



# Sacramento Region State Office Planning Study



Prepared for the State of California Department of General Services  
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# Sacramento Region

## State Office Planning Study

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Real Estate Services Division

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#### FOREWORD FROM DEPUTY DIRECTOR

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 and a powerful analysis matrix 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. The DGS intends to update this working document as conditions change to ensure 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, 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 the Department of General Services is developing to create smart State work places of the future. In addition to cost and productivity imperatives, these must be buildings that are flexible enough to accommodate an uncertain future, designed to serve modern and future work forces, 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 account for, and Internet and technological capabilities to seize. The only thing certain is that the 21st century in California will be very different from the 20th. Armed with tools like this, the Department of General Services can continue to help the State face its real estate challenges, take advantage of workplace and work force developments, and map the best path to an economical and highly productive future.

  
Doug Button  
Deputy Director

# Sacramento Region

## State Office Planning Study

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## 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, which 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 between mid 2007 and early 2008. 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’s office space requirement in the Sacramento region. The Department of Finance projects the State’s population to increase by approximately 15 percent per decade, equating to an additional 21 million California residents in the next 40 years. 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 13.7 million net square feet (NSF) by 2046, as shown in Exhibit 0.1. The State of California currently occupies over 17 million NSF of office space in the Sacramento region, including 10 million NSF in State-owned space and over 7 million NSF in leased space.

**Projected Additional Sacramento Region State Office Space Need**  
**Exhibit 0.1**

Projected Additional Office Space Need	NSF
Near-term: (2007 - 2016)	3.1 million
Mid-term: (2017 - 2031)	4.7 million
Long-term: (2032 - 2046)	5.9 million
<b>Cumulative Projected Additional 40-Year Office Space Need</b>	<b>13.7 million</b>

The projected overall State office space demand in the region is likely to exceed 30 million NSF by 2046. In addition to this long-term requirement, several large agencies currently dispersed in multiple locations have individual existing office space consolidation requirements ranging from 150,000 – 800,000 NSF and totaling 3.2 million NSF (Exhibit 2.10). State budget conditions and operations efficiencies impacting specific agency program needs could affect actual year-to-year occupancy totals. However, historical trends in the State's office space needs correlate to population growth, supporting an assumed overall growth pattern over the long term.

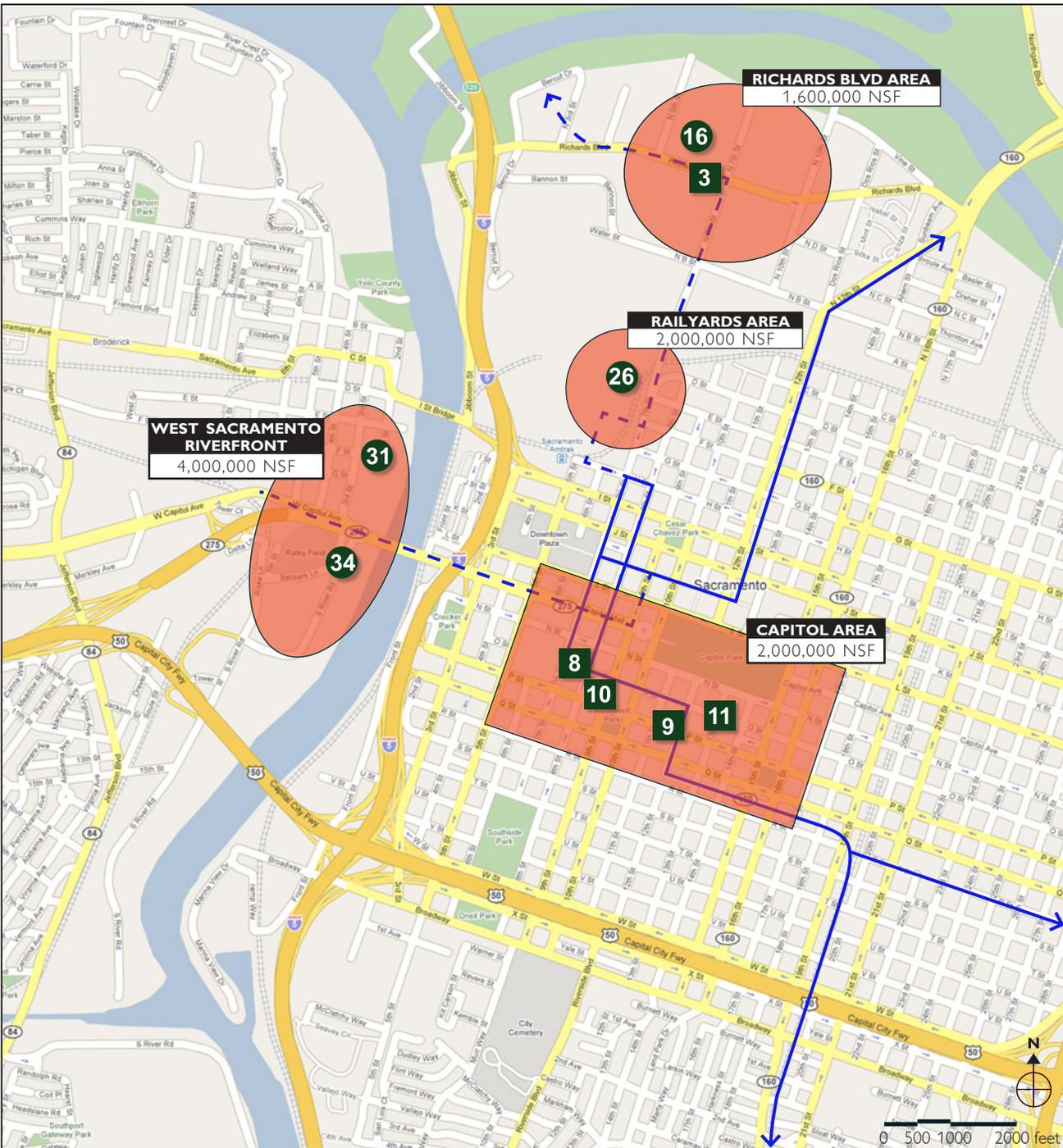
This Planning Study identifies optimum development areas that could address portions of this anticipated need. These areas include a mix of State-owned and non State-owned areas, as well as a mix of downtown and suburban locations. They are highlighted from a planning standpoint based on factors that include ownership, transportation access, improvement status, context, infrastructure, size and capacity, development costs, building type, and location, per information gathered from State, regional, and local government entities, as well as private sector sources. The assessment matrix tool included in this Planning Study can be utilized as an ongoing evaluation process as conditions and future plans and projects shape the development potential of other areas in the region.

## **NEAR-TERM DEVELOPMENT OPPORTUNITIES**

The two State-owned office development sites remaining under the Capitol Area Plan, Blocks 203 and 204, and Block 275, could provide up to 1.4 million NSF of office space. An additional 600,000 NSF of office space development could be achieved by demolishing the inefficient Bonderson Building and the aging Food and Agriculture Annex, and building contemporary, energy efficient, and sustainable facilities that make better and more efficient use of the sites.

In addition to the Capitol Area, two other strategic nodes offer near-term development opportunities: the Richards Boulevard Area and Railyards Area; and the West Sacramento Riverfront Area. The State owns land in the redeveloping Richards Boulevard Area that has excellent access to a planned future light rail station at North 7th Street and Richards Boulevard. The State-owned site of the current State Printing Plant could yield an additional 1 million NSF of office development if the current use is relocated and the buildings are demolished. It is located close to the Lottery Commission site, currently proposed for a new development project to house Commission operations. The redevelopment potential of the Railyards Area, which could include up to 2 million NSF of office space, may offer further consolidation opportunities. Focused development in the Richards Boulevard Area and Railyards Area would allow the State to locate programs close to the existing downtown State office campus, planned future light rail stations and service extensions, and proposed housing development.

The West Sacramento riverfront, which includes both the Triangle Specific Planning Area (SPA) and the Washington SPA, could also serve as a concentration of State office development. Several large State programs have already committed to long-term occupancy in the area. Specific plans and the Sacramento Riverfront Master Plan seek to create this area as a center of regional importance with mixed-use development, significant infrastructure improvements, and enhanced connections to the riverfront and Sacramento. Freeway access to the area is good and a proposed streetcar could connect the area to the Capitol within five to seven years.



**Near-Term Strategic Development Areas**

**Exhibit 0.2**

CAPITOL AREA	
	Potential NSF
8	Blocks 203 and 204 1,000,000
9	Block 275 400,000
10	Bonderson Building Site 400,000
11	Food & Agri Annex Site 200,000
Sub-Total* 2,000,000	

RICHARDS BOULEVARD AREA	
	Potential NSF
3	State Printing Plant Site 1,000,000
16	Richards Boulevard Area 600,000
Sub-Total* 1,600,000	

RAILYARDS AREA	
26	Railyards Area Sub-Total* 2,000,000

WEST SACRAMENTO RIVERFRONT	
	Potential NSF
31	Washington SPA 600,000
34	Triangle SPA 3,800,000
Sub-Total* 4,000,000	

Total Potential NSF\* 10,000,000

\* Rounded to millions of net square feet.

- State-Owned Opportunity Site
- Non State-Owned Opportunity Area
- Light Rail Transit (LRT) Route
- Future LRT or Streetcar Route

## MID-TERM DEVELOPMENT OPPORTUNITIES

To address mid-term office space needs, the State can continue to consider any of those areas mentioned above that have not realized full development, since the development capacity of these State-owned and non State-owned areas exceeds the near-term projected additional State office space need. Also for future consideration, the Natomas Employment Center area could present a unique opportunity in 10 to 25 years for a suburban office campus location near planned future transit. Development in the Natomas area could be lower scale and, therefore, less expensive to construct than in urban areas. The need for levee rebuilding and the absence of transit present constraints for near-term development, but represent minor risks in the long term, if improvements are funded and constructed as proposed. To be prepared for development in the Natomas area, the State could seek parcels or potential collections of parcels for future development that are near the planned transit stations, Interstate 5 access, and with a development capacity of at least 1 million NSF.

## LONG-TERM DEVELOPMENT OPPORTUNITIES

Several major redevelopment or master planned projects throughout the region may present opportunities in 25 to 40 years for State office campuses. At this time, the most compelling areas to monitor for potential State development in the long term are McClellan Tech Center, Metro Air Park Specific Plan Area, and Easton Place/Aerojet Specific Plan Area. 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.

### Potential Office Development Exhibit 0.3

NEAR-TERM	POTENTIAL NSF
Blocks 203 and 204	1,000,000
Block 275	400,000
Bonderson Building Site	400,000
Food & Agricultural Annex Site	200,000
State Printing Plant Site	1,000,000
Richards Boulevard Area	600,000
Railyards Area	2,000,000
Washington SPA	600,000
Triangle SPA	3,800,000
<b>Total Net Square Feet<sup>1</sup></b>	<b>10,000,000</b>

MID-TERM	POTENTIAL NSF
Natomas EC Area <sup>1</sup>	1,000,000

LONG-TERM	POTENTIAL NSF
Metro Air Park SPA	1,000,000
Easton Place / Aerojet SPA	1,000,000
McClellan SPA	1,500,000
<b>Total Net Square Feet<sup>1</sup></b>	<b>4,000,000</b>

<sup>1</sup> Rounded to millions of net square feet.

## CONCLUSION

In addition to the State-owned sites already mentioned, this Planning Study includes massing concepts for other State-owned sites that may provide redevelopment opportunities for specific agency program needs. Presented in Chapter 3 (page 3-46), these sites could yield an additional 2 million NSF of office space development. Their development potential should be assessed as current uses change and are accommodated elsewhere.

The State of California's presence in the Sacramento region is distinguished by the development of the unique, mixed-use urban community of the Capitol Area; and 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 in the region that are studied offer diverse opportunities that may meet individual agencies' program needs, advance the State's strategic planning goals, and support local governments' redevelopment efforts.



## CHAPTER 1

# REGIONAL PLANNING AND DEVELOPMENT BACKGROUND



## INTRODUCTION TO PLANNING STUDY

In 2007, the California State Department of General Services (DGS), contracted with Hellmuth, Obata + Kassabaum (HOK) consultant team 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.

With the backdrop of State policies, statutory requirements, and current regional planning conditions, this Sacramento Region State Office Planning Study (Planning Study) presents a comprehensive regional perspective to accomplish the following:

- Identification of development capacity of State-owned properties;
- Assessment of development considerations for non State-owned opportunity areas for the State's future office space needs over near, mid and long-term periods; and
- Recommendation of next steps to address the State's office space needs, including interim studies and development priorities.

This Planning Study focuses on defining the State's projected office space needs in the Sacramento region and providing general location options for addressing these program needs over a time period of up to 40 years. This Planning Study is meant to be a framework based on 2007 conditions and projections, with the understanding that the potential opportunity areas and their regional context will evolve over time. This document also identifies those conditions and planning activities that can be updated in the future.

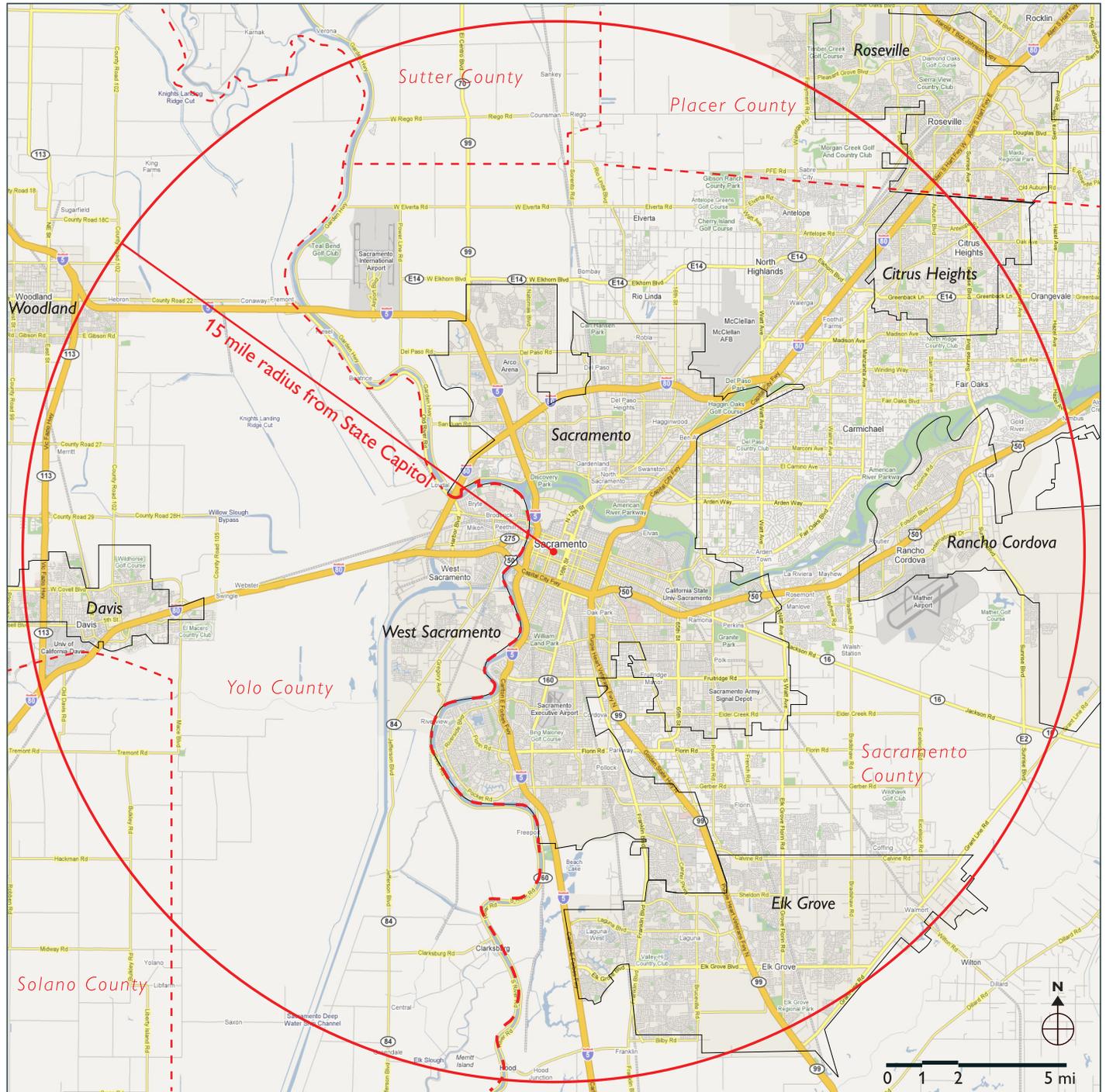
### STUDY AREA

The project study area encompasses a 15-mile radius from the State Capitol in downtown Sacramento (Exhibit 1.1, page 1-2).

The three jurisdictions primarily located within the study area boundaries are the County of Sacramento, the City of Sacramento, and the City of West Sacramento. Other jurisdictions partially located in the study area are: the Counties of Yolo, Sutter, Solano, and Placer, as well as the cities of Rancho Cordova, Elk Grove, and Citrus Heights. The study area excludes the City of Davis, which previously indicated that it should not be considered for a large State office project.

Currently, 120 State agencies are scattered in more than 500 locations throughout the Sacramento region (Exhibits 2.1A and 2.1B, pages 2-2 and 2-3). While this Planning Study addresses the projected office space needs for all 120 agencies, additional focus is given to 18 agencies previously identified by the State for prioritized office space consolidation.

**Project Study Area**  
**Exhibit 1.1**



## PROJECT PROCESS

The project is organized into four distinct efforts, corresponding to the four chapters 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 from 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 offices, using information gathered from previous State reports, the Department of Finance 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 the 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. The optimum areas serve as a set of alternatives from which the State may choose to pursue sites for development or acquisition.

### Chapter 4 - Summary of Findings

This chapter summarizes this Planning Study's findings to consider for satisfying the State's near and long-term office space needs. Strategic groups of opportunity areas that meet optimum development requirements are identified and discussed.



## 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. A presentation of the current real estate market and projects is provided. Additionally, the 48 development opportunity areas to be assessed later in the study are presented.

### 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:

- Facilities to be located on existing public transit corridors and
- Facilities to be within ¼ mile of transit with at or above average level of service 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

The Capitol Area Plan is the official master plan for the Capitol Area, as mandated by State law. The DGS is responsible for administering the Capitol Area Plan. The Plan guides the development of State facilities on State-owned land in downtown Sacramento between 5th 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 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 that are currently used for surface parking, consistent with their land use designations.

- Maintain parking management strategies for existing and new development that 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 (TSMP)**

The TSMP, an action item in the Capitol Area Plan, was published in 2003 by the DGS in conjunction with the Sacramento Capitol Area Parking Study (2002). The intent is to promote alternatives to single-occupant vehicles to 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 (MPO) 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 elements are 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**

Every four years, SACOG must produce a long-range regional transportation plan covering at least 20 years. This plan is called the Metropolitan Transportation Plan

(MTP). The current MTP extends to 2027 (2006 Metropolitan Transportation Plan, SACOG, March 16, 2006). 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 to conform with the Metropolitan Transportation Plan (MTP) in order to receive federal funding.

By 2027, the State forecasts the region's population to reach 2.9 million, a 37 percent increase from today. The MTP indicates that with the increase in population will come a 54 percent increase in travel over the current level, which will result in a continued increase in congestion on all major (freeway) facilities. Overall, 15 percent of a driver's time today is spent in congestion; this will increase to 24 percent by the year 2027. The congestion will not only impact automobile travel, but also local bus service, as buses share the road with automobiles. Light rail service is, in most cases, in its own guideway and not affected by roadway congestion. This will allow light rail service to compete with the automobile with regard to travel time during the peak period (7-9 AM and 4-6 PM).

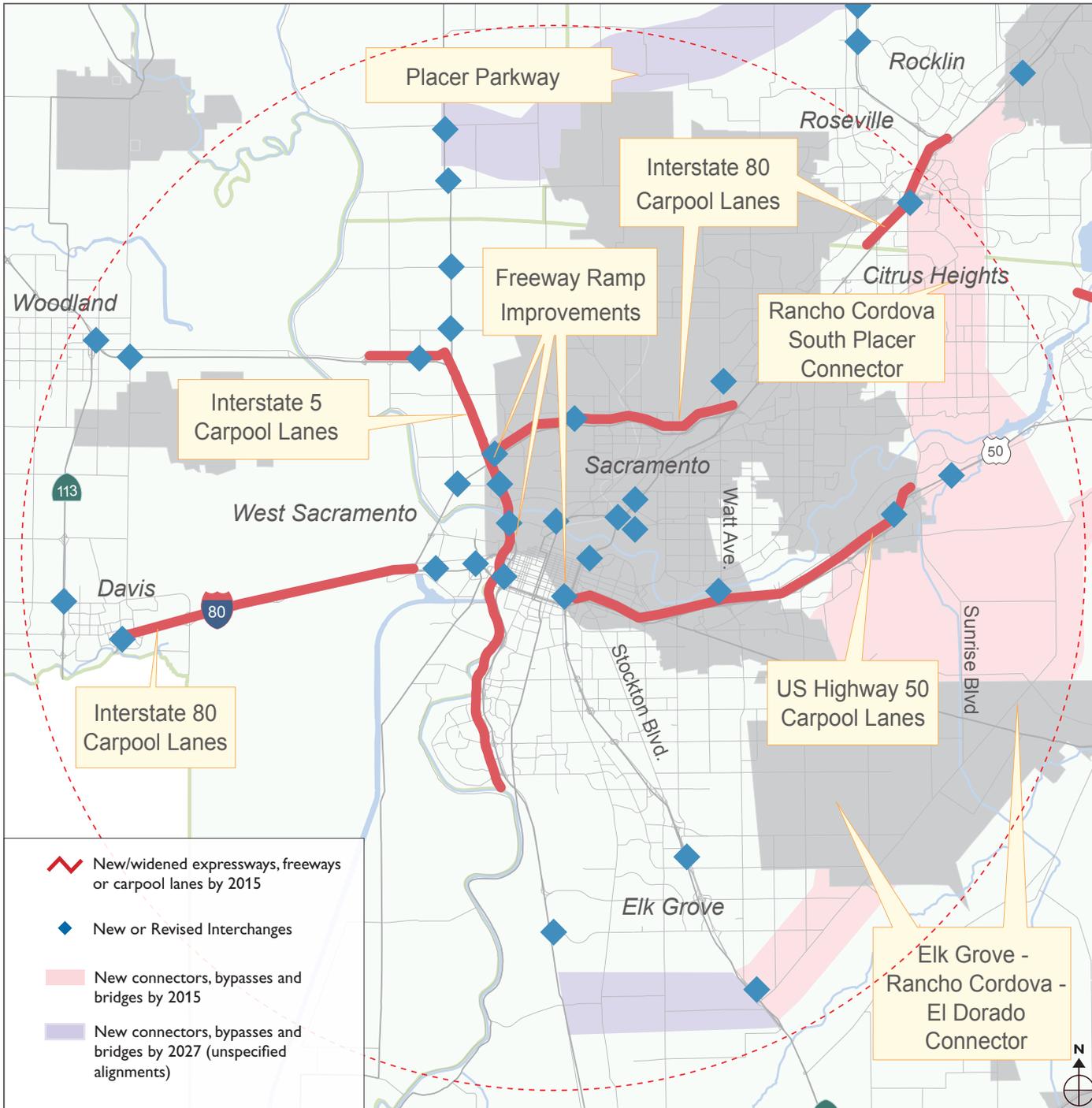
The MTP serves as the basis for this Planning Study's assessment of development opportunity areas in relation to transit stations and transportation level of service. Exhibits 1.2 and 1.3 show Tier 1 (funding assured) and Tier 2 (unfunded) major transit projects in the region. In the next 20 years, the 2027 MTP identifies several improvements to the region's major transit system, including the following light rail transit (LRT) line extensions:

- Blue (Watt Avenue) Line: northeast to Antelope Road
- Blue (Meadowview) Line: south to Elk Grove (Consumnes River College)
- DNA Line (planned): from Downtown Sacramento north to Sacramento International Airport

Bus Rapid Transit (BRT) is also included in the MTP. BRT is bus service with a combination of measures such as fixed station locations (i.e. light rail stations), high capacity buses, limited stops, guideways separated from mixed vehicular traffic, and preferential treatment at intersections. BRT services are expected on Watt Avenue from Folsom Boulevard to McClellan Park (by 2010) and on Sunrise

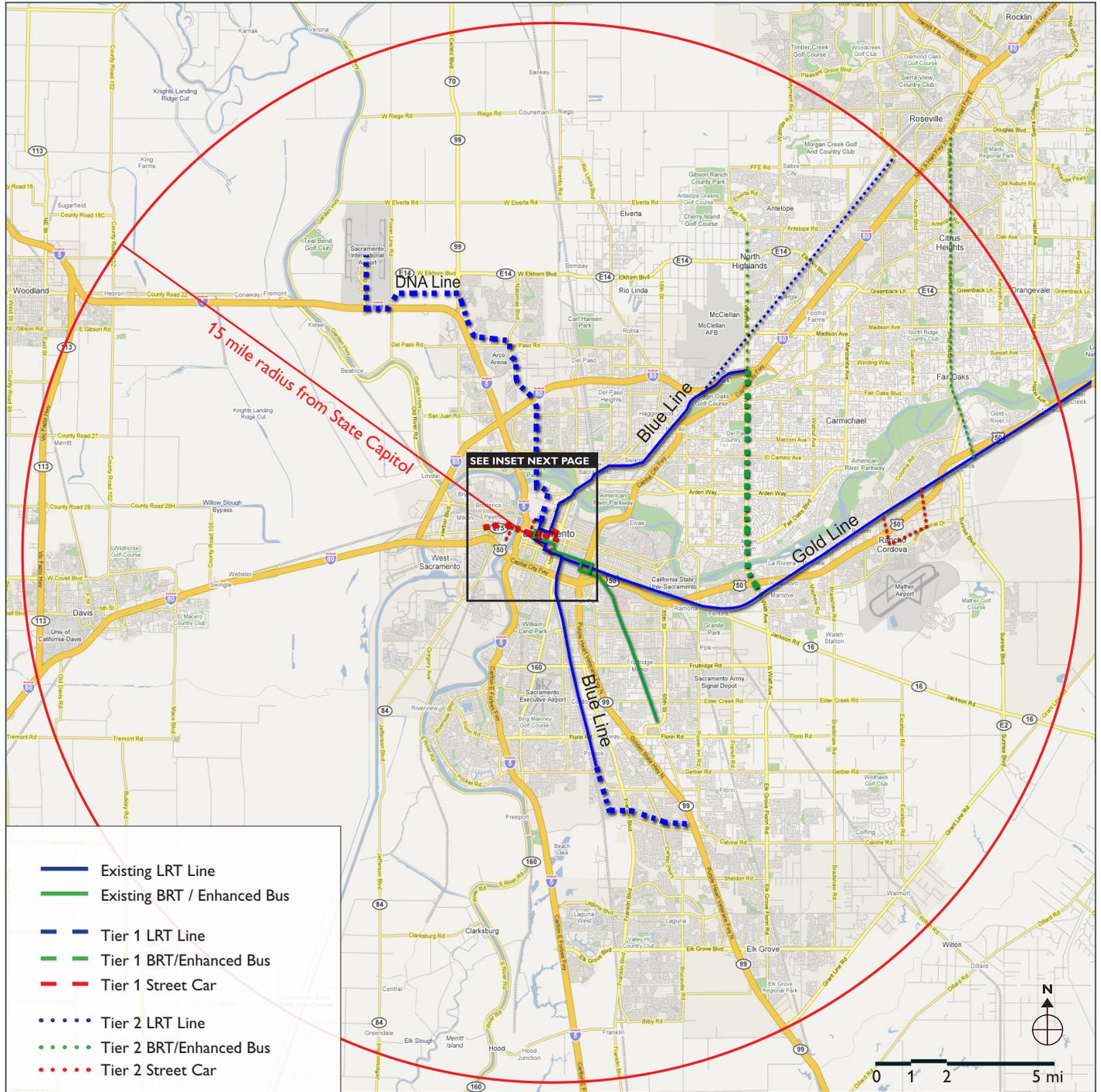
**2006 Metropolitan Transportation Plan - Major Projects Map**  
**Exhibit 1.2**

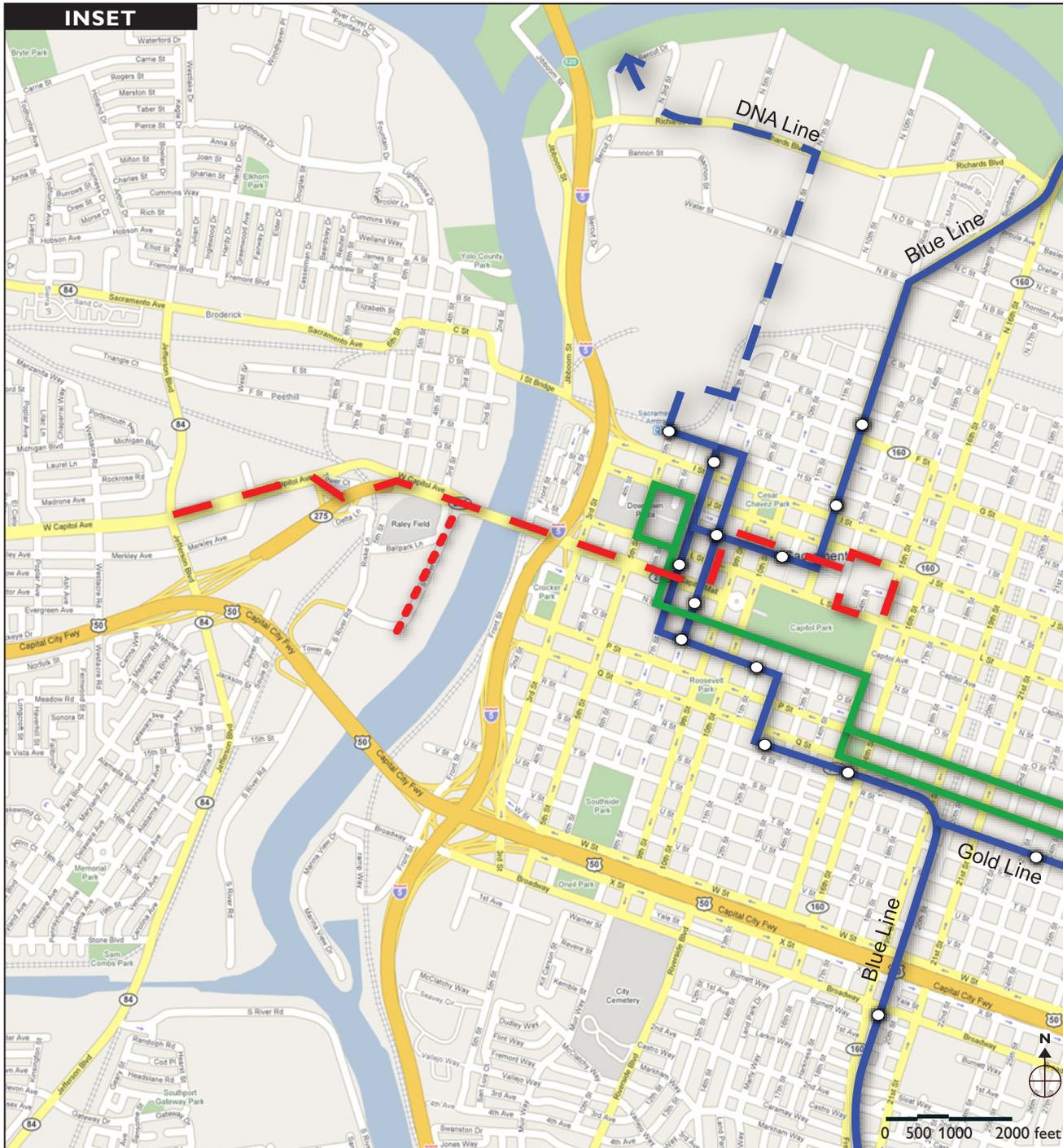
Source: SACOG, 2006 Metropolitan Transportation Plan, Adopted March 16, 2006, Map 5, p. 170.



**Existing and Planned Transit**  
**Exhibit 1.3A**

Source: Sacramento Area Council of Governments and Regional Transit (2006)





**Existing and Planned Transit,  
Downtown Inset  
Exhibit 1.3B**

Source: Sacramento Area Council of Governments  
and Regional Transit (2006)

Boulevard from Douglas Road to the Placer County Line (by 2013). Additionally, the City of West Sacramento and the City of Sacramento are in the process of evaluating the feasibility of streetcar service between the two cities via the Tower Bridge.

Exhibit 1.2 shows the planned freeway-related projects in the 2027 MTP. Major roadway system improvements identified in the MTP include high occupancy vehicle (HOV) lanes on US Highway 50 from Sunrise Boulevard to downtown Sacramento, on I-5 from Pocket Road to US Highway 50, from Richards Boulevard to Airport Boulevard, on I-80 from Longview Drive to I-5, and from Richards Boulevard (in Davis) to Jefferson Boulevard. These improvements would allow express bus service to bypass congestion in these corridors.

SACOG is in the process of finalizing the MTP 2035 based on comments in the environmental impact report (EIR). A final MTP 2035 is expected to be presented to the SACOG Board of Directors in mid-2008.

## 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 1,000 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 square feet of office space. Currently, the City of Sacramento's parking standards are the following:

- Central business district - 1.7 spaces to 2 spaces per 1,000 gross square feet of office space.
- Central city area - 2.2 spaces to 2.5 spaces per 1,000 gross square feet of office space.
- Outside central city - 2.5 spaces to 3.6 spaces per 1,000 gross square feet

The parking standard for the City of West Sacramento is 3.3 spaces per 1,000 gross square feet 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, 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 gross square feet of office space.

For State leased space in a private sector-owned office 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.

## TRANSIT SERVICE

In the Sacramento region, transit service is provided by a multitude of 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. RT is currently updating its long-range transit plan. The process, which began in July 2007, is expected to be completed by February 2009. The current 20-Year vision is included in the Appendix and is consistent with the MTP-based maps on the previous pages of this Planning Study.

### 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

The transit agencies identified above provide service generally within the peak commuter period of 7-9 AM and 4-6 PM to downtown Sacramento.

### **Light Rail Service**

Light rail service is currently provided via two lines: one from Watt Avenue/I-80 to Meadowview via Downtown Sacramento (Blue Line) and the second, from Folsom to the Sacramento Valley Station in downtown Sacramento (Gold Line).

### **Commuter Rail Service**

Regional commuter (Capitol Corridor) and interstate rail service (Amtrak) is provided at the Sacramento Valley Station at 5th Street and I Street. In downtown Sacramento, the station serves as an intermodal station with local bus service providers also terminating there.

## **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, of integrating development within existing centers and community revitalization, of preserving civic and natural assets, and of 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. It does so by setting height limits and setbacks on buildings and streets near the 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 in incorporating smart growth principles into the planning and locational decisions of the DGS. These directives include criteria to consider 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 23 and Senate Resolution 12.<sup>1</sup> The resolutions, entitled "Smart Growth Approaches to Land Use and Development," encourage State agencies to utilize the following five smart growth principles in

<sup>1</sup> Department of Housing and Community Development <<http://www.hcd.ca.gov/leg/1999ChapteredBills.html>>.

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, and 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.

### **AB 1493 and AB 32-The Global Warming Solutions Act**

In the 2000s, the smart growth debate encompasses greenhouse gas concerns and energy use. The State of California is seeking to reduce greenhouse gas 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 Environmental Impact Reports (EIRs) to limit impacts on greenhouse gas emissions.

A California Energy Commission (CEC) study found that California could reduce statewide transportation energy consumption by 3-10 percent with the implementation of smart growth policies. In a related effort, the CEC funded the development of the software that many states, regions, cities and SACOG use to

coordinate land use and transportation planning.

### **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 and leased by the State:

- All new and renovated (over 10,000 square feet) buildings 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.

### **Excellence in Public Buildings (EIPB)**

In 2004, the Division of the State Architect and the Real Estate Services Division of the DGS initiated the Excellence in Public Buildings (EIPB) program. By guiding the design, construction and modernization of State buildings under the 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 "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, if an initial environmental study finds potential significant environmental impacts from a project, then an Environmental Impact Report (EIR) must be prepared. Environmental impacts include direct or indirect impacts on the environment such as air pollution, damage to historical resources or noise and traffic. An EIR typically takes nine to twelve months to prepare, but can sometimes take more than a year. The EIR is subject to public review and comments during the public review period. These require specific response.

### **US ENVIRONMENTAL PROTECTION AGENCY INITIATIVES**

The US Environmental Protection Agency (EPA) advocates, provides technical assistance for, and funds smart growth nationwide. They recently funded the California Department of Transportation (Caltrans) to create a “smart mobility scorecard.” The scorecard evaluates the level to which local and regional plans provide transportation choices. Caltrans provides resources and funding for plans that provide ample choice. Examples include investment into transit-oriented development, bike lanes and safe routes to school programs. The program aims to reduce pollution from automobiles.

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:

- 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. In December 2004, the SACOG Board of Directors approved the Preferred Blueprint Scenario for 2050, (Exhibit 1.4 – Preferred Blueprint Scenario 2050) 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:

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

Geographically, the Scenario 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.

There is currently an imbalance between housing and employment centers – throughout the region and between commute corridors. Smart growth policies at the State, regional and local levels, however, direct growth along existing and proposed transit corridors.

Growth in mixed-use, transit-oriented developments along transit corridors will start to balance the live-work correlation and mitigate commuting impacts. With

this development pattern over the next 20 years, and beyond, three regional employment centers will emerge. These job centers are, listed in order of size:

- Downtown Sacramento/West Sacramento
- Folsom/Rancho Cordova
- Roseville/Rocklin

While Folsom and Roseville/Rocklin are situated beyond the study area, they will influence the dynamics of labor pools and commute times for the Sacramento area. The Preferred Blueprint Scenario for 2050 envisions employment-focused mixed-use, low-density mixed-use, office and commercial industrial development in the Roseville-Rocklin area. Mixed-use corridors are also planned in the Folsom area. Corridors in Folsom and Rancho Cordova are already being redeveloped with office and mixed-use buildings at major transit nodes. These developments will reinforce the importance of regional connectivity by light rail and local transit access. The downtown area, as the hub of the region's light rail lines, will therefore benefit from these new centers and maintain its importance as a primary regional office address.

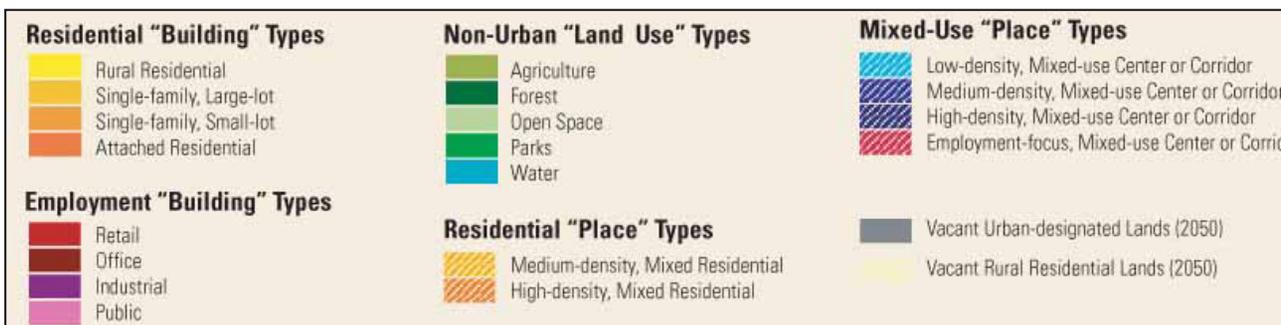
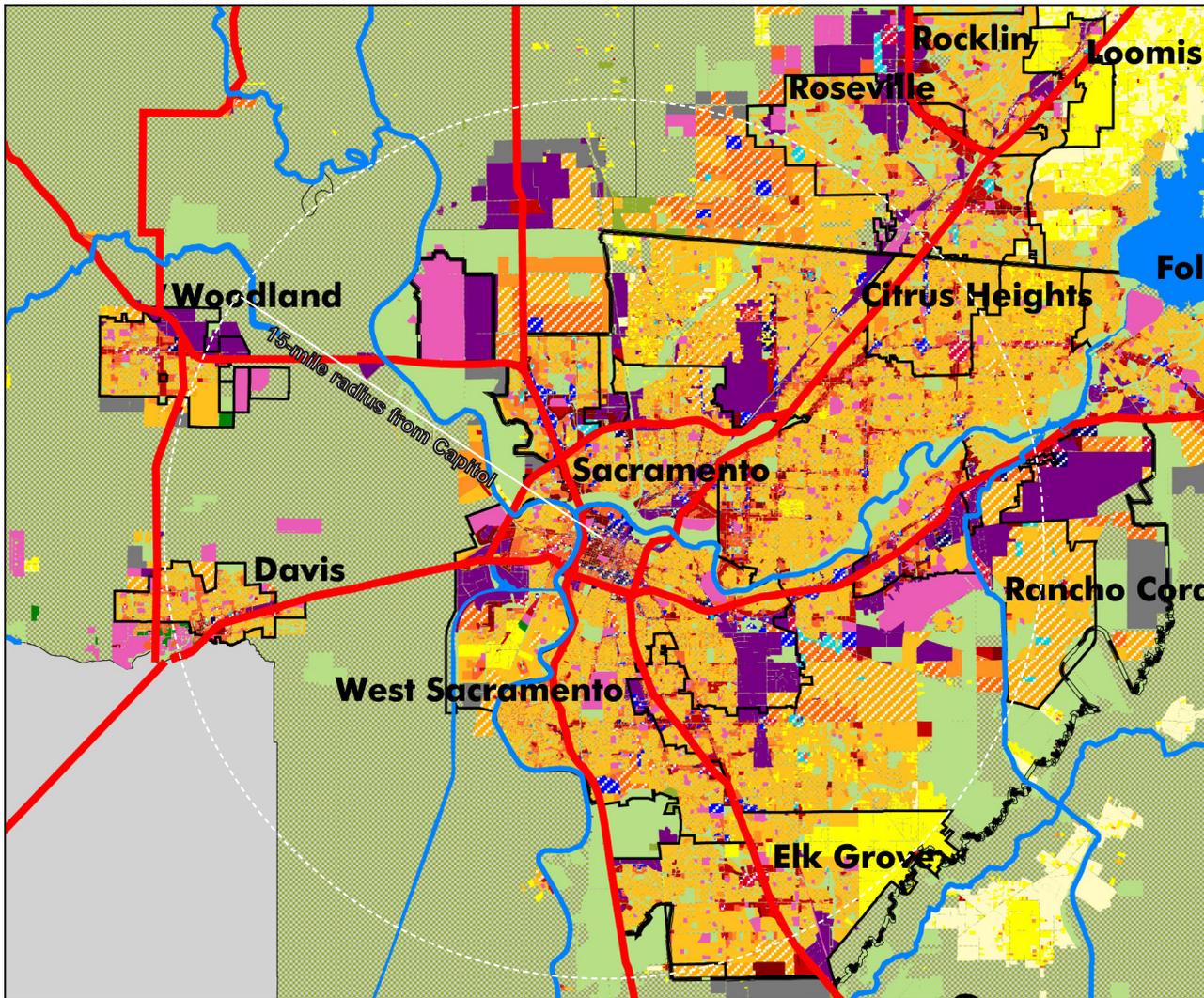
## LOCAL PLANNING

Recognizing that conventional growth and development practices are not adequately addressing increased traffic congestion, decreased air quality, loss of open space and regional economic competitiveness, many local, regional and State governments are turning to smart growth principles. The smart growth principles of most organizations, such as SACOG, reflect a commitment to long-term environmental sustainability, economic viability, social equity and improved quality of life.

With the approval of the SACOG Preferred Blueprint Scenario 2050 and the MTP 2006, local jurisdictions are reviewing and revising their General Plans to coordinate with the regional vision. Since the City of Sacramento, the City of West Sacramento, and the County of Sacramento are updating their General Plans, the consultants and State representatives met with individual jurisdictions to summarize existing trends, plans and future initiatives.

**Preferred Blueprint Scenario 2050**  
**Exhibit 1.4**

Source: Sacramento Area Council of Governments (2006)



Local jurisdictions have undertaken planning efforts to redevelop underutilized, former industrial lands, foster transit-oriented development, and encourage mixed-use redevelopment downtown. Many of the opportunity areas assessed in this Planning Study are included in these planning efforts. They are explored further in the Development Opportunity Areas section on page 1-23.

Maps from the General Plans of the Counties of Sacramento, Yolo, Solano, Sutter, Placer and the Cities of Sacramento, West Sacramento, Rancho Cordova, Elk Grove and Citrus Heights are included in the Appendix.

## 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/infrastructure concerns in the Sacramento region. (See Exhibit 1.5 - Floodplain Constraints Map) Given this fact, State office development will be strongly influenced by future policies that respond to these issues. Sacramento Area Flood Control Agency (SAFCA) policy and State legislation are in transition and will result in uncertainty in development practices until these issues are resolved.

The levees in the Natomas area were recently deemed unfit to protect against the 100-Year flood level, or “decertified” by the Federal Emergency Management Agency (FEMA). A bond has been passed to rebuild the levee, which could be rebuilt and recertified within five years.

The levee in West Sacramento is being suggested for decertification. Development behind these levees will need to be raised above flood levels in order to be approved for construction. As a result of the levee decertification, the Triangle Area (on the Sacramento River South of the Tower Bridge and North of US

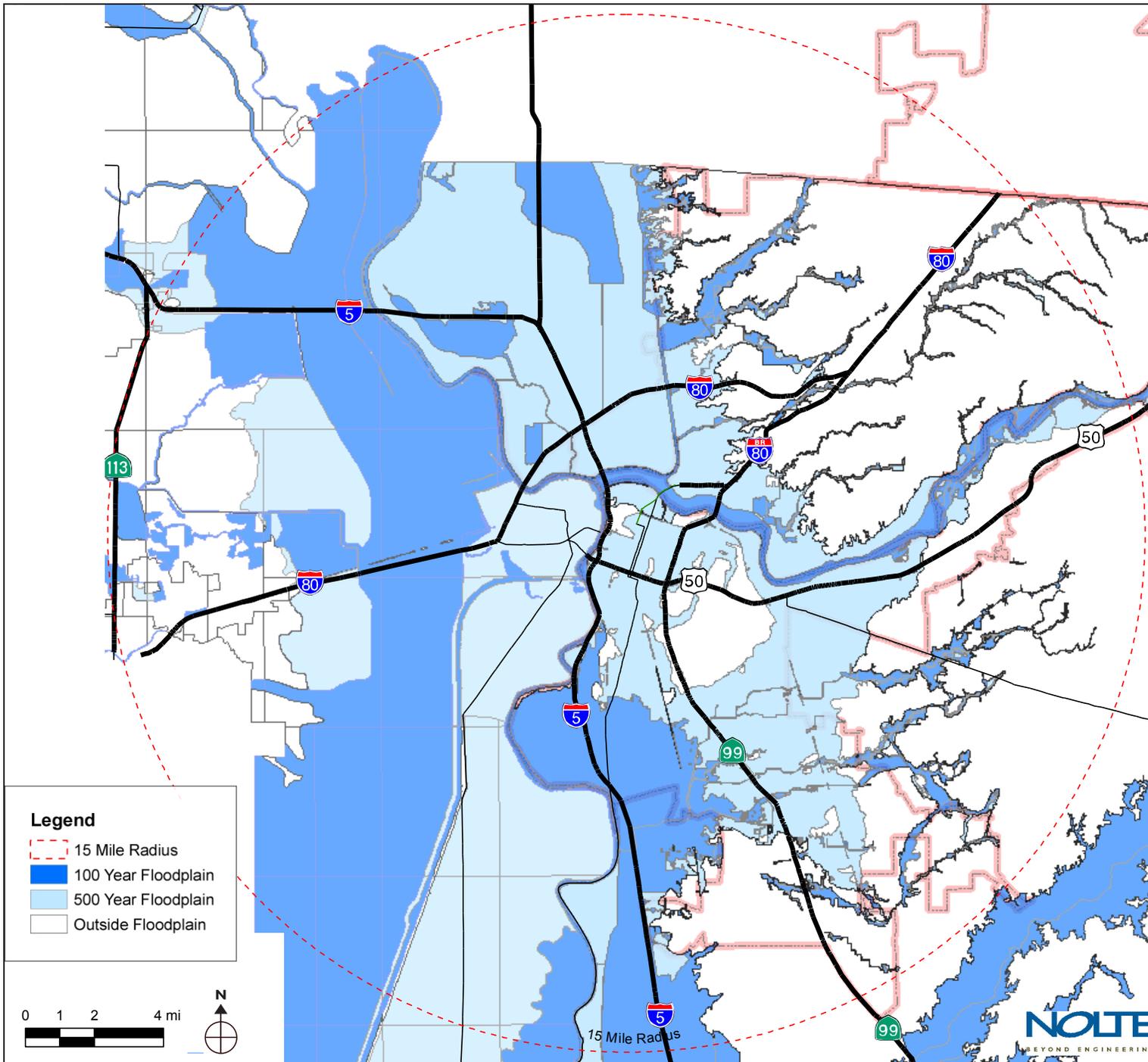
Highway 50) is one of the few areas that is immediately developable in West Sacramento.

Sites in southern Sacramento County will have flood issues that make them more difficult to develop. Residents living in 100-Year floodplains are required to purchase federally-subsidized flood insurance. Exhibit 1.5 shows the existing floodplains in the region.

### Brownfield and Contaminated Development Sites

With the smart growth trend towards 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 on brownfield sites is beneficial, as contaminants are removed or mitigated, thus improving existing developed areas per smart growth principals. 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.



**Floodplain Constraints Map**

**Exhibit 1.5**

Source: State of California Department of Fish and Game (1998)

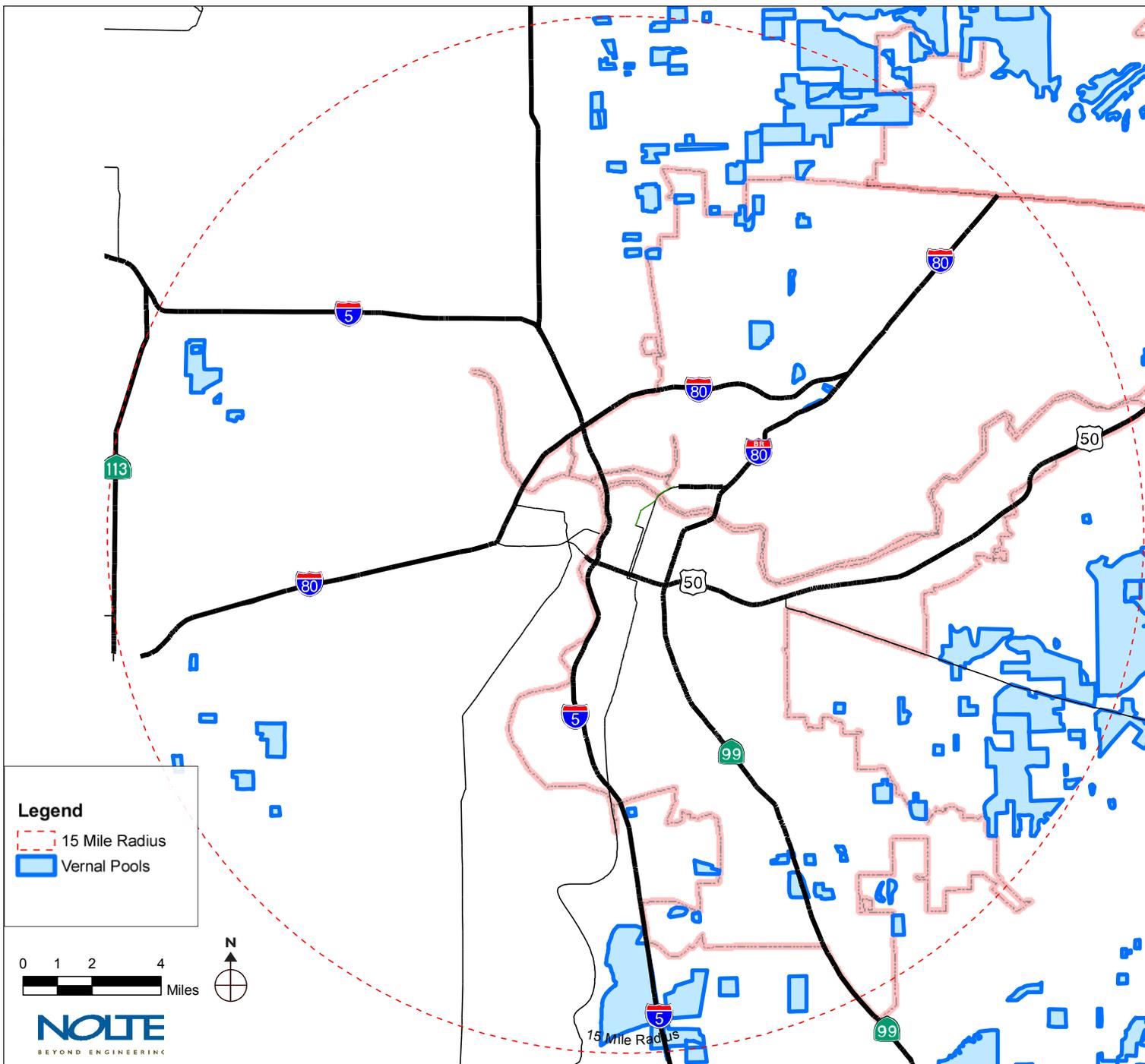
### **Special Species and Habitat Protection**

Within the Sacramento region are critical habitat areas, as well as endangered and threatened species, that 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 and the Swainson's Hawk, whose presence near a property can impact reduction of the development area to create conservation easements to keep the special habitat undisturbed.

Vernal pools, depressed areas of seasonal wetlands, are protected by the Department of Fish and Game (Exhibit 1.6 - 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. The 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. The Sacramento Fish and Wildlife agency 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 currently has an HCP, and the south Sacramento County area's HCP is in the process of being approved. Yolo County has also prepared an HCP, but its approval will take a few years.



**Vernal Pools Map**  
**Exhibit 1.6**

Source: State of California  
Department of Fish and Game (1996)

## REAL ESTATE MARKET OVERVIEW

### Current Real Estate Market<sup>1</sup>

Experts have been uncertain as to how the residential market slowdown in 2007 would impact the commercial real estate market as home builders, mortgage and title companies and other associated businesses reduce their office space requirements. The office market leasing activity for the first half of 2007 remained steady with positive absorption of approximately 585,000 square feet. Although absorption was positive, vacancy rates rose slightly to just over 12 percent as buildings under construction were completed. There is approximately 1.9 million square feet of buildings under construction. Much of this in the downtown Sacramento (nearly 800,000 gross square feet or GSF) and Roseville/Rocklin (750,000 GSF) areas.

Despite the increased supply of new office space, rental rates continued to rise – partly due to increasing land and construction costs and partly due to premium prices paid for existing properties by investors who must increase rents to meet investor expectations.

The average gross rental rate for the overall office market is \$1.85 per rentable square foot per month, however rates vary significantly depending upon the submarket. The average rental rate for downtown buildings is \$2.25/RSF (rentable square foot), although the monthly gross rental rate quoted for Class “A” office buildings under construction is approximately \$3.50/RSF. In suburban markets average monthly rental rates vary from \$1.50/RSF (south Sacramento) to \$2.15/RSF (Roseville). The average quoted rental rates for Class “A” office space in suburban markets is \$2.34/RSF. Since 2006, the average asking rental rates have risen \$0.05-\$0.10 per rentable square foot.

### Current Development Projects

The region's commercial office projects, including those planned or underway, continue to proceed in Sacramento, West Sacramento and the County. The charts on the following pages show current and/or pending office development projects within the study area. The projects are organized by jurisdictional location with subtotals of proposed square footage.

The planned and underway development projects identified in the following tables for the three jurisdictions total more than 13 million square feet of office space. However, it should be noted that as the market softens, construction schedules for some of the planned projects could be affected.

<sup>1</sup> Based on CB Richard Ellis Sacramento Office Marketview 2Q 2007.

### 2007 DEVELOPMENT PROJECTS - SACRAMENTO

Project	Subregional Market	Potential Available Office Space (GSF)	Potential / Building Total Space (GSF)	Status
701 L Street	Downtown	240,000	240,000	Planned
621 Capitol Mall	Downtown	161,000	366,000	Under construction
500 Capitol Mall	Downtown	433,000	433,000	Under construction
Meridian Plaza II	Downtown	300,000	300,000	Planned
12th & I Streets	Downtown	no space available	650,000	Planned
H & 12th Streets	Downtown	no space available	505,605	Planned
Continental Plaza I	Richards Boulevard Area	155,000	155,000	Completed
Continental Plaza II	Richards Boulevard Area	810,000	810,000	Planned
Township Nine	Richards Boulevard Area	830,000	830,000	Planned
Sutter Business Park West - Northgate & I-80	Natomas	no space available	660,000	Planned
Natomas Corporate Center	Natomas	no space available	340,000	Under construction
Arena Corporate Center - Bldg 1	Natomas	102,000	102,000	Planned
Arena Corporate Center - Bldg 2	Natomas	102,000	102,000	Planned
Arena Corporate Center - Bldg 3	Natomas	102,000	102,000	Planned
Sacramento Gateway	Natomas	no space available	120,000	Completed
Gateway Tower - 2490 Natomas Park Drive	Natomas	340,000	340,000	Planned
Gateway Corporate Ctr-160 Promenade Circle	Natomas	115,200	115,200	Planned
Gateway Corporate Ctr-180 Promenade Circle	Natomas	103,000	115,200	Completed
Gateway Corporate Ctr - Promenade Circle C	Natomas	175,000	175,000	Planned
Gateway Corporate Ctr - Promenade Circle D	Natomas	175,000	175,000	Planned
McClellan Park - Dudley Boulevard	McClellan AFB / Hwy 80	153,000	157,000	Planned
McClellan Park - 5020 Howard Street	McClellan AFB / Hwy 80	159,000	159,000	Planned
McClellan Park - 5107 Howard Street	McClellan AFB / Hwy 80	115,524	153,000	Planned
<b>Subtotal</b>		<b>4,571,000</b>	<b>7,105,000</b>	

**2007 DEVELOPMENT PROJECTS - WEST SACRAMENTO**

Project	Subregional Market	Potential Available Office Space (GSF)	Potential / Building Total Space (GSF)	Status
River 1	West Sacramento Riverfront Area	245,000	245,000	Planned
CalSTRS	West Sacramento Riverfront Area	no space available	600,000	Under construction
Triangle Area	West Sacramento Riverfront Area	5,000,000	5,000,000	Planned
Riverpoint Marketplace	West Sacramento Riverfront Area	no space available	108,000	Completed
<b>Subtotal</b>		<b>5,245,000</b>	<b>5,955,000</b>	

**2007 DEVELOPMENT PROJECTS - COUNTY OF SACRAMENTO**

Project	Subregional Market	Potential Available Office Space (GSF)	Potential / Building Total Space (GSF)	Status
Fite Corporate Center at Mather	50 Corridor East	72,000	72,000	Proposed
Fite Corporate Center at Mather	50 Corridor East	72,000	72,000	Proposed
Fite Corporate Center at Mather	50 Corridor East	no space available	72,000	Completed
Mather Office Campus III - A	50 Corridor East	112,000	112,000	Planned
Mather Commerce Center II	50 Corridor East	170,000	170,000	Planned
Mather Office Campus III - B	50 Corridor East	112,000	112,000	Planned
<b>Subtotal</b>		<b>538,000</b>	<b>610,000</b>	

<b>TOTAL</b>		<b>10,351,000</b>	<b>13,670,000</b>	
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## DEVELOPMENT OPPORTUNITY AREAS

In meetings with the DGS, the consultant team, City of Sacramento, City of West Sacramento, and County of Sacramento representatives, 48 development opportunity areas were identified that could accommodate future State office space needs (Exhibits 1.7A and 1.7B - Development Opportunity Areas). 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 12 State-owned sites for assessment as potential development opportunities. Of these, five are on State-owned land in the Capitol Area within the Sacramento Downtown Core Area. These are prime development sites, close to transit, adjacent to other government agencies, and responsive to smart growth principals. 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.

However, since the three local jurisdictions included in this Planning Study are currently updating and revising their General Land Use Plans, the current approved plans do not reflect the existing and future development trends. Therefore, it was critical to meet and coordinate closely with the three jurisdictions:

- City of Sacramento
- City of West Sacramento
- County of Sacramento

The cities and county provided updated information and identified 36 opportunity areas appropriate for a large-scale State office facility. These areas have a broad range of general attributes, from downtown sites to more suburban locations,

from vacant land to encumbered properties. Many would require re-zoning to accommodate office and commercial uses, unless the local General Plans are revised and approved over the next year or two.

All 48 opportunity areas are assessed in Chapter 3.

**Development Opportunity Areas**

**Exhibit 1.7A**

STATE-OWNED

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

CITY OF SACRAMENTO

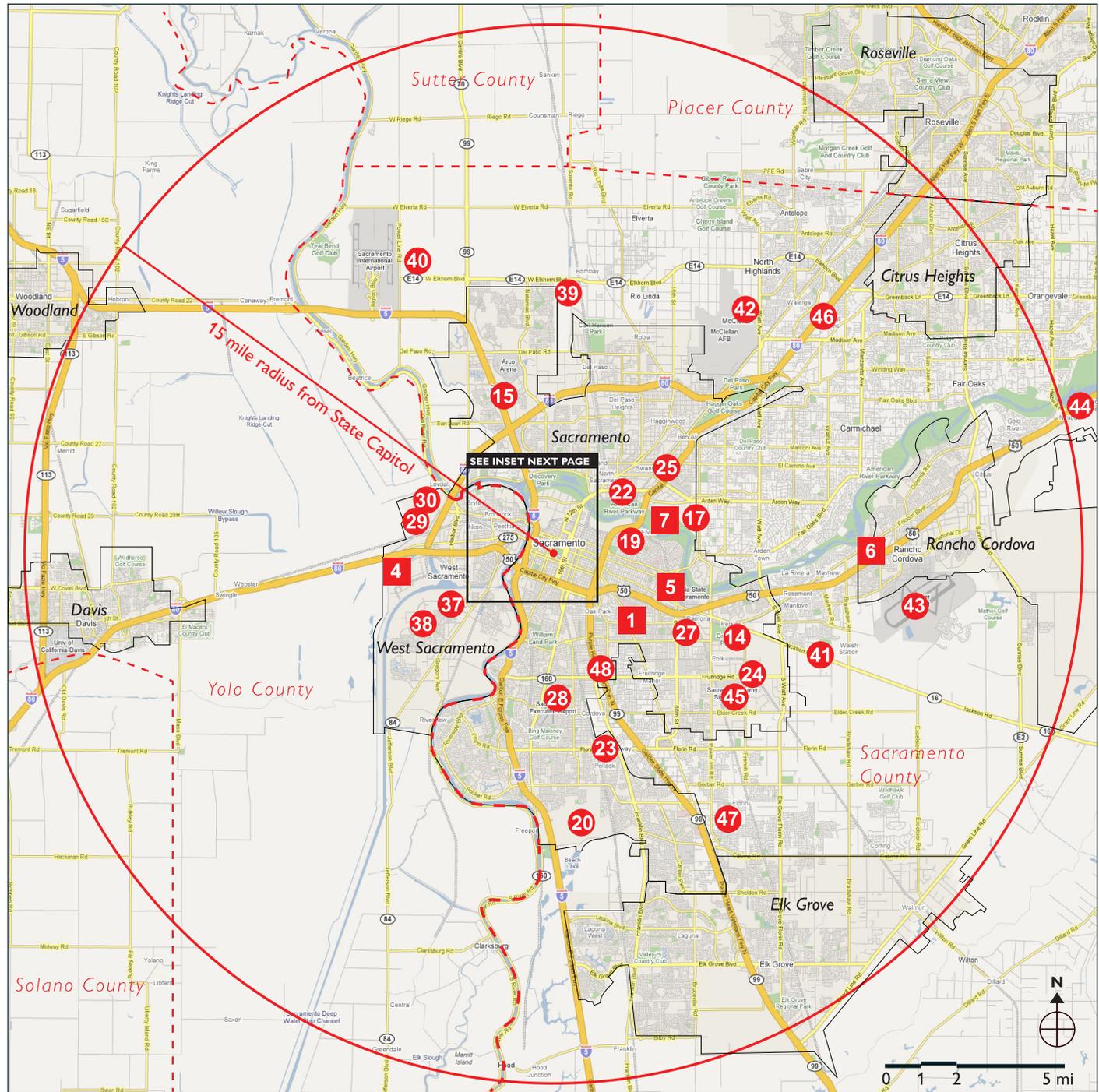
- 13 Downtown Core
- 14 Granite Park
- 15 Natomas EC land (Promenade)
- 16 River District / Richards Blvd Area
- 17 Arden / Expo
- 18 Area Adjacent/East of Miller Park
- 19 Centrage
- 20 Delta Shores
- 21 Docks Area
- 22 El Monte Triangle
- 23 Florin & Franklin
- 24 Florin Perkins
- 25 Harvard & Arden (USAA)
- 26 Railyards (ORMU)
- 27 65th Street Village
- 28 Executive Airport

CITY OF WEST SACRAMENTO

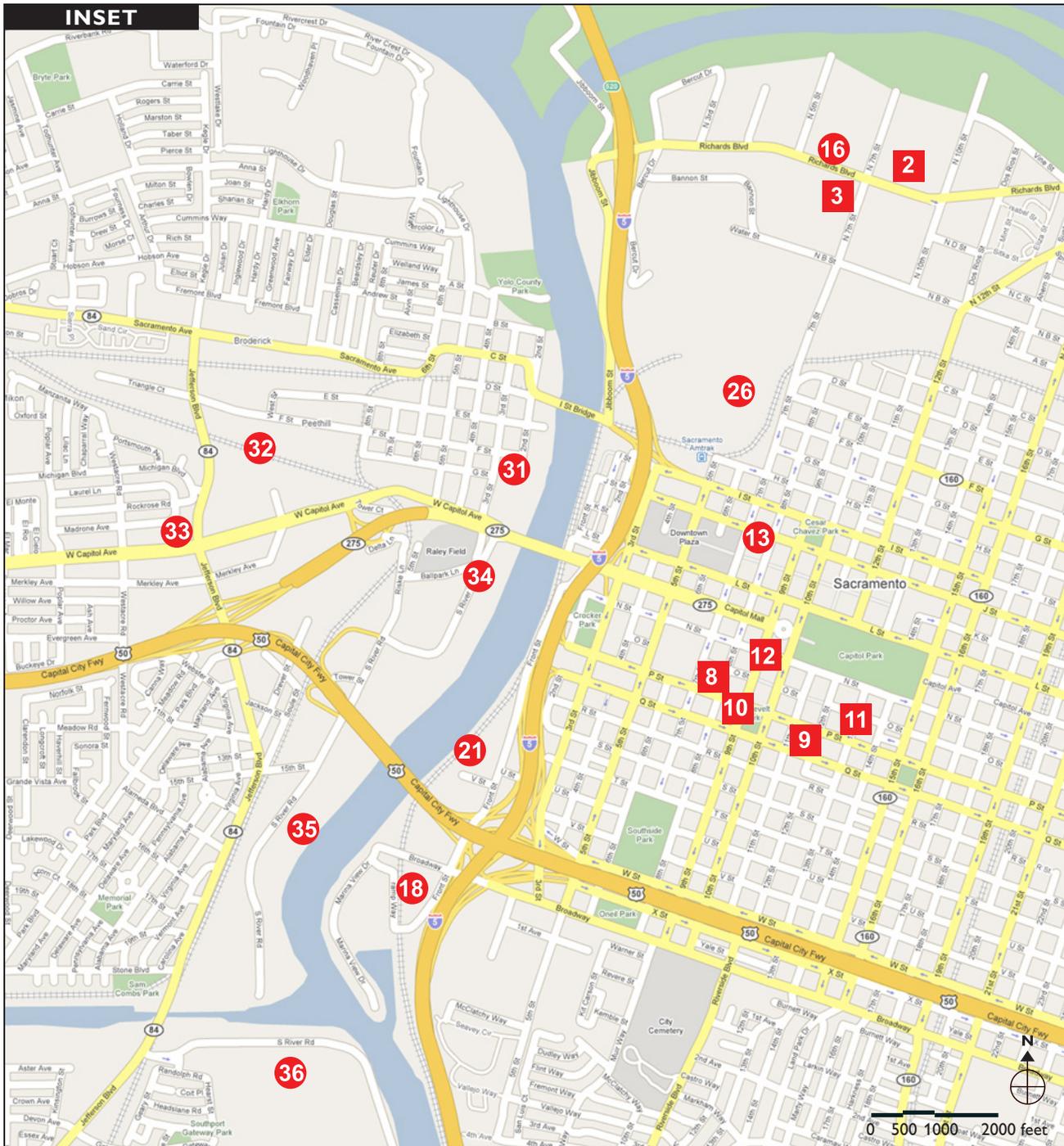
- 29 The Notch
- 30 CHP Academy
- 31 Washington SPA
- 32 F Street Area
- 33 West Capitol Avenue
- 34 Triangle SPA
- 35 Pioneer Bluff
- 36 Stone Lock District
- 37 Seaway International Trade Ctr
- 38 Southport Business Park

SACRAMENTO COUNTY

- 39 Natomas/ Panhandle
- 40 Metro Air Park SPA
- 41 Jackson Highway Corridor
- 42 McClellan Tech Center SPA
- 43 Mather Field SPA
- 44 Easton/ Aerojet SPA
- 45 Army Depot
- 46 Auburn Boulevard Corridor
- 47 North of Elk Grove
- 48 Fruitridge Area



**Development Opportunity Areas,  
Downtown Inset Map  
Exhibit 1.7B**





**CHAPTER 2**  
STATE OFFICE SPACE PROGRAM



## STATE OFFICE SPACE PROGRAM

This chapter presents an overview of current State office space throughout the Sacramento region (Sacramento County and eastern Yolo County), and maps the locations of existing owned and leased State office space within the region. The distribution of State office locations is then compared to an extrapolation 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 near, mid, and long-term periods.

The benefits of consolidating State office space are described based on several State policies, statutes, reports and initiatives.

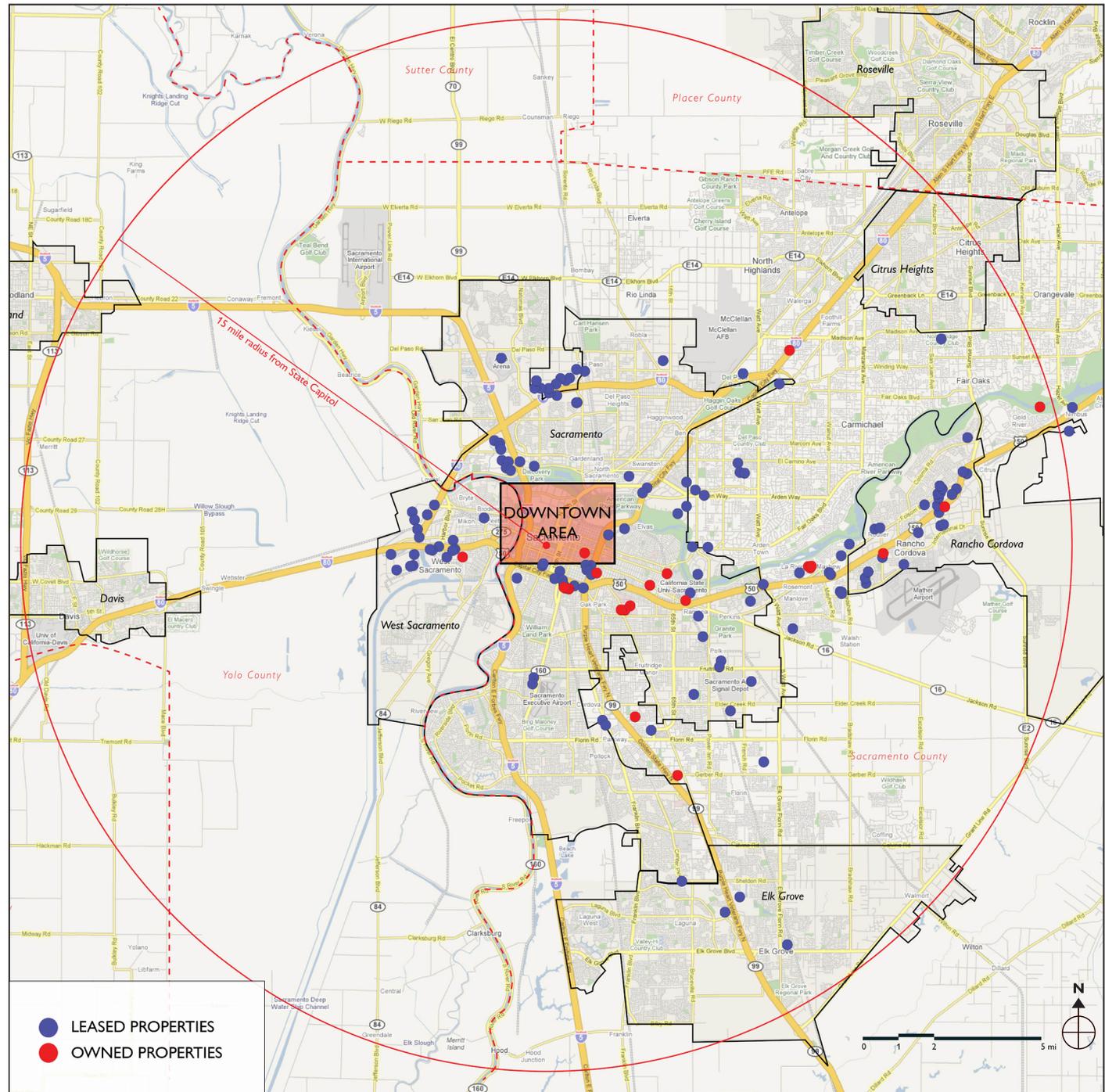
### STATE OFFICE SPACE DISTRIBUTION

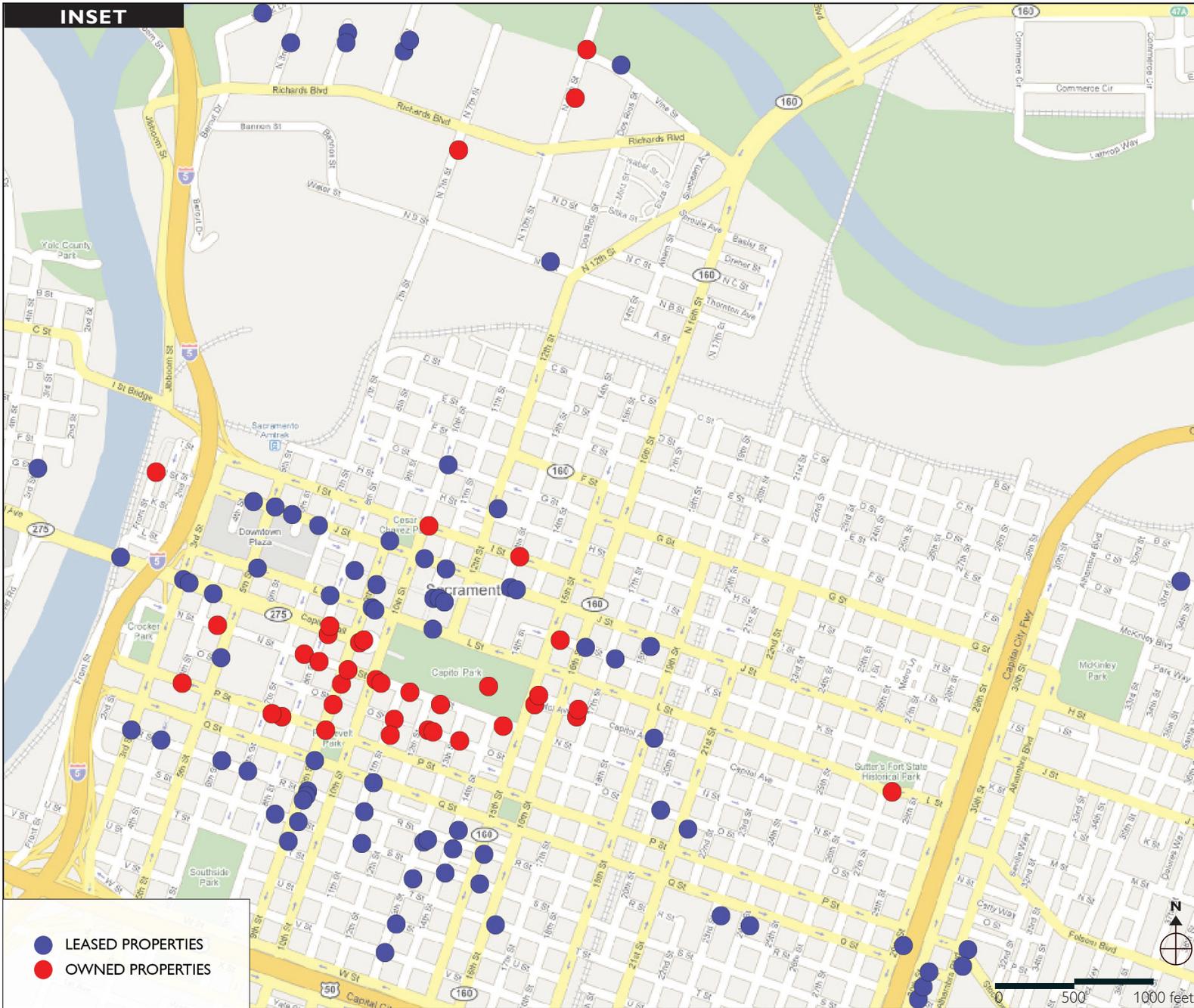
State offices occupy 17.2 million net square feet of office space in over 500 locations in the Sacramento region. Several State agencies have more than 20 different office locations in the region (e.g. Consumer Affairs, Corrections and Rehabilitation, Transportation (Caltrans), and Fish and Game). Exhibits 2.1A and 2.1B illustrate the distribution of State agencies in the study area. Steps have been taken to consolidate all or portions of agencies, however, much fragmentation remains. Exhibits 2.2A and 2.2B show the distribution of 18 agencies that DGS previously identified for consolidation priorities.

Over 60 percent of State office space is in the central city area. As summarized in Exhibit 2.4B, almost 13 million NSF, or about 76 percent is within five miles of the Capitol, with the remainder highly dispersed throughout the region, as mapped in Exhibits 2.1 and 2.2.

The State office location information is based on the December 2007 Statewide Property Inventory (SPI) data for the Sacramento region.

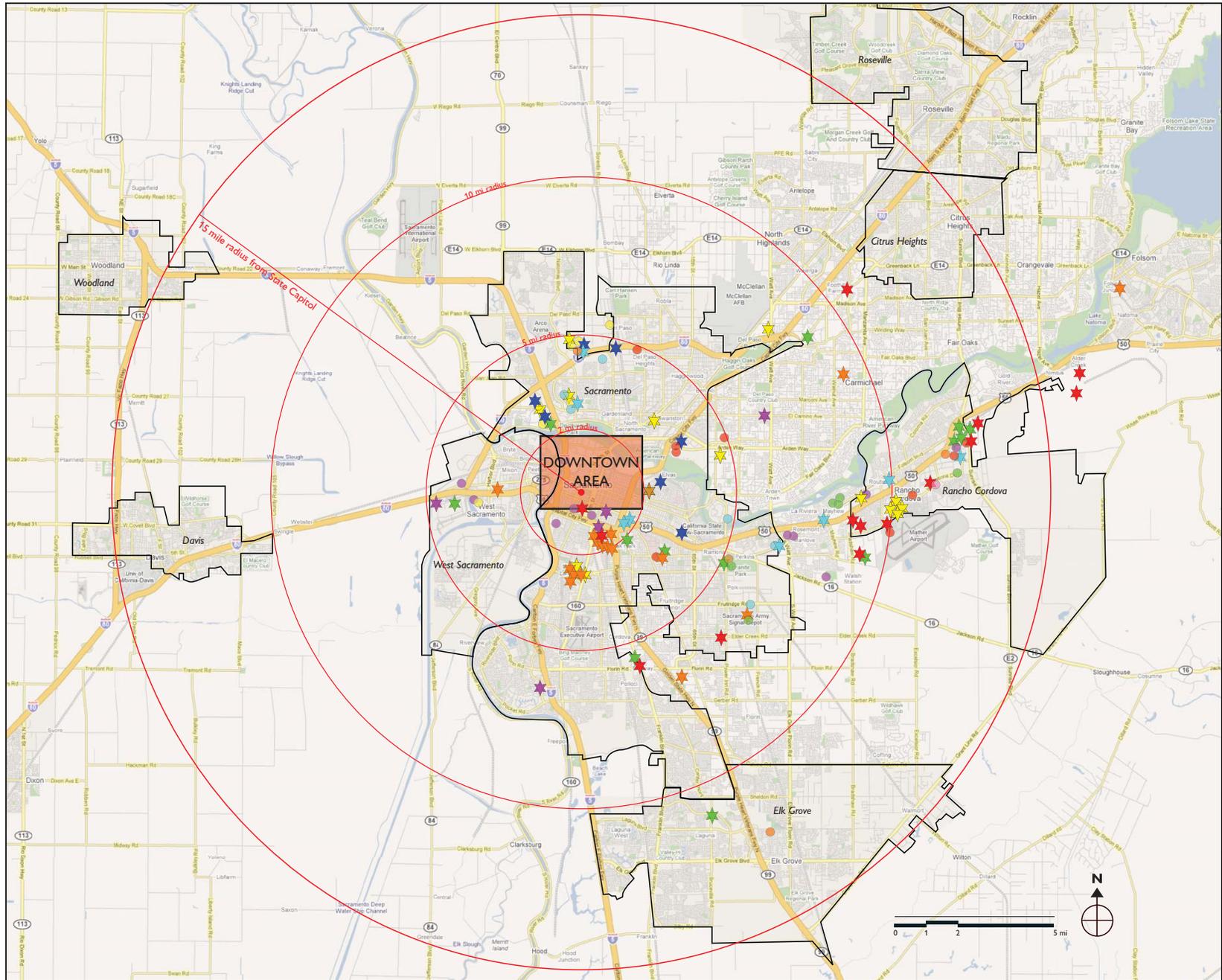
**Existing Locations of State Office Space**  
**Exhibit 2.1A**

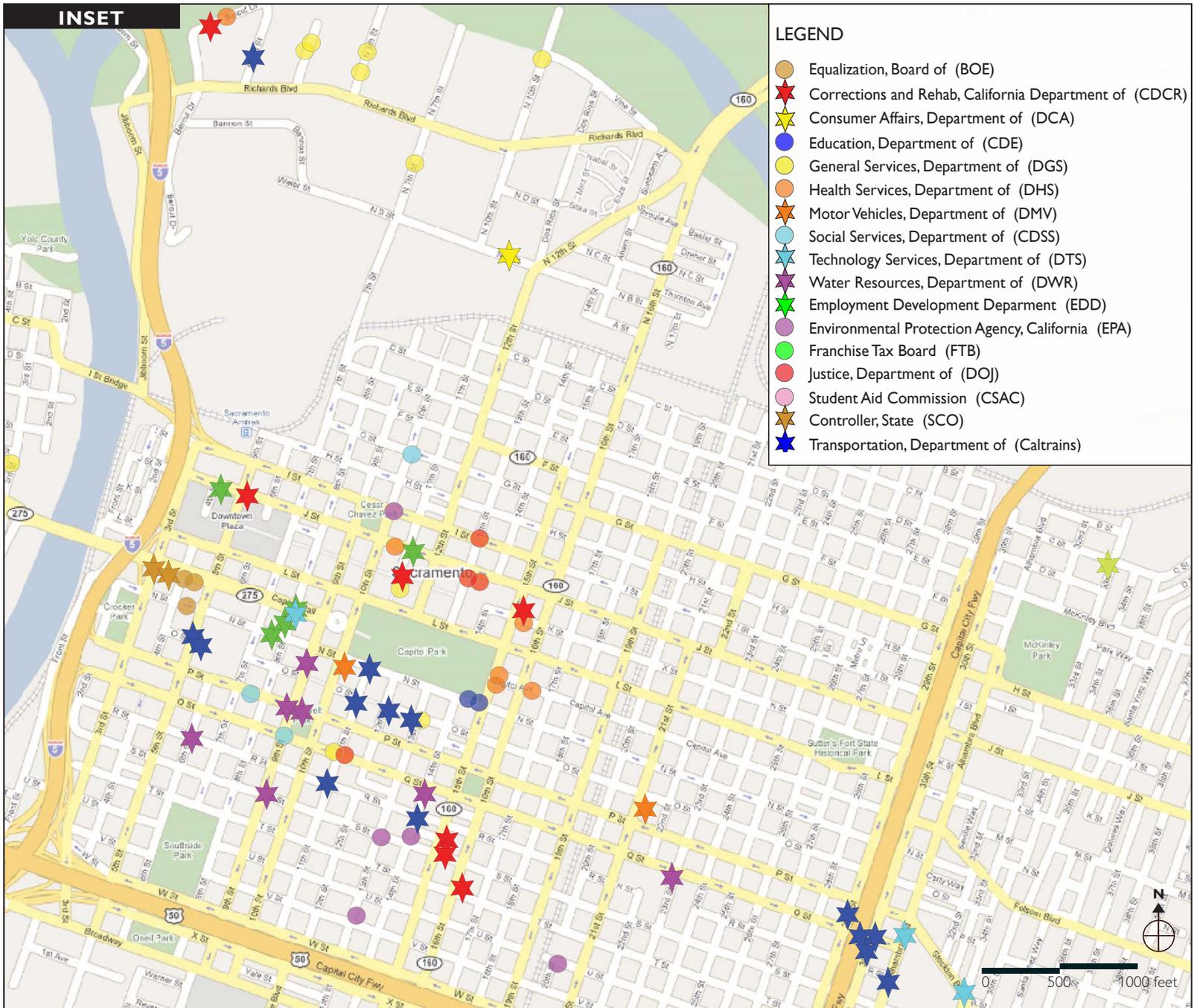




Existing Locations of State Office Space, Downtown Inset Map Exhibit 2.1B

**Existing Locations  
of State Office  
Space (18 Priority  
Agencies for  
Consolidation)  
Exhibit 2.2A**





**Existing Locations of State Office Space (18 Priority Agencies for Consolidation), Downtown Inset Map Exhibit 2.2B**

## STATE EMPLOYEE RESIDENCE DISTRIBUTION AND COMMUTE PATTERNS

### RESIDENCE DISTRIBUTION

To understand the current geographic residence distribution of State employees, data was derived from two sources: the August 2003 Capitol Area Transportation Systems Management Plan and the May 2001 State Employee Transportation Survey.

The 2001 survey was conducted by the DGS in order to better understand State employee transportation and parking needs. More than 15,000 employees working in the central city area responded to the survey, representing a response rate of more than 30 percent. The resulting data helped to establish a baseline of employees' methods of transportation and provide an understanding of the future needs of the employees. This is the most recent comprehensive commute survey of State employees working in downtown Sacramento, and the results of the survey were used to extrapolate the current distribution of State employee residences.

Survey data on employee residences was collected at the zip code level and aggregated into six "commute shed" zones based on major commute routes and topographical features in the region (e.g. rivers and major highways). The distribution of employee residences and housing projections (based on the 2025 Metropolitan Transportation Plan, or MTP) 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 25 percent of State employees live in Zone V to the south of downtown. This is an area of continuing growth, particularly in the Elk Grove area, 10-15 miles from the Capitol.
- The next largest proportion of employees, approximately 22 percent, live in Zone II to the northeast, up Interstate 80 toward Rocklin and Roseville.
- Zones I to the north and IV to the southeast each comprise about 15 percent of employee residence location. Northern areas are expected to grow disproportionately in the future, considering housing development approvals in such areas as Natomas, McClellan SPA and Placer Vineyards in Western Placer County.

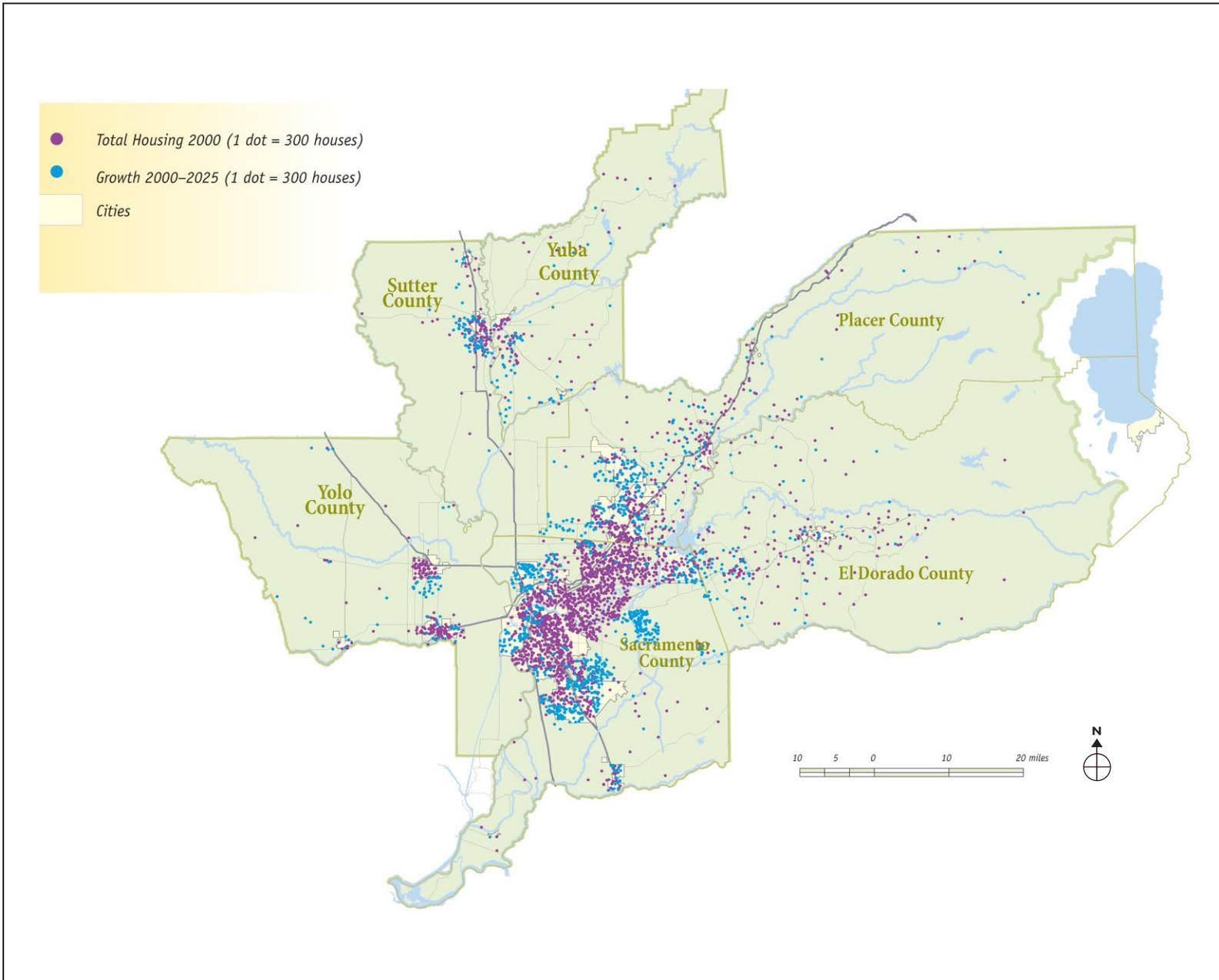
- Zone III to the east along US Highway 50 includes fast-growing Rancho Cordova; this area accounts for about 11 percent of employee residences, but this share is likely to grow in the future.
- Zone VI is Yolo County, including the cities of Davis and West Sacramento and other areas west of the Sacramento River; this zone accounts for about seven percent of total employee residences.
- Just over five percent of employees live in the central city area (Zone 0).

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

- The great majority of State office space—over 60 percent—is located in the central city area (Zone 0), but the smallest concentration of employees live there.
- Zone II commute shed between Interstate 80 and the American River houses only two percent of the State office space but has 22 percent of the State employee residences.
- Zone III 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 V out Highway 99 to the south accounts for less than seven percent of State office space, though almost 25 percent of employees, the largest concentration, live in that commute shed.

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 influence the time and distance required to commute to work.

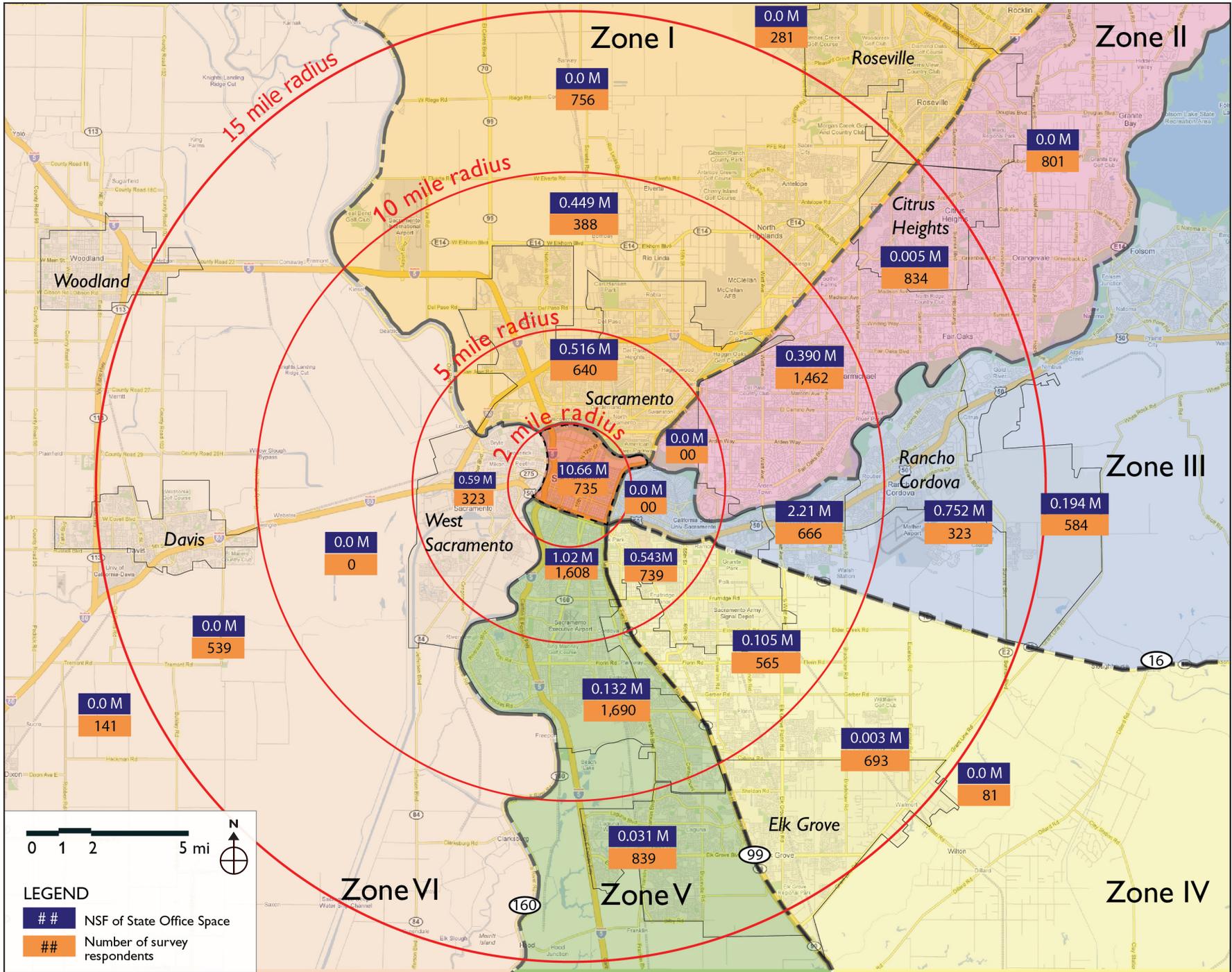
### CURRENT AND FUTURE HOUSING TRENDS



### Sacramento Region Current and Future Housing Trends

#### Exhibit 2.3

Source: Metropolitan  
Transportation Plan for 2025  
"A Bold First Step," p.22.  
SACOG, 2002.



State Employee Residents Distribution in Sacramento Region						
Zone		5 Miles	10 Miles	15 Miles	20 Miles	Total
0	No. Employees	735	0	0	0	735
	% of Total	5.3%	0.0%	0.0%	0.0%	5.3%
	Office NSF	10,550,776	0	0	0	10,550,776
	% of Total	61.3%	0.0%	0.0%	0.0%	61.3%
I	No. Employees	640	388	756	281	2,065
	% of Total	4.6%	2.8%	5.4%	2.0%	14.8%
	Office NSF	495,139	405,256	0	0	900,395
	% of Total	2.9%	2.4%	0.0%	0.0%	5.2%
II	No. Employees	0	1,462	834	801	3,097
	% of Total	0.0%	10.5%	6.0%	5.7%	22.2%
	Office NSF	0	385,438	4,644	0	390,082
	% of Total	0.0%	2.2%	0.0%	0.0%	2.3%
III	No. Employees	0	666	323	584	1,573
	% of Total	0.0%	4.8%	2.3%	4.2%	11.3%
	Office NSF	0	2,200,350	673,830	193,603	3,067,783
	% of Total	0.0%	12.8%	3.9%	1.1%	17.8%
IV	No. Employees	739	565	693	81	2,078
	% of Total	5.3%	4.0%	5.0%	0.6%	14.9%
	Office NSF	483,744	105,293	3,165	0	592,202
	% of Total	2.8%	0.6%	0.0%	0.0%	3.4%
V	No. Employees	873	1,690	839	0	3,402
	% of Total	6.3%	12.1%	6.0%	0.0%	24.4%
	Office NSF	1,020,807	131,617	30,635	0	1,183,059
	% of Total	5.9%	0.8%	0.2%	0.0%	6.9%
VI	No. Employees	323	0	539	141	1,003
	% of Total	2.3%	0.0%	3.9%	1.0%	7.2%
	Office NSF	516,389	0	0	0	516,389
	% of Total	3.0%	0.0%	0.0%	0.0%	3.0%
Total Employees		3,310	4,771	3,984	1,888	13,953
% of Total		23.7%	34.2%	28.6%	13.5%	100.0%
Total Office NSF		13,066,855	3,227,954	712,274	193,603	17,200,686
% of Total		76.0%	18.8%	4.1%	1.1%	100.0%

**Map of State Employee Residence Distribution in the Sacramento Region (Opposite Page)**

**Exhibit 2.4A**

**State Employee Residence Distribution in the Sacramento Region Summary Table**

**Exhibit 2.4B**

Sources:

2001 Capitol Area State Employee Transportation Survey Results. DGS, August 31, 2001.

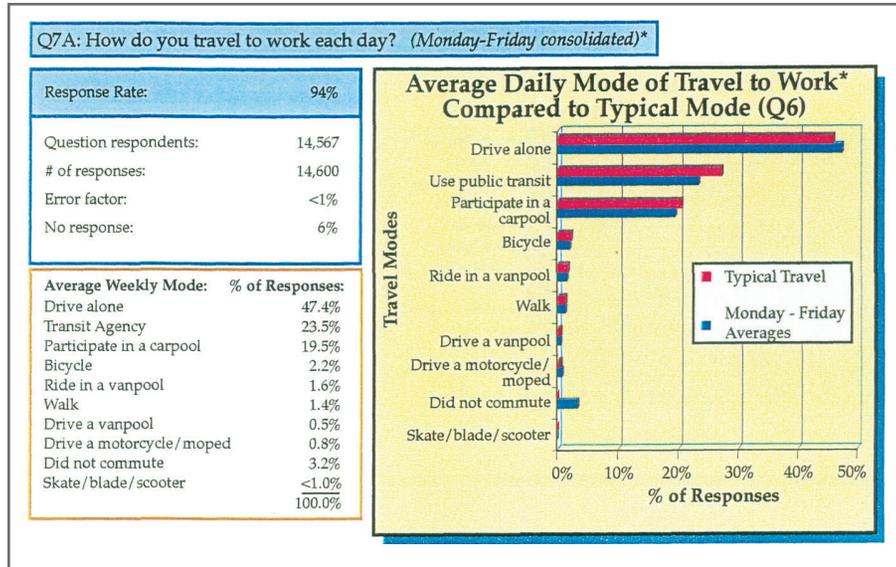
Statewide Property Inventory (SPI). DGS 2007.

2006 Metropolitan Transportation Plan. Sacramento Area Council of Governments, August 2006.

## 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 2025 projected housing concentrations and commute patterns is helpful in this regard. It shows substantial additional housing likely in several areas, notably South Sacramento, Natomas, Roseville/Rocklin, and Rancho Cordova/Folsom (Exhibit 2.3). While transportation demand management and transit access for State employees overall are State concerns, the State should be especially aware of access from these growth areas.

### Capitol Area State Employee Daily Mode of Travel Exhibit 2.5



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

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; guaranteed ride home program; vanpool reimbursements; and exploring telework programs and other alternative commute functions.

According to the 2001 Capitol Area State Employee Transportation Survey, over 50 percent of State employees commuting to the central city area of Sacramento utilize non-SOV transportation modes, including 20 percent participating in a carpool or vanpool, and almost 24 percent using transit (Exhibit 2.5). This is the highest transit usage rate of all large employers in the central city area. The survey responses yield insights as to what might influence more employees to consider taking transit, including increases in parking rates, more LRT station convenience to homes, and a frequent shuttle from transit to workplaces.

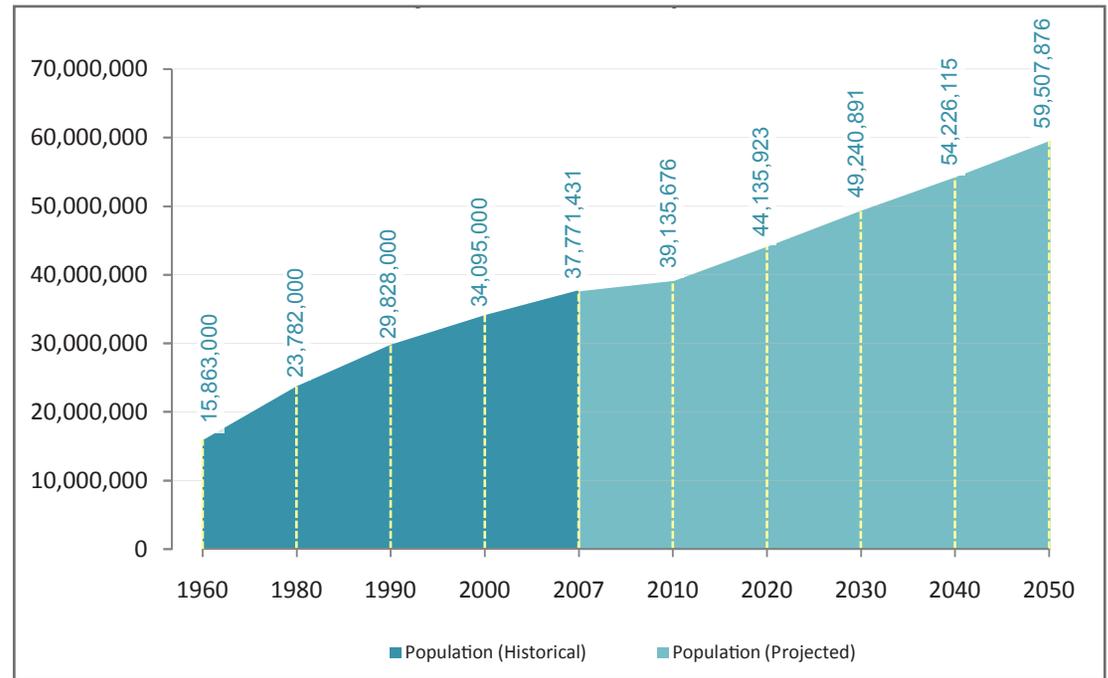
# OCCUPANCY TRENDS AND PROJECTED FUTURE OFFICE SPACE NEEDS

## 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 14 percent over the next ten years, reaching a total of approximately 34 million in 2000.

Similar growth is expected in the coming years as projections supplied by the California Department of Finance estimate a 15 percent population increase from 2000 to 2010. Beyond 2010, it is predicted that the State's population will continue to increase, but at a slightly lower rate than it has over the past four decades.

**Historical and Projected Statewide Population Growth**  
**Exhibit 2.6A**



Source: Population of California (projected through 2050) - Table 1. California Department of Finance Demographic Research Unit, July, 2007.

**Historical and Projected Statewide Population Growth**  
**Exhibit 2.6B**

	1960	1980	1990	2000	2007	2010	2020	2030	2040	2050
Population	15,863,000	23,782,000	29,828,000	34,095,000	37,771,431	39,135,676	44,135,923	49,240,891	54,226,115	59,507,876

Source: Population of California (projected through 2050) - Table 1. California Department of Finance Demographic Research Unit, July 2007.

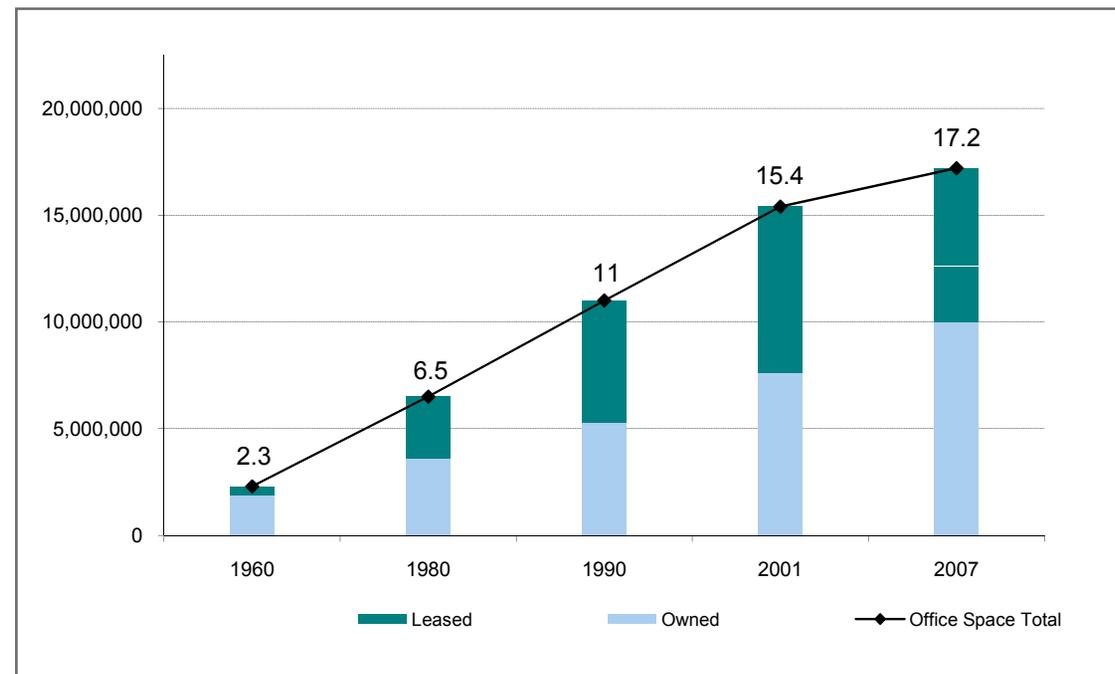
### STATE OF CALIFORNIA – SACRAMENTO OCCUPIED OFFICE SPACE GROWTH (OWNED VS. LEASED)

Over the last five decades, State office space occupied in the Sacramento region has grown steadily. From 2.3 million net square feet of primarily owned space in 1960, the State office inventory in Sacramento has grown to more than 17 million net square feet of occupied space in 2007, of which 58 percent is State-owned, and 42 percent is leased.

While both owned and leased space have increased over the past forty years, the percentage of leased space dramatically increased between 1960 and 1990, to a high of 52 percent. In 2007, the amount of leased space remains significant, at 42 percent of total State office space.

Note: The 17.2 million net square feet noted for 2007 is space occupied by State agencies in the Sacramento region per SPI data.

### Sacramento Region Historic Office Inventory – Owned vs. Leased (NSF) Exhibit 2.7A



Source: Sacramento Region State Office Occupancy Trends in Net Square Feet. DGS.

### Sacramento Region Historic Office Inventory – Owned vs. Leased

Exhibit 2.7B

	1960		1980		1990		2001		2007	
Owned	1,900,000	83%	3,600,000	55%	5,300,000	48%	7,600,000	49%	10,000,000	58%
Leased	400,000	17%	2,899,000	45%	5,700,000	52%	7,800,000	51%	7,200,000	42%
Total	2,300,000	100%	6,500,000	100%	11,000,000	100%	15,400,000	100%	17,200,000	100%

Source: Sacramento Region State Office Occupancy Trends in Net Square Feet. DGS.

## SACRAMENTO REGION STATE OFFICE SPACE NEEDS PROJECTIONS

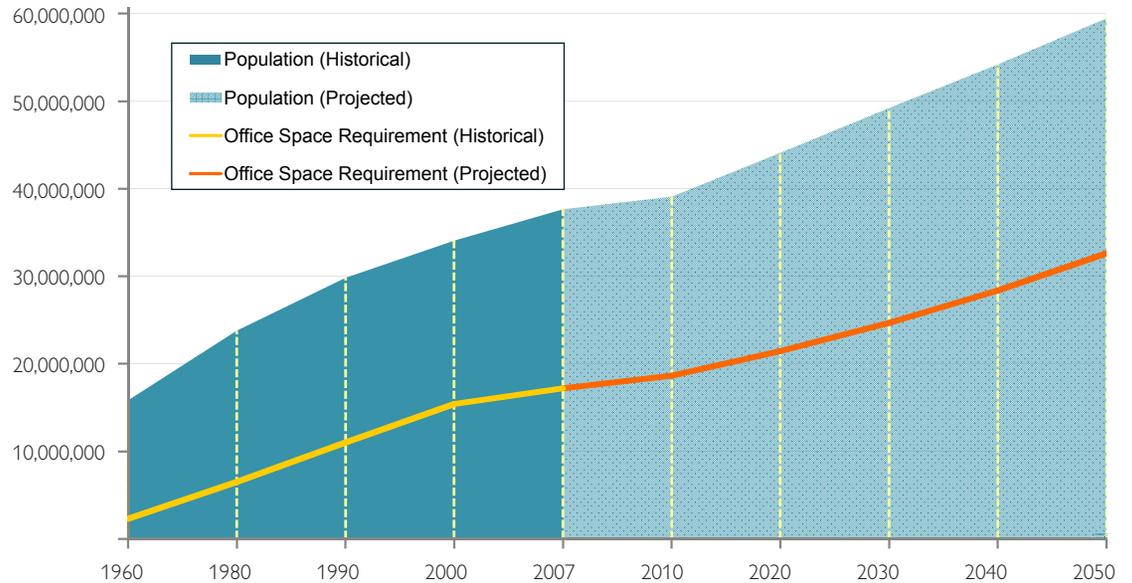
Historic trends reflect a direct correlation between the State's population growth and the State's office space needs in the Sacramento region. The population grew 14 percent from 1990 to 2000 and is estimated to grow 15 percent from 2000 to 2010. By comparison, the inventory of State office space in the Sacramento region grew by 40 percent from 1990 to 2000 and is estimated to grow 20 percent from 2000 to 2010.

The State's projected long-term office space needs are expected to reflect the growth rate of the State's population.

This Planning Study assumes a moderate office space requirement growth projection of 15 percent per decade, ranging from approximately 280,000 NSF per year in the near term, to 425,000 NSF per year in the long term. By applying this growth pattern there will be a total office space need of more than 32 million net square feet of office space in the Sacramento region by 2050.

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 2007. Future State employee numbers for Sacramento County are not available.

### Sacramento Region State Office Space Projected Need (NSF) Exhibit 2.8A



### Sacramento Region State Office Space Projections

Exhibit 2.8B

Year	Office Space Requirement (NSF)
2010	18,640,000
2020	21,436,000
2030	24,651,400
2040	28,349,110
2050	32,601,477

Sources: Population of California (projected through 2050) - Table 1. California Department of Finance Demographic Research Unit, July, 2007.  
Sacramento Region State Office Occupancy Trends in Net Square Feet. DGS.

\* Total State employees includes civil service employees, excludes State college and university employees.

### Sacramento Region State Employees and Occupied State Office Space

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	6,500,000	183%	41,640	99%
1990	11,000,000	69%	54,440	31%
2000	15,400,000	40%	63,926	17%
2006	17,200,000	12%	70,043	10%

### STATE OF CALIFORNIA – SACRAMENTO REGION PROJECTED OFFICE SPACE NEED

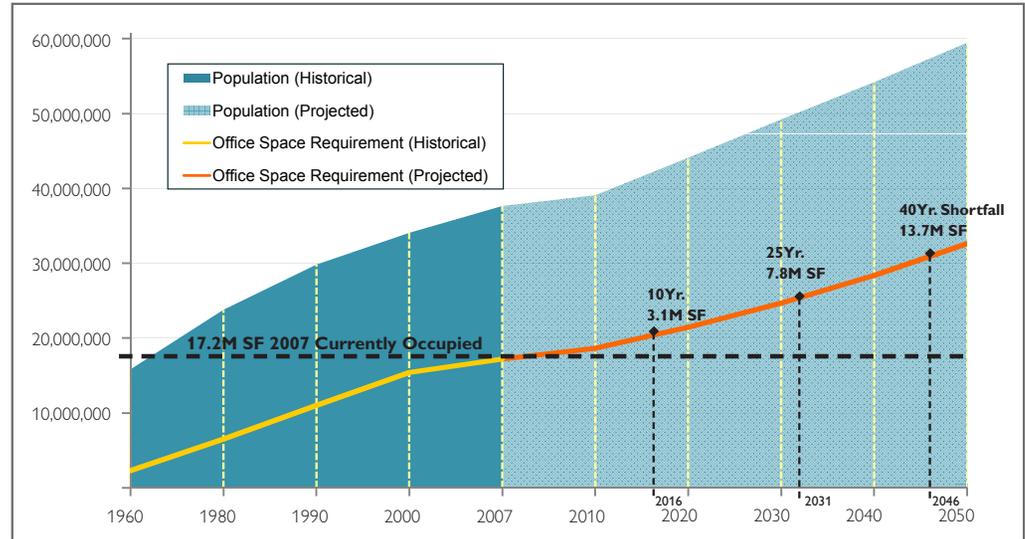
The difference between the amount of office space currently occupied by the State (17.2 million NSF) and the total need that is projected incrementally and displayed on page 2-13, Exhibit 2.8B, constitutes the projected additional office space need. This additional anticipated space demand, presented below and illustrated in Exhibit 2.9, needs to be considered as the State plans its future office space program.

#### Projected Additional Sacramento Region State Office Space Need (NSF)

Projected Additional Office Space Need	NSF
Near-term: (2007 - 2016)	3.1 million
Mid-term: (2017 - 2031)	4.7 million
Long-term: (2032 - 2046)	5.9 million
<b>Cumulative Projected Additional 40-Year Office Space Need</b>	

### Sacramento Region Estimated Additional State Office Space Need (NSF)

Exhibit 2.9



Sources: Population of California (projected through 2050) - Table 1. California Department of Finance Demographic Research Unit. Sacramento Region State Office Occupancy Trends in Net Square Feet. DGS.

## CONSOLIDATION OF STATE OFFICE SPACE

This section summarizes the current State office space program as reported in the 1997 Sacramento Regional Facilities Plan and the 2001 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 the DGS-owned 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 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 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. This Regional Facilities Plan also recommends that the Capitol Area Plan be updated to accommodate more of the State's office needs in the Capitol Area.

#### 1997 Capitol Area Plan and Implementation Plan

The Capital 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 Regional 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 the 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 here:

**“Consolidation of Government Office Space Issues and Effects:** The California Case”, 1987, 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 scales 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 recognizes 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 1993 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 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:**

This 2002 study was prepared for DGS RESD (Real Estate Services Division)—Project Management Branch by the Sacramento Regional Research Institute. The study estimates the economic and employment impact of 1.47 million gross square feet (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 creation of a new 250,000 GSF State office building in Fresno's downtown area to consolidate 15 State agencies. It was prepared for the DGS RESD - Asset Planning and Enhancement Branch in June 2000 by Stephen S. Fuller, Ph.D of the Center for Regional Analysis at George Mason University in Fairfax, Virginia. Although focusing on Fresno, the conclusions 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 20-Year 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 Regional 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/central city area). 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 net square feet (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 1992-93 Strategic Facilities Plan for Sacramento prioritized 18 State agencies for consolidation (based on size, occupancy cost, and degree of fragmentation). As of 2006, consolidation projects for ten of these agencies had been accomplished or were under construction, including:

- Board of Equalization
- California Environmental Protection Agency
- Education
- Franchise Tax Board
- General Services
- Health Services
- Justice
- Social Services (to be consolidated with the completion of the Office Buildings 8 and 9 renovations.)
- Student Aid (co-located with EdFund)
- Technology Services (Teale Data Center)

The remaining eight agencies, (total 3.2 million NSF of office space) of the original 18 to be consolidated include:

- Caltrans
- Consumer Affairs
- Controller
- Corrections and Rehabilitation
- Employment Development
- Motor Vehicles
- Technology Services (Health and Human Services Data Center)
- Water Resources (identified tenant for the West End Office Project.)

The 2006 status of these agency consolidations is presented in Exhibit 2.10.

**Major Agency Consolidation Status**

**Exhibit 2.10**

Source: Draft 2005/2006 Sacramento Regional Facilities Plan, p. 58, DGS, 2006.

Completed Agency Projects	Project Office NSF	Location	Status
Equalization, Board of	504,290	450 N Street	Project completed.
Justice	327,080	1300 I Street	Project completed.
Student Aid	21,146	10834 International Drive	Co-located with EdFund.
Technology Services (Teale Data Center)	137,275	3101 Gold Camp Drive, Rancho Cordova	Project completed.
EPA, California	767,030	1001 I Street	Project completed.
Health Services	867,226	1500, 1501, 1615, 1616 Capitol Avenue (Capitol Area)	Project completed.
Education	328,627	1430 N Street (Capitol Area)	Project completed.
General Services	320,000	707 3rd Street, West Sacramento	Lease Consolidation completed.
Franchise Tax Board III	732,000	9646 Butterfield Way, Rancho Cordova	Project completed.
<b>Subtotal</b>	<b>4,004,674</b>		<b>9 Projects</b>

Projects Under Construction	Project Office NSF	Location	Status
Social Services	407,770	714 & 744 P Street	Backfill tenant with 2009 completion date.
<b>Subtotal</b>	<b>407,770</b>		<b>1 Project</b>

Authorized / Funded Projects	Current Office NSF to be Consolidated	Location	Status
Water Resources	349,838	West End Office Project	Identified tenant for West End Project.
<b>Subtotal</b>	<b>349,838</b>		<b>1 Project</b>

Future Consolidation Opportunities	Current Office NSF to be Consolidated	Location	Status
Consumer Affairs	436,740	Metropolitan area	Partial lease consolidation completed; not pursuing full consolidation project at this time.
Employment Development	429,341	To be determined	Not pursuing consolidation project at this time.
Corrections & Rehabilitation	775,134	Metropolitan area	Project authorization for Corrections rescinded; interim lease consolidation proposed.
Caltrans	578,339	Block 275 (Capitol Area)	Master Plan in progress.
Motor Vehicles	184,033	Broadway site	New project at Broadway site; no project proposed.
Technology Services (Health & Human Services Data Center) *	267,036	Metropolitan area	Lease consolidation proposed.
Controller	134,417	Capitol Area	Future backfill tenant.
<b>Subtotal</b>	<b>2,805,040</b>		<b>7 Projects</b>

<b>Total</b>	<b>7,567,322</b>		<b>18 Projects</b>
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\* Includes office and other space.

## CHAPTER 3

# DEVELOPMENT OPPORTUNITY AREAS ASSESSMENT



## CHAPTER 3 - DEVELOPMENT OPPORTUNITY AREAS ASSESSMENT

This chapter presents the assessment of 48 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. The opportunity areas are presented and summarized (pages 3-4 through 3-10), and a series of regional maps and accompanying text provide a general overview of the transportation, land use, and environmental context for the 48 opportunity areas (pages 3-12 through 3-17).

The methodologies and results of the 3-step evaluation used to assess the areas are then presented. The 3-step 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 3.2 identifies the overall evaluation process). It also provides a clear methodology for conducting another evaluation in the future, should conditions change, or new opportunities arise.

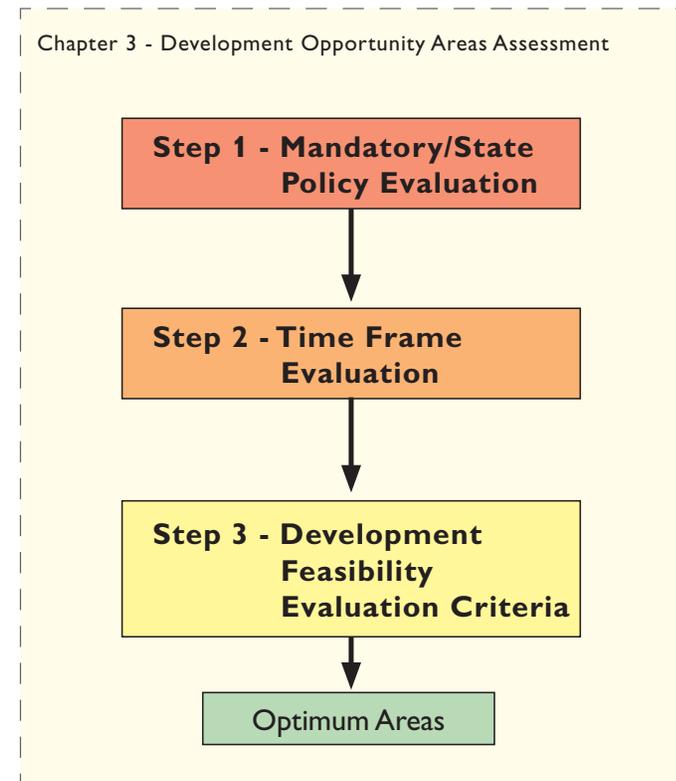
**Step 1 - The Mandatory/State Policy Evaluation** assesses opportunity areas for consistency with State policy, DGS resolutions, and smart growth principles as they relate to transit access, land use, and environmental considerations. It serves as the base threshold in determining those areas that should be further evaluated 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 Summary Exhibit 3.1**



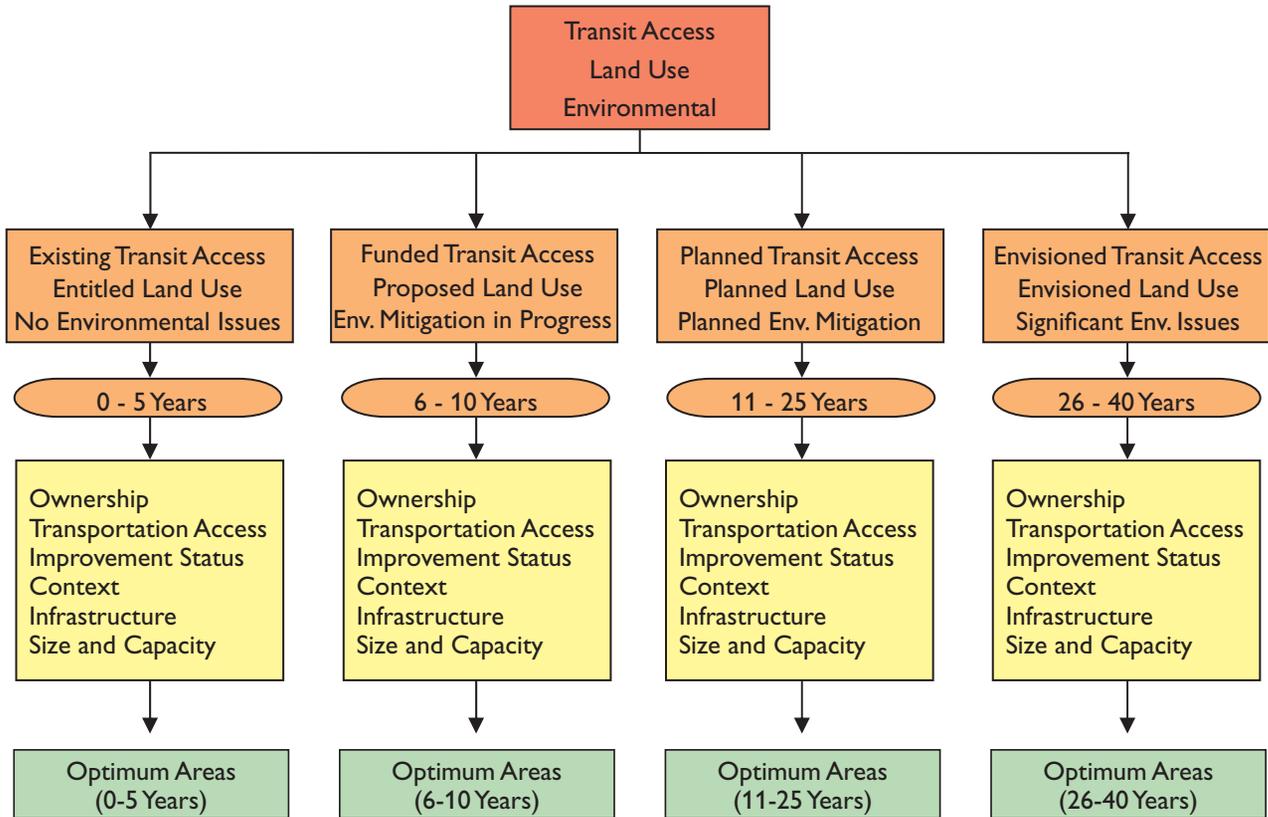
**DEVELOPMENT OPPORTUNITY AREA EVALUATION PROCESS**

**Step 1 - Mandatory State Policy Evaluation**

**Step 2 - Time Frame Evaluation**

**Step 3 - Development Feasibility Evaluation Criteria**

**Optimum Area Identification**

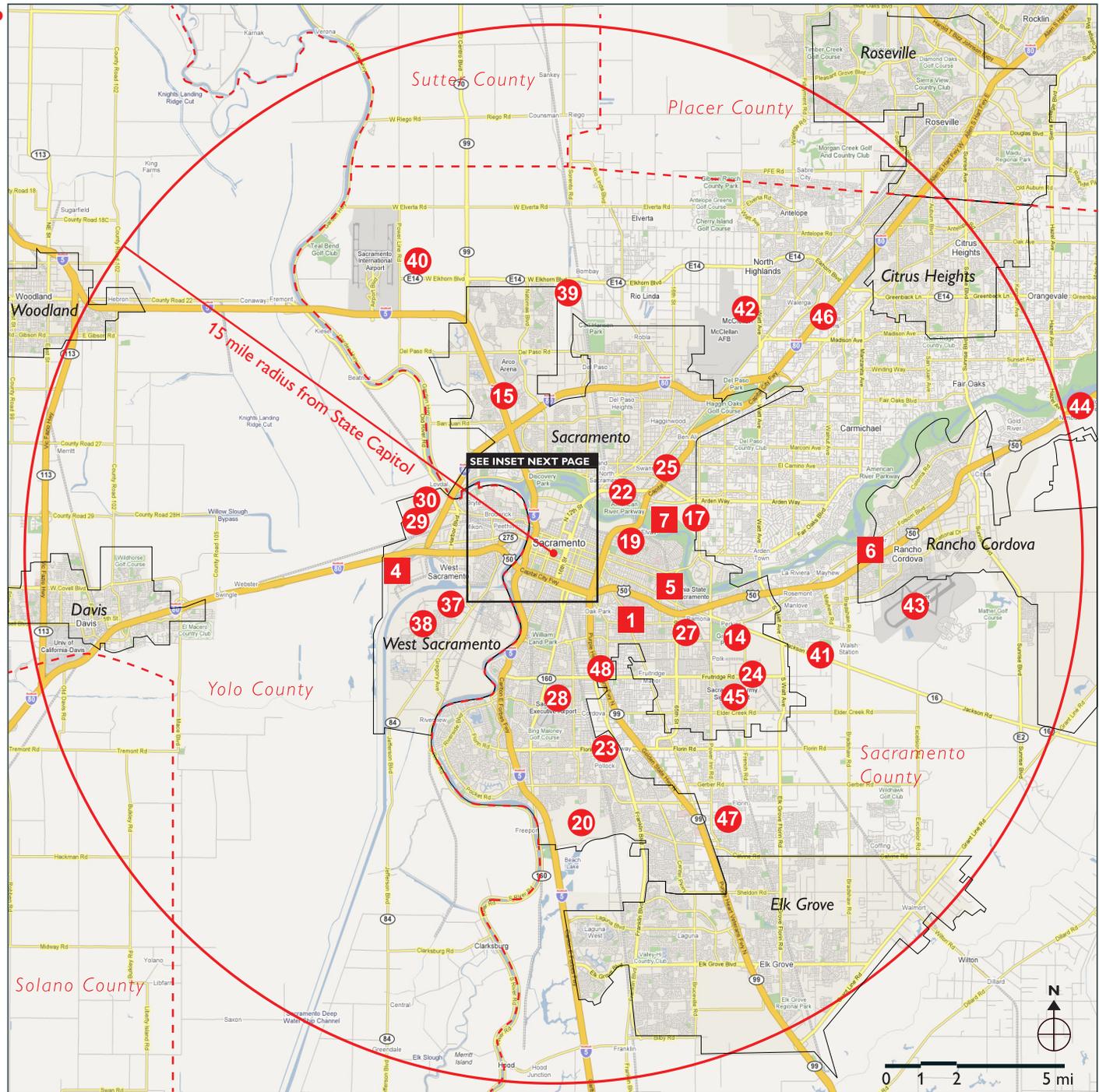


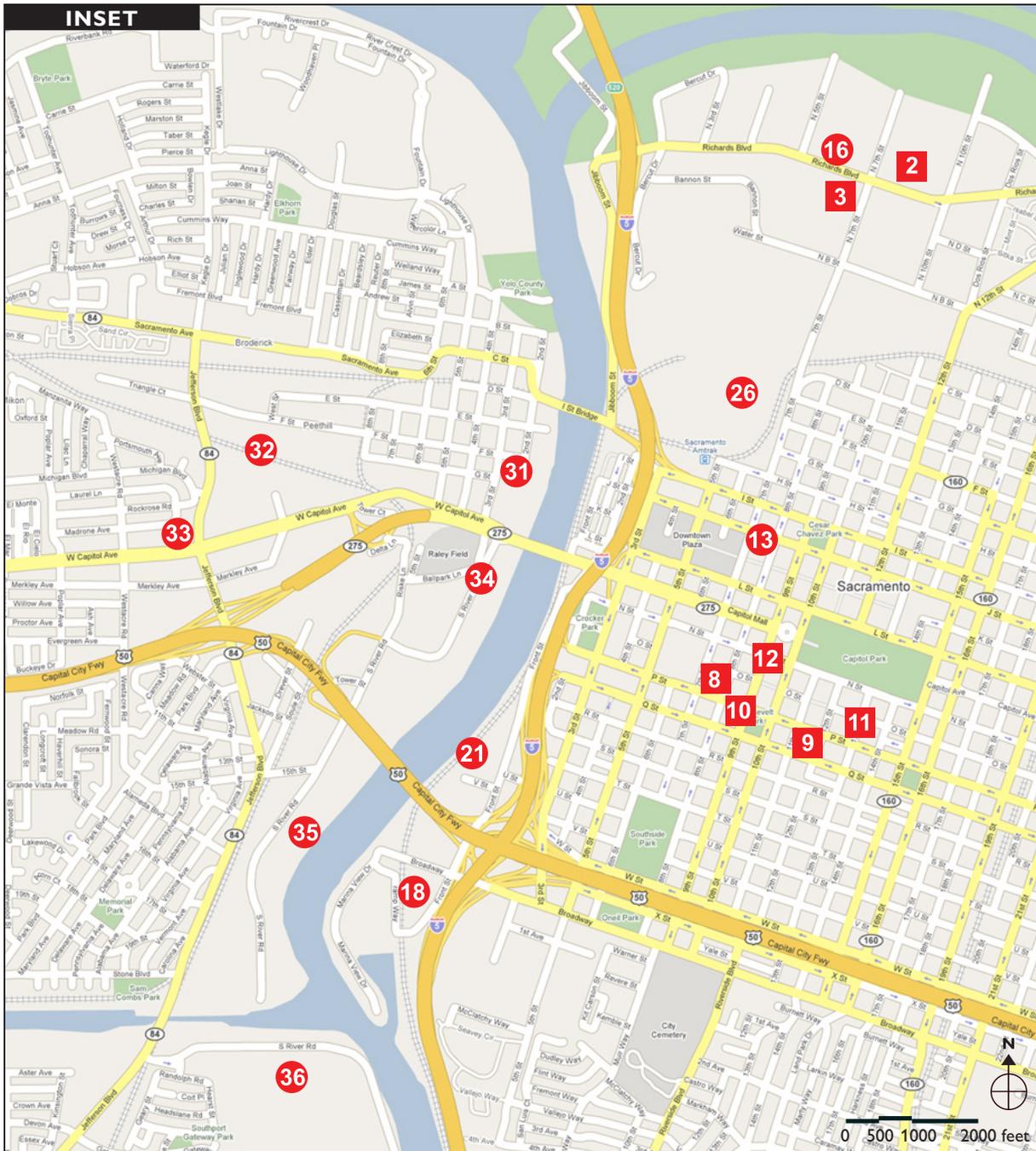
**Development Opportunity Area Evaluation Process Overview Chart  
Exhibit 3.2**

**Development Opportunity Areas Map**

**Exhibit 3.3A**

- STATE-OWNED**
- 1 Department of Justice
  - 2 Lottery Commission
  - 3 State Printing Plant
  - 4 DWR Corp. Yard
  - 5 Caltrans Lab
  - 6 Franchise Tax Board
  - 7 Cal Expo.
  - 8 Blocks 203 and 204
  - 9 Block 275
  - 10 Bonderson Building Site
  - 11 Food & Agriculture Annex Site
  - 12 Resources Building Site
- CITY OF SACRAMENTO**
- 13 Downtown Core
  - 14 Granite Park
  - 15 Natomas EC land (Promenade)
  - 16 River District / Richards Blvd Area
  - 17 Arden / Expo
  - 18 Area Adjacent/East of Miller Park
  - 19 Centrage
  - 20 Delta Shores
  - 21 Docks Area
  - 22 El Monte Triangle
  - 23 Florin & Franklin
  - 24 Florin Perkins
  - 25 Harvard & Arden (USAA)
  - 26 Railyards (ORMU)
  - 27 65th Street Village
  - 28 Executive Airport
- CITY OF WEST SACRAMENTO**
- 29 The Notch
  - 30 CHP Academy
  - 31 Washington Properties
  - 32 F Street Area
  - 33 West Capitol Avenue
  - 34 Triangle
  - 35 Pioneer Bluff
  - 36 Stone Lock District
  - 37 Seaway International Trade Ctr
  - 38 Southport Business Park
- SACRAMENTO COUNTY**
- 39 Natomas/ Panhandle
  - 40 Metro Air Park SPA
  - 41 Jackson Highway Corridor
  - 42 McClellan Tech Center SPA
  - 43 Mather Field SPA
  - 44 Easton/ Aerojet SPA
  - 45 Army Depot
  - 46 Auburn Boulevard Corridor
  - 47 North of Elk Grove
  - 48 Fruitridge Area





**DEVELOPMENT OPPORTUNITY AREAS**

The maps in Exhibits 3.3A and 3.3B show the 48 opportunity areas identified in Chapter 1. (Page 1-23 gives more background information on the selection of the areas.)

Of the 48 opportunity areas, 12 are State-owned sites, five of which are located in the Capitol Area. Of the 36 non State-owned areas, 16 are in the City of Sacramento, ten are in the City of West Sacramento, and ten are in unincorporated areas of the County of Sacramento. Eighteen of the 48 opportunity areas are within downtown or riverfront revitalization areas (Downtown Inset Map, this page).

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 many of the areas are changing as local jurisdictions update their General Plans, create Specific Plan Areas (SPAs), and redevelop former industrial areas (see the Appendix for relevant local plans). The existing zoning of many of the opportunity areas is not representative of what those areas may 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 3.4 through 3.7) summarize basic information about each of the 48 opportunity areas. Beginning on page 3-12, the opportunity areas are presented as they relate to the transportation, land use and environmental issues presented in Chapter 1.

**Development Opportunity Areas, Downtown Inset Map Exhibit 3.3B**

**STATE-OWNED OPPORTUNITY AREAS**

**State-Owned Opportunity Areas**

**Exhibit 3.4**

OPPORTUNITY AREA #	AREA-NAME (State-owner)	ADDRESS	EXISTING BUILDING GROSS SQUARE FEET (Approximate)	CURRENT USE	CURRENT ZONING
1	General Services	4949 Broadway, Sacramento	382,300	Justice Building (office)	Office building zone
2	Lottery Commission	600/700 North 10th Street, Sacramento	189,800 / 77,500	Lottery Buildings (office)	Currently industrial future: urban center part of Richards Boulevard area redevelopment
3	General Services	344 North 7th Street, Sacramento	323,460	Printing Plant	Currently industrial, future: urban center. part of Richards Boulevard area redevelopment
4	Water Resources	4300 West Capitol Avenue, West Sacramento	1,200	Corporation Yard	Zoned: limited industrial
5	Caltrans	5900 Folsom Boulevard, Sacramento	93,400	Lab	Zoned: general commercial/light industry
6	Franchise Tax Board	9646 Butterfield Way, Sacramento	3,000,000	Franchise Tax Board (office, storage and parking)	Office
7	CAL Expo	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 (7/8 and N/P), Sacramento	64,000	Office (Subterranean Bldg), Surface Parking	Capitol Area Office Site
9	Caltrans, DGS, Private, RT	Block 275 (11/12 & P/Q), Sacramento	N/A	Parking Lot, Childcare	Capitol Area Office Site
10	General Services	901 P Street (Block 212), Sacramento	137,300	Bonderson Bldg. (office)	Capitol Area Office Site
11	Food and Agriculture	1215 O Street (Block 222), Sacramento	112,300	Annex (office)	Capitol Area Office Site
12	General Services	1416 9th Street (Block 206), Sacramento	656,600	Resources Bldg. (office)	Capitol Area Office Site

## CITY OF SACRAMENTO OPPORTUNITY AREAS

### City of Sacramento Opportunity Areas

#### Exhibit 3.5

OPPORTUNITY AREA #	AREA NAME	APPROXIMATE BOUNDARIES	APPROXIMATE SIZE (acres)	CURRENT ZONING / PLAN DESIGNATION	PROPOSED GP DESIGNATION *
13	Downtown Core	North of T Street, south of Railyards and levee, east of Sacramento River and west of 18th Street	720	Commercial/Office (Central Business District Special Planning District)	Urban Center/ Central Business District
14	Granite Park	Power Inn to Florin Perkins, Folsom Boulevard to 14th Avenue	300	Office Building and Open Space	EC (Employment Center), Mid-rise, and Open Space
15	Natomas Employment Center Land (Promenade)	Land along I-5 from Elkhorn to I-80	1,000	Employment Center	EC (Employment Center)
16	River District / Richards Boulevard Area	South of the American River, north of the Railyards, east of the Sacramento River, west of Sutter Landing Park and Business Route 80	1,050	Mainly Heavy Industrial	Urban Center - Low
17	Arden / Expo	American River to Arden, Ethan Way to Royal Oaks	200	American River Parkway Corridor, Office Building - Planned Unit Development, Office Building - Labor Intensive	Urban Center - High; Public/ Quasi-Public, Misc.
18	Area Adjacent and East of Miller Park (Setzer)	Sacramento River, I-5 and US Highway 50	20-25	Light Industrial and Heavy Industrial	Urban Corridor, Low; Urban Neighborhood - Medium Density
19	Centrage	Between Capitol City Freeway and railroad tracks, northeast of central city	45	Heavy Industrial	Planned Development
20	Delta Shores	South of Meadowview Road and east of Freeport Boulevard	130	Light Industrial	Planned Development
21	Docks Area	It is defined on the north by Capitol Mall, on the east by the I-5 Freeway, on the south by Broadway and on the west by the Sacramento River	43	Light Industrial and Heavy Industrial	Urban Center - High

\* The City of Sacramento has identified proposed land uses in the process of their General Plan update. For this reason, proposed land uses are listed for the City of Sacramento only. Source: City of Sacramento, Sacramento 2030 - Preferred Land Use & Urban Form Diagram (May 2, 2007).

**CITY OF SACRAMENTO OPPORTUNITY AREAS (CONTINUED)**

**City of Sacramento Opportunity Areas  
Exhibit 3.5 (continued)**

OPPORTUNITY AREA #	AREA NAME	APPROXIMATE BOUNDARIES	APPROXIMATE SIZE (acres)	CURRENT ZONING / PLAN DESIGNATION	PROPOSED GP DESIGNATION *
22	El Monte Triangle	Arden Way on north. Railroad tracks on west. Del Paso Boulevard on east. Located within 1/4 mile of Globe & Arden Light Rail Stations.	80 - 100	Light Industrial, General Commercial, Special Planning District	Urban Center - Low
23	Florin and Franklin	Light Rail Station, Florin Road, Franklin Boulevard	80	Light Industrial, General Commercial	Urban Center - Low
24	Florin Perkins	South Watt, Power Inn, Jackson Highway, South of Elder Creek	200	Heavy Industrial	EC (Employment Center)
25	Harvard and Arden (USAA)	Arden Way, railroad tracks & Business Route 80	30	Office building	Employment Center Mid rise
26	Railyards (ORMU)	East of the Sacramento River, west of N. 2nd Street, south of North B Street/Water Plant	238	Heavy industrial mainly	Planned redevelopment with Office Residential Mixed-Use Zone (ORMU)
27	65th Street Village	65th Street to Redding, Elvis to San Joaquin	50	General Commercial and Residential Mixed-Use	Urban Center - Low
28	Executive Airport	South of 34th Avenue, north of Florin Road, east of Freeport Boulevard, west of 24th Street	50	Single-family zone	Public Facilities

\*The City of Sacramento has identified proposed land uses in the process of their General Plan update. For this reason, proposed land uses are listed for the City of Sacramento only. Source: City of Sacramento, Sacramento 2030 - Preferred Land Use & Urban Form Diagram (May 2, 2007).

## CITY OF WEST SACRAMENTO OPPORTUNITY AREAS

### City of West Sacramento Development Opportunity Areas

#### Exhibit 3.6

OPPORTUNITY AREA #	AREA NAME	APPROXIMATE BOUNDARIES	APPROXIMATE SIZE (acres)	CURRENT ZONING / PLAN DESIGNATION
29	The Notch	South of Country Road 127, north of West Capitol Avenue	700	Agricultural
30	CHP Academy	South of Country Road 127, west of I-80	420	Public, Quasi-public
31	Washington SPA	North of Tower Bridge Gateway, west of Sacramento River	12	Riverfront mixed use
32	F Street Area	South of Sacramento Avenue, east of Jefferson Boulevard	80	Light industrial
33	West Capitol Ave	Area around intersection of West Capitol Avenue and Jefferson Boulevard	80	Central business district, community commercial
34	Triangle SPA	South of Tower Bridge Gateway, north of US Highway 50, west of Sacramento River	180	Riverfront mixed use
35	Pioneer Bluff	South of US Highway 50, east of Jefferson Boulevard, west of Sacramento River	200	Riverfront mixed use
36	Stone Lock District	East and south of S. River Road, north of Stonegate Drive, west of Sacramento River	220	Riverfront mixed use, recreational/park, open space
37	Seaway Int'l Trade Center	South of Sac-Yolo Port Channel, east of Ramco Street, west of Industrial Boulevard	220	Business park, water-related industrial
38	Southport Business Park	South of Sac-Yolo Port Channel, west of Ramco Street	650	Business park, light industrial, heavy industrial

**COUNTY OF SACRAMENTO OPPORTUNITY AREAS**

**County of Sacramento Opportunity Areas**

**Exhibit 3.7**

OPPORTUNITY AREA #	AREA NAME	APPROXIMATE BOUNDARIES	APPROXIMATE SIZE (acres)	CURRENT ZONING / PLAN DESIGNATION
39	Natomas/ Panhandle	South of West Elkhorn Boulevard, north of Del Paso Road, west of rail line	200	Recreation, Extensive Industrial, Natomas Joint Vision Area
40	Metro Air Park SPA	East of Sacramento Int'l Airport, north of I-5	1,700	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)
41	Jackson Highway Corridor	Jackson Highway, east of S Watt Avenue and west of Sunrise Boulevard	14,000	Agriculture-Residential, Agricultural and Industrial.  Area will be subject to future master planning efforts as part of the Jackson Corridor Planing Area. To include various urban uses including mixed use, commercial, office, single-family and multi-family uses, public uses, industrial and employment uses.
42	McClellan SPA	North of Roseville Road, west of Watt Avenue	3,600	Industrial, Light Industrial, Office.
43	Mather Field SPA	South of Old Placerville Road and International Drive, east of Bradshaw Road	5,700	Public Quasi Public, Jackson Corridor Planning Area, Agricultural Cropland, Low Density Residential
44	Easton Place/ Aerojet SPA	South of US Highway 50, west of Scott Road, north of White Rock Road	1,385	Commercial and industrial
45	Army Depot	East of rail line, south of Fruitridge Road, west of Florin Perkins Road, north of Elder Creek Road	space not available	Intensive Industrial, Mixed-Use Corridor
46	Auburn Boulevard Corridor	Auburn Boulevard, east of Watt Avenue and west of Manzanita Avenue	space not available	Commercial and Offices, Mixed-Use Corridor
47	North of Elk Grove	East of Golden State Highway, north of Calvine Road	space not available	Commercial and Offices, Low Density Residential, Mixed-Use Corridor
48	Fruitridge Area	East of Golden State Highway, north of Fruitridge Road	space not available	Jackson Corridor Planning Area



Existing and Planned Transit

Exhibit 3.8A

STATE-OWNED

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

CITY OF SACRAMENTO

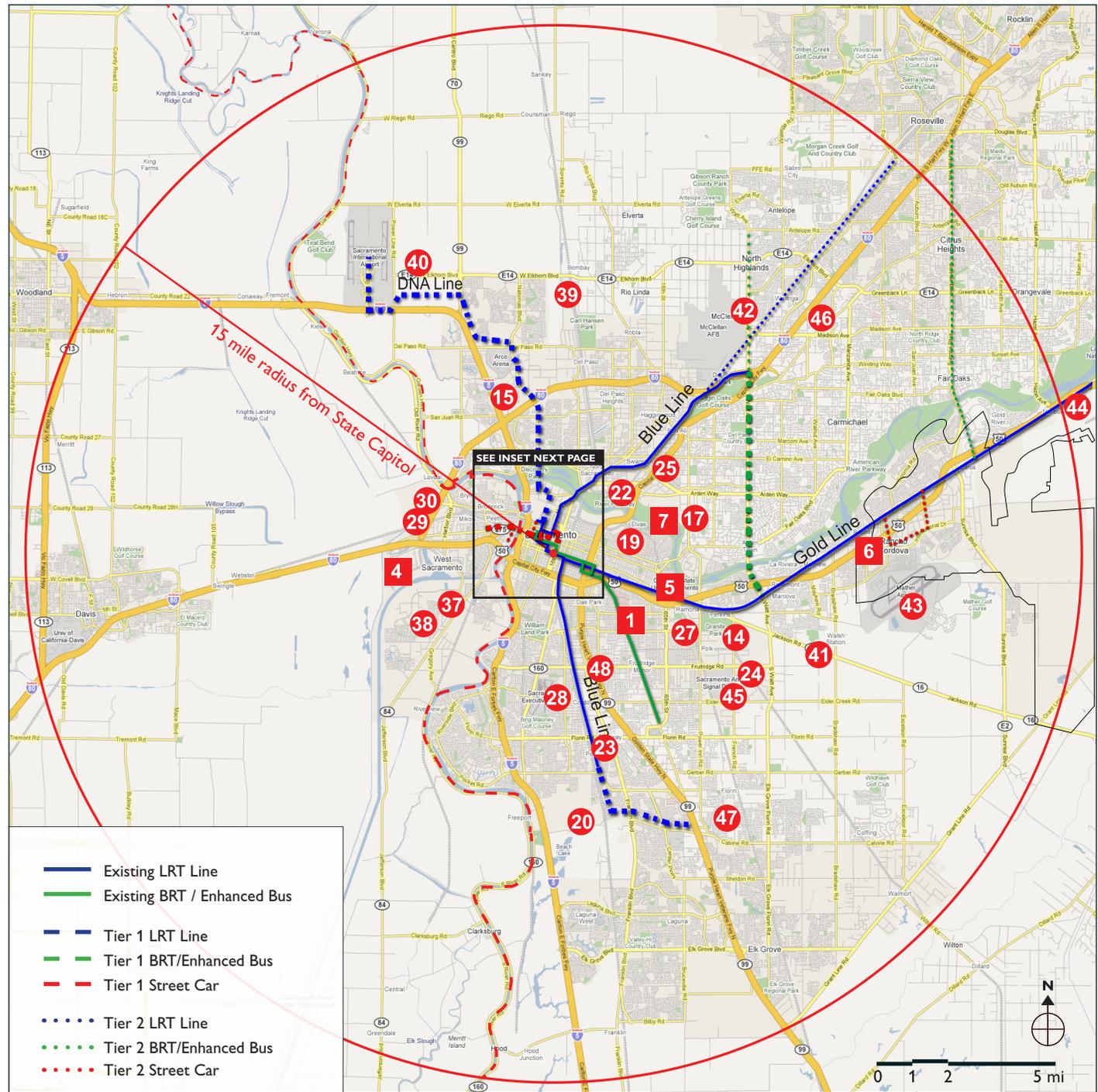
- 13 Downtown Core
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- 15 Natomas EC land (Promenade)
- 16 River District / Richards Blvd Area
- 17 Arden / Expo
- 18 Area Adjacent/East of Miller Park
- 19 Centrage
- 20 Delta Shores
- 21 Docks Area
- 22 El Monte Triangle
- 23 Florin & Franklin
- 24 Florin Perkins
- 25 Harvard & Arden (USAA)
- 26 Railyards (ORMU)
- 27 65th Street Village
- 28 Executive Airport

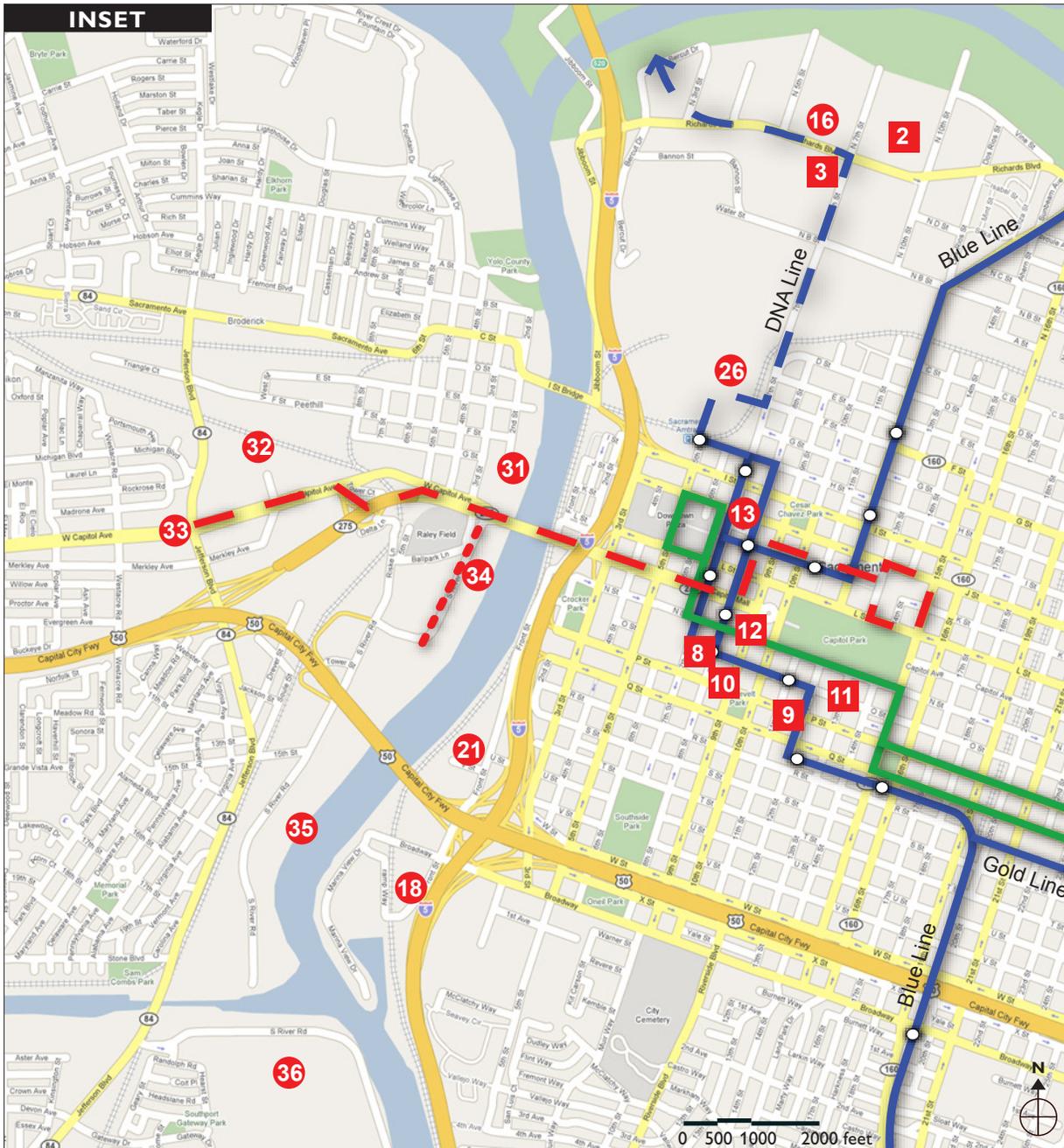
CITY OF WEST SACRAMENTO

- 29 The Notch
- 30 CHP Academy
- 31 Washington Properties
- 32 F Street Area
- 33 West Capitol Avenue
- 34 Triangle
- 35 Pioneer Bluff
- 36 Stone Lock District
- 37 Seaway International Trade Ctr
- 38 Southport Business Park

SACRAMENTO COUNTY

- 39 Natomas/ Panhandle
- 40 Metro Air Park SPA
- 41 Jackson Highway Corridor
- 42 McClellan Tech Center SPA
- 43 Mather Field SPA
- 44 Easton/ Aerojet SPA
- 45 Army Depot
- 46 Auburn Boulevard Corridor
- 47 North of Elk Grove
- 48 Fruitridge Area





### Transportation Overview

Comparing the location of the opportunity areas to existing and proposed transportation facilities (transit and highway) indicates that 22 areas are currently within ¼ mile of a transit service that meets or exceeds the average level of service for the local transit providers. (The Mandatory/State Policy Evaluation section on page 3-18 explains average level of service.) According to the Draft Metropolitan Transportation Plan (MTP), an additional seven opportunity areas will be served by high capacity transit in the next 20 years, resulting in 29 of the 48 areas having transit service that meets or exceeds the existing or proposed level of service of the local transit provider.

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 Draft MTP 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. This planned expansion affects nearly all of the opportunity areas in a similar fashion.

**Existing and Planned Transit, Downtown Inset Map**  
**Exhibit 3.8B**

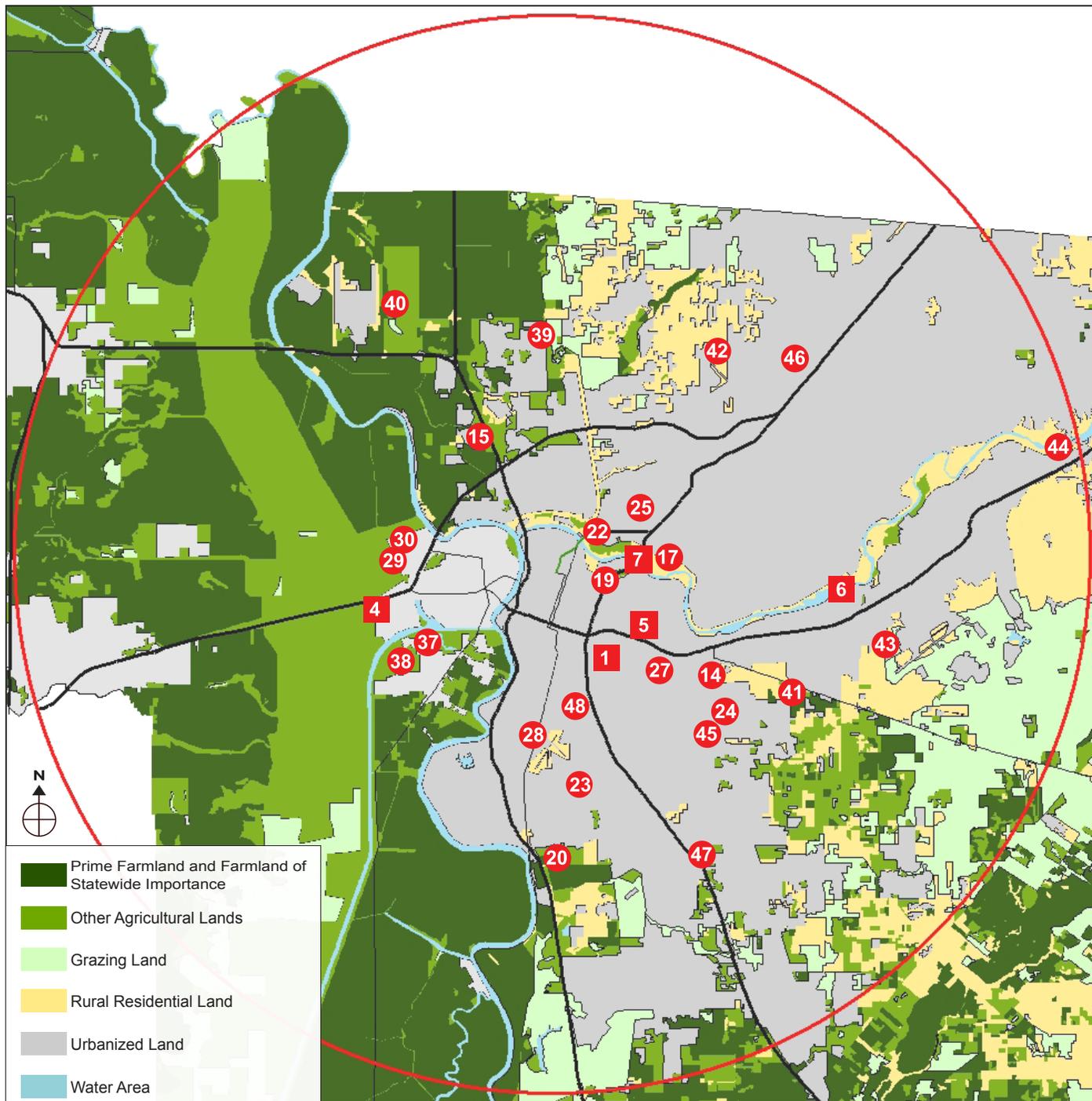
Source: Sacramento Area Council of Governments (MTP 2006)

**Land Use Overview**

Since most opportunity areas are within already-urbanized areas, the potential for developing prime farmland or farmland of statewide importance is minimal (see Appendix for definitions). Development within these areas requires additional mitigation measures for the replacement of lost agricultural land.

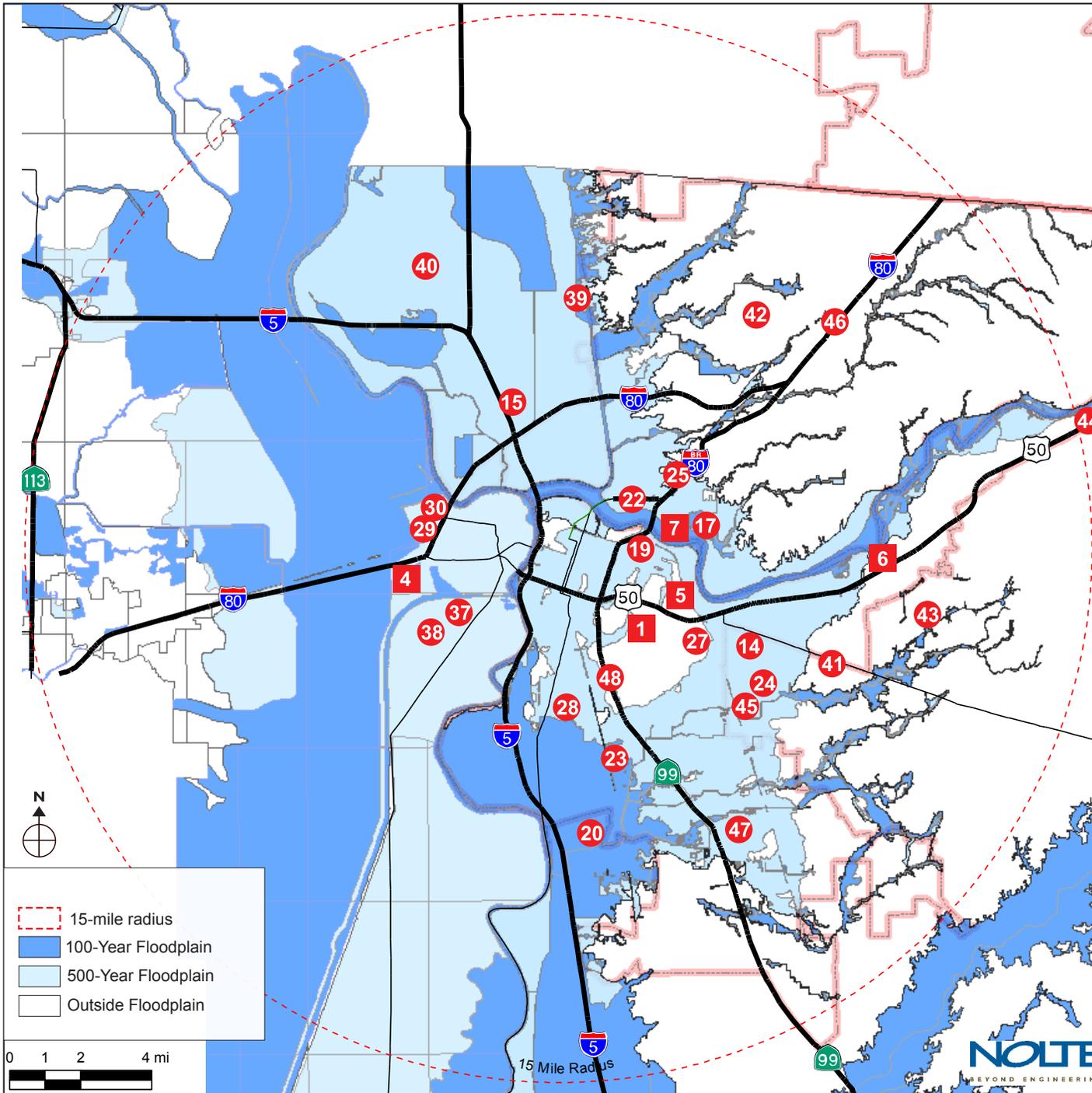
Two of the larger opportunity areas lie on the urban fringe, encompassing tracts of prime farmland and/or farmland of Statewide importance: Delta Shores - #20 and the Jackson Highway Corridor - #41 (Exhibit 3.9 - Agricultural Lands Map). Development within those tracts would require additional mitigation. Downtown Inset maps of Agricultural Lands are not shown, since the entire downtown area is within the urbanized area.

The location of opportunity areas with respect to agricultural lands is mapped in Exhibit 3.9.



**Agricultural Lands Map**  
**Exhibit 3.9**

Source: State of California  
Department of Conservation (2004)



**Environmental Impact Overview**

Due to the urban nature of the opportunity areas, most will have little or no additional impact on the natural environment evaluated herein. The areas with environmental impacts, or an increased potential for impact, are often located adjacent to rivers, in rural areas, and/or within the 100-Year flood plain.

Eight of the 48 opportunity areas are within, or partly within, the 100-Year floodplain, based on FEMA’s most recent digitized flood data maps (FEMA 1998). (Additional information can be found in the Appendix).

Floodplain data and maps are currently being updated and their scale distorts data at the local level. Therefore more localized floodplain maps and engineers’ reports are utilized in the following evaluation.

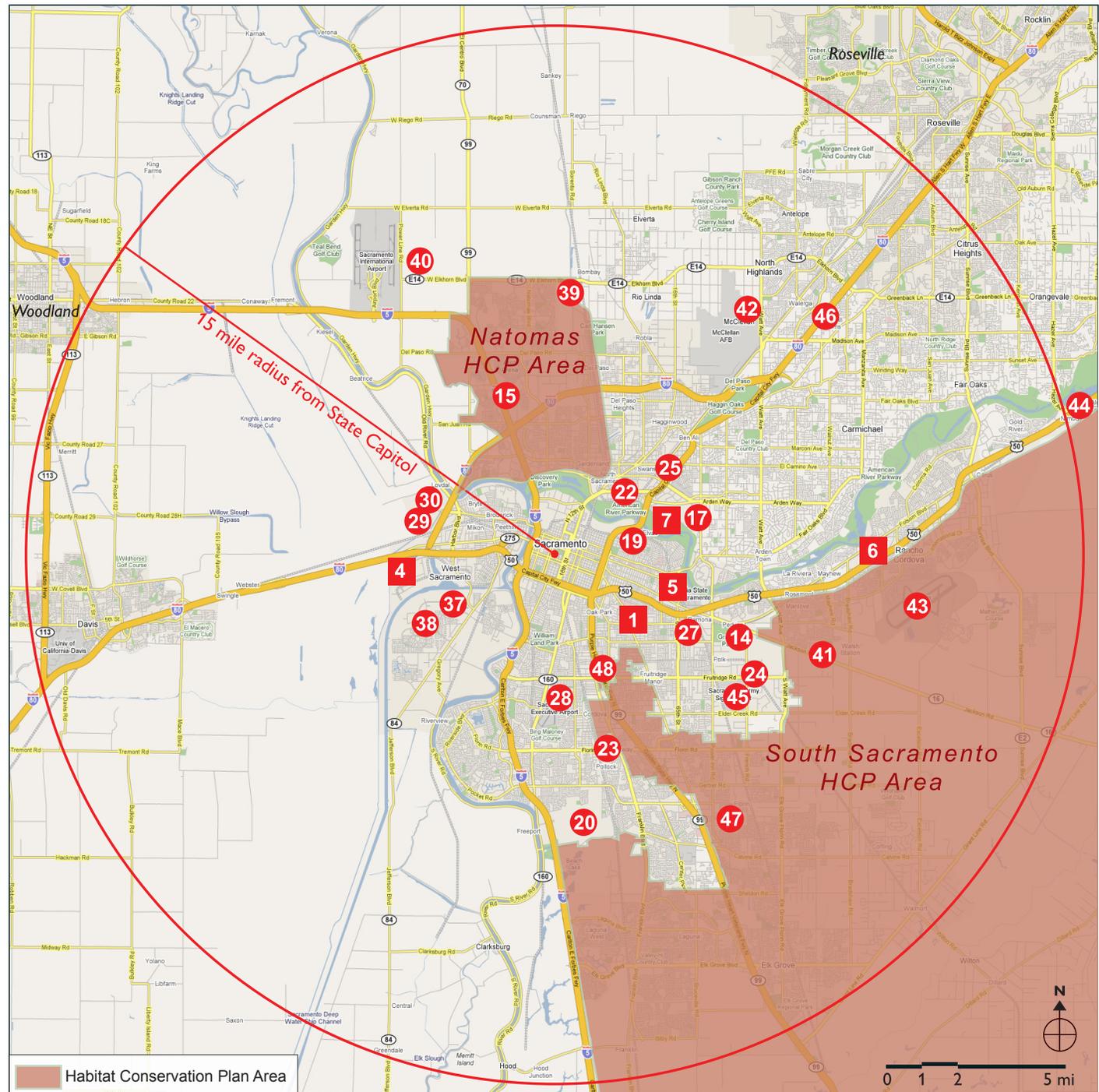
The maps on the following two pages display the opportunity areas’ relationships to habitat conservation areas and vernal pools. Downtown Inset maps are not shown since the entire Downtown Area is outside of the 100-Year floodplain, the Habitat Conservation Plan and Vernal Pool areas.

**Floodplain Constraints Map Exhibit 3.10**

Source: State of California Department of Fish and Game (1998)

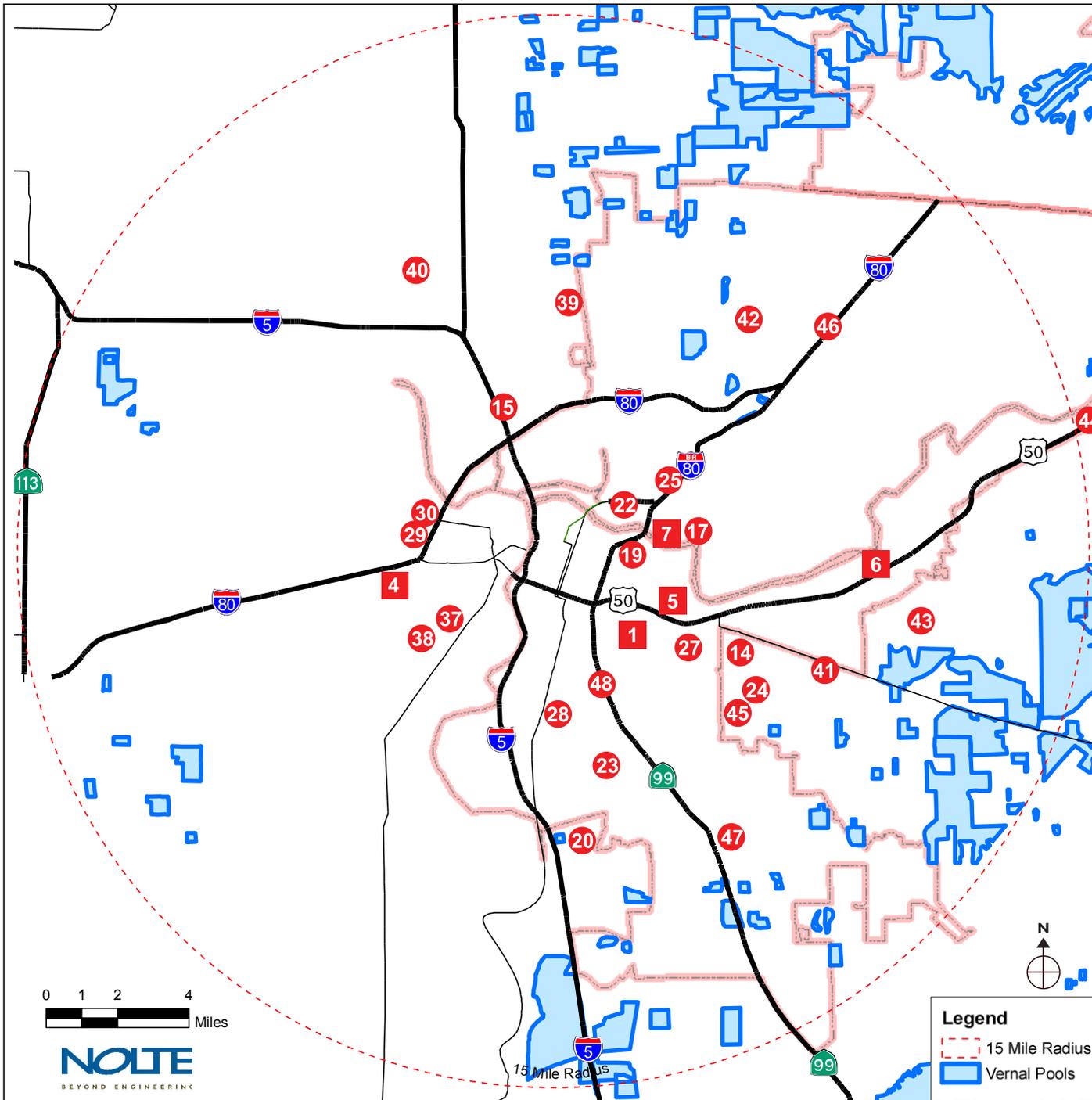
Information for most species (e.g. garter snake, tiger salamander, elderberry beetle) cannot be gained until a site-specific biological study is conducted. The information included in this Planning Study is therefore based on known habitat designations only. This limited knowledge does not preclude the possible existence of other habitat areas. Of known habitat areas for protected species, none of the opportunity areas pose a threat.

Precedent and historical mapping suggest that developing adjacent to, or on, farmland or vernal pool complexes increases the likelihood of impacting endangered or threatened species. The species in the region include Swainson's Hawk, Burrowing Owls, grass species, and vernal pool habitat species such as Fairy Shrimp. This is especially relevant to the more rural opportunity areas considered. Several of these opportunity areas contain wetlands, vernal pools or have had endangered species sightings.



**Habitat Conservation Plan Map**  
**Exhibit 3.11**

Source: South Sacramento Habitat Conservation Project (2005)



A Habitat Conservation Plan (HCP) currently exists for the North Natomas area (including parts of the City and County of Sacramento). An HCP for the south Sacramento County area is in the process of being approved.

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 for certain amounts of diminishing numbers or incidental habitat takings of endangered and/or threatened species that would ordinarily make projects infeasible. HCPs therefore reduce the cost and time constraints associated with mitigating development near vernal pools and endangered species habitat. This also means that opportunity areas within HCPs have more quantifiable and predictable constraints.

**Vernal Pools Map**

**Exhibit 3.12**

Source: State of California Department of Fish and Game (1996)

## Evaluation Step 1 - Mandatory/State Policy Evaluation

### METHODOLOGY

Many of the State policies and initiatives discussed in Chapter 1 determine how potential opportunity areas for future State office facility development are evaluated in this first step. These State policies are typically supported 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 set up 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 at this time.

#### 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 Government Code §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 ¼ mile of transit with at, or above, average level of service for the transit system. The DGS Excellence in Public Building (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 if each opportunity area complies with these policies.

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 Sacramento County is determined by the level of service provided by the Sacramento Regional Transit District (RT) and is based on

### Step 1 - Mandatory Evaluation Criteria

- **Transit:** Located within 1/4 mile radius from existing or planned transit stop with at or above average level of service.
- **Land Use:** Opportunity area is not located within Prime Farmland or Farmland of Statewide Importance.
- **Environmental:** Located outside of 100-Year floodplain and mitigable/no impact on known endangered species habitat and vernal pool complexes.

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, the average level of transit service is determined by Yolo County Transit Agency bus service, and generally consists of one or two buses operating during the AM and PM peak period. This means that some opportunity areas in West Sacramento may meet the local average transit level of service, while areas with similar service in the City of Sacramento would not meet their local average. Exhibits 3.13 through 3.16 display which opportunity areas meet the local average level of service, and which do not.

## Land Use

California State resolutions HR 23 and SR 12 (1999) state 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 designated various categories of farmland, including Prime Farmland and Farmland of Statewide Importance. To be considered for State office development, a potential opportunity area must not be located within Prime Farmland or Farmland of Statewide Importance - the second mandatory evaluation criterion.

## Environmental Impact

Potential opportunity areas are further evaluated in this Planning Study if they meet certain environmental impact criterion. 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 of the 100-Year floodplain and development of the area must have a mitigable impact or no impact on known endangered species habitat and vernal pool complexes.

Development within a floodplain<sup>1</sup> 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, they 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, while no known habitats exist near the opportunity areas, the likelihood of impacting or discovering critical habitat increases with proximity to wetlands, vernal pools and rivers.

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<sup>1</sup> Since floodplain data, policies and maps are being updated at the federal, State and local levels, data are sometimes out of date, on record but not public or graphically mapped, and/or inconsistent within the Study Area. For this reason, notations regarding the floodplain status are made in the evaluation chart and data between jurisdictions will not always be the same.

The evaluation charts on the following pages denote how each of the 48 opportunity areas' characteristics respond to the Mandatory / State Policy Evaluation, based on existing conditions, or known plans. Of these 48 opportunity areas, 29 meet the mandatory evaluation criteria and continue to the next level of analysis. The remaining 19 opportunity areas may meet the mandatory criteria in the future, as conditions change.

**MANDATORY EVALUATION: STATE-OWNED OPPORTUNITY AREAS**

**Mandatory Evaluation: State-Owned Opportunity Areas**

**Exhibit 3.13**

State Transit Policy		Regional Land Use		Environmental Impacts	
Located within 1/4 mile radius of existing or planned transit stop with at or above average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide 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

Opportunity Areas							
#	Name						
1	Department of Justice	✓	Local bus and shuttles	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
2	Lottery Commission	✓	Future Downtown Natomas Airport (DNA) Light Rail Transit (LRT) line	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
3	State Printing Plant	✓	Future LRT (DNA)	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
4	DWR Corporation Yard	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain
5	Caltrans Lab	✓	Existing LRT	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
6	Franchise Tax Board	✓	Existing LRT and Bus	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
7	CAL EXPO	✗	No existing or planned transit at or above average level of service	✓	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 & 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

**MANDATORY EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS**

**Mandatory Evaluation: City Of Sacramento Opportunity Areas**

**Exhibit 3.14**

State Transit Policy		Regional Land Use		Environmental Impacts	
Located within 1/4 mile radius of existing or planned transit stop with at or above average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide 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

Opportunity Areas							
#	Name						
13	Downtown Core	✓	Existing LRT and Bus	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
14	Granite Park	✓	Existing LRT	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
15	Natomas EC land (Promenade)	✓	Future LRT (DNA)	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
16	Richards Blvd Area / River District	✓	Future LRT (DNA)	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
17	Arden / Expo	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain
18	Area Adjacent and East of Miller Park (Setzer)	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
19	Centrage	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
20	Delta Shores	✗	Future LRT (South Line) is not within 1/4 mile of developable area	✓ ✗	Parts of area are on prime farmland, farmland of statewide importance	✓ ✗	Part of opportunity area is within 100-year floodplain
21	Docks Area	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
22	El Monte Triangle	✗	LRT is more than 1/4 mile away	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain
23	Florin & Franklin	✓	Future Enhanced Bus. County portion is beyond 1/4-mile from LRT	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain
24	Florin Perkins	✗	Future Trunk Bus (Fruitridge), not at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
25	Harvard & Arden (USAA)	✓	Existing LRT with New Pedestrian Bridge	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
26	Railyards (Office/ Residential Mixed-Use District)	✓	Existing LRT/ Commuter Rail	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
27	65th Street Village	✓	Existing LRT	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
28	Executive Airport	✗	No existing or planned light-rail or rapid bus transit	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain

**MANDATORY EVALUATION: CITY OF WEST SACRAMENTO OPPORTUNITY AREAS**

**Mandatory Evaluation: City Of West Sacramento Opportunity Areas**

**Exhibit 3.15**

State Transit Policy		Regional Land Use		Environmental Impacts	
Located within 1/4 mile radius of existing or planned transit stop with at or above average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide 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

Opportunity Areas							
#	Name						
29	The Notch	✗	No existing or planned light-rail or rapid bus transit	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
30	CHP Academy	✗	No existing or planned light-rail or rapid bus transit	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
31	Washington SPA	✓	Yolo Bus #40 & Capitol Shuttle provide at least average LOS	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
32	F - Street Area	✓	Yolo Bus #40 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
33	West Capitol Avenue	✓	Yolo Bus #40 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
34	Triangle SPA	✓	Yolo Bus #40 & Capitol Shuttle provide at least average LOS	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
35	Pioneer Bluff	✓	Yolo Bus #39 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
36	Stone Lock District	✓	Yolo Bus #39 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
37	Seaway International Trade Center	✓	Yolo Bus #35 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
38	Southport Business Park	✓	Yolo Bus #35 provides at least average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria

**MANDATORY EVALUATION: COUNTY OF SACRAMENTO OPPORTUNITY AREAS**

**Mandatory Evaluation: County Of Sacramento Opportunity Areas**

**Exhibit 3.16**

State Transit Policy		Regional Land Use		Environmental Impacts	
Located within 1/4 mile radius of existing or planned transit stop with at or above average level of service (LOS).		Not located within Prime Farmland or Farmland of Statewide 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

Opportunity Areas							
#	Name						
39	Natomas/ Panhandle	✗	Future Trunk Bus (Fruitridge line) planned but not at average LOS	✓	Meets Mandatory Criteria	✓ ✗	Part of opportunity area is within 100-year floodplain
40	Metro Air Park SPA	✓	Future LRT (DNA)	✓	Parts of area are on farmland of statewide importance	✓	Meets Mandatory Criteria
41	Jackson Highway Corridor	✗	No existing or planned transit at or above average level of service	✓ ✗	Parts of area are on farmland of statewide importance	✓	Meets Mandatory Criteria
42	McClellan Technology Center SPA	✓	Possible Future Enhanced Bus	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
43	Mather Field SPA	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
44	Easton Place / Aerojet SPA	✓	Existing LRT	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
45	Army Depot	✗	Future Trunk Bus (Fruitridge line) planned but not at average LOS	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
46	Auburn Boulevard Corridor	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
47	North of Elk Grove	✗	No existing or planned transit at or above average level of service	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria
48	Fruitridge Area	✗	Future Trunk Bus (Fruitridge line) planned but not at average LOS	✓	Meets Mandatory Criteria	✓	Meets Mandatory Criteria

29 Opportunity Areas after Mandatory Evaluation

Exhibit 3.17

29 Opportunity Areas To Be Further Assessed in Step 2*	
<b>State-Owned</b>	
1	Department of Justice
2	Lottery Commission Site
3	State Printing Plant
5	Dept. of Transportation Lab
6	Franchise Tax Board
8	Blocks 203 and 204
9	Block 275
10	Bonderson Building Site
11	Food & Agriculture Annex Site
12	Resources Building Site
<b>City of Sacramento</b>	
13	Downtown Core
14	Granite Park
15	Natomas EC land (Promenade)
16	The River District / Richard's Blvd Area
23	Florin and Franklin
25	Harvard & Arden (USAA)
26	Railyards (ORMU)
27	65th Street Village
<b>City of West Sacramento</b>	
31	Washington SPA
32	F - Street Area
33	West Capitol Avenue
34	Triangle SPA
35	Pioneer Bluff
36	Stone Lock District
37	Seaway International Trade Center
38	Southport Business Park
<b>County of Sacramento</b>	
40	Metro Air Park SPA
42	McClellan Technology Center SPA
44	Easton Place / Aerojet SPA

19 Opportunity Areas That Do Not Currently Meet Mandatory Criteria	
<b>State-Owned</b>	
4	DWR Corporation Yard
7	CAL EXPO
<b>City of Sacramento</b>	
17	Arden / Expo
18	Area Adjacent/East of Miller Park (Setzer)
19	Centrage
20	Delta Shores
21	Docks Area
22	El Monte Triangle
24	Florin Perkins
28	Executive Airport
<b>City of West Sacramento</b>	
29	The Notch
30	CHP Academy
<b>County of Sacramento</b>	
39	Natomas/ Panhandle
41	Jackson Highway Corridor
43	Mather Field SPA
45	Army Depot
46	Auburn Boulevard Corridor
47	North of Elk Grove
48	Fruitridge Area

\*Areas are mapped in Exhibits 3.22A and 3.22B.



## 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 timeframes.

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 following factors determine the time frame for possible development of an opportunity area based on transit service and availability.

- 0 – 5 Years: Light rail or high frequency bus service in place. Station or bus stop within  $\frac{1}{4}$  mile of area.
- 6 – 10 Years: Light rail in-place or new service expected within the time period. Enhanced bus/Bus Rapid Transit (BRT) service likely within the time period. Light rail station or bus stop within  $\frac{1}{4}$  mile of area. (Timing of the installation of new service is based on the proposed Metropolitan Transportation Plan.)
- 11 – 25 Years: Light rail in-place or new service expected within the time period. Enhanced bus service/Bus Rapid Transit (BRT) likely within the time period. Light rail station or bus stop within  $\frac{1}{4}$  mile of area. (Timing of the installation of new service is based on the proposed Metropolitan Transportation Plan.)
- 26 – 40 Years: Light rail in-place or new service expected within the time period. Enhanced bus service/Bus Rapid Transit (BRT) likely within the time period. (Timing of the installation of new service is based on the Sacramento Regional Transit Long Range Plan.)

### Step 2 - Time Frame Evaluation Criteria

- **Transit Access:** Time frame at which mandatory public transit access is available at the location.
- **Land Use / Entitlement Status:** Time frame at 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

### 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 Specific Planning Area (SPA), or an emerging redevelopment plan.
- 26 – 40 Years: Envisioned office or mixed-use development. Envisioned development can include lands planned for office or mixed-use but unlikely to develop in 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 Impact

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, page 3-15). 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. Two HCPs are in place, in the Natomas and south Sacramento County areas.
- 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 the life of a 30-Year mortgage.
- 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, noted in the charts on the following pages, of the 29 assessed opportunity areas, 12 will have development capability in 0-5 years, 12 in 6-10 years, 4 in 11-25 years, and 1 in 26-40 years.

**TIME FRAME EVALUATION: STATE-OWNED OPPORTUNITY AREAS**

**Time Frame Evaluation: State-Owned Opportunity Areas**

**Exhibit 3.18**

State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
Located within 1/4 mile radius from existing or planned transit stop with at or above average level of service 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	
6-10	6-10 years	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
11-25	11-25 years	11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
26-40	26-40 years	26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	

Opportunity Areas		Time Frame	Transit Service Status	Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
#	Name							
1	Department of Justice	6-10	Local bus and shuttles	6-10	Entitled for office. Relocation, demolition and rebuild not possible until 6-10 years	0-5	No major issues	6 - 10
2	Lottery Commission	6-10	Future LRT (DNA)	6-10	Draft: Urban Center - High. Currently industrial. Relocation, demolition and rebuild not possible until 6-10 years	0-5	AR Zone; UP toxic plume nearby	6 - 10
3	State Printing Plant	6-10	Future LRT (DNA)	6-10	Draft: Urban Center - High. Currently industrial. Relocation, demolition and rebuild not possible until 6-10 years	0-5	AR Zone; Well operation pulling UP plume toward site	6 - 10
5	Caltrans Lab	0-5	Existing LRT	6-10	Draft: Employment Center Low Rise. Currently light industrial. Relocation, demolition and rebuild not possible until 6-10 years	0-5	AR Zone; Possible cleanup req'd	6 - 10
6	Franchise Tax Board	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 & 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, demolition and rebuild not possible until 6-10 years	0-5	No major issues	6 - 10

**TIME FRAME EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS**

**Time Frame Evaluation: City of Sacramento Opportunity Areas**

**Exhibit 3.19**

State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
Located within 1/4 mile radius from existing or planned transit stop with at or above average level of service 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	
6-10	6-10 years	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
11-25	11-25 years	11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
26-40	26-40 years	26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	

Opportunity Areas		Time Frame	Transit Service Status	Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
#	Name							
13	Downtown Core	0-5	Existing LRT and Bus	0-5	Commercial/Office	0-5	Some previously-developed sites potentially contaminated	0 - 5
14	Granite Park	0-5	Existing LRT	0-5	Approved PUD, Office Building Zoning. Future Emp Center Zoning	0-5	Certified EIR. Floodplain and species issues mitigated	0 - 5
15	Natomas EC land (Promenade)	11-25	Future LRT (DNA)	11-25	Vacant; planned for EC (Employment Center)	11-25	100 yr-flood control bonds approved 2007. Current flood potential	11 - 25
16	Richards Blvd Area / River District	6-10	Existing LRT	6-10	Existing Industrial / Warehousing; planned for Urban Center no EIR	6-10	AR Zone: No major issues; Some parcels affected by heavy metals pollution	6 - 10
23	Florin & Franklin	11-25	County Portion is more than 1/4 mile. Good transit but not light rail. Future Enhanced Bus.	6-10	Currently Light Rail Station, car dealerships, commercial / manufacturing. Major General Plan update project. Planned for Urban Center - Low. GP EIR underway	11-25	AR Zone: 100 Year Flood plain	11 - 25
25	Harvard & Arden (USAA)	6-10	Existing LRT with New Pedestrian Bridge	6-10	Existing commercial / office. Planned for Employment Center - partially entitled	0-5	No major issues	6 - 10
26	Railyards (Office/ Residential Mixed-Use District)	0-5	Existing LRT/ Commuter Rail	6-10	Draft EIR includes office	0-5	Within Zone X. Soil / Ground water currently being remediated completed within year	6 - 10
27	65th Street Village	0-5	Existing LRT	6-10	TOD supported by City, Urban Center-Low	6-10	Within AR Zone	6 - 10

**TIME FRAME EVALUATION: CITY OF WEST SACRAMENTO OPPORTUNITY AREAS**

**Time Frame Evaluation: City of West Sacramento Opportunity Areas**

**Exhibit 3.20**

State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination
Located within 1/4 mile radius from existing or planned transit stop with at or above average level of service 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	
6-10	6-10 years	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress	
11-25	11-25 years	11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned	
26-40	26-40 years	26-40	Envisioned office or mixed-use dev't	26-40	Significant issues	

Earliest time frame in which office development is possible based on all criteria at left.

Opportunity Areas		Time Frame	Transit Service Status	Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
#	Name							
31	Washington SPA	0-5	Yolo Bus #40, Capitol Shuttle	0-5	Office, vacant, residential; zoned R-2, R-3 (multi-residential), WF (waterfront). Proposed Riverfront Mixed-Use	0-5	0 to 1 Below flood depth**	0 - 5
32	F - Street Area	0-5	Yolo Bus #40	0-5	Warehouse, industrial (zoned manufacturing). Planned for light industrial	6-10	1 to 5 feet below flood depth **	6 - 10
33	West Capitol Avenue	0-5	Yolo Bus #40	0-5	Commercial, institutional, public. Planned for Central Business District, community commercial	0-5	1 to 5 feet below flood depth **	0 - 5
34	Triangle SPA	0-5	Yolo Bus #40, Capitol Shuttle	0-5	Vacant, industrial, recreational, planned for Riverfront mixed use. SP / EIR / subdivision map nearly complete	0-5	0 to 1 Below flood depth **	0 - 5
35	Pioneer Bluff	0-5	Yolo Bus #39	6-10	WF (waterfront), future Riverfront Mixed-Use	0-5	0 to 1 Below flood depth **	6 - 10
36	Stone Lock District	0-5	Yolo Bus #39	6-10	WF (waterfront), RP (recreation-park), R-3 (multi-residential). Future Riverfront Mixed-Use	0-5	1 to 5 feet below flood depth **	6 - 10
37	Seaway International Trade Center	0-5	Yolo Bus #35	0-5	Vacant (Zoned) M-3 (industrial waterfront), B-P (business park), RP (recreation-park). Planned for business park, water-related industrial	0-5	5 to 10 feet below flood depth **	0 - 5
38	Southport Business Park	0-5	Yolo Bus #35	0-5	M-2 (industrial-heavy), B-P (business park), M-1 (industrial-light), R-3 (multi-residential), C-1 (commercial-n'hood)	0-5	5 to 10 feet below flood depth **	0 - 5

\*\* Based on West Sacramento District Engineer's Final Flood Assessment Report.

**TIME FRAME EVALUATION: CITY OF SACRAMENTO OPPORTUNITY AREAS**

**Time Frame Evaluation: City of Sacramento Opportunity Areas**

**Exhibit 3.21**

State Transit Policy		Entitlement Status		Environmental Impacts		Time Frame Determination	
Located within 1/4 mile radius from existing or planned transit stop with at or above average level of service 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	6-10 years	6-10	Proposed office or mixed-use dev't	6-10	Remediation/mitigation in progress		
11-25	11-25 years	11-25	Planned office or mixed-use dev't	11-25	Remediation/mitigation planned		
26-40	26-40 years	26-40	Envisioned office or mixed-use dev't	26-40	Significant issues		

Opportunity Areas		Time Frame	Transit Service Status	Time Frame	Entitlement Status	Time Frame	Environmental Impact Status	Time Frame Determination
#	Name							
40	Metro Air Park SPA	11-25	Future LRT (DNA)	0-5	Specific Plan Area - light manufacturing, airport related industrial, high-tech, R+D offices, professional offices, commercial services, open space, golf course.	6-10	Natomas downgraded to 40 year flood protection. Swainson's hawk sightings. Significant environmental constraints within the eastern portion of the area (vernal pools); floodplain issues - Elder, Laguna and Morrison creeks	11 - 25
42	McClellan Technology Center SPA	26-40	Possible Future Enhanced Bus	6-10	SPA - Core Aviation and Industrial District: light industrial, heavy industrial, aviation industrial. East, South and West McClellan Districts: office, light industrial	6-10	Has wetlands on site	26 - 40
44	Easton Place / Aerojet SPA	0-5	Existing LRT	11-25	Urban Development Area - SPA - MP (commercial), M-2 (industrial); entitlements expected by the end of 2008-09	6-10	Wetlands and vernal pools; major aerojet plume	11 - 25

**29 Assessed Opportunity Areas by Time Frame**  
**Exhibit 3.22A**

**0-5 YEAR TIME FRAME**

- 6** Franchise Tax Board
- 8** Blocks 203 and 204
- 9** Block 275
- 10** Bonderson Building Site
- 11** Food & Agriculture Annex Site
- 13** Downtown Core
- 14** Granite Park
- 31** Washington SPA
- 33** West Capitol Avenue
- 34** Triangle SPA
- 37** Seaway International Trade Ctr
- 38** Southport Business Park

**6-10 YEAR TIME FRAME**

- 1** Department of Justice
- 2** Lottery Commission
- 3** State Printing Plant
- 5** Caltrans Lab
- 12** Resources Building Site
- 16** River District / Richards Blvd Area
- 25** Harvard & Arden (USAA)
- 26** Railyards (ORMU)
- 27** 65th Street Village
- 32** F Street Area
- 35** Pioneer Bluff
- 36** Stone Lock District

**11-25 YEAR TIME FRAME**

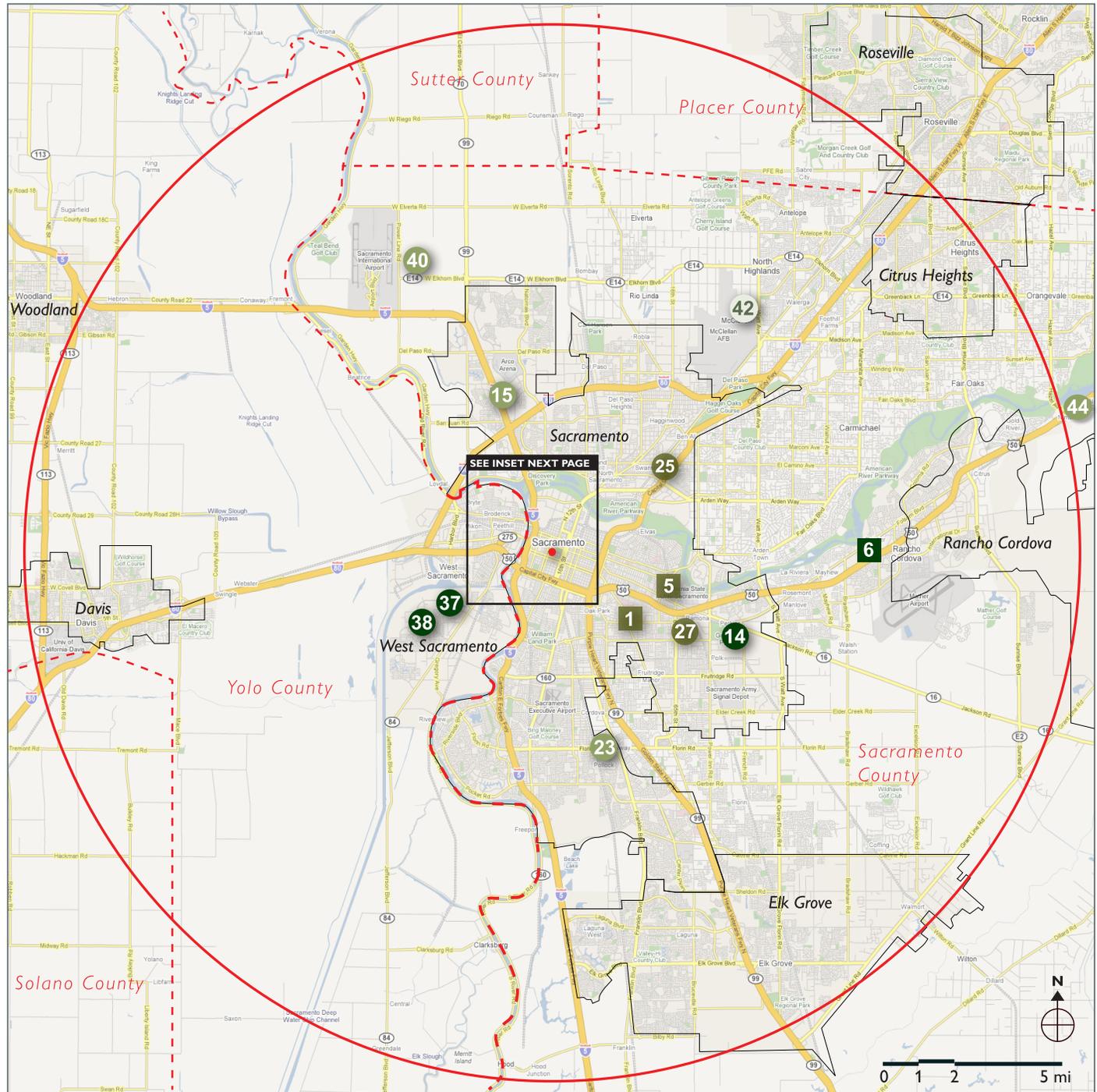
- 15** Natomas EC land (Promenade)
- 23** Florin & Franklin
- 40** Metro Air Park SPA
- 44** Easton/ Aerojet SPA

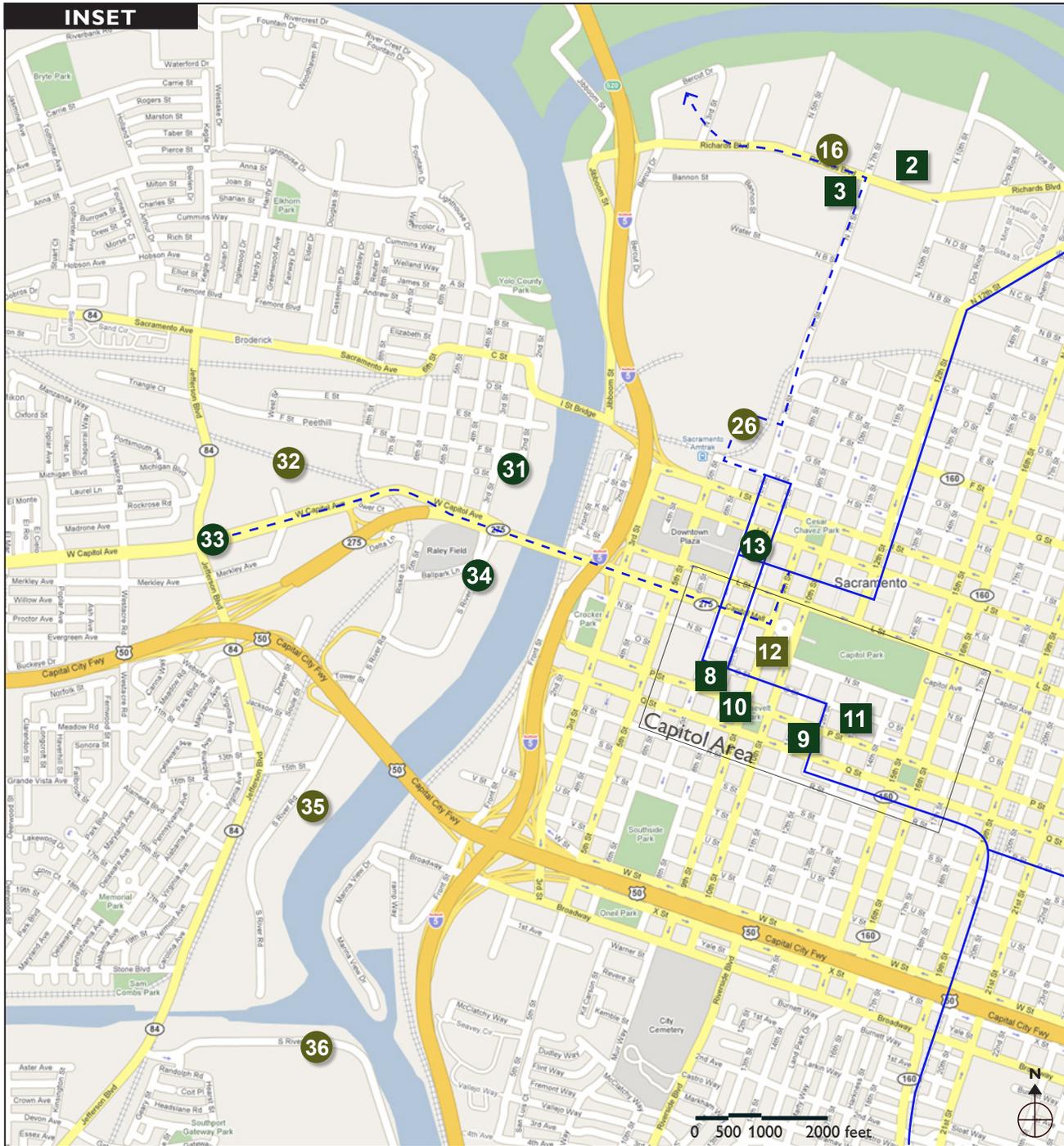
**26-40 YEAR TIME FRAME**

- 42** McClellan Tech Center SPA

 State-Owned Site

 Non State-Owned Site





**29 Assessed Opportunity Areas by Time Frame, Downtown Inset**  
**Exhibit 3.22B**

**0-5 YEAR TIME FRAME**

- 6 Franchise Tax Board
- 8 Blocks 203 and 204
- 9 Block 275
- 10 Bonderson Building Site
- 11 Food & Agriculture Annex Site
- 13 Downtown Core
- 14 Granite Park
- 31 Washington Properties
- 33 West Capitol Avenue
- 34 Triangle
- 37 Seaway International Trade Ctr
- 38 Southport Business Park

**6-10 YEAR TIME FRAME**

- 1 Department of Justice
- 2 Lottery Commission
- 3 State Printing Plant
- 5 Caltrans Lab
- 12 Resources Building Site
- 16 River District / Richards Blvd Area
- 25 Harvard & Arden (USAA)
- 26 Railyards (ORMU)
- 27 65th Street Village
- 32 F Street Area
- 35 Pioneer Bluff
- 36 Stone Lock District

**11-25 YEAR TIME FRAME**

- 15 Natomas EC land (Promenade)
- 23 Florin & Franklin
- 40 Metro Air Park SPA
- 44 Easton/ Aerojet SPA

**26-40 YEAR TIME FRAME**

- 42 McClellan Tech Center SPA

- State-Owned Site
- Non State-Owned Site
- LRT or Street Car
- - - Future LRT or Street Car

## 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: rating each opportunity area as "superior," "good," "fair," or a "potential constraint," for a number of categories of evaluation criteria that are described in this section. The categories are:

- Ownership
- Transportation Access
- Improvement Status
- Context
- Infrastructure
- Size / 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. But in 11-25 years, structures on 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 could easily 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 the 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.”

**Ownership Evaluation Criteria for 0-5 and 6-10 Year Time Frames**  
**Exhibit 3.23**

<input checked="" type="radio"/> Superior	DGS-owned and assembled
<input checked="" type="radio"/> Good	State-owned
<input type="radio"/> Fair	Non State-owned and assembled parcel
<input checked="" type="radio"/> Potential Constraint	Multiple owners of multiple parcels

**Ownership Evaluation Criteria for 11-25 and 26-40 Year Time Frames**  
**Exhibit 3.24**

<input checked="" type="radio"/> Superior	DGS- or State-owned and assembled
<input checked="" type="radio"/> Good	Non State-owned and assembled parcel
<input type="radio"/> Fair	One non State-owner
<input checked="" type="radio"/> Potential Constraint	Multiple owners of multiple parcels

**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 it, freeway access alone does not sufficiently distinguish between opportunity areas. All freeways are projected to be congested in the future, therefore, transit access is the most important and differentiating access factor. 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 in the gap between good and poor service. Plans for streetcar, enhanced bus or BRT services differentiate the transportation access rating of “fair” from “potential constraint.”

**Transportation Evaluation Criteria for all Time Frames**  
**Exhibit 3.25**

<input checked="" type="radio"/> Superior	Access to two or more light rail lines (existing or future), frequent bus service, and freeway access
<input checked="" type="radio"/> Good	Access to one light rail line, bus service, and freeway access
<input type="radio"/> Fair	Future streetcar service or future enhanced bus/BRT service, local bus service, and freeway access
<input checked="" type="radio"/> Potential Constraint	No rail or bus transit service

**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 are planning on vacating in the near term from an opportunity area, 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 may not remain in the long-term future.

**Improvement Status Evaluation Criteria for 0-5 and 6-10 Year Time Frames**

**Exhibit 3.26**

<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 3.27**

<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 rates higher the 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. It 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 fine-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 3.28**

<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 3.29**

<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 utilities, or “wet utilities,” of 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 with the added cost of extending the line. Areas requiring extensions are considered “fair” for the infrastructure evaluation criterion. Opportunity areas that are miles away from trunk lines will need to pay significant costs, or wait for development and urban expansion to approach them and are, therefore, rated “potential constraint.”

Not to be confused with levee issues, storm drainage capacity for opportunity areas is a requirement that may constrain development depending on the proximity to existing development. If opportunity areas need improved stormwater infrastructure to accommodate potential office development without altering on-site or adjacent stormwater drainage, they are 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. The Natomas area levee is currently decertified, but will most likely be upgraded by the 11-25 year time frame (page 3-44).

**Infrastructure Evaluation Criteria for 0-5 Year Time Frame**

**Exhibit 3.30**

<input type="radio"/> Superior	All utilities/flood control ready for major office complex
<input checked="" type="radio"/> Good	Wet utilities (water; sewer; storm) and dry utilities (electric, gas, cable, phone) available, but capacity increase is required for major office complex. Or levees in the process of being upgraded
<input type="radio"/> Fair	Only dry utilities currently available
<input checked="" type="radio"/> Potential Constraint	Utilities not available or planned

**Infrastructure Evaluation Criteria for 6-10 Year Time Frames and Longer**

**Exhibit 3.31**

<input type="radio"/> Superior	All utilities/flood control ready for major office complex
<input checked="" type="radio"/> Good	Utilities available but in need of capacity increase or levees in process of being upgraded
<input type="radio"/> Fair	Utilities planned, but not currently provided
<input checked="" type="radio"/> 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 the average size of current and future office space need, particularly 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 3.32**

● 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 Central City: 500,000 - 800,000 GSF
⊗ Potential Constraint	If Central City: < 300,000 GSF If Other:< 500,000 GSF

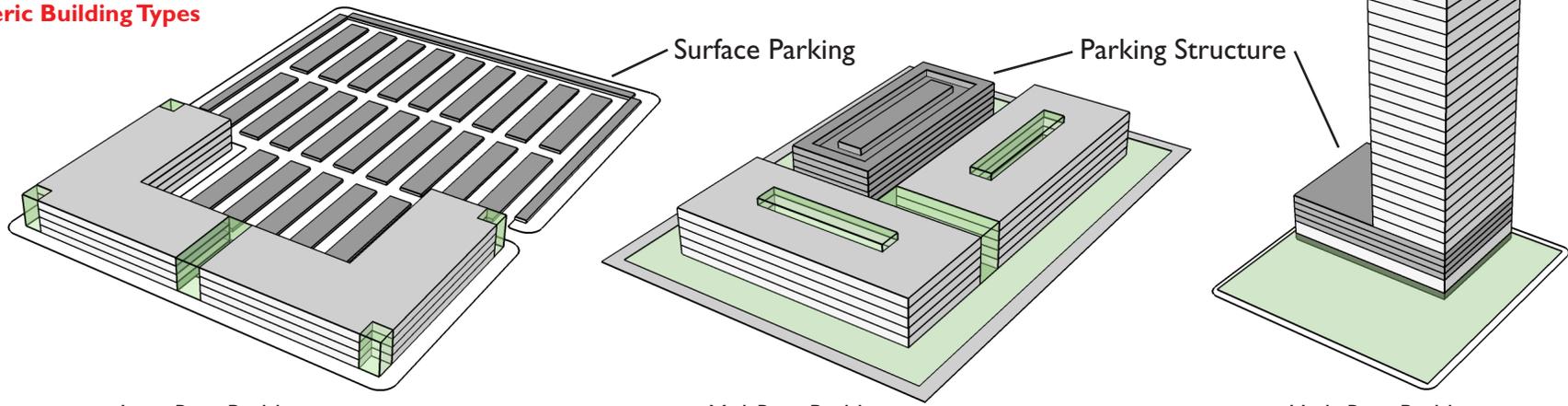
**Generic Building Types and Conceptual Construction Costs**

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 3.33; additional information can be found in Appendices F and G). The three types are based on a combination of State office needs and typical floorplates, 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.

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

**Exhibit 3.33**  
**Generic Building Types**



GSF Office <sup>1</sup>	480,000
NSF Office (75%)	360,000
Height	4 stories / 55'
Floor Area Ratio	0.92
Parking Facility	Surface
Parking Ratio	2.5 spaces / 1000 NSF
Parking	960 spaces
Site Area	11.9 Acres
Construction Cost <sup>2</sup>	\$202 / GSF

GSF Office <sup>1</sup>	480,000
NSF Office (75%)	360,000
Height	5-6 stories / 75'
Floor Area Ratio	2.82
Parking Facility	Free Standing Structure
Parking Ratio	1.6 / 1000 NSF
Parking	614 spaces
Site Area	3.90 Acres
Construction Cost <sup>2</sup>	\$275 / GSF

GSF Office <sup>1</sup>	394,000
NSF Office (75%)	295,500
Height	22 stories / 400'
Floor Area Ratio	3.85
Parking Facility	Podium
Parking Ratio	1.6 / 1000 NSF
Parking	504 spaces
Site Area	2.35 Acres (1 city block)
Construction Cost <sup>2</sup>	\$391 / GSF

<sup>1</sup> For comparative purposes, the office gross square footages 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.

<sup>2</sup> 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 December 2007 construction costs. Pages 3-76 - 3-77 and Appendix F summarize escalated construction costs of specific opportunity areas. Appendix G contains detailed cost estimates.

**DEVELOPMENT FEASIBILITY EVALUATION: 0-5 YEAR TIME FRAME**

**Development Feasibility Evaluation: 0-5 Year Time Frame**

**Exhibit 3.34**

		Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
●	Superior	DGS-owned	Served by 2 LRT and good freeway access.	Vacant and cleared for development	In or contiguous w/ established center and near State offices	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1.2 M+ GSF	Building types are conceptual and based on generic types (page 3-39)
⦿	Good	State-owned	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	Central City: 500,000-600,000 GSF Other: 800,000 - 1.2 M GSF	
○	Fair	One non State-owned and assembled parcel	BRT and good freeway access	Occupants, leaving in short-term	In/near transitioning center or near State office	Dry utilities available (electric, gas, cable, phone)	Central City: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗	Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not near transitioning or existing center	Utilities not available or planned	Central City: < 300,000 GSF Other:< 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
6	Franchise Tax Board	● DGS	⦿ One LRT	● Up to 350,000 infill possible. FTB occupies most of site	○ Suburban office campus directly adjacent to transit station	● All utilities/flood control ready. Major State office complex already exists	○ 52-acre State office campus 350,000 GSF **	Low-rise
8	Blocks 203 and 204	⦿ EDD, DGS, Parks	● LRT, Transit & Freeway Access	○ Below grade dev't to relocate. Historic Heilbron House on Block 204	● Capitol Area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	● 5 acres 1,400,000 GSF	High-rise
9	Block 275	⦿ Caltrans, DGS, Private	● LRT & Freeway Access	● Proposed Caltrans Headquarters. Mostly vacant. Improvements can be incorporated.	● Capitol Area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	⦿ 2 acres 500,000 GSF	Mid-rise
10	Bonderson Building Site	● DGS	● LRT, Transit & Freeway Access	○ Occupied by short-term occupants.	● Capitol Area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	⦿ 2.5 acres 515,000 GSF	High-rise
11	Food & Agriculture Annex Site	⦿ Food & Agriculture	● LRT, Transit & Freeway Access	○ Partially occupied, current tenants to relocate	● Capitol Area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	○ 0.89 acres 300,000 GSF	High-rise

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

\*\* The FTB site capacity is considered fair because of the existing millions of square feet of FTB and other State offices on the campus.

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

**Development Feasibility Evaluation: 0-5 Year Time Frame**  
**Exhibit 3.34 (continued)**

	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
● Superior	DGS-owned	Served by 2 LRT and good freeway access.	Vacant and cleared for development	In or contiguous w/ established center and near State offices	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1.2 M+ GSF	Building types are conceptual and based on generic types (page 3-39)
⦿ Good	State-owned	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	Near established mixed-use or employment center	Wet utilities available (water, sewer, storm)	Central City: 500,000-600,000 GSF Other: 800,000 - 1.2 M GSF	
○ Fair	One non State-owned and assembled parcel	BRT and good freeway access	Occupants, leaving in short-term	In/near transitioning center or near State office	Dry utilities available (electric, gas, cable, phone)	Central City: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗ Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not near transitioning or existing center	Utilities not available or planned	Central City: < 300,000 GSF Other:< 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
13	Downtown Core	⊗ Some parcels require assembly	● LRT, Transit & Freeway Access	○ Mixed office and retail uses	● Sacramento Central City	⦿ Depends on location. Utilities available, most require water piping increase. Combined sewer / storm system needs upgrade	● 720 acres 10,000,000 GSF	High-rise
14	Granite Park	○ One non State-owner	⦿ LRT, Freeway and Major Arterial Access	● 600,000 sf of nearby office. Vacant and cleared areas available.	⦿ In a Planned Unit Development (PUD). Regional park nearby	⦿ Full infrastructure, financing per planned development in place	● 300 acres 2,400,000 GSF	Low-rise
31	Washington SPA	○ One non State-owner of one parcel. Other parcels require assembly	○ Fwy Access, Potential future streetcar	● Some vacant properties, others with existing structures	⦿ Transitioning employment area near DGS and new CalSTRS building	⦿ West Sacramento in the process of updating levees	○ 12 acres 775,000 GSF	High-rise
33	West Capitol Avenue	⊗ Multiple Private	○ Fwy Access, Potential future streetcar	⊗ Commercial occupants. Status unknown	⊗ Strip commercial and office area. Near West Sac city hall	⦿ West Sacramento in the process of updating levees	● 195 acres 1,600,000 GSF	Mid-rise
34	Triangle SPA	○ Non State-owners of various assembled parcels	○ Fwy Access, Potential future streetcar	● Some vacant properties, others with existing industrial facilities	○ Triangle area redeveloping along riverfront, near ballpark	⦿ Sewer upgrades required. West Sacramento updating levees	● 50 acres 5,000,000 GSF	High-rise
37	Seaway International Trade Center	⊗ Multiple owners	⊗ Close to I-5 and Hwy 50, will be served by Yolobus, streetcar extension possible	● Vacant	⊗ In a Planned Unit Development (PUD) with planned employment areas	⦿ Core infrastructure to be provided by planned facilities district	● approx 220 acres 1,500,000 GSF	Mid-rise
38	Southport Business Park	○ One non State-owner	⊗ Hwy 50 access via Bridge/Southport Parkway	● Office, warehouse, industrial, vacant	⊗ In a Planned Unit Development (PUD) with planned employment areas	⦿ West Sacramento updating levees. Core infrastructure in place	● 650 acres 1,500,000 GSF	Mid-rise

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

**DEVELOPMENT FEASIBILITY EVALUATION: 6-10 YEAR TIME FRAME**

**Development Feasibility Evaluation: 6-10 Year Time Frame**

**Exhibit 3.35**

	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
● Superior	DGS-owned	Served by 2 LRT and good freeway access	Vacant and cleared for development	In / near established center	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1.2 M+ GSF	Building types are conceptual and based on generic types (page 3-39)
⦿ Good	State-owned	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	Ctr City: 500,000 - 600,000 GSF Other: 800,000 - 1.2 M GSF	
○ Fair	One non State-owned and assembled parcel	BRT and good freeway access	Occupants, leaving in short-term	Near transitioning mixed-use or emp. center or near State office	Utilities planned but not available	Ctr City: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗ Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not in/near existing or transitioning center	Utilities not available or planned	CBD: < 300,000 GSF Other:< 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
1	Dept of Justice	● DGS	⊗ Local bus and shuttle available.	⊗ Occupied by Department of Justice	● In established employment center and campus area. Near State offices	● Utilities available	● 24 acres 1,000,000 GSF	Mid-rise
2	Lottery Commission	⦿ Lottery	⦿ Freeway Access and Future LRT	○ Agency may consider relocation opportunities	⦿ Transitioning former industrial / warehouse area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	● 13 acres 1,835,000 GSF	High-rise
3	State Printing Plant	● DGS	⦿ Freeway Access and Future LRT	○ Agency may consider relocation opportunities	⦿ Transitioning former industrial / warehouse area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	● 17 acres 1,344,000 GSF	High-rise
5	Caltrans Lab	⦿ Caltrans	⦿ LRT 30th & R; Hwy 50 and Stockton St.	⊗ 93,000 SF Lab Building	⊗ Light industrial area on commercial corridor, near residential neighborhood, Future low-rise employment center	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade and requires high additional costs	⦿ 17 acres 845,000 GSF	Low-rise
12	Resources Building Site	● DGS	● LRT, transit & freeway access	⊗ 657,000 SF Resources Bldg	● Capitol Area	⦿ Utilities available. Water piping capacity increase needed. Combined sewer / storm system needs upgrade	○ 1.48 acres 355,000 GSF	High-rise
16	Richards Blvd Area / River District	○ Non State-owner	⦿ LRT access	⦿ Some properties unoccupied with structures. Some occupied	⦿ Transitioning former industrial / warehouse area	⦿ Stormwater capacity needs upgrade and major sewer upgrades required	● 1050 acres 800,000 GSF	Mid-rise

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

**Development Feasibility Evaluation: 6-10 Year Time Frame**  
**Exhibit 3.35 (continued)**

	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
● Superior	DGS-owned	Served by 2 LRT and good freeway access	Vacant and cleared for development	In / near established center	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1.2 M+ GSF	Building types are conceptual and based on generic types (page 3-39)
⊙ Good	State-owned	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	Ctr City: 500,000 - 600,000 GSF Other: 800,000 - 1.2 M GSF	
○ Fair	One non State-owned and assembled parcel	BRT and good freeway access	Occupants, leaving in short-term	Near transitioning mixed-use or emp. center or near State office	Utilities planned but not available	Ctr City: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗ Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not in/near existing or transitioning center	Utilities not available or planned	CBD: < 300,000 GSF Other: < 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
25	Harvard & Arden (USAA)	○ United Services Auto Association	⊙ Freeway access, LRT via future potential pedestrian bridge	● 150,000 built/vacant	● Suburban office area. Potential future transit village	⊙ Storm drainage on west side requires major upgrades. Water capacity increase needed	○ 30 acres 700,000 GSF	Mid-rise
26	Railyards (Office/ Residential Mixed-Use District)	○ Thomas Enterprises	⊙ Freeway access and future LRT	⊙ Existing railyards, warehouse facilities to be redeveloped	○ Redeveloping. Master plan development agreement approved.	⊙ Need to upgrade sewer infrastructure. Financing per planned development is being approved	● 240 acres 2,400,000 GSF	Mid-rise
27	65th Street Village	⊙ Caltrans. Other parcels are non State-owned and require assembly	⊙ LRT and freeway access. Traffic access issues	○ Existing industrial and office buildings	○ Transitioning transit-oriented mixed-use area. Odd parcel shape	⊙ Some parcels need combined sewer / stormwater upgrade. The remainder in County, not City control. New, larger water distribution mains required	⊗ 50-acre Specific Plan 160,000 GSF	Low-rise
32	F - Street Area	⊗ Multiple Private	○ Freeway access, potential future streetcar	● Some vacant properties, others with existing structures	⊗ Warehouse, light industrial, commercial service facilities. Nearby residential	⊙ West Sacramento in the process of updating levees	● 80 acres 1,600,000 GSF	Low-rise
35	Pioneer Bluff	○ One non State-owner	⊗ Close to I-5 and Hwy 50, will be served by Yolobus, streetcar extension possible	⊙ Oil facilities and vacant areas	⊗ Isolated industrial area still in use	⊙ West Sacramento updating levees. Some infrastructure in place. Facilities district to provide additional capacity	● approx 200 acres 4,000,000 GSF	Mid-rise
36	Stone Lock District	○ One non State-owner	⊗ Close to I-5 and Hwy 50, will be served by Yolobus, streetcar extension possible	● Vacant	⊗ Next to river and surrounded by residential development	⊙ Some infrastructure in place. Facilities district to provide additional capacity	● approx 220 acres 1,500,000 GSF	Mid-rise

**DEVELOPMENT FEASIBILITY EVALUATION: 11-25 YEAR TIME FRAME**

**Development Feasibility Evaluation: 11-25 Year Time Frame**

**Exhibit 3.36**

	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
● Superior	State-owned	Served by 2 LRT and good freeway access.	Vacant and cleared for development	In / Near established center	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1.2 M+ GSF	Building types are conceptual and based on generic types (page 3-39)
⦿ Good	One non State-owned and assembled parcel	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	Central City: 500,000-600,000 GSF Other: 800,000 - 1.2 M GSF	
○ Fair	One non State-owner	BRT and good freeway access	Occupants, leaving in short-term	Near transitioning mixed-use or employment center or near State office	Utilities planned but not available	Central City: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗ Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not in/near existing or transitioning center	Utilities not available or planned	Central City: < 300,000 GSF Other:< 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
15	Natomas EC land (Promenade)	⦿ Non State-owned, assembled parcels available	⦿ Freeway access and future LRT	● Vacant	⦿ Several properties, some in transitioning employment center, others near it	● All utilities built out. Flood control to be resolved by this time frame	● 1000 acres 1,500,000 GSF	Low-rise
23	Florin & Franklin	⊗ Multiple parcels requiring assembly	○ Freeway access and future enhanced bus connection to LRT	⦿ Car dealerships	⊗ Car dealerships, suburban commercial areas	● Water available, but capacity increase needed increase needed	● 80 acres 2,000,000 GSF	Low-rise
40	Metro Air Park SPA	⦿ Non State-owned, assembled parcels available	⦿ Freeway access and future LRT	● Vacant	⊗ Undeveloped planning area adjacent to airport	○ Electricity / cable available. Sewer is available within the western portion of the area; public water is only available to serve the western portion of the area	● 290 acres More than 1,200,000 GSF possible	Mid-rise
44	Easton Place / Aerojet SPA	○ One non State-owner	⦿ LRT & freeway access	● Vacant	○ Master-planned community with planned employment areas	⊗ No infrastructure currently in place.	● 28 acres 1,500,000 GSF	Mid-rise

**DEVELOPMENT FEASIBILITY EVALUATION: 26-40 YEAR TIME FRAME**

**Development Feasibility Evaluation: 26-40 Year Time Frame**

**Exhibit 3.37**

	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
● Superior	State-owned and assembled	Served by 2 LRT and good freeway access	Vacant and cleared for development	In / Near established center	All utilities/flood control ready for major office complex	Central City: 600,000+ GSF Other: 1,200,000+ GSF	Building types are conceptual and based on generic types (page 3-39)
● Good	One non State-owned and assembled parcel	1 LRT & good freeway access or 2 LRT and no freeway	Vacant with existing structures	In transitioning mixed-use or employment center	Utilities and levees in place, but upgrade necessary	Central City: 500,000-600,000 GSF Other: 800,000 - 1.2 M GSF	
○ Fair	One non State-owner	BRT and good freeway access	Occupants, leaving in short-term	Near transitioning mixed-use or employment center	Utilities planned but not available	CBD: 300,000-500,000 GSF Other: 500,000-800,000 GSF	
⊗ Potential Constraint	Parcel assembly required	Local bus only, major transit with 30-min+ headway or no transit	Occupied	Not in/near existing or transitioning center	Utilities not available or planned	CBD: < 300,000 GSF Other:< 500,000 GSF	

#	Area Name	Ownership	Transportation Access	Improvement Status	Context	Infrastructure	Size/Capacity	Building Type*
42	McClellan Technology Center SPA	○ US Air Force and McClellan Park, LLC available for lease currently	○ Possible Future Enhanced Bus. Freeway access to 80 and Capitol City Freeway	● Vacant buildings available. In the long-term, areas may possibly be cleared for development	○ Redeveloping Air Force Base. Near warehouse and incubator facilities	● Major infrastructure in place around developed areas but requires capacity increase for sewer, storm and water. Financing in place for improvements, depending on locating within site	● 140 acres of available land 2,000,000 GSF	Low-rise

## 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 12) 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, the 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 3.33) and then customized within the sites' specific constraints and improvements. The massing concepts are schematic, illustrating 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.

Two pages are typically dedicated to each site. The first page summarizes the site's existing context and regulations, including current and future zoning, height, floor-area ratio (FAR) and parking requirements, based on local zoning and land use regulations (unless otherwise noted). The second page presents the schematic massing concept, with a summary of pertinent area calculations, FAR, parking ratios and the planning assumptions. The sites are summarized in Exhibit 3.38.

## SUMMARY OF STATE-OWNED SITES

### Summary Of State-Owned Sites

#### Exhibit 3.38

Opportunity Area #	Opportunity Area Name	Site Area (acres)	Existing Improvements	Year Office Built	Action required to realize development potential	Potential GSF**	Potential NSF (75% of GSF)**	Time Frame
1	<b>Department of Justice site</b> 4949 Broadway, Sacramento	23.9	255,000 NSF office 2 stories	1982	Demolition, Build New	1,000,000	750,000	6 - 10
2	<b>Lottery Commission site</b> 600/700 North 10th Street, Sacramento	12.5	248,000 NSF office 2 2-story buildings	1985	Demolition, Build New	1,835,000	1,375,000	6 - 10
3	<b>State Printing Plant</b> 344 North 7th Street, Sacramento	17.3	323,000 GSF industrial building	1954	Demolition, Build New	1,345,000	1,000,000	6 - 10
4	<b>Water Resources Corp. Yard</b> 4300 West Capitol Avenue, West Sacramento	17.9	n / a	n / a	n / a	n / a	n / a	n / a
5	<b>Caltrans Lab</b> 5900 Folsom Boulevard, Sacramento	17.1	93,000 SF lab and yard facilities	n / a	Demolition, Build New	845,000	635,000	6 - 10
6	<b>Franchise Tax Board site</b> 9646 Butterfield Way, Sacramento	63.7	2,000,000 NSF office	1983, 1993, 2005	Build out Phase IV of master plan	350,000	265,000	0 - 5
7	<b>Cal Expo Site</b> 1600 Exposition Boulevard, Sacramento	n / a	n / a	n / a	n / a	n / a	n / a	n / a
8*	<b>Blocks 203 and 204</b> (7th, 8th, N and P Streets), Sacramento	5.0	183,000 NSF office; surface parking; Heilbron House	1983	Preserve historic house, demolish Subterranean Bldg., develop site, develop parking on Block 266	1,400,000	1,050,000	0 - 5
9*	<b>Block 275</b> 901 P Street, Sacramento	2.4	Child care center; Regional Transit substation; surface parking	n / a	Assembly of private parcel	500,000	375,000	0 - 5
10*	<b>Bonderson Building Site</b> 901 P Street (Block 212), Sacramento	2.5	106,000 NSF office; parking structure	1983	Demolition and Build New, or Remodel	515,000	385,000	0 - 5
11*	<b>Food &amp; Agriculture Annex Site</b> 1215 O Street (Block 222), Sacramento	0.89	120,000 NSF office	1950	Demolition, Build New	275,000	205,000	0 - 5
12*	<b>Resources Building Site</b> 1416 9th Street (Block 206), Sacramento	1.48	657,000 NSF office	1965	Demolition, Build new	355,000	270,000	6 - 10
<b>Total potential office development on State-owned sites</b>						<b>8,420,000</b>	<b>6,310,000</b>	

\* GSF costs are based on December 2007 construction costs. See Exhibit 3.39 for escalated construction costs of specific opportunity areas. See Appendices F and G for cost estimate details.

\*\* GSF and NSF totals are rounded to 5,000 sf.

**OPPORTUNITY AREA 1 : DEPARTMENT OF JUSTICE SITE**

**4949 Broadway, Sacramento**  
**Existing Conditions and Entitlements**

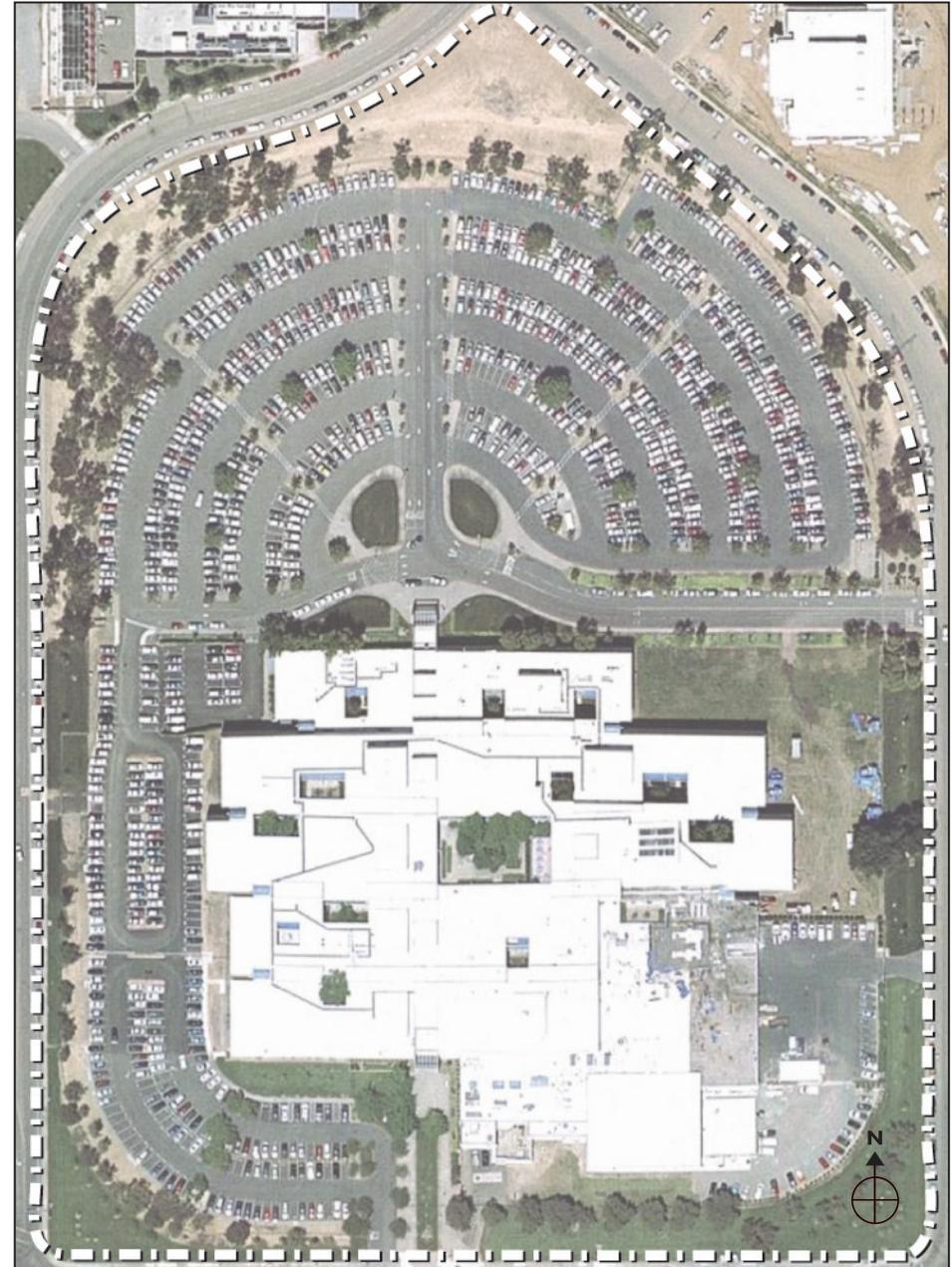


Site Context

Area	23.85 acres
Existing Facilities	Department of Justice building
Current Zoning	Office Building Zone
Future Zoning	Employment Center Mid-Rise
Height	3-12 stories
FAR	0.75 - 4.0
Parking Ratio	2.5 - 3.6 spaces per 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 new 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, containing laboratories, was built in 1982 and requires some infrastructure improvements. The site is fully developed with the building and surface parking.



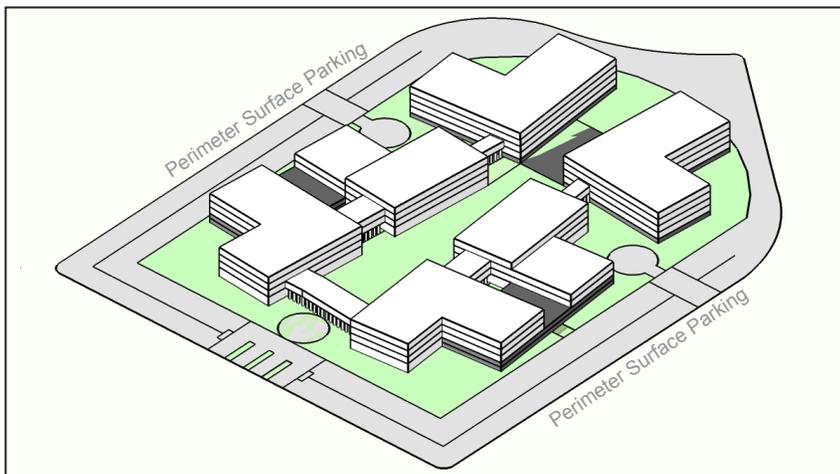
Existing Site



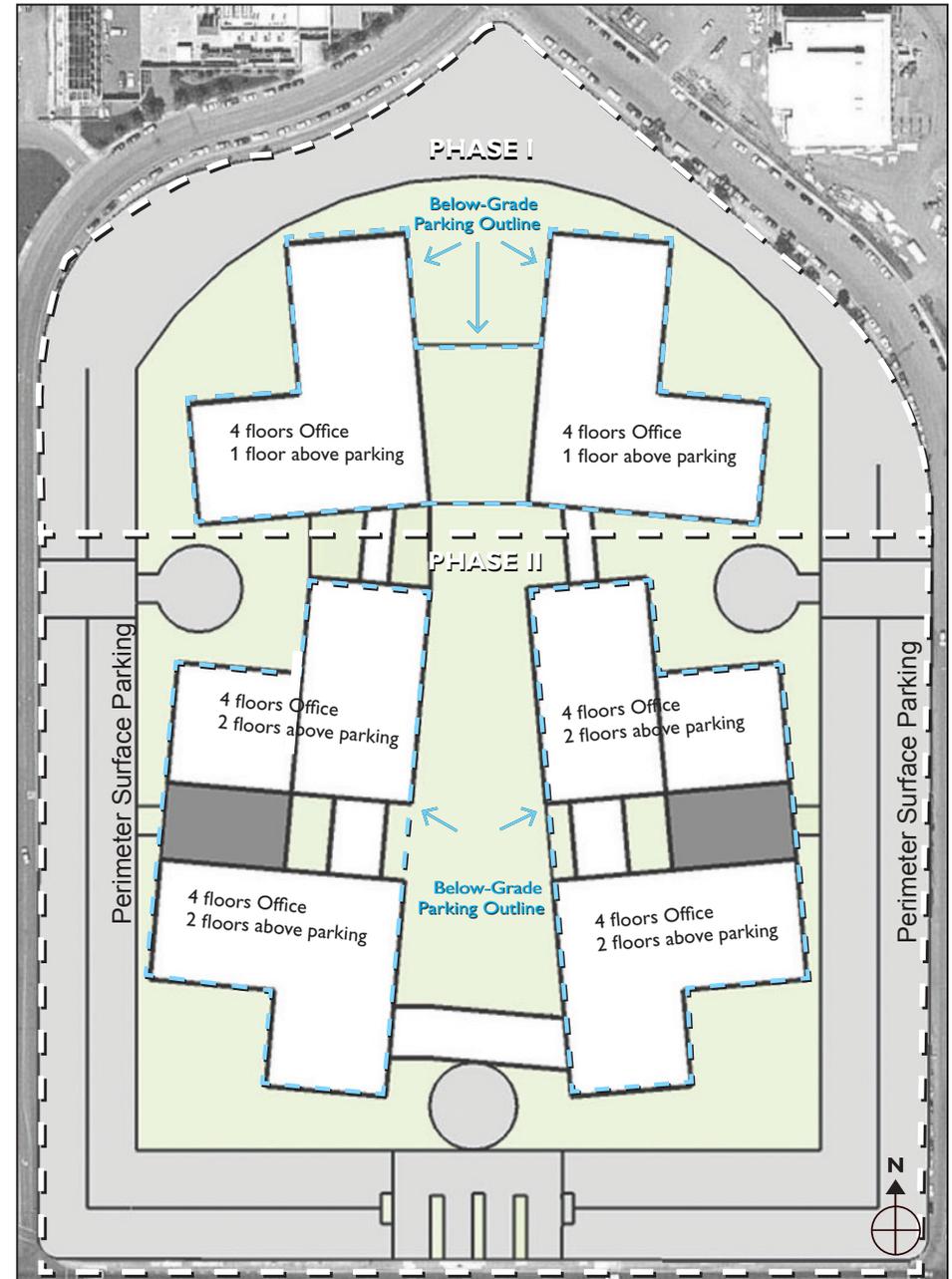
**OPPORTUNITY AREA 1 : DEPARTMENT OF JUSTICE SITE**

**4949 Broadway, Sacramento**

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%)	756,001 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"> <li>Existing improvements would be removed</li> <li>Based on Employment Center Mid-Rise Zone in City of Sacramento Draft General Plan</li> <li>Designed under building height threshold of 75'</li> <li>Phase I parking includes:                             <ul style="list-style-type: none"> <li>- 1 level above and 1 level below grade</li> <li>- 300 spaces of surface parking</li> </ul> </li> <li>Phase II parking includes:                             <ul style="list-style-type: none"> <li>- 2 levels above and 1 level below grade</li> <li>- 520 spaces of surface parking</li> </ul> </li> </ul>	



Draft Test Fit, Axonometric View from Southeast



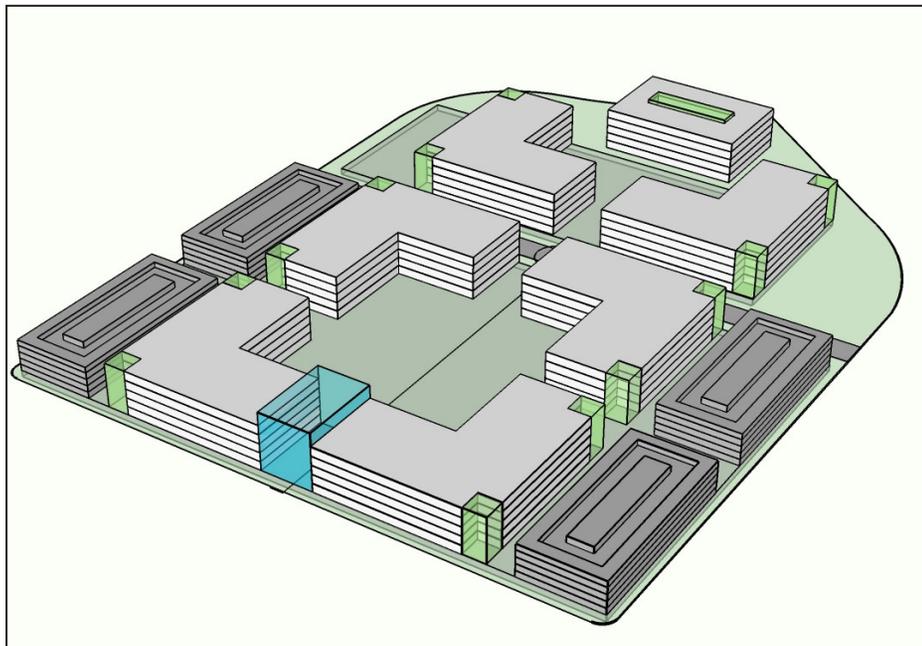
Draft Test Fit, Plan View

100 200 400 feet

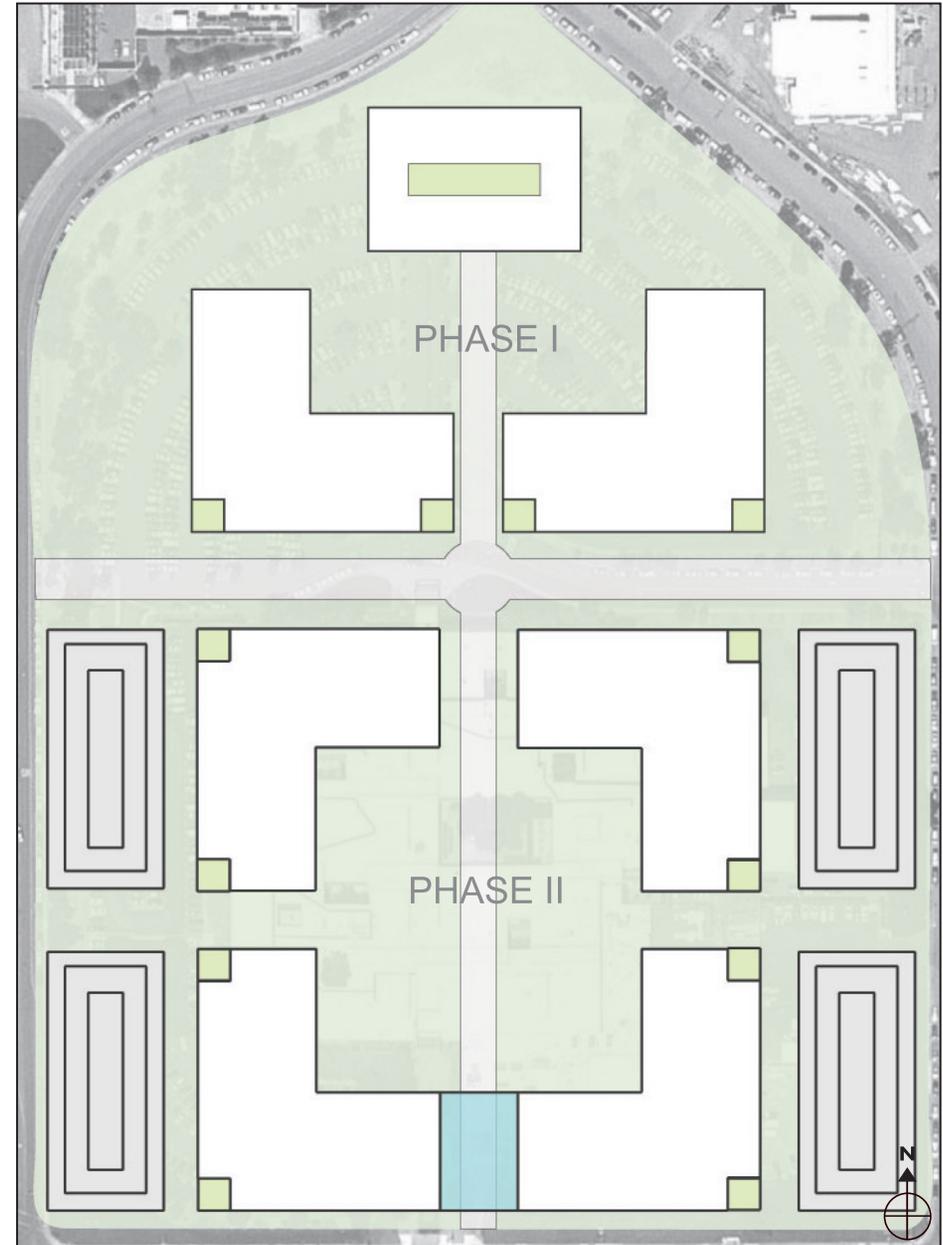
**OPPORTUNITY AREA 1 : DEPARTMENT OF JUSTICE SITE**

**4949 Broadway, Sacramento**  
**Alternative Test Fit**

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"> <li>Existing improvements would be removed</li> <li>Based on Employment Center Mid-Rise zoning in City of Sacramento Draft General Plan</li> <li>Built under high-rise threshold of 75 feet</li> </ul>	



Draft Test Fit, Axonometric View from Southeast



Draft Test Fit, Plan View

100 200 400 feet



**OPPORTUNITY AREA 2: LOTTERY COMMISSION SITE**

**600 North 10th Street, Sacramento**  
**Existing Conditions and Entitlements**

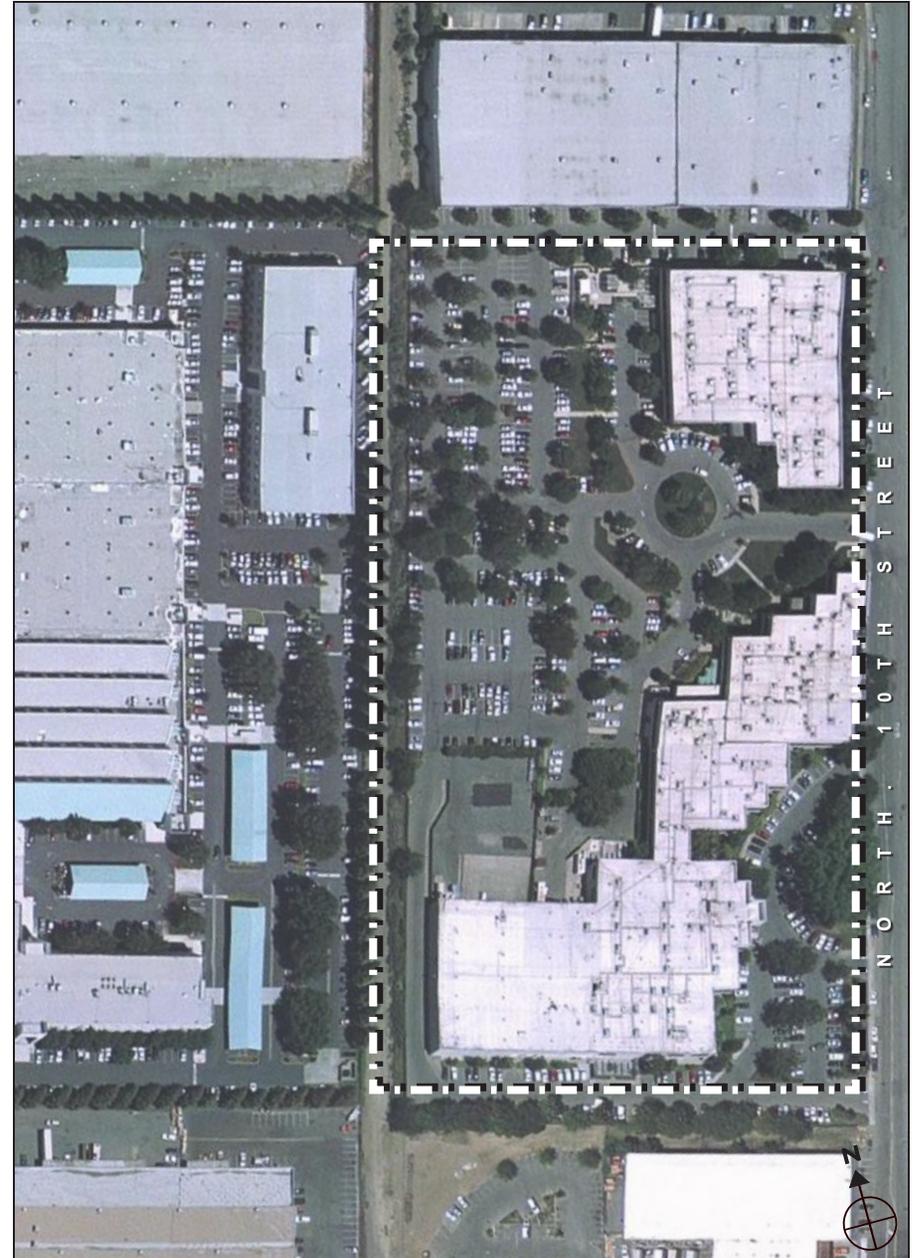


**Site Context**

Area	12.5 acres
Existing Facilities	Lottery Commission Buildings
Street Frontage	550 ft x 1070 ft
Current Zoning	Heavy Industrial
Future Zoning	Urban Center
Height	2 - 24 stories
FAR	1.5 - 8.0
Parking Ratio	1 - 1.6 spaces per 1000 GSF

The Lottery Commission buildings are located north of Richards Boulevard, in an area of industrial buildings. The neighborhood is poised to be redeveloped with the nearby planned light rail station, new road access to downtown Sacramento via North 7th 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 two-story buildings, surface parking and mature trees. Land assemblage is possible directly west of the site towards North 7th Street and the Printing Plant. The Sacramento General Plan, which addresses this area, is currently under review.



Existing Site



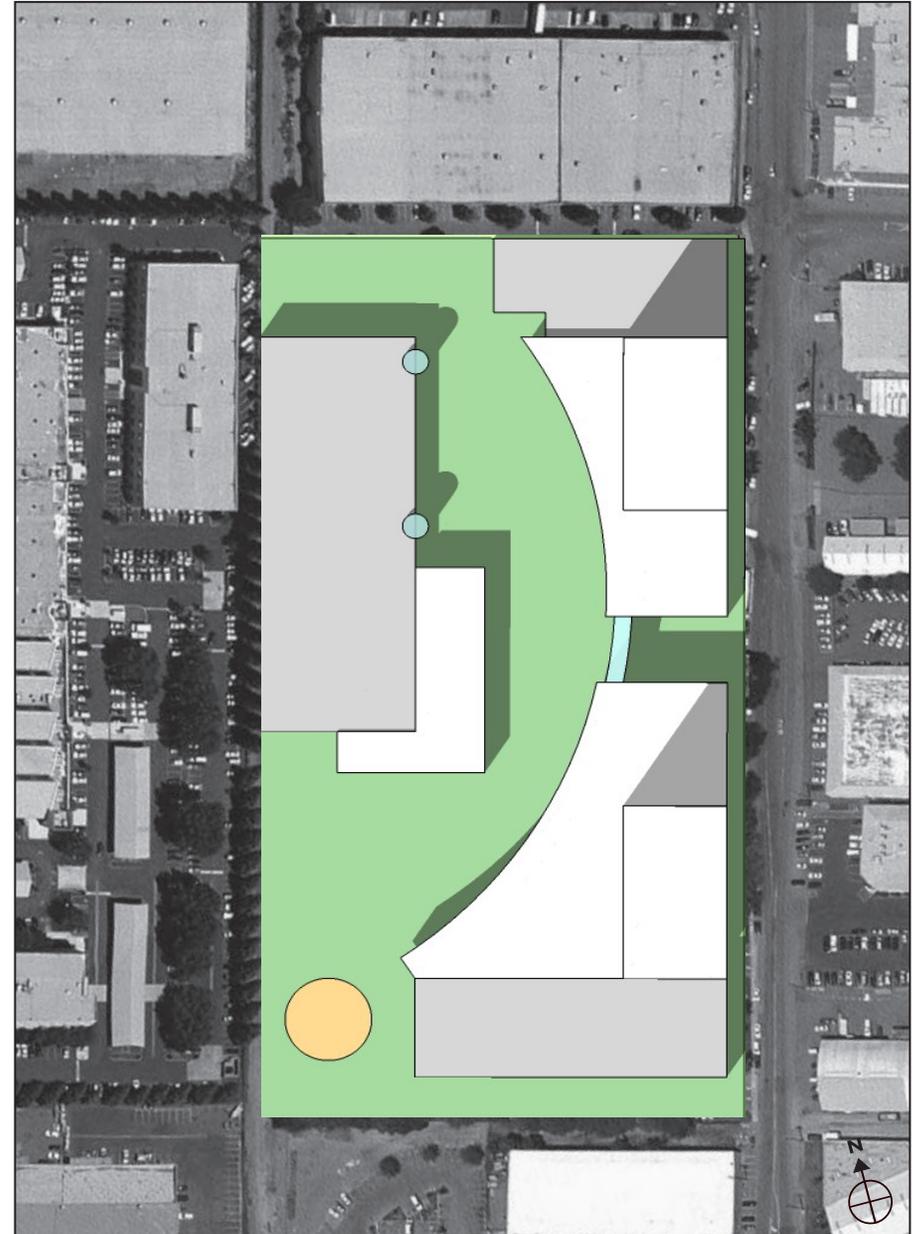
**OPPORTUNITY AREA 2: LOTTERY COMMISSION SITE**

**600 North 10th Street, Sacramento**  
**Conceptual Test Fit**

Site Area	12.5 acres	
Height / Floors	400 feet / 29 Floors	
Building Footprint	328,700 sf (including parking facilities)	
GSF Office	1,834,600 sf	
NSF Office (75%)	1,375,950 sf	
FAR	3.4	
Parking Minimum	1 space per 1000 GSF	1835 spaces (642,000 sf)
Parking Program	1.1 spaces per 1000 GSF	2040 spaces (714,000 sf)
Assumptions	<ul style="list-style-type: none"> <li>• Existing improvements would be removed</li> <li>• Parking and height requirements based on Draft Railyards Design Guidelines</li> <li>• Parking: Two 5-floor garages, one 4-floor garage</li> <li>• Office: Two buildings, each with 4-floor podium and 24-floor tower</li> <li>• Central Pavilion for office and/or common space</li> <li>• Curved pedestrian promenade aligns with path from light rail station</li> </ul>	



*Draft Test Fit, Axonometric View from Northeast. State Printing Plant and future light rail in background*

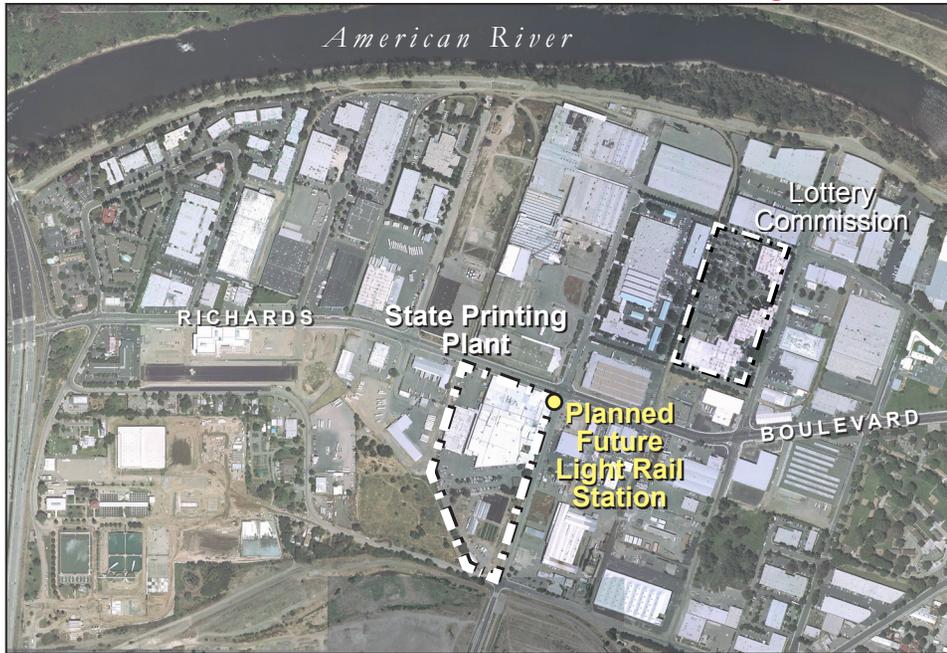


*Draft Test Fit, Plan View*



**OPPORTUNITY AREA 3: STATE PRINTING PLANT**

**344 North 7th 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
Current Zoning	Heavy Industrial
Future Zoning	Urban Center
Height	2 - 24 stories
FAR	1.5 - 8.0
Parking Ratio	1 - 1.6 spaces per 1000 GSF

The State Printing Plant is centrally located in the redeveloping Richards Boulevard area. Located on Richards Boulevard and North 7th Street, it is directly adjacent to a planned Downtown-Natomas-Airport light rail station. It has direct road connections to the downtown Capitol Area and I-5. Traffic is often congested at the I-5 access ramps, however. The site is also two blocks from the Lottery Commission site.

The Printing Plant facility consists of a large one-story industrial building to the north of a PG&E easement and greenhouses, and surface parking to the south of it.



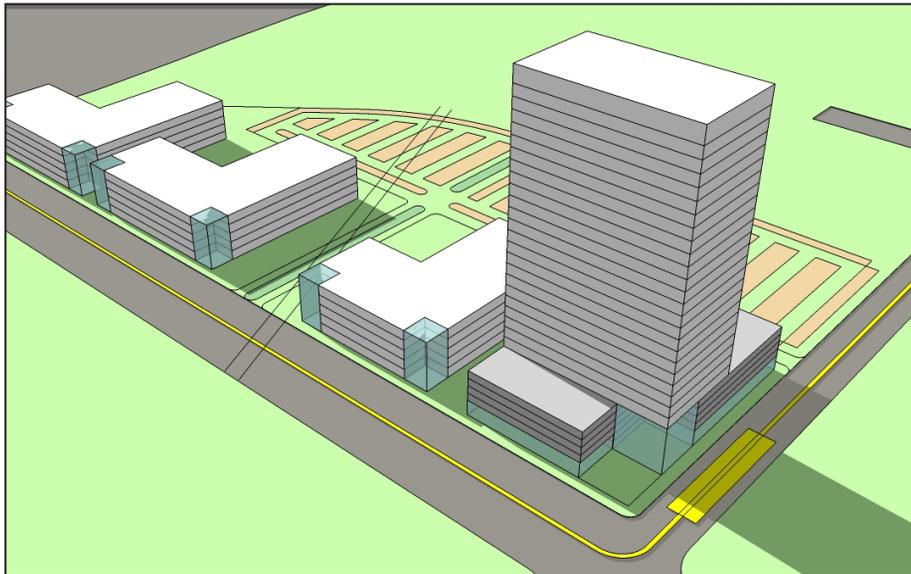
Existing Site



**OPPORTUNITY AREA 3: STATE PRINTING PLANT**

**344 North 7th Street, Sacramento**  
**Conceptual Test Fit**

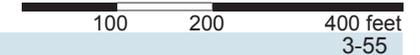
Site Area	16.28 acres (after Phase II street widening; currently 17.32 acres)	
Height / Floors	390 feet / 29 floors	
Building Footprint	1,343,800 sf	
GSF Office	1,343,800 sf	
NSF Office (75%)	1,008,000 sf	
FAR	1.78	
Parking Requirement	1.1 spaces / 1000 GSF	1478 spaces (517,300 sf)
Parking Program	1.1 spaces / 1000 GSF	1500 spaces (525,000 sf)
Assumptions	<ul style="list-style-type: none"> <li>Existing improvements would be removed</li> <li>Parking, height and massing requirements based on Draft Railyards Design Guidelines</li> <li>Parking: 1020 spaces in tower and 400+ surface spaces</li> <li>Office: Three mid-rise buildings of 5 floors each. One high-rise building with 5-floor podium and 24-floor tower</li> </ul>	



Draft Test Fit, Axonometric View from Southeast



Draft Test Fit, Plan View



**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	Limited Industrial

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 consist of light industrial uses, warehouses, construction-industry retail, and commercial uses.

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





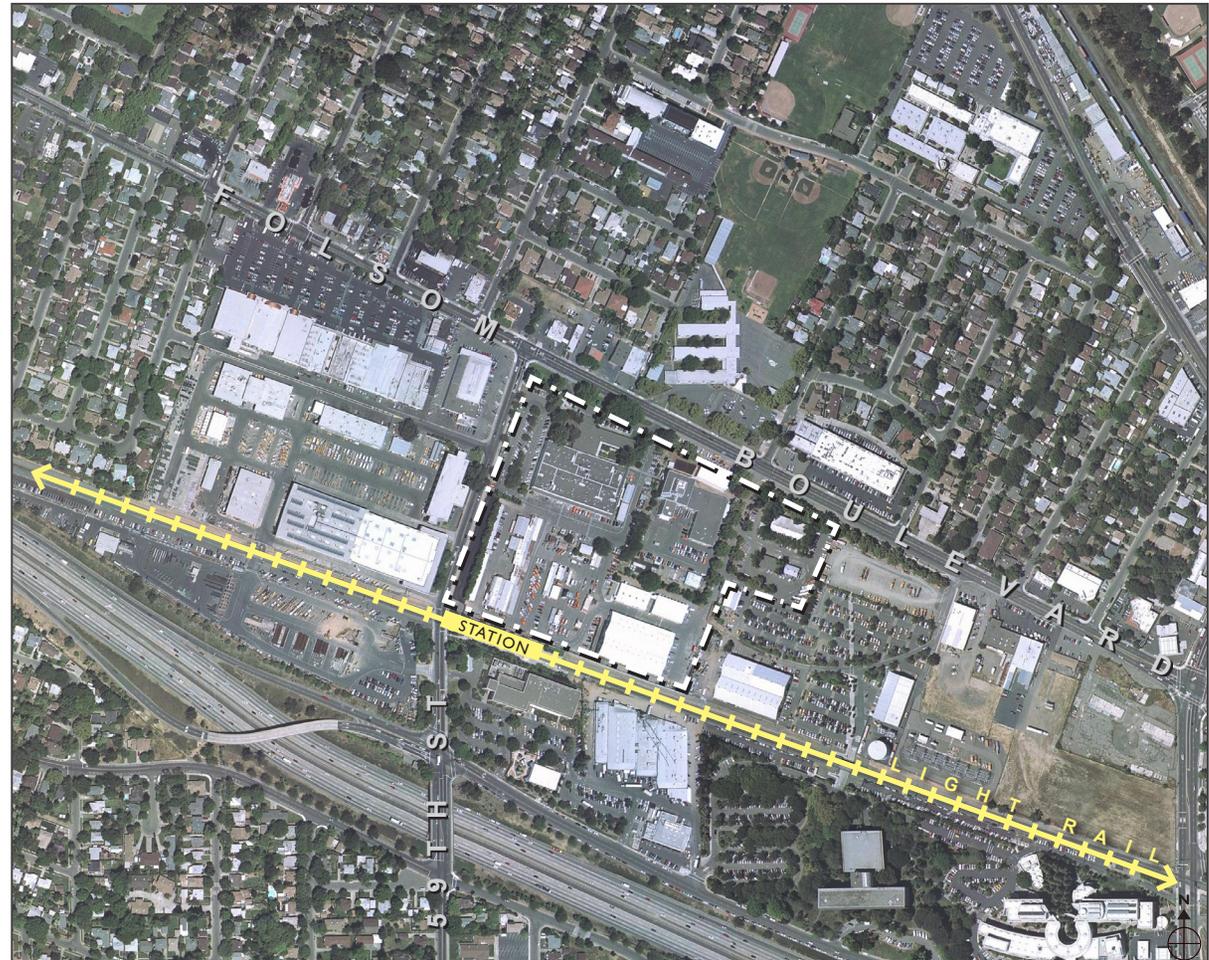
**OPPORTUNITY AREA 5: CALTRANS LAB**

**5900 Folsom Boulevard, Sacramento**  
**Existing Conditions and Entitlements**

Area	17.07 acres
Existing Facilities	Lab, corporation yard
Current Zoning	Light Industrial
Future Zoning	Employment Center Low Rise
Height Limit	1 - 3 stories
FAR	0.35 - 1.0
Parking Ratio	2.5 - 3.6 spaces per 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 freeway access, adjacent 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, containing laboratories, are 1-2 stories with surface parking. No other State facilities are located nearby.

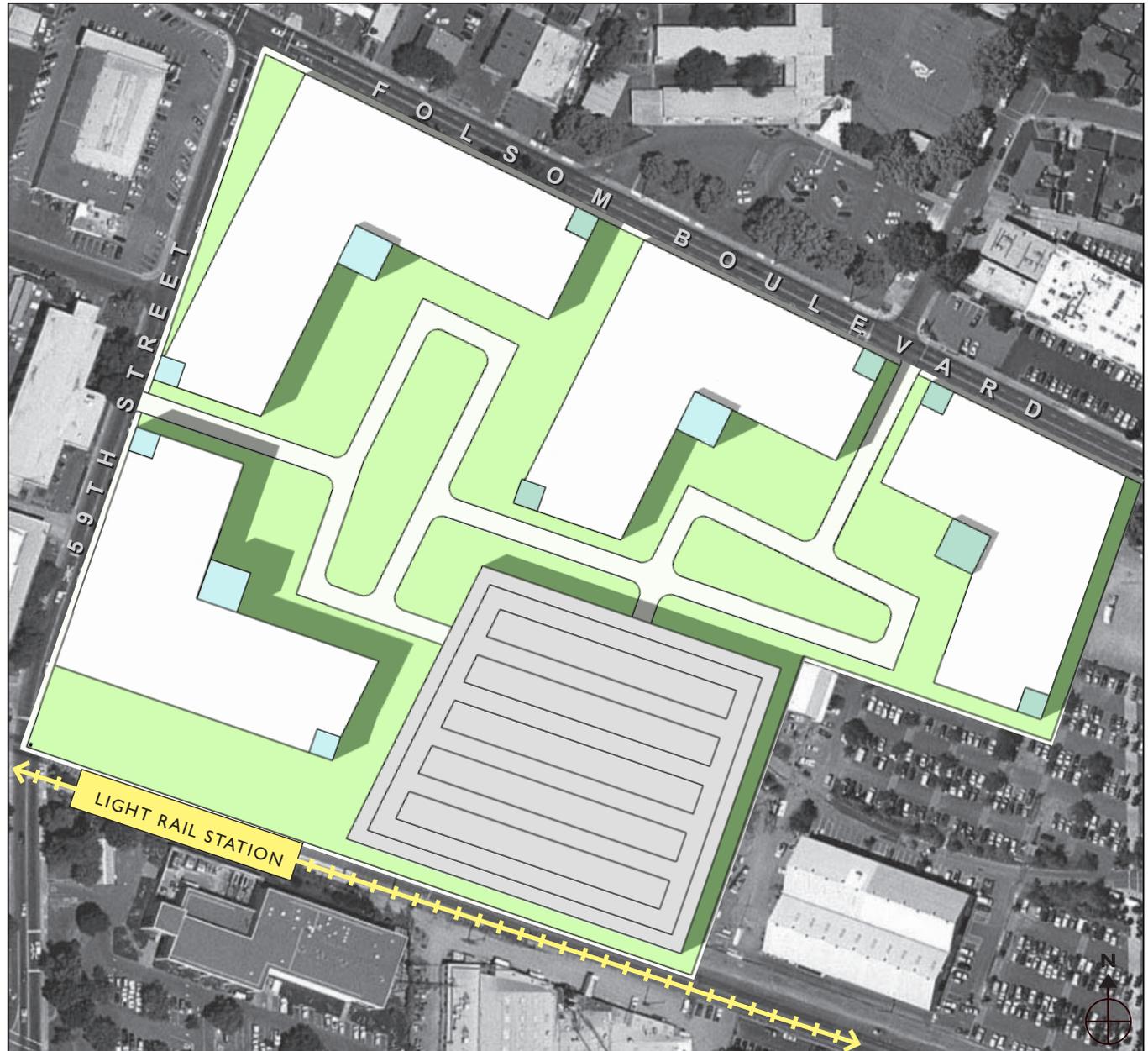
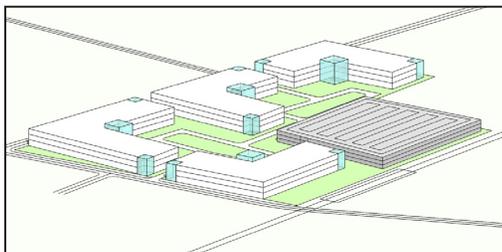


Site Context and Existing Site

**OPPORTUNITY AREA 5: CALTRANS LAB**

**5900 Folsom Boulevard, Sacramento**  
**Existing Conditions and Entitlements**

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



Draft Test Fit, Axonometric View from Southeast Draft Test Fit, Plan View



**OPPORTUNITY AREA 6: FRANCHISE TAX BOARD SITE**

**9646 Butterfield Way, Sacramento**



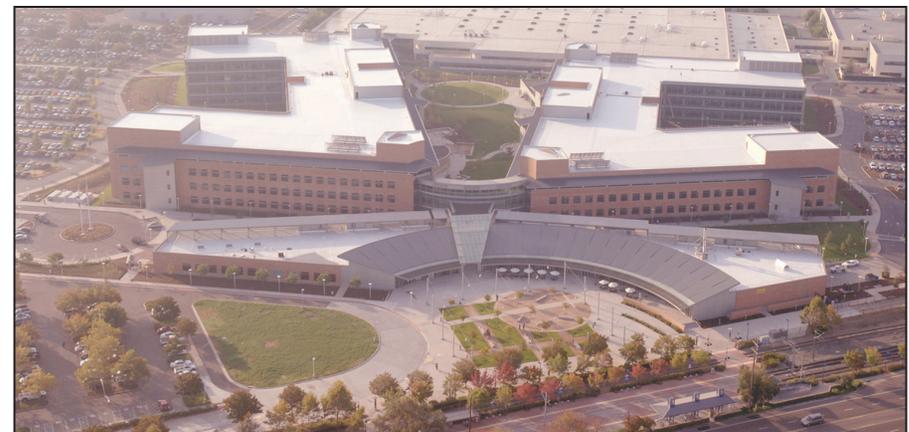
Site Context

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

The Franchise Tax Board (FTB) site is located on Folsom Boulevard near the City of Rancho Cordova. It is adjacent to US Highway 50 and a light rail stop on the Gold Line. Residential neighborhoods extend north of Folsom Boulevard. Low-rise office and retail uses lie between Folsom Boulevard and US Highway 50.

Phase III of the FTB site was completed in 2006. Previously, the site contained nearly 2 million square feet of office space in two buildings set back from Folsom Boulevard. Phase III added 1 million square feet of office space and community facilities adjacent to the light rail stop.

A 350,000 square-foot office expansion, with two floors of structured parking, is planned for the site. 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 Capitol 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 7th and 8th and N and P Streets, Sacramento**  
**Existing Conditions and Entitlements**



Existing Site and Context

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 feet (western half of Block 203 and northeastern quadrant of 204)

Blocks 203 and 204 are conveniently located on the west side of the Capitol Area and flanked by light-rail transit. 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 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 light rail line and the Gold line stop on O Street between the two blocks of the West End site.



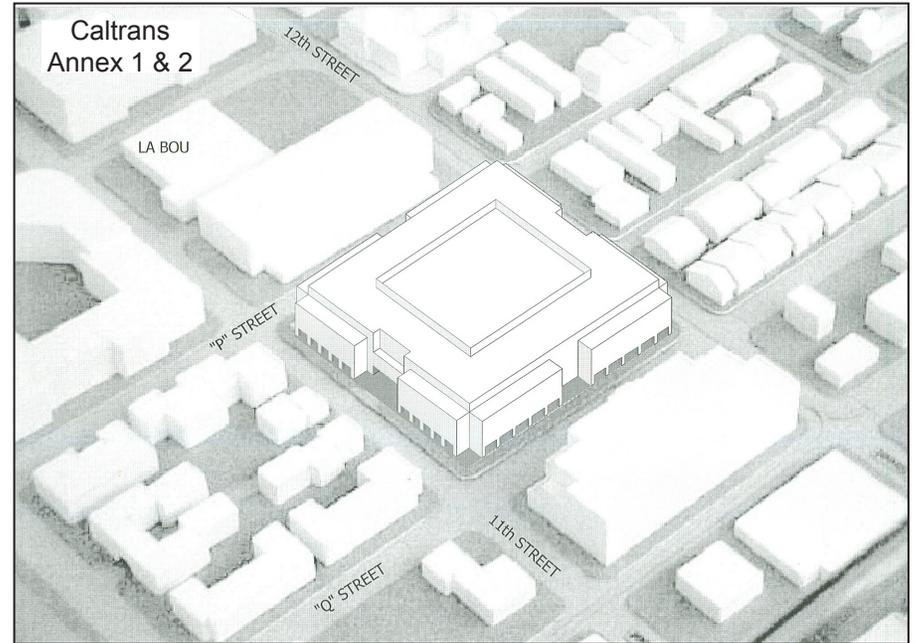
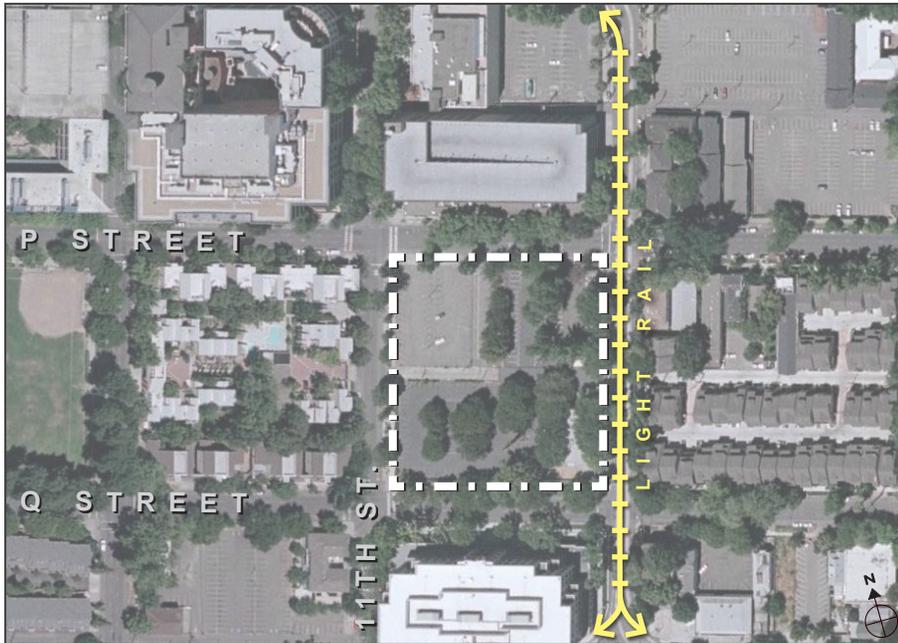
West End Alternatives 1 (left) and 2 (right)

Senate Bill 809 authorized the development of Blocks 203 and 204 and associated parking (on nearby Block 266), with the construction of 1.4 million gross square feet of office space on the two blocks. Currently three development alternatives exist for such a development. Alternative 1 includes a large public plaza around the transit stop and the highest towers of the three alternatives (355 feet on Block 203 and 410 feet on Block 204). It also relocates the

Heilbron House. Alternative 2 confines the transit plaza to Block 203, maintains the Heilbron house and contains lower towers (310 feet on Block 203 and 395 feet on Block 204). Alternative 3, a mixed housing and office design, was not shown, since this Planning Study explores the maximum office capacity of State-owned sites.

**OPPORTUNITY AREA 9: BLOCK 275**

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



Existing Site and Context

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

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

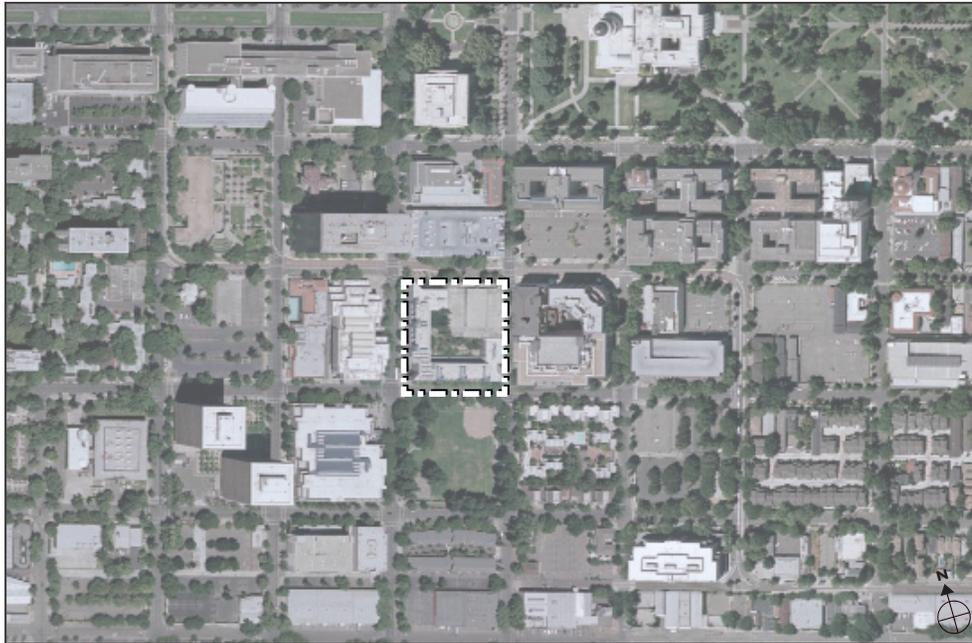
Block 275 is centrally located in the Capitol Area, three blocks south of the Capitol and one block away from a light rail stop. The Caltrans Headquarters is two blocks away. It is situated between a State-owned parking garage and an office building to the north and south, respectively, and lower-scale 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 the DGS in 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 Program	1.1 spaces / 1000 GSF	623 spaces (218,000 sf)
Assumptions	<ul style="list-style-type: none"> <li>• Parking includes 1.1 per 1000 GSF plus 74 replacement spaces</li> <li>• Parking: One floor below grade, three above grade</li> <li>• Office: Six floors</li> <li>• The original massing study from the 1997 Capitol Area Plan included an open central courtyard. This 2003 massing study fills it in.</li> </ul>	

**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 per 1000 GSF office (Capitol Area Plan)

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

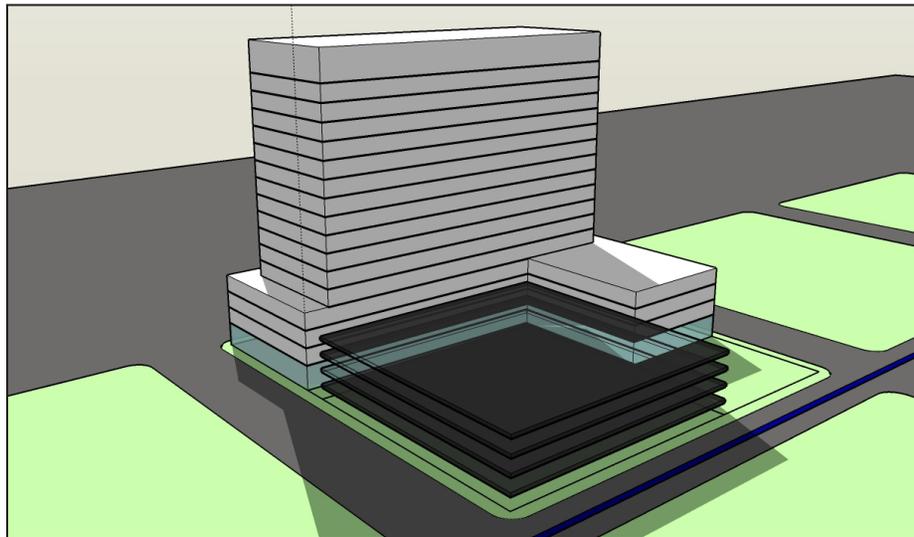
The existing building occupies three-quarters of the block, with a State parking garage facility occupying the northeast quarter of the block. The building has an inefficient long, narrow L-shaped floor plate.



**OPPORTUNITY AREA 10: BONDERSON BUILDING SITE**

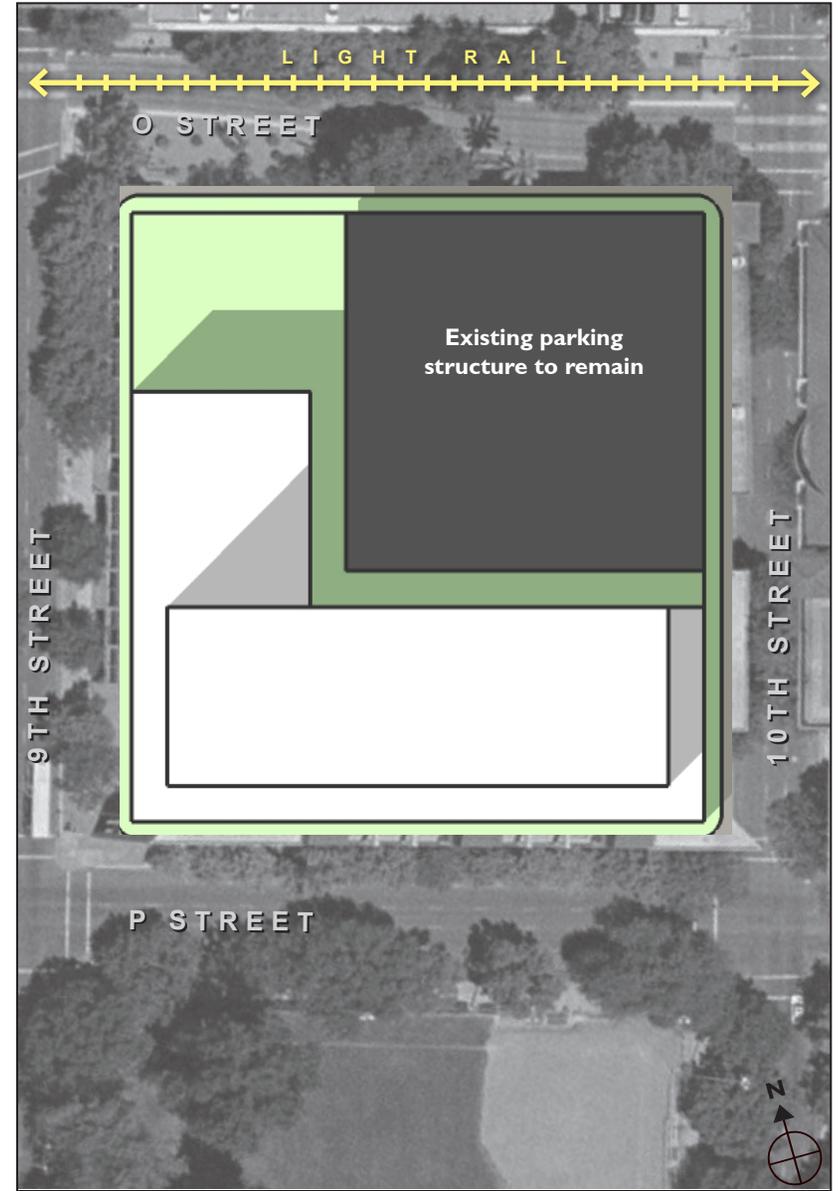
**901 P Street (Block 212)**  
**Conceptual Test Fit\***

Site Area	2.5 acres (one city block)	
Height / Floors	17 floors / 247 feet	
Building Footprint	50,400 sf	
GSF Office	515,200 sf	
NSF Office (75%)	386,400 sf	
FAR	4.7	
Parking Requirement	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"> <li>• Existing building would be removed</li> <li>• Existing parking structure to remain</li> <li>• Building height restriction defines development capacity</li> <li>• Parking: existing 5-floor parking garage</li> <li>• Office: 4 podium floors, 13 tower floors</li> </ul>	



Draft Test Fit, Axonometric View from Northeast

\* The cost of renovating the Bonderson Building is also being analyzed.

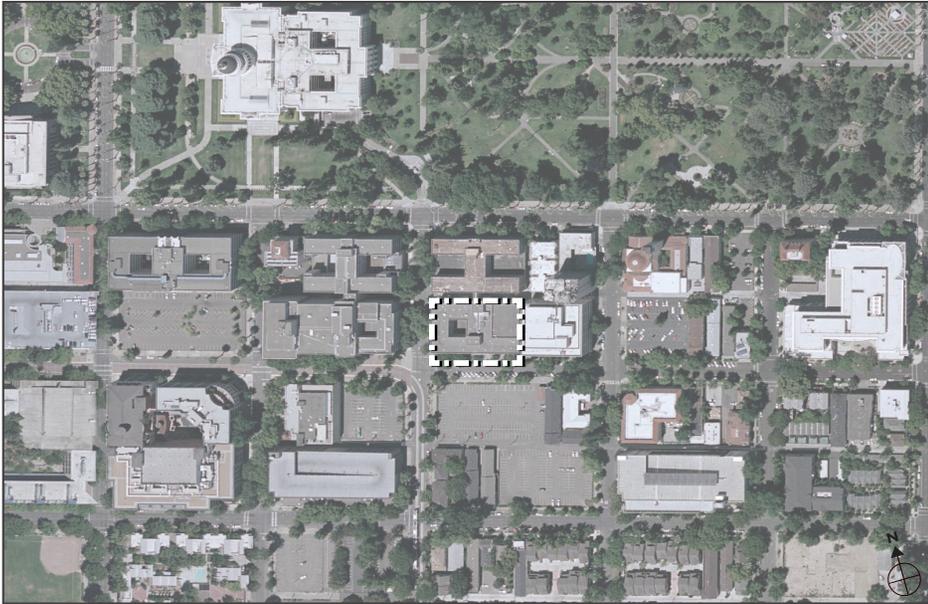


100 200 400 feet

Draft Test Fit, Plan View

**OPPORTUNITY AREA 11: FOOD AND AGRICULTURE ANNEX SITE**

**1215 O Street (Block 222)**  
**Existing Conditions and Entitlements**

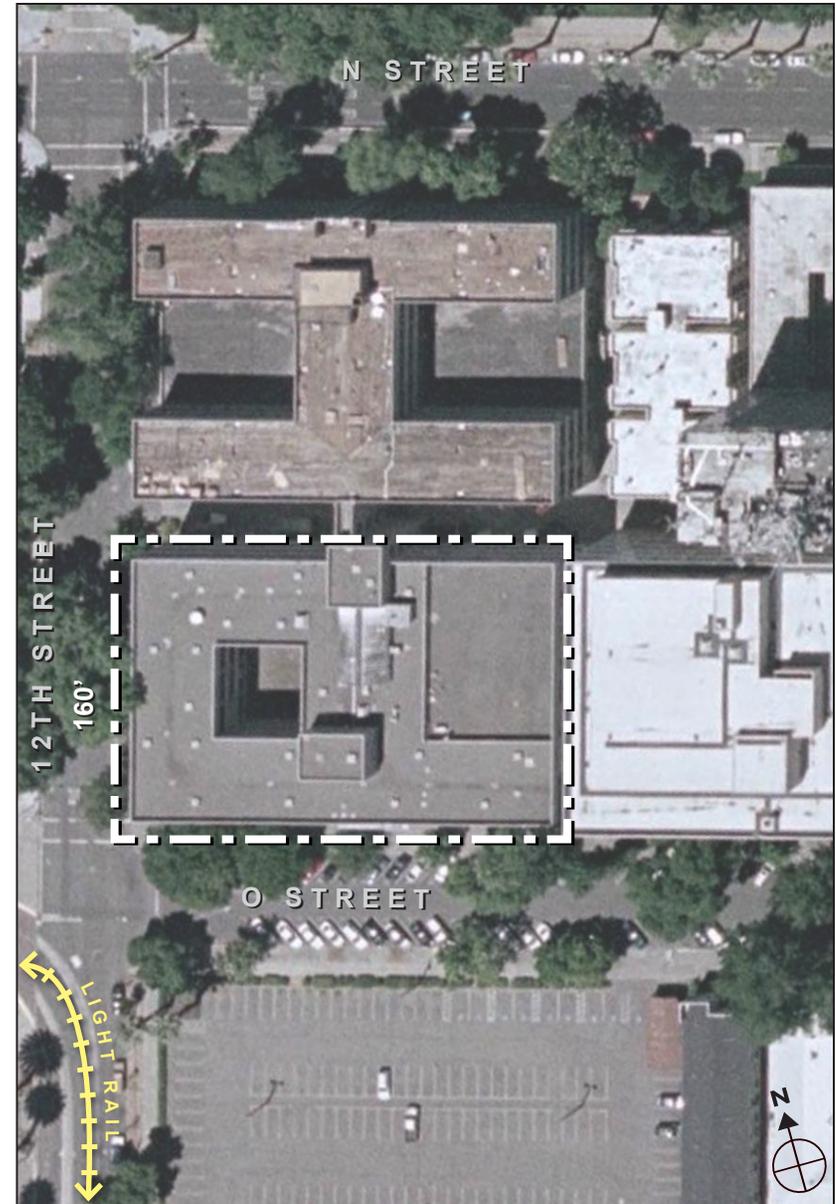


Site Context

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 the Blue light rail line, Gold light rail line, and bus service. The Veterans Affairs building is directly adjacent to the east, and Caltrans Headquarters is located across the street to the west.

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



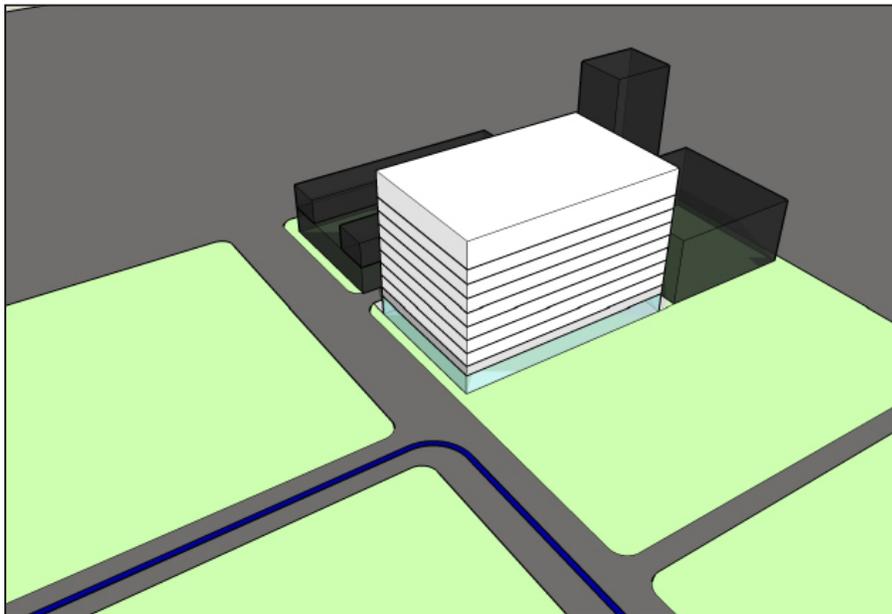
100 200 400 feet  
 Existing Site

**OPPORTUNITY AREA 11: FOOD AND AGRICULTURE ANNEX SITE**

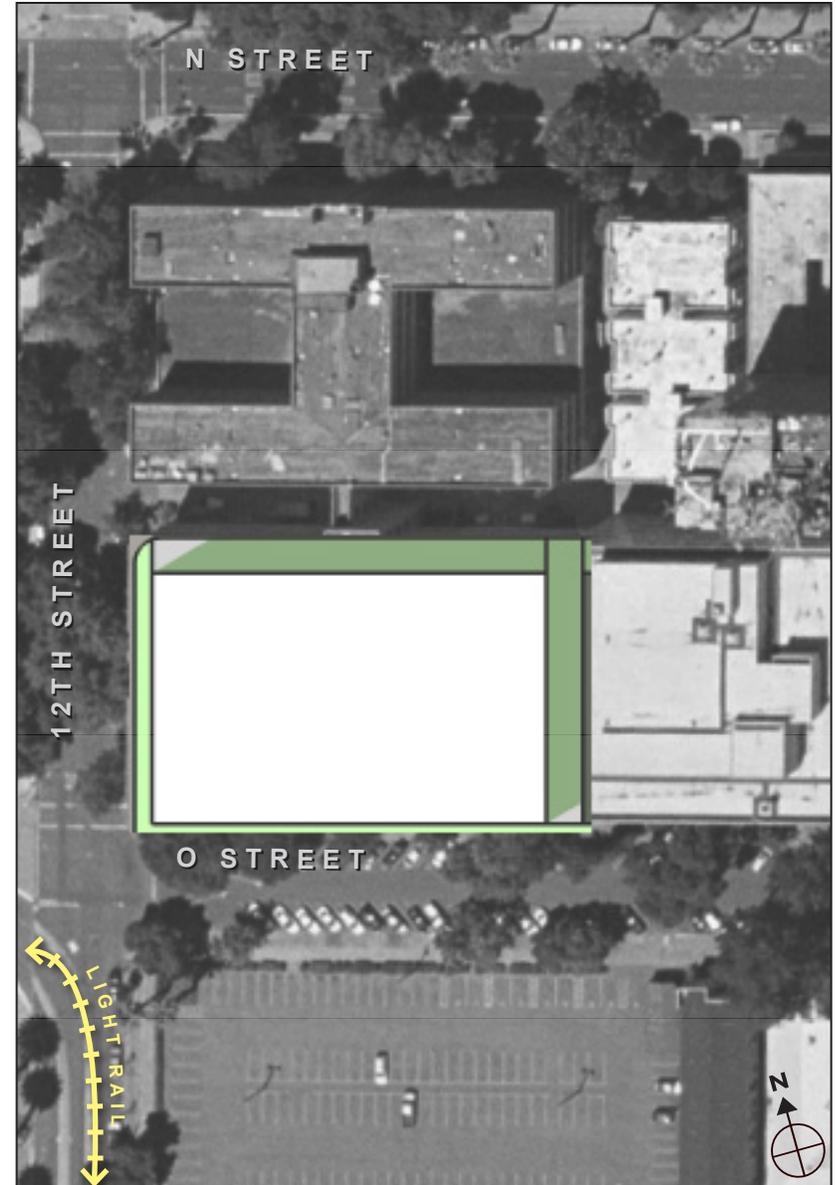
**1215 O Street (Block 222)**

**Conceptual Test Fit**

Site Area	0.89 acres	
Height / Floors	144 feet / 11 floors	
Building Footprint Area	30,800 sf	
GSF Office	272,800 sf	
NSF Office (75%)	204,600 sf	
FAR	7.0	
Parking Requirement	1.1 spaces / 1000 GSF	300 spaces (94,700 sf)
Parking Program	1.2 spaces / 1000 GSF	339 spaces (92,400 sf)
Assumptions	<ul style="list-style-type: none"> <li>• Existing building would be removed</li> <li>• Building height restriction defines development capacity</li> <li>• Parking: 1 level below grade; 2 above grade (plus half of ground floor)</li> <li>• Office: 8 tower floors (plus half of ground floor)</li> </ul>	



Draft Test Fit, Axonometric View from Southwest



100 200 400 feet

Draft Test Fit, Plan View

**OPPORTUNITY AREA 12: RESOURCES BUILDING SITE**

**1416 9th Street (Block 205)**  
**Existing Conditions and Entitlements**



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 per 1000 GSF (Capitol Area Plan)

*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 located close to other State facilities on the adjacent city blocks. Good public transit access is available via the Blue light rail line, Gold light rail line, and bus service.*

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

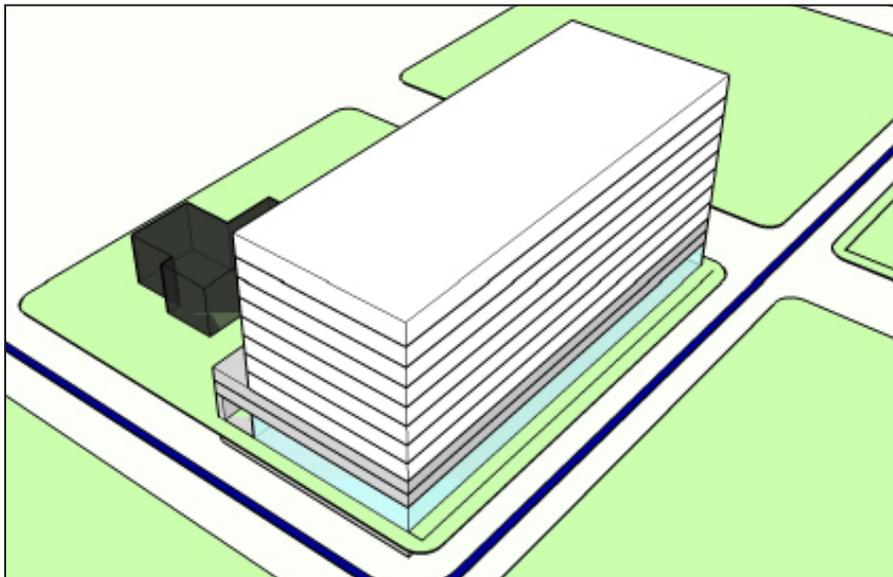


Existing Site

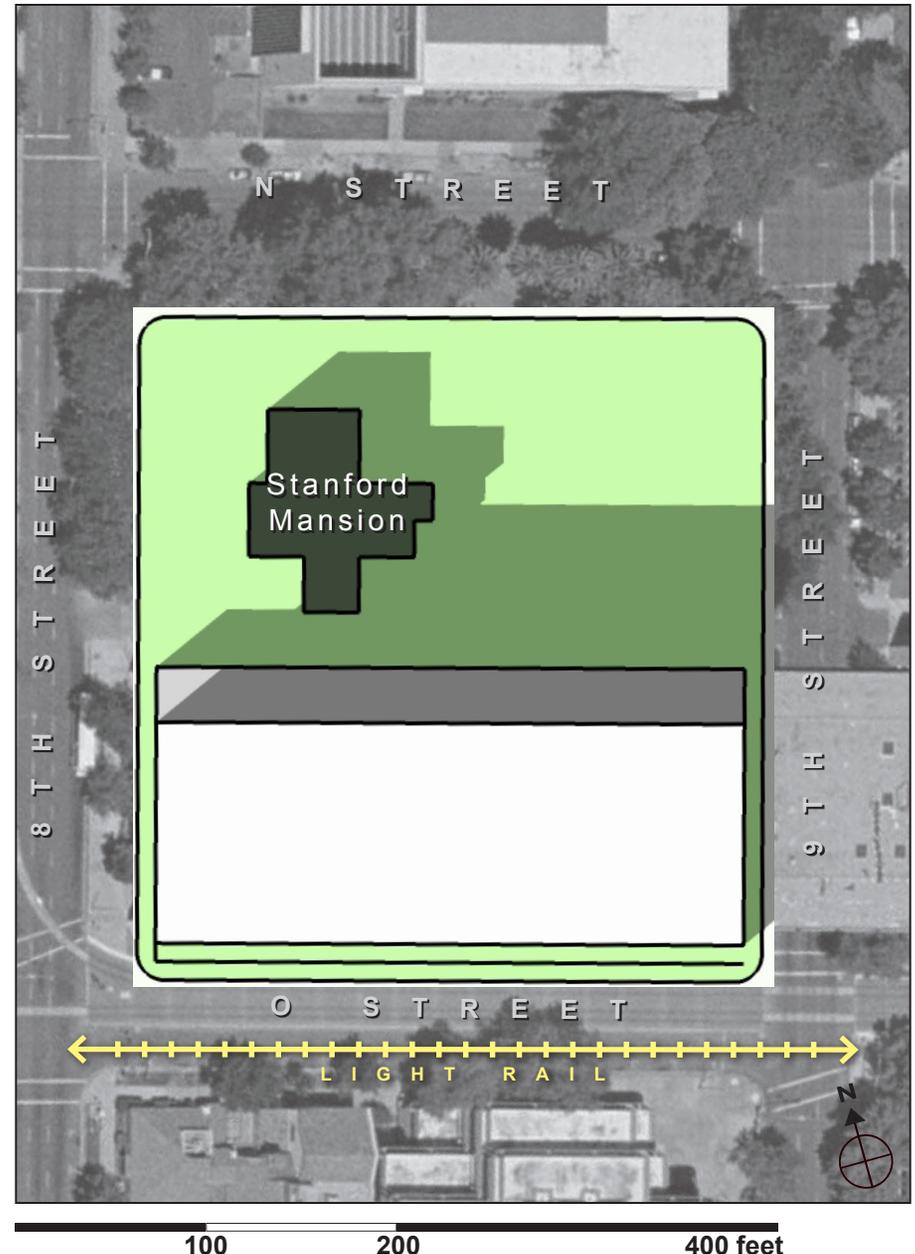
**OPPORTUNITY AREA 12: RESOURCES BUILDING SITE**

**1416 9th Street (Block 205)**  
**Conceptual Test Fit**

Site Area	1.48 acres	
Height / Floors	150 feet / 11 floors (south) and 80 ft / 4 floors (north)	
Building Footprint	48,000 sf	
GSF Office	354,000 sf	
NSF Office (75%)	265,000 sf	
FAR	5.5	
Parking Requirement	1.1 spaces / 1000 GSF	391 spaces (248,500 sf)
Parking Program	1.2 spaces / 1000 GSF	410 spaces (144,000 sf)
Assumptions	<ul style="list-style-type: none"> <li>Existing building would be removed</li> <li>Building height restrictions and historic mansion define development capacity</li> <li>Parking: 1 level below grade, 2 above grade</li> <li>Office: 9 tower floors, 4 pavilion floors</li> </ul>	



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 for agency program needs, and that respond to State and local planning goals.

In the following maps and tables, the 29 assessed opportunity areas, previously identified and evaluated in this chapter, are summarized with their potential office space capacity, building type and conceptual construction cost. The tables in Exhibit 3.39 highlight the resulting 14 optimum opportunity areas that the State should consider first in meeting its projected additional office space needs in the near, mid, and long-term. Nonetheless, all 29 opportunity areas are viable options, and may change in terms of desirability and availability over time.

Optimum areas are identified based on the evaluation criteria of ownership, transportation access, improvement status, context, infrastructure, and size and development capacity. Conceptual construction cost, building type and location are also considered. The conceptual construction costs are based on generic building types and the conceptual test fits. (Conceptual construction costs are further explained on page 3-76 and in Appendices F and G.) The selected optimum areas vary by location, density, land value and size so that the State can retain choices, as future conditions or priorities change. In such a case, the State may choose to re-assess for optimum areas using the same methodology below.

### METHODOLOGY FOR OPTIMUM AREA IDENTIFICATION

The process of identifying the optimum development areas is based on the evaluation criteria in the Development Feasibility Evaluation (page 3-34), and the identification of the areas with the highest rating for a given evaluation criterion.

For the 0-5 year and 6-10 year time frames, the first filter is the "ownership" criterion, the next is "transportation access" and the third is "improvement status." State ownership is the first criterion to be considered, since developing a State-owned site can save time compared to acquiring a non State-owned site. Transportation

access is considered next, since transit proximity is a State policy and transportation demand management is a State priority (page 1-5). Improvement status is the third major consideration in determining the optimum areas for these two time frames, 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 priorities are re-ordered, since there is time to acquire land and construction costs will increase significantly. For these time frames, transportation access is considered first, since it is, and will most likely remain, a State priority. Construction cost and development type are closely linked and considered next. Since the time line is long, ownership and current improvement status are not as critical, but still considered in the identification of optimum areas.

The process of identifying optimum areas begins with the consideration of areas with a "superior" rating for the first criterion. If multiple areas are rated "superior," then those areas are compared based on the second criterion. If several areas have "superior" ratings for both the first and second criteria, their ratings for the third criterion are compared. After this sequence of filters, if the areas with "superior" ratings do not provide sufficient square-footage or diversity of building type, areas with "good" ratings are considered. If there is still not enough office space or diversity, areas with "fair" ratings are also considered. Any areas with "potential constraint" ratings are not considered as optimum areas in this Planning Study.

After this identification process, the optimum areas are reviewed for their diversity of building type and location to allow for sufficient alternatives. If a diversity of building types, cost and location are not achieved after proceeding through the identification process, the process is reiterated, beginning with areas rated "good," rather than "superior," for the first criterion.

The optimum areas are summarized in Exhibit 3.39 and mapped in Exhibits 3.40A and 3.40B.

## **OPTIMUM AREAS: 0-5 YEAR TIME FRAME**

Within the initial time frame, 12 opportunity areas are assessed for development feasibility by 2011. Eight areas are considered optimum for State office space development. These optimum areas are described below.

### **Franchise Tax Board - Opportunity Area #6**

The Franchise Tax Board (FTB) site, a State-owned site, is considered an optimum area for office space development for several reasons. The FTB offices are mostly consolidated at the site, and more than 260,000 NSF of expansion capacity remains on the site. 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 located 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 million NSF 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. The site is largely vacant - encumbered only by a small RT substation and a day care facility, which can be incorporated into new development.

### **Bonderson Building - Opportunity Area #10**

The Bonderson Building has a strategic location in the Capitol Area, directly adjacent to transit. It can be rebuilt with nearly 400,000 NSF of office space, or the existing building can be renovated. It is owned by the DGS and the tenants are short-term occupants - both of which more easily facilitate renovation or replacement.

### **Food and Agriculture Annex - 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 Capitol and State offices. State ownership and the current tenants' plans to relocate will also facilitate the redevelopment of the site more easily than other opportunity areas.

### **Granite Park - Opportunity Area #14**

Granite Park is an approved Planned Unit Development (PUD) that is also recommended for potential development, mainly because it provides a transit-accessible, low-rise, suburban alternative to the Capitol Area. More than 1.8 million NSF of office space are 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 the BOE, EDD and FTB.

### **Washington SPA - Opportunity Area #31**

The Washington Specific Plan Area (SPA) in West Sacramento also presents a unique opportunity to build adjacent to downtown. Part of the Riverfront Master Plan, the Washington SPA is already transforming West Sacramento's riverfront. The CalSTRS building and current DGS offices are located within the SPA. The Washington SPA has good freeway access and, if the streetcar is approved to cross the river, will be highly transit accessible.

### **Triangle SPA - Opportunity Area #34**

The Triangle Specific Plan Area (SPA) in West Sacramento represents a unique and immediate development opportunity, just south of the Washington SPA. It has many of the advantages of the Washington SPA: good freeway access, downtown adjacency and future transit. 50 acres of the SPA could potentially accommodate State office space. Parcels are assembled and can be available within a short time frame.

### **OPTIMUM AREAS: 6-10 YEAR TIME FRAME**

11 opportunity areas are assessed for development feasibility in the 6 - 10 year time frame (Exhibit 3.39). Four of the 11 are identified as optimum areas. The first two listed, both in the Richards Boulevard area, represent a significant opportunity for an urban campus.

#### **State Printing Plant Site - Opportunity Area #3**

The State Printing Plant presents an opportunity to redevelop: a large underutilized site (17 acres), with outmoded buildings, a relocatable tenant, a strategic location and State ownership. The site is located at a future planned DNA light rail station. The site is owned by the DGS, which more easily facilitates relocation and development. The more than 1 million NSF of potential space on this site could satisfy a significant portion of State office space needs.

#### **Richards Boulevard Area - Opportunity Area #16**

This rapidly redeveloping industrial and warehouse district represents a significant opportunity for State office development - especially since the State already owns a combined 30 acres between the Lottery Commission and State Printing Plant sites. As the new light rail station and the 7th Street connection to downtown Sacramento spur redevelopment in the Richards Boulevard area, control over the connecting parcels could guarantee flexibility and space for future adjacent growth.

#### **Harvard and Arden - Opportunity Area #25**

The Harvard and Arden opportunity area can accommodate low to mid-rise office development in a more suburban environment, yet the site is still located centrally enough to remain accessible. The area is already entitled for office space and has been steadily developed already. If a new pedestrian bridge is built to the Swanston Light Rail stop, the area could become highly transit accessible via light rail.

#### **Sacramento Railyards - Opportunity Area #26**

(Office-Residential Mixed-Use or ORMU District)

The Railyards project is a public-private effort to redevelop 240 acres of former railyards just north of Sacramento's CBD. The plan was approved in December 2007. The plan calls for mixed-use development, including 2 million NSF of office space in the ORMU district. Part of this district is located on existing urban blocks - which may be developable earlier than the rest of the Railyards. With the connectivity to downtown Sacramento, the Amtrak station, and a future planned LRT station, the Railyards project presents a unique and accessible opportunity.

### **OPTIMUM AREAS: 11-25 YEAR TIME FRAME**

Four opportunity areas are assessed for development feasibility in the 11 - 25 year time frame (Exhibit 3.39). The Natomas Employment Center (EC) area is identified as an optimum area for this time frame.

Additional development opportunities may be available in areas that are identified for development in earlier time frames, totalling more than 10 million NSF in optimum areas and nearly 29 million NSF in other areas.

It is likely that by the 11-25 year time frame, real estate conditions, and the user demand profiles, will have changed and, in that case, the State may wish to re-assess all opportunity areas as well as other areas unaccounted for in this Planning Study.

#### **Natomas Employment Center Area - Opportunity Area #15**

The Natomas Employment Center (EC) area contains several opportunities for future development. It consists of large assembled parcels zoned as "Employment Center" and designed for high-intensity, mixed-use centers at planned transit stops. Some areas adjacent to future planned DNA light rail line stops are already developing. Freeway access from I-5 and I-80 is good and utilities are available. Flood control bonds were approved in 2007 to improve the levies in the area. Should the State choose to pursue multiple parcels in the area, the total square footage may exceed the 1.1 million NSF shown in Exhibit 3.39.

### **OPTIMUM AREA: 26- 40 YEAR TIME FRAME**

#### **McClellan Technology Center SPA - Opportunity Area #15**

The only site considered for the 26-40 year time frame is the McClellan Technology Center Specific Plan Area (SPA). Many parts of the McClellan Technology Center SPA have already been converted from an air force base into business incubator, research and development, or office space. Based on the current degree of planning and development in the SPA, it is likely that more office space will be developed, occupied and available by the 26 to 40 year time frame.



**SUMMARY OF 29 ASSESSED OPPORTUNITY AREAS**

(Optimum areas are highlighted)

**0-5 Year Development Time Frame**

Opportunity Area #	Opportunity Area	Time Frame	State-owned	Bldg Type <sup>1</sup>	Potential Office GSF <sup>2</sup>	Potential Office NSF <sup>3</sup>	Location	Conceptual Construction Cost / GSF <sup>4</sup>	
								Dec. 2007 <sup>5</sup>	Dec. 2011 <sup>5</sup>
6	Franchise Tax Board	0 - 5	Yes	Low	350,000	263,000	County of Sacramento	\$202	\$227
8	West End Site	0 - 5	Yes	High	1,400,000	1,050,000	Capitol Area	\$391	\$440
9	Block 275	0 - 5	Yes	Mid	500,000	375,000	Capitol Area	\$275	\$310
10 <sup>6</sup>	Bonderson Site (new)	0 - 5	Yes	High	515,000	386,000	Capitol Area	\$338	\$381
10 <sup>6</sup>	Bonderson (renovation)	0 - 5	Yes	Low	146,000	106,000	Capitol Area	\$231	\$259
11	Food & Ag Annex Site	0 - 5	Yes	High	273,000	205,000	Capitol Area	\$383	\$431
13	Downtown Core	0 - 5	No	High	10,000,000	7,500,000	City of Sacramento	\$391	\$440
14	Granite Park	0 - 5	No	Low	2,400,000	1,800,000	City of Sacramento	\$202	\$227
31	Washington SPA	0 - 5	No	High	775,000	580,000	West Sacramento	\$391	\$440
33	West Capitol Avenue	0 - 5	No	Mid	1,600,000	1,200,000	West Sacramento	\$275	\$310
34	Triangle	0 - 5	No	High	5,000,000	3,750,000	West Sacramento	\$391	\$440
37	Seaway Int'l Trade Center	0 - 5	No	Mid	1,500,000	1,125,000	West Sacramento	\$275	\$310
38	Southport Business Park	0 - 5	No	Mid	1,500,000	1,125,000	West Sacramento	\$275	\$310
Total Areas Assessed (0-5 Years)						19,360,000			
Optimum Areas Total						8,410,000			

**Summary of 29 Assessed Opportunity Areas**

**Exhibit 3.39**

<sup>1</sup> The most appropriate generic building type is assumed, based on available land, zoning restrictions and the existing context of the area (page 3-39).

<sup>2</sup> Potential gross square feet (GSF) is based on estimates from local jurisdictions. GSF totals are the standard for determining construction costs.

<sup>3</sup> Potential net square feet (NSF) is assumed to be 75% of GSF. NSF totals are necessary for calculating and satisfying office space needs.

<sup>4</sup> 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 sites' specific constraints and improvements (page 3-46). For all other opportunity areas, construction costs are based on generic building types (page 3-39).

<sup>5</sup> Construction costs are estimated using December 2007 dollars. Future construction costs are escalated at three percent per year.

<sup>6</sup> The Bonderson Building is currently under review for renovation or replacement. Appendix G contains a conceptual cost estimate for replacing the Bonderson Building with a new building, as well as a cost estimate for renovating the existing building. The existing building NSF of 106,000 is not included in the totals at the bottom of this table.

## SUMMARY OF 29 ASSESSED OPPORTUNITY AREAS (CONTINUED)

(Optimum areas are highlighted)

### 6-10 Year Development Time Frame

Opportunity Area #	Opportunity Area	Time Frame	State-owned	Bldg Type <sup>1</sup>	Potential Office GSF <sup>2</sup>	Potential Office NSF <sup>3</sup>	Location	Conceptual Construction Cost / GSF <sup>4</sup>	
								Year 2012 <sup>5</sup>	Year 2016 <sup>5</sup>
1	Department of Justice Site	6 - 10	Yes	Mid	1,000,000	750,000	City of Sacramento	\$376	\$423
2	Lottery Commission Site	6 - 10	Yes	High	1,835,000	1,376,000	City of Sacramento	\$415	\$467
<b>3</b>	<b>State Printing Plant</b>	<b>6 - 10</b>	<b>Yes</b>	<b>High</b>	<b>1,344,000</b>	<b>1,008,000</b>	<b>City of Sacramento</b>	<b>\$455</b>	<b>\$512</b>
5	Caltrans Lab	6 - 10	Yes	Low	845,000	635,000	City of Sacramento	\$347	\$391
12	Resources Building Site	6 - 10	Yes	High	355,000	266,000	Capitol Area	\$416	\$468
<b>16</b>	<b>Richards Blvd Area</b>	<b>6 - 10</b>	<b>No</b>	<b>Mid</b>	<b>800,000</b>	<b>600,000</b>	<b>City of Sacramento</b>	<b>\$319</b>	<b>\$359</b>
<b>25</b>	<b>Harvard &amp; Arden (USAA)</b>	<b>6 - 10</b>	<b>No</b>	<b>Mid</b>	<b>700,000</b>	<b>525,000</b>	<b>City of Sacramento</b>	<b>\$319</b>	<b>\$359</b>
<b>26</b>	<b>Railyards (ORMU)</b>	<b>6 - 10</b>	<b>No</b>	<b>Mid</b>	<b>2,400,000</b>	<b>1,800,000</b>	<b>City of Sacramento</b>	<b>\$319</b>	<b>\$359</b>
27	65th Street Village	6 - 10	No	Low	160,000	120,000	City of Sacramento	\$234	\$263
32	F - Street Area	6 - 10	No	Low	1,600,000	1,200,000	West Sacramento	\$234	\$263
35	Pioneer Bluff	6 - 10	No	Mid	4,000,000	3,000,000	West Sacramento	\$319	\$359
36	Stone Lock District	6 - 10	No	Mid	1,500,000	1,125,000	West Sacramento	\$319	\$359
Total Areas Assessed (6-10 Years)						12,405,000			
<b>Optimum Areas Total</b>						<b>3,934,000</b>			

### 11-25 Year Development Time Frame

Opportunity Area #	Opportunity Area	Time Frame	State-owned	Bldg Type <sup>1</sup>	Potential Office GSF <sup>2</sup>	Potential Office NSF <sup>3</sup>	Location	Conceptual Construction Cost / GSF <sup>4</sup>	
								Year 2017 <sup>5</sup>	Year 2031 <sup>5</sup>
<b>15</b>	<b>Natomas Emp Ctr Area</b>	<b>11 - 25</b>	<b>No</b>	<b>Low</b>	<b>1,500,000</b>	<b>1,125,000</b>	<b>City of Sacramento</b>	<b>\$271</b>	<b>\$410</b>
23	Florin & Franklin	11 - 25	No	Low	2,000,000	1,500,000	City of Sacramento	\$271	\$410
40	Metro Air Park SPA	11 - 25	No	Mid	1,200,000	900,000	County of Sacramento	\$370	\$560
44	Easton Place/ Aerojet SPA	11 - 25	No	Mid	1,500,000	1,125,000	County of Sacramento	\$370	\$560
Total Areas Assessed (11-25 Years)						4,650,000			
<b>Optimum Areas Total</b>						<b>1,125,000</b>			

### 26-40 Year Development Time Frame

Opportunity Area #	Opportunity Area	Time Frame	State-owned	Bldg Type <sup>1</sup>	Potential Office GSF <sup>2</sup>	Potential Office NSF <sup>3</sup>	Location	Conceptual Construction Cost / GSF <sup>4</sup>	
								Year 2032 <sup>5</sup>	Year 2046 <sup>5</sup>
<b>42</b>	<b>McClellan Tech Ctr SPA</b>	<b>26 - 40</b>	<b>No</b>	<b>Low</b>	<b>2,000,000</b>	<b>1,500,000</b>	<b>County of Sacramento</b>	<b>\$423</b>	<b>\$640</b>
Total Areas Assessed (26 - 40 Years)						1,500,000			
<b>Optimum Areas Total</b>						<b>1,500,000</b>			

**Optimum Opportunity Areas Map**  
**Exhibit 3.40A**

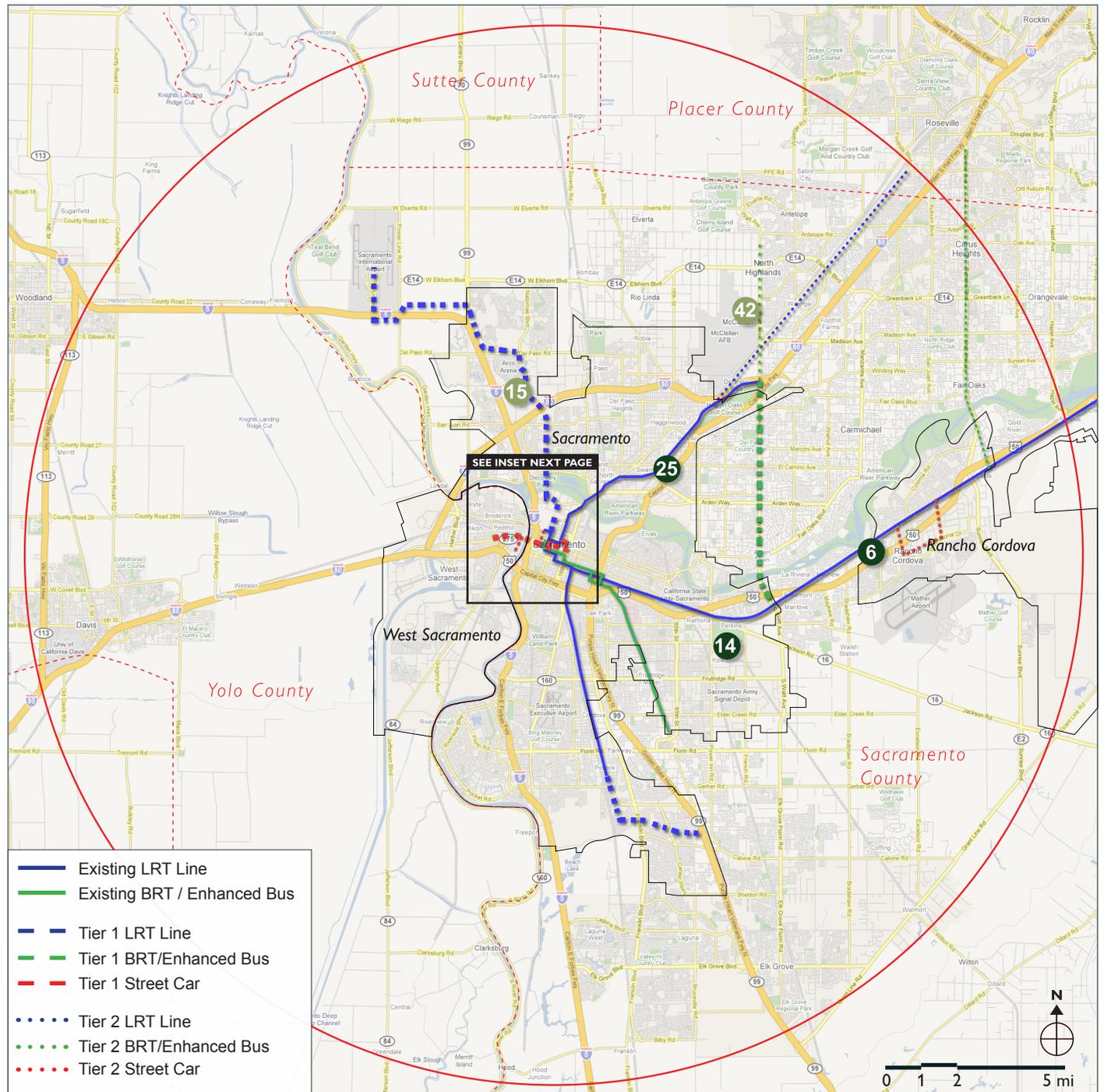
**0-10 YEAR TIME FRAME**

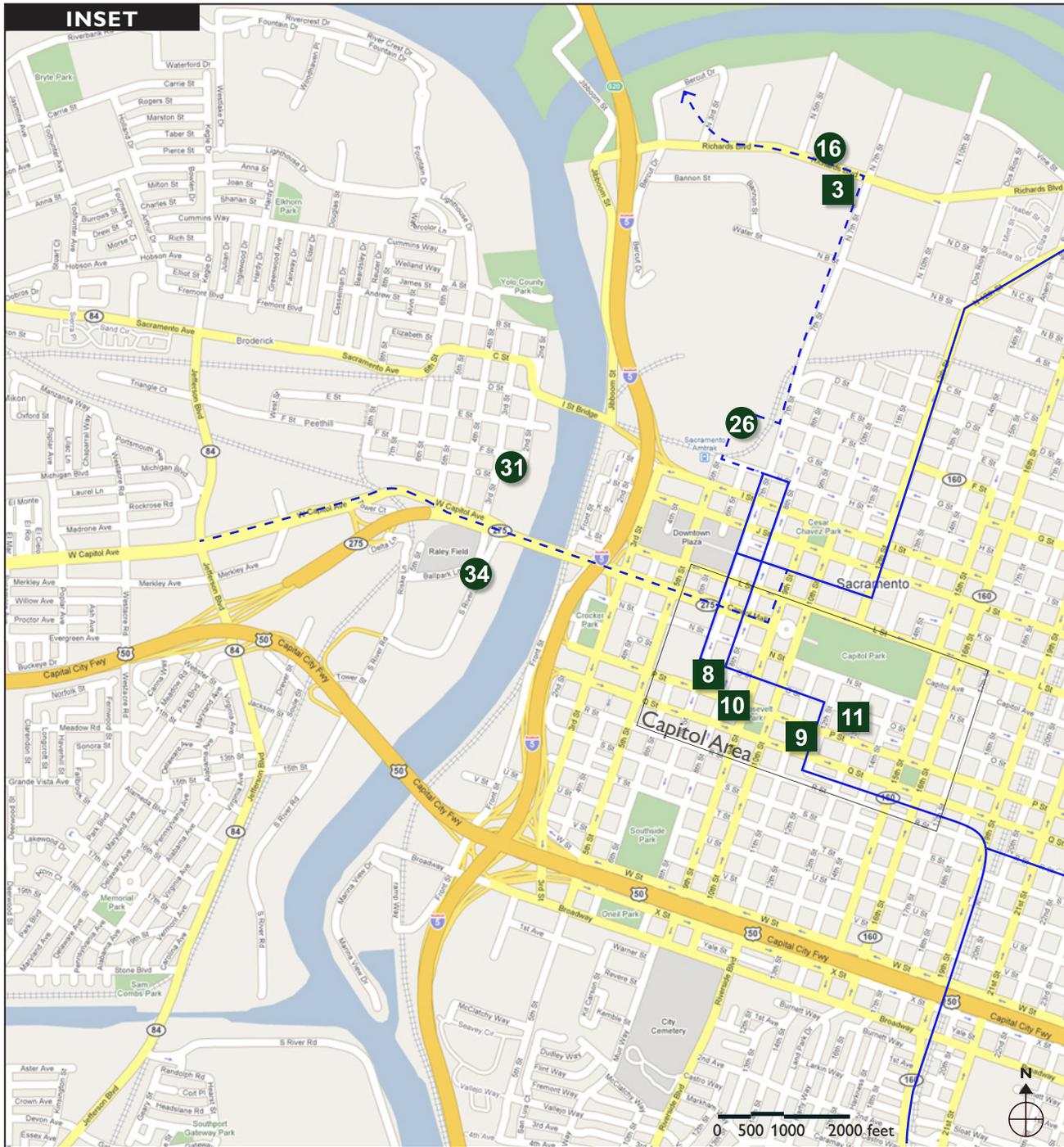
- 3** State Printing Plant
- 6** Franchise Tax Board
- 8** Blocks 203 and 204
- 9** Block 275
- 10** Bonderson Building Site
- 11** Food & Agriculture Annex Site
- 14** Granite Park
- 16** River District / Richards Blvd Area
- 25** Harvard & Arden (USAA)
- 26** Railyards (ORMU)
- 31** Washington Properties
- 34** Triangle

**11+ YEAR TIME FRAME**

- 15** Natomas EC land (Promenade)
- 42** McClellan Tech Center SPA

- State-Owned Site
- Non State-Owned Site





**Optimum Opportunity Areas,  
Downtown Inset Map  
Exhibit 3.40B**

**0-10 YEAR TIME FRAME**

- 3** State Printing Plant
- 6** Franchise Tax Board
- 8** Blocks 203 and 204
- 9** Block 275
- 10** Bonderson Building Site
- 11** Food & Agriculture Annex Site
- 14** Granite Park
- 16** River District / Richards Blvd Area
- 25** Harvard & Arden (USAA)
- 26** Railyards (ORMU)
- 31** Washington SPA
- 34** Triangle SPA

**11+ YEAR TIME FRAME**

- 15** Natomas EC land (Promenade)
- 42** McClellan Tech Center SPA

- State-Owned Site
- Non State-Owned Site
- LRT or Streetcar
- Future LRT or Streetcar



## CHAPTER 4

### SUMMARY OF FINDINGS



## CHAPTER 4 - SUMMARY OF FINDINGS

This final chapter highlights the Planning Study’s relevant findings that frame the context for an incremental approach to plan for the State’s near to long-term office space needs.

### STATE OFFICE SPACE DEMAND

Historic trends reflect a direct correlation 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 15 percent per decade, equating to an additional 21 million California residents over the next 40 years. To meet the resulting increased need for State services, it is also reasonable to forecast the State’s office space requirement to increase. This increase is projected to be an additional 13.7 million NSF by 2046, as shown in Exhibit 4.1. Just as in prior decades, State budget conditions and agency program needs affect the actual occupancy level year-to-year, however, over the long term, an overall growth pattern should be expected.

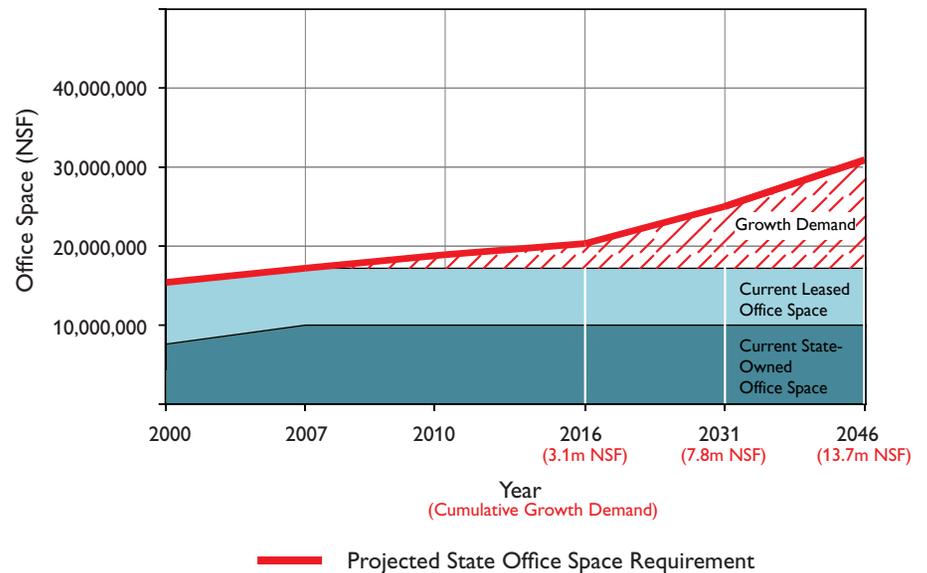
#### Projected Additional Sacramento Region State Office Space Need

Projected Additional Office Space Need	NSF
Near-term: (2007 - 2016)	3.1 million
Mid-term: (2017 - 2031)	4.7 million
Long-term: (2032 - 2046)	5.9 million

**Cumulative Projected Additional 40-Year Office Space Need**      **13.7 million**

#### Projected State Office Space Requirement

Exhibit 4.1



The State of California currently occupies over 17 million NSF of office space in the Sacramento region, including 10 million NSF in State-owned space and over 7 million NSF in leased space. Based on the projected additional office space need, the total State office space demand is likely to reach 30.7 million NSF by 2046. In addition to this long-term requirement for an additional 13.7 million NSF of space, several large agencies currently dispersed in multiple locations have individual office space consolidation requirements ranging from 150,000 – 800,000 NSF and totaling 3.2 million NSF (Exhibit 2.10).

### **DEVELOPMENT CAPACITY ON STATE-OWNED LAND**

This Planning Study assesses the development capacity of existing State-owned sites. Five of these sites are located within the Capitol Area, including the two remaining future office opportunity sites, Blocks 203 and 204 and Block 275, which could provide 1.4 million NSF of office space. Redevelopment on other sites in the Capitol Area, including the Bonderson Building site and Food and Agriculture Annex site, could provide almost 600,000 NSF of additional office space. 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 the Richards Boulevard Area, with the 1 million NSF potential capacity of the State Printing Plant site. Since the Lottery Commission controls development of its Richards Boulevard area site, the Planning Study does not cite the 1.4 million NSF potential capacity of this site as optimum to meet general State office space requirements.

## OPTIMUM DEVELOPMENT OPPORTUNITY AREAS

This Planning Study identifies 29 office development opportunity areas that meet mandatory and State policy evaluation criteria. These development areas could yield 38 million NSF of office facilities over the long term.

Of these 29 opportunity areas, 14 areas are considered to be more optimum, based on factors that include specific plans, proposed infrastructure and transit projects, 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. The optimum areas include a mix of State-owned sites and non State-owned areas, as well as a mix of downtown and suburban locations. This Planning Study recommends a balance between the urban opportunities in Sacramento's central city, West Sacramento's riverfront areas, and larger campus opportunities in developing suburban mixed-use areas (Exhibit 4.2A – 4.2B).

The urban areas comprise near-term opportunities adjacent to existing and planned transit stations and concentrate around the following strategic nodes: the Capitol Area; the Richards Boulevard Area and Railyards Area; and the West Sacramento Riverfront Area (Exhibit 4.3). Developing in the Capitol Area will fulfill the goals of the Capitol Area Plan. With strategic development, the other identified nodes could be developed into urban campuses directly linked 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.

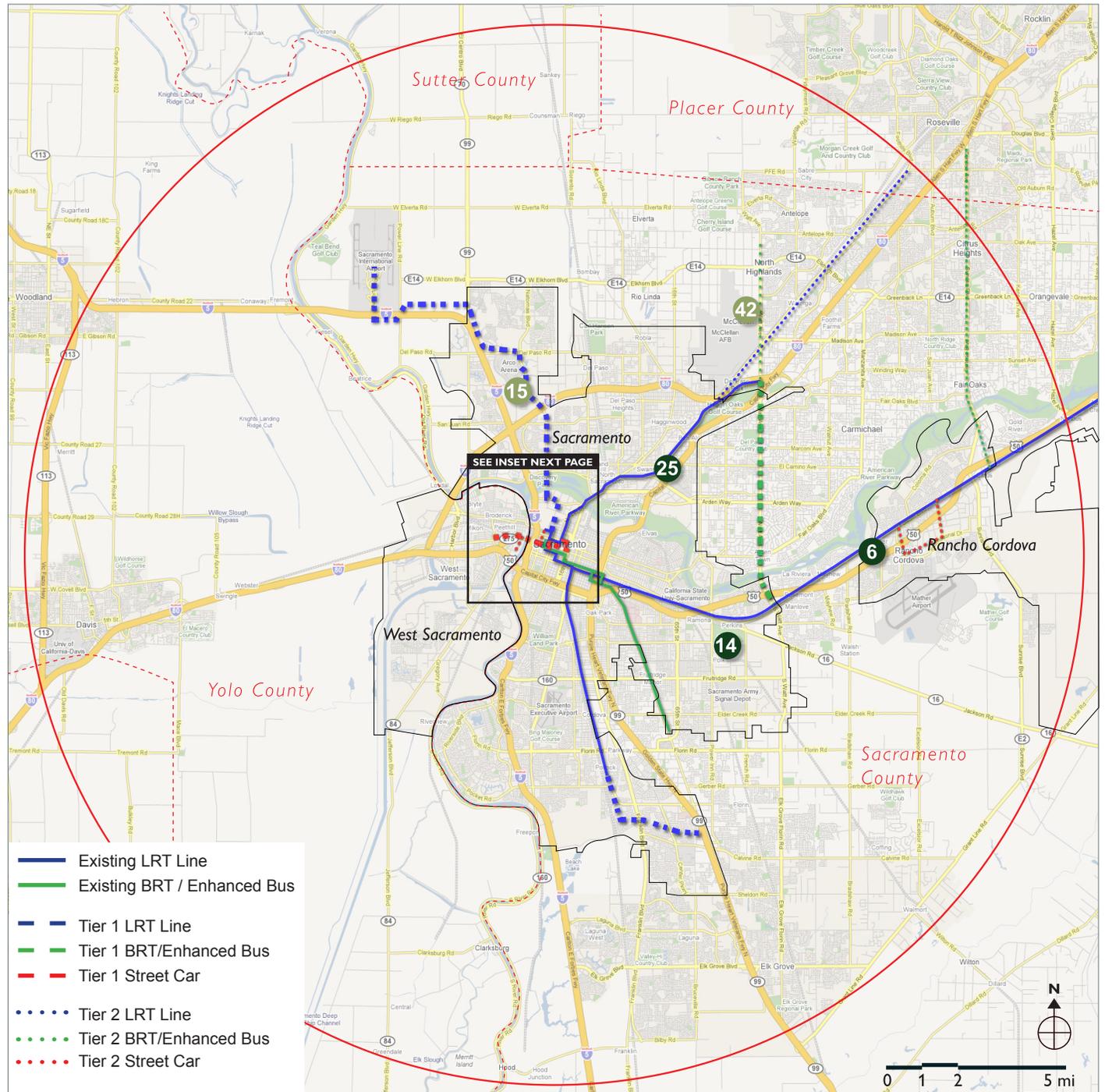
The suburban areas present longer-term development opportunities since transit extensions to these areas are estimated to be implemented over the next 25 years. With larger, undeveloped tracts of land, these areas could accommodate a transit-oriented, office campus with adjacent new commercial and housing stock. In these suburban areas, the State should consider sites that can accommodate a minimum of 1 million GSF of office space. The Natomas Employment Center Area may provide opportunities in the mid term, and the McClellan Technology Center Specific Plan Area may provide opportunities in the long term. Metro Air Park and Easton Place/Aerojet are not considered as optimum within the current planning framework, however, conditions and future development plans may affect assessments of these areas in later years.

**Optimum Opportunity Areas Map\***  
Exhibit 4.2A

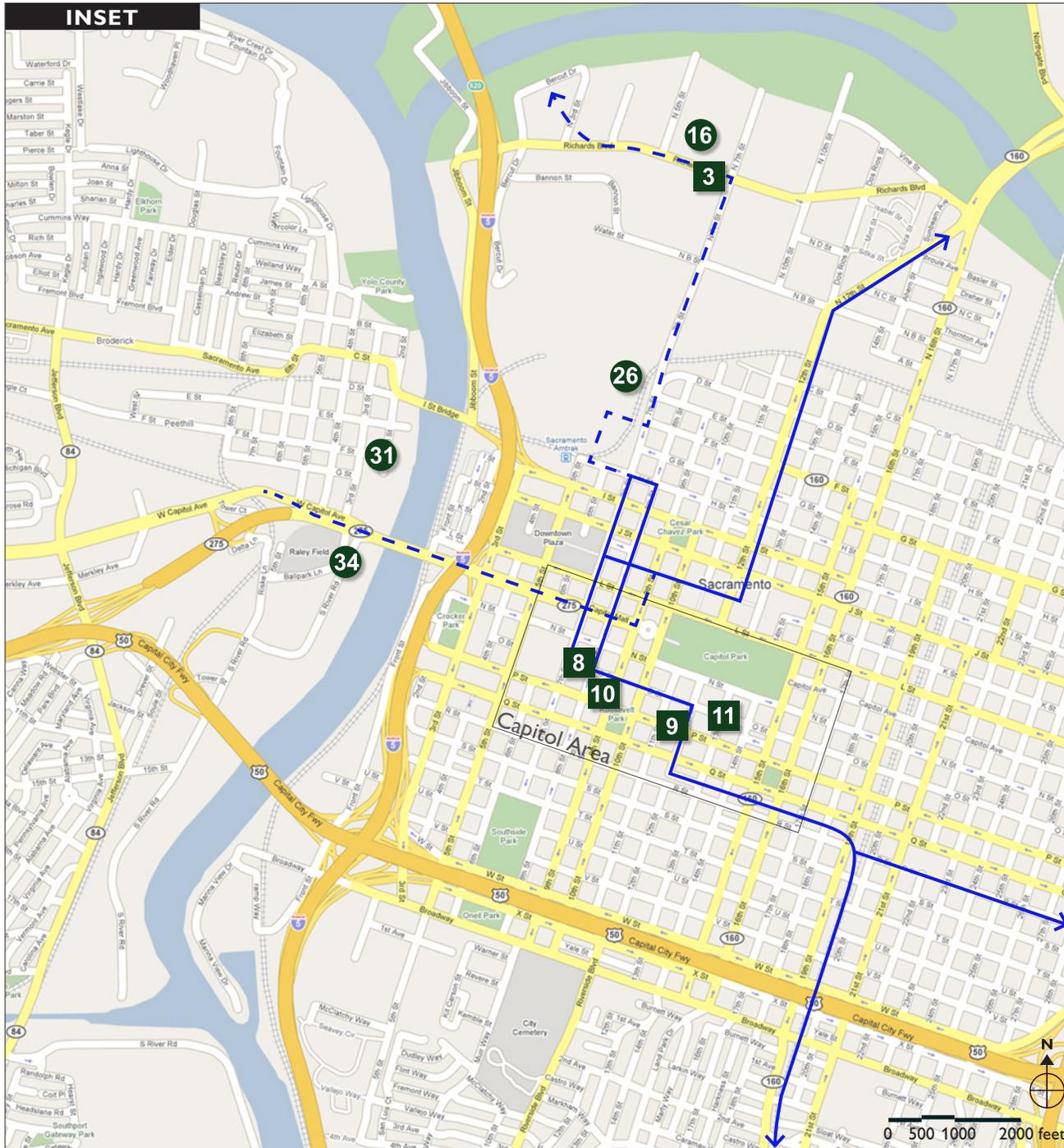
**0-10 YEAR TIME FRAME**

- 3** State Printing Plant
  - 6** Franchise Tax Board
  - 8** West End Site
  - 9** Block 275
  - 10** Bonderson Building Site
  - 11** Food & Agriculture Annex Site
  - 14** Granite Park
  - 16** River District / Richards Blvd Area
  - 25** Harvard & Arden (USAA)
  - 26** Railyards (ORMU)
  - 31** Washington SPA
  - 34** Triangle SPA
- 11+ YEAR TIME FRAME**
- 15** Natomas EC land (Promenade)
  - 42** McClellan Tech Center SPA

- State-Owned Site
- Non State-Owned Site



\* Same map as Exhibit 3.40A



**Optimum Opportunity Areas, Downtown Inset Map\***

Exhibit 4.2B

**0-10 YEAR TIME FRAME**

- 3** State Printing Plant
- 6** Franchise Tax Board
- 8** Blocks 203 and 204
- 9** Block 275
- 10** Bonderson Building Site
- 11** Food & Agriculture Annex Site
- 14** Granite Park
- 16** River District / Richards Blvd Area
- 25** Harvard & Arden (USAA)
- 26** Railyards (ORMU)
- 31** Washington Properties
- 34** Triangle

**11+ YEAR TIME FRAME**

- 15** Natomas EC land (Promenade)
- 42** McClellan Tech Center SPA

- State-Owned Site
- Non State-Owned Site
- LRT or Street Car
- Future LRT or Street Car

\* Same map as Exhibit 3.40B

## REGIONAL MARKET CONDITIONS

The Sacramento region's current real estate market conditions provide for some favorable opportunities for planning future State office development. The existing real estate market is soft: the housing market has surplus inventory with a mortgage lending crisis, and the commercial office market is relatively flat with employment figures falling.

At the same time, several large-scale redevelopment projects suitable for an office campus development are in the early implementation stages. This unique combination of a slowing real estate market and the availability of viable redevelopment areas creates a strategic opportunity for the State to potentially acquire properties before these future transit-oriented, mixed-use centers become too costly or unavailable.

## PLANNING CONSIDERATIONS

As the DGS and other State agencies plan for the future, this document can be used as a resource when identifying anticipated needs and potential action items. The following opportunities respond to the State's additional office space needs projections and the region's planning and development context.

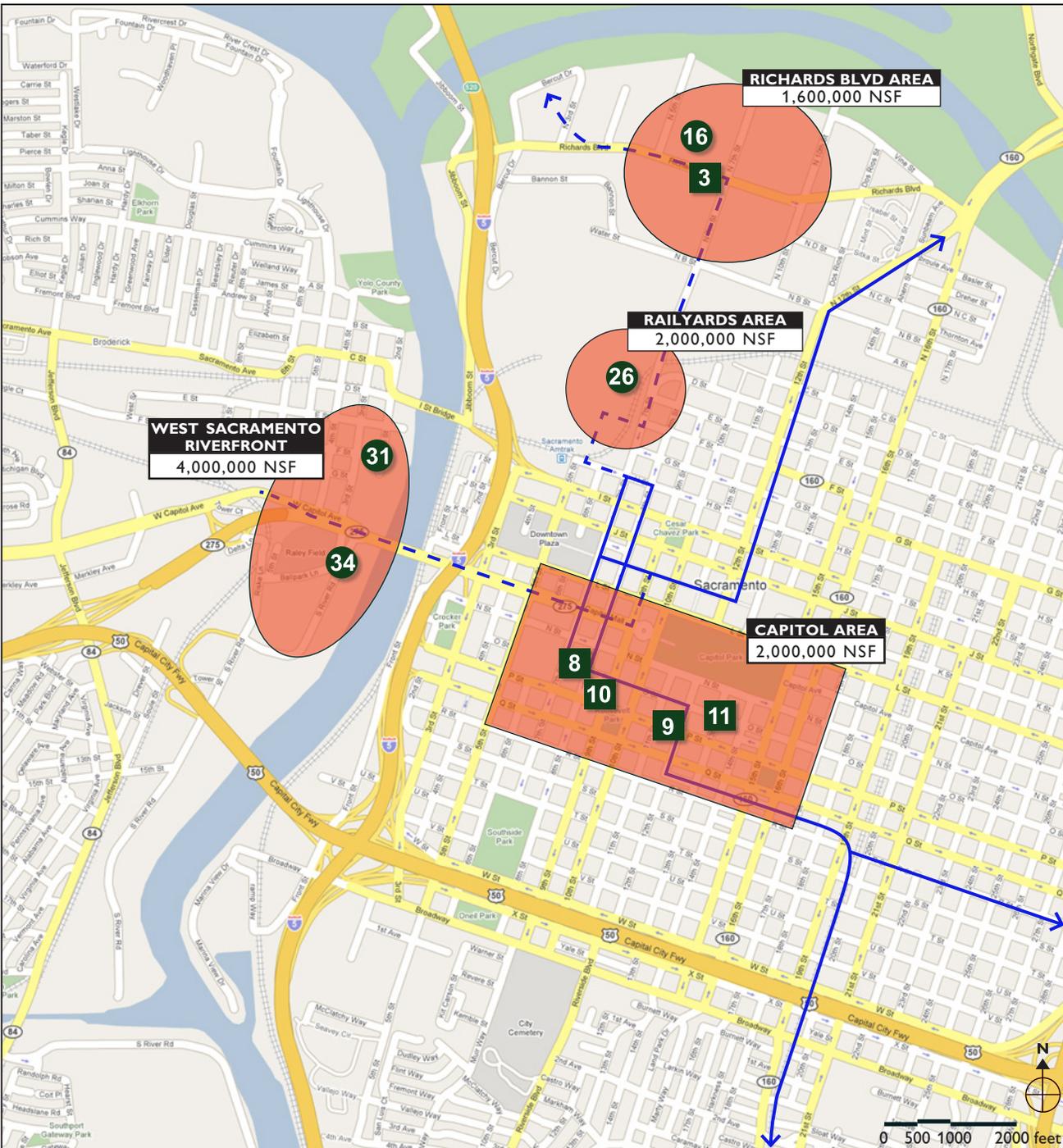
### CAPITOL AREA - NEW DEVELOPMENT

- Blocks 203 and 204
- Block 275

The Capitol Area Plan's office development vision would be implemented with construction on the Blocks 203 and 204 and Block 275 sites. 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 for current State agency consolidatable space need.

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

The disadvantages of developing these sites include the expense of high rise construction and structured parking and the need to demolish the subterranean building on Block 204. Both sites are subject to traffic congestion during the commute hours however, the extensive transit service provides a viable alternative to driving.



**Near-Term Strategic Development Opportunity Areas**  
**Exhibit 4.3**

CAPITOL AREA		Potential NSF
8	Blocks 203 and 204	1,000,000
9	Block 275	400,000
10	Bonderson Building Site	400,000
11	Food & Ag Annex Site	200,000
Sub-Total*		2,000,000

RICHARDS BOULEVARD AREA		Potential NSF
3	State Printing Plant Site	1,000,000
16	Richards Boulevard Area	600,000
Sub-Total*		1,600,000

RAILYARDS AREA		Potential NSF
26	Railyards Area Sub-Total*	2,000,000

WEST SACRAMENTO RIVERFRONT		Potential NSF
31	Washington SPA	600,000
34	Triangle SPA	3,800,000
Sub-Total*		4,000,000

Total Potential NSF\* 10,000,000

\* Rounded to millions of net square feet.

- State-Owned Opportunity Site
- Non State-Owned Opportunity Area
- LRT Route
- Future LRT or Streetcar Route

## CAPITOL AREA - REDEVELOPMENT

- Bonderson Building site
- Food and Agriculture Annex 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 buildings are occupied on a temporary or short-term status by State programs.

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 existing Food and Agriculture Headquarters building on N Street, and the existing garage connected to the Bonderson Building.

## RICHARDS BOULEVARD & RAILYARDS URBAN CAMPUS

- State Printing Plant
- Richards Boulevard Area
- Railyards Area

The State owns two sites with excellent access to a planned future light rail station in the redeveloping Richards Boulevard area, which is a development priority for the City of Sacramento. The DNA light rail station at North 7th Street and Richards Boulevard is planned for completion in 2010. Since the Lottery Commission site would be developed under the Commission's control for its programs, 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 and connect the State-owned sites.

### State Printing Plant Relocation and Site Development

The 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 underutilized site with outmoded buildings, a strategic location, and State ownership. It is owned by the DGS, which more easily facilitates relocation of the existing use and future development of the site, with the potential for more than 1 million NSF of mid and high-rise office space. Another advantage is that the site is directly adjacent to the future planned North 7th Street and Richards Boulevard light rail station.

The disadvantages of this site include the high cost of high-rise development; resulting increased traffic on Richards Boulevard and freeway entries; and the risk that unforeseen causes could delay the light rail construction.

### Richards Boulevard Area

The Richards Boulevard “urban campus” potential could be enhanced if the State controls other development sites near the Printing Plant site. The City of Sacramento considers a representative site in the area to be capable of accommodating 800,000 GSF (or 600,000 NSF, based on a 75 percent net-to-gross ratio). Sites with a capacity of 500,000 GSF would be preferred, but smaller opportunities may be considered if they are directly adjacent to State-owned sites. If new sites are acquired, the State should initiate a master planning and design process to ensure a walkable, safe, and inviting campus.

### Railyards Area

The Railyards Area development potential, which could include up to 2.4 million GSF of office space, also offers an additional opportunity for the State to locate programs close to the existing downtown State office campus, planned future light rail extensions, and proposed housing development. The State should continue to monitor the development progress of this proposed mixed-use community.

### Potential Office Development

#### Exhibit 4.4

Near-Term	Potential NSF
Blocks 203 and 204	1,000,000
Block 275	400,000
Bonderson Building Site	400,000
Food & Ag Annex Site	400,000
State Printing Plant Site	1,000,000
Richards Boulevard Area	600,000
Railyards Area	2,000,000
Washington SPA	600,000
Triangle SPA	3,800,000
<b>Total Net Square Feet<sup>1</sup></b>	<b>10,000,000</b>

Mid-Term	Potential NSF
Natomas EC area <sup>1</sup>	1,000,000

Long-Term	Potential NSF
Metro Air Park SPA	1,000,000
Easton Place / Aerojet SPA	1,000,000
McClellan SPA	1,500,000
<b>Total Net Square Feet<sup>1</sup></b>	<b>4,000,000</b>

<sup>1</sup> Rounded to millions of net square feet.

## WEST SACRAMENTO RIVERFRONT CAMPUS

- Triangle Specific Plan Area (SPA)
- Washington SPA

The West Sacramento riverfront, which includes both the Triangle Specific Plan Area and the Washington Specific Plan Area, could also serve as a concentration of State office development. The area is rapidly redeveloping and several State office facilities have already committed to long-term occupancy in the area. Specific Plans and the Sacramento Riverfront Master Plan 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. Freeway access to the area is good and a streetcar is proposed to connect the area to the Capitol within five to seven years.

### Triangle Specific Plan Area Development

The Triangle Specific Plan Area presents the potential for 3.75 million NSF of office space. Favorable conditions for a future State office facility in the dense core of the Triangle area include parcel size, development potential, and transit access.

### Washington Specific Plan Area Development

The Washington Specific Plan Area could potentially accommodate 600,000 NSF of office development. A planned office project in the area presents a leasing opportunity for the State and other parcels could possibly be assembled.

## NATOMAS EMPLOYMENT CENTER AREA SUBURBAN CAMPUS

The Natomas Employment Center area could present a unique opportunity in 10-25 years for a suburban office campus location near planned future transit. Development in the Natomas area could be lower scale and, therefore, less expensive to construct than in urban areas. The need for levee rebuilding and the absence of transit present constraints for near-term development. If improvements are funded and constructed as proposed the area could provide opportunities for the State to develop on sites with a development capacity of at least 1 million NSF.

## **FUTURE MASTER PLANNED DEVELOPMENTS SUBURBAN CAMPUSES**

Several major redevelopment or master planned projects throughout the region will present opportunities in 25 – 40 years for State office campuses. At this time the most compelling areas for future State development are:

- McClellan Tech Center
- Metro Air Park Specific Plan Area
- Easton Place/Aerojet Specific Plan Area

Although the Metro Air Park Specific Plan Area and the Easton Place/Aerojet Specific Plan Area 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. Periodically, the State should monitor the adjacent transit availability, planning and permit status, and the development activity of these areas. Each of these opportunity areas is on an existing, or planned future, 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 correlate to elements of the DGS office project development process in order to be effective. The process includes planning and programming, budget/appropriation, and design and construction. When actual planning and development occurs for specific projects, the DGS may pursue alternative procurement methods that could affect the project schedule. To strategically prepare for the State's ongoing office space needs, the findings of this Planning Study suggest that the DGS should pursue the following activities:

### **Development feasibility analyses:**

- Blocks 203 and 204
- Block 275
- Bonderson Building site redevelopment
- Food and Agriculture Annex site redevelopment
- State Printing Plant site redevelopment.
- Resources Building -- renovation or replacement

### **Key planning studies:**

- Sacramento Regional Facilities Plan
- State Employee Transportation Survey (includes State employee traffic patterns)
- Specific agency facilities and feasibility studies

### **Monitor opportunities for development within the next 10 years:**

- Richards Boulevard Area
- Railyards Area
- West Sacramento Riverfront Area

### **Monitor opportunities for development after 10 years:**

- Natomas Employment Center area
- Master Planned Communities

These efforts will provide additional research and analysis that build upon the contextual presentation contained in this study. The flexible planning framework outlined in this document will assist the State as it moves forward with its office development program, enabling the State to meet individual agencies' program needs, while advancing the State's strategic planning goals and supporting local governments' redevelopment efforts.

**APPENDICES**



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APPENDIX B - Reference Document List.....	A-9
APPENDIX C - Local Land Use Plans.....	A-13
APPENDIX D - Floodplain Constraints Methodology Supplement.....	A-25
APPENDIX E - Capital Area Plan Land Use - Office and Housing.....	A-29
APPENDIX F - Conceptual Cost Estimates.....	A-33
APPENDIX G - Detailed Conceptual Cost Estimates.....	Separate Attachment



**APPENDIX A**  
KEY TERMS AND ABBREVIATIONS

**KEY ABBREVIATIONS AND ACRONYMS**

**Agency Acronyms**

BOE	Board of Equalization
CADA	Capitol Area Development Authority
CalEPA	California Environmental Protection Agency
CalSTRS	California State Teachers Retirement System
Caltrans	Department of Transportation
CDCR	California Department of Corrections and Rehabilitation
CHP	California Highway Patrol
DCA	Department of Consumer Affairs
CDE	Department of Education
DGS	Department of General Services
DHS	Department of Health Services
DMV	Department of Motor Vehicles
DOJ	Department of Justice
CDSS	Department of Social Services
DTS	Department of Technology Services
DWR	Department of Water Resources
EDD	Employment Development Department
EPA	Environmental Protection Agency
FTB	Franchise Tax Board
RESD	Real Estate Services Division (The DGS)
RT	Regional Transit (Sacramento County provider)
CSAC	Student Aid Commission
SACOG	Sacramento Area Council of Governments
SAFCA	Sacramento Area Flood Control Agency
SCO	State Controller's Office

## KEY ABBREVIATIONS AND ACRONYMS (CONTINUED)

### Other Acronyms

BRT	Bus Rapid Transit
CBD	Central Business District
CEC	California Energy Commission
CEQA	California Environmental Quality Act
DNA	Downtown-Natomas-Airport (planned light rail line)
DOT	Department of Transportation
EC	Employment Center (as in Opportunity Area 15, Natomas EC)
EIPB	Excellence in Public Building
EIR	Environmental Impact Report
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
GC	Government Code
GSF	Gross square feet
HCP	Habitat Conservation Plan
HOK	Hellmuth, Obata + Kassabaum
HOV	High Occupancy Vehicle
LEED	Leadership in Energy and Environmental Design
LEED-NC	LEED - New Construction
LOS	Level of Service

LRT	Light Rail Transit
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NFIP	National Flood Insurance Program
NSF	Net square feet
ORMU	Office, Residential, Mixed-Use
PUD	Planned Unit Development
RSF	Rentable Square Feet
SCR	Senate Concurrent Resolution 39
SF	Square feet
SGN	Smart Growth Network
SOV	Single Occupancy Vehicle
SPA	Special Planning Area
Title 24	State of California Building Code
TOD	Transit-Oriented Development
TSMP	Transportation Systems Management Plan
ULI	Urban Land Institute

## 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 5th 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 (I) essential to the conservation of the species and (II) 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: Fairie 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 which 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 which also require mitigations and permitting of their own.

## AGRICULTURAL LANDS DEFINITIONS

Page 3-14 contains a discussion and map of agricultural land constraints in the study area. Pages 3-18 through 3-23 contain the evaluation of the opportunity areas located on or near prime farmland 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.

### Other Agricultural Lands 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.

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.

### 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 1 unit to 1.5 acres, or approximately 6 structures to 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

**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**

Date	Document
Sept. 1997	Aerojet Special Planning Area Zoning Amendment
Mar. 2007	Broadway Bridge Feasibility RFP
Apr. 1995	California State Capitol Area, Urban Land Institute
1960	California State Capitol Plan, Capitol Building & Planning
Sept. 2002	Capitol Area East End Complex - Economic and Employment Impact
Nov. 2006	Capitol Area Mixed-Use Feasibility Analysis
Jan. 2007	Capitol Area Mixed-Use Feasibility Analysis: Block 222
Aug 2001	Summary of Potential Office Sites
Aug 2001	State of California, Sacramento Region Potential Office Sites
1978	Capitol Area Plan, The DGS
1997	Capitol Area Plan, The DGS
1997	Capitol Area Plan Implementation Program
Jan. 2004	Capitol Area Plan Progress Report, The DGS
2001	Capitol Area State Employee Transportation Survey Results
2003	Capitol Area Transportations Systems Management Plan
	The DGS Excellence in Public Building
2005-2006	Draft Regional Facilities Plan
1992	Downtown Development Strategy
Jun. 2005	Easton Project, Notice of Preparation of Draft EIP
Jun. 2000	Economic & Fiscal Impact Study of Siting a State Office Building in Fresno, CA
Mid. 2001	Executive Summary - Resources Building
May 2006	Infrastructure Study for 4949 Broadway, Sacramento, CA
Apr. 1998	Mather Field SPA Zoning Amendment

Date	Document
Dec. 2002	McClellan Technology Center Special Planning Area Zoning Amendment
Aug. 1998	Metro Airport Special Planning Area Zoning Amendment
Mar. 2006	2006 Metropolitan Transportation Plan
	Metropolitan Transportation Plan for 2025 "A Bold First Step"
Jun. 2002	Office of State Publishing Printing Plant Facilities Assessment
Nov. 2006	Panhandle Annexation and Greenbriar Project EIRs
May 2007	Riverfront Master Plan
Jan. 2002	Sacramento Capitol Area Parking Study
1997	Sacramento Regional Facilities Plan, The DGS
2001	Sacramento Regional Facilities Plan Update, The DGS
Aug. 2005	Sacramento West End Office Complex - Urban Design Framework
Jan. 2007	Stone Lock RFQ
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
	Streetcar Feasibility Plan
Jun. 1993	Triangle Specific Plan
May 1996	Washington Specific Plan
Feb. 2007	West Capitol Streetscape Master Plan

## REFERENCE DOCUMENT LIST

### Maps

Date	Document
	Agricultural Land Use Maps, State of California Department of Conservation
Oct. 2005	Bonderson Building Floor Plans (1-4)
	Citrus Heights General Plan Land Use Exhibit
May 1990	City of Sacramento General Plan - Draft Land Use Map (agenda #48). "City of Sacramento General Land Use Plan Alternative Map"
	City of Sacramento's Neighborhood Map
	City of Sacramento Office Parks
	City of Sacramento State Office Opportunity Zones map
	City of West Sacramento Aerial
	City of West Sacramento: Potential State Office Locations
	City of West Sacramento: Land Use Map
May 2007	County of Sacramento Information Land Use Exhibit
2005	Elk Grove General Plan Land Use Policy Map
	Habitat Conservation Plan Map, South Sacramento Habitat Conservation Project
	Floodplain Constraints Map, State of California Department of Fish and Game
2006	Metropolitan Transportation Plan, SACOG
	Office Space Occupancy Trends
	Preferred Blueprint Scenario 2050
	Rancho Cordova General Land Use Policy Map
	Sacramento 2030 Draft Concept Plan
	Sacramento County General Plan
	Sacramento Regional Transit 20 year Vision
May 2007	Sutter's Landing "Park Master Plan"
May 2007	Trans Exhibit
	Vernal Pools Map, State of California Department of Fish & Game
Feb. 2007	Yolo County General Plan Existing Land Uses

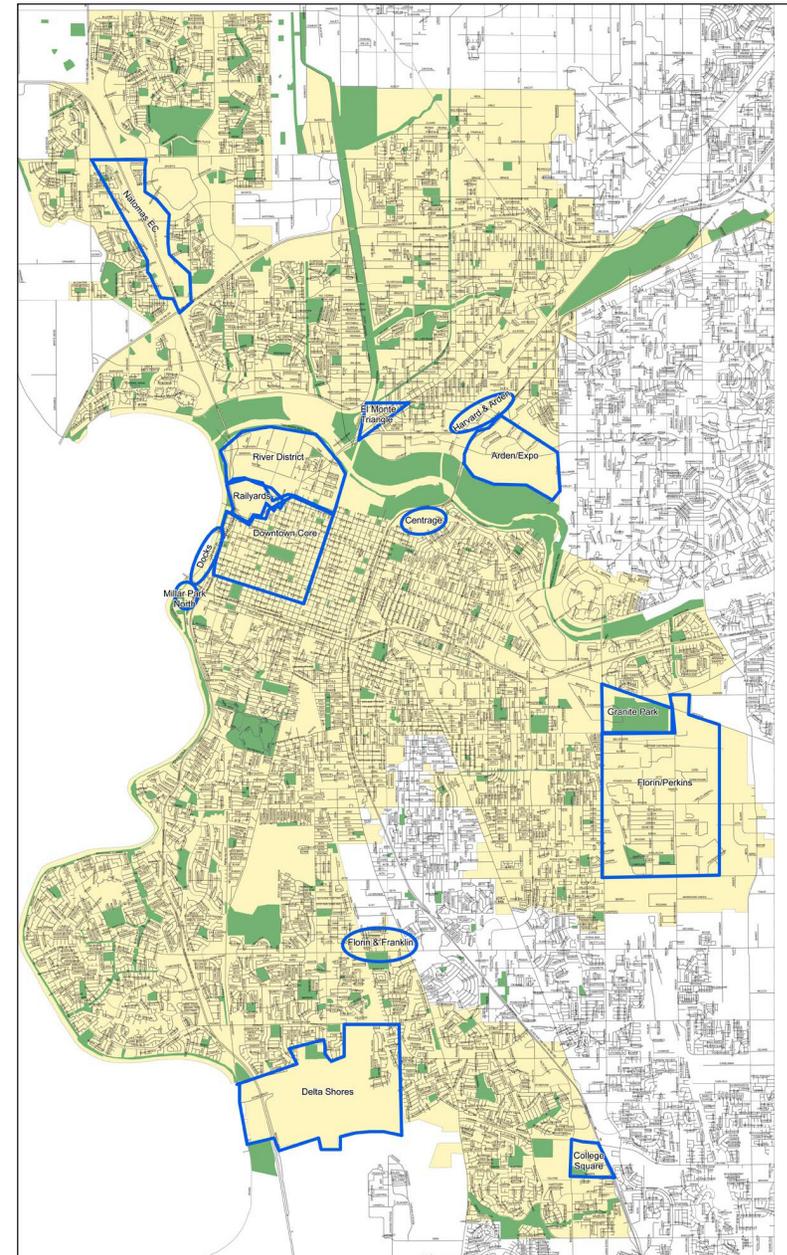
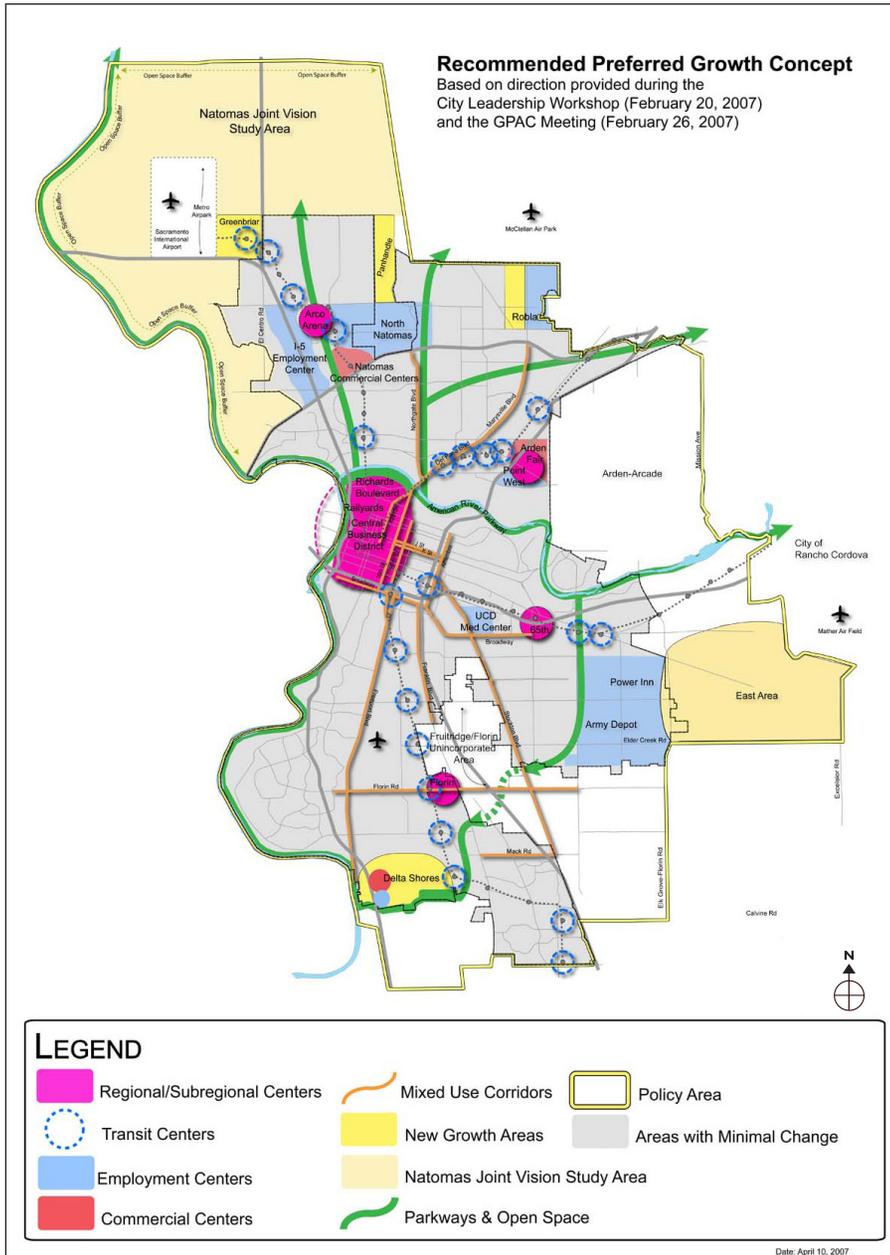
### Websites

Source	Website
City of Sacramento Planning Resources	<a href="http://www.cityofsacramento.org/dsd/maps/documents/Zoning/Zoning_Map_Book.pdf">www.cityofsacramento.org/dsd/maps/documents/Zoning/Zoning_Map_Book.pdf</a> , <a href="http://www.sacgp.org/documents/html#concept">www.sacgp.org/documents/html#concept</a> , <a href="http://www.dnar.org/pdfs/lpa_map.pdf">www.dnar.org/pdfs/lpa_map.pdf</a> , <a href="http://www.sacrt.com/schedules/current/routes.stm">www.sacrt.com/schedules/current/routes.stm</a>
City of Sacramento	<a href="http://www.cityofsacramento.org/econdev/msc/pdfs/Central_City_w/Redev&amp;Streets.pdf">www.cityofsacramento.org/econdev/msc/pdfs/Central_City_w/Redev&amp;Streets.pdf</a> , <a href="http://www.cityofsacramento.org/econdev/msc/economic_development_maps.htm">www.cityofsacramento.org/econdev/msc/economic_development_maps.htm</a>
City of Sacramento	<a href="http://www.cityofsacramento.org/dsd/about/planning/CurrentEnvironmental_Impact_Reports_Projects.cfm">www.cityofsacramento.org/dsd/about/planning/CurrentEnvironmental Impact Reports Projects.cfm</a>
City of Sacramento (Railyards)	<a href="http://www.cityofsacramento.org/dsd/projects/railyards/">www.cityofsacramento.org/dsd/projects/railyards/.</a>
County of Sacramento Municipal Services Agency	<a href="http://www.msa.saccounty.net/dss/ifs/MetroAirPark2000.htm">www.msa.saccounty.net/dss/ifs/MetroAirPark2000.htm</a>
Department of Finance (Demographic, Economic, and Financial Research)	<a href="http://www.dof.ca.gov/default.asp">www.dof.ca.gov/default.asp</a>
Economic Development	<a href="http://www.dera.saccounty.net/portals/0/docs/EnvDocs_Notices/20040035020070307143204.pdf">www.dera.saccounty.net/portals/0/docs/EnvDocs_Notices/20040035020070307143204.pdf</a>
Sacramento Region	<a href="http://www.cityofsacramento.org/econdev/">www.cityofsacramento.org/econdev/</a> <a href="http://www.cityofwestsacramento.org/cityhall/departments/comdev/default/cfm">www.cityofwestsacramento.org/cityhall/departments/comdev/default/cfm</a> <a href="http://www.economic.saccounty.net/about-us/index.html">www.economic.saccounty.net/about-us/index.html</a> <a href="http://www.sacog.org">www.sacog.org</a>
West Sacramento	<a href="http://www.riverfrontstreetcar.com">www.riverfrontstreetcar.com</a> <a href="#">downtownRiverfrontCarRFP.pdf</a>



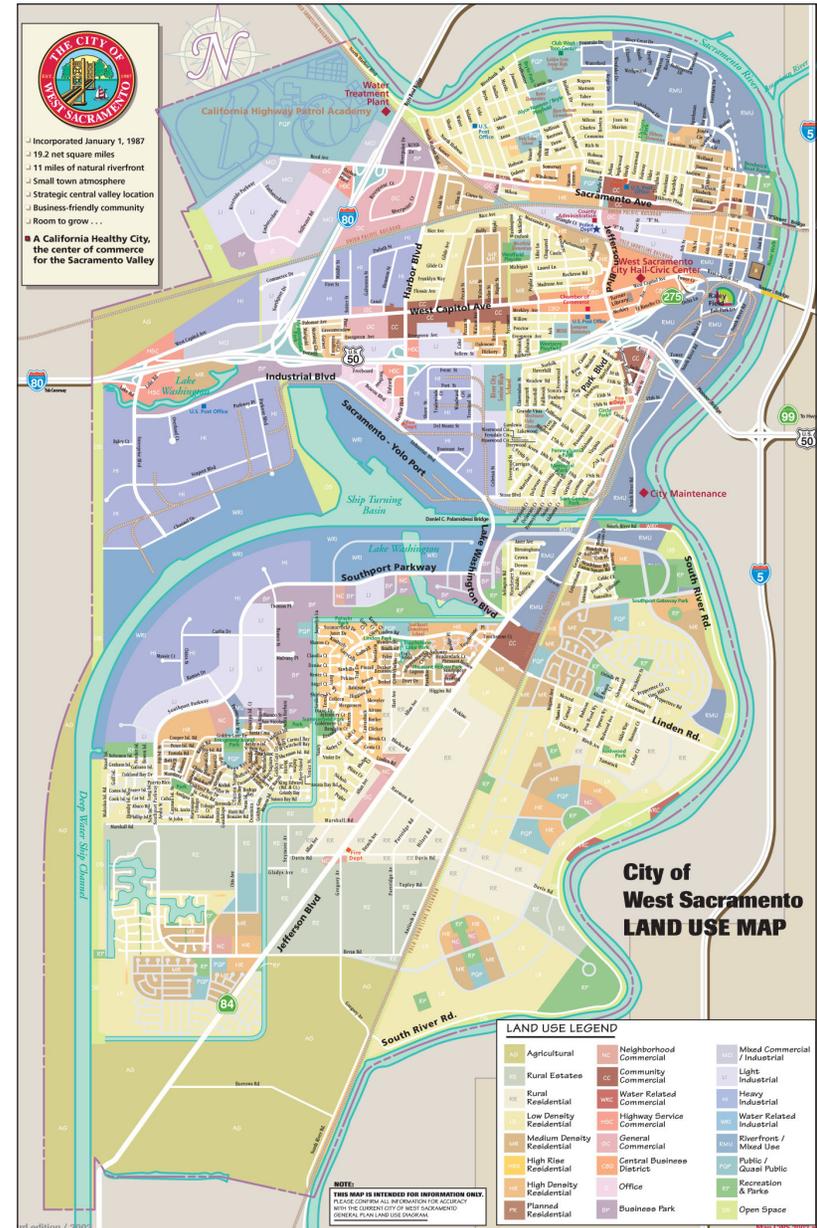
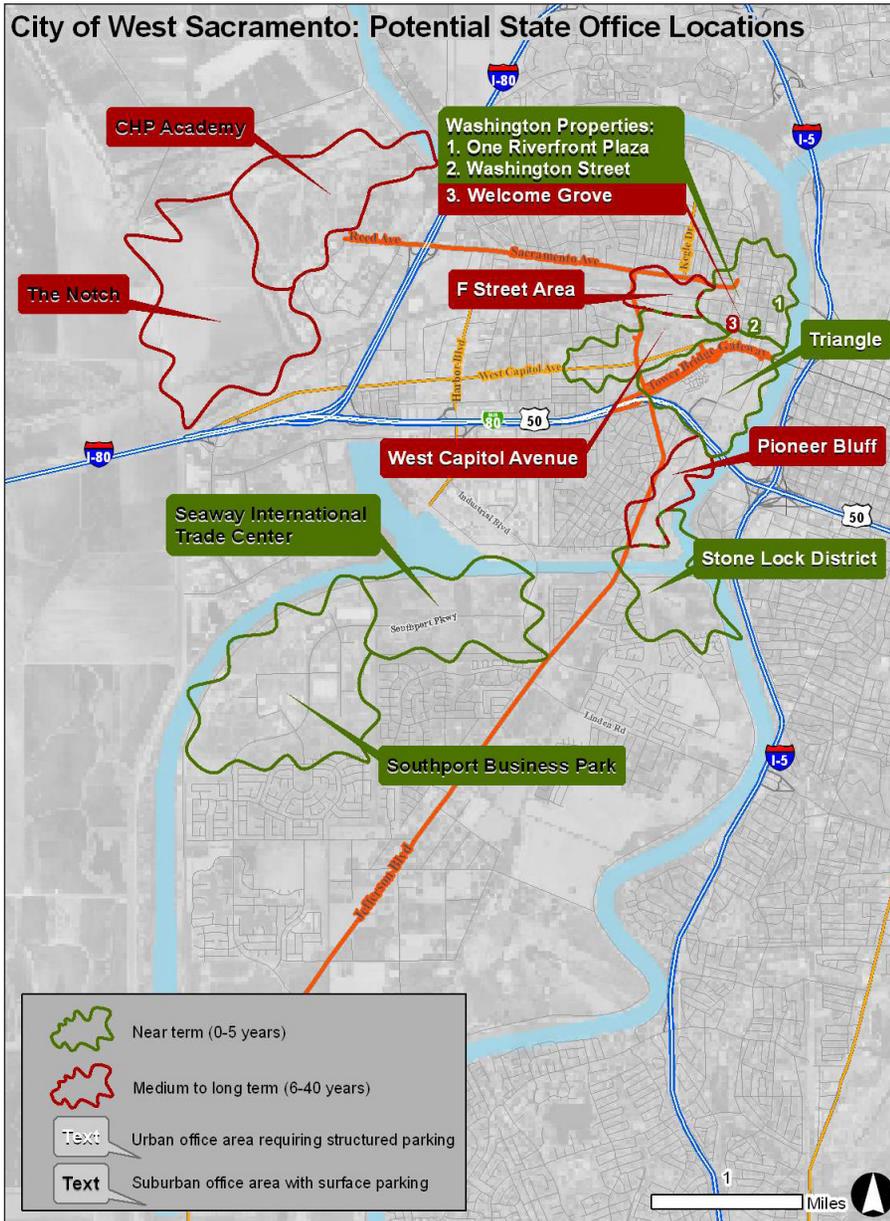
## APPENDIX C LOCAL LAND USE PLANS

The following plans document the land use and general plans currently available and approved by the local jurisdictions located within the project study area. At the time of this Planning Study, a majority of the general plans were under revision and not complete with their public review process. With the projected growth of the Sacramento metropolitan area, and the corresponding increase in congestion and other environmental impacts, many jurisdictions are attempting to incorporate smart growth principles into their general plans.



**Exhibit A.1**  
**Sacramento 2030 Draft Concept Plan**  
Source: <http://www.sacgp.org/documents/Conceptv2.pdf>

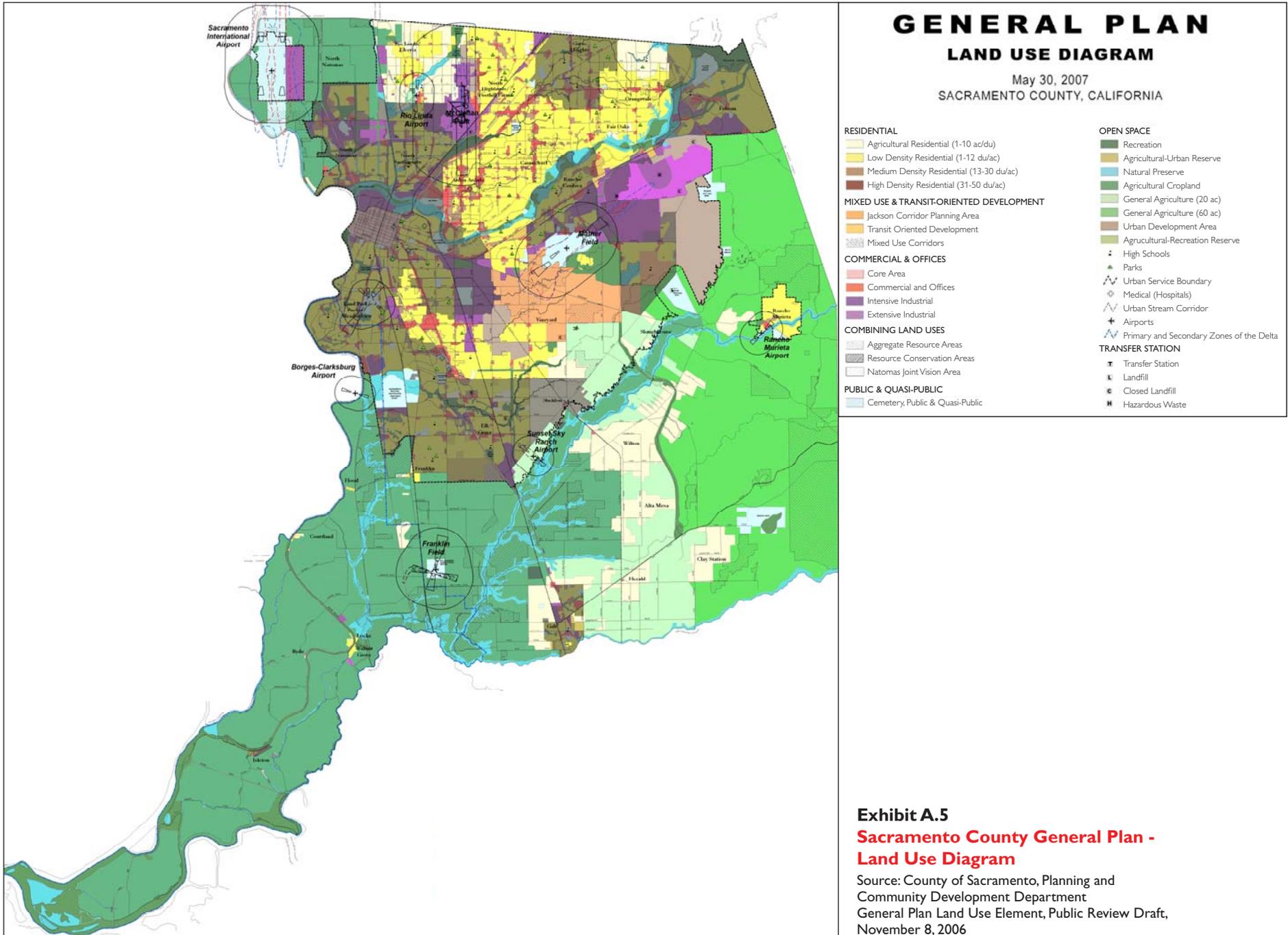
Source: City of Sacramento Planning Department



**Exhibit A.3**  
**City of West Sacramento: Potential State Office Locations**

Source: City of West Sacramento Planning Department

Source: <http://www.cityofwestsacramento.org/faces/landuse.pdf>



**Exhibit A.5**  
**Sacramento County General Plan -**  
**Land Use Diagram**  
 Source: County of Sacramento, Planning and  
 Community Development Department  
 General Plan Land Use Element, Public Review Draft,  
 November 8, 2006

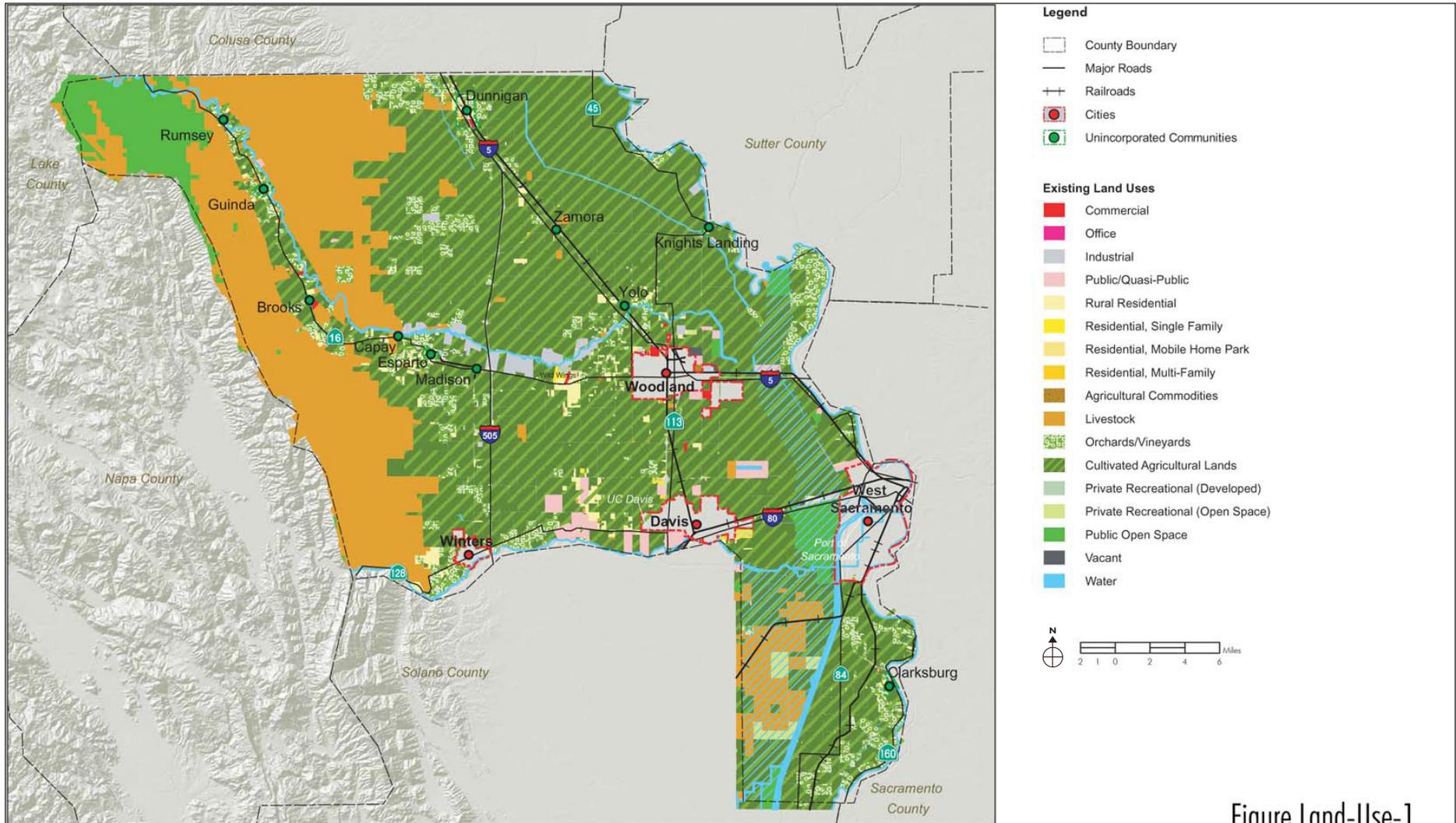


Figure Land-Use-1  
**Yolo County Existing Land Uses**

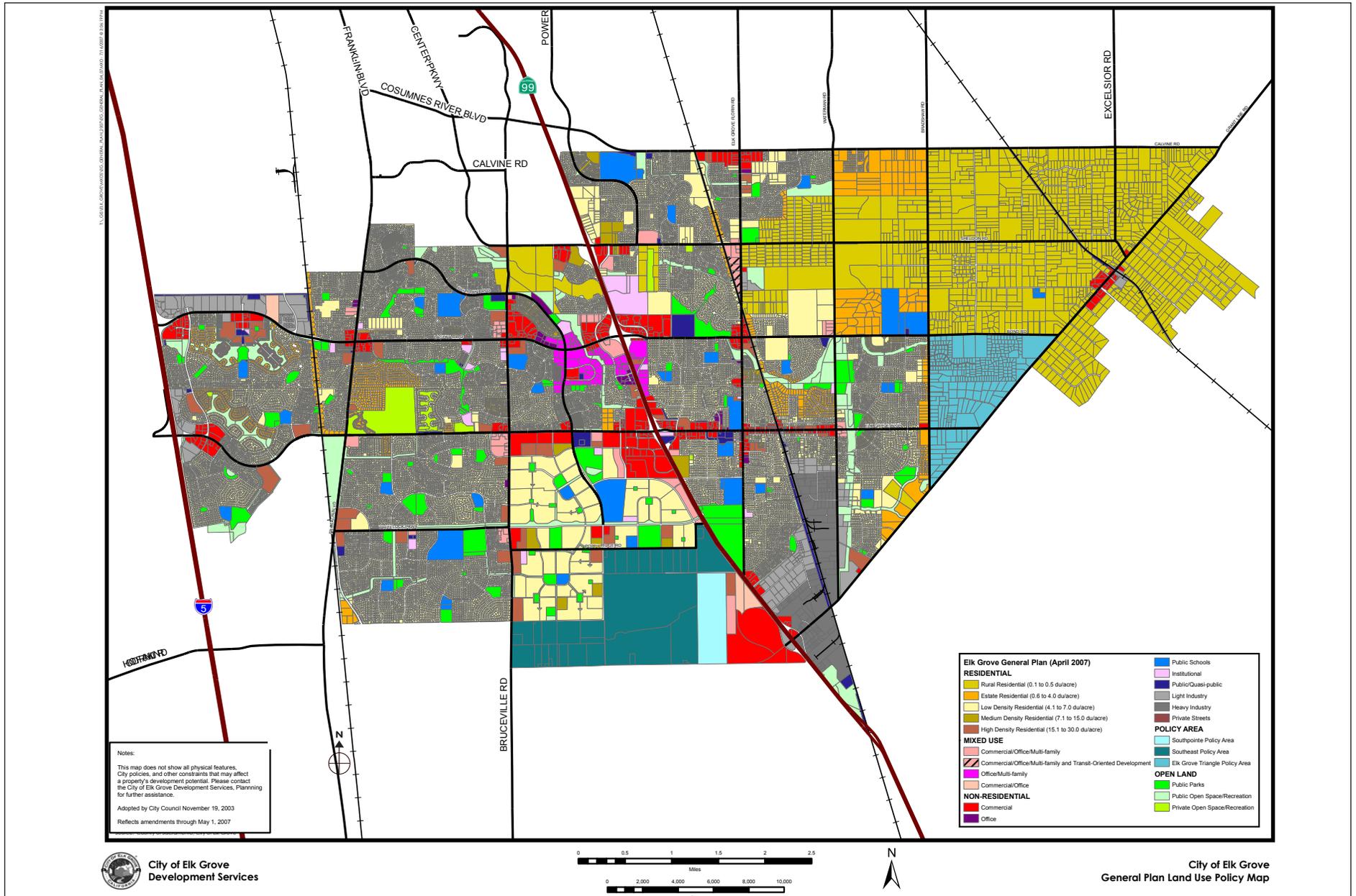
YOLO COUNTY GENERAL PLAN

**Exhibit A.6**

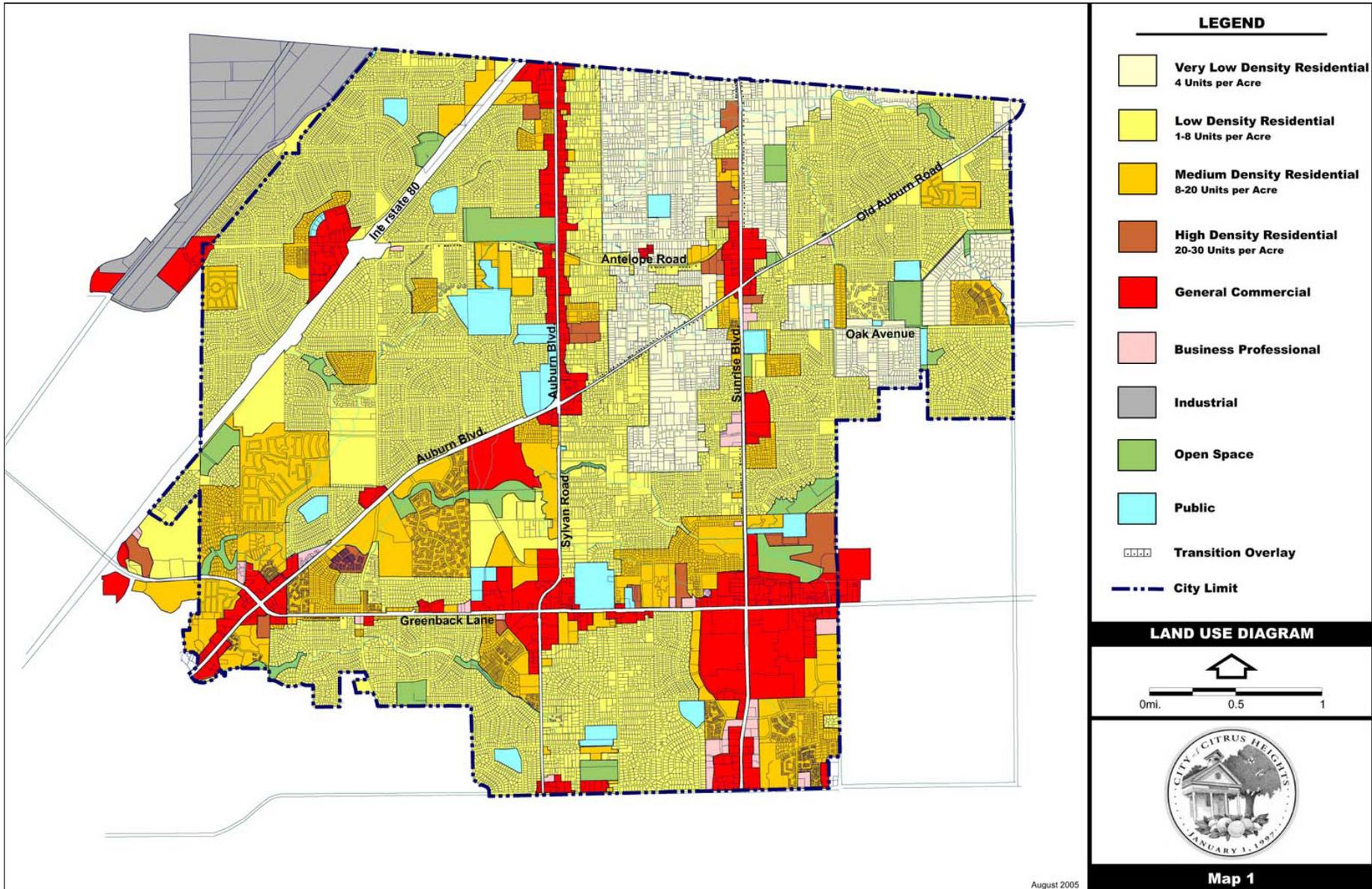
**Yolo County General Plan Existing Land Uses**

Source: [http://www.yolocountygeneralplan.org/documents/February-06-2007\\_BOS\\_Staff\\_Report.pdf](http://www.yolocountygeneralplan.org/documents/February-06-2007_BOS_Staff_Report.pdf)  
 Board of Supervisors Staff Report on the Preferred Land Use Alternative, February 6, 2007. p13





**Exhibit A.8**  
**Elk Grove General Plan Land Use Policy Map**  
 Source: [http://www.egplanning.org/gp\\_zoning/general\\_plan/DRAFT\\_GPLU\\_Map\\_1-4-2005.jpg](http://www.egplanning.org/gp_zoning/general_plan/DRAFT_GPLU_Map_1-4-2005.jpg)



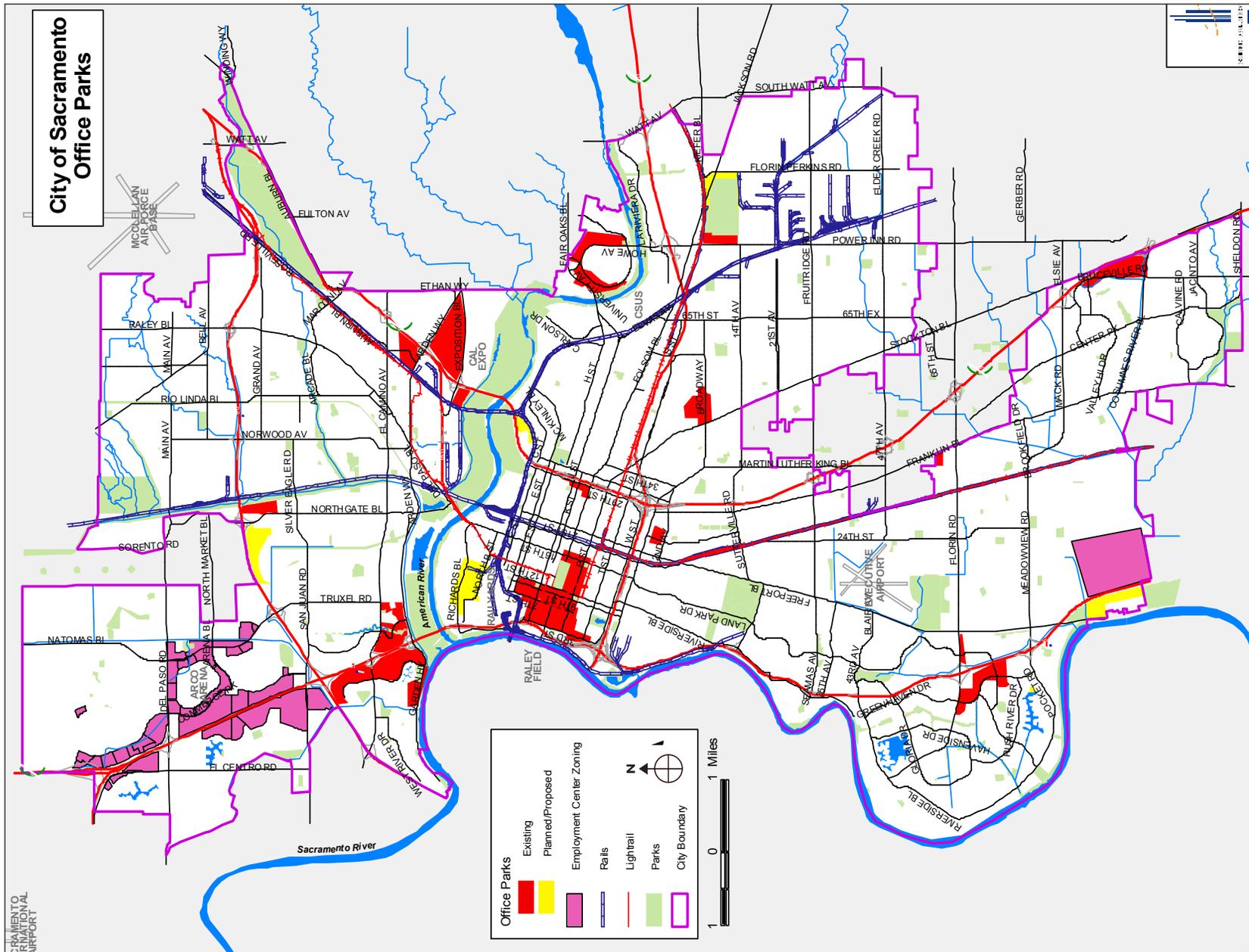
**Exhibit A.9**

**Citrus Heights General Plan Land Use Exhibit**

Source: [http://www.ci.citrus-heights.ca.us/docs/3.map1-land\\_use.pdf](http://www.ci.citrus-heights.ca.us/docs/3.map1-land_use.pdf)



**Exhibit A.10**  
**Sacramento Regional Transit 20 Year Vision**  
Source: Sacramento Regional Transit, <http://www.sacrt.com>.



**Exhibit A.11**  
**City of Sacramento Office Parks**

Source: City of Sacramento



**Exhibit A.12**  
**Capitol Area Plan, Land Use Diagram**  
 Source: Capitol Area Plan, 1997



**APPENDIX D**  
FLOODPLAIN CONSTRAINTS METHODOLOGY SUPPLEMENT

## FLOODPLAIN CONSTRAINTS UPDATE

Floodplain constraints are relevant to the following sections:

- Regional overview of floodplain constraints (Chapter 3, page 3-15)
- Mandatory/State Policy Evaluation (Chapter 3, pages 3-18 - 3-24)
- Time Frame Evaluation (Chapter 3, pages 3-28 - 3-33)

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. Levees in the Natomas Area were recently decertified from 100-Year to 40-Year flood protection. However, a bond was recently passed to fix the levy and restore protection to the 100-Year flood level. It is very likely that the levy will be fixed within 5 years. Levees in West Sacramento were also recently decertified, but are currently in the process of obtaining funding to be rebuilt.

This Planning Study includes the most up-to-date floodplain-related data. Since floodplain data, policies and maps are being updated at the federal, State and local levels, data are sometimes out of date, on record but not public, or not graphically mapped. For this reason, notations regarding the floodplain status are made in the time frame evaluation chart (pages 3-30 - 3-33), but comparisons between jurisdictions will not always be direct.

## FLOODPLAIN DATA SOURCES

Three types of data were consulted assessing the floodplain constraints of the opportunity areas: regional floodplain data maps or “Quad 3” (Q3) flood data, Flood Insurance Rate Maps (FIRM) and engineers’ reports. The Q3 map data help understand floodplains from a regional perspective. They are used in the map on page 3-15. They do not, however provide an accurate or up to date picture of current conditions. For this reason, the other two types of data were consulted to conduct the assessment in Chapter 3. The data types are further explained below.

### Q3 FLOOD DATA<sup>1</sup>

The digital Q3 Flood Data are designed to serve FEMA’s needs for disaster response activities, National Flood Insurance Program activities, risk assessment, and floodplain management. The data are expected to be used for a variety of planning applications including broad-based review for floodplain management, land-use planning, commercial site analysis, insurance target marketing, natural resource/environmental analyses, and real estate development and targeting.

Because digital Q3 Flood Data are controlled to the USGS 1:24,000 scale maps, they are not detailed enough for assessing many of the opportunity areas. The hardcopy Flood Insurance Rate Map and West Sacramento engineers’ reports were therefore consulted.

<sup>1</sup> Source: [http://www.fema.gov/plan/prevent/fhm/fq\\_q3.shtm](http://www.fema.gov/plan/prevent/fhm/fq_q3.shtm) (September 30, 2007)

## FLOOD INSURANCE RATE MAPS (FIRMS)<sup>2</sup>

These maps are more accurate than the Q3 maps and are coordinated with engineering reports for levy studies; therefore, they give an indication of the risk of developing the opportunity areas in the event of a typical flood or levy failure.

Flood Zone Designations are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM). Each zone reflects the severity or type of flooding in the area. The relevant zones to this Planning Study are:

### Zones B, C, and X

Areas outside the 1-percent annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% 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 0 -5 years, depending on other time frame evaluation criterion.

### 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 criterion.

### Zone A

Areas with a 1% annual chance of flooding and a 26% 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 AREA FLOOD CONTROL AGENCY ASSESSMENT DISTRICT - FINAL ENGINEER'S REPORT

Engineers' Reports are the best way to get up to date and localized data. West Sacramento issued this report in July 2007 to: "support the creation of a new special benefit assessment district to provide approximately half the local share of the cost of constructing and maintaining the improvements that, based on current engineering and information, are needed to achieve the City's 200-year flood protection goals to assess its levy on the Sacramento River."

This report was consulted and provided data for the Time Frame Evaluation of West Sacramento opportunity areas (page 3-32).

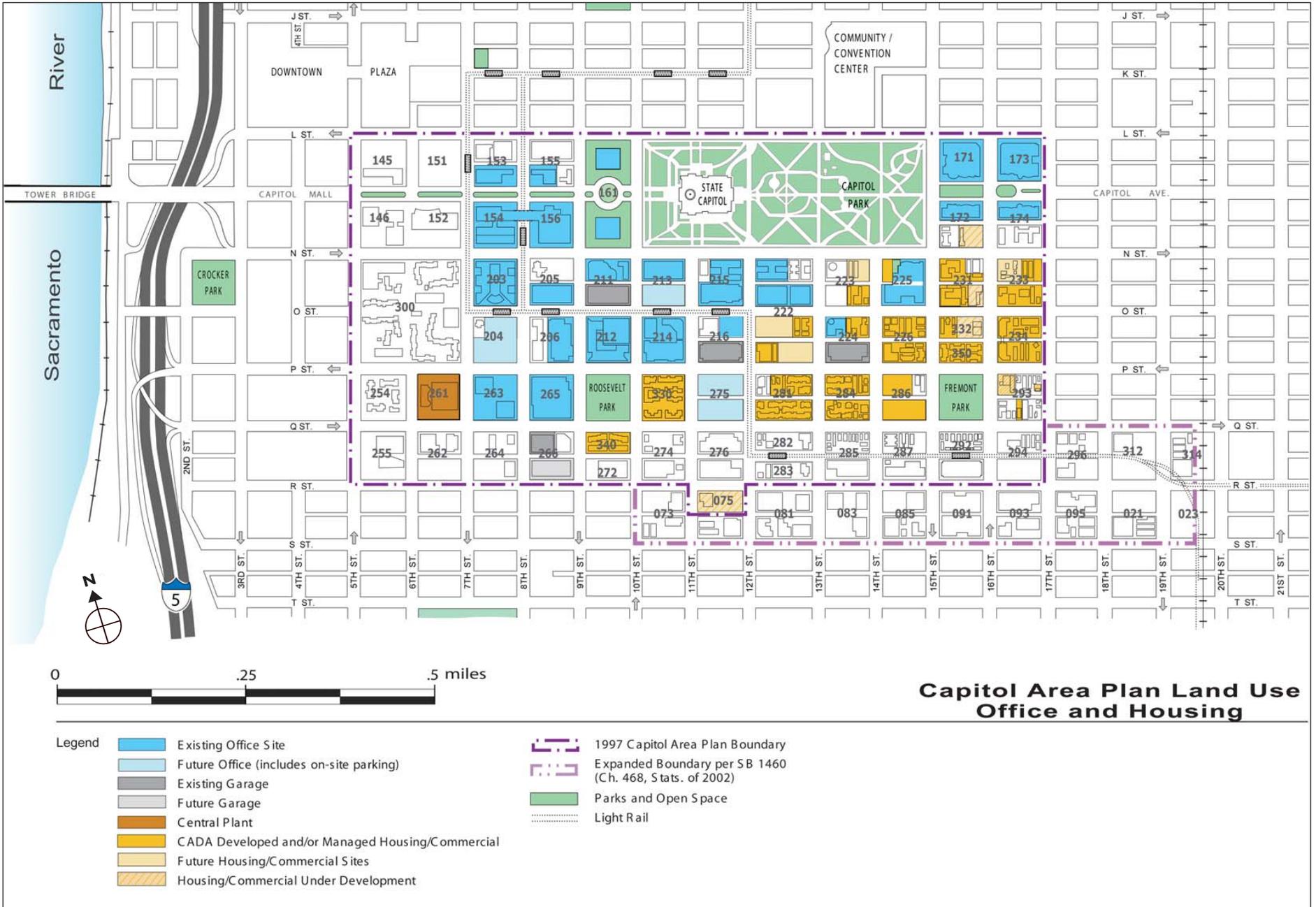
<sup>2</sup> Source: [www.fema.gov/pdf/fhm/ot\\_frmsb.pdf](http://www.fema.gov/pdf/fhm/ot_frmsb.pdf) (September 30, 2007)



**APPENDIX E**

**CAPITOL AREA PLAN LAND USE - OFFICE AND HOUSING**





**Exhibit A.13**  
**Capitol Area Plan, Land Use Office and Housing Diagram**  
 Source: Capitol Area Plan, 1997



**APPENDIX F**  
CONCEPTUAL COST ESTIMATES

**CONCEPTUAL CONSTRUCTION COST ESTIMATES**

The tables on this page and the next summarize the conceptual construction costs for each of the 29 assessed opportunity areas.

The opportunity areas are grouped into tables by time frame of potential development. To easily compare the construction costs, December 2007 (Year 1) construction costs are shown for all areas. To show the entire range of potential construction costs, the 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 5-year Time Frame for development, are shown for Year 1 (2007) and Year 5 (2011). On the next page, the Department of Justice conceptual construction costs are shown for Year 1 (2007) and Year 10 (2016), 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 (pages 3-46) and are shown in *blue italic text*. For other State-owned sites, the GSF is based on existing plans (e.g. Franchise Tax Board, West End 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 (e.g. Downtown Core), 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.

**I - 5 Year Time Frame Conceptual Construction Costs (escalated to 2011)**

Opportunity Area	Type	GSF	December 2007 Cost		Cost Escalated to December 2011	
			Total	per GSF <sup>1</sup>	Total	per GSF <sup>1</sup>
6 Franchise Tax Board	Low	350,000	\$ 70,677,000	\$ 202	\$ 79,548,000	\$ 227
8 Blocks 203 and 204	High	1,400,000	\$ 547,165,000	\$ 391	\$ 615,839,000	\$ 440
9 Block 275	Mid	500,000	\$ 137,708,000	\$ 275	\$ 154,992,000	\$ 310
10 <i>Bonderson Building Site</i>	<i>High</i>	<i>515,200</i>	<i>\$ 174,330,000</i>	<i>\$ 338</i>	<i>\$ 196,210,000</i>	<i>\$ 381</i>
10 Bonderson Building Renovation <sup>2</sup>	Renov	146,000	\$ 33,656,000	\$ 231	\$ 37,880,000	\$ 259
11 <i>Food &amp; Ag Annex Site</i>	<i>High</i>	<i>272,800</i>	<i>\$ 104,385,000</i>	<i>\$ 383</i>	<i>\$ 117,486,000</i>	<i>\$ 431</i>
13 Downtown Core	High	394,000	\$ 153,988,000	\$ 391	\$ 173,315,000	\$ 440
14 Granite Park	Low	480,000	\$ 96,928,000	\$ 202	\$ 109,093,000	\$ 227
31 Washington SPA	High	394,000	\$ 153,988,000	\$ 391	\$ 173,315,000	\$ 440
33 West Capitol Avenue	Mid	480,000	\$ 132,200,000	\$ 275	\$ 148,792,000	\$ 310
34 Triangle SPA	High	394,000	\$ 153,988,000	\$ 391	\$ 173,315,000	\$ 440
37 Seaway Int'l Trade Center	Mid	480,000	\$ 132,200,000	\$ 275	\$ 148,792,000	\$ 310
38 Southport Business Park	Mid	480,000	\$ 132,200,000	\$ 275	\$ 148,792,000	\$ 310

<sup>1</sup> 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 (page 3-46). For all other opportunity areas, construction costs are based on generic building types. Year 1 construction costs are estimated using December 2007 dollars. Future construction costs are escalated at 3 percent per year.

<sup>2</sup> 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

### 6 - 10 Year Time Frame Conceptual Construction Costs (escalated to 2016)

Opportunity Area	Type	GSF	December 2007 Cost		Cost Escalated to December 2016	
			Total	per GSF <sup>1</sup>	Total	per GSF <sup>1</sup>
<i>1 Dept of Justice Site</i>	<i>Mid</i>	<i>1,008,000</i>	<i>\$ 327,121,000</i>	<i>\$ 325</i>	<i>\$ 426,819,000</i>	<i>\$ 423</i>
<i>1 Dept of Justice Site (alternate)</i>	<i>Mid</i>	<i>1,533,000</i>	<i>\$ 508,183,000</i>	<i>\$ 331</i>	<i>\$ 663,064,000</i>	<i>\$ 433</i>
<i>2 Lottery Commission Site</i>	<i>Hi/Mid</i>	<i>1,835,000</i>	<i>\$ 656,533,000</i>	<i>\$ 358</i>	<i>\$ 856,627,000</i>	<i>\$ 467</i>
<i>3 State Printing Plant</i>	<i>Hi/Mid</i>	<i>1,344,000</i>	<i>\$ 527,712,000</i>	<i>\$ 393</i>	<i>\$ 688,544,000</i>	<i>\$ 512</i>
<i>5 Caltrans Lab</i>	<i>Low</i>	<i>845,000</i>	<i>\$ 253,253,000</i>	<i>\$ 300</i>	<i>\$ 330,438,000</i>	<i>\$ 391</i>
<i>12 Resources Building Site</i>	<i>High</i>	<i>354,000</i>	<i>\$ 126,931,000</i>	<i>\$ 359</i>	<i>\$ 165,616,000</i>	<i>\$ 468</i>
16 Richards Blvd Area	Mid	480,000	\$ 132,200,000	\$ 275	\$ 172,491,000	\$ 359
25 Harvard & Arden (USAA)	Mid	480,000	\$ 132,200,000	\$ 275	\$ 172,491,000	\$ 359
26 Railyards (ORMU)	Mid	480,000	\$ 132,200,000	\$ 275	\$ 172,491,000	\$ 359
27 65th Street Village	Low	480,000	\$ 96,928,000	\$ 202	\$ 126,469,000	\$ 263
32 F - Street Area	Low	480,000	\$ 96,928,000	\$ 202	\$ 126,469,000	\$ 263
35 Pioneer Bluff	Mid	480,000	\$ 132,200,000	\$ 275	\$ 172,491,000	\$ 359
36 Stone Lock District	Mid	480,000	\$ 132,200,000	\$ 275	\$ 172,491,000	\$ 359

### 11 - 25 Year Time Frame Conceptual Construction Costs (escalated to 2031)

Opportunity Area	Type	GSF	December 2007 Cost		Cost Escalated to December 2031	
			Total	per GSF <sup>1</sup>	Total	per GSF <sup>1</sup>
15 Natomas Emp Ctr Area	Low	480,000	\$ 96,928,000	\$ 202	\$ 197,035,000	\$ 410
23 Florin & Franklin	Low	480,000	\$ 96,928,000	\$ 202	\$ 197,035,000	\$ 410
40 Metro Air Park SPA	Mid	480,000	\$ 132,200,000	\$ 275	\$ 268,735,000	\$ 560
44 Easton Place / Aerojet SPA	Mid	480,000	\$ 132,200,000	\$ 275	\$ 268,735,000	\$ 560

### 26 - 40 Year Time Frame Conceptual Construction Costs (escalated to 2046)

Opportunity Area	Type	GSF	December 2007 Cost		Cost Escalated to December 2046	
			Total	per GSF <sup>1</sup>	Total	per GSF <sup>1</sup>
42 McClellan Tech Ctr SPA	Low	480,000	\$ 96,928,000	\$ 202	\$ 306,974,000	\$ 640

<sup>1</sup> 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 (page 3-46). For all other opportunity areas, construction costs are based on generic building types. Year 1 construction costs are estimated using December 2007 dollars. Future construction costs are escalated at 3 percent per year.

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

The table below lists the conceptual cost estimates for State-owned sites in Year 1 (2007), and then escalates these potential costs to the end of each development time frame. Throughout the report, Year 0 refers to December 2006, since that is the most recent date for which statewide property data are available. Cost estimates assumed a construction date of December 2007, 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 bound in separate volume as Appendix G of this Planning Study.

**Department of Justice Site - Opportunity Area #1**

2007 (Year 1)	\$ 327,121,000
2011 (Year 5)	\$ 368,178,000
2016 (Year 10)	\$ 426,819,000
2031 (Year 25)	\$ 664,970,000
2046 (Year 40)	\$ 1,036,001,000

**Blocks 203 and 204 - Opportunity Area #8**

2007 (Year 1)	\$ 547,165,482
2011 (Year 5)	\$ 615,840,000
2016 (Year 10)	\$ 713,927,000
2031 (Year 25)	\$ 1,112,275,000
2046 (Year 40)	\$ 1,732,888,000

**Lottery Commission Site - Opportunity Area #2**

2007 (Year 1)	\$ 656,533,000
2011 (Year 5)	\$ 738,934,000
2016 (Year 10)	\$ 856,627,000
2031 (Year 25)	\$ 1,334,596,000
2046 (Year 40)	\$ 2,079,258,000

**Bonderson Building Site - Opportunity Area #10**

2007 (Year 1)	\$ 174,330,000
2011 (Year 5)	\$ 196,210,000
2016 (Year 10)	\$ 227,461,000
2031 (Year 25)	\$ 354,377,000
2046 (Year 40)	\$ 552,108,000

**State Printing Plant Site - Opportunity Area #3**

2007 (Year 1)	\$ 527,712,000
2011 (Year 5)	\$ 593,945,000
2016 (Year 10)	\$ 688,544,000
2031 (Year 25)	\$ 1,072,730,000
2046 (Year 40)	\$ 1,671,278,000

**Food and Agriculture Annex Site - Opportunity Area #11**

2007 (Year 1)	\$ 104,385,000
2011 (Year 5)	\$ 117,486,000
2016 (Year 10)	\$ 136,199,000
2031 (Year 25)	\$ 212,193,000
2046 (Year 40)	\$ 330,590,000

**Caltrans Lab Site - Opportunity Area #5**

2007 (Year 1)	\$ 253,253,000
2011 (Year 5)	\$ 285,038,000
2016 (Year 10)	\$ 330,438,000
2031 (Year 25)	\$ 514,811,000
2046 (Year 40)	\$ 802,059,000

**Resources Building Site - Opportunity Area #12**

2007 (Year 1)	\$ 126,931,000
2011 (Year 5)	\$ 142,862,000
2016 (Year 10)	\$ 165,616,000
2031 (Year 25)	\$ 258,025,000
2046 (Year 40)	\$ 401,994,000

## APPENDIX G

### DETAILED CONCEPTUAL COST ESTIMATES

Appendix G is bound separately and contains detailed conceptual cost estimates of State-owned sites and the low-, mid- and high-rise generic building types.

