GSF

The CalPERS Building Site is located in downtown Sacramento, adjacent to the I-5 freeway and Sacramento River, although it is not within a designated flood zone. The site has exceptional bus and regional commuter service directly to and within three blocks of the site, with light rail service available seven days per week.

There are 1,800 in-place precast concrete piles on site, presenting the opportunity for repurposing as part of a new building foundation. There is no FAR limit for office at 301 Capitol Mall.

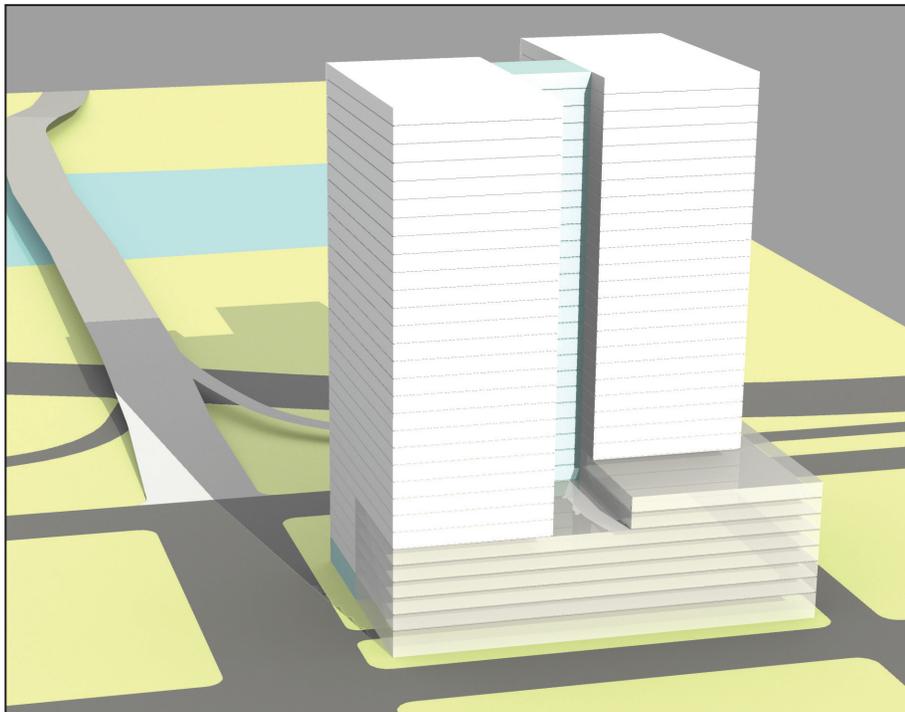


Site Context

OPPORTUNITY AREA 13 CALPERS BUILDING SITE

Conceptual Test Fit

Site Area	2.4 acres	
Height/Floors	395 ft/31 floors	
Building Footprint	81,000 SF	
GSF Office	1,357,200 SF	
NSF Office (75%)	1,017,900 SF	
FAR	11	
Parking Minimum	1.0 spaces/1000 GSF	1,357 spaces (474,950 SF)
Parking Program	1.0 spaces/1000 GSF	1,398 spaces (489,600 SF)
Assumptions	<ul style="list-style-type: none"> • Parking: Single podium structure with 8 floors above grade • Office: One 23-story office building above parking structure; One 31-story office tower; One 31-story building core and ground floor lobby shared by two office buildings. 	



Draft Test Fit, Axonometric View from Southwest



Draft Test Fit, Plan View

OPTIMUM OPPORTUNITY AREAS

At this time, the Sacramento region's potential office development capacity far exceeds the state's projected additional office space needs for the next 40 years. This places the state in an excellent position to consider the best development areas that are most appropriate to meet agency program needs, and that align with state and local planning goals.

The following maps and tables summarize potential office space capacity, building type, and conceptual construction cost for each of the 41 assessed opportunity areas previously identified and evaluated in this chapter.

Exhibits 3.45A and 3.45B highlight the 16 sites assigned an overall "superior" or "good" development feasibility rating during the development opportunity area evaluation process, based on the evaluation criteria of ownership, transportation access, improvement status, context, infrastructure, and size and development capacity. These 16 optimum opportunity areas are the sites that the state should consider first in meeting its projected additional office space needs in the near and midterm. None of the sites evaluated for long-term development potential met the "superior" or "good" development feasibility rating and are not considered further in this Planning Study. It should be noted, however, that all 41 opportunity areas are viable options whose desirability and availability may change over time.

Conceptual construction cost, building type, and location, which are also considerations, are based on generic building types and the conceptual test fits. (See "Generic Building Types in this chapter and Appendices F and G for a description of conceptual construction costs.) The selected optimum areas vary by location, density, land value, and size. Thus, the state might reconsider its initial choices as future conditions or priorities change, and reassess sites at a later date using the following methodology.

METHODOLOGY FOR OPTIMUM AREA IDENTIFICATION

The process of identifying optimum development areas is based on the criteria outlined in step 3 of this chapter - the "Development Feasibility Evaluation," which indicates whether a site is favorable for development.

For all time frames, the first criterion is "ownership," the next is "transportation access," and the third is "improvement status."

A state-owned site is considered "superior," since developing a state-owned site can save time compared to acquiring a non state-owned site. Transportation access is considered next, with proximity to LRT and access to BRT and the freeway receiving a "superior" rating, since proximity to transit is a state policy and transportation demand management is a state priority (Chapter 1). No properties are currently identified as optimum development sites within 11-25 and 26-40 year times frames, due in part to the lack of clarity on timing of transit access improvements outlined in the MTP/SCS. As funding becomes available and proposed transit is implemented, these sites may also receive a "superior" transportation access rating.

Improvement status is the third major consideration in determining optimum development areas, since it has a critical impact on the timing and cost of construction. For the longer time frames of 11-25 and 26-40 years, the criteria outlined for "improvement status" are less stringent, since there is time to acquire land and it may become vacant with time.

The process of identifying optimum areas begins with rating each opportunity site or area according to how well its current status aligns with each of the criteria. These criteria are awarded with a symbol indicating a "superior," "good," "fair" or "potential constraint" evaluation, which carries an associated numeric score, as shown in the legends on Exhibits 3.40-3.42. Once all the criteria have been assessed for a given site or area, the values are summed and the site assigned a score.

The initial rankings assigned to each site are subject to a final adjustment, based on possible circumstances that might render the site undevelopable for one or more reasons.

Examples of such circumstances include:

- Absence of public transportation access, with no existing plan for extension of routes or transportation infrastructure to the site
- Inadequate site capacity, so that the site cannot accommodate enough office space to make it viable for use by a state agency
- Ownership issues, which might make site acquisition difficult or impossible in the foreseeable future.

The optimum areas are summarized in Exhibit 3.44 and mapped in Exhibits 3.45A and 3.45B.

OPTIMUM AREAS: 0-5 YEAR TIME FRAME

Within the initial time frame, 20 opportunity areas are assessed for development feasibility by 2020. Thirteen areas are considered optimum for state office space development, scoring either a “superior” or “good” determination. These optimum areas are described below.

Franchise Tax Board Site: Opportunity Area #6

The Franchise Tax Board (FTB) Site, a state-owned site, is considered an optimum area for development for several reasons. The FTB offices are mostly consolidated at the site, with 350,000 GSF of expansion capacity remaining. The site is directly adjacent to a light rail station on Folsom Boulevard, and infrastructure is already in place. The FTB site provides a low-rise, transit-accessible alternative to dense areas like the Capitol Area for agencies that do not require a downtown location. Legislation authorized development on this site, and a community planning process and EIR were subsequently conducted.

Blocks 203 and 204: Opportunity Area #8

Blocks 203 and 204, also a state-owned site, is considered an optimum area in the immediate term for similar reasons. It is an underutilized site at the west end of the Capitol Area, where transit access is excellent, many state offices are located, and infrastructure is available. The Capitol Area Plan permits high-rise development on the site, enabling more than 1.3 million GSF of office space.

Block 275: Opportunity Area #9

Block 275 is another underutilized, state-owned site in the Capitol Area. The Capitol Area Plan Implementation Program already contains a massing concept for the site. It is largely vacant, occupied only by a small RT substation and a day care facility, which can be incorporated into new office development of 500,000 GSF.

Bonderson Building Site: Opportunity Area #10

The Bonderson Building occupies a strategic location in the Capitol Area, directly adjacent to transit. It could be rebuilt with over 500,000 GSF of office space, or the existing building could be renovated. It is DGS-controlled, and the tenants could be relocated, circumstances that more easily facilitate renovation or replacement.

Food and Agriculture Annex Site: Opportunity Area #11

The Food and Agriculture Annex site has all the advantages of being in the Capitol Area. Too costly to renovate, the site represents another opportunity for modern state office development near the State Capitol and state offices. State ownership will also facilitate the redevelopment of the site more easily than other opportunity areas with an office capacity of almost 300,000 GSF.

CalPERS Buliding Site: Opportunity Area #13

The state-owned CalPERS site is located in an area with excellent access to bus and LRT and the freeway. The property is zoned CBD Zone – Special Planning District (C-3-SPD) and has no height or FAR restrictions, and an ability to accomodate over one million GSF.

Richards Boulevard Area/River District: Opportunity Area #19

The Richards Boulevard Area/River District is able to accommodate approximately two million GSF of office. Located within the River District Specific Plan, the site is in close proximity to the light rail station and bus transportation, as well as the state-owned Lottery Commission and Printing Plant sites. Control over the connecting parcels could guarantee flexibility and space for future adjacent growth.

Railyards Area: Opportunity Area #20

The Railyards project is a public-private effort to redevelop 240 acres of former railyards just north of Sacramento's CBD. The Railyards development will include 5.3 million GSF of office space in an office/residential mixed use (ORMU) district. Part of this district is located on existing urban blocks, which may allow for earlier development than the rest of the Railyards Area. With the connectivity to downtown Sacramento, the Amtrak station, and a light rail station, the Railyards project presents a unique and accessible opportunity.

Downtown Core: Opportunity Area #21

Several small parcels located within Sacramento's CBD are ripe for redevelopment and viable for high-rise development, with the capacity to provide up to 1.7 million GSF of office. The sites are in various states of vacancy, lie within walking distance of one another, and have excellent access to transit and downtown amenities.

Granite Park: Opportunity Area #22

Granite Park is an approved Planned Unit Development (PUD) that is recommended for potential development primarily because it provides a transit-accessible, low-rise, suburban alternative to the Capitol Area. More than one million GSF of office space is possible in Granite Park. Office entitlements, environmental mitigation, and infrastructure financing are in place. The PUD already contains 600,000 GSF of office space, including 60,000 GSF leased to BOE, EDD and FTB.

West Capitol Downtown: Opportunity Area #28

The 19-acre West Capitol Downtown site is located in West Sacramento near existing state offices and City Hall and has the capacity to accomodate one million GSF of office space. The site is located in a high-priority investment area for the city, is accessible by bus, and has direct access to the freeway. The area is planned to be served by the proposed streetcar.

Southport Business Park: Opportunity Area #33

Located in West Sacramento and accessible by bus, Southport Business Park has approximately 290 acres available for development, with a capacity of up to 2.6 million GSF. This area is ripe for development, with all necessary entitlements and infrastructure in place.

Bradshaw Landing: Opportunity Area #47

Bradshaw Landing is located in a suburban area, adjacent to the state-owned Franchise Tax Board Site. The site has excellent access to transit, with LRT, BRT, and the freeway within close proximity. A mixed-use development is planned at Bradshaw Landing, which includes restaurant and entertainment facilities, as well as the ability to accommodate 750,000 GSF of new low-rise office development, with additional capacity available.

OPTIMUM AREAS: 6-10 YEAR TIME FRAME

Twelve opportunity areas are assessed for development feasibility in the 6 - 10 year time frame (Exhibit 3.41). Three of the twelve are identified as optimum areas.

State Printing Plant Site: Opportunity Area #3

The State Printing Plant Site presents an opportunity to redevelop a large, underutilized site (17 acres) with outmoded buildings, a tenant that can be relocated, a strategic location, and state ownership. The site is adjacent to a light rail station, and is DGS-controlled, which more easily facilitates tenant relocation and site development. A potential capacity of more than 1.3 million GSF of office space could satisfy a significant portion of state office space needs.

Resources Building Site: Opportunity Area #12

The state-owned Resources Building Site is located in the center of the Capital Area. The building represents a significant urban real estate asset providing tenants easy access to the Governor, Legislature, and other downtown agencies. The building currently has a number of issues which need correction and the facility would be renovated. New construction on the site could potentially provide an additional 656,000 GSF of office space.

Pioneer Bluff Area: Opportunity Area #29

Located in West Sacramento, Pioneer Bluff is an active industrial area in transition towards its ultimate use as a mix of residential, office and retail development. The city's waterfront Mixed-Use land use designation for this area would allow for a maximum build-out potential of over four million GSF. The site is accessible by bus with direct access to the freeway and is also planned to be served by the proposed streetcar.

OPTIMUM AREAS: 11-25 YEAR TIME FRAME

Five opportunity areas are assessed for development feasibility in the 11-25 year time frame (Exhibit 3.42). While none of these areas are currently identified as optimum, i.e. of "superior" or "good" development feasibility, conditions are likely to change over time.

Located in West Sacramento, the Stone Lock District and Seaway International Trade Center are identified as having "fair" development potential in the 11-25 year time frame. The two sites are adjacent and are located within planned developments that already support backbone infrastructure. They have a combined office development capacity in excess of two million GSF.

Mather Field SPA and Easton Place/Aerojet are both located in the county of Sacramento, and are rated "fair" within this time frame.

Mather Field SPA is a planned development owned primarily by the county of Sacramento, which was established to facilitate the conversion of Mather Field from a military base to mixed-use development. The 350-acre site, of which 3.9 acres is currently available for office development, is adjacent the Highway 50 freeway and is serviced by express bus service.

Located on the fringe of the 15-mile radius from the State Capitol, Easton Place/Aerojet is a masterplanned community with planned employment areas. The 1,385 acre site has the capacity to accommodate more than 3.5 million GSF of office and commercial development, making it an excellent future candidate for large scale development.

OPTIMUM AREAS: 26-40 YEAR TIME FRAME

No properties are currently identified as most likely being available for development within the 26-40 year time frame, as all evaluated properties are expected to be available much sooner and fall into earlier time frames.

It is inevitable that by the 26-40 year time frame, real estate conditions and user demand profiles will have changed. At that time the state may wish to reassess all opportunity areas identified in these earlier time frames, as well as other areas unaccounted for in this Planning Study, as their viability is likely to have changed.

SUMMARY OF 41 ASSESSED OPPORTUNITY AREAS

Exhibit 3.44

- 1 The most appropriate generic building type is assumed, based on available land, zoning restrictions, and the existing context of the area (see 'Generic building types and conceptual construction costs' section chapter 3).
- 2 Potential GSF is based on estimates from local jurisdictions. GSF totals are the standard for determining construction costs.
- 3 Potential NSF is assumed to be 75% of GSF. NSF totals are necessary for calculating and satisfying office space needs.
- 4 Construction cost per GSF is the sum of the office building and site work construction costs (including surface parking or structured parking), divided by the GSF of office space. Cost estimates for state-owned sites with test fits are based on the site's specific constraints and improvements. For all other opportunity areas, construction costs are based on generic building types (see 'Generic building types and conceptual construction costs' chapter 3).
- 5 Construction costs are estimated using June 2015 dollars. Future construction costs are escalated at five percent per year.

0-5 Year Development Time Frame

Opportunity Area #	Opportunity Area	State-owned	Bldg Type ¹	Potential Office GSF ²	Potential Office NSF ³	Location	Conceptual Construction Cost / GSF ⁴	
							June 2015 ⁵	June 2020 ⁵
6	Franchise Tax Board Site	Yes	Low-rise	350,000	265,000	County of Sacramento	\$246.36	\$314.42
8	Blocks 203 and 204	Yes	High-rise	1,509,700	1,132,275	Capitol Area	\$447.71	\$571.40
9	Block 275	Yes	Mid-rise	500,000	375,000	Capitol Area	\$409.00	\$521.99
10	Bonderson Building Site	Yes	High-rise	515,200	386,400	Capitol Area	\$494.00	\$630.48
11	Food and Agriculture Annex Site	Yes	High-rise	272,800	204,600	Capitol Area	\$550.00	\$701.95
13	CalPERS Building Site	Yes	High-rise	1,357,200	1,017,900	City of Sacramento	\$418.86	\$534.58
14	Natomas Gateway West	No	Low-rise	750,000	562,500	City of Sacramento	\$246.36	\$314.42
15	Natomas Crossing	No	Low to mid-rise	850,000	637,500	City of Sacramento	\$246.36- \$409.00	\$314.42- \$521.99
18	Gateway	No	High-rise	860,000	645,000	City of Sacramento	\$562.00	\$717.27
19	Richards Blvd Area/River District	No	High-rise	2,000,000	1,500,000	City of Sacramento	\$562.00	\$717.27
20	Railyards Area	No	Low-rise to high-rise	5,300,000	3,975,000	City of Sacramento	\$246.36- \$562.00	\$314.42- \$717.27
21	Downtown Core	No	High-rise	400,000	300,000	City of Sacramento	\$562.00	\$717.27
22	Granite Park	No	Low-rise	1,077,098	807,800	City of Sacramento	\$246.36	\$314.42
23	Depot Park (Valdez Avenue, Park Avenue, and Park Campuses)	No	Low-rise	500,000	375,000	City of Sacramento	\$246.36	\$314.42
24	Depot Park - Demetre Avenue Campus	No	Low-rise	300,000	225,000	City of Sacramento	\$246.36	\$314.42
25	Delta Shores	No	Low-rise	1,300,000	975,000	City of Sacramento	\$246.36	\$314.42
26	Bridge District	No	Mid-rise	750,000	562,500	City of West Sacramento	\$409.00	\$521.99
33	Southport Business Park	No	Low-rise	2,600,000	1,950,000	City of West Sacramento	\$246.36	\$314.42
47	Bradshaw Landing	No	Low-rise	750,000	562,500	County of Sacramento	\$246.36	\$314.42
49	Laguna Springs Corporate Center	No	Low-rise	220,000	165,000	City of Elk Grove	\$246.36	\$314.42
50	Laguna Ridge/Laguna Springs	No	Low-rise	375,000	281,250	County of Sacramento	\$246.36	\$314.42
51	Laguna Ridge/Lotz Parkway North	No	Mid-rise	500,000	375,000	County of Sacramento	\$409.00	\$521.99
52	Laguna Ridge/Lotz Parkway South	No	Mid-rise	350,000	262,500	County of Sacramento	\$409.00	\$521.99
60	Union Park	No	Low-rise	525,000	393,750	City of Elk Grove	\$246.36	\$314.42
Total Areas Assessed (0-5 Years)					17,936,475			
Optimum Areas Total					12,476,475			

(Optimum areas are highlighted)

6-10 Year Development Time Frame

Opportunity Area #	Opportunity Area	State-owned	Bldg Type ¹	Potential Office GSF ²	Potential Office NSF ³	Location	Conceptual Construction Cost / GSF ⁴	
							June 2015 ⁵	June 2020 ⁵
1	Department of Justice site	Yes	Mid-rise	1,000,000	756,000	City of Sacramento	\$475.00	\$606.23
2	Lottery Commission Site	Yes	High-rise	1,324,200	993,150	City of Sacramento	\$401.90	\$512.93
3	State Printing Plant Site	Yes	High-rise	1,324,800	1,008,000	City of Sacramento	\$556.00	\$709.61
5	Caltrans Lab	Yes	Low-rise	845,000	635,000	City of Sacramento	\$246.36	\$314.42
12	Resources Building Site	Yes	High-rise	656,625	492,600	Capitol Area	\$515.00	\$657.00
16	West El Camino and Interstate 80	No	Mid to high-rise	690,000	517,500	City of Sacramento	\$409.00- \$562.00	\$521.99- \$717.27
17	Kings Arena Site	No	Mid-rise	3,500,000	2,625,000	City of Sacramento	\$409.00	\$521.99
27	Washington District	No	High-rise	800,000	600,000	City of West Sacramento	\$562.00	\$717.27
28	West Capitol Downtown	No	Mid-rise	1,000,000	750,000	City of Sacramento	\$409.00	\$521.99
29	Pioneer Bluff Area	No	Mid-rise	4,050,000	5,400,000	City of West Sacramento	\$409.00	\$521.99
35	Metro Gateway Center	No	Low to mid-rise	2,500,000	1,875,000	County of Sacramento	\$246.36- \$409.00	\$314.42- \$521.99
61	Evergreen Zinfandel at Capital Center	No	Low-rise	1,000,000	750,000	City of Rancho Cordova	\$246.36	\$314.42
Total Areas Assessed (6-10 Years)					16,402,250			
Optimum Areas Total					7,650,600			

(Optimum areas are highlighted)

11-25 Year Development Time Frame

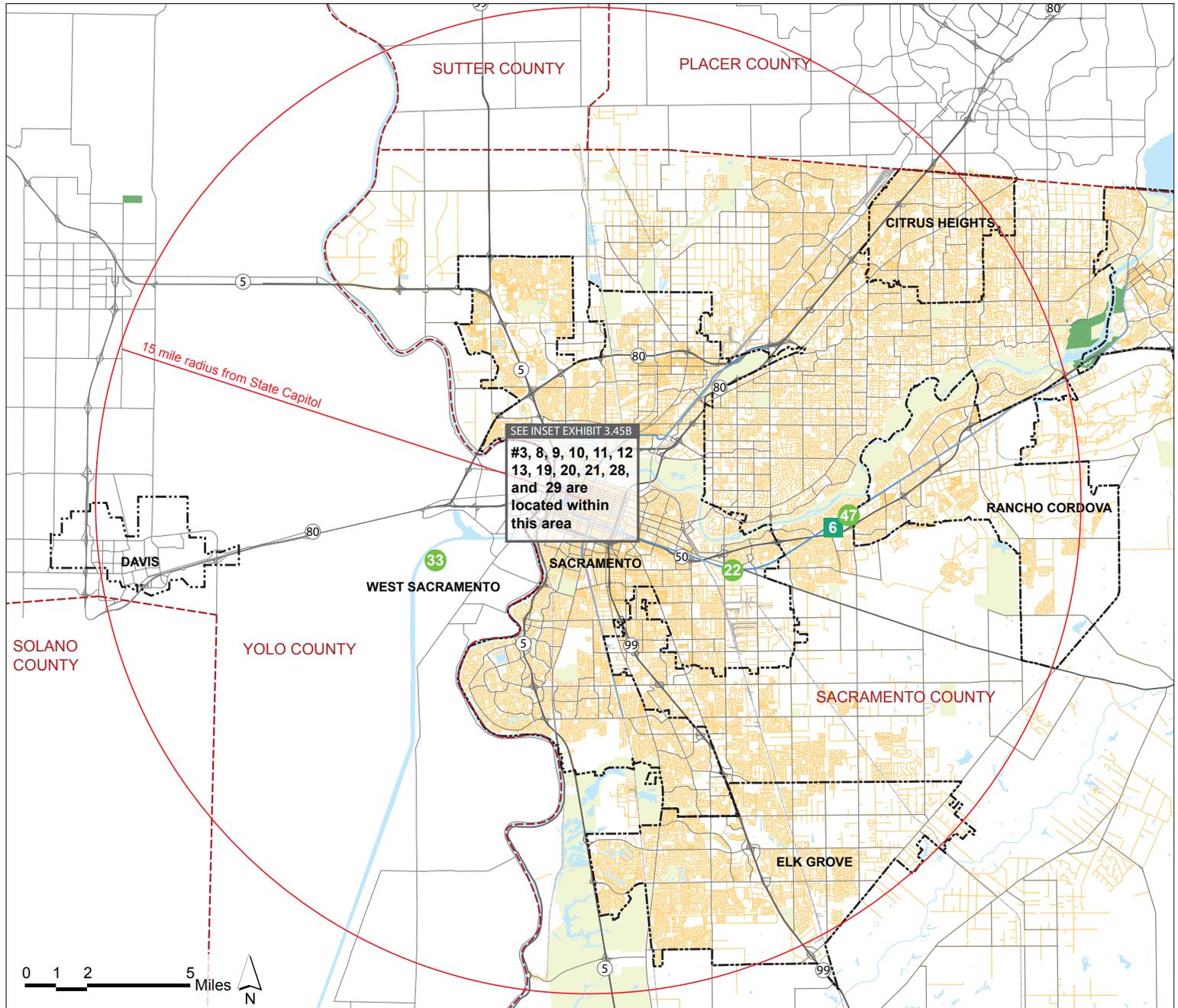
Opportunity Area #	Opportunity Area	State-owned	Bldg Type ¹	Potential Office GSF ²	Potential Office NSF ³	Location	Conceptual Construction Cost / GSF ⁴	
							June 2015 ⁵	June 2020 ⁵
31	Stone Lock District	No	Mid-rise	750,000	562,500	City of West Sacramento	\$409.00	\$521.99
32	Seaway International Trade Center	No	Mid-rise	1,500,000	1,125,000	City of West Sacramento	\$409.00	\$521.99
40	Mather Field SPA	No	Low-rise	Unknown	Unknown	County of Sacramento	\$246.36	\$314.42
41	Easton Place/Aerojet SPA	No	Low-rise	3,500,000	2,625,000	County of Sacramento	\$246.36	\$314.42
43	Auburn Blvd Corridor	No	Low-rise	1,000,000	750,000	County of Sacramento	\$246.36	\$314.42
Total Areas Assessed (11-25 Years)					5,062,500+			

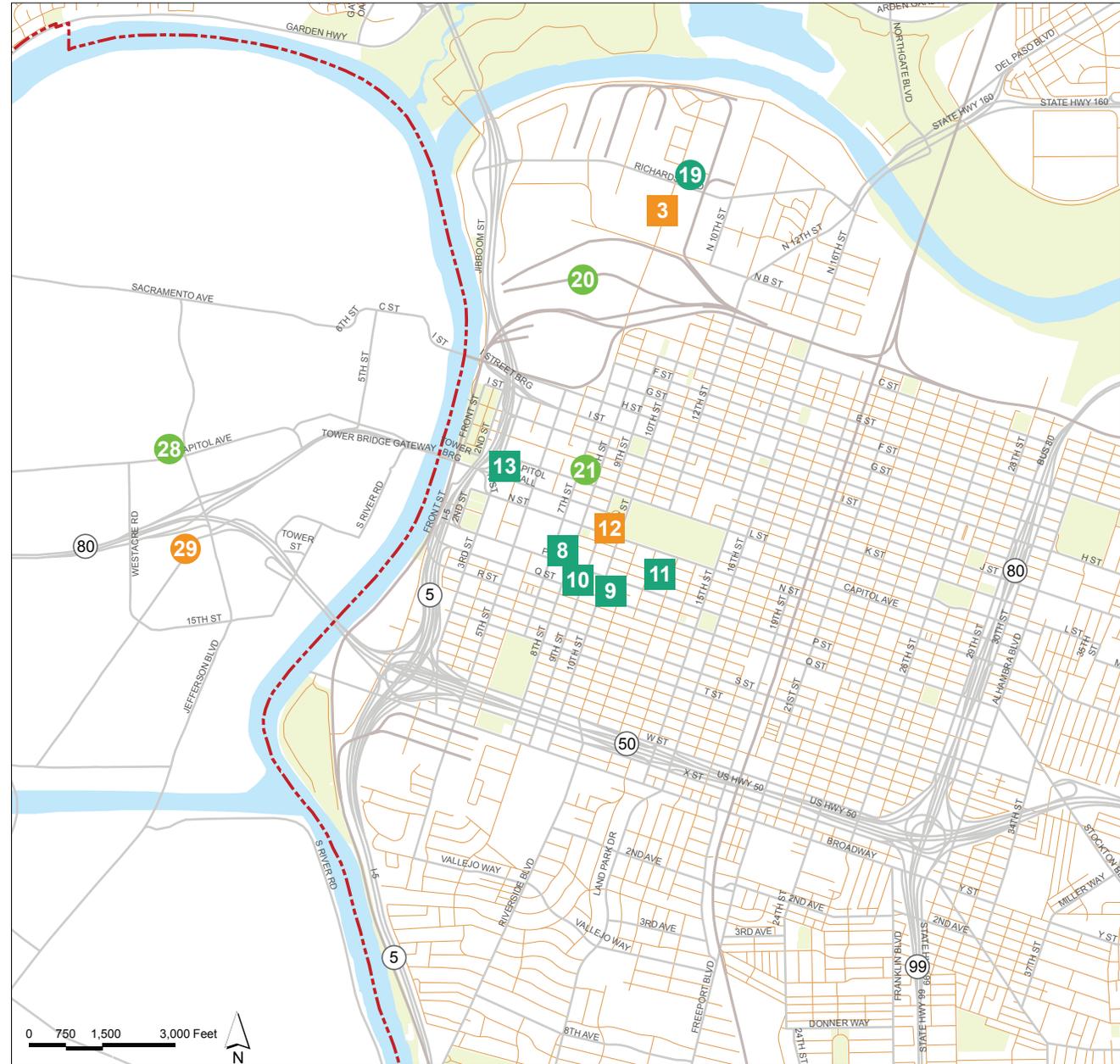
Development Feasibility Evaluation: 26-40 Year Time Frame

No opportunity areas are currently identified for development feasibility within the 26-40 year time frame.

OPTIMUM OPPORTUNITY AREAS
Exhibit 3.45A

Refer to Legend on page 149





**OPTIMUM OPPORTUNITY AREAS
DOWNTOWN INSET**

Exhibit 3.45B

0-5 YEAR TIME FRAME

- 6 Franchise Tax Board Site
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food and Agriculture Annex Site
- 13 CalPERS Building Site
- 19 Richards Blvd. Area/River District
- 20 Railyards Area
- 21 Downtown Core
- 22 Granite Park
- 28 West Capitol Downtown
- 33 Southport Business Park
- 47 Bradshaw Landing

6-10 YEAR TIME FRAME

- 3 State Printing Plant Site
- 12 Resources Building Site
- 29 Pioneer Bluff Area

0-5 YEAR TIME FRAME

- Superior site
- Good site

6-10 YEAR TIME FRAME

- Superior site
- Good site

- State-owned Site
- Non-State-owned Site

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CHAPTER 4

Summary of Findings

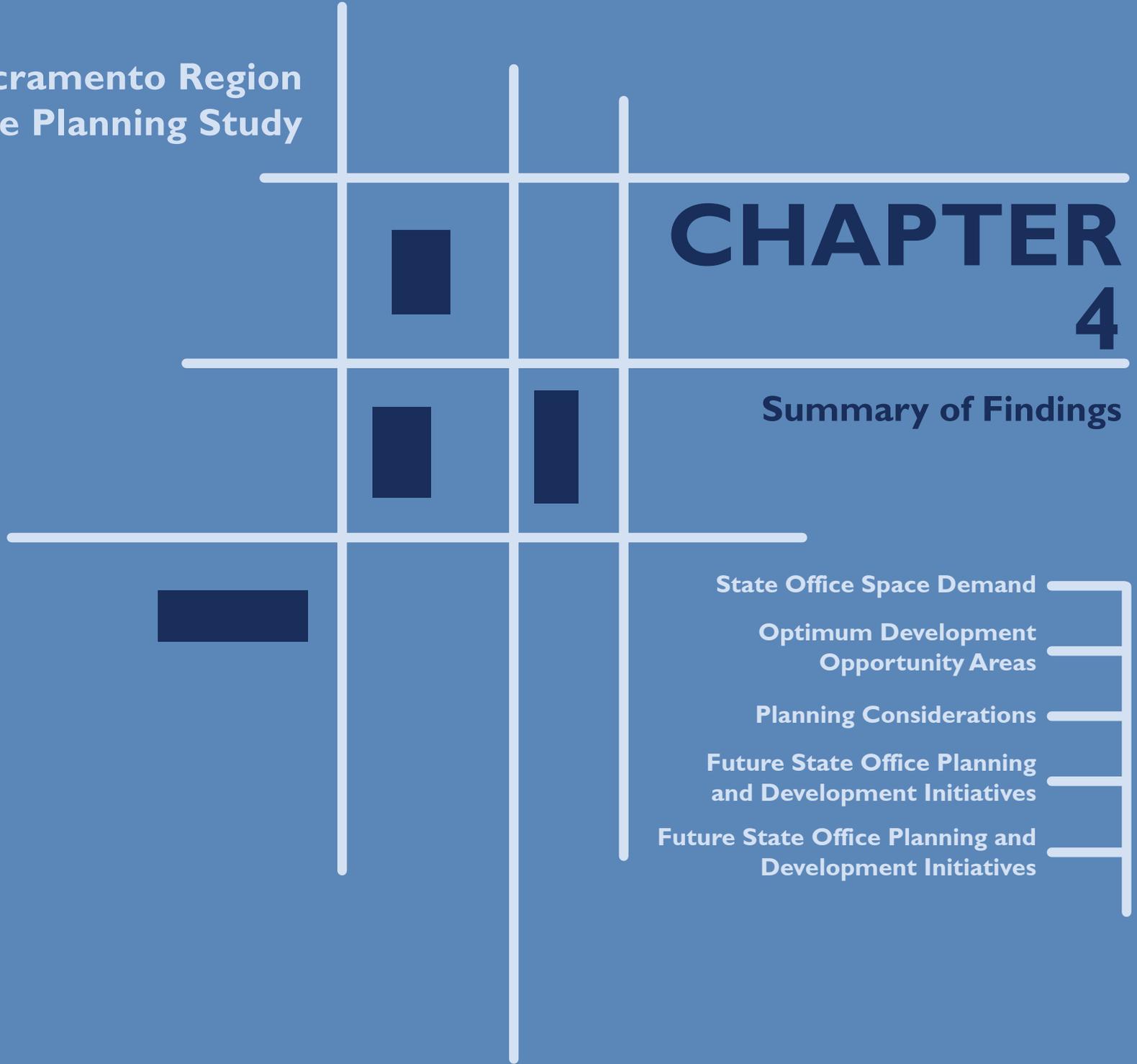
State Office Space Demand

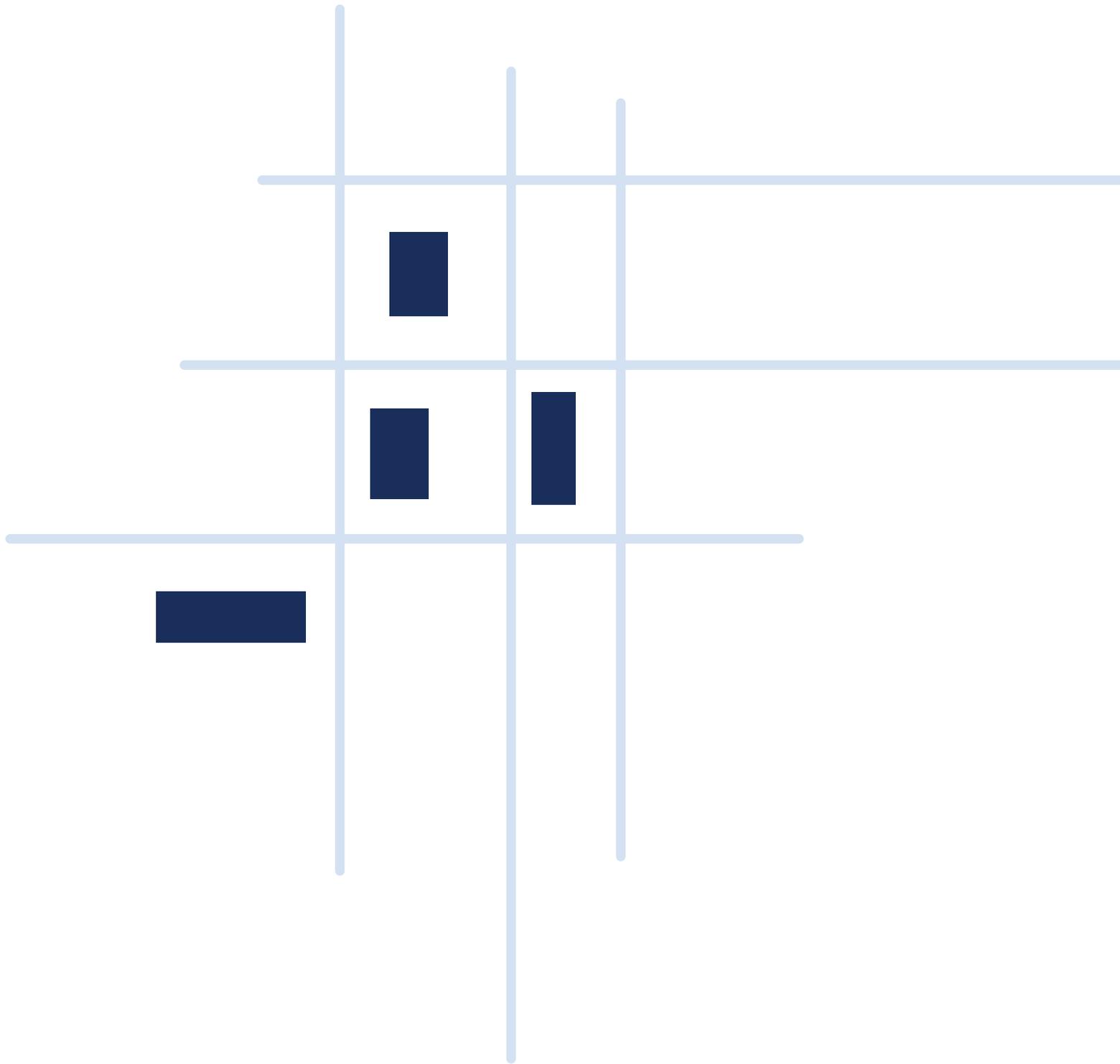
Optimum Development
Opportunity Areas

Planning Considerations

Future State Office Planning
and Development Initiatives

Future State Office Planning and
Development Initiatives





SUMMARY OF FINDINGS

This final chapter highlights the Planning Study's relevant findings and recommendations for an incremental approach to meet the state's near to long-term office space requirements.

STATE OFFICE SPACE DEMAND

Historic trends reflect a relationship between the state's population growth and the state's office space requirement in the Sacramento region. The state's population is expected to increase by approximately 31 percent over the next 40 years, or roughly an additional 12 million California residents. To meet the resulting increased need for state services, it is also reasonable to forecast that the state's office space requirements will increase proportionately. This increase is projected to be an additional 5.9 million NSF by 2055, as shown in Exhibits 4.1A and 4.1B. State budget conditions, agency program needs, and adoption of alternative work schedule and office sharing/hotelling/telework programs may affect actual year-to-year occupancy levels; however, over the long term, an overall growth pattern should be expected.

The State of California currently occupies over 19.2 million NSF of office space in the Sacramento region, including approximately 11 million NSF in state-owned space and over 8 million NSF in leased space. Based on the projected additional office space needs, the total state office space demand is likely to reach over 25 million NSF by 2055. In addition to this long-term requirement for an additional 5.9 million NSF of space, several large agencies currently dispersed across multiple locations are identified for consolidation into single locations. Individual agency requirements for these consolidations range from approximately 185,000 to 860,000 NSF and these total almost 3.4 million NSF (Exhibit 2.10).

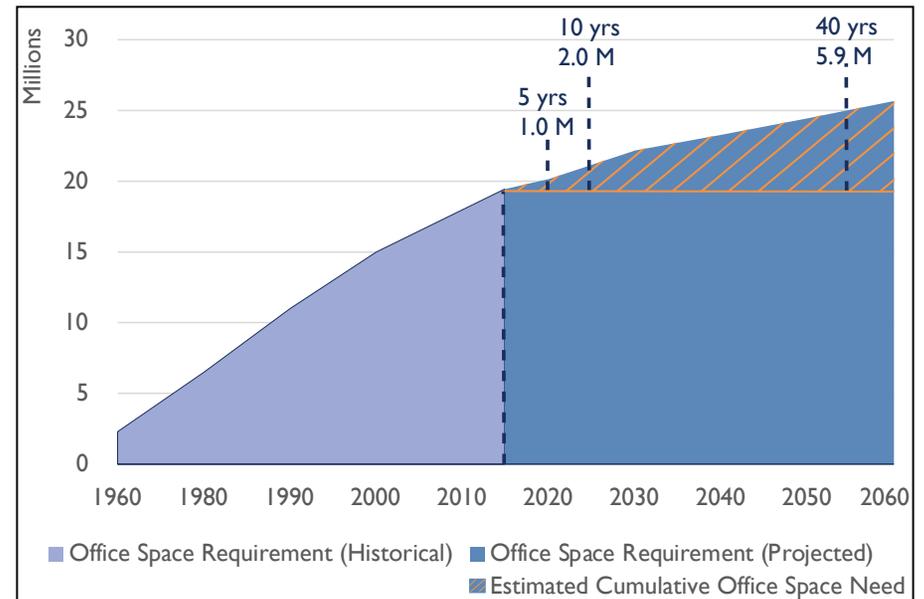
PROJECTED SACRAMENTO REGION INCREMENTAL ADDITIONAL STATE OFFICE SPACE NEED

Exhibit 4.1A

Time Frame	Incremental Office Space Need (NSF)
0 - 5 Years (2015 - 2020)	959,668
6 - 10 Years (2021 - 2025)	1,007,652
11 - 40 Years (2026 - 2055)	3,890,920
Cumulative Incremental 40-Year Office Space Need	5,858,240

PROJECTED SACRAMENTO REGION CUMULATIVE ADDITIONAL STATE OFFICE SPACE NEED (NSF)

Exhibit 4.1B



Source: Statewide Property Inventory (SPI). DGS, January 2015.

State employee residence distribution and commute patterns, as well as projected fast growing communities, should be considered in evaluating the location of future office space. A significant proportion of state employees live in the areas to the southeast and northeast of downtown Sacramento (Exhibit 2.4B). Fast growing communities include the areas between Elk Grove and Rancho Cordova, as well as the northern areas between Route 99, I-5, and Roseville.

REGIONAL MARKET CONDITIONS

With the Sacramento economy expected to significantly strengthen in 2015, the increased demand for office space will create favorable conditions for lessors throughout the region. As a result of absorption, office vacancy rates will continue to decline and rents will continue to increase, especially in the downtown area of Sacramento that is undergoing revitalization. Commercial real estate sales prices are nearing the historic highs of 2006 to 2007.

Despite these conditions, developers have not yet responded to improving market conditions. This has resulted in a lack of speculative construction of office space and there are no office buildings of substantial size currently under construction in the entire Sacramento Metropolitan Area. However, as private job growth accelerates and vacancy rates decrease, developers may respond to market influences, especially since the flood restriction building moratorium has been lifted in the Natomas area and the State of California leasing requirements remain strong.

DEVELOPMENT CAPACITY ON STATE-OWNED LAND

This Planning Study assesses the development capacity of existing state-owned sites through conceptual test fit site planning exercises. Five of these sites are located within the Capitol Area, including two remaining future office opportunity sites, Blocks 203 and 204, and Block 275. Together these sites could accommodate almost 1.4 million NSF of office space. Redevelopment on other sites in the Capitol Area, including the Bonderson Building Site, Food and Agriculture Annex Site, and renovation of the Resources Building, could provide almost 1,083,600 NSF of additional office space, while the CalPERS Building Site, located in close proximity on Capitol Mall, could provide over one million additional NSF. Development on some of these state-owned sites in the Capitol Area could be programmed for agencies already identified for consolidation, in which case the development would not address new office space demand.

Another large concentration of potential state office development on state-owned land is within the River District SPA, as the State Printing Plant Site could potentially accommodate approximately one million NSF of office space. Also located within this district in close proximity to the State Printing Plant Site is the Lottery Commission Site. However, since the Lottery Commission controls development of this site, the study does not deem its approximately one million NSF potential capacity to be optimum to meet general state office space requirements.

Non state-owned opportunity areas should also be evaluated through conceptual test fit planning exercises to enable these sites to be evaluated for development capacity more consistently with those that are state-owned.

OPTIMUM DEVELOPMENT OPPORTUNITY AREAS

This Planning Study identifies 41 office development opportunity areas that meet mandatory and state policy evaluation criteria. These development areas could yield over 38 million NSF of office space over the long term.

Of these 41 opportunity areas, 16 areas are considered to be optimum, based on criteria that include specific plans, ownership, transportation access, improvement status, context, infrastructure, size and capacity, development cost, building type, and location, per information gathered from state, regional, and local government entities, as well as private-sector sources.

These optimum areas include a mix of state-owned sites and non state-owned areas, as well as a mix of urban and suburban locations. This Planning Study recommends a balance between the urban opportunities in Sacramento's central city, West Sacramento's West Capitol Downtown and districts west of the river, and larger campus opportunities in developing suburban mixed-use areas.

(See Exhibits 4.2A and 4.2B).

The urban areas comprise near-term opportunities adjacent to existing transit stations and state offices. These concentrate around the following strategic nodes: the Capitol Area, Downtown Sacramento, the River District Area SPA, the Railyards Area, and West Sacramento (Exhibit 4.3).

Developing in Sacramento's Capitol Area will fulfill the goals of the Capitol Area Plan. With strategic development, the remaining identified nodes could be developed adjacent to the Capitol Area. For these urban areas, the state should consider sites that can be developed with a minimum of 500,000 GSF of office space.

The suburban areas tend to present longer-term development opportunities, since infrastructure and transit connectivity are not as well established. With larger, undeveloped tracts of land, these areas could accommodate a transit-oriented office campus with adjacent new commercial and residential. In these suburban areas, the state should consider sites that can accommodate a minimum of one million GSF of office space, to be potentially realized within a single or multiple campus configuration.

The state-owned Franchise Tax Board Site and non-stated owned Granite Park, Southport Business Park, and Bradshaw Landing do not present an opportunity for development of strategic nodes near existing state offices, but are identified as optimum development areas within a suburban setting where low-rise development is appropriate and associated costs are lower. All of these sites already have infrastructure in place.

While not located near the Capitol Area, the Franchise Tax Board Site and Bradshaw Landing are in close proximity to one another, presenting an opportunity for the creation of a larger contiguous campus environment.

Granite Park is an approved PUD that is recommended for potential development primarily because it provides a vacant, transit-accessible, low-rise site with one owner.

The McClellan Technology Center Specific Plan Area did not meet the mandatory evaluation criteria for transit at this time, but might provide opportunities in the long term, once better transit connections are established.

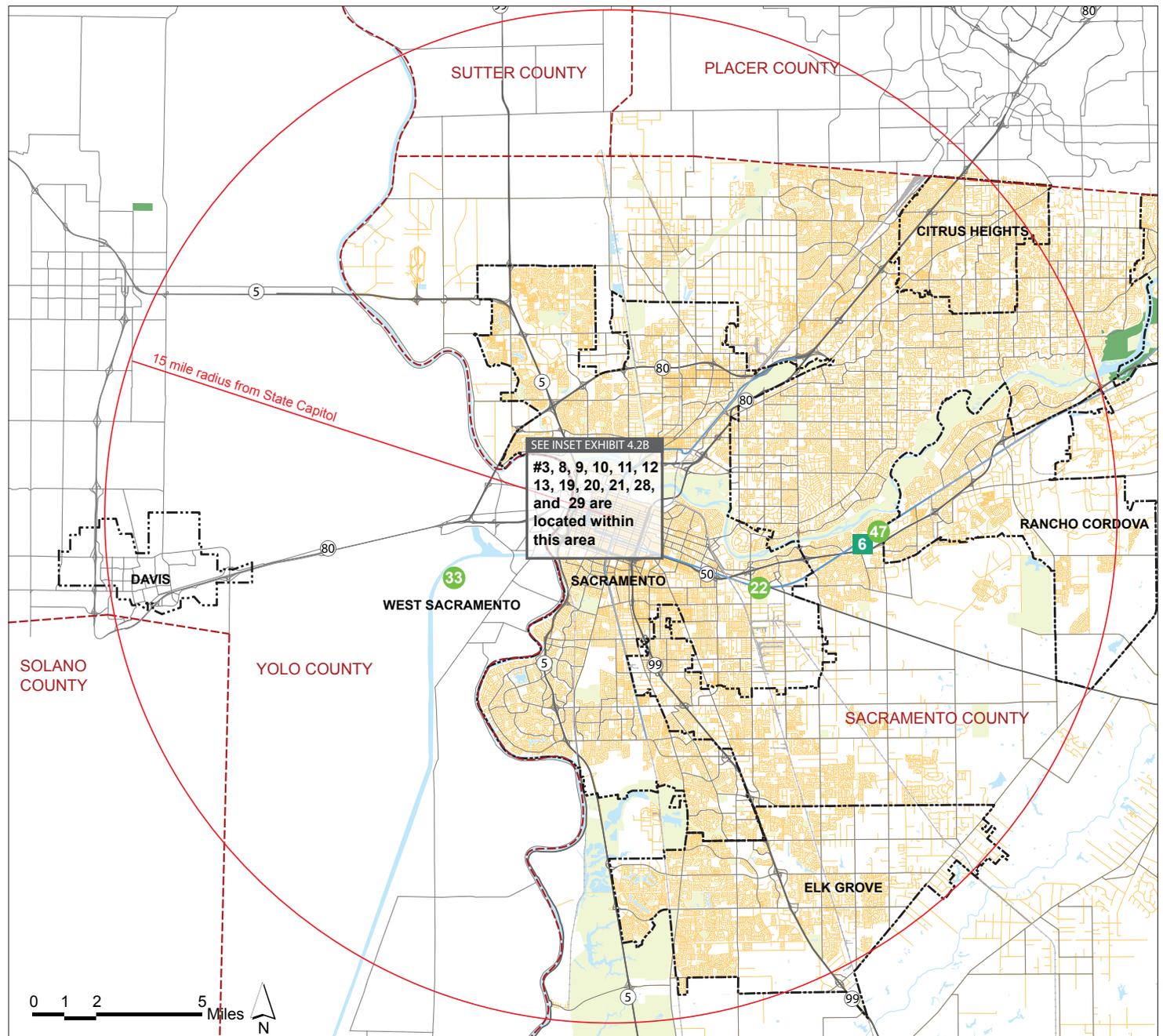
Master Planned suburban areas such as Easton Place/Aerojet SPA, Mather Field SPA, Delta Shores, and the Natomas Area are also not considered optimal within the current planning framework assessment; however, future conditions and development plans may affect assessments of these areas in later years.

It is inevitable that by the longer term development time frames, real estate conditions and user demand profiles will have changed. At that time the state may wish to reassess all opportunity areas identified in these earlier time frames, as well as other areas unaccounted for in this Planning Study, as their viability is likely to have changed.

OPTIMUM OPPORTUNITY AREAS

Exhibit 4.2A

Refer to Legend on page 155



**OPTIMUM OPPORTUNITY AREAS
DOWNTOWN INSET MAP**
Exhibit 4.2B

0-5 YEAR TIME FRAME

- 6 Franchise Tax Board Site
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food and Agriculture Annex Site
- 13 CalPERS Building Site
- 19 Richards Blvd. Area/River District
- 20 Railyards Area
- 21 Downtown Core
- 22 Granite Park
- 28 West Capitol Downtown
- 33 Southport Business Park
- 47 Bradshaw Landing

6-10 YEAR TIME FRAME

- 3 State Printing Plant Site
- 12 Resources Building Site
- 29 Pioneer Bluff Area

0-5 YEAR TIME FRAME

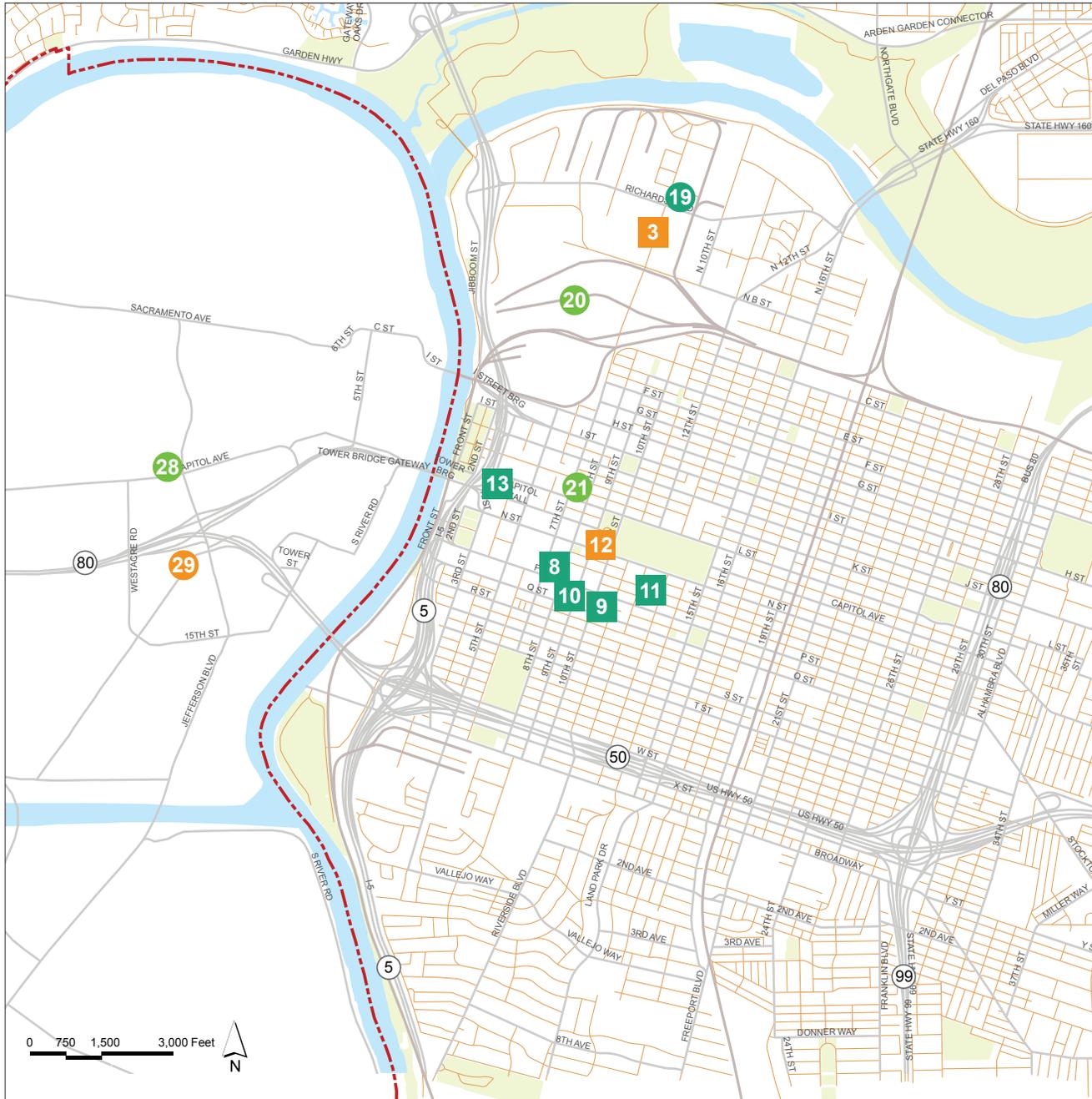
- Superior site
- Good site

6-10 YEAR TIME FRAME

- Superior site
- Good site

State-owned Site

Non-State-owned Site



PLANNING CONSIDERATIONS

As DGS and other state agencies plan for the future, they may use this document to identify anticipated needs and potential action items.

The opportunity sites and areas that follow can accommodate the state's projected needs for additional office space, within the region's planning and development context.

Five nodes offer near-term development opportunities near existing state offices. With strategic development, these areas could be developed adjacent to, or within, the existing Capitol Area (Exhibit 4.3).

These strategic nodes include:

- Capitol Area
- Downtown Sacramento
- River District Area SPA
- Railyards Area
- West Sacramento

CAPITOL AREA - NEW DEVELOPMENT

- Blocks 203 and 204
- Block 275

The Capitol Area Plan's office development vision would be realized with construction on Blocks 203 and 204, and Block 275. Redevelopment of the Bonderson Building and Food and Agriculture Annex sites would address additional future office space needs. Development on any of these sites could also be programmed to meet state agency requirements for office consolidation.

The advantages of developing Blocks 203 and 204, and Block 275, relate to their ownership, urban context, and prior planning efforts. Situated in or adjacent to the Capitol Area, they are close to other state facilities and have the best transit access in the region. Additionally, these sites are state-owned and would be relatively easy to redevelop.

Disadvantages to developing these sites include the expense of high-rise construction and structured parking, and the need to demolish the Subterranean Building on Block 203. All sites are subject to traffic congestion during commute hours; however, the extensive transit service provides a viable alternative to driving.

CAPITOL AREA - REDEVELOPMENT

- Bonderson Building Site
- Food and Agriculture Annex Site
- Resources Building Site

In addition to new Capitol Area development, the Bonderson Building and Food and Agriculture Annex building could be demolished and replaced, as both present significant opportunities for new office development in the Capitol Area. These sites also have the advantages of excellent transit access, proximity to existing state offices, and available infrastructure. The Food and Agriculture Annex Building is vacant, however, several state programs occupy the Bonderson Building.

The constraints of both sites are the time and expense of demolition. Also, new construction would require design solutions that allow for the continued operation of the adjacent and connected Food and Agriculture Headquarters building on N Street and the existing garage adjacent to the Bonderson Building.

The Resources Building also offers the same locational advantages as the Bonderson Building and Food and Agriculture Annex building, although the building currently has a number of issues which need correction and the facility would require renovation.

NEAR-TERM STRATEGIC DEVELOPMENT OPPORTUNITY NODES

Exhibit 4.3

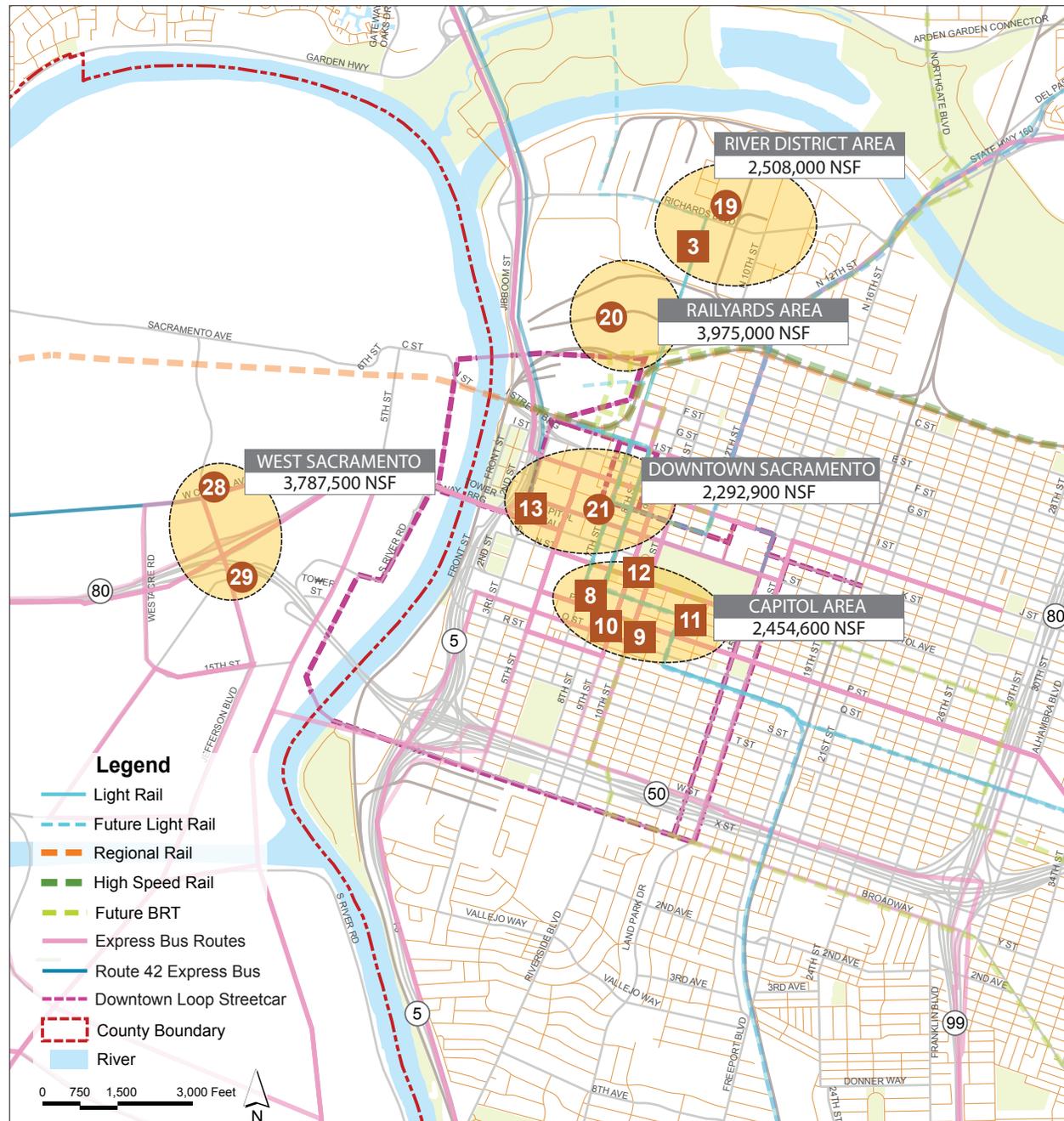
CAPITOL AREA		
		Potential NSF
8	Blocks 203 and 204	996,000
9	Block 275	375,000
10	Bonderson Building Site	386,400
11	Food & Ag Annex Site	204,600
12	Resources Building Site	492,600
Sub-Total		2,454,600

DOWNTOWN SACRAMENTO		
		Potential NSF
13	CalPERS Building Site	1,017,900
21	Downtown Core	1,275,000
Sub-Total		2,292,900

RIVER DISTRICT AREA		
		Potential NSF
3	State Printing Plant Site	1,008,000
19	Richards Boulevard Area/River District	1,500,000
Sub-Total		2,508,000

RAILYARDS AREA		
		Potential NSF
20	Railyards Area	3,975,000
Sub-Total		3,975,000

WEST SACRAMENTO		
		Potential NSF
28	West Capitol Downtown	750,000
29	Pioneer Bluff Area	3,037,500
Sub-Total		3,787,500



DOWNTOWN

- CalPERS Building Site
- Downtown Core

Although not located within the Capitol Area, the CalPERS Building Site is located in close proximity on Capitol Mall. The site is vacant, but otherwise offers advantages in terms of access to transit, ownership, urban context, and prior planning efforts. Disadvantages to developing this site include the expense of high-rise construction and structured parking.

A number of parcels located within the core of downtown Sacramento are available for redevelopment, offering opportunity for new construction high-rise offices, with a capacity of over 1.2 million NSF. These sites also offer the advantages of excellent transit access, and proximity to the Capitol Area and downtown amenities. While some sites are vacant, others would require demolition of existing structures to accommodate new high-rise construction, which would be expensive.

RIVER DISTRICT AREA

- State Printing Plant Site
- Richards Boulevard Area/River District

The state owns two sites (State Printing Plant and Lottery Commission) with excellent access to the light rail station at North Seventh Street and Richards Boulevard in the River District Area. Since the Lottery Commission controls the development of its site for its own purposes, it is not listed as a potential optimum opportunity area at this time. However, if plans change and the site becomes available for other state programs, development at this location would reinforce the connection between the state-owned sites.

DGS is currently studying development alternatives for the State Printing Plant operations. If the operations are relocated elsewhere, the current site presents opportunities for future state office development because it is a large and underutilized site with outmoded buildings, occupies a strategic location, and is controlled by DGS. State ownership facilitates easy relocation of current occupants and future development of this site, which has the potential for more than one million NSF of mid-rise and

high-rise office space. Another advantage is that the site is directly adjacent to the North Seventh Street and Richards Boulevard light rail station.

The disadvantages of this site include the high cost of high-rise development and the resulting increased traffic on Richards Boulevard and freeway entries.

The Richards Boulevard Area/River District is a privately owned area located in close proximity to the State Printing Plant and Lottery Commission sites, offering approximately 1.5 million NSF of office space and the potential to create a campus environment within the River District Area.

RAILYARDS AREA

The Railyards development is a public-private effort located between the River District and CBD, which will include almost 4 million NSF of office development. Part of the district is located on urban blocks, potentially presenting opportunity for earlier development than the rest of the Specific Plan Area. The site also offers an opportunity for the state to locate programs close to the existing downtown state office campus, light rail station, and proposed housing development.

WEST SACRAMENTO

- Pioneer Bluff Area
- West Capitol Downtown Area
- Southport Business Park

The Pioneer Bluff and West Capitol Downtown districts in West Sacramento could serve as a concentration for state office development with the capacity to accommodate over 3.7 million NSF of office development. The area is rapidly redeveloping, and specific plans seek to create this area as a center of regional importance with mixed-use development, significant infrastructure improvements and better connections to the riverfront and Sacramento.

The Bridge District and Washington District are also located in this region and while not identified as optimum development areas at this time, could present opportunity for future expansion.

Freeway access to these West Sacramento areas is good, and streetcar access is currently proposed to connect the area to the Capitol, although remains unfunded at this time.

Southport Business Park is identified as an optimum area despite being located further away from the Capitol Area. The area is within a West Sacramento Enterprise zone and could accommodate almost 2 million NSF of office development, at the beneficial lower cost associated with low-rise development.

NEAR-TERM STRATEGIC DEVELOPMENT OPPORTUNITIES

Exhibit 4.4

0-5 Year Time Frame	Potential NSF
Franchise Tax Board Site	265,000
Blocks 203 and 204	996,000
Block 275	375,000
Bonderson Building Site	386,400
Food and Agriculture Annex Site	204,600
CalPERS Building Site	1,017,900
Richards Boulevard Area/River District	1,500,000
Railyards Area	3,975,000
Downtown Core	1,275,000
Granite Park	807,800
Southport Business Park	1,950,000
Bradshaw Landing	562,500
Total NSF	13,315,200

6-10 Year Time Frame	Potential NSF
State Printing Plant Site	1,008,000
Resources Building Site	492,600
West Capitol Downtown	750,000
Pioneer Bluff Area	3,037,500
Total NSF	5,288,100

FUTURE MASTER PLANNED SUBURBAN DEVELOPMENTS

Currently identified in earlier time frames, several major redevelopment or master planned projects opportunity areas do not meet optimum site development criteria, but could present future opportunities for state office campuses. The most compelling of these sites include:

- Natomas Area
- Mather Field SPA
- McClellan Tech Center
- Metro Gateway Center SPA
- Easton Place/Aerojet SPA

Although these areas are not highlighted in the Chapter 3 discussion of optimum areas, the pattern of development in the region and other conditions might affect their future viability. The state should monitor the adjacent transit availability, planning and permit status, and development activity of these areas. Each of these opportunity areas is on an existing or future planned transit corridor, and development could be oriented towards a transit station with mixed uses. Their distinct locations would need to be analyzed to assess the most appropriate state agency user.

FUTURE STATE OFFICE PLANNING AND DEVELOPMENT INITIATIVES

Decisions to address the state's projected additional office space need should align with DGS's office project development process in order to be effective. This process includes planning and programming, budget and appropriation, and design and construction. When actual planning and development occur for specific projects, DGS may pursue alternative procurement methods, which could affect the project schedule.

To strategically prepare for the state's ongoing office space needs, the findings of this Planning Study suggest that DGS should pursue the following activities:

Development feasibility analyses:

- Franchise Tax Board Site
- Blocks 203 and 204
- Block 275
- Bonderson Building Site redevelopment
- CalPERS Building Site
- Food and Agriculture Annex Site redevelopment
- State Printing Plant Site redevelopment.
- Resources Building Site renovation

Consider key planning studies:

- Sacramento Regional Facilities Plan
- Specific Agency Facilities and Feasibility Studies
- Building Infrastructure Studies
- State Employee Transportation Study

Monitor opportunities for development within the next ten years:

- River District Area
- Railyards Area
- West Sacramento Riverfront and West Capitol Downtown Area
- Sacramento Downtown
- Granite Park

Monitor opportunities for development after ten years:

- Master Planned Communities

These efforts will yield additional insight and build upon the conclusions of this Planning Study. The flexible planning framework outlined in this document will assist the state as it moves forward with its office development program, enabling it to meet individual agencies' program needs, while advancing strategic planning goals and supporting local governments' redevelopment efforts.

APPENDICES

Appendix A
Key Abbreviations and
Acronyms and Key Terms

Appendix B
Reference Document List

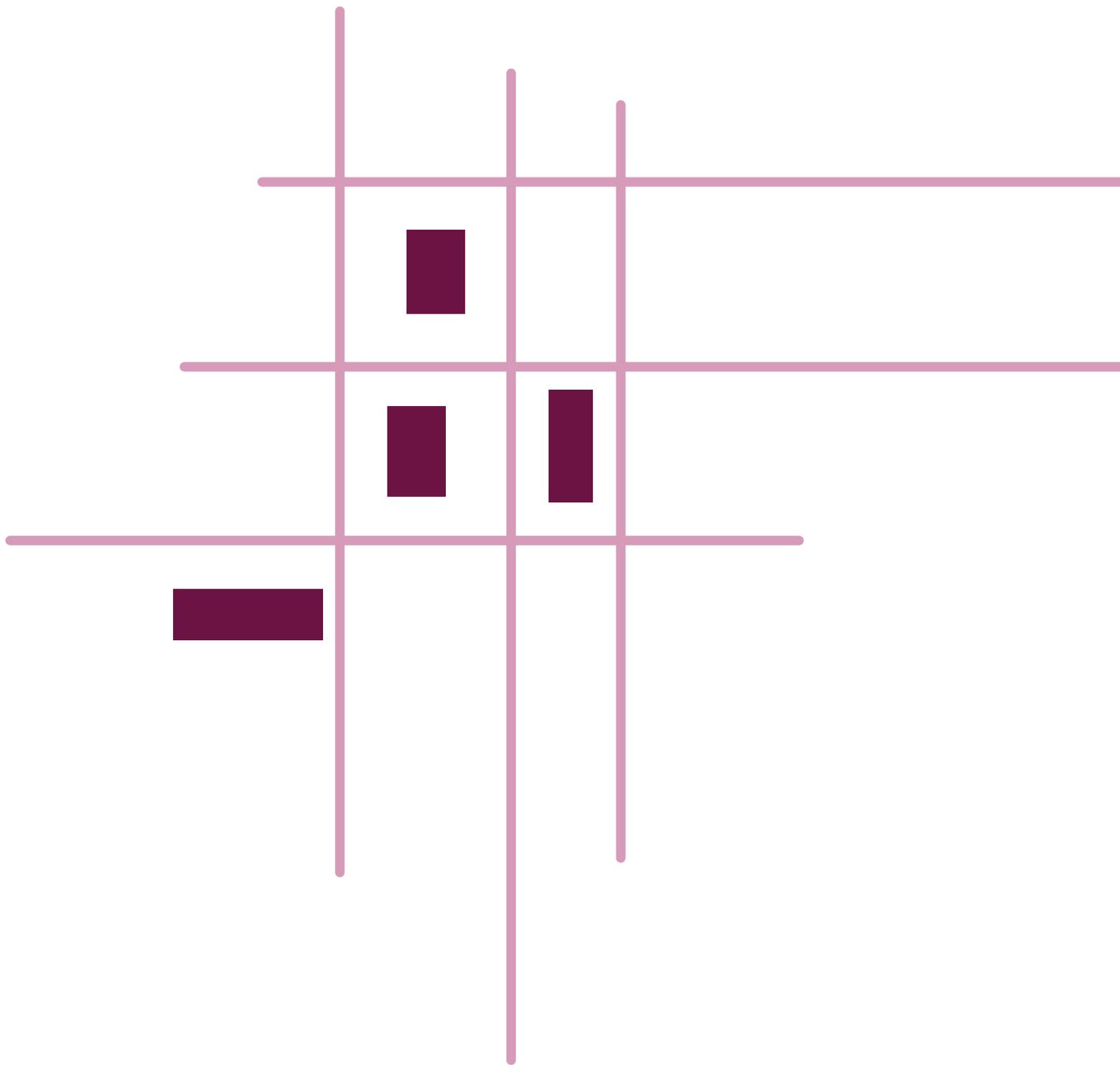
Appendix C
Local Land Use Plans

Appendix D
Floodplain Constraints Supplement

Appendix E
Capitol Area Plan Land Use -
Office and Housing

Appendix F
Conceptual Cost Estimates

Appendix G
Detailed Conceptual Cost Estimates
(Separate Attachment)



APPENDIX A

KEY TERMS AND ABBREVIATIONS

KEY ABBREVIATIONS AND ACRONYMS

Exhibit A.1

Agency Acronyms

Agency Acronyms	
Board of Equalization	BOE
California Environmental Protection Agency	CalEPA
California State Teachers Retirement System	CalSTRS
California Department of Technology Services	CalTech
California Public Employees' Retirement System	CalPERS
California Department of Corrections and Rehabilitation	CDCR
California Department of Fish and Wildlife	CDFW
California Department of Public Health	CDPH
California Highway Patrol	CHP
Department of Consumer Affairs	DCA
Department of Education	CDE
Department of Finance	DOF
Department of General Services	DGS
Department of Health Care Services	DHCS
Department of Motor Vehicles	DMV
Department of Justice	DOJ
Department of Social Services	CDSS
Department of Transportation	DOT/Caltrans
Department of Water Resources	DWR
Employment Development Department	EDD
Federal Emergency Management Agency	FEMA
Franchise Tax Board	FTB
Real Estate Services Division (DGS)	RESD
Regional Transit (Sacramento County provider)	RT
Student Aid Commission	CSAC
Sacramento Area Council of Governments	SACOG
Sacramento Area Flood Control Agency	SAFCA
State Controller's Office	SCO
United States Environmental Protection Agency	EPA

KEY ABBREVIATIONS AND ACRONYMS

Exhibit A.2

Other Acronyms

Other Acronyms	
Assembly Bill	AB
Bus Rapid Transit	BRT
Central Business District	CBD
California Environmental Quality Act	CEQA
Downtown-Natomas-Airport (planned light rail line)	DNA
Employment Center (as in Opportunity Area 15, Natomas EC)	EC
Excellence in Public Building	EIPB
Environmental Impact Report	EIR
Floor Area Ratio	FAR
Government Code	GC
Greenhouse Gas	GHG
Geographic Information System	GIS
Gross Square Feet	GSF
Habitat Conservation Plan	HCP
Hellmuth, Obata + Kassabaum	HOK
High Occupancy Vehicle	HOV
House Resolution	HR
Leadership in Energy and Environmental Design	LEED
Level of Service	LOS
Light Rail Transit	LRT
Metropolitan Planning Organization	MPO
Metropolitan Transportation Plan	MTP
Net Square Feet	NSF
Office, Residential, Mixed-Use	ORMU
Planned Unit Development	PUD

Rentable Square Feet	RSF
Senate Bill	SB
Sustainable Communities Strategies	SCS
Senate Concurrent Resolution	SCR
Square Feet	SF
Smart Growth Network	SGN
Single Occupancy Vehicle	SOV
Special Planning Area	SPA
Statewide Property Inventory	SPI
Senate Resolution	SR
State of California Building Code	Title 24
Transit-Oriented Development	TOD
Transit Priority Access	TPA
Transportation Systems Management Plan	TSMP
Urban Land Institute	ULI
Usable Square Foot/Feet	USF

KEY TERMS

Backfill Tenant

For the purpose of this Planning Study, an agency, or portion of an agency, that fills, or assists in filling, state-controlled or state-owned space vacated or unused by another state agency.

Brownfields

Abandoned, idled, or under-used industrial and commercial facilities/sites where expansion or redevelopment is complicated by real or perceived environmental contamination. They can be in urban, suburban, or rural areas.

Capitol Area

Established by state statute, the Capitol Area was originally bounded by Fifth Street on the west, 17th Street on the east, L Street on the north, R Street on the south, and included an additional half block south of R Street between 11th and 12th Streets. In 2002, the boundaries were extended south at 10th Street to S Street and on the east at 17th along Q Street to the railroad right-of-way between 19th and 20th Streets.

Central Business District (CBD)

City of Sacramento's business center; the commercial and employment center of the city immediately north of the Capitol Area.

Class A Space

Space incorporated in a well-appointed, prominently located building. Typically, steel framed with high quality finishes and commanding the highest rents in the market.

Critical habitat (for endangered species)

(i) The specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the provisions of Section 1533 of [Title 16 of US Code] on which are found those physical or biological features (a) essential to the conservation of the species and (b) which may require special management considerations or protection; and (ii) Specific areas outside the geographical area occupied by the species at the time it is listed in accordance with the provisions of Section 1533 of [Title 16 of US Code], upon a determination by the Secretary that such areas are essential for the conservation of the species.

Endangered species

Any species that is in danger of extinction throughout all or a significant portion of its range other than a species of the Class Insecta determined by the Secretary to constitute a pest whose protection under the provisions of Chapter 35 of Title 16 of the Endangered Species Act would present an overwhelming and overriding risk to man.

There are several endangered species that have been recorded throughout the Sacramento region. Those with the largest critical habitat impact development the most. These include Fairy Shrimp, Tiger Salamander, Orcutt Grass, and other vernal pool inhabitant species. Other species include Swainson's Hawk, the Valley Longhorn Elderberry Beetle, and Burrowing Owls.

Entitlement

The right to guaranteed benefits under a government program; rights obtained through government approvals (often zoning) required to construct an improvement to land.

Gross Square Feet (GSF)

The total amount of floor space within the exterior shell of a building. GSF is calculated by combining the tenant's usable square feet with all non-tenant use of space (common space). This includes stairwells, public restrooms, public corridors, elevators, lobbies, duct shafts, equipment rooms, and wall thickness.

Headway

The time interval between vehicles moving in the same direction on a particular route.

Level of Service

Refers to a measure of congestion that compares actual or projected traffic volume with the maximum capacity of the intersection or road in question. LOS is rated from A (free-flowing traffic) to F (gridlock).

Metropolitan Area

The greater metropolitan Sacramento area, including the city of Sacramento, the county of Sacramento, and the city of West Sacramento.

Net Square Feet (NSF)

The total space available for use by the tenant, including internal circulation and meeting rooms. Restroom facilities are included in the net square feet if they are located within the tenant's usable space.

Tenant Improvements

Improvements in the form of partitions, wiring, equipment, etc., installed in the office to fit the needs of the occupants upon moving into the space. "Tenant", as a term, is used to describe not only lessees but also occupants of state-owned facilities.

Threatened Species

Any species at risk of becoming endangered.

Trunk Line

A route operating along a major corridor that carries a large number of passengers and often operates at low headways.

Vernal Pools

A type of marsh found in Mediterranean-type climates (i.e., wet winters and dry summers), especially on coastal terraces in southwestern California, the central valley of California, and areas west of the Sierra Mountains, that is characterized by shallow, seasonally flooded wet meadows with emergent hydrophytic vegetation.

Vernal pools contain the largest amount of endangered species in the Sacramento region. These complexes have been studied throughout the Sacramento area and will constrain development through the cost and time associated with mitigating construction within vernal pools.

Wetlands

A general term applied to land areas that are seasonally or permanently waterlogged, including lakes, rivers, estuaries, and freshwater marshes; an area of low-lying land submerged or inundated periodically by fresh or saline water.

Developing on wetlands often requires additional permitting. Additionally, wetlands often contain sensitive species that also require mitigations and permitting of their own.

AGRICULTURAL LANDS DEFINITIONS

Page 13, chapter 3 contains a discussion and map of agricultural land constraints in the study area. Pages 23-28 contain the evaluation of the opportunity areas located on or near Prime Farmland, Farmland of Local Importance, and Farmland of Statewide Importance.

Prime Farmland

Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

Farmland of Statewide Importance

Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Local Importance

Land of importance to the local agricultural economy as determined by each county's Board of Supervisors and a Local Advisory Committee. Lands of local importance for Sacramento are defined as Sacramento County Lands that do not qualify as Prime, Statewide, or Unique Farmland but are currently used for irrigated crops or pasture or non-irrigated crops; lands that would be Prime or Statewide designation and have been improved for irrigation but are now idle; and lands which currently support confined livestock, poultry operations, and aquaculture.

Other Agricultural Land designations include:

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.

Grazing Land (G)

Land on which the existing vegetation is suited to the grazing of livestock.

Urban and Built-up Land

Land occupied by structures with a building density of at least one structure per 1.5 acres, or approximately 6 structures on a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Water

Perennial water bodies with an extent of at least 40 acres.

APPENDIX B

REFERENCE DOCUMENT LIST

The following reference documents were used as resources for this Planning Study. They were provided by the State Department of General Services, local jurisdictions, or downloaded from the Internet.

DOCUMENTS

Exhibit B.1

Referenced Documents

Date	Document
Mar-07	Broadway Bridge Feasibility RFP
Apr-95	California State Capitol Area, Urban Land Institute
1960	California State Capitol Plan, Capitol Building & Planning
2013	California Economic Summit Briefing Book
Sep-02	Capitol Area East End Complex - Economic and Employment Impact
Nov-06	Capitol Area Mixed-Use Feasibility Analysis
Jan-07	Capitol Area Mixed-Use Feasibility Analysis: Block 222
1997	Capitol Area Plan Implementation Program
Jan-15	Capitol Area Plan Progress Report, The DGS
1978	Capitol Area Plan, The DGS
1997	Capitol Area Plan, The DGS
2003	Capitol Area Transportations Systems Management Plan
1992	Downtown Development Strategy
2005-2006	Draft Regional Facilities Plan
Jun-05	Easton Project, Notice of Preparation of Draft EIP
Aug-08	Form-Based Code Handbook
May-06	Infrastructure Study for 4949 Broadway, Sacramento, CA
Aug-13	Jackson Township Specific Plan. Notice of preparation of a draft EIR
Jun-09	McClellan Park Wayfinding and Signage Master Plan
Dec-02	McClellan Technology Center Special Planning Area Zoning Amendment
Aug-98	Metro Airport Special Planning Area Zoning Amendment
Jun-02	Office of State Publishing Printing Plant Facilities Assessment
2010	Outreach and Analysis of Transit-Dependent Needs in the SACOG Region
Nov-06	Panhandle Annexation and Greenbriar Project EIRs

Date	Document
Dec-14	Pioneer Bluff Transition Plan
Jun-13	Regional Bicycle, Pedestrian, and Trails Master Plan
May-07	Riverfront Master Plan
Jan-06	Sacramento Capitol Area Parking Study
Jul-14	Sacramento County Office of Economic Development and Marketing
Dec-13	Sacramento International Airport Land Use Compatibility Plan
1997	Sacramento Regional Facilities Plan, The DGS
2001	Sacramento Regional Facilities Plan Update, The DGS
Feb-12	Sacramento Streetcar System Plan
Aug-05	Sacramento West End Office Complex - Urban Design Framework
Jul-10	South Sacramento Habitat Conservation Plan Working Draft
2009	State Employee Commute Survey
Aug-01	State of California, Sacramento Region Potential Office Sites
1992-1993	Strategic Facilities Plan for Sacramento, The DGS: Phase I Vol.1 & 2
1992-1993	Strategic Facilities Plan for Sacramento, The DGS: Phase II Vol. 1 & 2
Jan-07	Stone Lock RFQ
Mar-15	Summary of Potential Office Sites
Nov-13	The Capital Southeast Connector Project
N/A	The DGS Excellence in Public Building
Nov. 2013	Transportation Development Act Guidelines
2008	West Auburn Boulevard Special Planning Area Ordinance and Streetscape Masterplan
N/A	2035 Metropolitan Transportation Plan/Sustainable Communities Strategy
N/A	2035 MTP: Transportation Demand Management

MAPS

Exhibit B.2

Referenced Maps

Date	Map
2012	Agricultural Land Use Maps, State of California Department of Conservation
2014	City of Elk Grove: Potential State Office Locations, DGS
2014	City of Rancho Cordova: Potential State Office Locations, DGS
2014	City of Sacramento: Potential State Office Locations, DGS
2009	City of West Sacramento Land Use Map
2014	City of West Sacramento: Potential State Office Locations, DGS
2010	Citrus Heights General Plan Land Use Exhibit
2014	County of West Sacramento: Potential State Office Locations, DGS
2009	County of Yolo 2030 Countywide General Plan
Jul-09	Elk Grove General Plan Land Use Policy Map
2012	Floodplain Constraints Map, State of California Department of Fish and Wildlife
2014	Habitat Conservation Plan Map, South Sacramento Habitat Conservation Project, California
2015	Metropolitan Transportation Plan/Sustainability Communities Strategy, SACOG
2005	Blueprint Scenario 2050
2006	Rancho Cordova General Land Use Policy Map
Jul-05	Sacramento 2030 Concept Plan
2011	Sacramento County Land Use & Urban Form Map
2011	Sacramento County Opportunity Area Category
2011	2035 Transit Network
2011	2036 Transportation Network
2012	Vernal Pools Map, State of California Department of Fish and Wildlife

WEBSITE

Exhibit B.3

Referenced Websites

Date	Website
California Department of Fish and Wildlife	https://map.dfg.ca.gov/bios/?bookmark=1651
California Department of Transportation	http://www.dot.ca.gov/hq/tsip/gis/datalibrary/index.php
City of Sacramento	http://portal.cityofsacramento.org/gis
DGS	http://www.dgs.ca.gov/resd/Programs/AssetManagement/CapAreaCommittee/CapAreaPubs.aspx
	http://www.documents.dgs.ca.gov/resd/pubs/2009_StateEmployeeCommuteSurvey.pdf
Department of Conservation	ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP
Department of Finance (Demographic, Economic, and Financial Research)	http://www.dof.ca.gov/research/demographic/reports/projections/P-1/
SACOG	http://www.sacgis.org/Pages/default.aspx
	http://www.sacgis.org/GISDataPub/Pages/default.aspx
	http://sacog.org/mtpscs/
	http://sacog.org/mtpscs/draft-growth-projections/
	http://www.per.saccounty.net/LandUseRegulationDocuments/Pages/SPA%20and%20NPAs.aspx
	http://www.sacog.org/projects/form-based-codes.cfm
	http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0CB4QFjAA&url=http%3A%2F%2Fportal.cityofsacramento.org%2F~%2Fmedia%2FCorporate%2FFiles%2FPublic-Works%2FPublications%2FTransportation%2FPlanning-Projects%2FStreetcar-Report.pdf&ei=zgJNVYKaMozUgwT7soCYCw&usg=AFQjCNEETfM_OCz6_hFasxjcPhFgza3QNg&sig2=8KF7-_YBXgc_w7_roRTBvg
Sacramento Region	http://www.cityofwestsacramento.org/generalplan2030/docs.html
	http://gis.cityofdavis.org/map-library
	http://www.cityofranchocordova.org/index.aspx?page=298
	http://www.saccounty.net/Government/Pages/CountyInformationandMaps.aspx
	http://www.elkgrovecity.org/city_hall/departments_divisions/planning/land_use_regulations/general_plan_and_community_plans
Southport Business Park	www.southportindustrialpark.com
Vernal Pool Organization	http://www.vernalpools.org/
2011	2036 Transportation Network

APPENDIX C

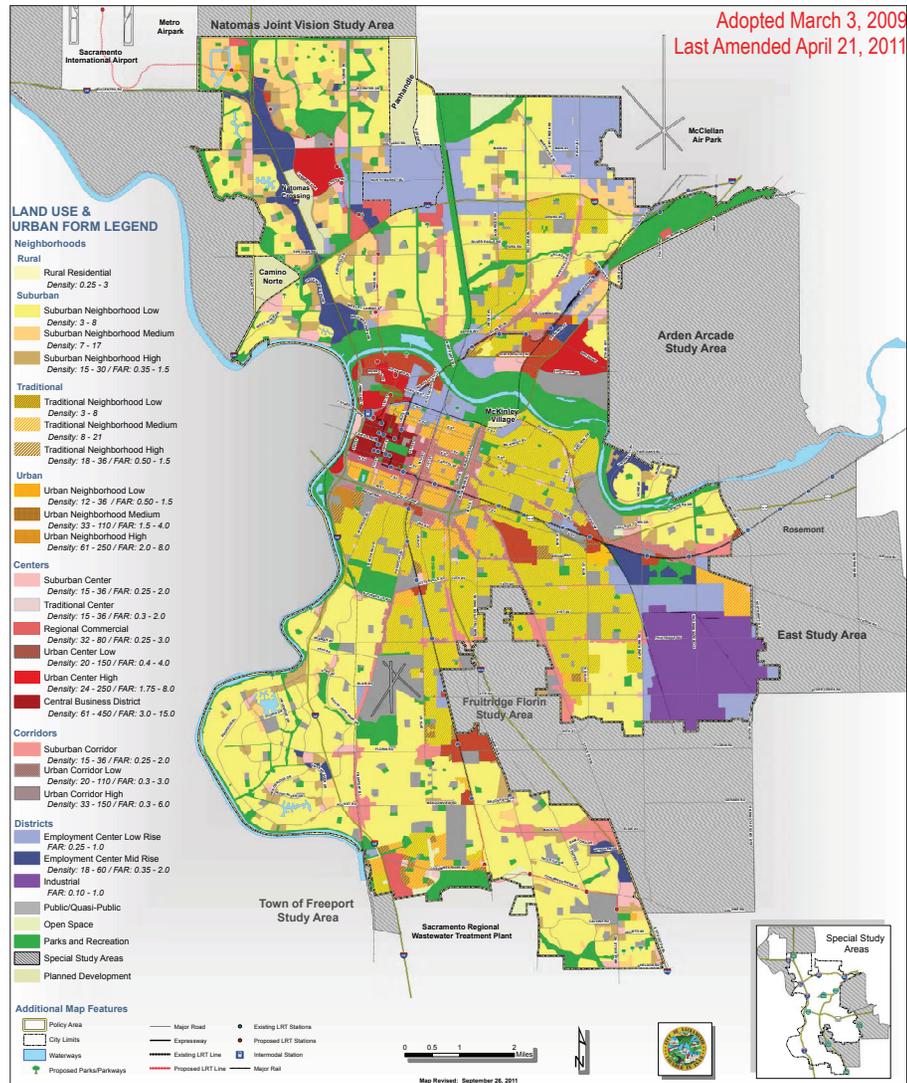
LOCAL LAND USE PLANS

The following plans document the land use and general plans currently available and approved by the local jurisdictions located within the project area.

SACRAMENTO LAND USE AND URBAN FORM DIAGRAM

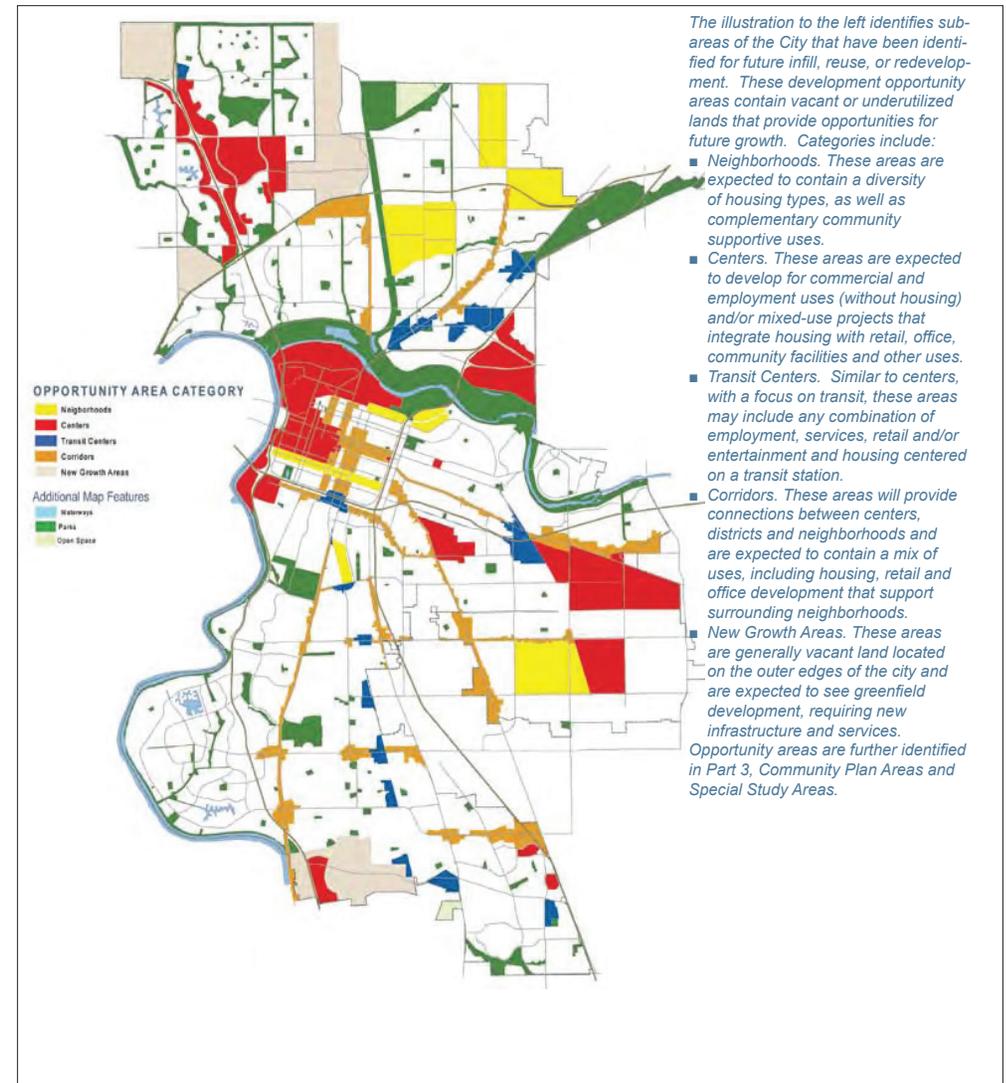
Exhibit C.1

Source: Sacramento 2030 General Plan



SACRAMENTO LAND USE AND URBAN DESIGN: GROWTH AND CHANGE Exhibit C.2

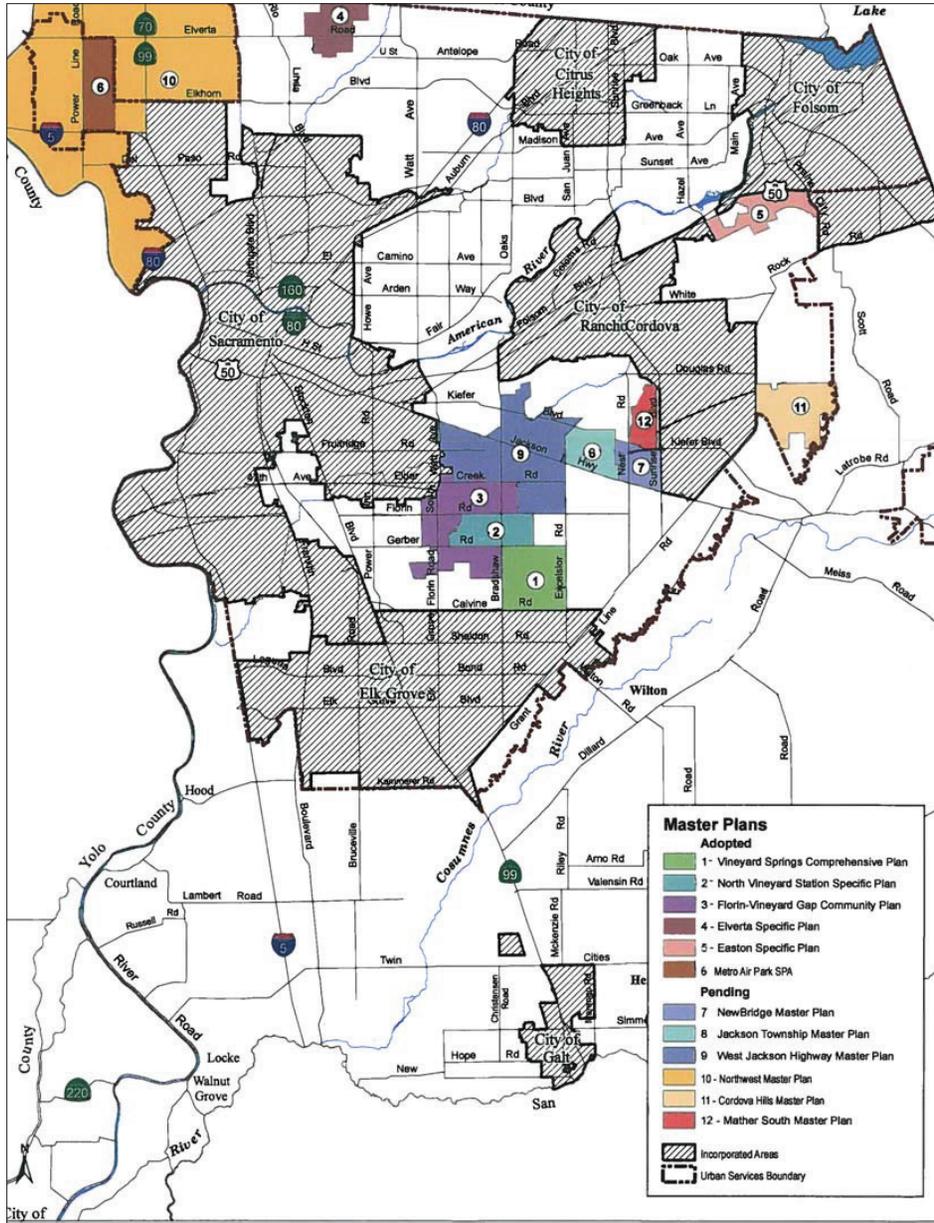
Source: Sacramento 2030 General Plan



COUNTY OF SACRAMENTO PLANNED AREAS

Exhibit C.3

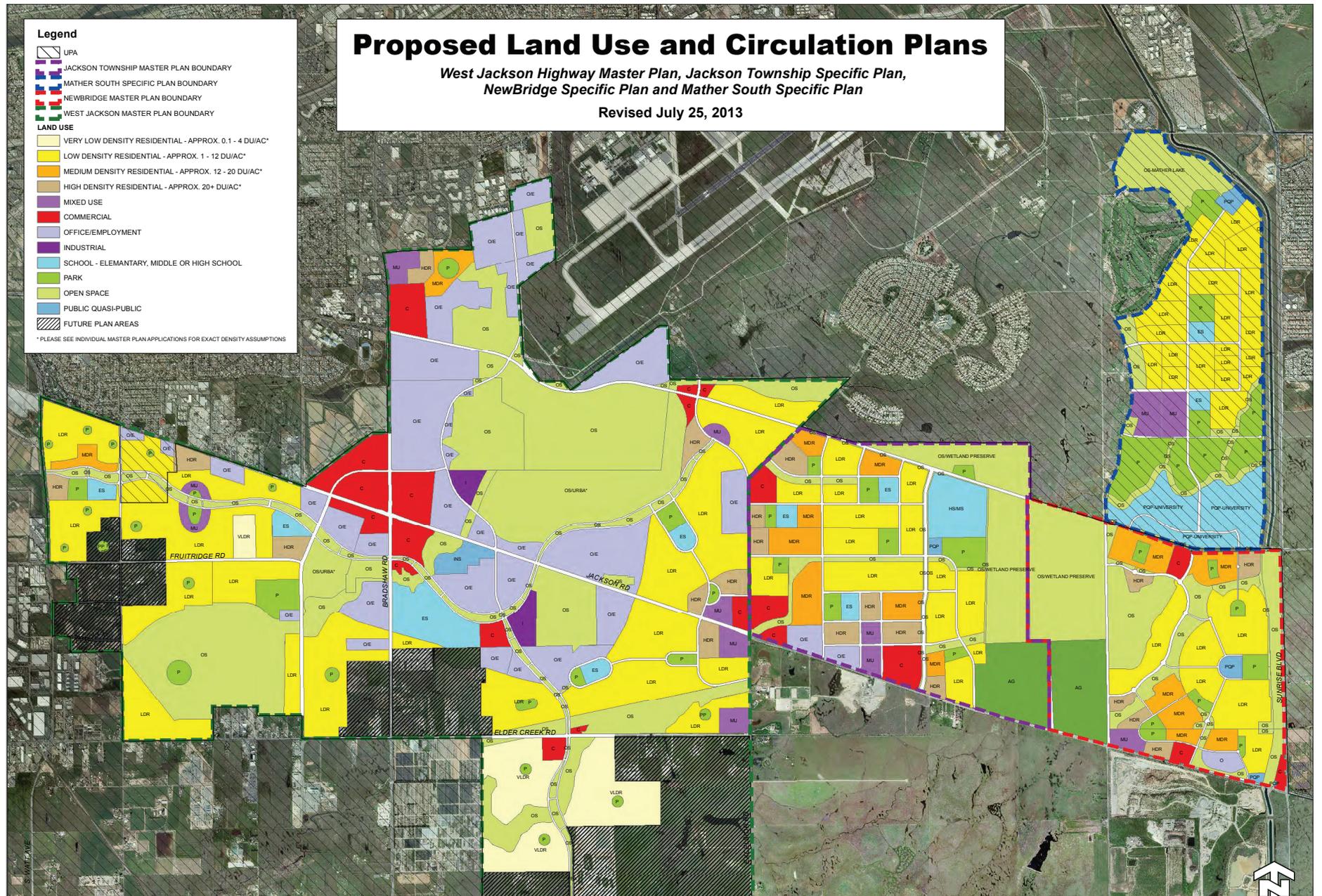
Source: County of Sacramento Planning Department



PROPOSED LAND USE AND CIRCULATION PLANS

West Jackson Highway Master Plan, Jackson Township Specific Plan, NewBridge Specific Plan, and Mather South Specific Plan Exhibit C.4

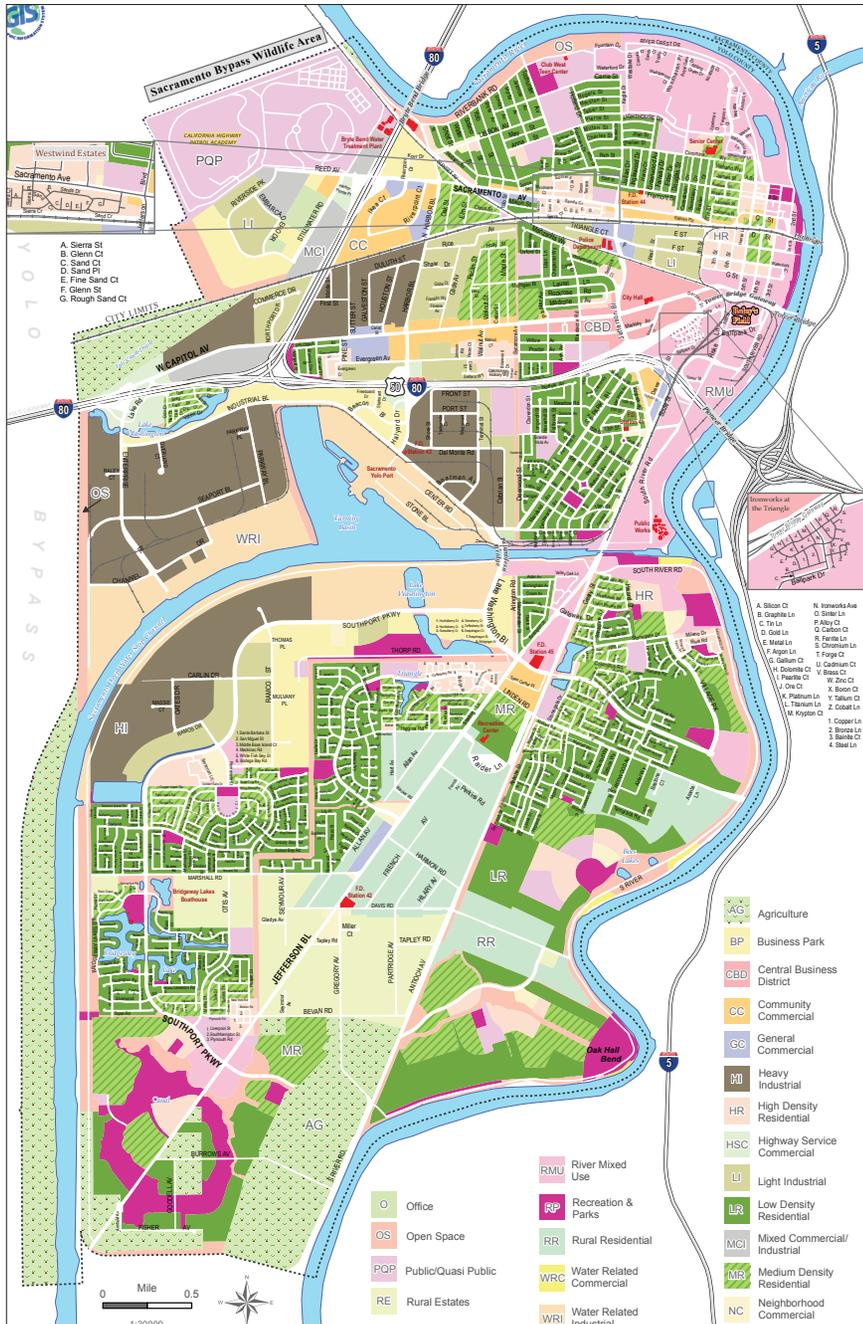
Source: County of Sacramento Planning Department



CITY OF WEST SACRAMENTO LAND USE MAP

Exhibit C.5

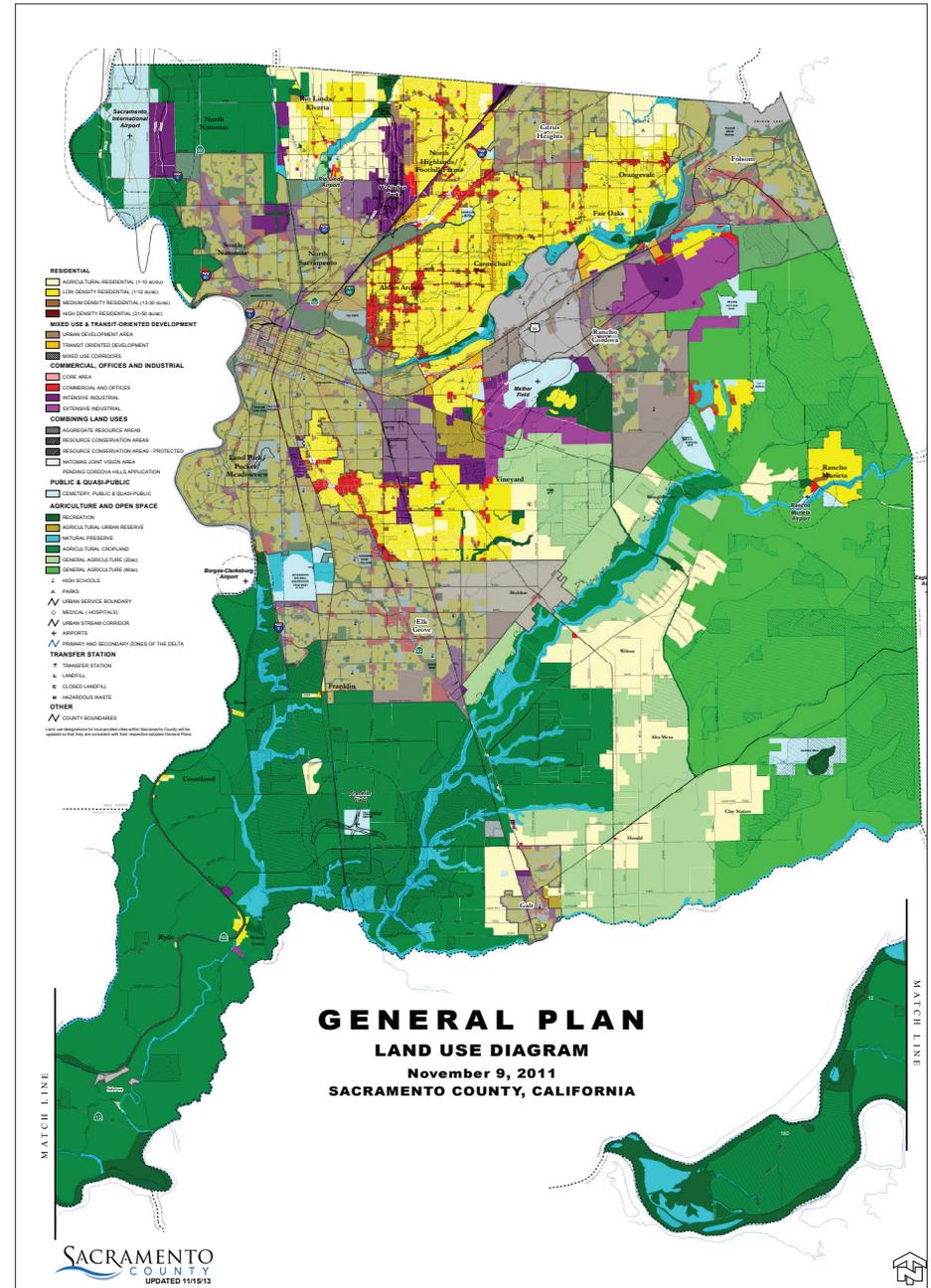
Source: http://maps.cityofwestsacramento.org/resources/maps/COWS_LandUse_Map.pdf



SACRAMENTO COUNTY GENERAL PLAN - LAND USE DIAGRAM

Exhibit C.6

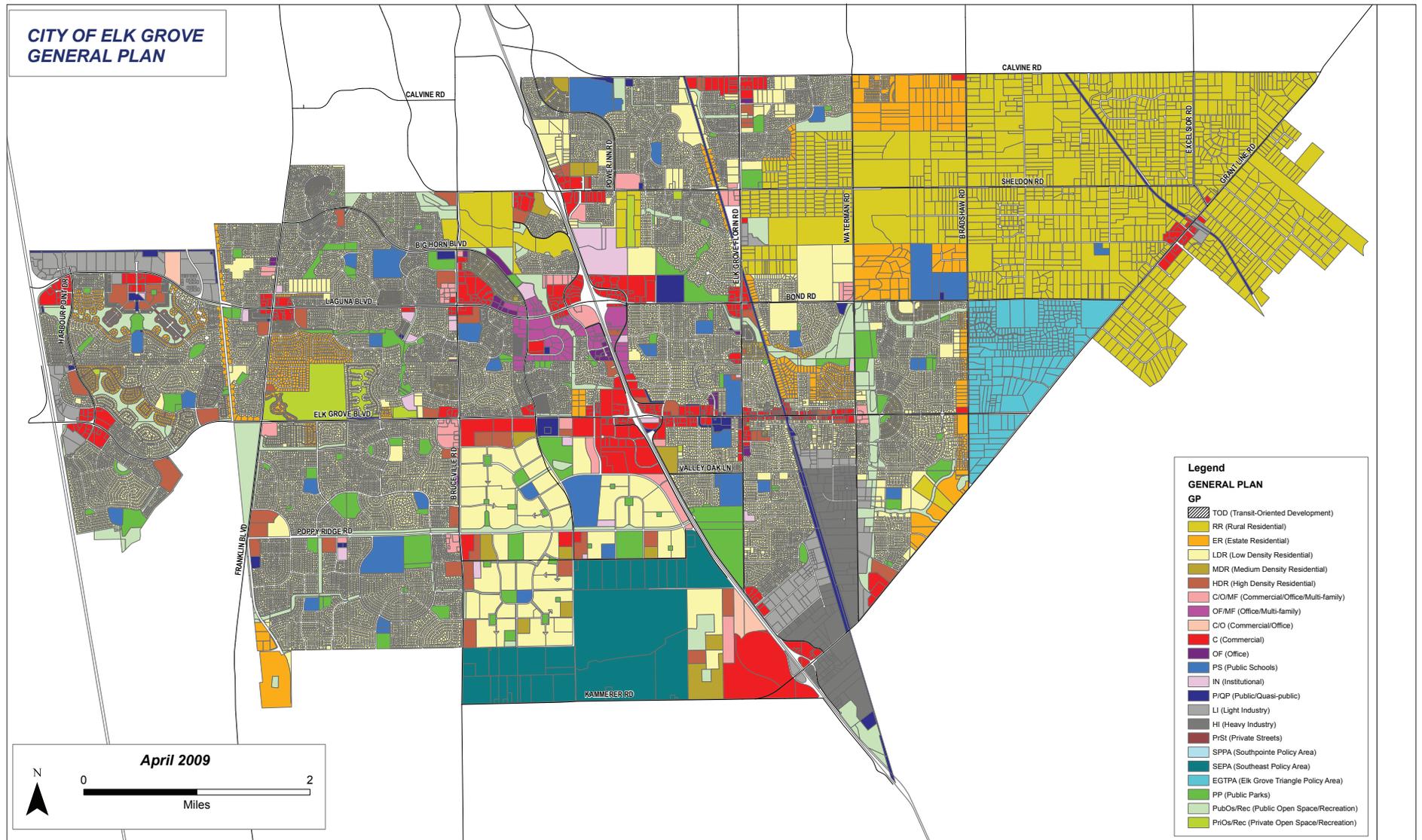
Source: [http://www.per.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/UPDATED_FINAL_DRAFT_WW_Dark\)CITIES_SM_111613.pdf](http://www.per.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/UPDATED_FINAL_DRAFT_WW_Dark)CITIES_SM_111613.pdf)



ELK GROVE GENERAL PLAN - LAND USE POLICY MAP

Exhibit C.9

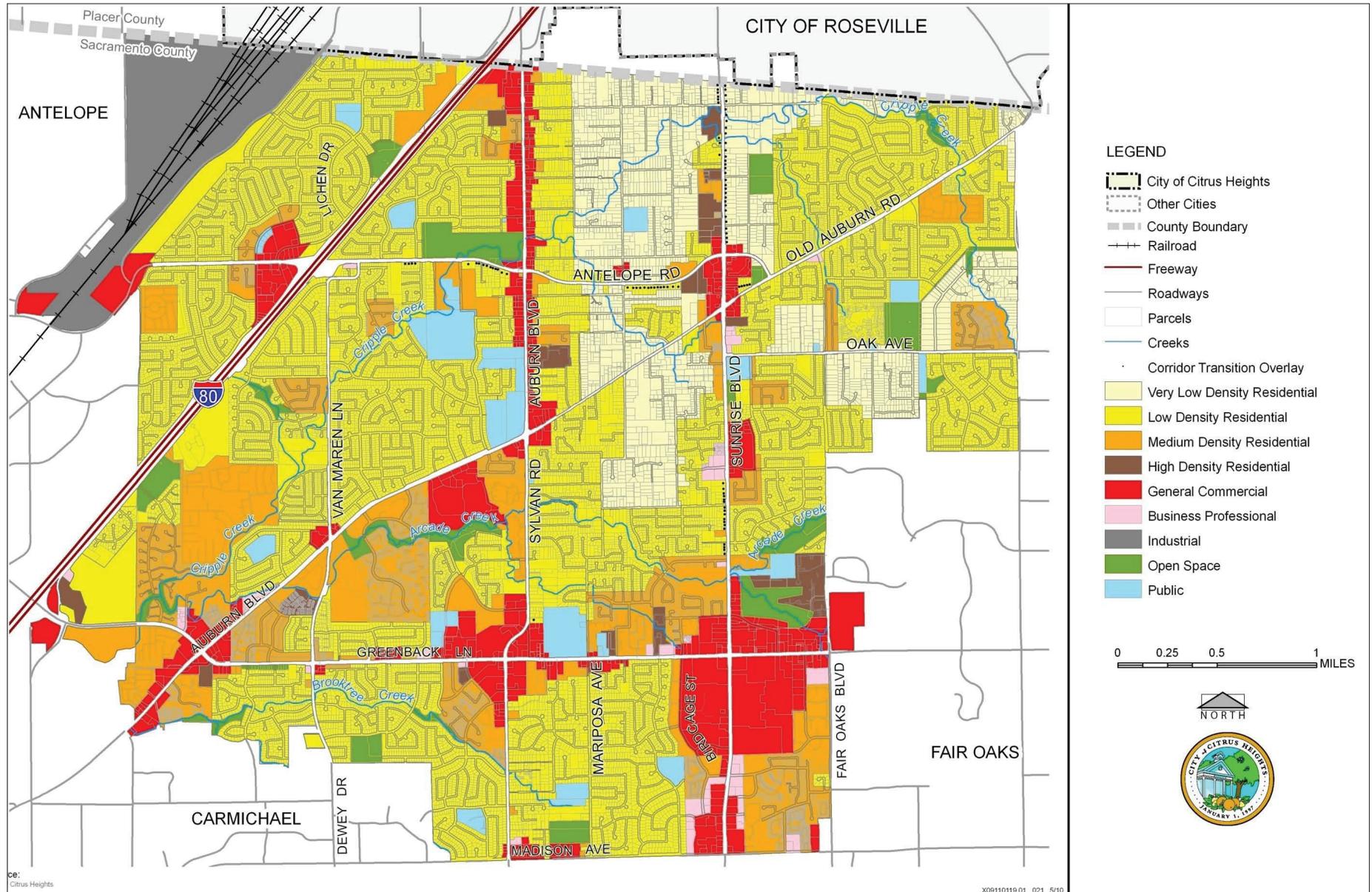
Source: http://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/land-use-policy-map-high.pdf



CITRUS HEIGHTS GENERAL PLAN - LAND USE EXHIBIT

Exhibit C.10

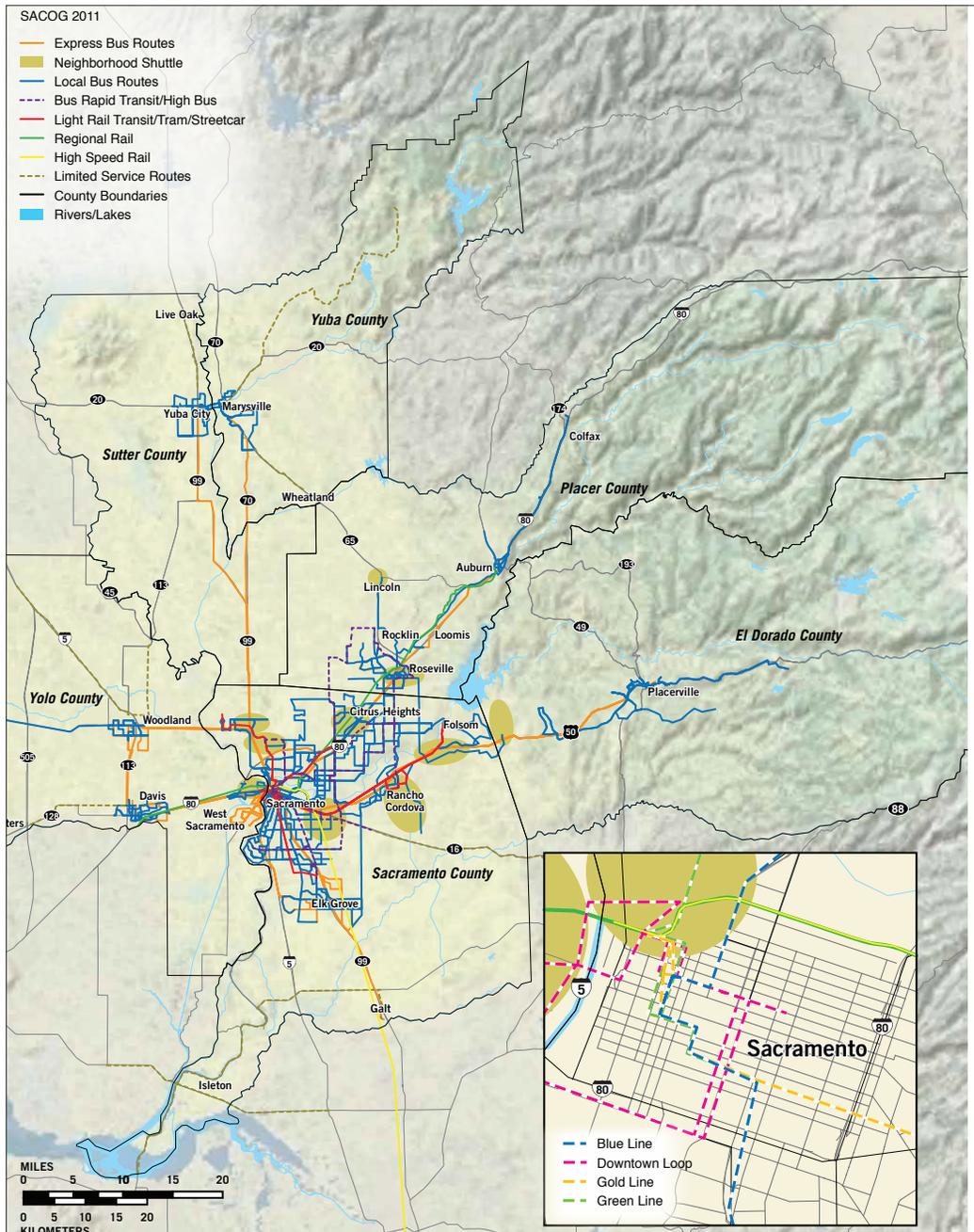
Source: <http://www.citrusheights.net/DocumentCenter/View/250>



2035 TRANSIT NETWORK MAP (2011)

Exhibit C.11

Source: Metropolitan Transportation Plan / Sustainable Communities Strategy



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APPENDIX D

FLOODPLAIN CONSTRAINTS SUPPLEMENT

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FLOODPLAIN CONSTRAINTS UPDATE

Floodplain constraints are relevant to the following sections:

- Regional overview of floodplain constraints (Chapter 3, page 17)
- Mandatory/State Policy Evaluation (Chapter 3, pages 21 - 28)
- Time Frame Evaluation (Chapter 3, pages 31 - 38)

Floodplain constraints and levee failure are the largest environmental infrastructure issues in the Central Valley. Future development in the Sacramento Region will be constrained by how the local cities, the Sacramento Area Flood Control Agency (SAFCA), and state legislation resolve floodplain constraints and levee reconstruction.

This Planning Study includes the most up-to-date floodplain-related GIS data available from the State of California Department of Fish and Wildlife. Levees in the Natomas area are anticipated to be recertified from 40-year to 100-year flood protection in June 2015. The city of West Sacramento is currently implementing a plan to achieve a 200-year level of flood protection.

FLOOD ZONE DEFINITION/DESCRIPTION¹ Zones B, C, and X

Areas outside the one percent annual chance floodplain, areas of one percent annual chance sheet flow flooding where average depths are less than one foot, areas of one percent annual chance stream flooding where the contributing drainage area is less than one square mile, or areas protected from the one percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones. In communities that participate in the National Flood Insurance Program (NFIP), flood insurance is available to all property owners and renters in these zones. An opportunity area in one of these zones could be developable within five years, depending on other time frame evaluation criteria.

¹ Source: <http://www.fema.gov/flood-zones>

Zone AR

Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to this zone. An opportunity area in one of these zones could be developable within 6 - 10 years, depending on other time frame evaluation criteria.

Zone A

Areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within these zones. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to this zone. An opportunity area in one of these zones could be developable within 11 - 25 years, depending on other time frame evaluation criterion.

WEST SACRAMENTO FLOOD RISK REDUCTION

A draft plan to implement enhanced flood risk reduction features around West Sacramento's perimeter was unveiled in July 2014 by the US Army Corps of Engineers Sacramento District. The plan includes "installing cutoff walls, raising levees, providing increased bank protection, as well as the construction of setback levee berms and relief wells to update the regions flood control system."²

Flood control projects are ongoing and by 2025 must meet stricter flood control standards imposed by the state.

² Source: <http://www.spk.usace.army.mil/Media/NewsReleases/tabid/1034/Article/486204/corps-unveils-draft-plans-for-west-sacramento-flood-risk-reduction.aspx>

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APPENDIX E

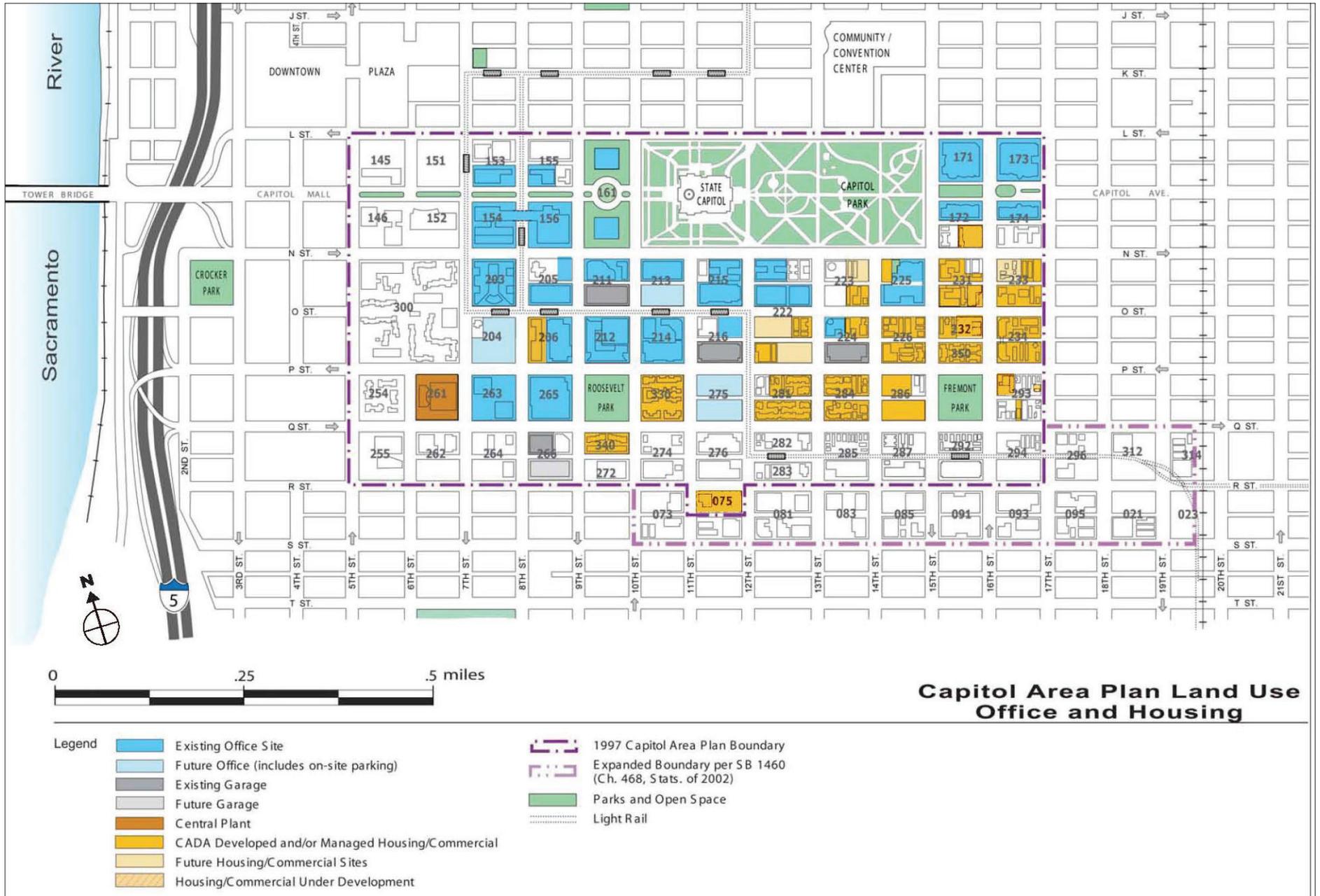
CAPITOL AREA PLAN LAND USE - OFFICE, AND HOUSING

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CAPITOL AREA PLAN, LAND USE, OFFICE AND HOUSING

Exhibit E.1

Source: <http://www.documents.dgs.ca.gov/resd/cac/January2015CapitolAreaPlanProgressReport.pdf>



Capitol Area Plan Land Use Office and Housing

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APPENDIX F

CONCEPTUAL COST ESTIMATES

CONCEPTUAL CONSTRUCTION COST ESTIMATES

The tables on the following two pages summarize the conceptual construction costs for each of the 41 assessed opportunity areas.

The opportunity areas are grouped into tables by time frame of potential development. To easily compare the construction costs, June 2015 (Year 1) construction costs are shown for all areas. To show the entire range of potential construction costs across a time period, costs are also escalated to the final year of the appropriate time frame. For example, conceptual construction costs for the Franchise Tax Board site, which falls within the first five-year Time Frame for development, are shown for Year 1 (2015) and Year 5 (2020). On the next page, the Department of Justice conceptual construction costs are shown for Year 1 (2015) and Year 10 (2025), as this site falls within the first 10-year time frame for development.

Gross square footages for most state-owned sites are based on the conceptual test fits (Chapter 3) and are shown in blue italic text. For other state-owned sites, the GSF is based on existing plans (e.g. Franchise Tax Board and Block 275). These sites, as well as all other non state-owned opportunity areas, are shown in black text. For large opportunity areas with the potential for multiple buildings, the conceptual cost shown is the estimate for one typical development. Thus the office GSF in the table below may be less than the potential GSF for the entire opportunity area.

1-5 YEAR TIME FRAME CONCEPTUAL CONSTRUCTION COSTS (ESCALATED TO 2020) Exhibit F.1

Opportunity Area #	Opportunity Area	Bldg Type ¹	GSF	June 2015		Cost Escalated to June 2020	
				Total	per GSF ¹	Total	per GSF ¹
6	Franchise Tax Board Site	Low-rise	350,000	\$86,226,000	\$246.36	\$110,047,000	\$314.42
8	Blocks 203 and 204	High-rise	1,509,700	\$675,907,787	\$447.71	\$862,642,580	\$571.40
9	Block 275	Mid-rise	500,000	\$204,500,000	\$409.00	\$260,995,000	\$521.99
10	Bonderson Building Site	High-rise	515,200	\$254,508,800	\$494.00	\$324,823,296	\$630.48
11	Food and Agriculture Annex Site	High-rise	272,800	\$150,040,000	\$550.00	\$191,491,960	\$701.95
13	CalPERS Building Site	High-rise	1,357,200	\$568,476,792	\$418.86	\$725,531,976	\$534.58
14	Natomas Gateway West	Low-rise	750,000	\$184,770,000	\$246.36	\$235,815,000	\$314
15	Natomas Crossing	Low- to mid-rise	850,000	\$209,406,000- 347,650,000	\$246.36- \$409.00	\$267,257,000- 443,691,500	\$314.42- \$521.99
18	Gateway	High-rise	860,000	\$483,320,000	\$562.00	\$616,852,200	\$717
19	Richards Blvd.Area/River District	High-rise	2,000,000	\$1,124,000,000	\$562.00	\$1,434,000,000	\$717
20	Railyards Area	Low- to high-rise	5,300,000	\$1,305,708,000- 2,978,600,000	\$246.36- \$562.00	\$1,666,426,000- 3,801,531,000	\$314.42- \$717.27
21	Downtown Core	High-rise	400,000	\$224,800,000	\$562.00	\$286,908,000	\$717
22	Granite Park	Low-rise	1,077,098	\$265,353,863	\$246.36	\$338,661,153	\$314
23	Depot Park (Valdez Avenue, Park Avenue, and Park Campuses)	Low-rise	500,000	\$123,180,000	\$246.36	\$157,210,000	\$314
24	Depot Park - Demetre Avenue Campus	Low-rise	300,000	\$73,908,000	\$246.36	\$94,326,000	\$314
25	Delta Shores	Low-rise	1,300,000	\$320,268,000	\$246.36	\$408,746,000	\$314
26	Bridge District	Mid-rise	750,000	\$306,750,000	\$409.00	\$391,492,500	\$522
33	Southport Business Park	Low-rise	2,600,000	\$640,536,000	\$246.36	\$817,492,000	\$314
47	Bradshaw Landing	Low-rise	750,000	\$184,770,000	\$246.36	\$235,815,000	\$314
49	Laguna Springs Corporate Center	Low-rise	220,000	\$54,199,200	\$246.36	\$69,172,400	\$314
50	Laguna Ridge/Laguna Springs	Low-rise	375,000	\$92,385,000	\$246.36	\$117,907,500	\$314.42
51	Laguna Ridge/Lotz Parkway North	Mid-rise	500,000	\$204,500,000	\$409.00	\$260,995,000	\$521.99
52	Laguna Ridge/Lotz Parkway South	Mid-rise	350,000	\$143,150,000	\$409.00	\$182,696,500	\$521.99
60	Union Park	Low-rise	525,000	\$129,339,000	\$246.36	\$165,070,500	\$314.42

1 Construction cost per GSF is the sum of the office building and site work construction costs (including surface parking or structure parking), divided by the GSF of office space. Cost estimates for state-owned sites with test fits are based on the site-specific constraints and improvements (Chapter 3). For all other opportunity areas, construction costs are based on generic building types. Year 1 construction costs are estimated using June 2015 dollars. Future construction costs are escalated at five percent per year.

2 The Bonderson Building is currently under review for renovation or replacement. Appendix G contains a conceptual cost estimate for a new building on the site, as well as a cost estimate for renovating the existing building.

6-10 YEAR TIME FRAME CONCEPTUAL CONSTRUCTION COSTS (ESCALATED TO 2025) Exhibit F.2

Opportunity Area #	Opportunity Area	Bldg Type ¹	GSF	June 2015		Cost Escalated to June 2020	
				Total	per GSF ¹	Total	per GSF ¹
1	<i>Department of Justice Site</i>	Mid-rise	1,008,000	\$478,800,000	\$475.00	\$611,079,840	\$606.23
1	<i>Department of Justice site (alternative)</i>	Mid-rise	1,533,000	\$728,175,000	\$475.00	\$929,350,590	\$606.23
2	<i>Lottery Commission Site</i>	High-rise	1,788,600	\$718,838,340	\$401.90	\$917,426,598	\$512.93
3	<i>State Printing Plant Site</i>	High-rise	1,344,000	\$747,264,000	\$556.00	\$953,715,840	\$709.61
5	<i>Caltrans Lab</i>	Low-rise	845,000	\$208,174,200	\$246.36	\$265,684,900	\$314.42
12	<i>Resources Building Site</i>	High-rise	354,000	\$182,310,000	\$515.00	\$232,578,000	\$657.00
16	West El Camino and Interstate 80	High-rise	420,000	\$171,780,000- 236,040,000	\$409.00- \$562.00	\$219,235,800- 301,253,400	\$521.99- \$717.27
17	Kings Arena Site	Mid-rise	3,500,000	\$143,150,000	\$409.00	\$1,826,965,000	\$521.99
27	Washington District	High-rise	800,000	\$449,600,000	\$562.00	\$573,816,000	\$717.27
28	West Capitol Downtown	Mid-rise	1,000,000	\$409,000,000	\$409.00	\$521,990,000	\$521.99
29	Pioneer Bluff Area	Mid-rise	4,050,000	\$1656,450,000	\$409.00	\$2,114,059,500	\$521.99
35	Metro Gateway Center	Low to mid-rise	2,500,000	\$615,900,000- 1022,500,000	\$246.36- \$409.00	\$786,050,000- 1,304,975,000	\$314.42- \$521.99
61	Evergreen Zinfandel at Capital Center	Low-rise	1,000,000	\$246,360,000	\$246.36	\$314,420,000	\$314.42

11-25 YEAR TIME FRAME CONCEPTUAL CONSTRUCTION COSTS (ESCALATED TO 2040) Exhibit F.3

Opportunity Area #	Opportunity Area	Bldg Type ¹	GSF	June 2015		Cost Escalated to June 2020	
				Total	per GSF ¹	Total	per GSF ¹
31	Stone Lock District	Mid-rise	750,000	\$306,750,000	\$409.00	\$391,492,500	\$521.99
32	Seaway International Trade Center	Mid-rise	1,500,000	\$613,500,000	\$409.00	\$782,985,000	\$521.99
40	Mather Field SPA	Low-rise	Unknown	Unknown	\$246.36	Unknown	\$314.42
41	Easton Place/Aerojet SPA	Low-rise	3,500,000	\$862,260,000	\$246.36	\$1,100,470,000	\$314.42
43	Auburn Blvd Corridor	Low-rise	1,000,000	\$246,360,000	\$246.36	\$314,420,000	\$314.42

Development Feasibility Evaluation: 26-40 Year Time Frame

No opportunity areas are currently identified for development feasibility, within the 26-40 year time frame.

¹ Construction cost per GSF is the sum of the office building and site work construction costs (including surface parking or structure parking), divided by the GSF of office space.

Cost estimates for state-owned sites with test fits are based on the site-specific constraints and improvements (Chapter 3). For all other opportunity areas, construction costs are based on generic building types. Year 1 construction costs are estimated using June 2015 dollars. Future construction costs are escalated at five percent per year.

² The Bonderson Building is currently under review for renovation or replacement. Appendix G contains a conceptual cost estimate for a new building on the site, as well as a cost estimate for renovating the existing building.

CONCEPTUAL CONSTRUCTION COST ESTIMATES FOR STATE-OWNED SITES AT ALTERNATIVE TIME FRAMES

The information below lists the conceptual cost estimates for state-owned sites in Year 1 (2015), and then escalates these potential costs to the end of each development time frame. Throughout the report, Year 0 refers to June 2015, since that is the most recent date for which statewide property data is available. Cost estimates assumed

a construction date of June 2015, or Year 1, of this Planning Study's development time frames. The detailed conceptual cost estimates for each of the state-owned sites, as well as the three generic building types, are found in separate volume as Appendix G of this Planning Study.

Department of Justice Site - Opportunity Area #1

2015 (Year 1)	\$ 478,800,000
2020 (Year 5)	\$ 611,083,612
2025 (Year 10)	\$ 779,914,747
2040 (Year 25)	\$ 1,621,386,746
2055 (Year 40)	\$ 3,370,746,595

Lottery Commission Site - Opportunity Area #2

2015 (Year 1)	\$ 718,838,340
2020 (Year 5)	\$ 917,440,120
2025 (Year 10)	\$ 1,170,911,910
2040 (Year 25)	\$ 2,434,241,764
2055 (Year 40)	\$ 5,060,613,799

State Printing Plant Site - Opportunity Area #3

2015 (Year 1)	\$ 747,264,000
2020 (Year 5)	\$ 953,719,266
2025 (Year 10)	\$ 1,217,214,314
2040 (Year 25)	\$ 2,530,501,139
2055 (Year 40)	\$ 5,260,730,125

Caltrans Lab Site - Opportunity Area #5

2015 (Year 1)	\$ 207,174,200
2020 (Year 5)	\$ 264,412,612
2025 (Year 10)	\$ 337,464,941
2040 (Year 25)	\$ 701,565,376
2055 (Year 40)	\$ 1,458,504,029

Blocks 203 and 204 - Opportunity Area #8

2015 (Year 1)	\$ 675,907,787
2020 (Year 5)	\$ 862,648,646
2025 (Year 10)	\$ 1,100,982,562
2040 (Year 25)	\$ 2,288,863,674
2055 (Year 40)	\$ 4,758,383,191

Bonderson Building Site - Opportunity Area #10

2015 (Year 1)	\$ 254,508,800
2020 (Year 5)	\$ 324,824,889
2025 (Year 10)	\$ 414,568,017
2040 (Year 25)	\$ 861,857,132
2055 (Year 40)	\$ 1,791,739,079

Food and Agriculture Annex Site - Opportunity Area #11

2015 (Year 1)	\$ 150,040,000
2020 (Year 5)	\$ 191,493,286
2025 (Year 10)	\$ 244,399,350
2040 (Year 25)	\$ 508,088,695
2055 (Year 40)	\$ 1,056,279,906

Resources Building Site - Opportunity Area #12

2015 (Year 1)	\$ 182,310,000
2020 (Year 5)	\$ 232,678,892
2025 (Year 10)	\$ 296,963,779
2040 (Year 25)	\$ 617,366,369
2055 (Year 40)	\$ 1,283,460,342