

## 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.

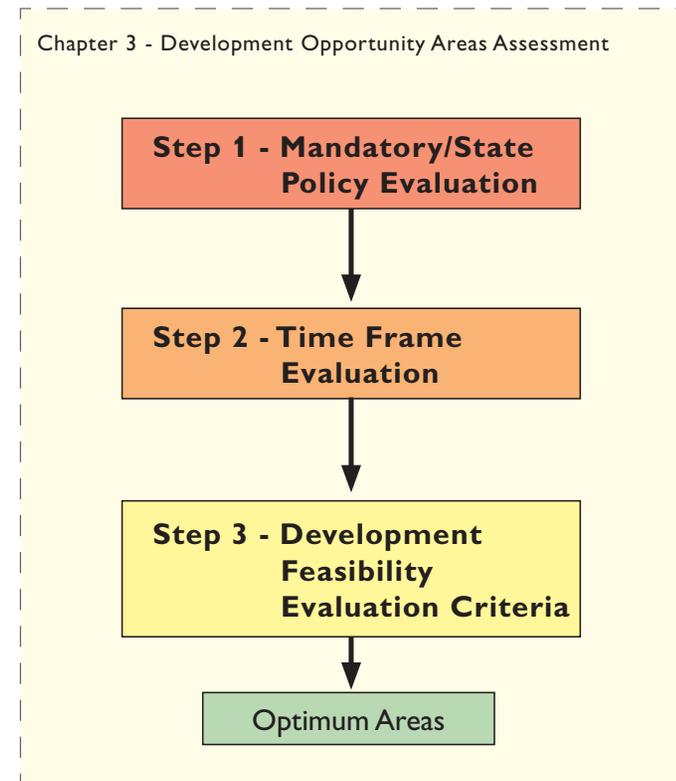
**Step 1 - The Mandatory/State Policy Evaluation** assesses opportunity areas for consistency with State policy, DGS resolutions, and smart growth principles as they relate to transit access, land use, and environmental considerations. It serves as the base threshold in determining those areas that should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

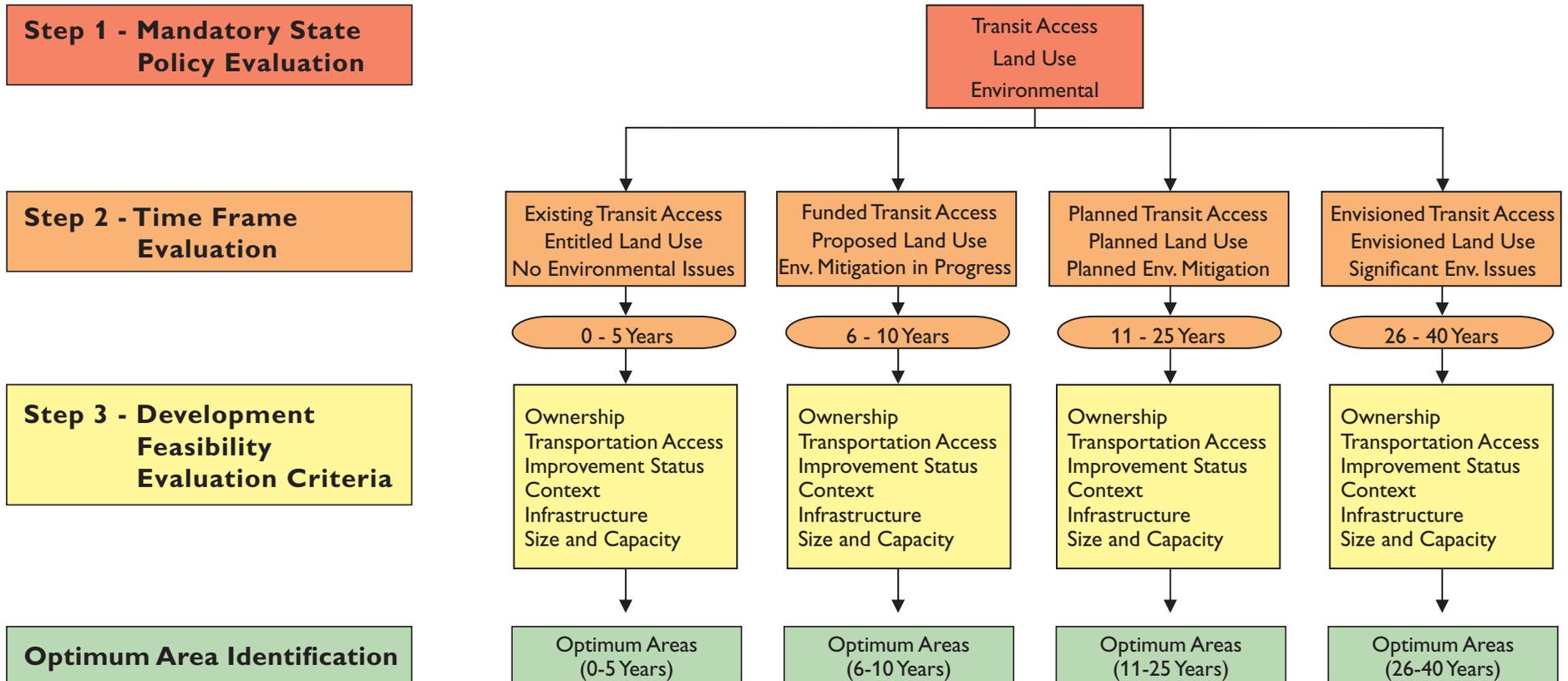
This chapter also provides a more detailed analysis of the State-owned sites, as it presents concept schemes and development capacity information for these sites.



**Development Opportunity Area Evaluation Process Summary Exhibit 3.1**



**DEVELOPMENT OPPORTUNITY AREA EVALUATION PROCESS**

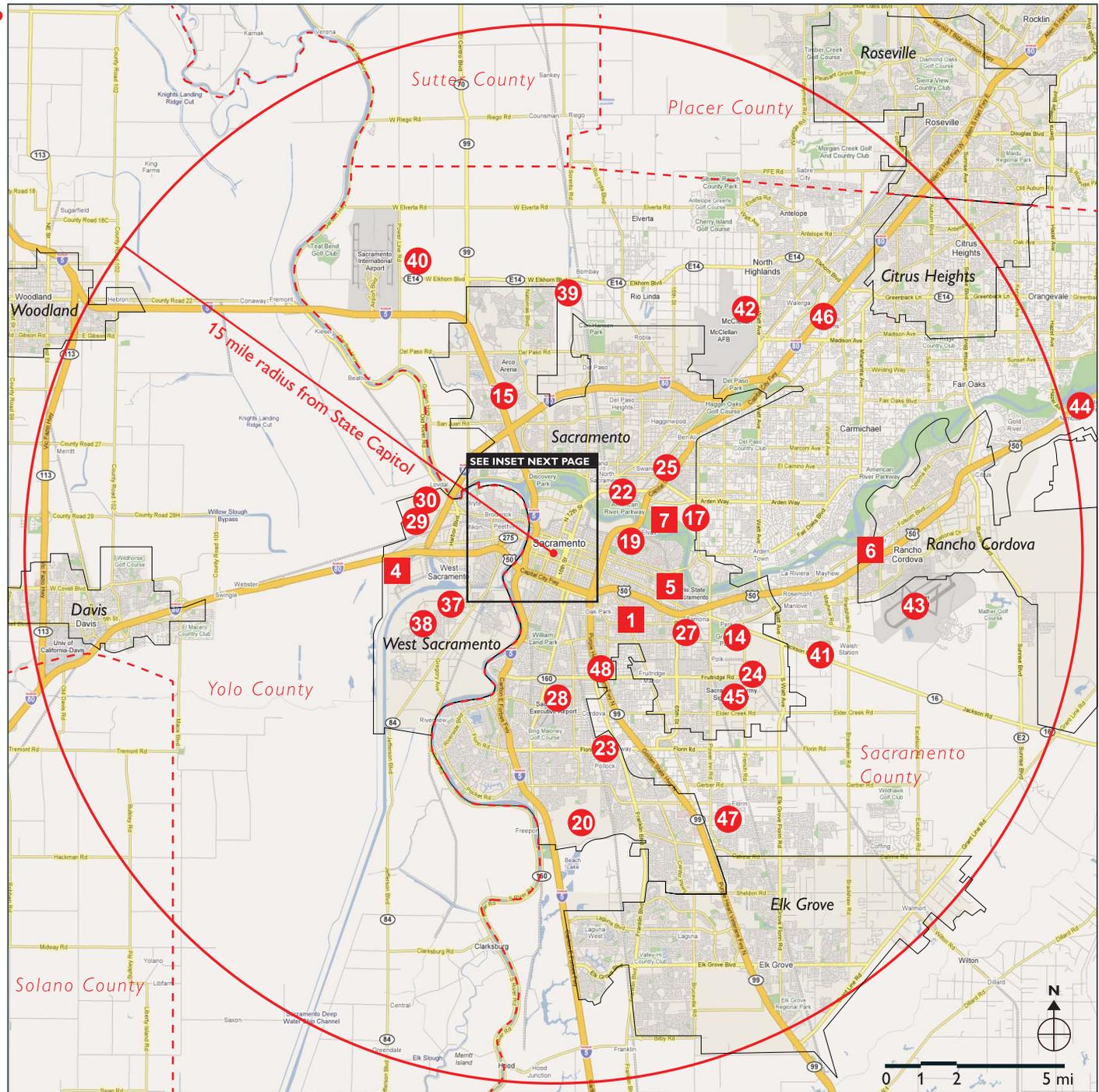


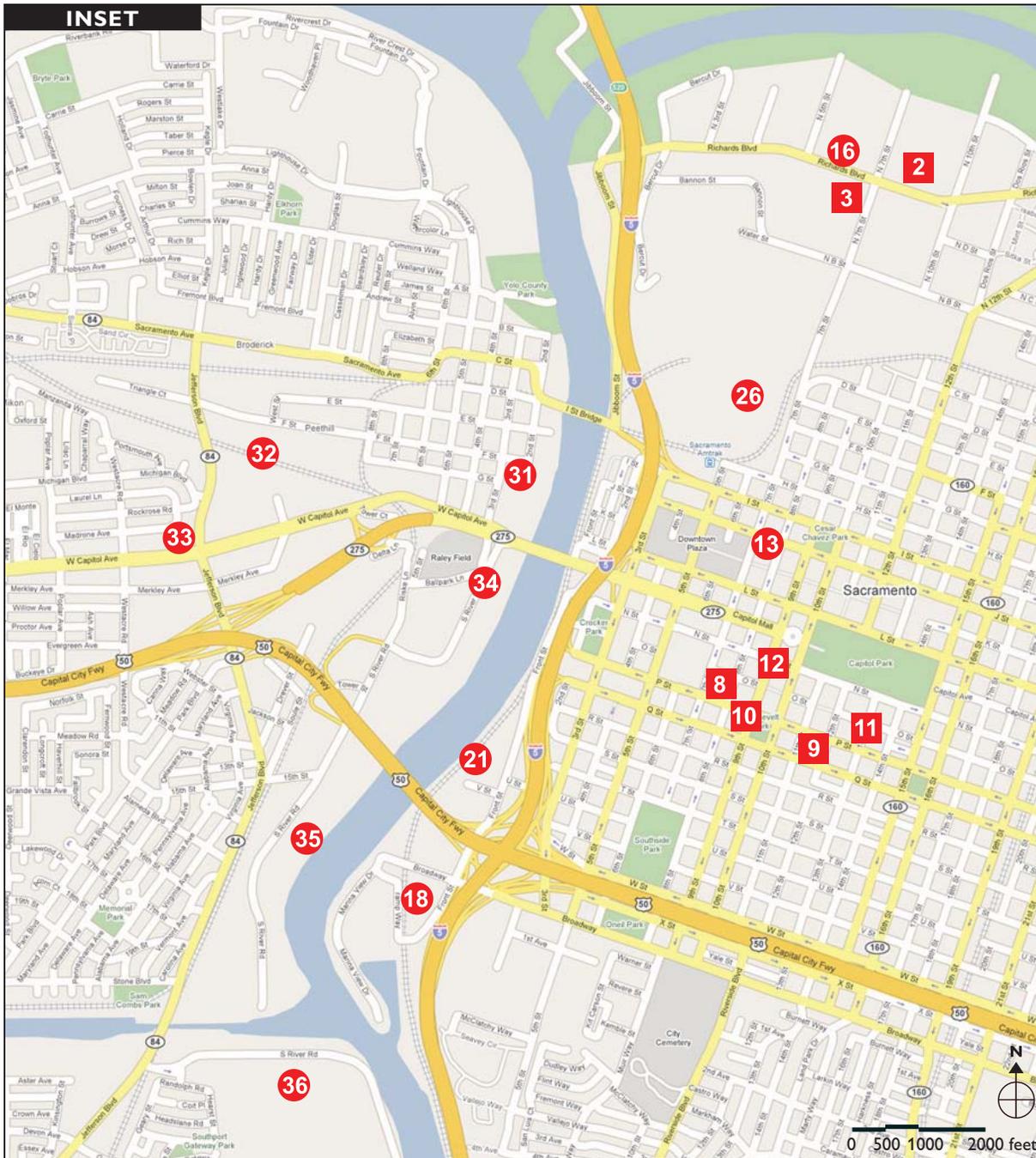
**Development Opportunity Area Evaluation Process Overview Chart  
Exhibit 3.2**

**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**

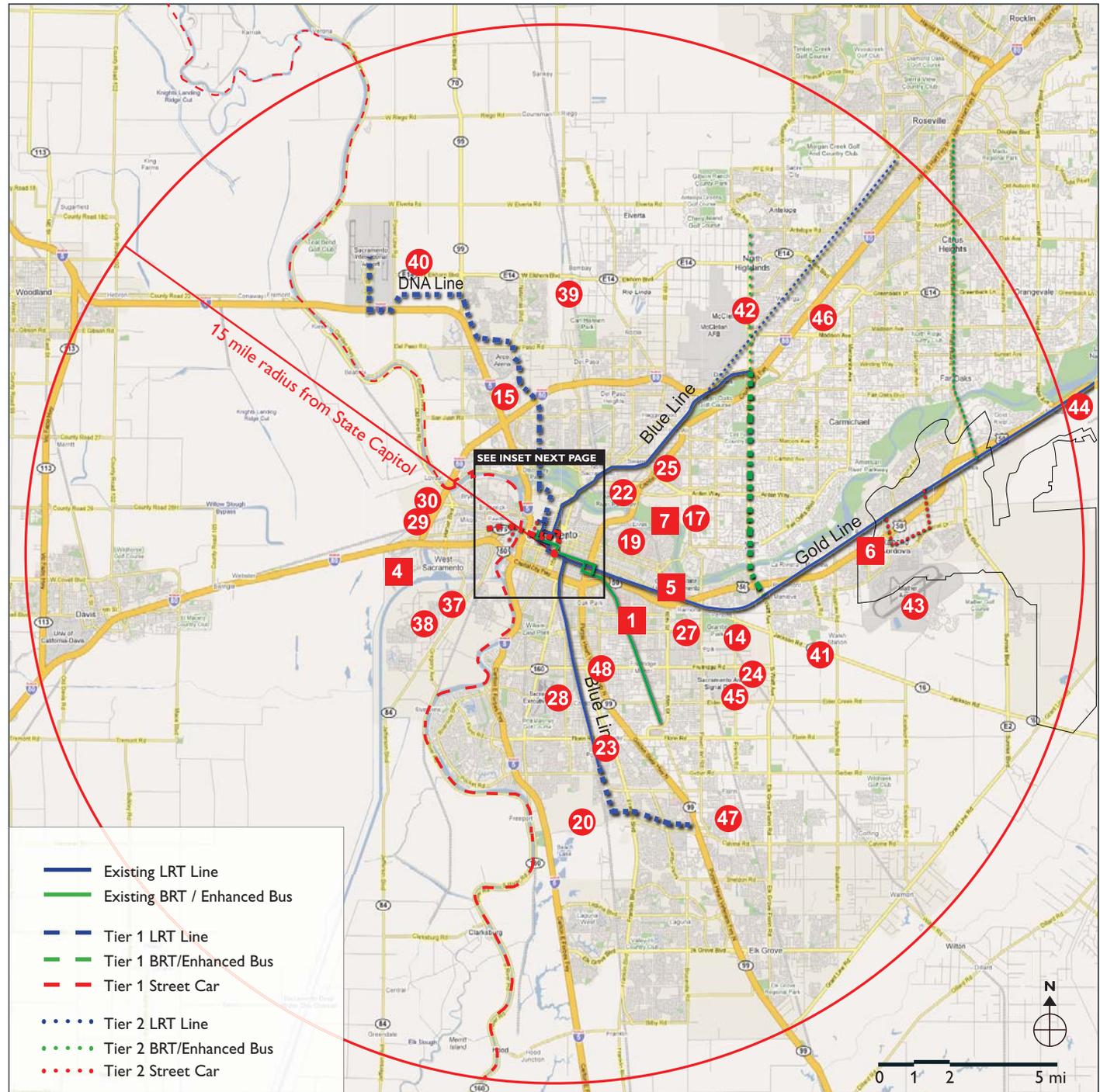
OPPORTUNITY AREA #	AREA NAME	APPROXIMATE BOUNDARIES	APPROXIMATE SIZE (acres)	CURRENT ZONING / PLAN DESIGNATION
39	Natomas/ Panhandle	South of West Elkhorn Boulevard, north of Del Paso Road, west of rail line	200	Recreation, Extensive Industrial, Natomas Joint Vision Area
40	Metro Air Park SPA	East of 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

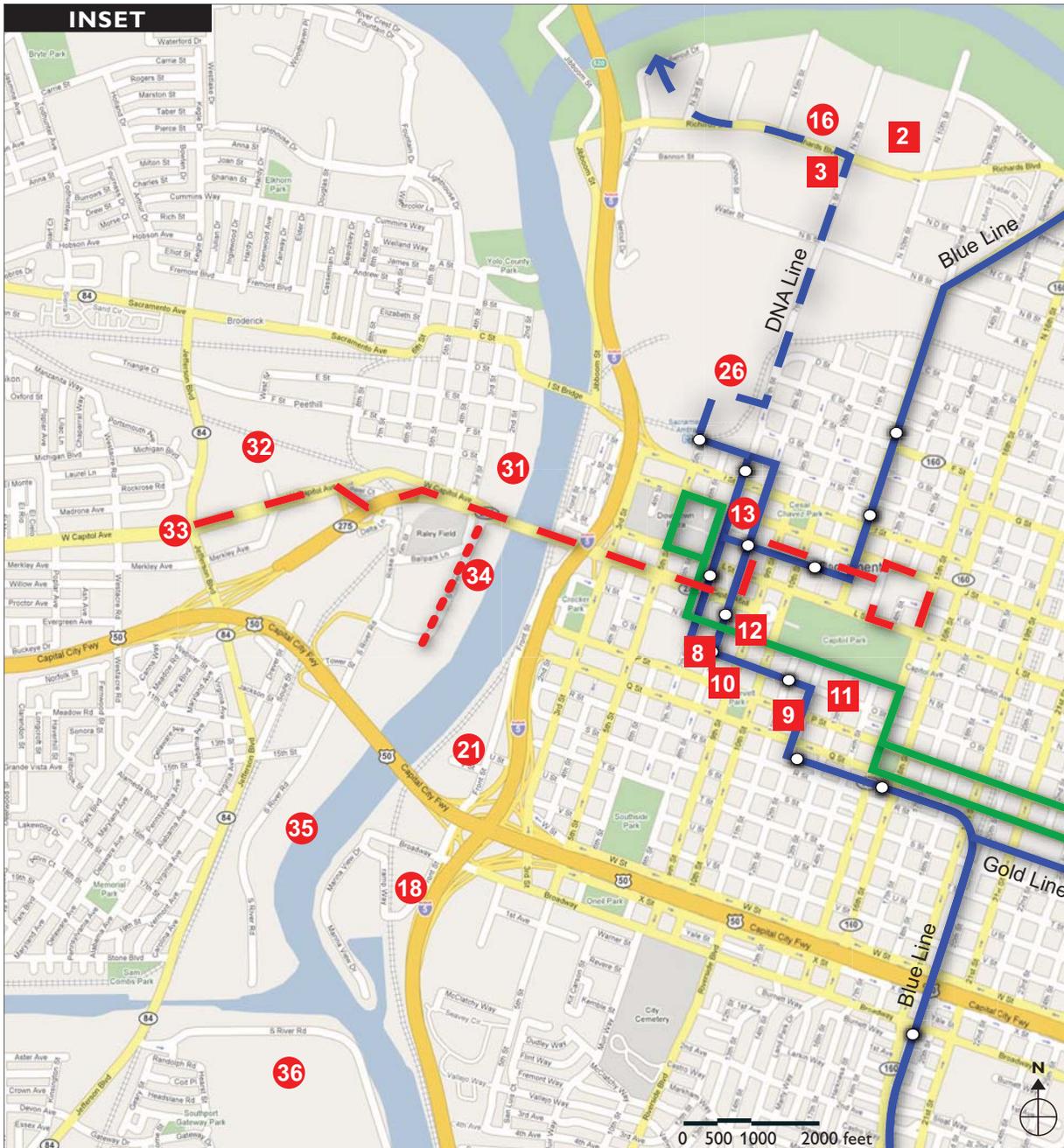


Existing and Planned Transit

Exhibit 3.8A

- STATE-OWNED
- 1 Department of Justice
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### 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 1/4 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**

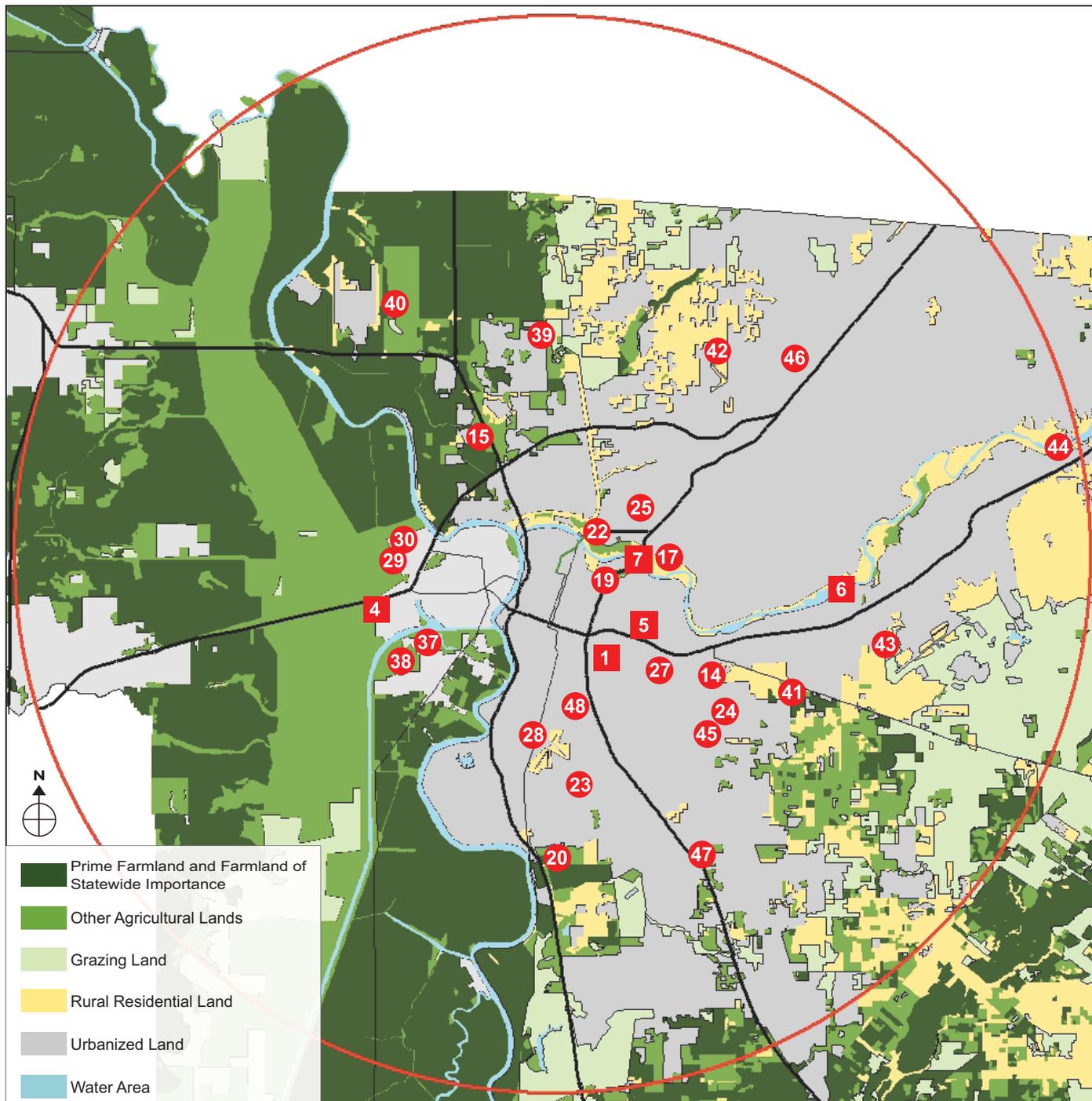
Source: Sacramento Area Council of Governments (MTP 2006)

**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.

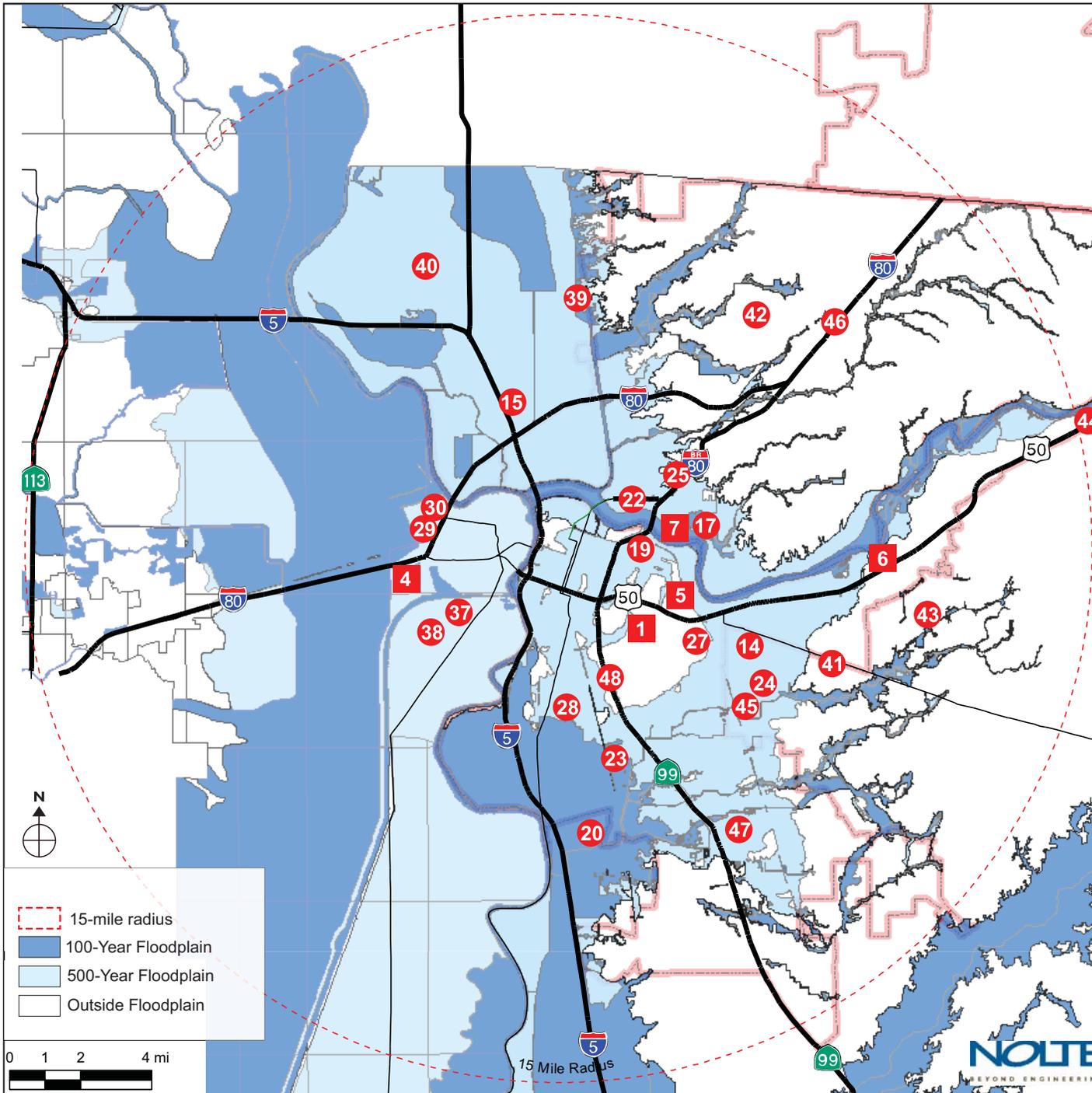
Two of the larger opportunity areas lie on the urban fringe, encompassing tracts of prime farmland and/or farmland of Statewide importance: Delta Shores - #20 and the Jackson Highway Corridor - #41 (Exhibit 3.9 - Agricultural Lands Map). Development within those tracts would require additional mitigation. 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.

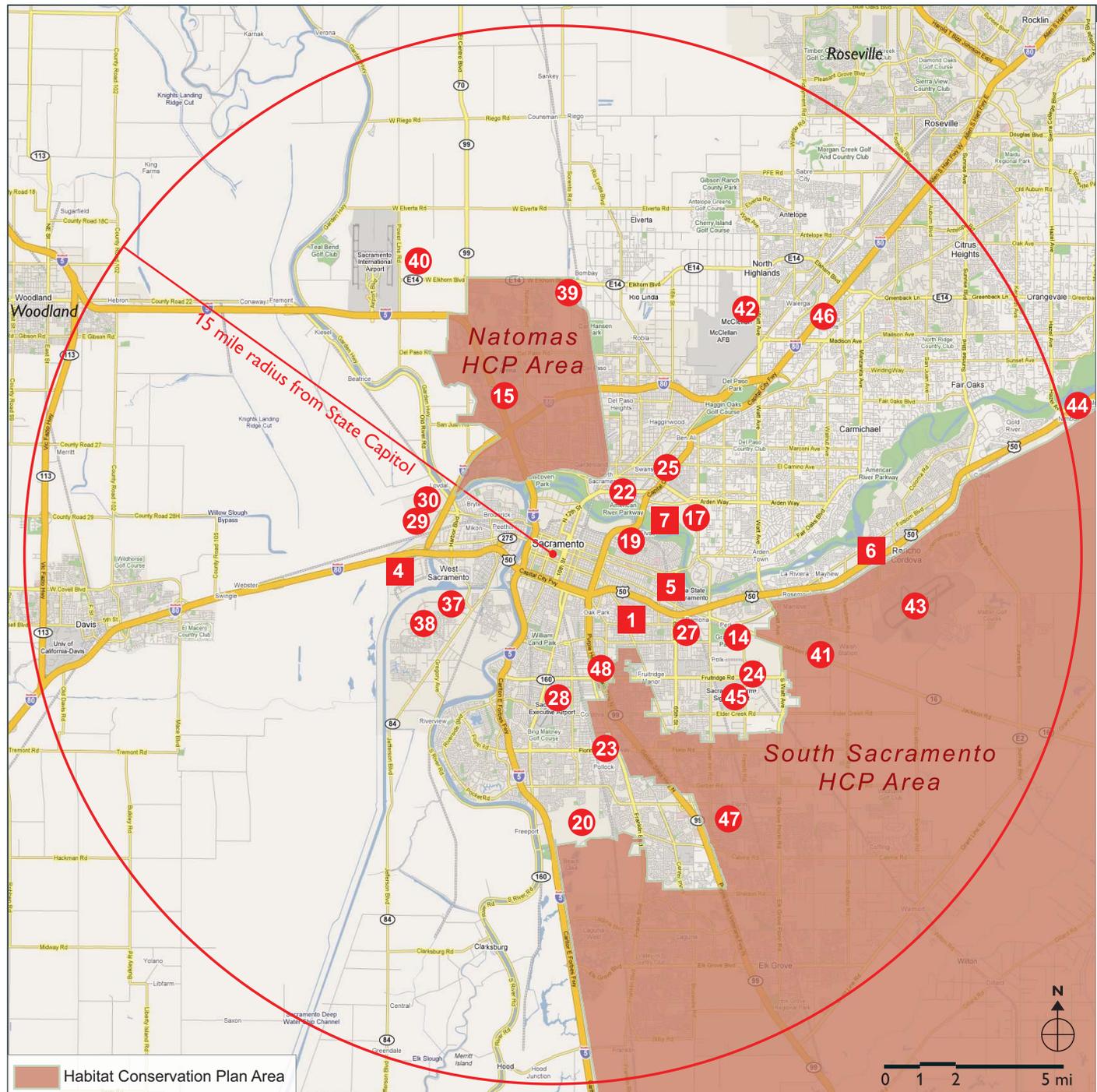
The maps on the following two pages display the opportunity areas’ relationships to habitat conservation areas and vernal pools. Downtown Inset maps are not shown since the entire Downtown Area is outside of the 100-Year floodplain, the Habitat Conservation Plan and Vernal Pool areas.

**Floodplain Constraints Map Exhibit 3.10**

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

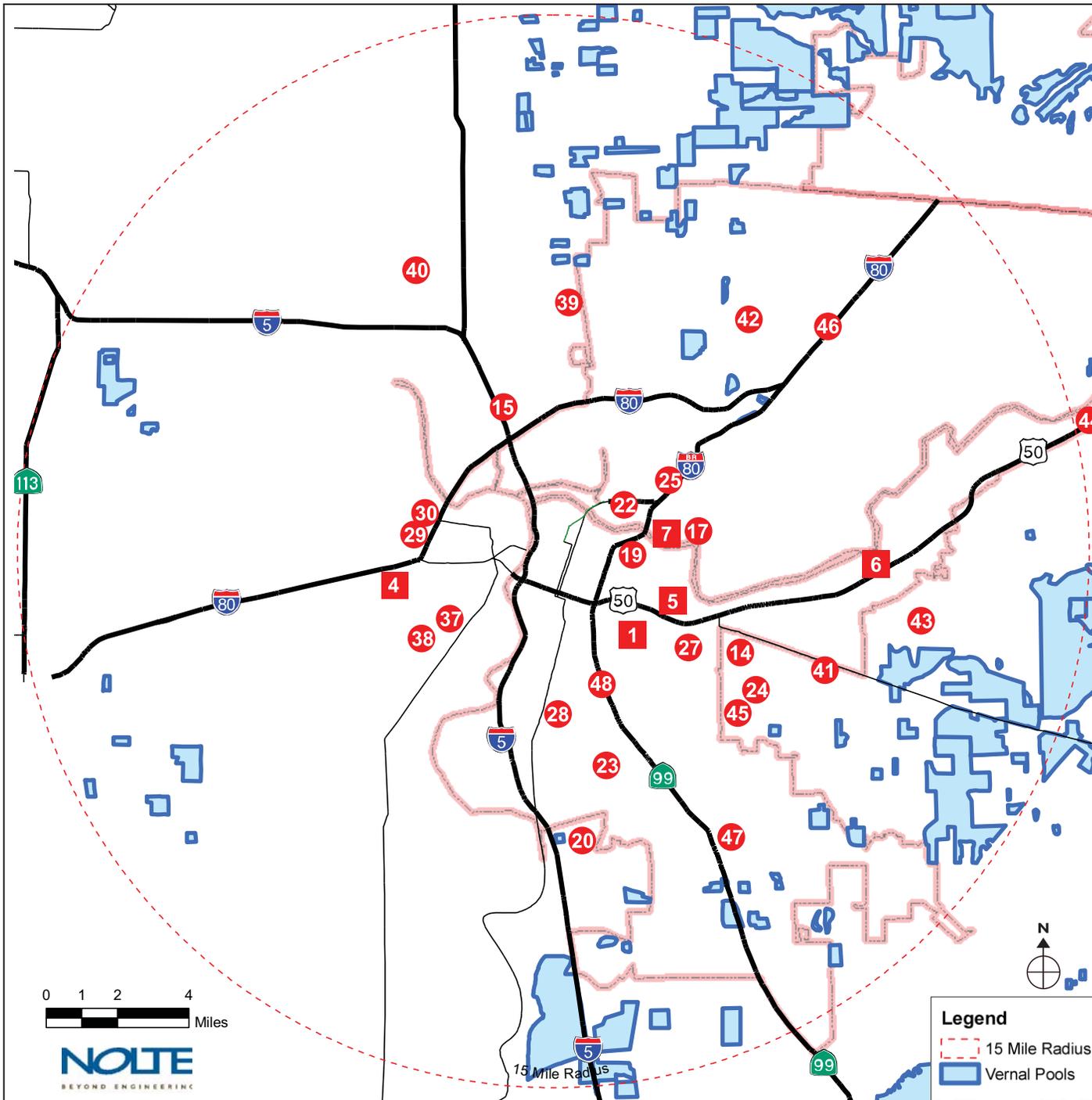
Information for most species (e.g. garter snake, tiger salamander, elderberry beetle) cannot be gained until a site-specific biological study is conducted. The information included in this Planning Study is therefore based on known habitat designations only. This limited knowledge does not preclude the 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*	
State-Owned	
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
City of Sacramento	
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
City of West Sacramento	
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
County of Sacramento	
40	Metro Air Park SPA
42	McClellan Technology Center SPA
44	Easton Place / Aerojet SPA

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

19 Opportunity Areas That Do Not Currently Meet Mandatory Criteria	
State-Owned	
4	DWR Corporation Yard
7	CAL EXPO
City of Sacramento	
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
City of West Sacramento	
29	The Notch
30	CHP Academy
County of Sacramento	
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



## 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	

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.		
<b>0-5</b>	0-5 years	<b>0-5</b>	Entitled for office or mixed-use dev't	<b>0-5</b>	No major issues	
<b>6-10</b>	6-10 years	<b>6-10</b>	Proposed office or mixed-use dev't	<b>6-10</b>	Remediation/mitigation in progress	
<b>11-25</b>	11-25 years	<b>11-25</b>	Planned office or mixed-use dev't	<b>11-25</b>	Remediation/mitigation planned	
<b>26-40</b>	26-40 years	<b>26-40</b>	Envisioned office or mixed-use dev't	<b>26-40</b>	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	<b>11-25</b>	Future LRT (DNA)	<b>0-5</b>	Specific Plan Area - light manufacturing, airport related industrial, high-tech, R+D offices, professional offices, commercial services, open space, golf course.	<b>6-10</b>	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	<b>11 - 25</b>
42	McClellan Technology Center SPA	<b>26-40</b>	Possible Future Enhanced Bus	<b>6-10</b>	SPA - Core Aviation and Industrial District: light industrial, heavy industrial, aviation industrial. East, South and West McClellan Districts: office, light industrial	<b>6-10</b>	Has wetlands on site	<b>26 - 40</b>
44	Easton Place / Aerojet SPA	<b>0-5</b>	Existing LRT	<b>11-25</b>	Urban Development Area - SPA - MP (commercial), M-2 (industrial); entitlements expected by the end of 2008-09	<b>6-10</b>	Wetlands and vernal pools; major aerojet plume	<b>11 - 25</b>

**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**

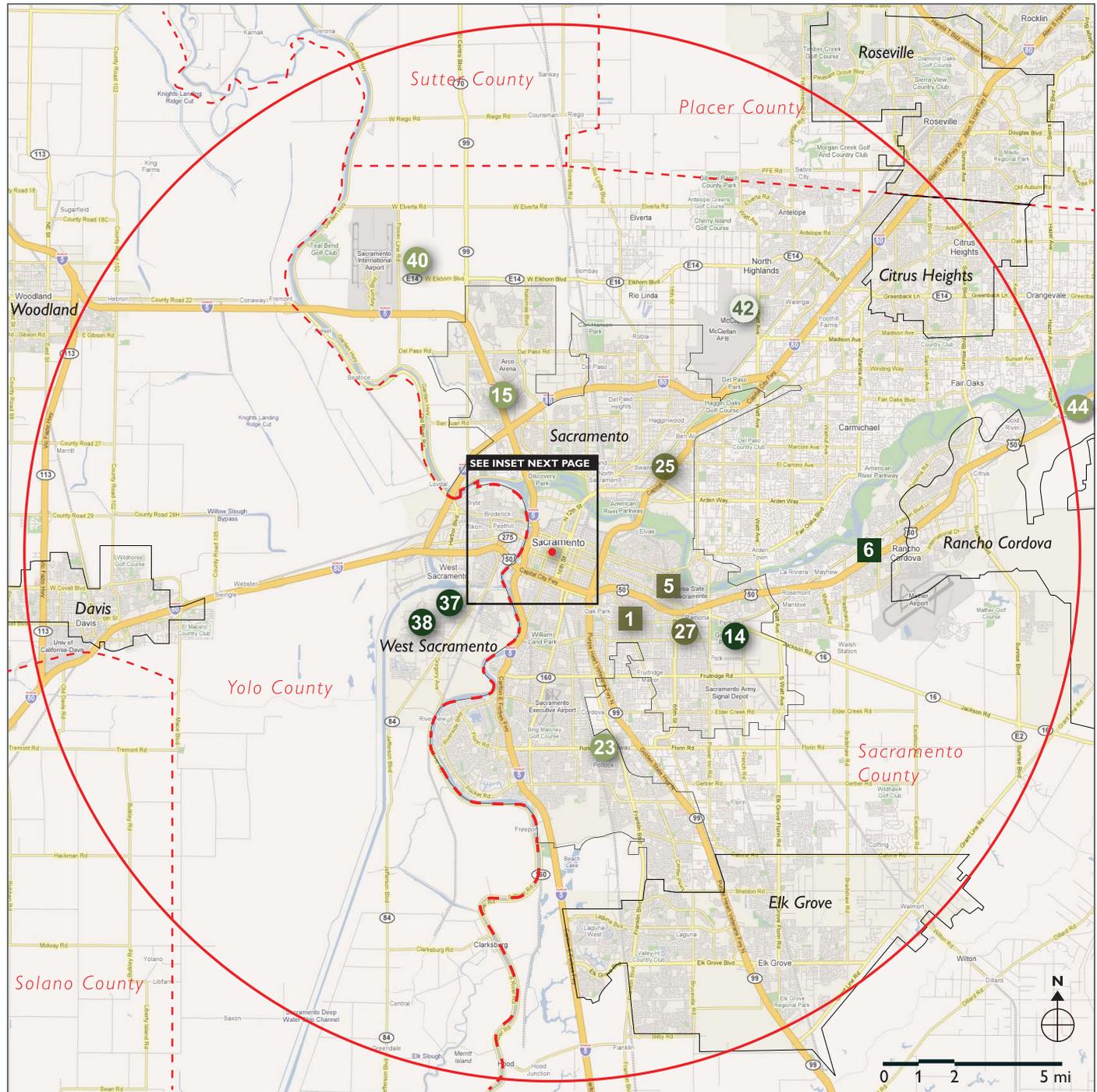
- 15** Natomas EC land (Promenade)
- 23** Florin & Franklin
- 40** Metro Air Park SPA
- 44** Easton/ Aerojet SPA

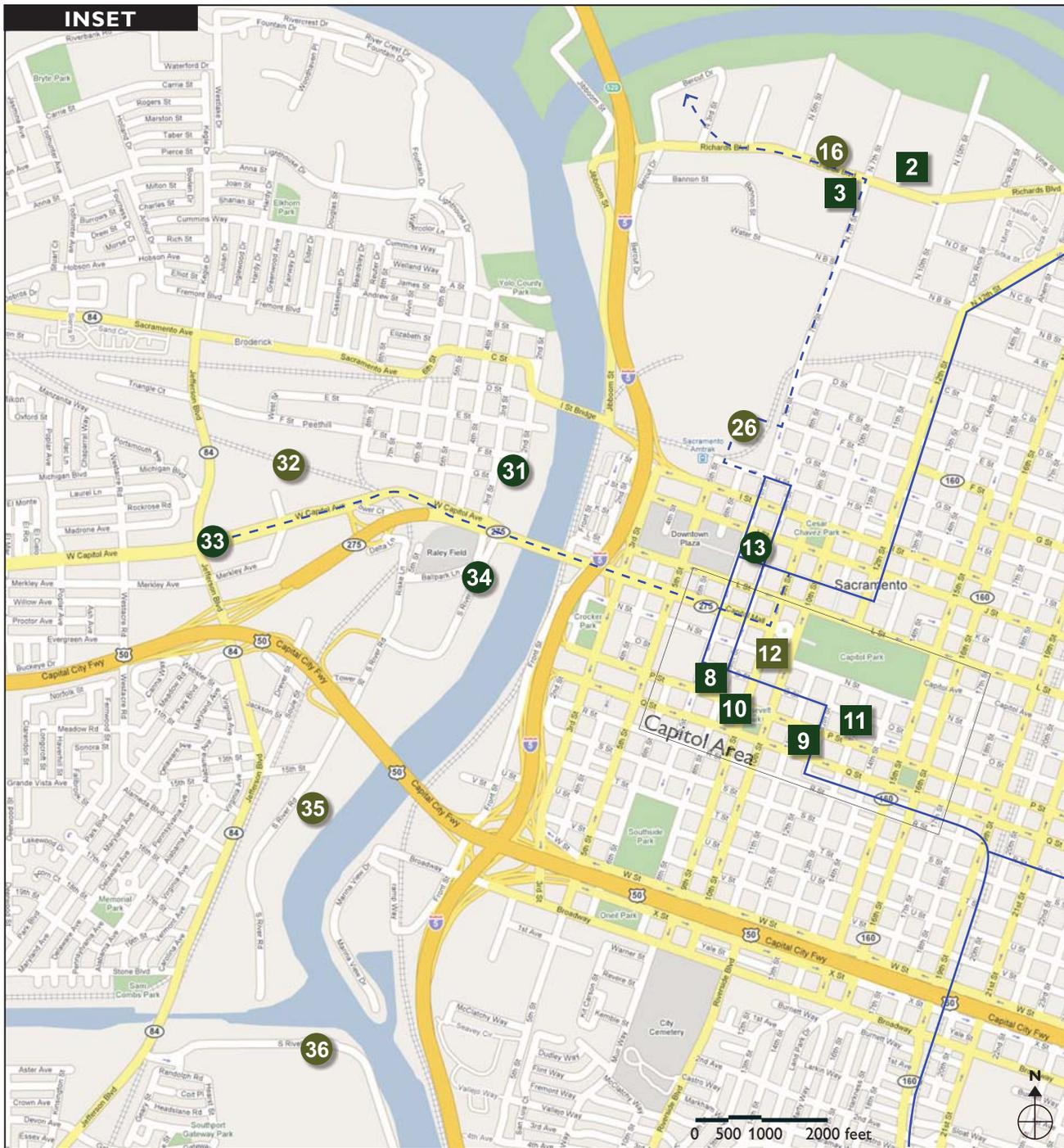
**26-40 YEAR TIME FRAME**

- 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

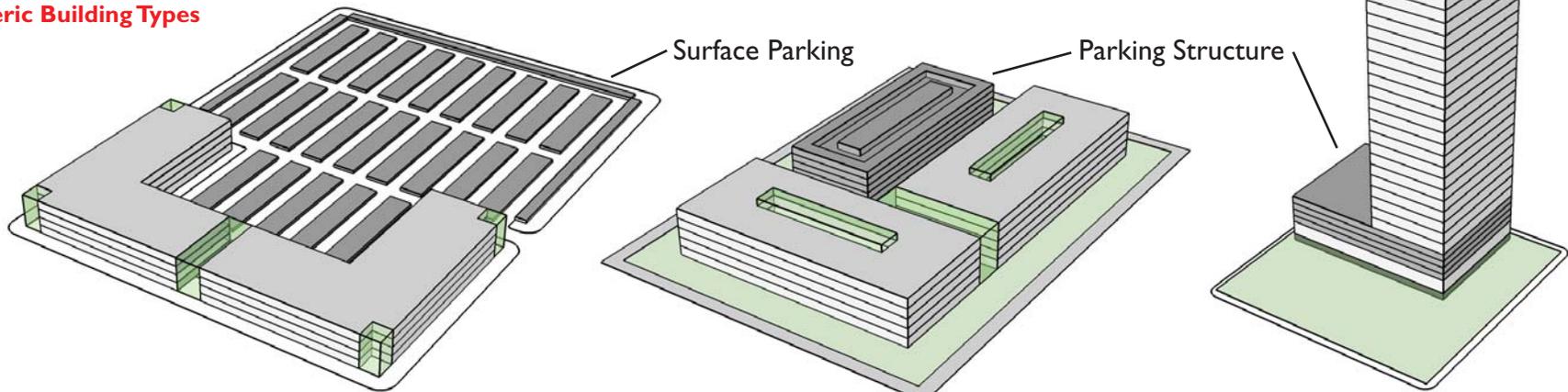
**Generic Building Types and Conceptual Construction Costs**

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	● 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.

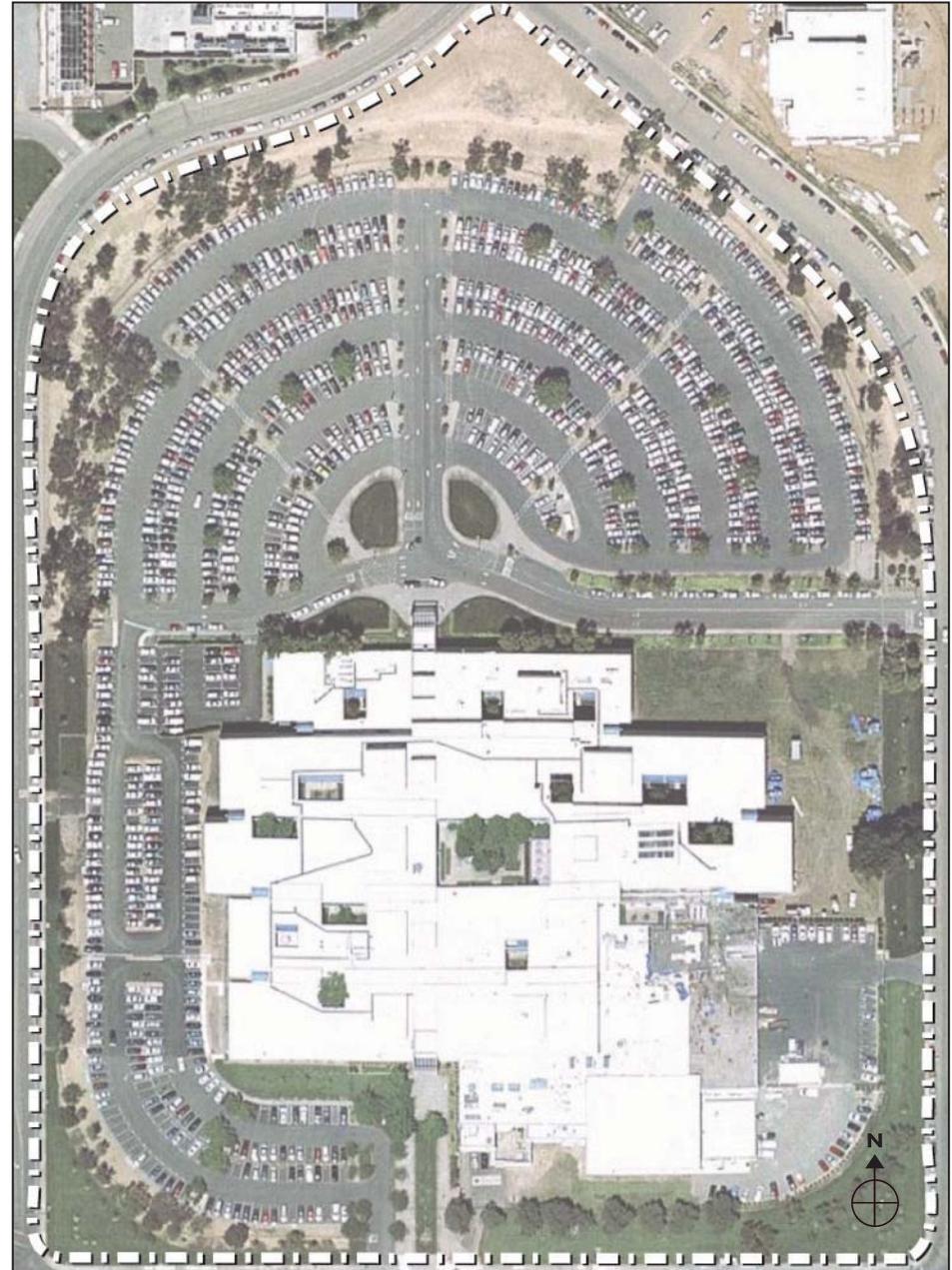
\*\* GSF and NSF totals are rounded to 5,000 sf.

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

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



Site Context



Existing Site

100 200 400 feet

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

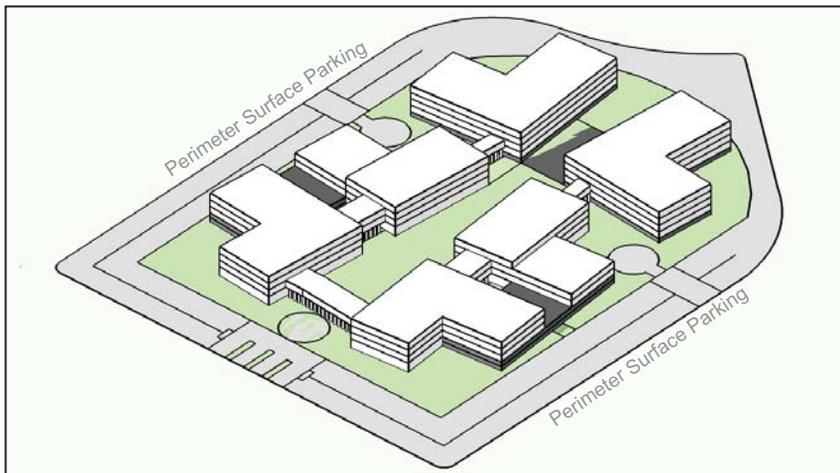
Located in the Oak Park neighborhood, the Department of Justice facility's main access is from Broadway. Freeway access to I-80 is distant. Two other State offices are in the area: the new Department of Motor Vehicles facility across the street, and the Employment Development Department. The UC Davis 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.

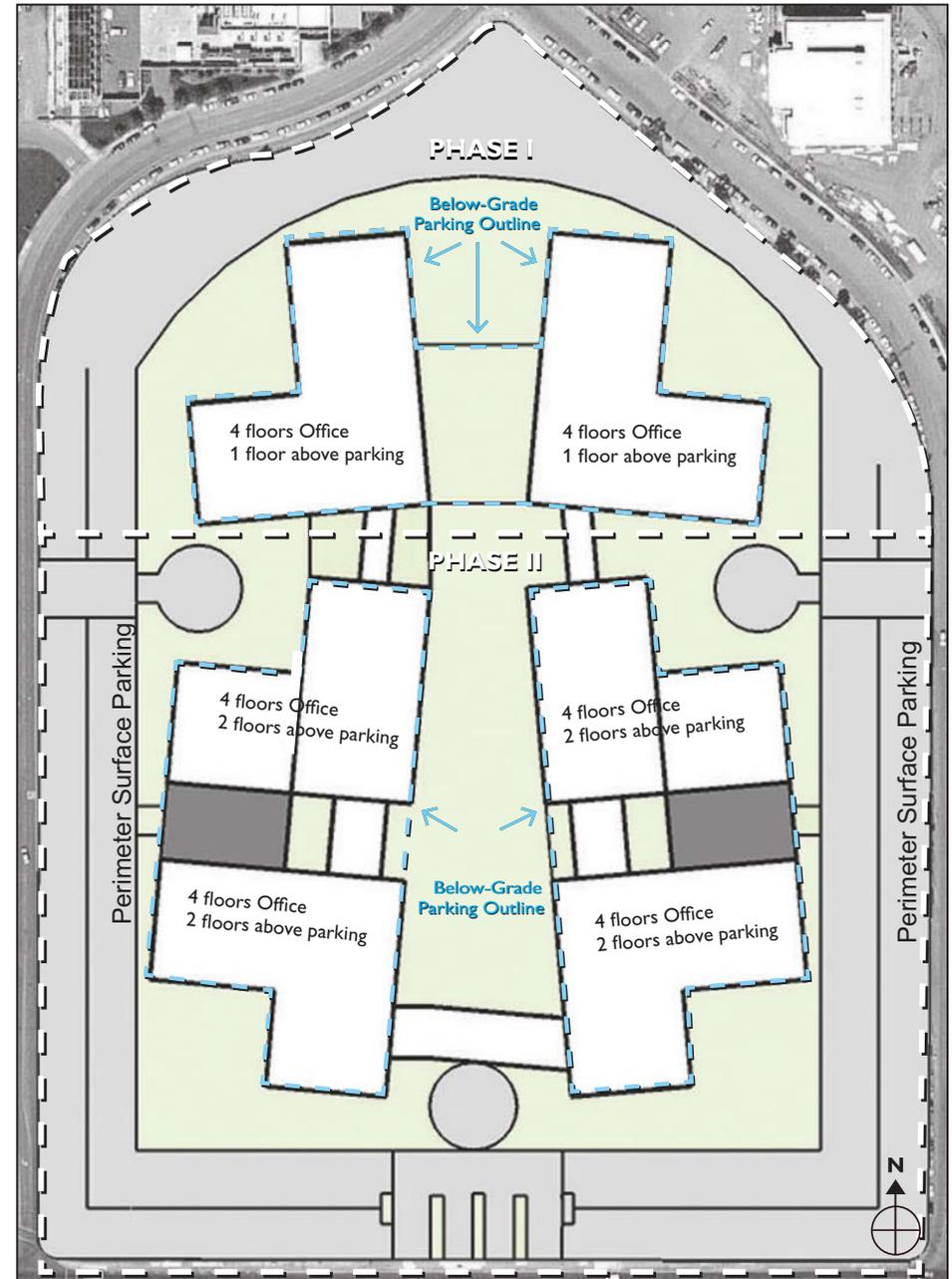
**OPPORTUNITY AREA 1 : DEPARTMENT OF JUSTICE SITE**

**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



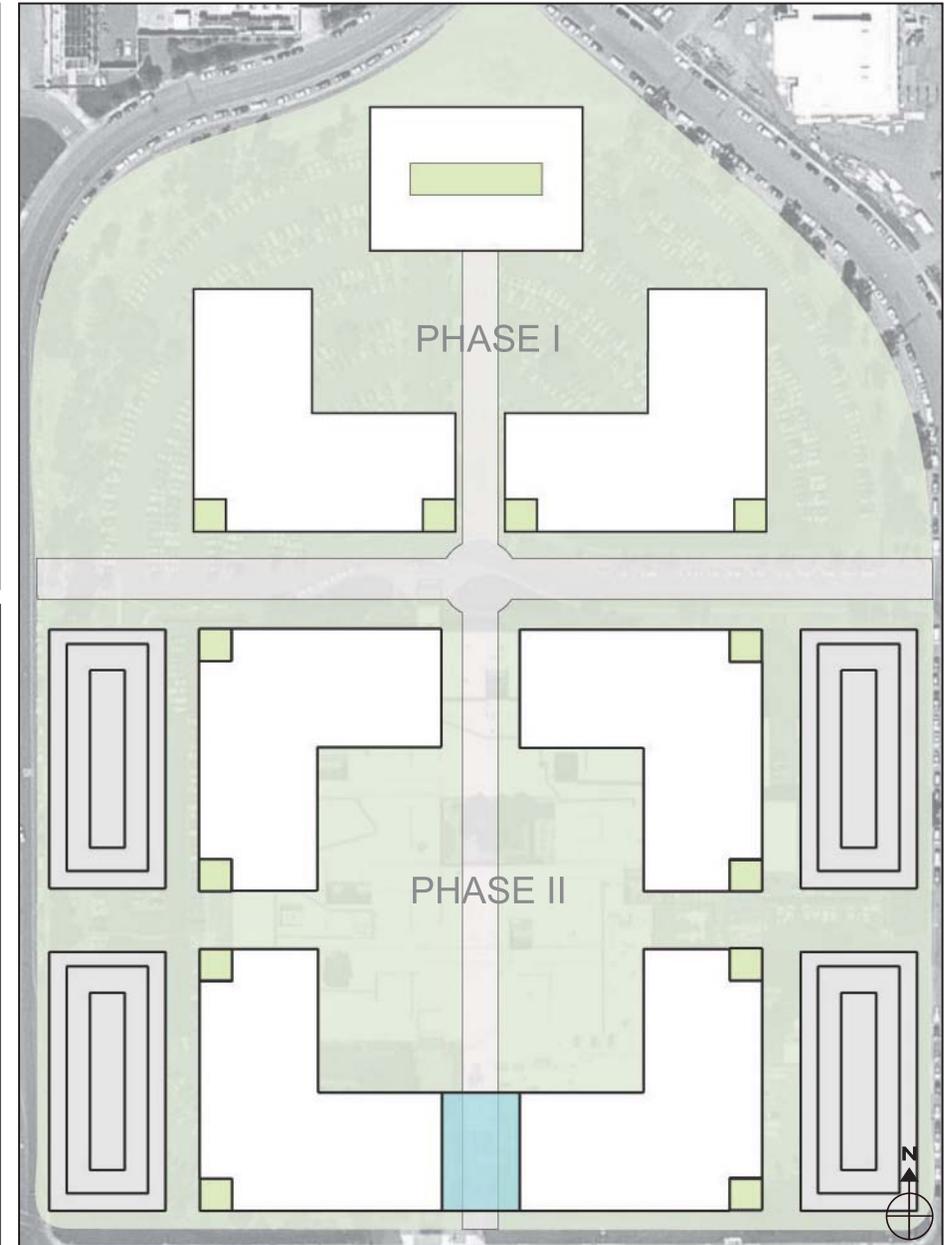
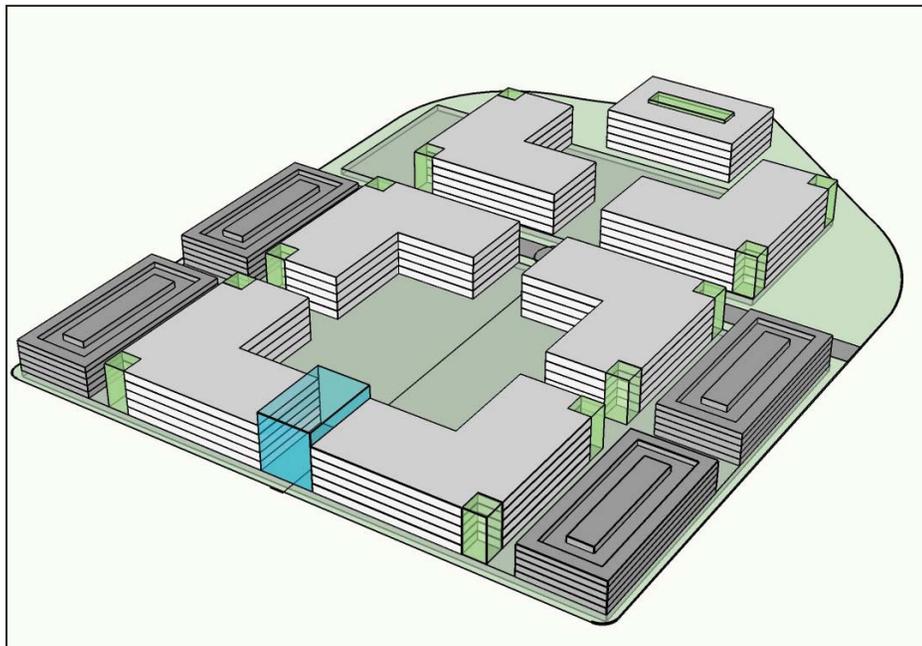
Draft Test Fit, Plan View

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**

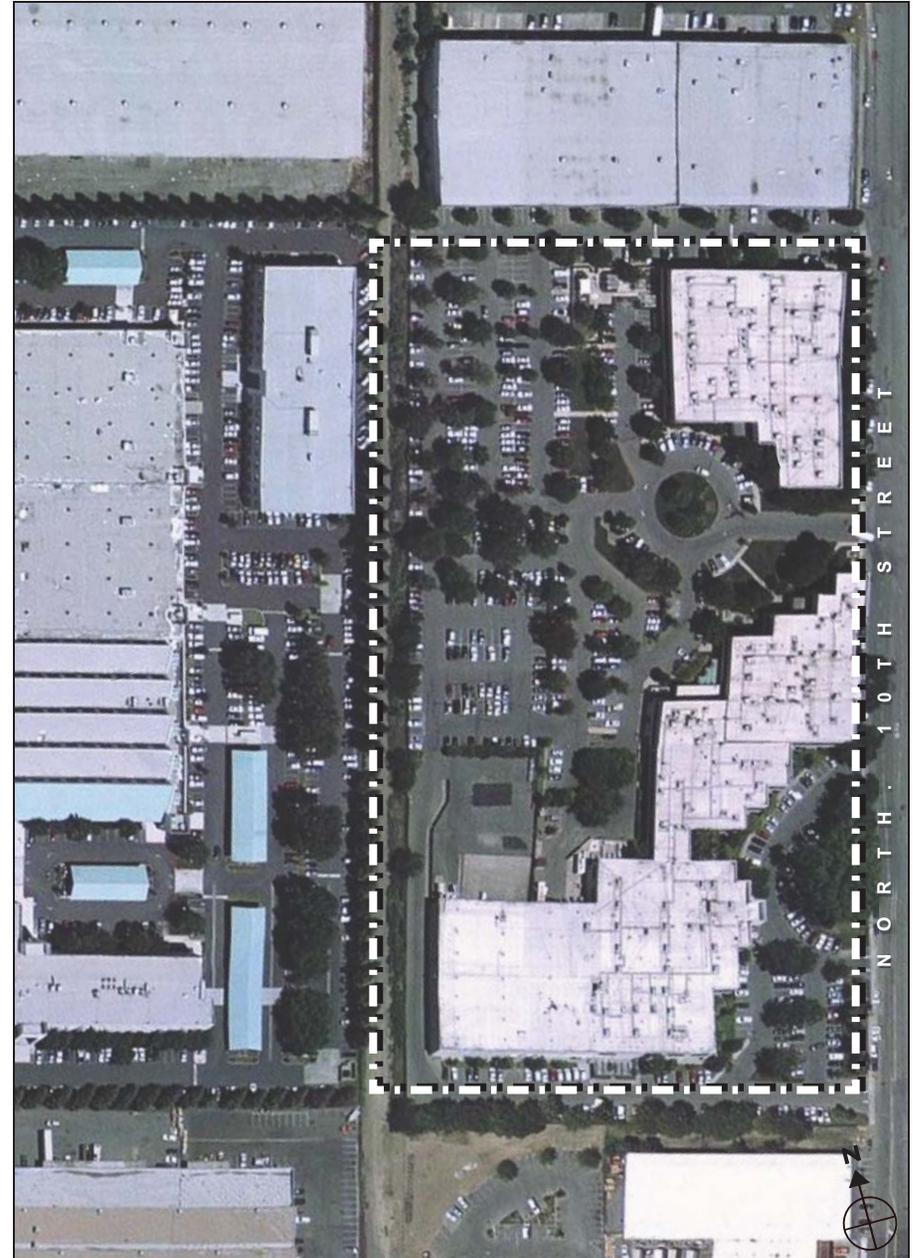


**Site Context**

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



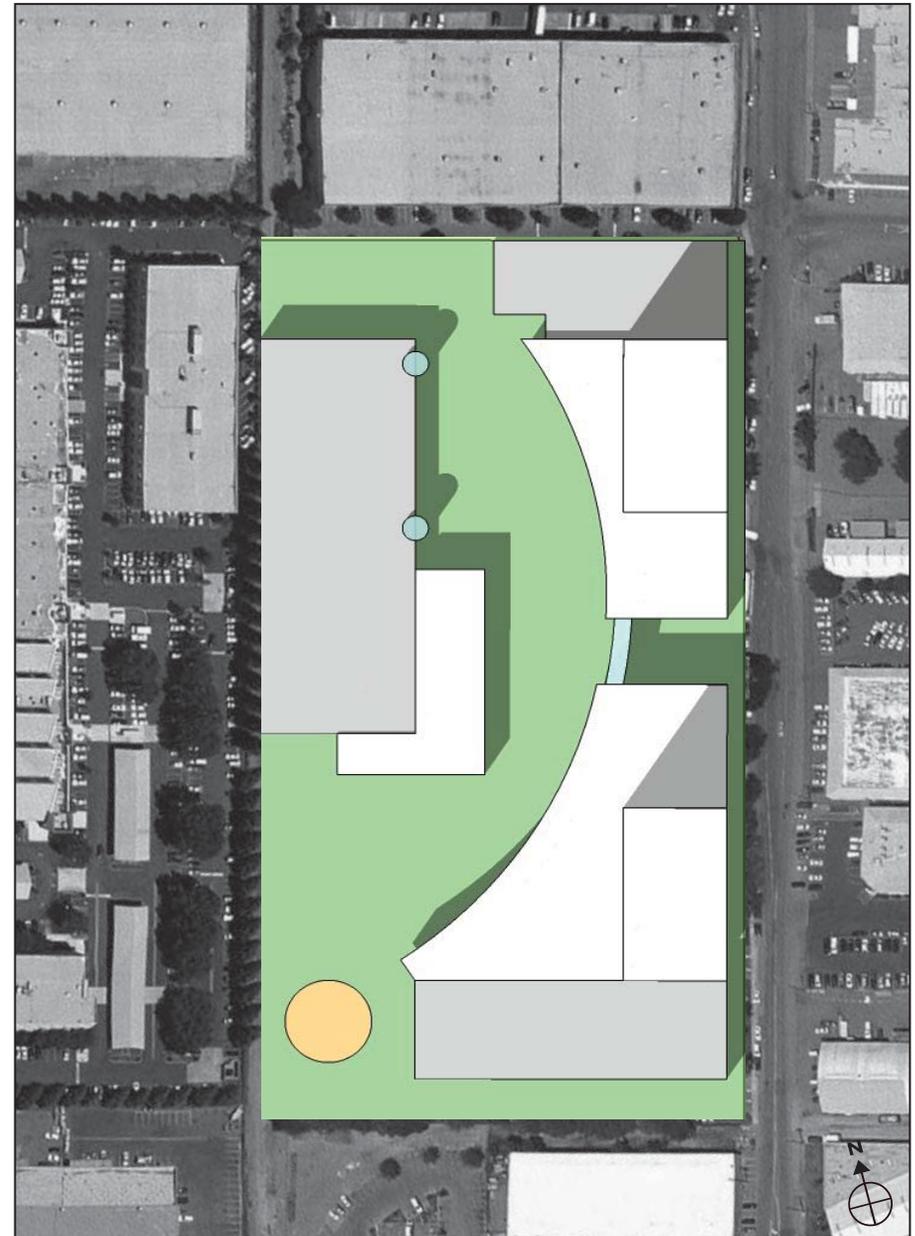
**OPPORTUNITY AREA 2: LOTTERY COMMISSION SITE**

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

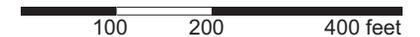
Site Area	12.5 acres	
Height / Floors	400 feet / 29 Floors	
Building Footprint	328,700 sf (including parking facilities)	
GSF Office	1,834,600 sf	
NSF Office (75%)	1,375,950 sf	
FAR	3.4	
Parking Minimum	1 space per 1000 GSF	1835 spaces (642,000 sf)
Parking Program	1.1 spaces per 1000 GSF	2040 spaces (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.



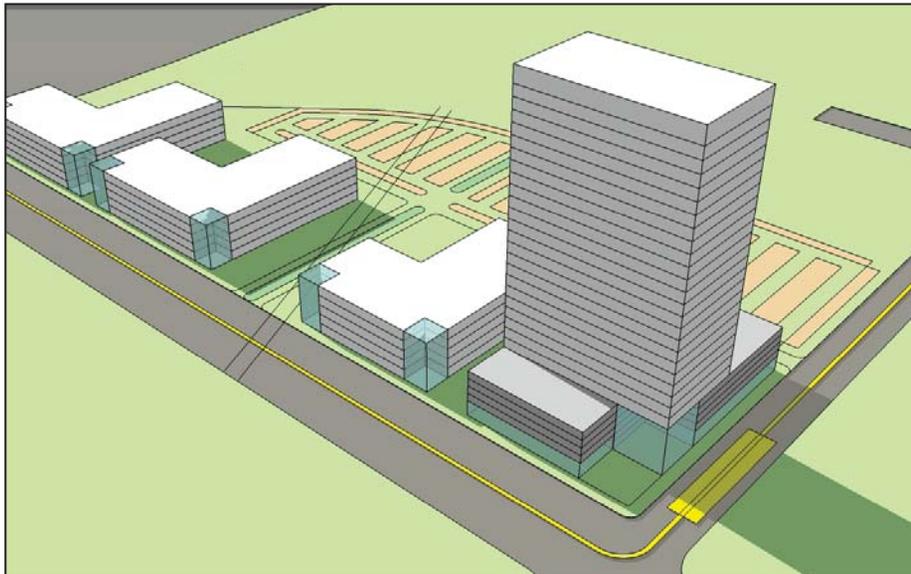
Existing Site

100 200 400 feet

**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





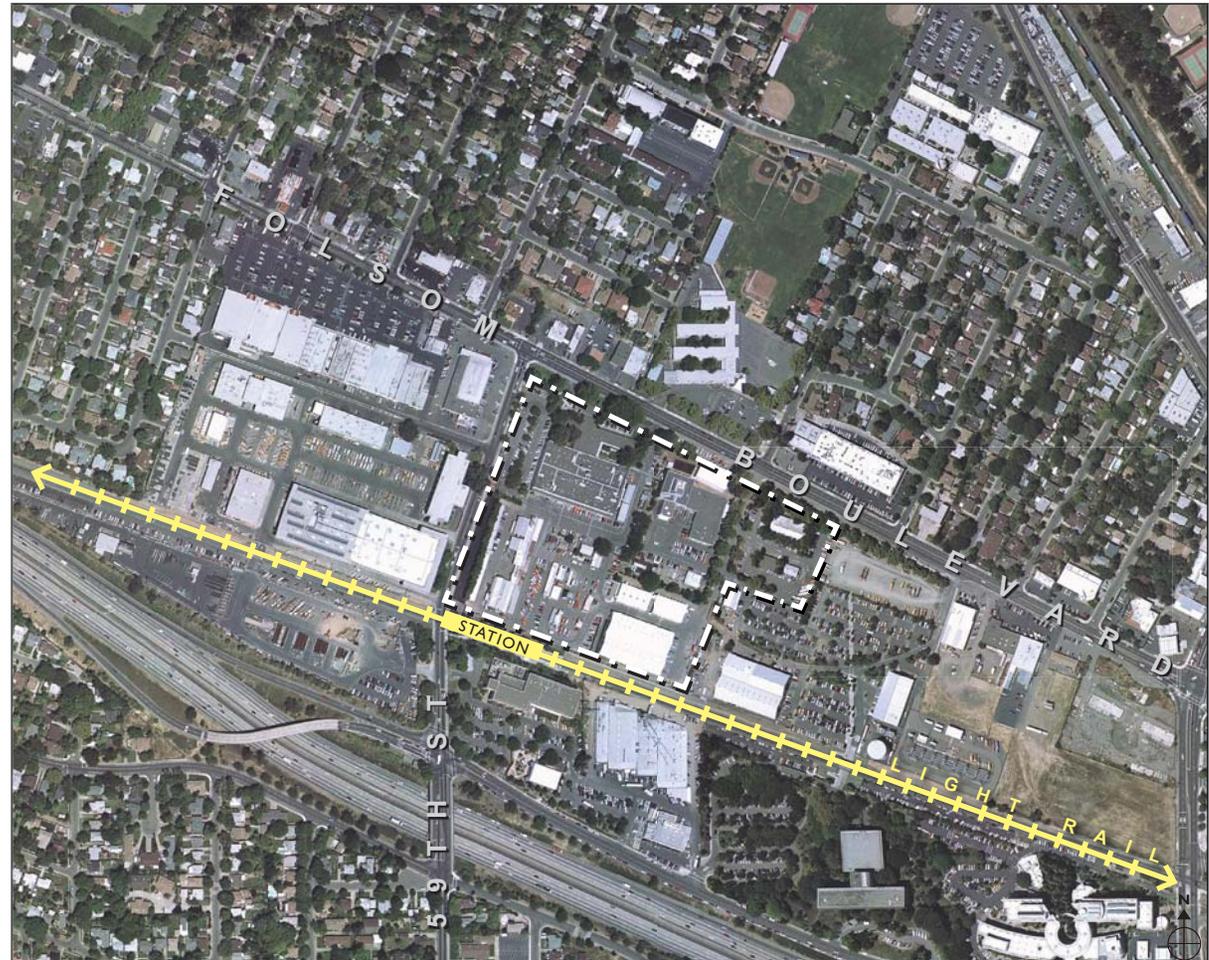
**OPPORTUNITY AREA 5: CALTRANS LAB**

**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.

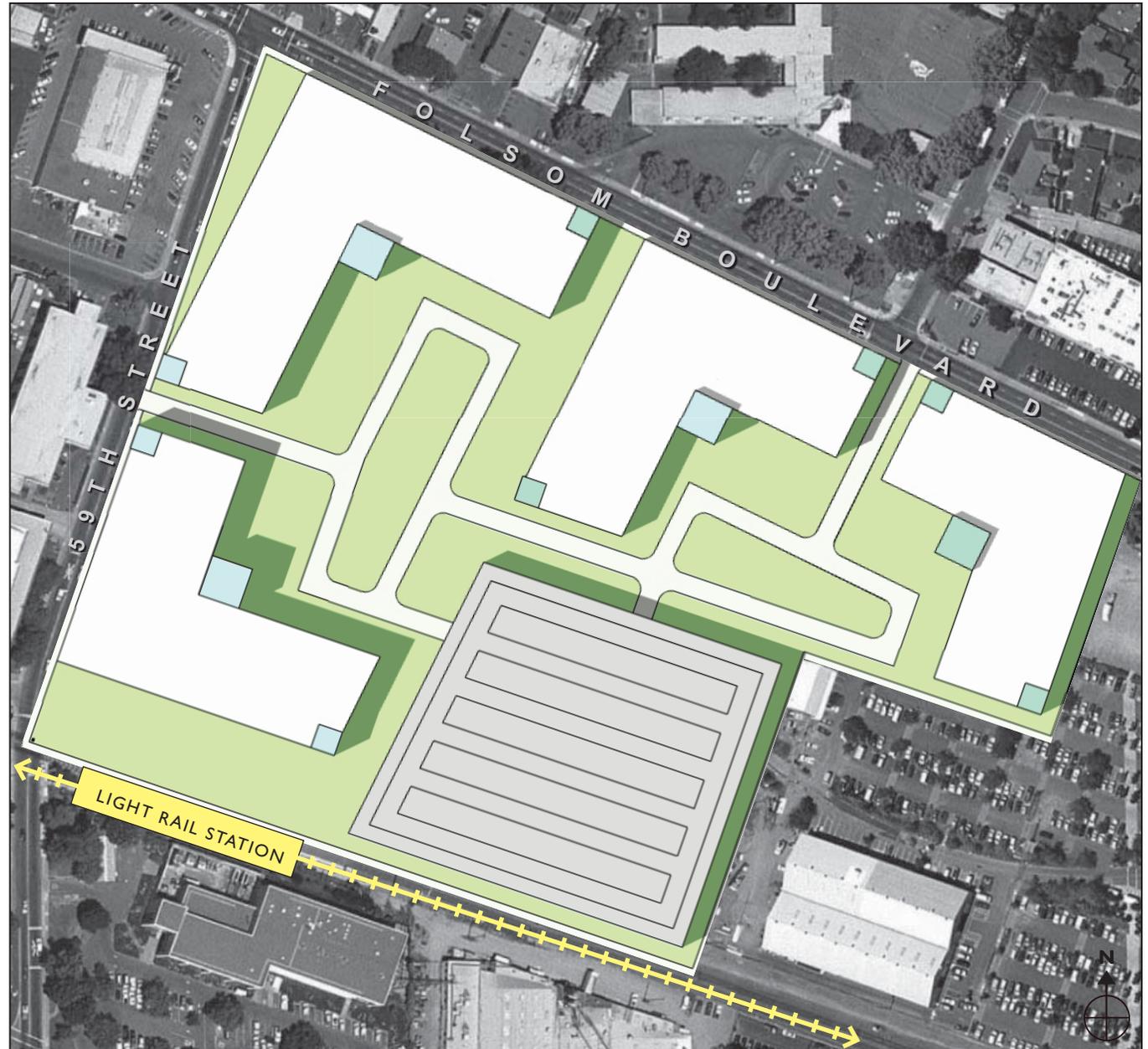
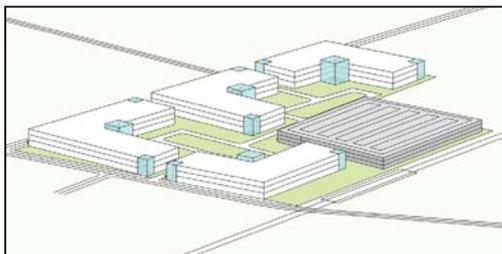


Site Context and Existing Site

**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**



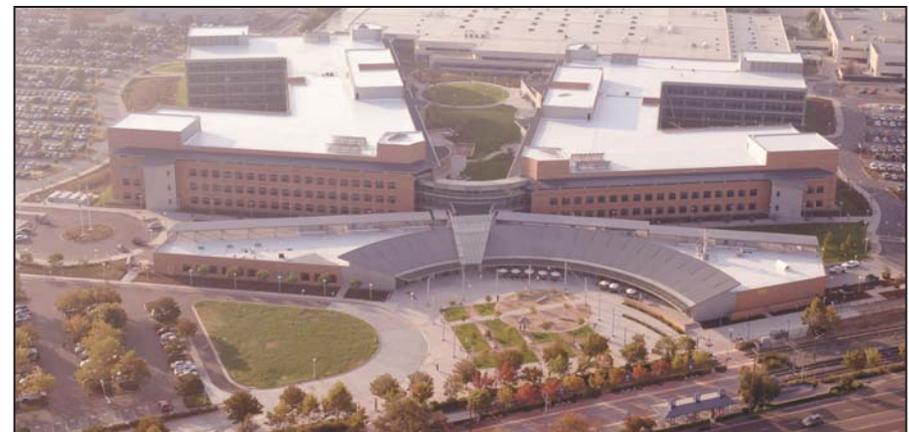
Site Context

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**

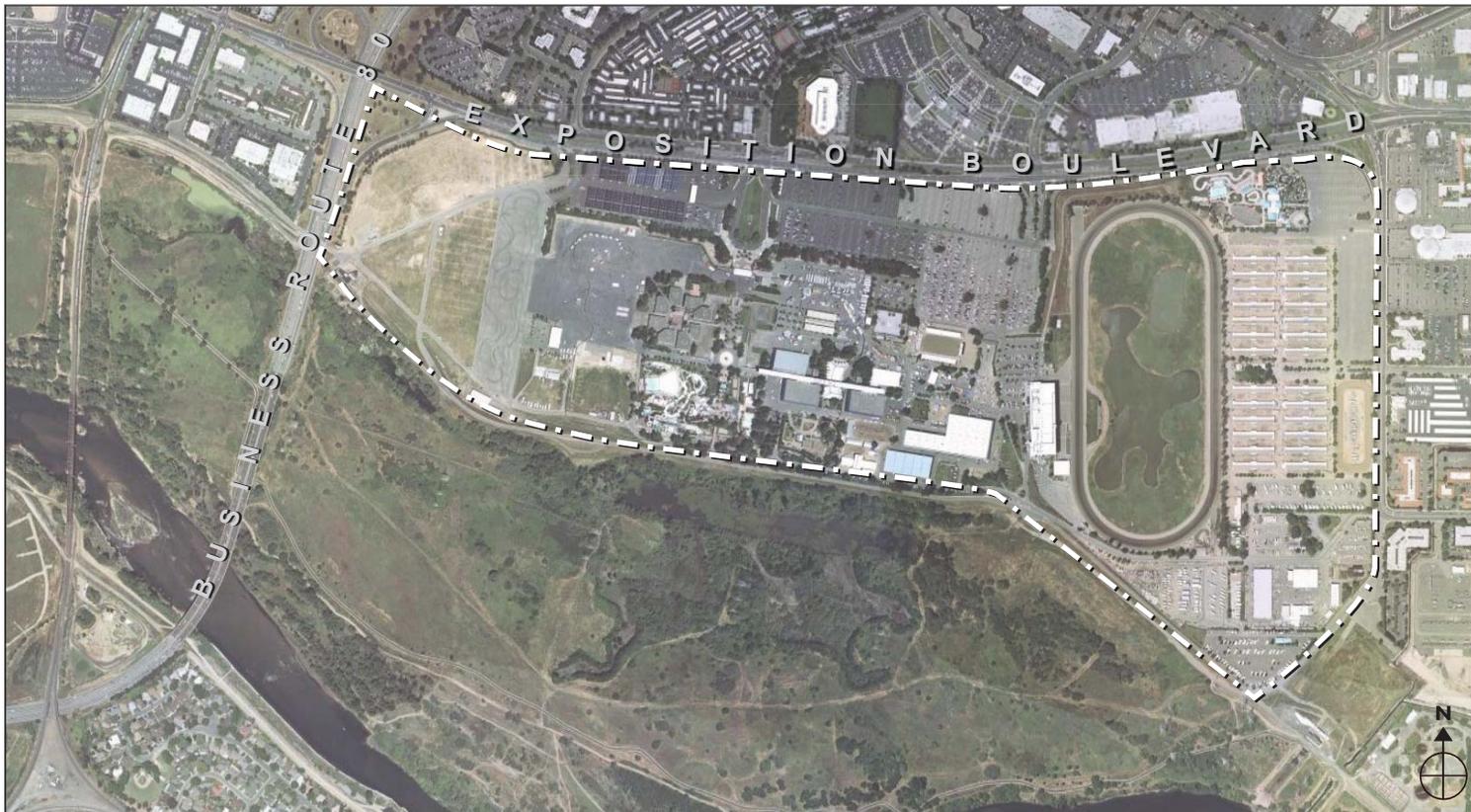


Site Context

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.



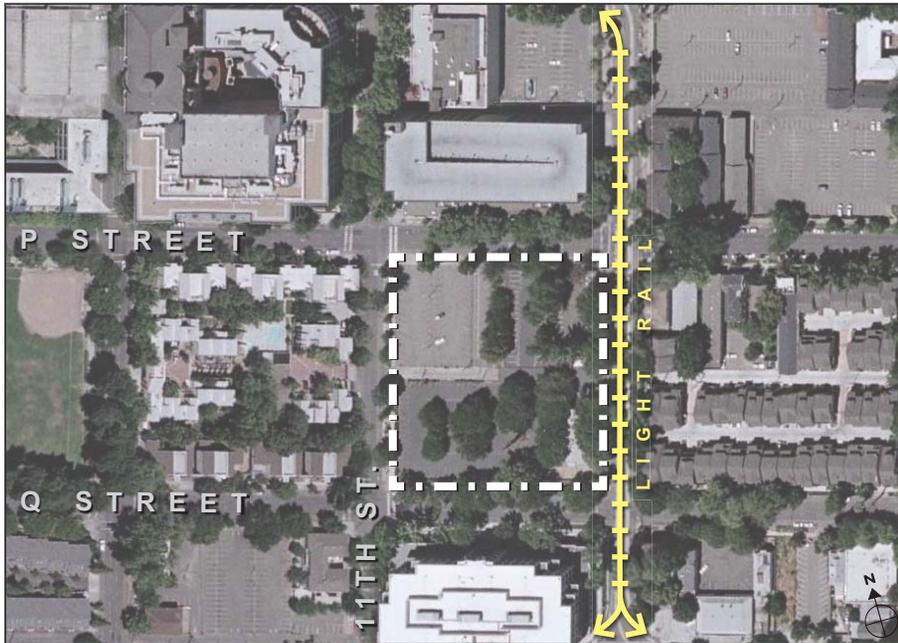
West End Alternatives 1 (left) and 2 (right)

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

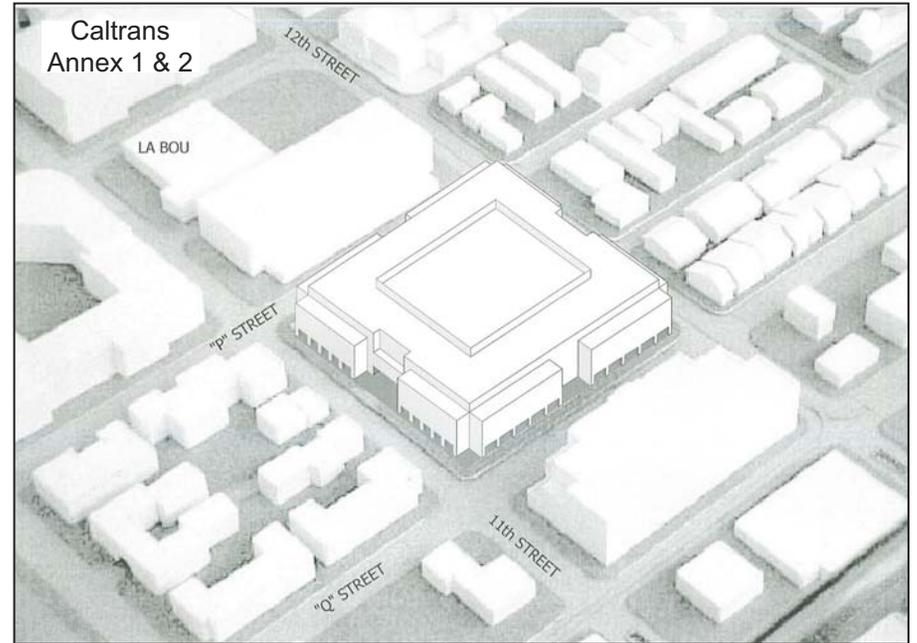
Heilbron House. Alternative 2 confines the transit plaza to Block 203, maintains the Heilbron house and contains lower towers (310 feet on Block 203 and 395 feet on Block 204). Alternative 3, a mixed housing and office design, was not shown, since this Planning Study explores the maximum office capacity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

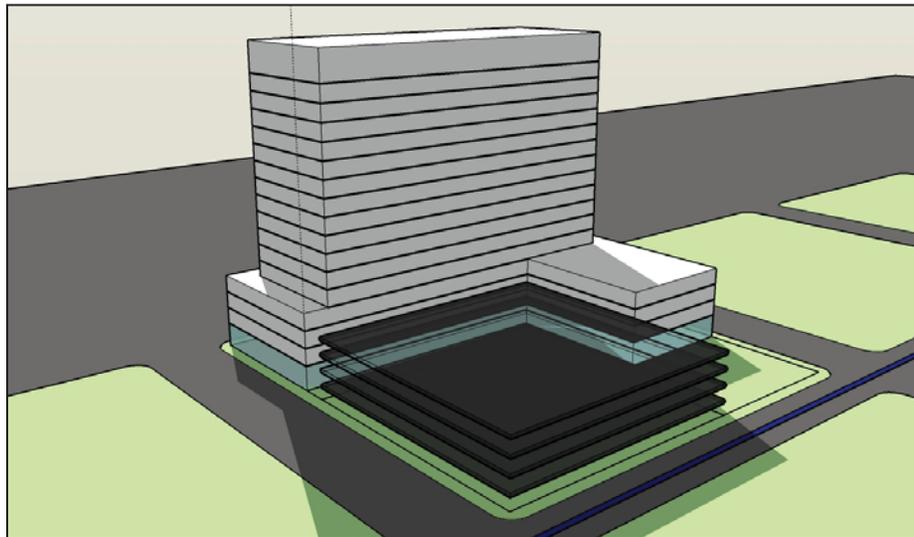


Existing Site

**OPPORTUNITY AREA 10: BONDERSON BUILDING SITE**

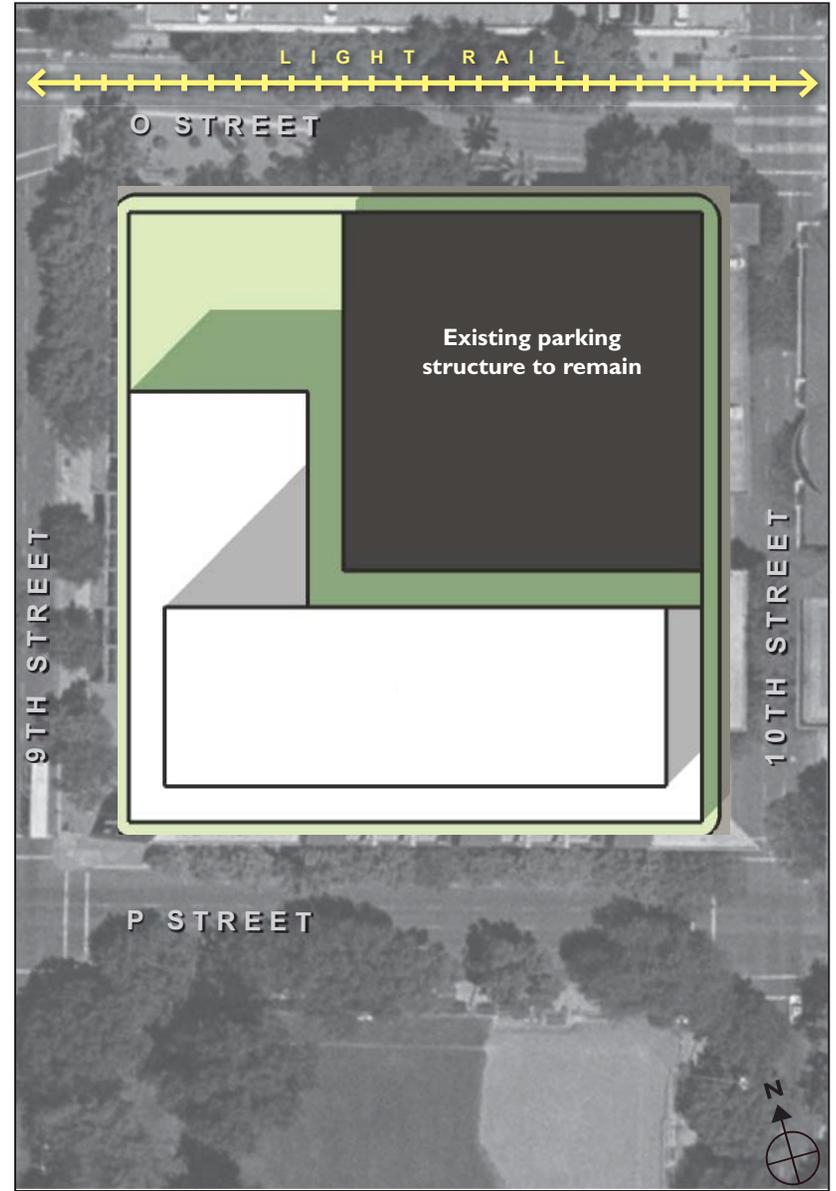
**901 P Street (Block 212)**  
**Conceptual Test Fit\***

Site Area	2.5 acres (one city block)	
Height / Floors	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**

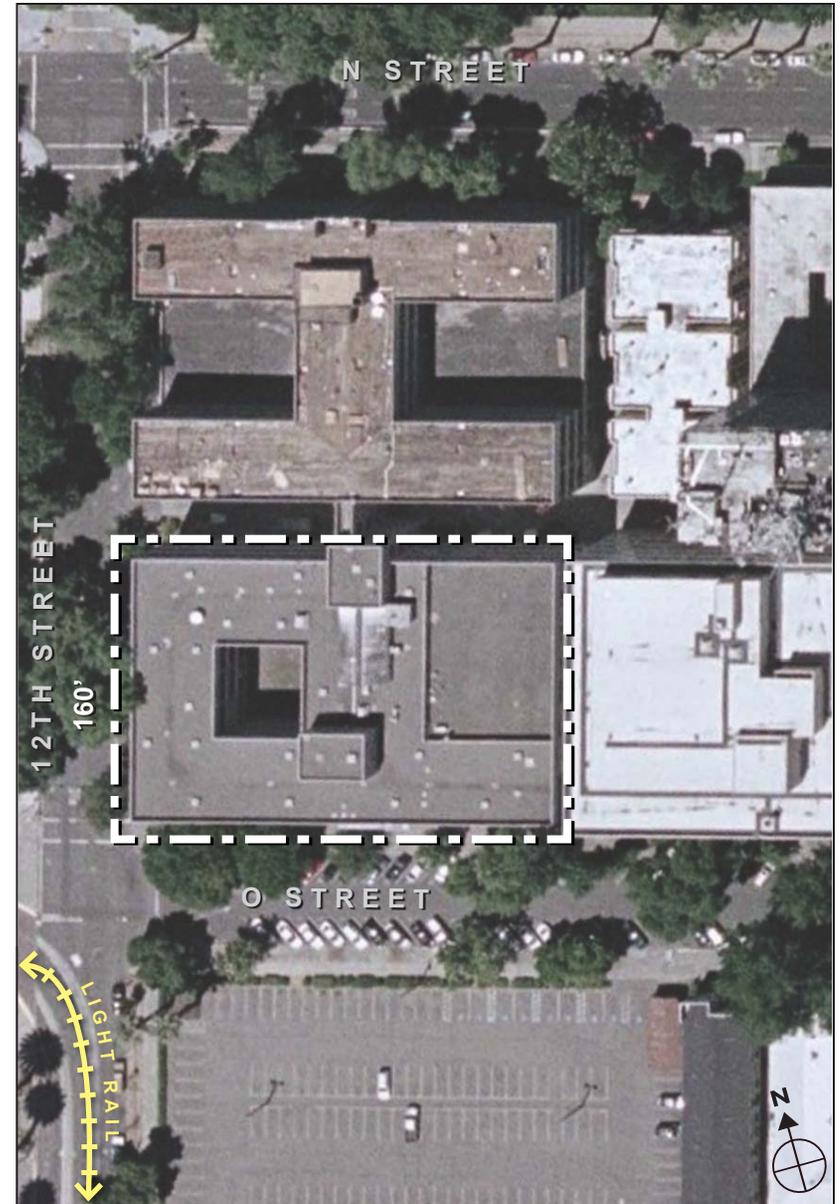


Site Context

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.



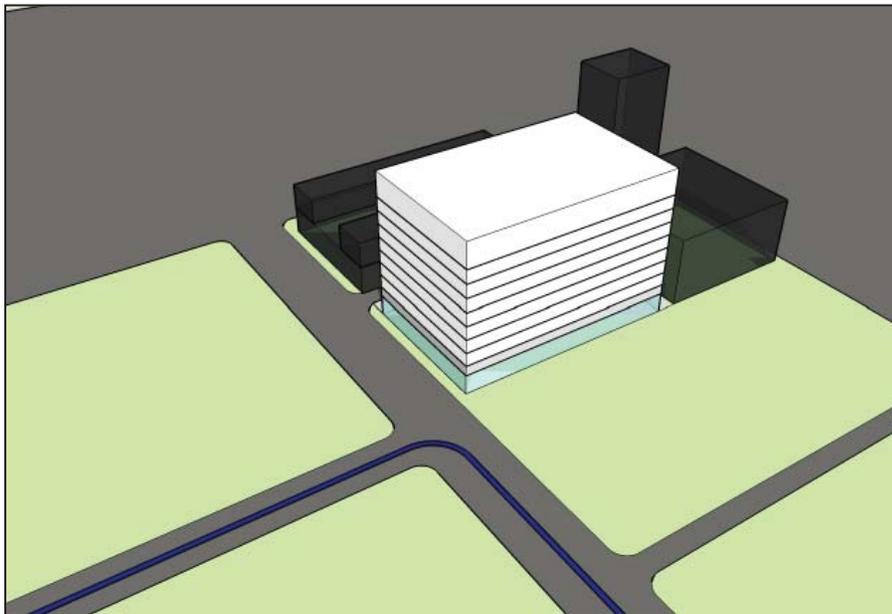
100 200 400 feet  
 Existing Site

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

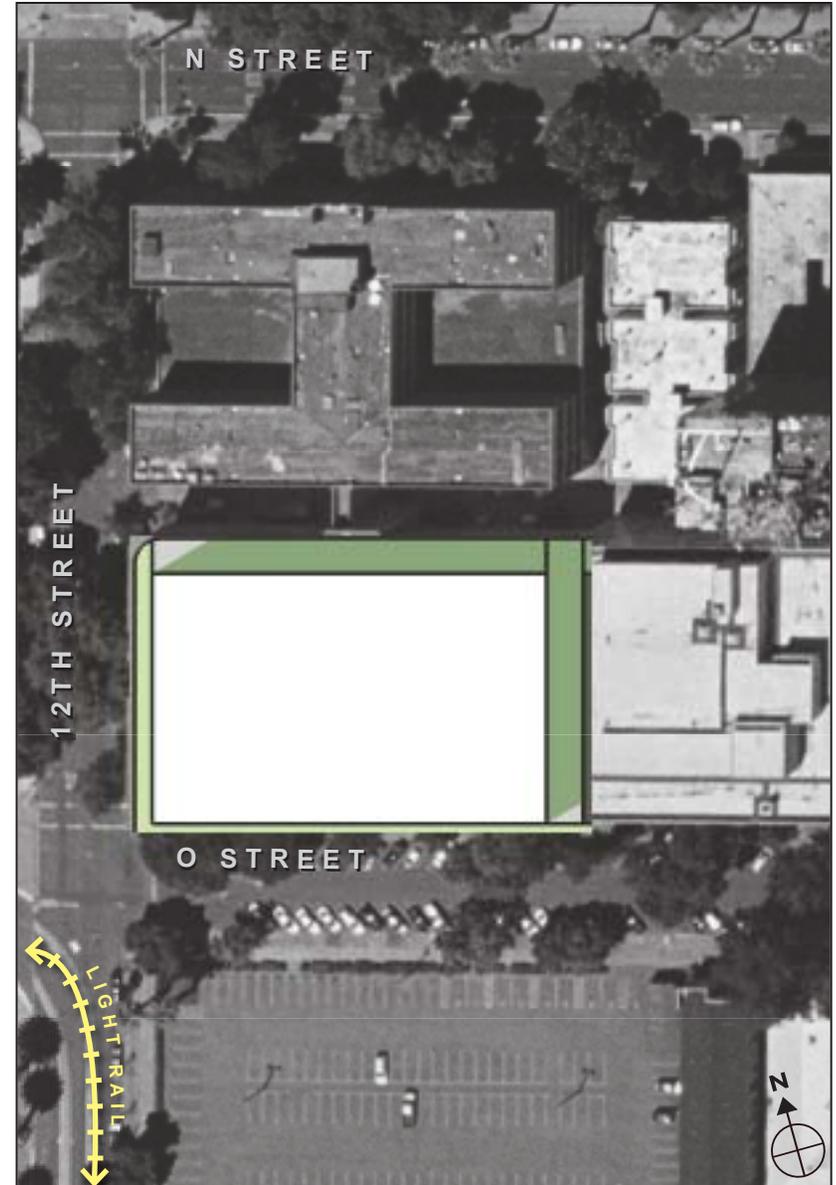
**1215 O Street (Block 222)**

**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.*



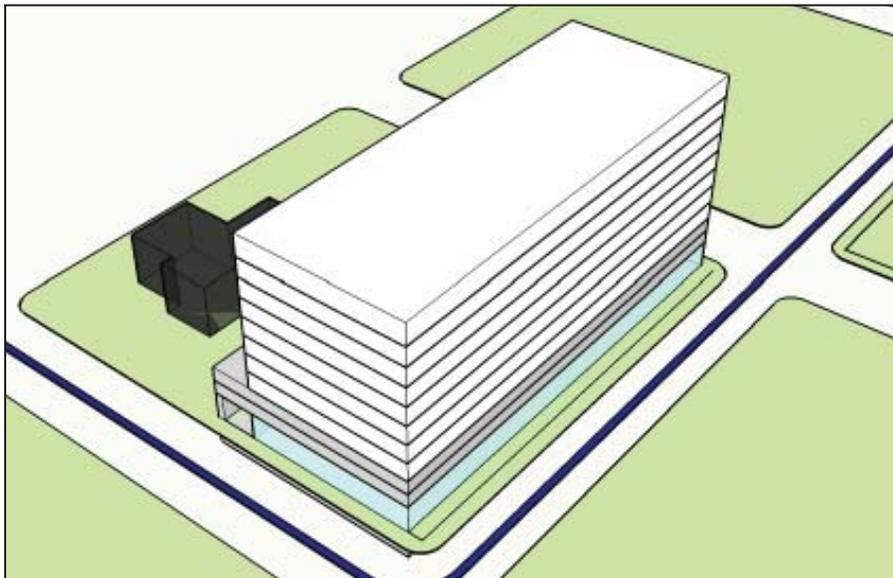
Existing Site

200

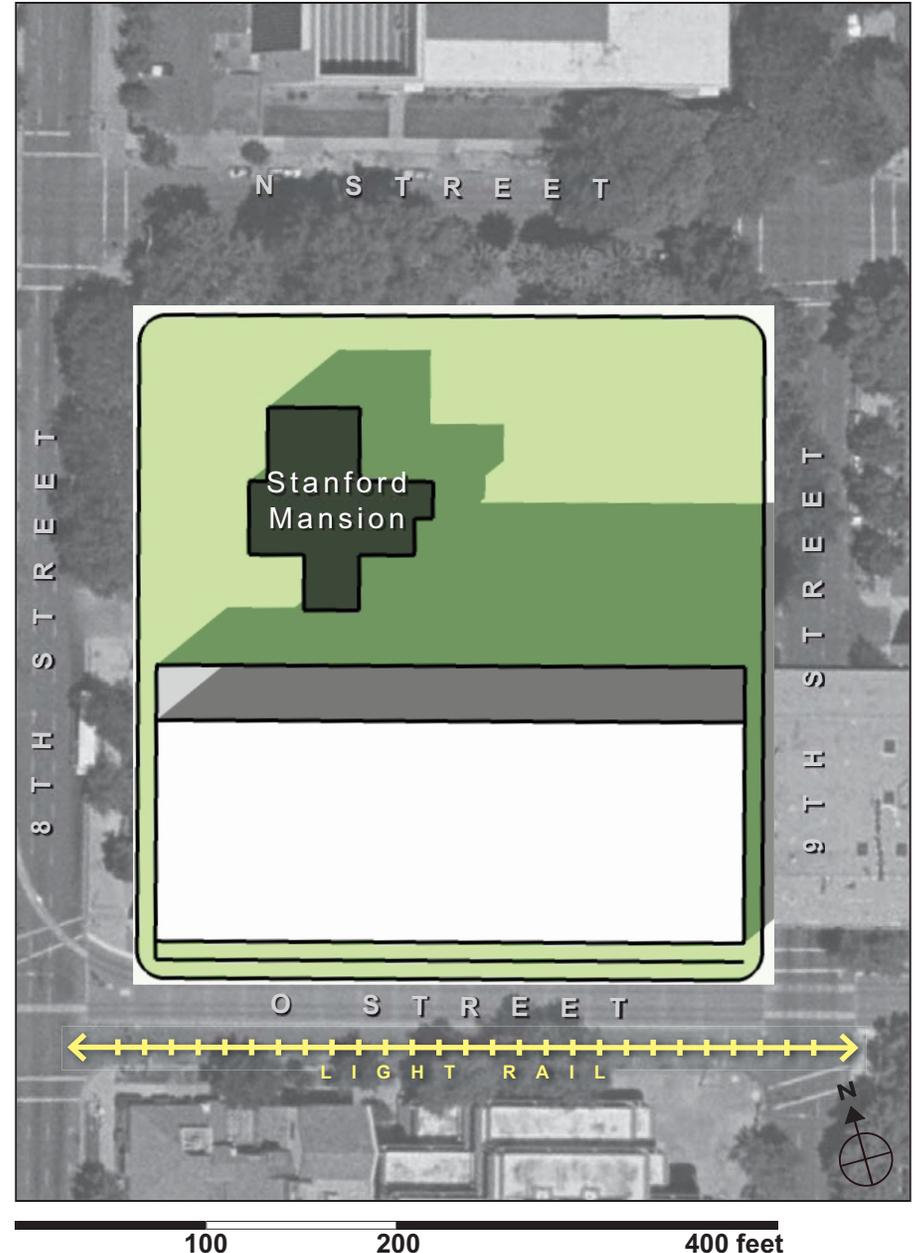
**OPPORTUNITY AREA 12: RESOURCES BUILDING SITE**

**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**

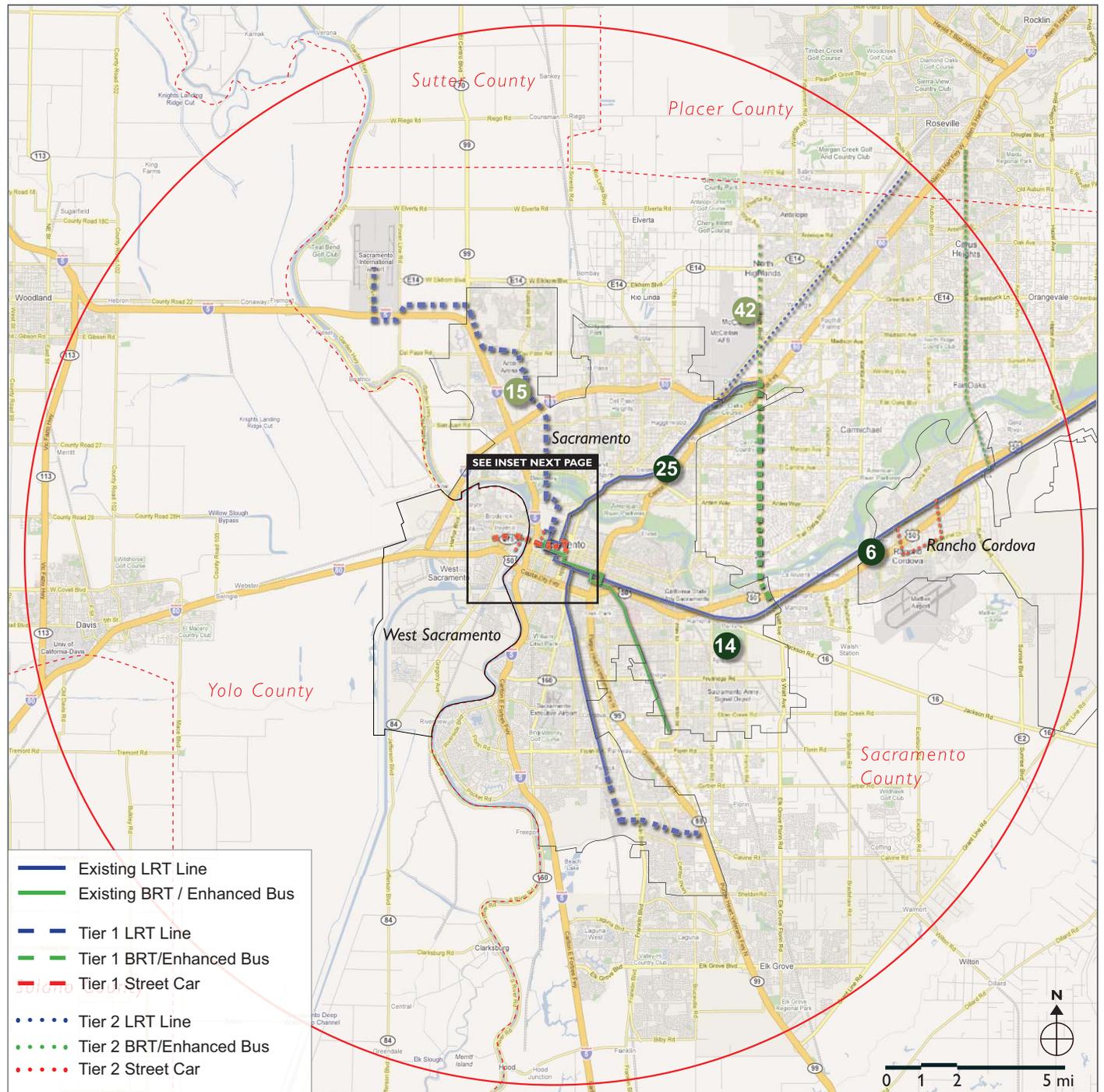
**0-10 YEAR TIME FRAME**

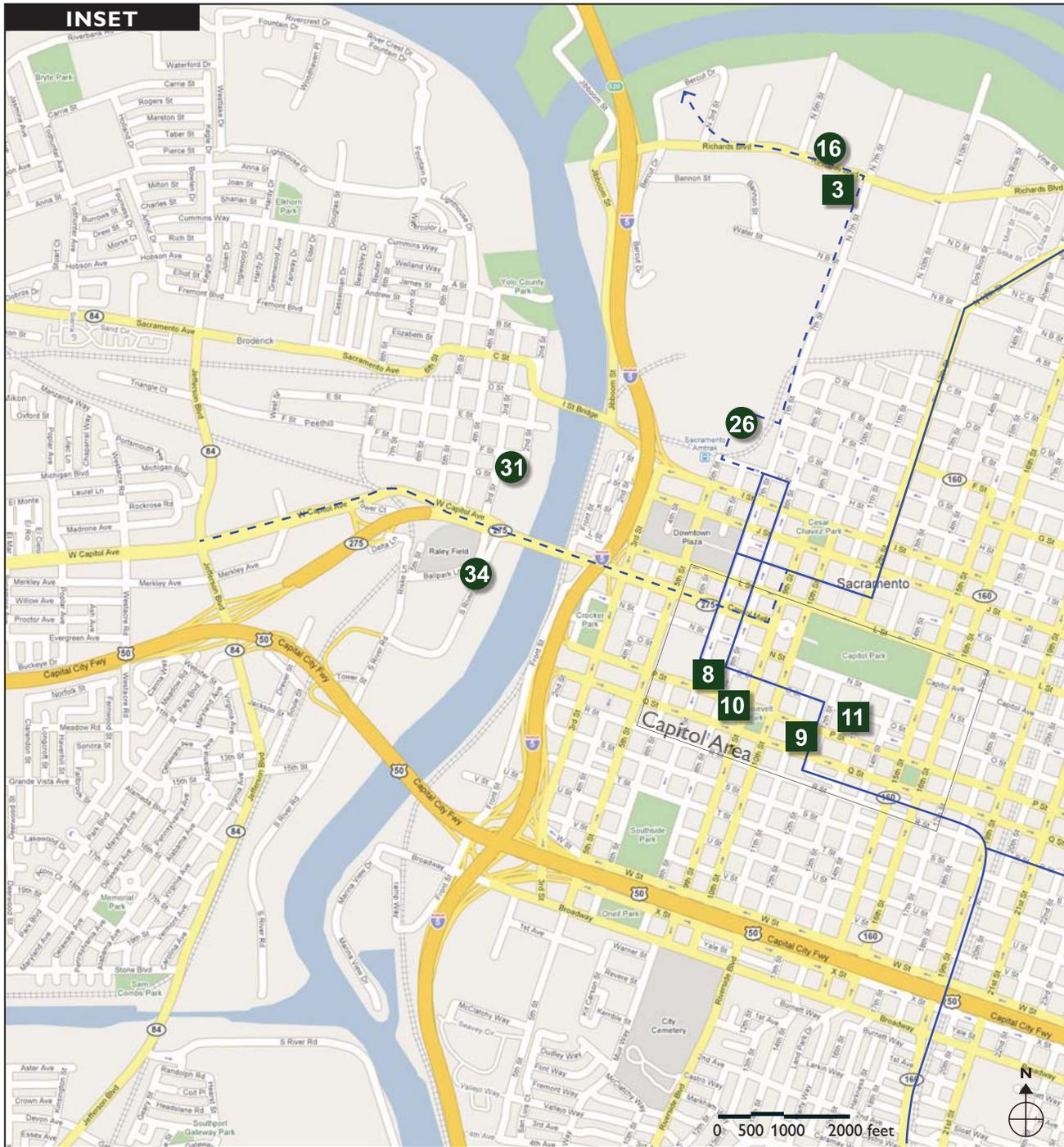
- 3** State Printing Plant
- 6** Franchise Tax Board
- 8** Blocks 203 and 204
- 9** Block 275
- 10** Bonderson Building Site
- 11** Food & Agriculture Annex Site
- 14** Granite Park
- 16** River District / Richards Blvd Area
- 25** Harvard & Arden (USAA)
- 26** Railyards (ORMU)
- 31** Washington Properties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

