

City Planning Commission
Sacramento, California

Members in Session:

Subject: Appeal of Design Review Board Action
819 T & 1930 - 9th Street (DR88-139)

SUMMARY

The proposed project is a two story office building that will replace an existing one story office structure. The owner, Butcher's Local 498, will occupy one-third of the building. Although the 15,360+ sq. ft. office use will have an off-street parking requirement of only 38 spaces, the plans initially submitted to the Design Review Board provided for 52 spaces. Six spaces of the 14 surplus spaces would be leased to the State of California for its office located on the north side of the alley from the subject site.

BACKGROUND: On May 4, 1988, the Design Review/Preservation Board approved the proposed office building for the northwest corner of 9th and T Streets, subject to conditions. On May 6, the applicant filed an appeal of the Board's decision regarding conditions 3, 9 and 10, which read as follows:

Conditions:

3. The sloped roof material shall be either tile or metal in a color and style subject to review and approval by staff.
9. Parking lot access shall be modified per the staff revised site plan and may be further modified subject to staff review and approval.
10. A screening wall shall be placed in the planter fronting the 9th Street side of the parking lot. The height shall be three feet and the materials shall be brick to match the building subject to staff review and approval.

The following are the applicant's grounds for appeal:

- a. condition #3, required materials for roof incompatible with other building materials.
- b. condition #9, Planning staff modifications to original parking plan unnecessary and causes awkward, unsafe movement within parking area.
- c. conditions #10, follows condition #9. Fence required at new planting area.

PROJECT EVALUATION: Staff has the following comments regarding the project proposal, and the applicant's appeal.

- A. Staff considered a tile or metal roof to be a more complementary cap to the brick clad structure than would be the proposed composition shingles. The Board concurred with staff opinion. Reference was also made by the Board to the inadequacy of the composition shingles used on a similar building located at the northeast corner of 18th and I Street.
- B. The staff proposed modifications to the parking design were based on a concern for public safety. With the plan as originally proposed by the applicant, there would be a potential for wrong way traffic movement on a one way street, resulting from the lack of direct access between the main parking area and the alley accessed parking spaces. A driver that was unable to find a space in the main lot, may, intentionally or inadvertently turn left against southbound traffic on 9th Street in order to reach the alley row of parking spaces. Staff has been advised by Traffic Engineering, the City is presently being sued as a result of an accident that occurred in a similar situation.

The applicant's preferred solution to the staff concern is to provide direct on-site access to the alley by eliminating spaces 19, 49 and 50 and creating a 12 ft. wide single lane connection. The staff solution approved by the Board provides a two lane, 20 ft. wide passage to the alley. Staff's parking plan would only eliminate two on-site spaces whereas the applicant's plan change would eliminate three spaces. Staff's plan would also allow a wider and longer planter along the 9th Street frontage. The planter would screen the parking lot and the driveway located next to the building.

Public safety is staff's foremost concern, but there are definite aesthetic advantages to the revised parking plan. The modifications approved by the Board will alleviate the potential wrong way traffic situation at the 9th Street driveway. A wider connection to the alley would be less likely to be blocked than the narrow connection as proposed by the applicant.

Traffic Engineering has found the staff solution preferable. The Fire Department has no problem with the staff solution.

- C. Staff had required a lattice screen along the 9th Street frontage that would have been much taller than the three foot, brick wall required by the Board.

- D. To staff, it appears that the applicant is over building the site with revenue generating surplus parking. Nevertheless, staff, in redesigning the lot to achieve a safe circulation pattern, has also attempted to minimize the loss of parking spaces.
- E. The oversight by both the applicant and Design Review staff was the relatively new setback requirements for the C-2 zone. The applicant indicates an intent to reduce the square footage of the building as necessary to achieve the proper setbacks as required by the Zoning Ordinance.

VOTE OF THE BOARD: On May 4, 1988, the Design Review/Preservation Board voted unanimously to approve the project, subject to the amended set of conditions.

RECOMMENDATION: The Design Review/Preservation Board and staff recommends denial of the appeal by the applicant, based on the findings of fact of the original report (see attached).

Respectfully submitted,

Richard B. Hastings

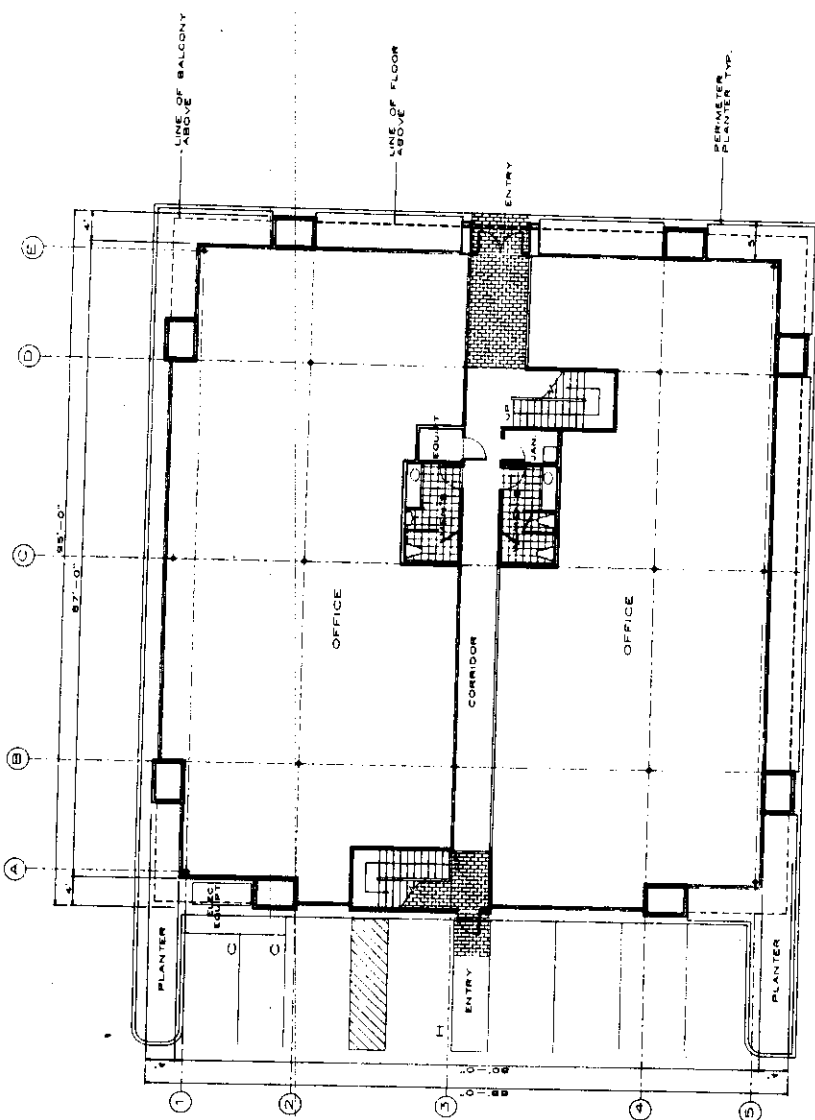
Richard B. Hastings,
Design Review/Preservation Director

RBH:RL:vf

DEAN F. UNGER
 AIA INC.
 ARCHITECTURE AND
 PLANNING
 700 Alhambra Blvd.
 Sacramento, California
 95816 916 443 5741

9th + T ST. OFFICE BUILDING
 SACRAMENTO, CALIFORNIA

Architect	DEAN F. UNGER
Checked by	S. B.
Drawn by	S. B.
Scale	1/8" = 1'-0"
Sheet No.	A-2
Project No.	9500 12 25
Client Name	FLORIAN
Room No.	
Sheet No.	



1st FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 NORTH

AREA: 7500 SQ. FT. NET GROSS

FLOOR PLAN
 SHEET NO.
 A-2

DR 88-139

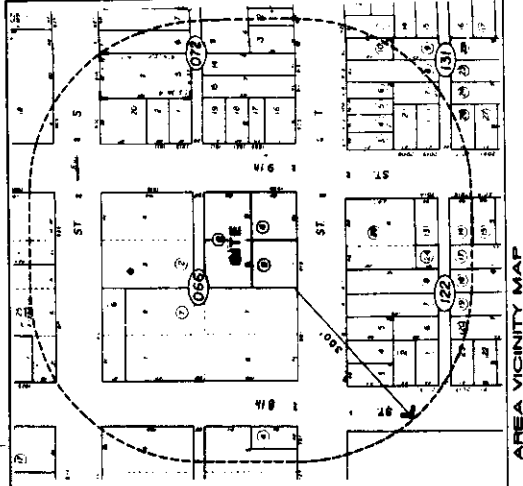
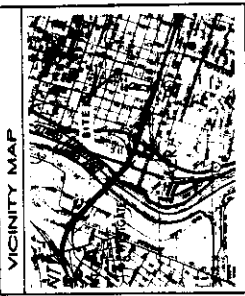
6-9-88

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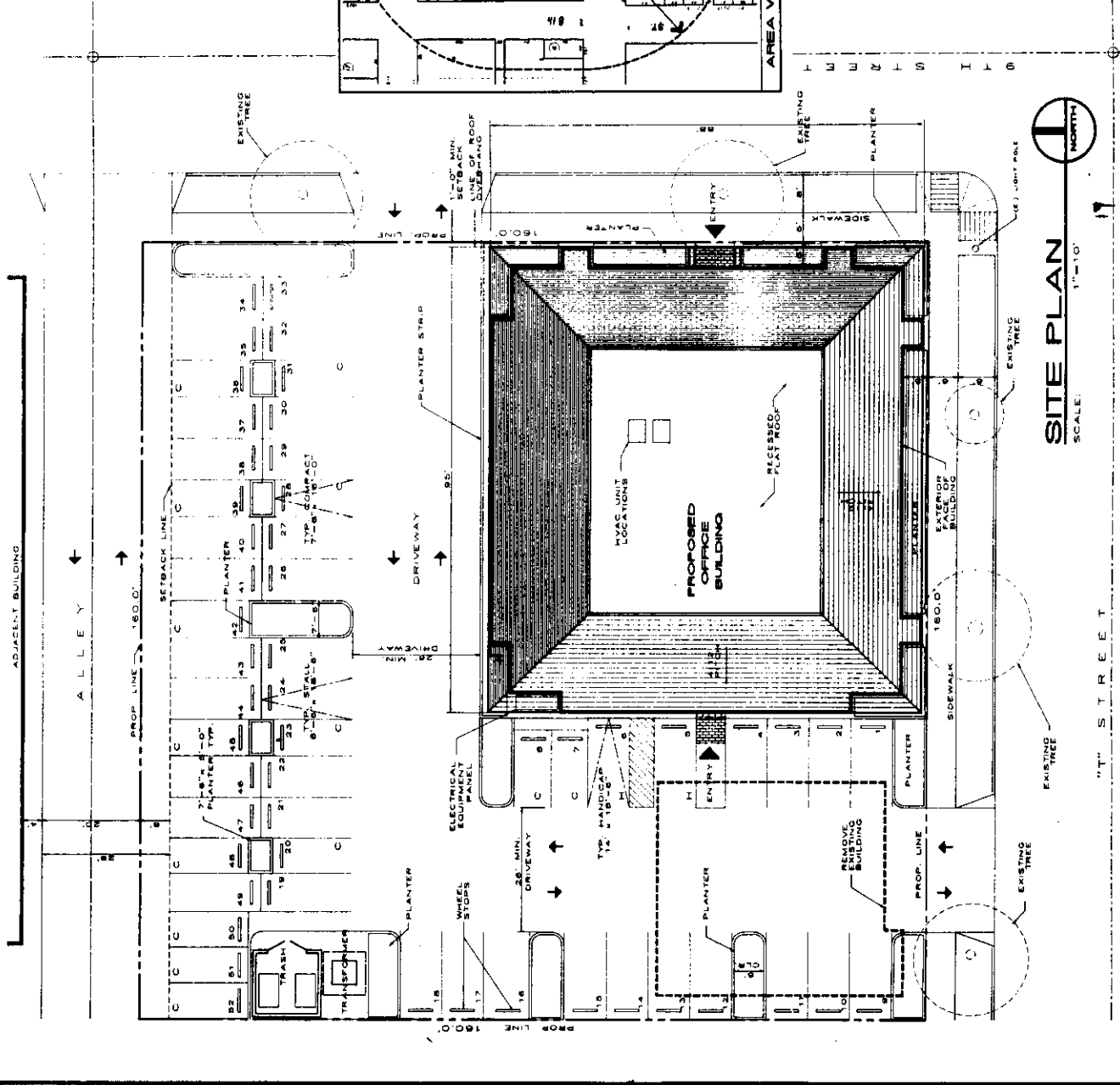
DEAN P. UNGER
 ALIA INC.
 ARCHITECTURE AND
 ENVIRONMENTAL
 PLANNING
 700 Alhambra Blvd.
 SACRAMENTO, CALIF. 95816 916 443 5743

9th + 7th ST. OFFICE BUILDING
 SACRAMENTO, CALIFORNIA

LEGEND
 The sheets in this book
 and a not to be used
 for construction unless
 approved by the architect
 or project engineer
 DATE: 6-9-88
 DRAWN BY: S. B.
 CHECKED BY:
 A-4-BB
 100% FOR THIS SITE
 SHEET NO.
 A-1
 SITE PLAN
 1/2" = 1'-0"



PROJECT DATA	
ADDRESS:	9th + 7th ST. OFFICE BUILDING, SACRAMENTO, CA
A.P.N. #:	008-008-000
OWNER:	BUTCHERS LOCAL 488
LOT AREA:	28,500 SF
PROPOSED BUILDING:	7008 SF GROSS
1ST FLOOR:	7684 SF GROSS
TOTAL:	15,348 SF NET
PARKING:	19 STALLS
COMPACT HANDICAP:	2 STALLS
TOTAL:	1 STALL/2000 SF



SITE PLAN
 SCALE: 1/2" = 1'-0"
 NORTH

PR 88-13A

6-9-88
 SABB

MEM # 40

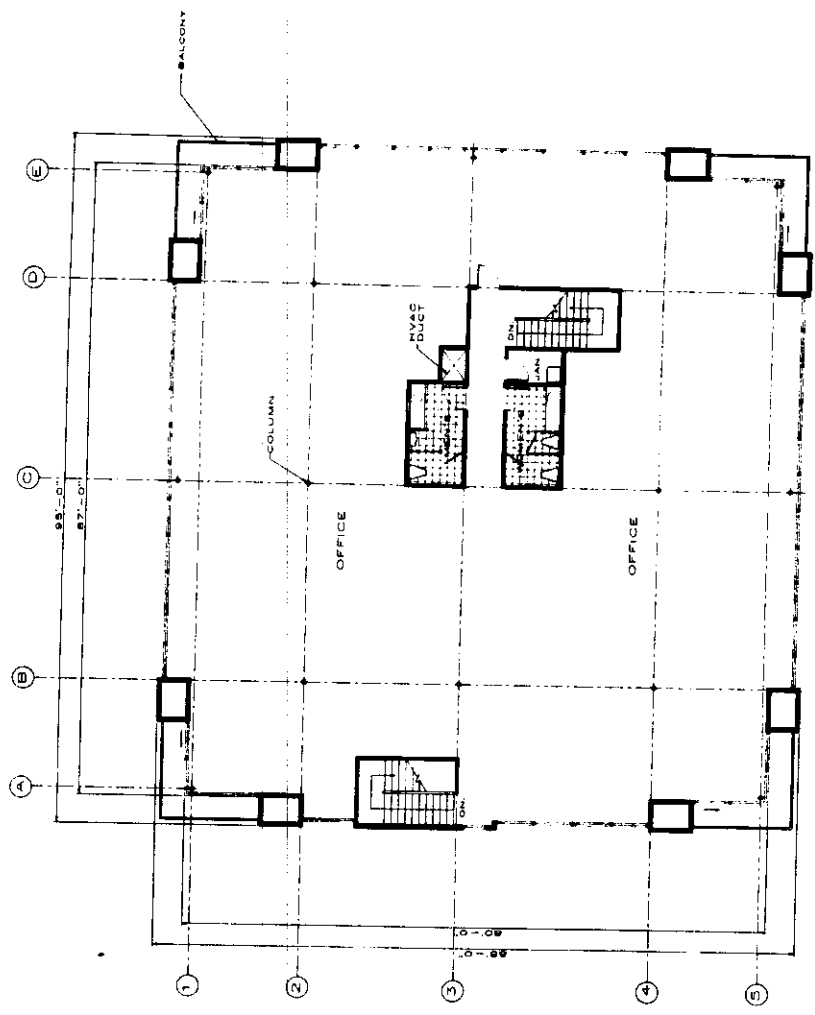
**DRAN, P. UNGER
ALIA, INC.**
ARCHITECTURE AND
ENVIRONMENTAL
PLANNING
700 Alhambra Blvd.
Alhambra, California
91801-3110 (415) 374-1100

**9TH + T OFFICE BUILDING
SACRAMENTO, CALIFORNIA**

DESIGNED BY	DRAN, P. UNGER ALIA, INC.
CHECKED BY	S. B.
DATE	4-1-88
PROJECT NO.	9TH + T OFFICE BLDG.
SCALE	1/8" = 1'-0"
DATE	4-1-88
PROJECT NO.	9TH + T OFFICE BLDG.
SCALE	1/8" = 1'-0"

A-3

FLOOR PLAN
SHEET NO. 17



AREA: 7851.3 SF GROSS
6891.6 SF NET

2nd FLOOR PLAN
SCALE: 1/8" = 1'-0"
NORTH

DR 88-139

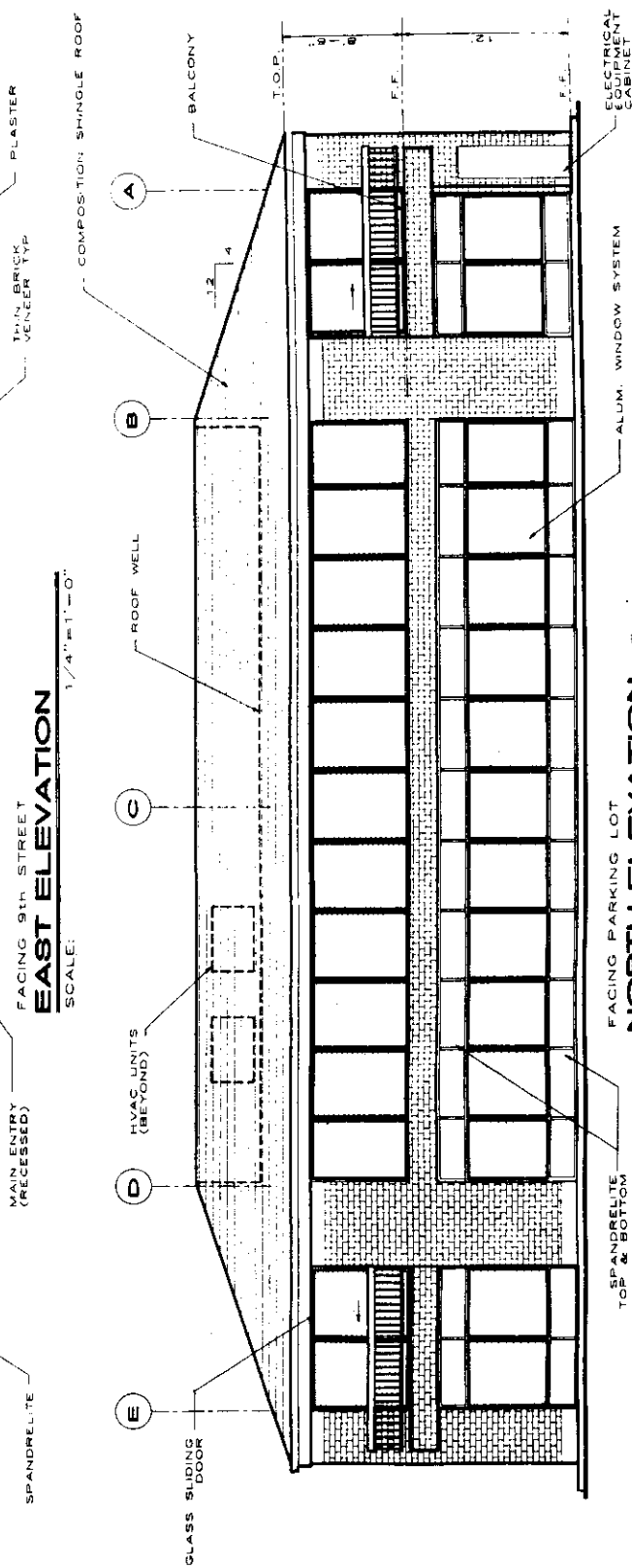
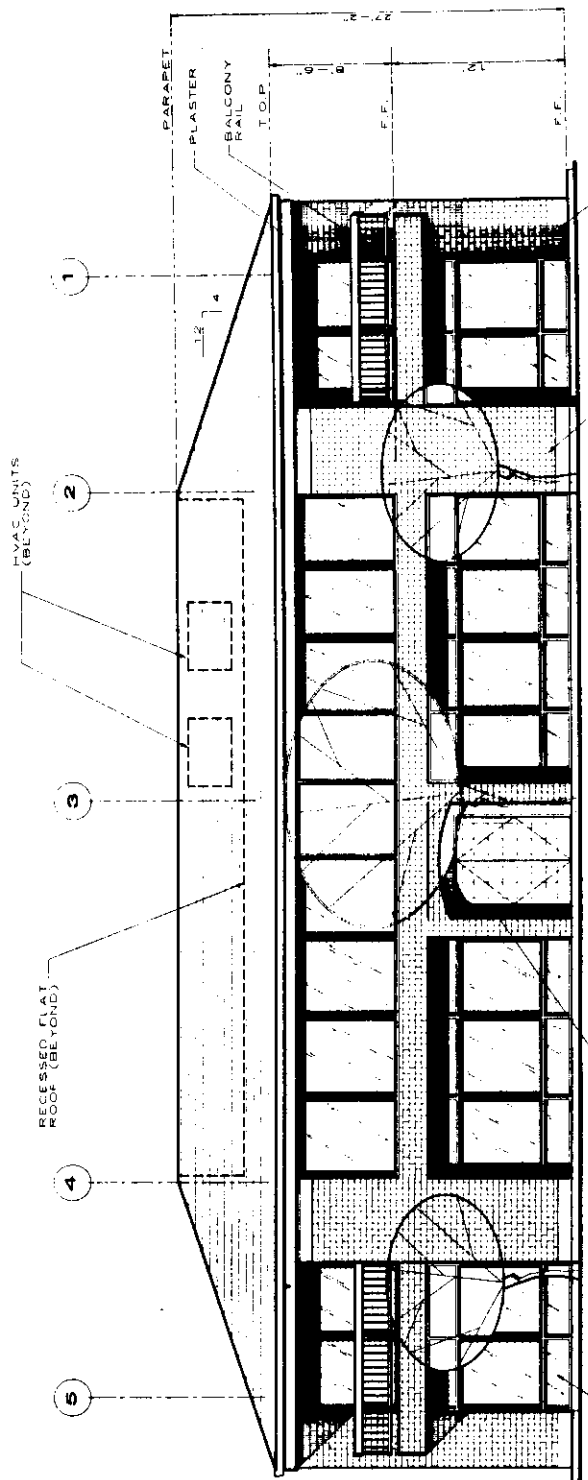
6-5-88
K. Miller

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DEAN F. UNGER
 AIA INC.
 ARCHITECTURE AND
 ENVIRONMENTAL
 PLANNING
 700 Alhambra Blvd.
 Sacramento, CA 95816
 916 443 5747

9TH + T. ST. OFFICE BUILDING
 SACRAMENTO, CALIFORNIA

REVISIONS
 The drawings are not valid
 and are not to be used
 for construction without
 signed by the architect
 SUPPLEMENT
 Drawn by: S.B.
 Checked by:
 Date:
 Title: 4-A-08
 Use for permit: E.C.-2
 Drawing no.
 A-5
 ELEVATIONS
 SHEET NO.



DR 88-139

6-9-88
 5-A-88

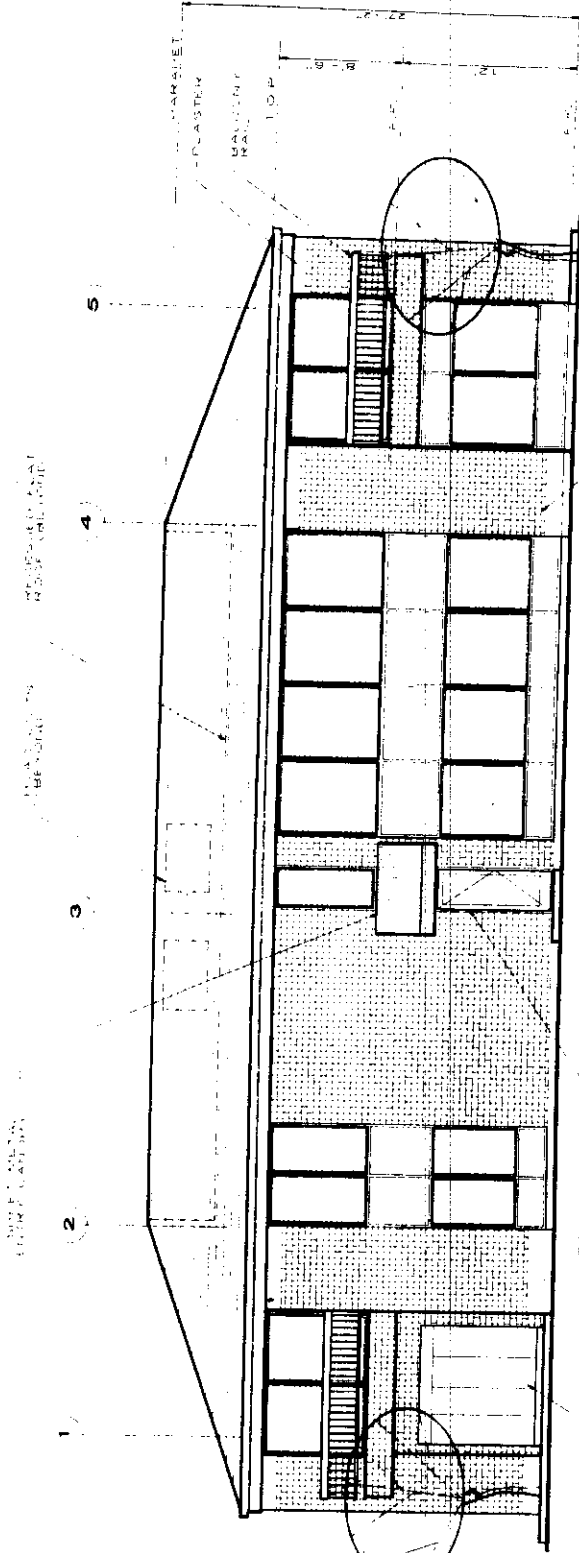
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DEAN F. UNGER
 AIA, INC.
 ARCHITECT
 2015 15th Street
 Sacramento, CA 95811
 (916) 441-1111

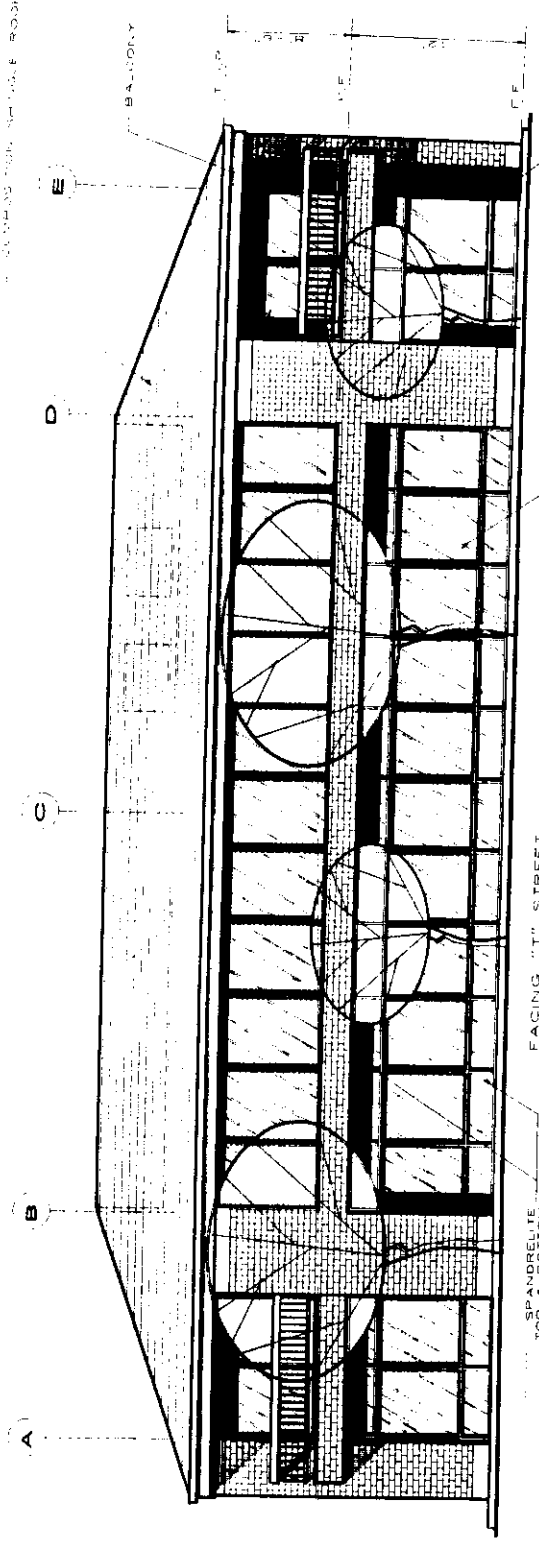
9th + T. ST. OFFICE BUILDING
 SACRAMENTO, CALIFORNIA

DATE	NO.	DESCRIPTION
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08/10	3	ISSUED FOR PERMITS
08/10	4	ISSUED FOR PERMITS
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08/10	99	ISSUED FOR PERMITS
08/10	100	ISSUED FOR PERMITS

A-4
 ELEVATIONS
 PART 1



WEST ELEVATION
 SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"

DR 88-139

6-9-88
 5-A-88

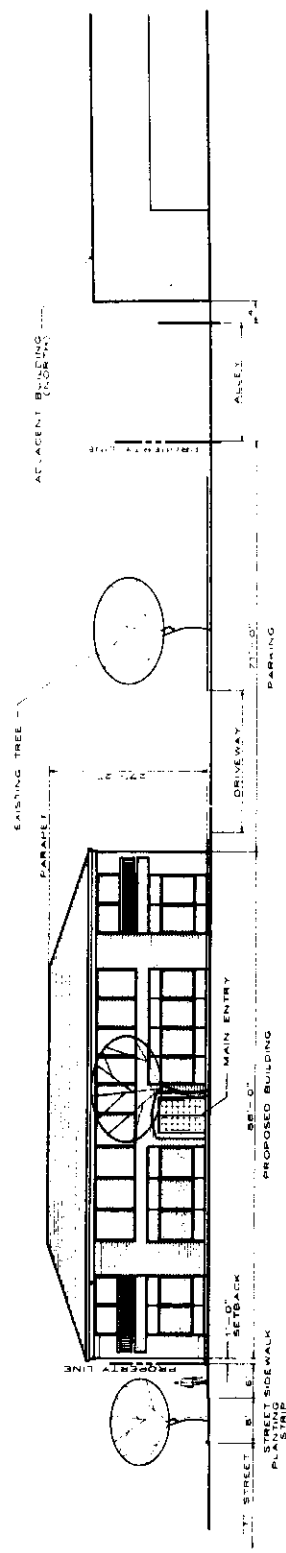
HEM
 26

DEAN F. UNGER
 AIA, INC.
 ARCHITECTS
 ENVIRONMENTAL
 PLANNING
 700 A Street, Blvd
 Sacramento, CA 95811
 916.442.5222

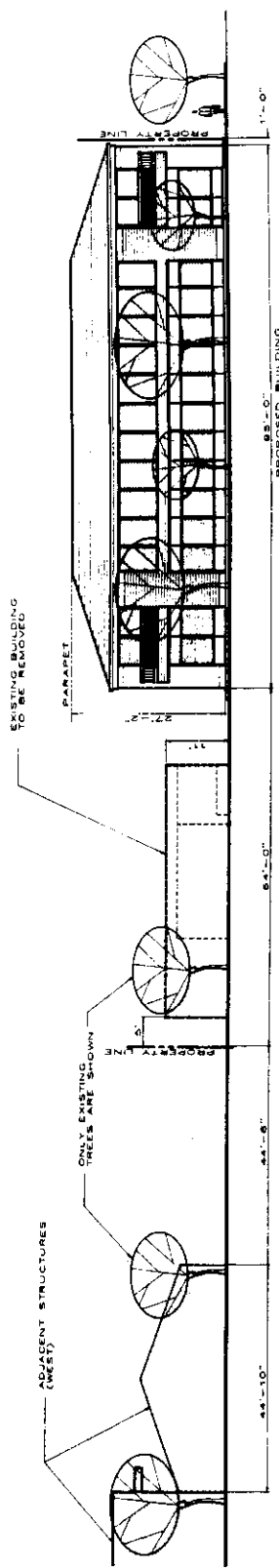
9th + T ST. OFFICE BUILDING
 SACRAMENTO, CALIFORNIA

This drawing is not to be used for construction until signed by the Architect.
 Architect:
 Date: 5-8
 Checked by:
 Plot no:
 Date: 4-11-88
 Call for plans: SITE-6.1
 Drawing no.

A-6
 SITE PROFILE
 sheet no.



FACING WEST
9th STREET ELEVATION
 SCALE: 1"=10'



FACING NORTH
T STREET ELEVATION
 SCALE: 1"=10'

DR BB-139

6-9-88
 S-K-88

ITEM 88

DEAN F. UNGER
 AIA INC.
 ARCHITECTURE AND
 ENVIRONMENTAL
 PLANNING
 2000 J Street, S.W.
 Sacramento, California
 95816 916 443 5747

KOSKI
 SULLIVAN
 Landscape Architecture
 1211
 1211

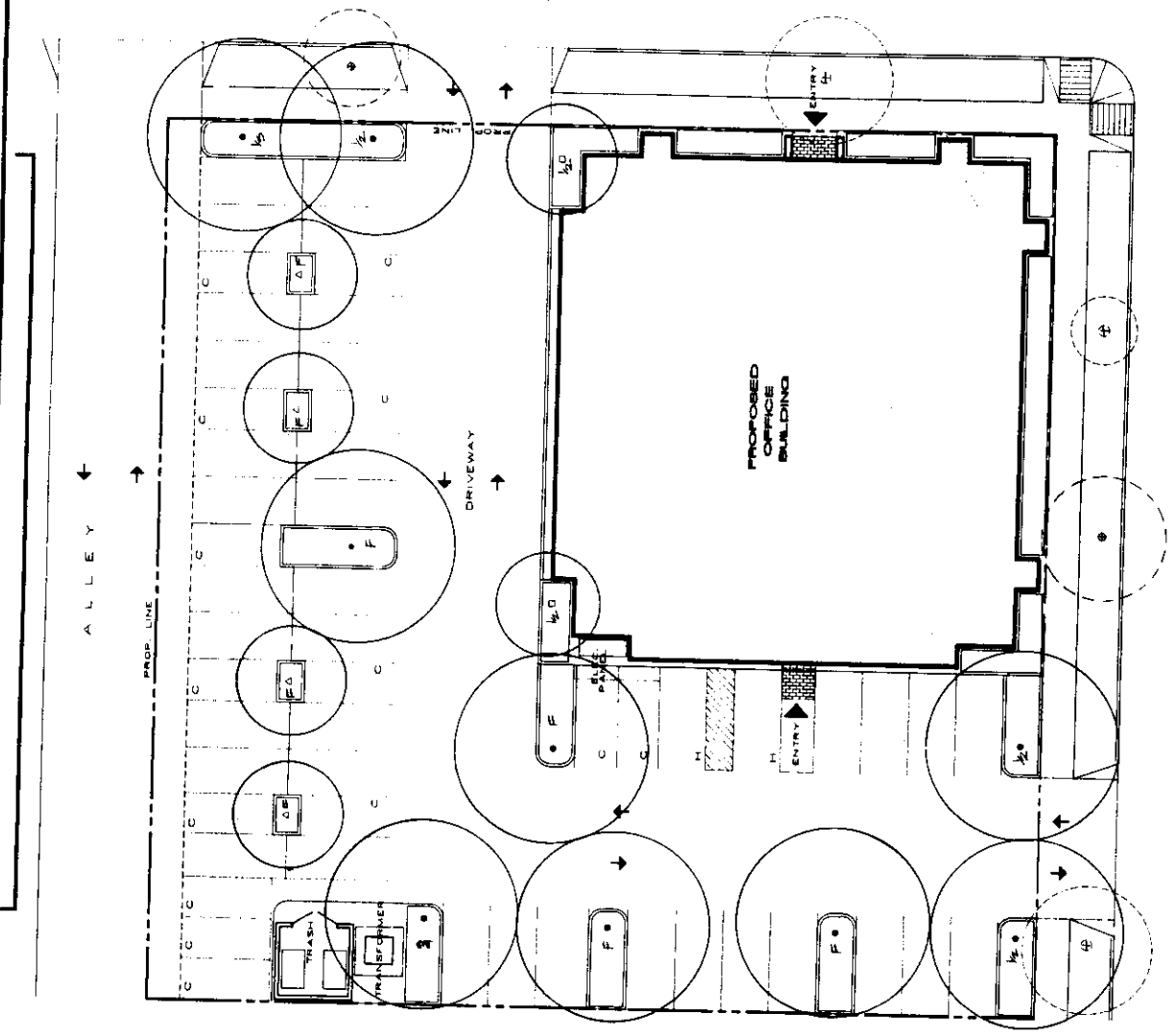
SACRAMENTO, CALIFORNIA
 95 + 77 ST. OFFICE BUILDING

PROJECT
 This drawing is not final
 and is not to be used
 for construction without
 approval by the Architect.
 ARCHITECT
 DRAWN BY: K.S.P.
 CHECKED BY: G.S.S.
 DATE: 12/1/88
 SCALE: AS SHOWN
 SHEET NO.
 PL-2
 SHADE STUDY
 SHEET NO.

SHADE STUDY:
 1. 5-15 AUSTRALIS HACKBERG (5-30 #)
 2. PRUNUS CRANITR VESUVIUS
 PURPLE LEAF PLUM (5-20 #)
 3. ACER PALMATUM (5-20 #)
 JAPANESE MAPLE

CALCULATIONS:
 1. 5-15 AUSTRALIS HACKBERG
 1. 5-15 AUSTRALIS HACKBERG = 122
 2. 5-15 AUSTRALIS HACKBERG = 443
 3. 5-15 AUSTRALIS HACKBERG = 521
 4. 5-15 AUSTRALIS HACKBERG = 1206
 5. 5-15 AUSTRALIS HACKBERG = 1914
 TOTAL SHADING PROVIDED = 7,104 (50%)

15-20 # TREES
 TOTAL PARKING AREA = 15,619
 TOTAL SHADING REQ'D = 7,809 (50%)
 TOTAL SHADING PROVIDED = 7,104 (50%)



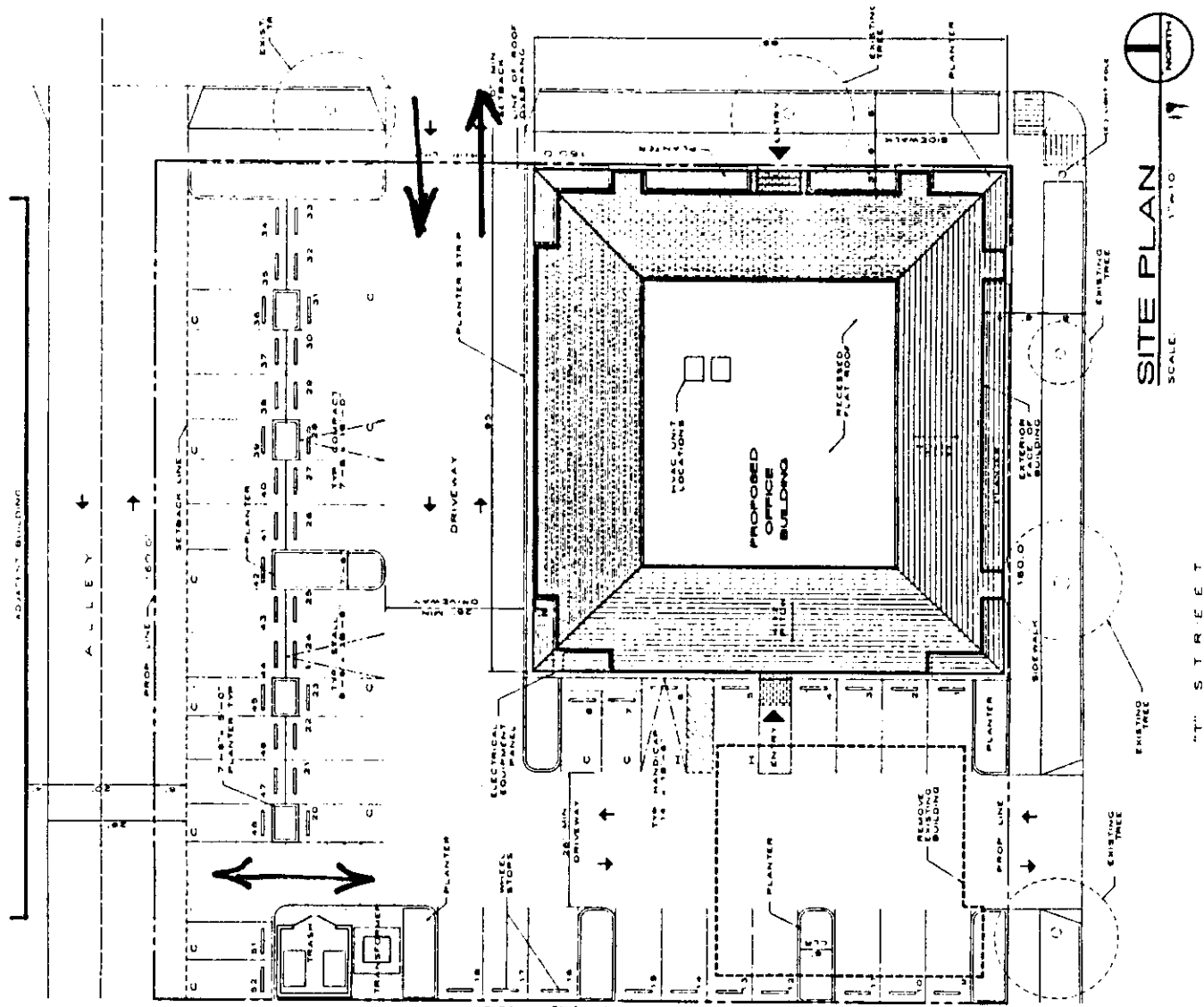
SHADE STUDY
 SCALE: 1" = 10'
 NORTH

DR 88-139

S-188
 1-9-88

ITEM 45
 H.S.

ACCESS PREFERRED BY APPLICANT



SITE PLAN
SCALE: 1" = 10'

"T" STREET

DR BB-139

6-9-88

REM. 45


Design Review/Preservation Board
Sacramento, California

Members in Session:

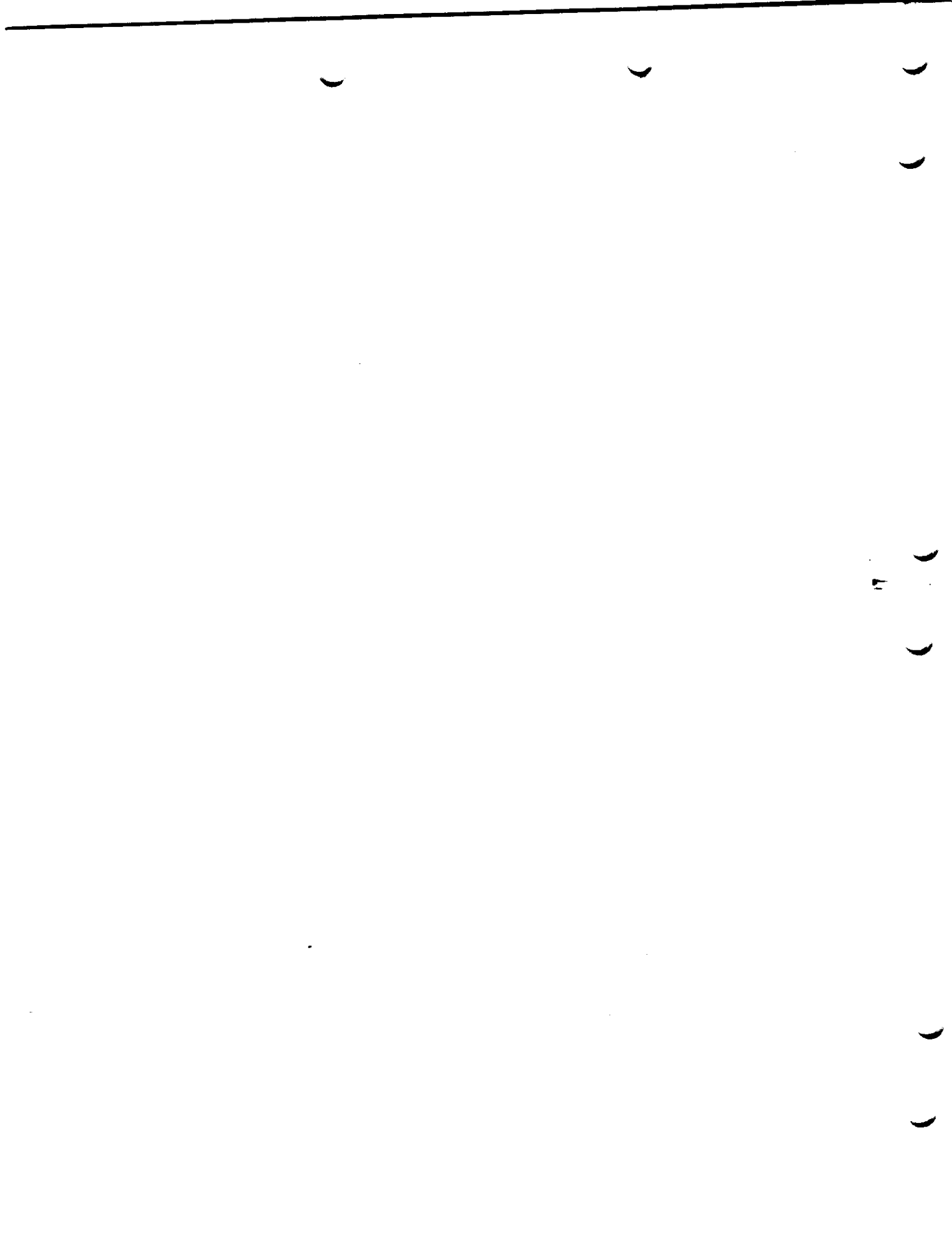
SUBJECT: Amended Staff Recommendation for Office Proposal
1930 - 9th Street (DR88-139)

Subsequent to preparation of the staff report, staff discussed with Traffic Engineering the possibility that drivers, when finding the main parking area full, might exit the 9th Street driveway and turn left against the one-way flow of traffic to take the shortest route to the alley accessed parking spaces. Apparently, it is not uncommon that driver's will make such illegal vehicle movement when encountering this type of situation. Therefore, on the basis of staff's concern and Traffic Engineering's recommendation, staff modifies its recommendation to include as a condition of approval (Condition #9) that, "The parking layout shall be revised in such a way that driver's do not need to exit the site, except directly to the alley, to find an available parking space, subject to staff review and approval."

Respectfully submitted,

for 
Richard B. Hastings,
Design Review/Preservation Director

RBH:RL:vf



DESIGN REVIEW & PRESERVATION BOARD
1231 "T" Street, Suite 200 - SACRAMENTO, CALIFORNIA 95814

APPLICANT	Dean Unger, AIA, Inc. 700 Alhambra Blvd., Sacramento, CA 95816				
OWNER	Butcher's Local 498, 819 T Street, Sacramento, CA 95814				
PLANS BY	Dean Unger, AIA, Inc. 700 Alhambra Blvd., Sacramento, CA 95816				
FILING DATE	4/4/88				
NEGATIVE DEC.	FIR	ASSESSOR'S PCL. NO.	009-0066-004,008,009	REPORT BY:	RL/vf

Approved with added conditions

LOCATION: 819 T Street

PROPOSAL: The applicant proposes development of a two story office building of 15,360+ sq. ft.

PROJECT INFORMATION:

Existing Zoning of Site: C-2
Existing Land Use of Site: Office Building, surface parking

Surrounding Land Use and Zoning:

North: Offices; C-2
South: Single Family, Tire Shop; R-1, C-2
East: Single Family, Two Family; C-2
West: Industrial Supply; C-2

Parking Required: 38 spaces
Parking Proposed: 52 spaces
Parking Ratio: 1:400 (non-medical office)
Property Dimensions: 160' x 160'
Property Area: 25,600 sq. ft.

Square Footage of Building: 15,360+ sq ft.
Height of Building: 2 Stories
Exterior Building Colors: Brick red, tan, grey
Exterior Building Materials: Brick, glass, stucco

PROJECT EVALUATION: Staff has the following comments and concerns regarding the proposed project.

1. The proposed structure will have brick veneer, grey glass, brown aluminum window/door framing and spandrelites; off-white stucco on the exterior walls and dark composition shingles on the sloped portion of the roof is also proposed.

Balconies and recessed window planes provide relief and a shade and shadow effect at the corners of the building. The ground floor bank of windows have a greater amount of recess on the street elevations than on the parking lot elevations. The greater recess depth would be desirable on all elevations. The location of a driveway along the north parking lot elevation with only a two foot wide planter fronting that side of the building detracts from the aesthetics of project in that the north elevation will be quite visible to the one-way southbound 9th Street.

The west parking lot elevation, while also lacking the recessing of the ground floor bank of windows, can be softened by incorporating the adjacent parking space overhang area into a wider planter width fronting the elevation. The west elevation suffers from a weak rear entry design. Simply providing a side lite equal to the width of the door at ground level, doubling the width of the window opening above at the second floor and lengthening the sheet metal canopy accordingly would create a better defined entry. It would also have better proportions in relationship to the overall fenestration and elevation design.

2. A tile or metal roof instead of the proposed composition shingles would provide a more complementary cap to the brick clad structure.
3. The parking lot has a highly efficient design with respect to maximizing the number of parking spaces. In terms of landscape layout, it is not much more than a minimum standard design. Frontage planters are extra wide. Interior planters are provided to meet minimum tree shading requirements. Increased interior planter area can be achieved and the cluttered look of the prefab wheel stops can be eliminated by providing a continuous planter at the head of all parking including and incorporating the vehicle overhang area as planting space. The 9th Street fronting planter if lengthen to the alley would reduce the visibility of the alley from 9th Street.

An even more effective provision for landscaping can be achieve by eliminating parking accessed from the alley. Parking could be provided along both sides of the driveway as is proposed in the west parking lot. Thereby, the six feet of on-site maneuvering along the alley could be utilized for landscaping. This would be staff's preference. Close to 1,000 sq. ft. of additional landscaping could be created and the unsightliness of a large expanse of asphalt straddling the alley would be lessened. The added benefit of such a change would be to remove the stark driveway from being adjacent to the building. It would then be possible to increase the planting in front of the north elevation using the overhang area of the relocated row of parking to compensate for the lack of recess in the ground floor window area.

The problem for the building owner would be the loss of some parking spaces. The applicant has indicated to staff, the owners need for parking in excess of the City's parking requirements.

The change in the driveway location would also result in the loss of a street tree.

4. All relevant factors considered, staff would not pursue the option to modify the parking ingress and egress from the alley provided the recessing of the ground floor windows on the north elevation be accomplished. On the west elevation, no recessing would be sought by staff provided the overhang area of the parking be utilized for additional planting area and that plant material and a revised entry design is provided to effectively enhance the aesthetics of that elevation.

5. The more northerly of the two handicap parking space will need to be relocated to the south side of the rear building entry. The user of the space as drawn would need to travel behind the other handicap space. This is inconsistent with handicap parking regulations.
6. Appropriate cladding for the trash enclosure would be brick to match the building. Heavy gauge ribbed metal would provide durability and aesthetics to the gate.
7. The deciduous tree in the planters fronting the parking lot will not offer a year round screening benefit. Non-deciduous trees are preferred.

STAFF RECOMMENDATION: Staff recommends approval of the proposed project subject to the following conditions.

1. The ground floor windows on the north elevation shall be recessed per the street elevations.
2. The rear entry shall be modified with an added side lite panel, a doubling of the window width above, and added width for the metal canopy. These changes and landscape treatment subject to staff review and approval shall adequately compensate for the lack of recessing in the ground floor west windows in achieving an aesthetically pleasing facade.
3. The sloped roof material shall be either tile or metal in a color and style subject to review and approval by staff.
4. The planter fronting the 9th Street side of parking lot shall be extended to the alley right-of-way.
5. The overhang area of the parking spaces shall be utilized for planting area. A continuous six inch raised concrete curb shall serve both as a retainer for the planters and as a wheel stop for parked vehicles.
6. The trash enclosure design shall conform to City standards and shall be compatible in materials with the building and shall be subject to staff review and approval.
7. Non-deciduous trees shall be used in planters fronting the parking lot subject to staff review and approval.
8. Revised plans and detailed landscape and irrigation plans shall be submitted for review and approval by staff.
9. *Added conditions 9 & 10* Parking lot access shall be modified per the staff revised site plan and may be further modified subject to staff review and approval.
10. A screening wall shall be placed in the planter fronting the 9th Street side of the parking lot. The height shall be three feet and the materials shall be brick to match the building subject to staff review and approval.
11. The front building entry shall be redesigned to achieve greater visual emphasis, subject to staff review and approval.

- 12. *The positions of the transformer and trash enclosure shall be switched to provide better access to the trash enclosure subject to staff review and approval.*

Approval is based on the following findings of fact:

- 1. The project, as conditioned shall blend in with the surrounding neighborhood.
- 2. The project, as conditioned, is in conformance with the Board's design criteria.

APPROVAL BY THE DESIGN REVIEW/PRESERVATION BOARD DOES NOT RELIEVE THE APPLICANT OF THE RESPONSIBILITY TO MEET REQUIREMENTS OF ALL ZONING ORDINANCES AND BUILDING CODES.

FINAL PLANS SUBMITTED TO THE CITY FOR A BUILDING PERMIT WILL INCLUDE ALL CHANGES REQUIRED AS CONDITIONS OF APPROVAL BY THE BOARD. THE CHANGES WILL BE SHOWN BY DRAWING REVISIONS AND/OR BY NOTATION, WHICHEVER IS MORE APPLICABLE. PLANS WHICH HAVE OMISSIONS WILL BE RETURNED TO THE APPLICANT FOR CORRECTION AND WILL NOT BE PROCESSED. THE APPLICANT IS RESPONSIBLE FOR ANY TIME LOST DUE TO INCOMPLETE PLANS. NO EXCEPTIONS WILL BE MADE.

THE APPLICANT IS RESPONSIBLE FOR ANY DELAYS RESULTING FROM NONCOMPLIANCE WITH CONDITIONS OF APPROVAL.

DR88-139

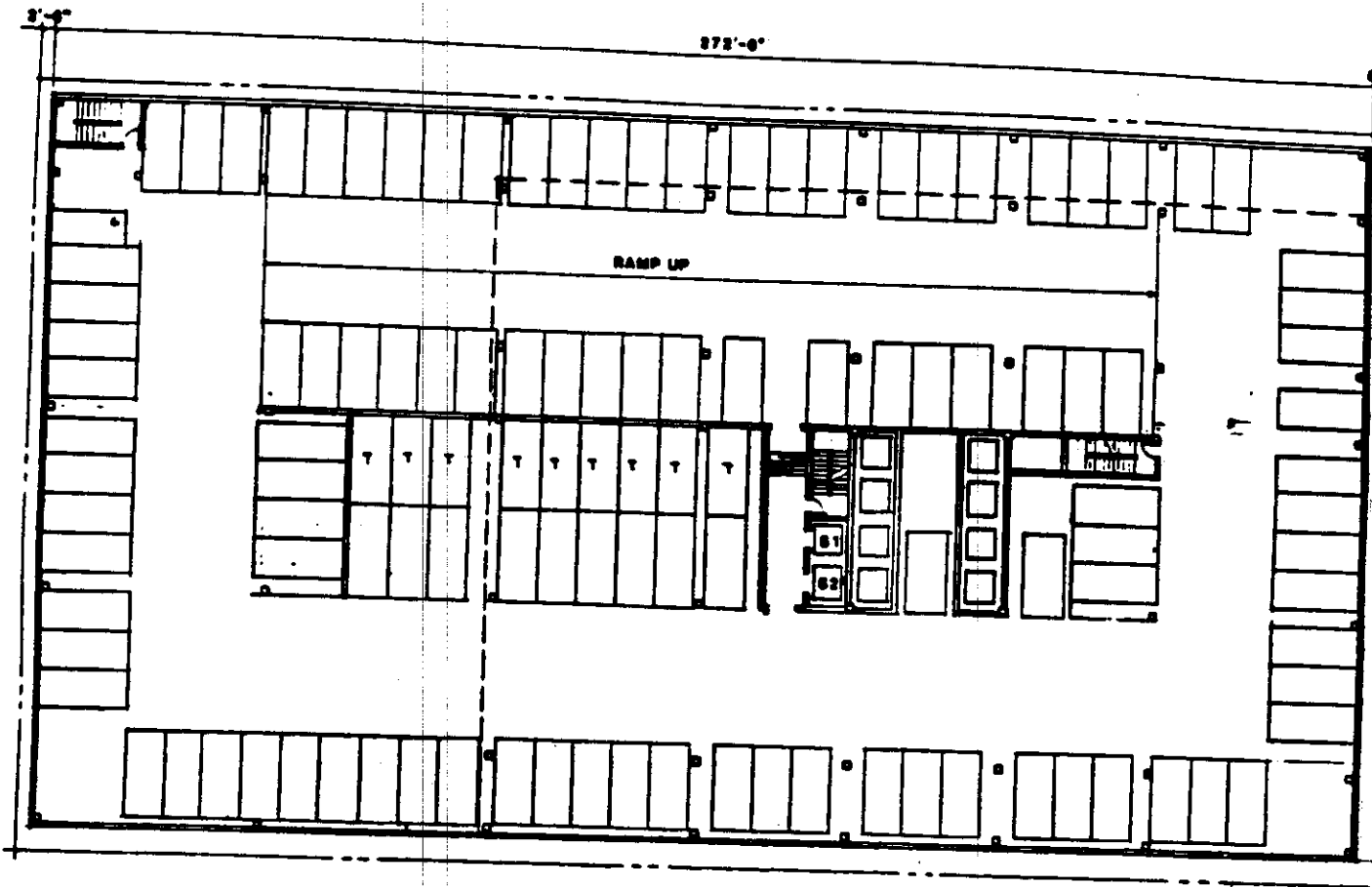
~~May 4, 1988~~

6-9-88

Item #~~44~~

45

45



120 TOTAL PARKING SPACES

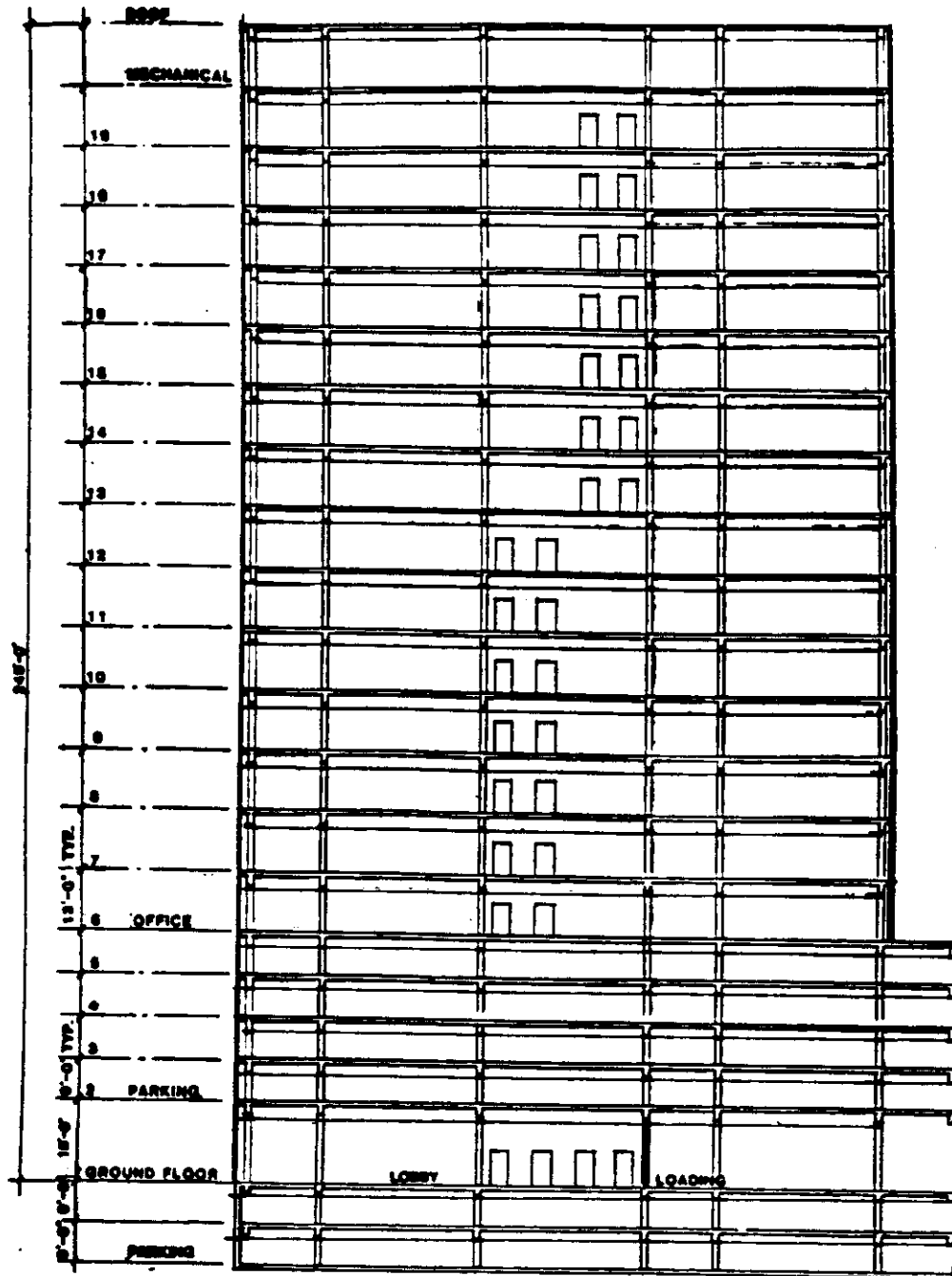
TYPICAL PARKING PLAN



**GOLDEN STATE TOWER
J.B./R.J.B.**



**DMJM
MAY 20, 1966**

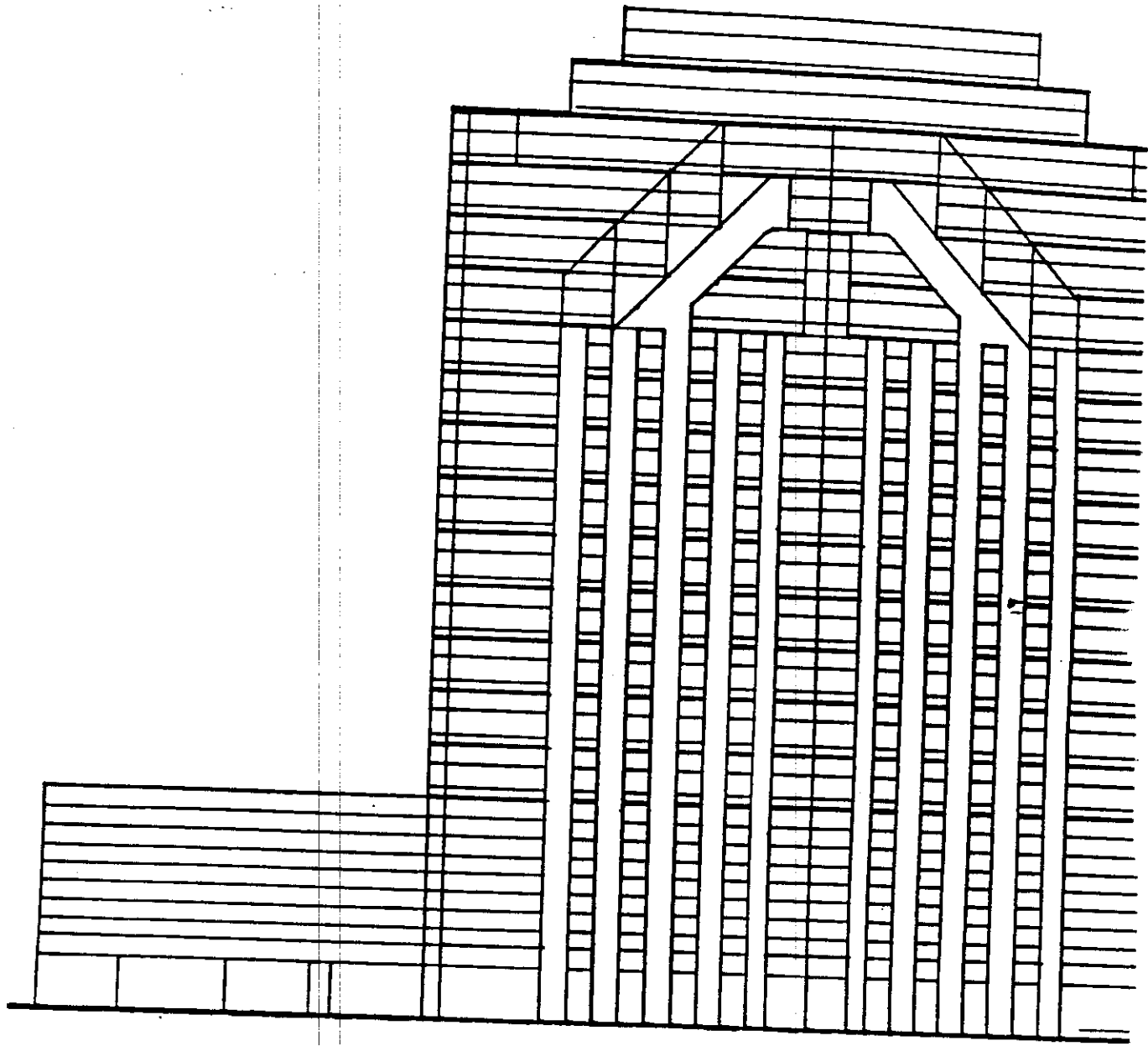


SECTION

GOLDEN STATE TOWER
J.B./R.J.S.



DMJM
MAY 20, 19

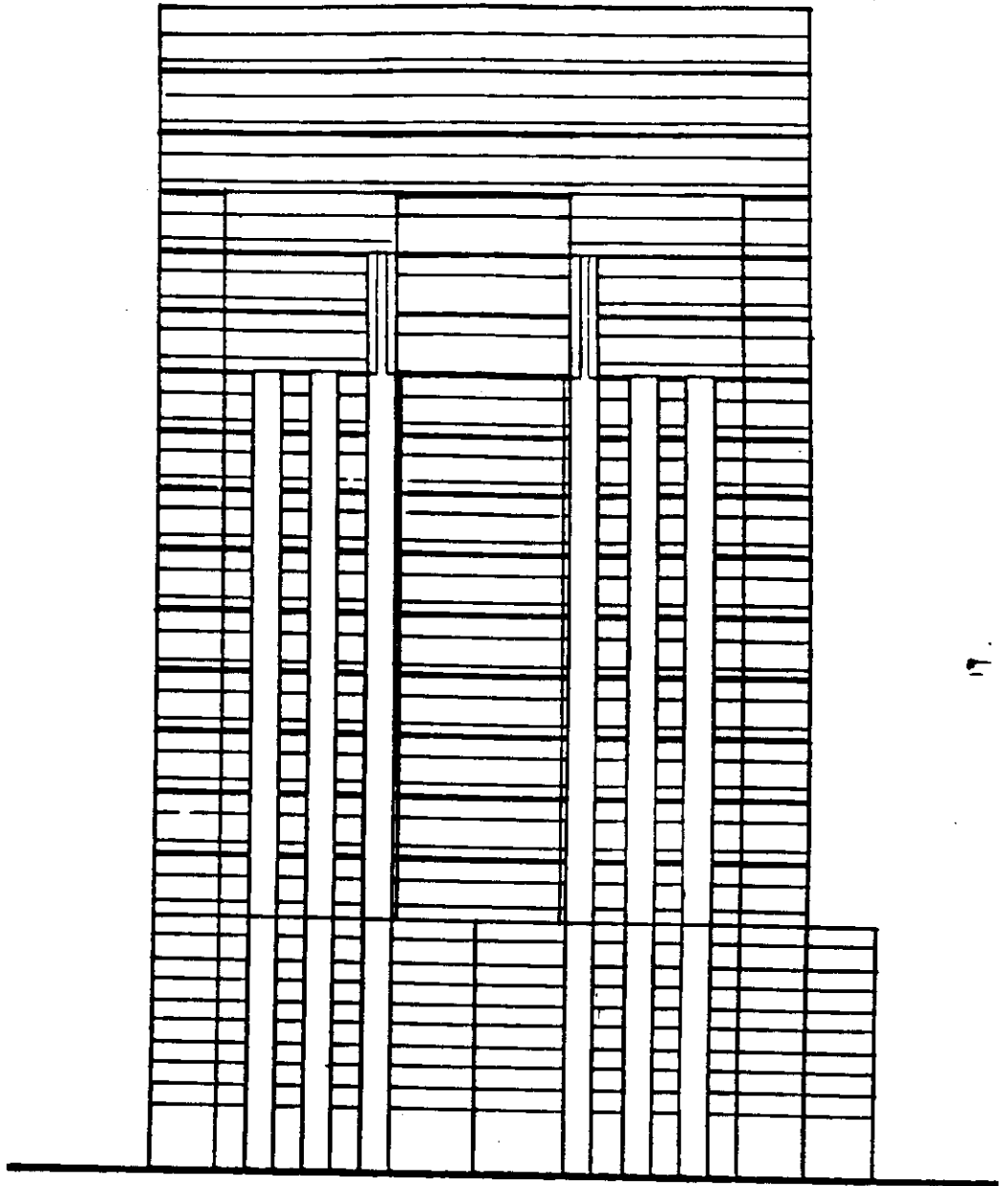


NORTH ELEVATION (O STREET)

**GOLDEN STATE TOWER
J.B./R.J.B.**



**DMJM
MAY 20, 1961**

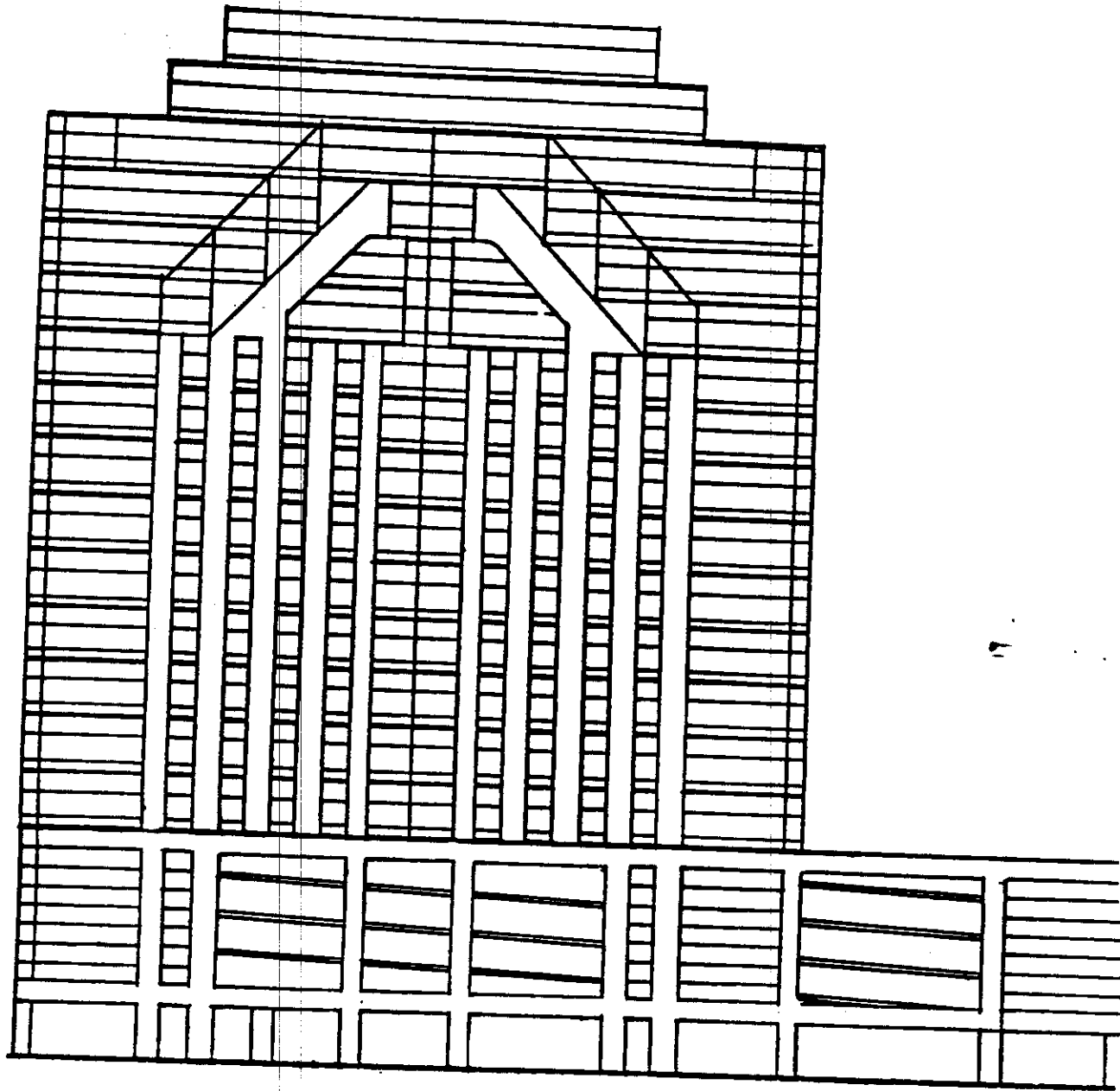


WEST ELEVATION (SEVENTH STREET)

**GOLDEN STATE TOWER
J.B./R.J.B.**



**DMJM
MAY 20, 1950**

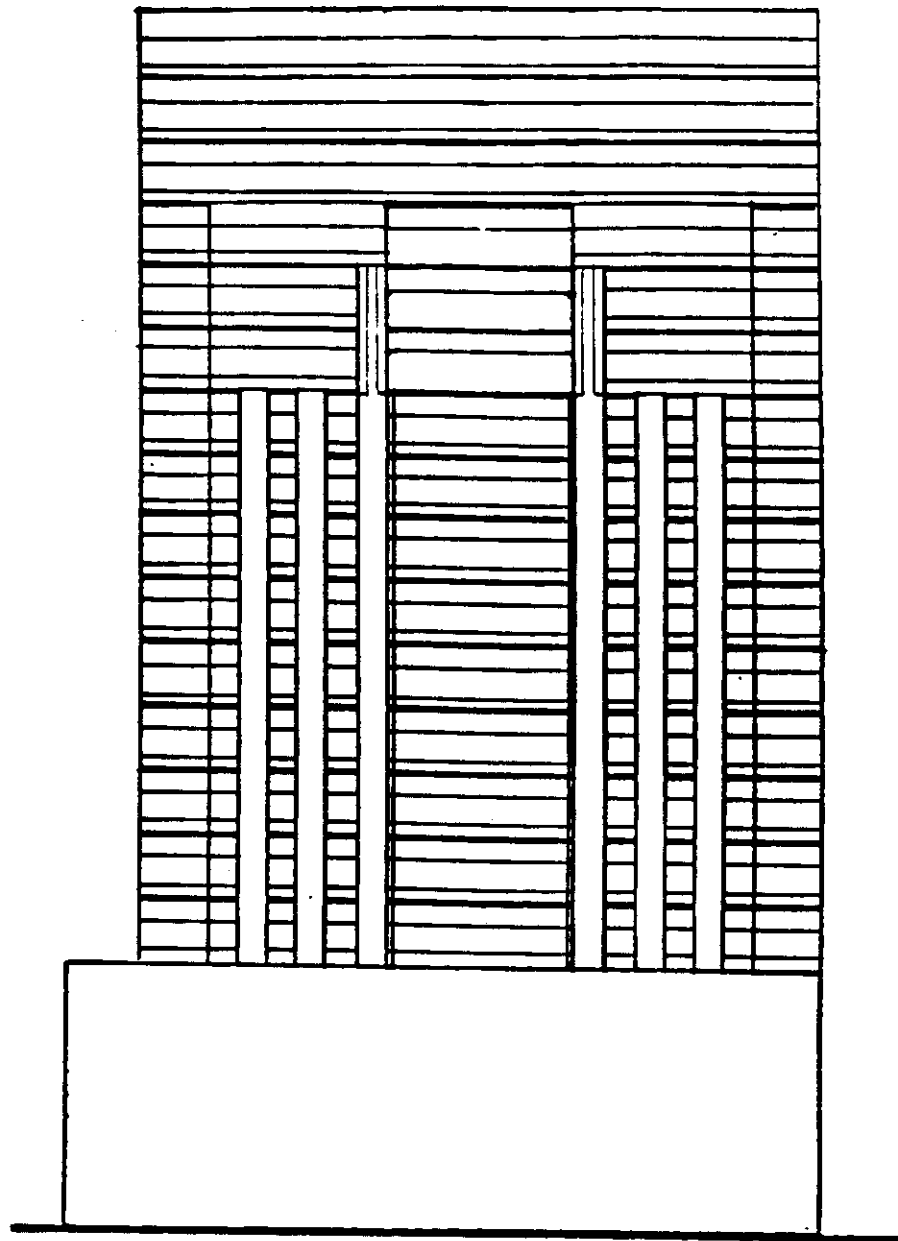


SOUTH ELEVATION

**GOLDEN STATE TOWER
J.B./R.J.B.**



**DMJM
MAY 20, 1981**

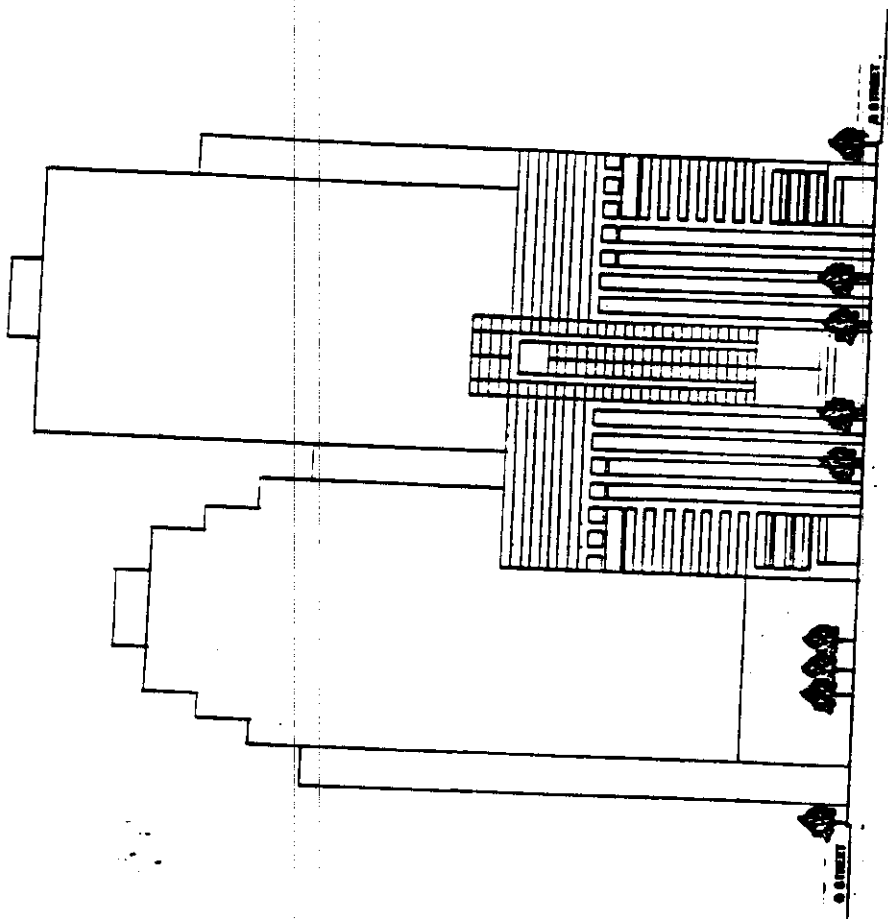


EAST ELEVATION

GOLDEN STATE TOWER
J.B./R.J.B.



DMJM
MAY 20, 19

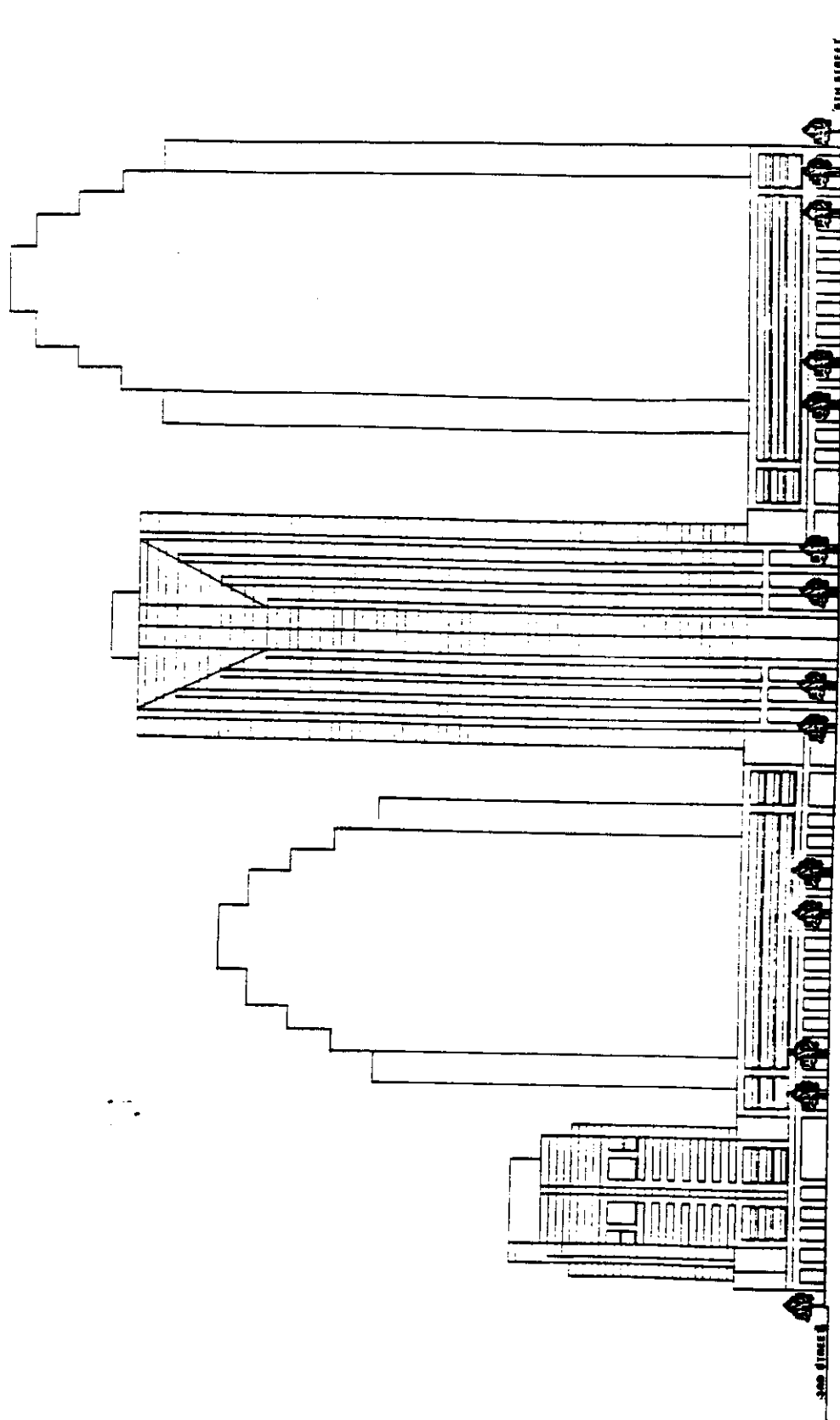


CALIFORNIA CAPITOL CENTER
MASTER PLAN
3RD STREET ELEVATION

DATE: 3/1/88
SCALE: AS SHOWN

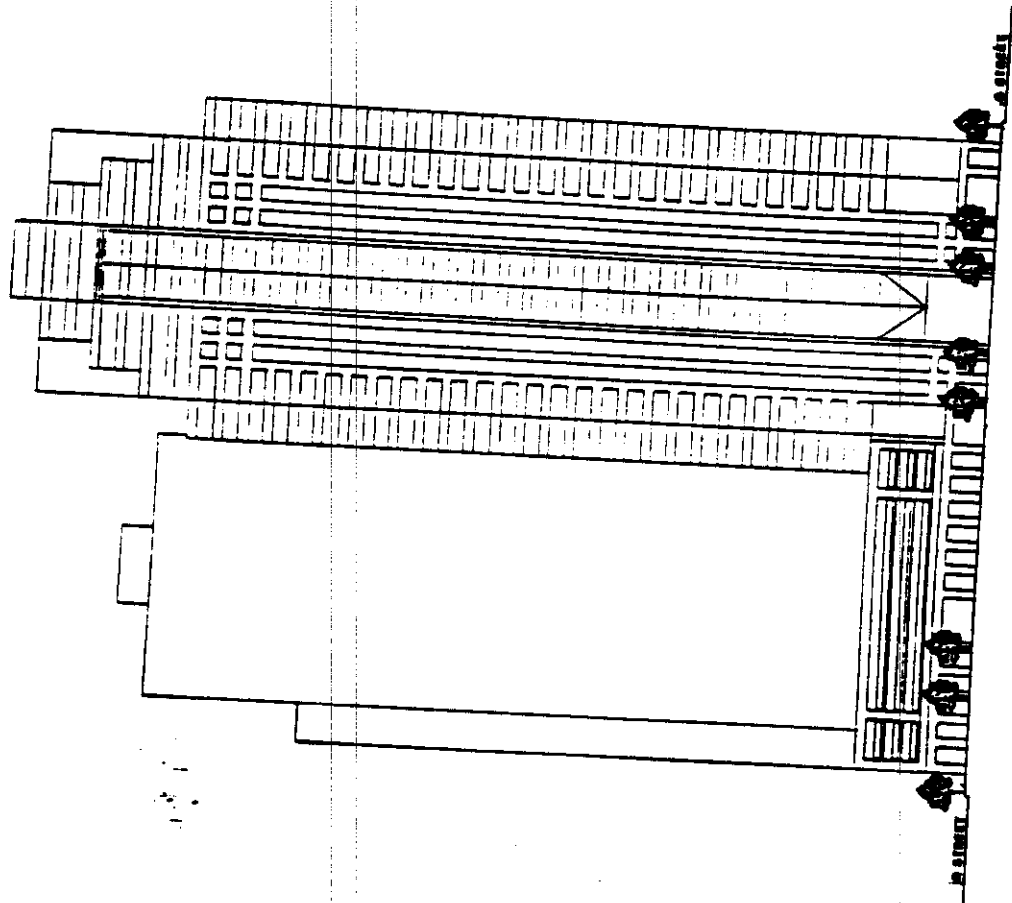
3/1/1988

DMJM
DORR, MITCHELL & JOHNSON
ARCHITECTS
1000 CALIFORNIA STREET
SAN FRANCISCO, CALIF. 94108
TELEPHONE: 415-774-1100



CALIFORNIA CAPITOL CENTER
MASTER PLAN
R E E T E V A T I O N

DWIM

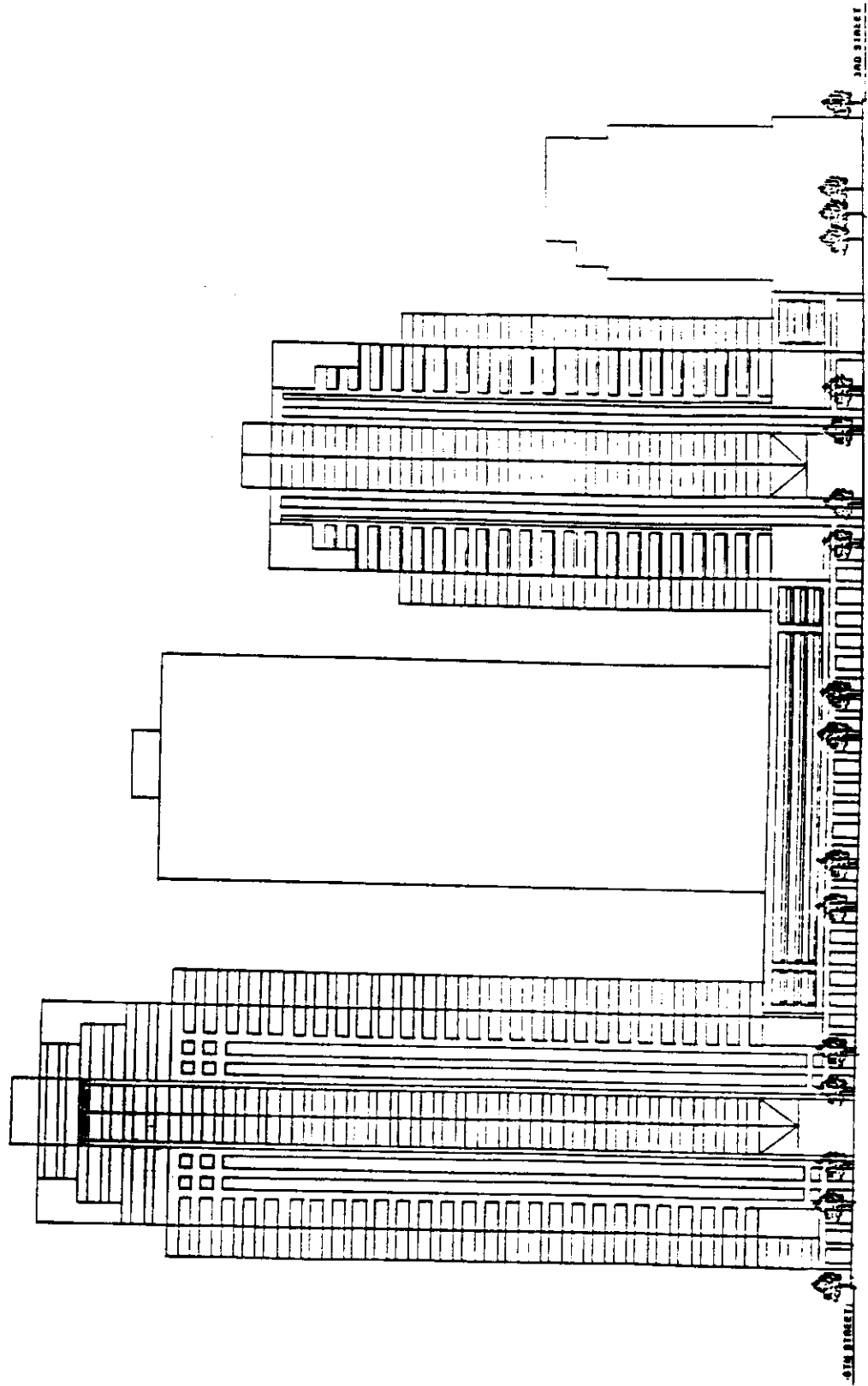


CALIFORNIA CAPITOL CENTER
MASTER PLAN
5TH STREET ELEVATION

DATE: 3/1/88
SCALE: 1/8" = 1'-0"

3/1/1988

DMJM
ARCHITECTS
1000 BROADWAY, SUITE 2000
SAN FRANCISCO, CA 94103
(415) 774-1000



CALIFORNIA CAPITOL CENTER
MASTER PLAN
Q STREET ELEVATION

DML:JM

I. Drainage System

- Describe the existing drainage system in the corridor carrying storm runoff to the Sacramento River.
- Describe any planned improvements to the existing drainage system. This information will be provided by the Flood Control and Sewer Department of Sacramento Public Works.
- Describe any localized flooding that currently occurs in the corridor.
- Identify existing and long-term capacity constraints of the existing drainage system.
- Estimate the amount of increased storm runoff expected to occur as a result of corridor development under all alternatives.
- Assess the ability of the drainage system to accommodate project increases in storm runoff.
- Discuss long-term maintenance of the drainage system in the corridor.
- Develop a set of functional measures to mitigate or minimize adverse impacts to the drainage system associated with corridor development. Costs to implement measures identified as City responsibility will be projected based on information from the Department of Public Works. Funding mechanisms, as appropriate, will be identified.

K. Water Supply

- On the basis of information from the Sacramento Public Works Water Department, describe existing water service in the corridor, including the source of water. Describe the existing treatment and distribution system operated by the City of Sacramento.
- Describe planned improvements to the existing water supply and distribution network and the projected schedule of planned improvements.
- Discuss existing and long-term availability of water to support development in the corridor in terms of supply, treatment (water quality), and distribution. Identify the water supply, treatment and/or distribution constraints to corridor development.
- Project water demand for the future under all alternatives.
- Assess the ability of existing and future water supplies to meet projected demand. Determine whether water would be available to meet daily and peak water demand.

- Evaluate the capacity of water treatment plants and storage facilities to meet projected demand.
- Evaluate the ability of the water distribution network to meet projected demand.
- Develop a set of functional measures to mitigate or minimize adverse impacts to the water system associated with corridor development. Costs to implement measures identified as City responsibility will be projected based on information from the Department of Public Works. Funding mechanisms, as appropriate, will be identified.

L. Solid Waste

- Identify the solid waste collection and disposal system in the corridor provided by the Solid Waste Division of the City of Sacramento.
- Estimate the amount of refuse generated by the future under all alternatives.
- Assess the ability of the disposal system to accommodate the refuse generated by corridor development.
- Develop a set of functional measures to mitigate or minimize adverse impacts to the solid waste disposal system associated with corridor development. Describe how costs would be covered.

M. Police Protection Services

- Identify the location and service capabilities of the Sacramento City Police Department stations currently serving the corridor.
- Report the number of patrol units that regularly patrol the corridor and the probable response time for a service call to points in the corridor.
- Describe the existing types and frequencies of service calls in the corridor.
- Project the demand for police protection services associated with the future under all alternatives.
- Describe potential public safety or security problems associated with specific projects in the corridor, including emergency access concerns.
- Determine the ability of the Sacramento Police Department to serve the corridor for the future under all alternatives. The need for additional personnel and equipment and the costs associated with these improvements will be discussed in the Fiscal Impacts section.

- Describe potential methods of funding improvements to police protection services in the corridor.

N. Fire Protection Services

- Identify the location and service capabilities of the Sacramento Fire Department stations currently serving the corridor.
- Discuss fire safety concerns in the corridor and the frequency and scale of past incidents requiring Sacramento Fire Department response.
- Project the demand for fire protection services associated with the future under all alternatives.
- Describe potential fire safety problems associated with specific projects in the corridor, including emergency access concerns.
- Describe the City's Uniform Fire Code requirements with which specific project developments in the corridor would have to conform.
- Determine the ability of the Sacramento Fire Department to serve the corridor for the future under all alternatives. The need for additional personnel and equipment and the costs associated with these improvements will be discussed in the Fiscal Impacts section.
- On the basis of information from the Sacramento Fire Department describe applicable regulations and requirements for the water delivery system in the corridor. Potential costs will be discussed in the Fiscal Impacts section.
- Describe potential methods of funding improvements to fire protection services in the corridor.
- Suggest measures to alleviate potential impacts on fire protection services, which may include requiring fire-retardant plant species for landscaping, requirements for internal sprinkler systems, and provision of emergency access routes.

O. Microwave/Radar Transmission

- Describe existing operation of NWS's WSR-57 weather radar on the basis of information provided by NWS. Also describe NWS's planned installation of weather radar at Davis in 1993.
- On the basis of existing Federal Communication Commission (FCC) license data and communications received by the lead agency in response to the Notice of Preparation, identify other radar, microwave and radio communications in the project area that could be adversely affected by high-rise construction. Contact selected licensees to determine transmission paths, giving special attention to emergency service communications.

- Identify and describe any pertinent Federal, State, or local regulations, plans, or policies that address radio or microwave communications, or radar operations. Also identify any Federal, State, or local health standards for electromagnetic radiation.
- On a generic level, briefly describe microwave, radio, and radar technology and applications. Include a description of the frequency bands used by each, and a typical range of power levels used. Describe how high-rise buildings might block or otherwise interfere with these technologies.
- On the basis of information provided by NWS and its NEXRAD consultant at SRI, describe the anticipated impact of the project on the WSR-57 weather radar.
- Identify, on the basis of information obtained for the Settlement, the important microwave, radio, and radar operations that would be disrupted by the project. Discuss qualitatively the effects of establishing a communications barrier in downtown Sacramento that would interfere with up to 1,500 microwave communications paths, and an unknown number of radio communications.
- Briefly discuss the potential for electromagnetic radiation, including microwaves or radio signals, to interfere with sensitive computer operations or communications in the upper stories of project high-rises, and the potential for human health effects.
- Describe the mitigation proposed by the NWS for the WSR-57 radar, and the project sponsors' tentative response. Discuss any additional measures that could mitigate this impact.

P. Gas and Electrical Services

- Identify the utilities serving the study area and project site. Describe existing energy resources and system capacities, and transmission and distribution infrastructure serving the study area and sites.
- Estimate current energy consumption of in-area and on-site uses, on the basis of standard published energy consumption factors and the description of current area and site conditions provided in the land use analysis.
- Discuss briefly existing Federal, State (i.e., Title 24 building Energy Conservation regulations), and local energy conservation programs, policies, and regulations that could apply to the projects and study area development.

- Estimate, on the basis of available generic energy consumption factors, the amount of energy that would be required for construction of the projects and study area development. Identify inefficient or unnecessary uses of energy for construction.
- Describe the types of end-use energy required by the various elements of the projects and study-area buildout. Estimate, on the basis of available generic energy consumption factors, the amount of energy that would be required for construction of the projects and study-area buildout, both low- and high-intensity, and the net increase in energy that would be required annually for operation. Include in the operational energy demand the cost of operating and maintaining utilities and other services to the project and study area, to the extent such energy cost factors are available. Identify unnecessary or inefficient uses of energy proposed for the projects.
- Estimate the annual energy consumption of projects- and development-related vehicle travel on the basis of total daily vehicle trips assumed trip lengths for various types of trips, and published estimates of future average vehicle fleet fuel consumption factors.
- Evaluate whether the projects and study area development, on the basis of estimated energy consumption, would require expansion of generation capacity, or of transmission and distribution facilities. If such expansion would be required, discuss the indirect environmental impact of such expansion.
- Discuss the project's and study area development's conformance with State Building Energy Conservation Regulations and Standards (Title 24), and with any local energy conservation programs, policies, or regulations.
- Discuss the potential for cumulative development to exceed existing generation or distribution capacity.
- Identify measures that would reduce energy consumption of the project.
- Describe existing microclimate conditions in the study area, including average temperature, wind direction and speed and rainfall, using data from the National Weather Services Bureau collected at the downtown weather station.

Q. Microclimate

- Describe existing microclimate conditions in the study area, including average temperature, wind direction and speed and rainfall, using data from the National Weather Services Bureau collected at the downtown weather station.

1. Wind

- Conduct wind tunnel analyses of the 24-block study area proposed Golden State Tower and California Capitol Center proposals using the Davis wind tunnel for all wind tunnel testing work. A scale model of the existing setting developments proposed, approved and under construction in study area, generalized massing models of the zoning buildout and increased intensity buildout scenarios, and a one-two-block radius beyond the study area will be required to conduct the tests.

Wind tunnel tests will be completed on the following scenarios:

- o Existing Setting;
- o Low-intensity buildout plus known other developments including both Golden State Tower and California Capitol Center (1.5 million square feet); and
- o High-intensity buildout plus known other developments including both Golden State Tower and California Capitol Center (1.5 million square feet).

These scenarios will be tested for two wind directions: west-southwest (prevailing summer winds) and northwest (prevailing winter winds).

- Wind speeds as they are experienced by people and affected human activities will be discussed.
- Existing and future wind speeds with the projects and cumulative development will be quantified at approximately 10 locations in the study area. The potential for discomforting and hazardous wind speeds to occur will be identified. Results of the tests will be presented in tables and graphics illustrating wind speeds and changes under the tested scenarios will be included.
- Develop guidelines for evaluating future buildings concerning which buildings should be tested, including height criteria.
- Measures to reduce identified adverse wind speed increases and the general level of reduction will be identified. Costs to implement any measures identified for the City will be quantified insofar as possible.

2. Wind Tunnel Model Construction

- Prepare suitable 1":50' or smaller base maps to represent existing and possible future development within the project area.
- Construct 1":50' or smaller models to represent existing and specified possible future buildings within the development area.

3. Glare

- Identify the potential for and frequency of glare from the projects based on solar patterns, microclimate conditions and proposed building materials. Graphics depicting annual sun reflection paths will be included. This task will be performed for the two proposed projects only.
- Surrounding uses or areas that would be sensitive to glare will be identified.
- Mitigation measures to reduce glare and implementing parties will be identified. Costs for any measures regarding implementation by the City will be quantified insofar as possible.

4. Shadows

- Existing shadow patterns in the study area will be described in text and graphically illustrated on the basis of photogrammetric survey.
- Generalized massing schemes for the low- and high-intensity buildout alternatives will be developed on the basis of assumptions to be agreed to by the City and ESA.
- Net new shadows for Zoning Buildout with both projects and Increased Intensity Buildout with both projects will be separately described and depicted graphically for two times of day, mid-morning and mid-afternoon, on the summer and winter solstice, June 22 and December 22. The description of shadow effects will identify affected publicly accessible open spaces.
- If appropriate, measures to reduce shadows on open spaces from the projects will be identified.

- Develop guidelines for future buildings concerning what buildings should be tested.
- Mitigation measures to reduce shadow or glare effects will be identified for the projects. These could include specific design changes. Measures that could form the basis of policies to guide new development in the area will be identified for the buildout alternatives.

R. Aesthetics

- Describe the existing visual character of the area in terms of unified visual forms, scale, building materials, open spaces, landscaping uses. Photographic representation of appropriate view corridors and subareas from such vantages as I-5, Highway 80 and residential locations to the south and north will be included. Locations where photographs are taken will be identified on maps accompanying the photographs. A visual sensitivity diagram will be developed to identify areas more visible from significant viewpoints.
- Changes to the visual character of the area from each alternative will be described generally and in relation to the visual sensitivity diagram. Incompatibilities with existing neighborhoods will be identified.
- The relationship of the two project proposals to the Urban Design Plan and the Plan's Architectural Design and Streetscape guidelines will be described.
- Feasible mitigation measures to protect view corridors, enhance compatibility, minimize bulk, and promote compliance of the specific projects and the buildout alternatives with the Urban Design Plan will be identified, including setbacks, height and bulk limitations, building materials and colors, and landscaping.
- Photograph the sites of the California Capitol Center and Golden State Tower from eight (8) general vantage points to be determined in consultation with staff.
- Photograph the architectural models to be provided by project sponsor from a matching perspective.
- Combine site and model photography into eight (8) montages and photographic prints. Retouch as necessary to provide a realistic perspective of the projects.

S. Cultural Resources

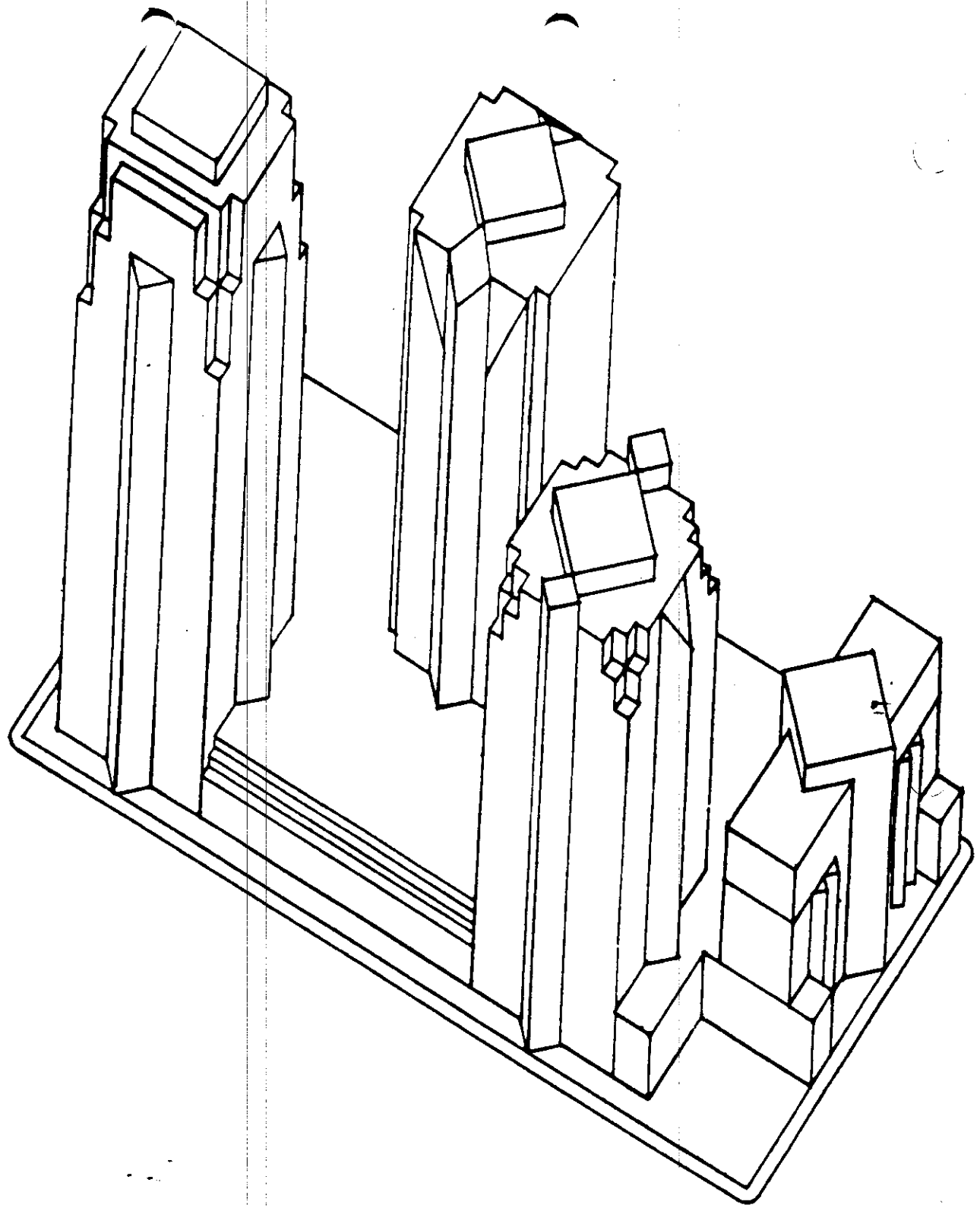
- Conduct a literature search, including records of the California Archaeological Inventory, the State Office of Historic Preservation, the City of Sacramento's listed structures inventory and Assessor records. The Sacramento City Historic Preservation Director and local historic groups will be consulted as required.
- Project likely impacts to structures and their settings for each of the alternatives. Identify the potential significance of these impacts. Identify measures to preserve and enhance cultural resources and level of reduction of impact.

T. Fiscal Impact

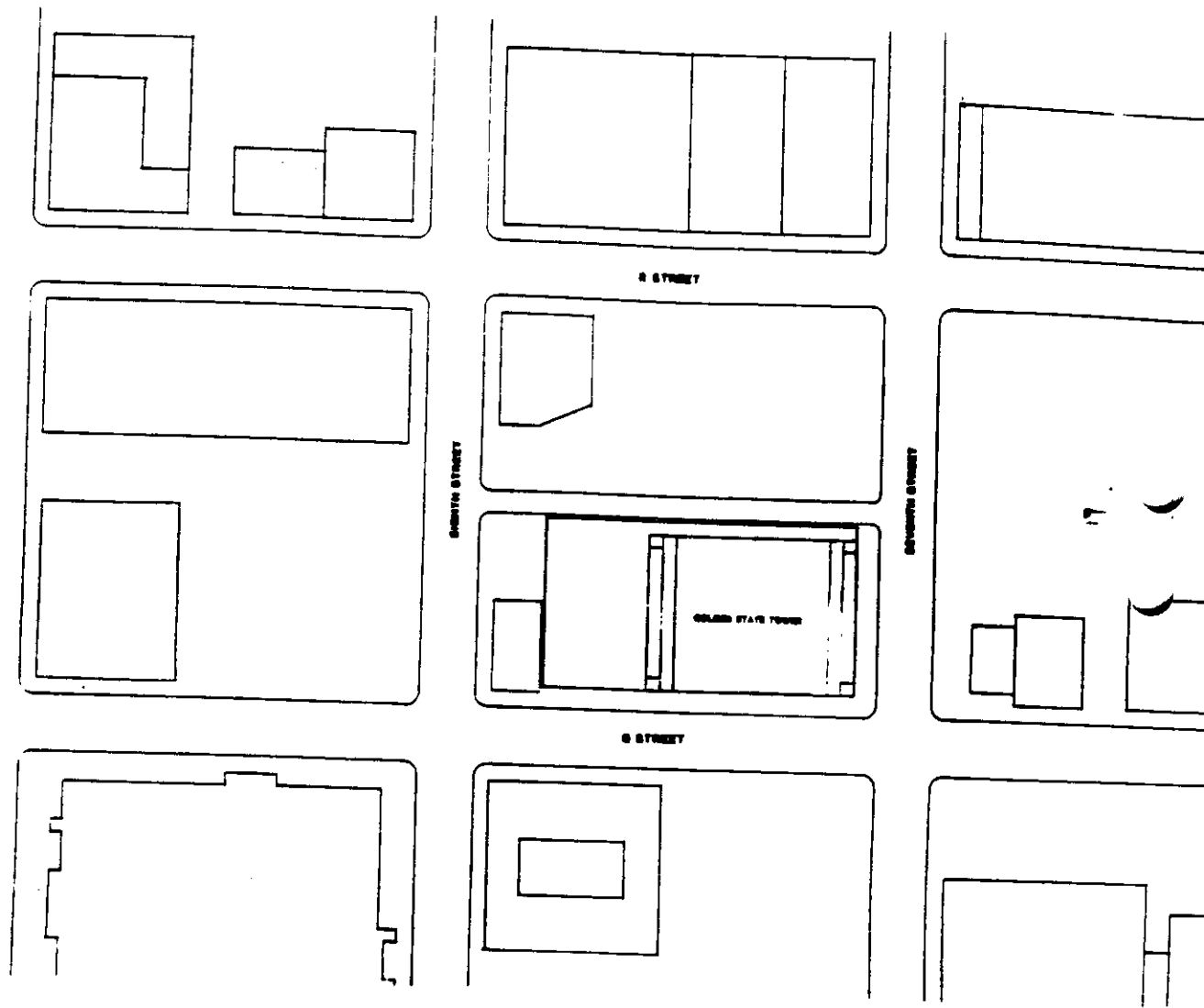
- Identify the property tax revenues currently generated by all parcels in the study area and the distribution (AB-8 allocation) of the revenues among local jurisdictions and agencies. Because the study area is part of a redevelopment area, the distribution of property tax revenues needs to be described in relation to the base year, or year when the Redevelopment Plan was adopted.
- Discuss the role of the Redevelopment Agency in the study area and the significant impact of Agency jurisdiction on private sector development incentives, project financing, and methods of financing public infrastructure improvements.
- Using information developed for the community service impact analyses and cost information provided by the City and service/utility providers, discuss any anticipated capital improvement costs of providing services and utilities to new developments in the study area. This analysis would include estimates of the potential capital cost associated with increasing the physical capacity of service providers including police, fire, public works, parks and schools, and utility providers, including water, sewer, storm drainage, solid waste, and gas and electricity.
- Calculate the annual operating costs (in 1988 dollars) of providing public services (and utilities) to the study area under full buildout and for each alternative.
- Calculate the annual revenues generated by projected land uses under each development alternative. These would include, at a minimum, property, retail sales, and transient room taxes and business license fees. (Note: sales tax revenues must be projected separately for new retail businesses and new residents in the area.) Property tax estimates will be based on the current, average market value of each land use category, to be provided by the County Assessor's Office. Population-related retail sales taxes will be based on a per capita figure derived from the most recent City budget. Business-related retail sales taxes will be based on information available from the State Board of Equalization. Transient taxes are projected by applying

the room tax rate to projected gross room receipts. These revenue estimates will be expressed in 1988 dollars and calculated at full buildout of each alternative.

- If appropriate, estimate the revenue to be expected from one-time development fees that would be required for specific kinds of land uses.
- Compare and show in table form the capital improvement costs for increasing services and developing infrastructure to serve development at buildout of the study area, with the approximate amount of development fees shown by square foot of development that might be levied. Capital costs and one-time fees will be summarized in a table that illustrates the differences among alternatives. These differences will be the focus for analysis of mitigations and in the discussion on alternative financing mechanisms.
- Compare estimated annual operating costs and annual revenues to city of Sacramento. These comprise the net annual fiscal impacts of each development alternative. They will be combined in a summary table that illustrates the differences among alternatives.
- Provide a summary table showing the capital improvements and associated costs that would be required to serve the development of each alternative at full buildout.
- Inventory and describe existing methods of funding for capital improvements. Considering each type of improvement (e.g., sewer-related, roadway upgrades, fire or police substations, etc.), identify the most appropriate and feasible financing mechanism for that project type.
- In consultation with City staff, develop a strategy for funding the necessary capital improvements for the alternative that is ultimately chosen as preferred.



**CALIFORNIA CAPITOL CENTER
MASTER PLAN
AXONOMETRIC
3/1/1988**

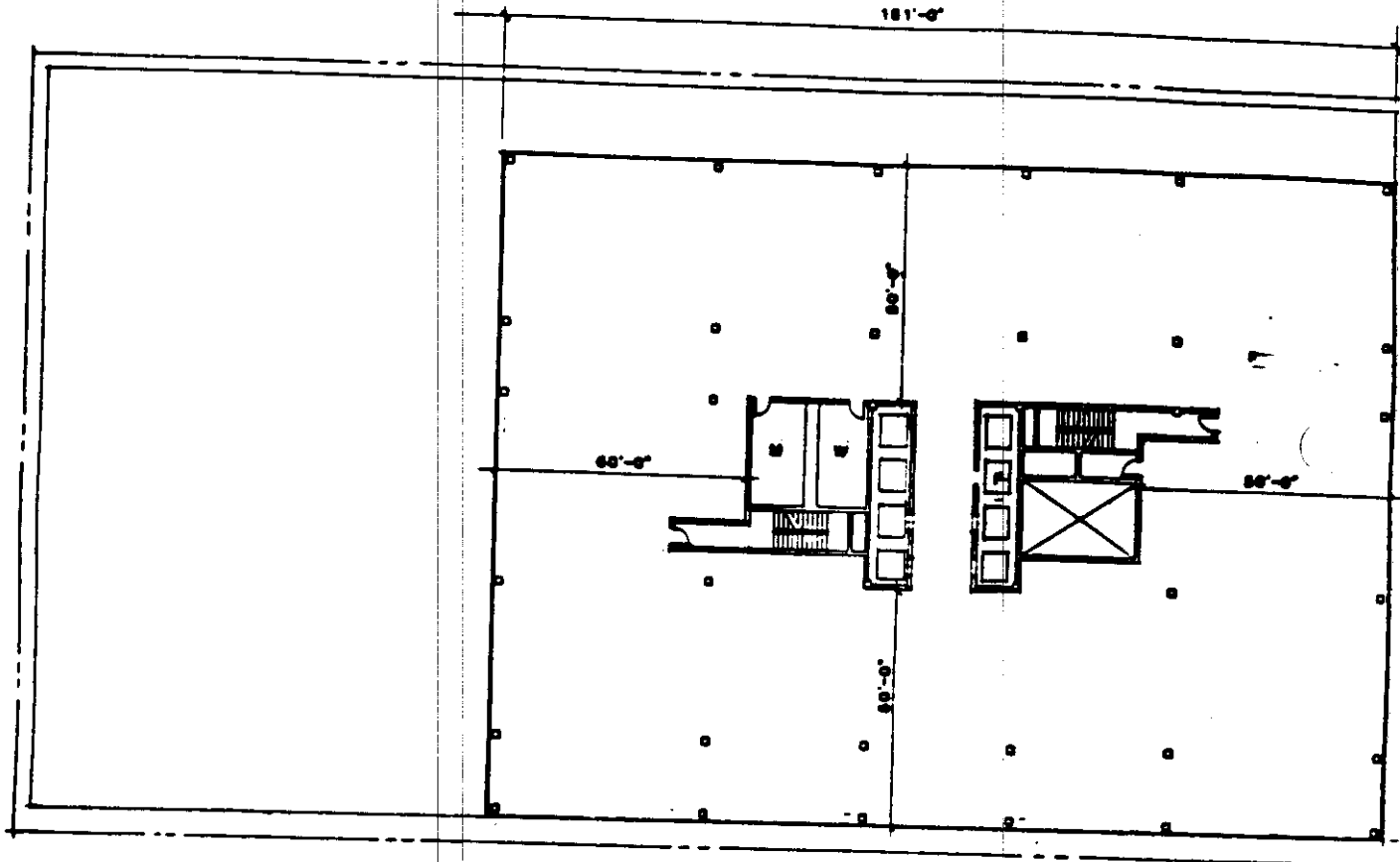


SITE PLAN

**GOLDEN STATE TOWER
J.B./R.J.B.**



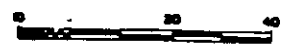
**DMJM
MAY 20.**



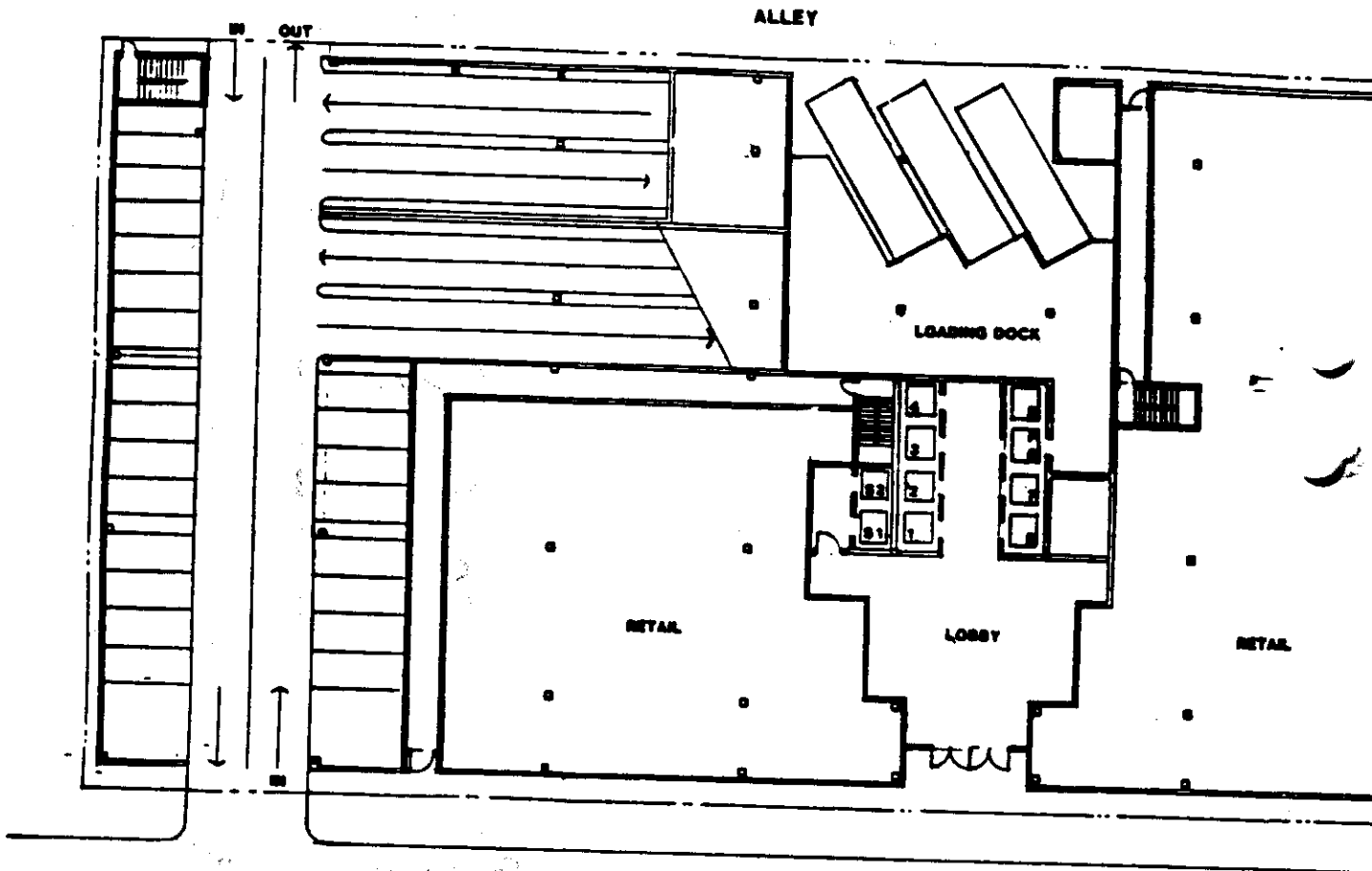
26,000 S.F. GROSS

TYPICAL OFFICE FLOOR PLAN

**GOLDEN STATE TOWER
J.B./R.J.B.**



**DMJM
MAY 20, 1985**



GROUND FLOOR PLAN

**GOLDEN STATE TOWER
J.B./R.J.B.**

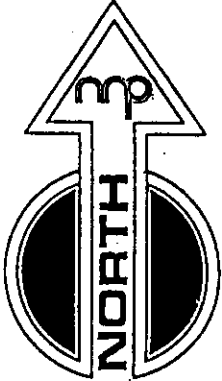
Q STREET



**DMJM
MAY 20, 1968**

mp **MORTON & PITALO, INC.**
 CIVIL ENGINEERING
 PLANNING SURVEYING

JOB NO 880101
 PROJECT FLORIN DEPOT IND. PARK LOTS 11 & 12
 DESCRIPTION LOT LINE ADJUSTMENT
 DATE MAY 1988 BY MSC



SCALE: 1"=100'

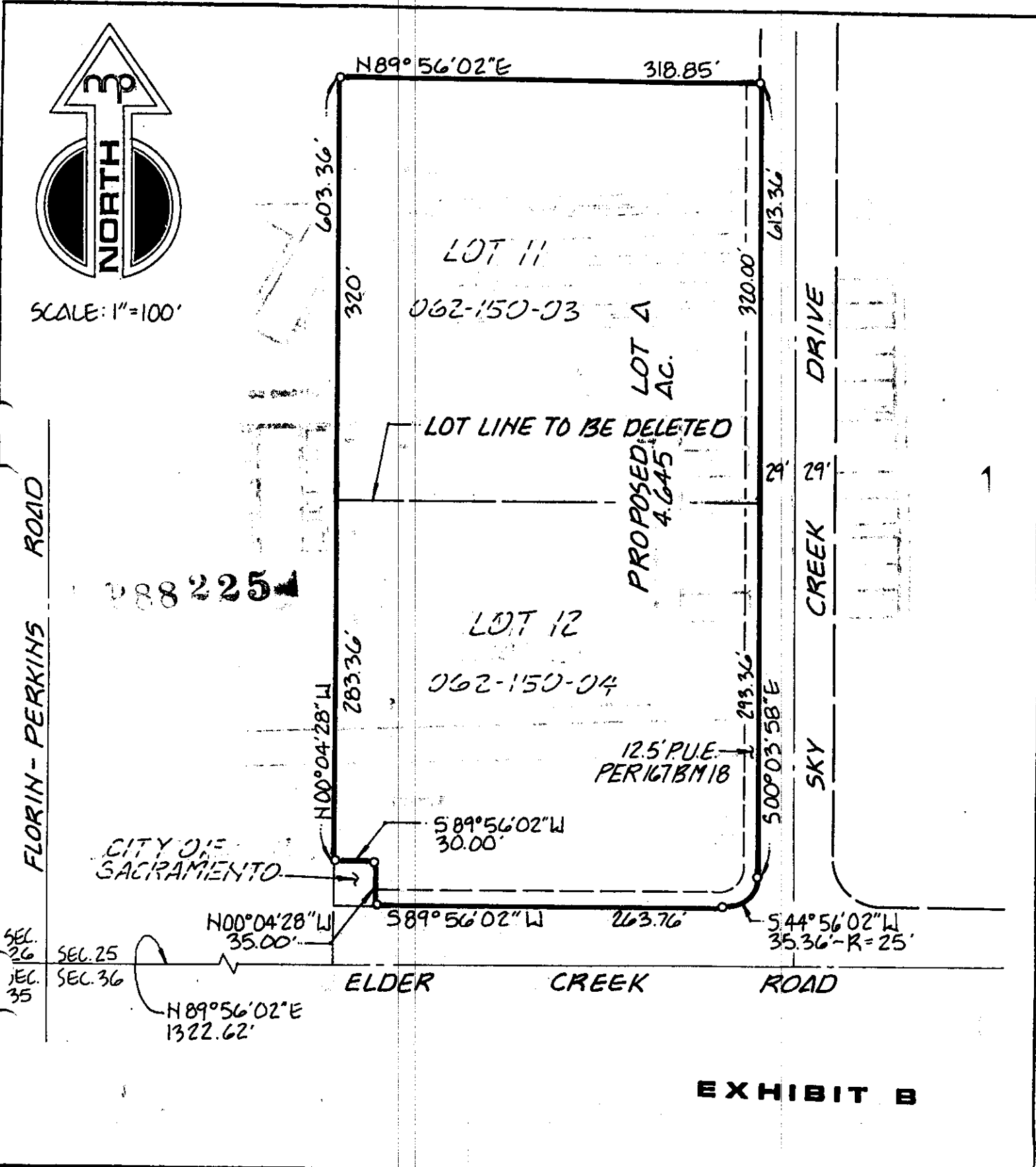


EXHIBIT B



May 6, 1988
88-0101

MORTON & PITALO, INC.
Civil Engineering, Planning, Surveying
1430 Alhambra Blvd., Suite 200
Sacramento, Ca. 95816
916/454-9600

DESCRIPTION

Lot Line Adjustment
Florin Depot Industrial Park
Proposed Lots 11 & 12

All that certain real property situate in the City of Sacramento, County of Sacramento, State of California, described as follows:

Lots 11 and 12 as shown on the Plat of "Florin Depot Industrial Park", filed in Book 167 of Maps, Map No. 18 being further described as follows:

BEGINNING at the Northwest Corner of said Lot 11; thence, along the Northerly and Easterly lines of said Lot 11, along the Easterly, Southerly and Westerly lines of said Lot 12 and along the Westerly line of said Lot 11 the following seven (7) courses: (1) North 89°56'02" East 318.85 feet; (2) South 00°03'58" East 613.36 feet; (3) along the arc of a tangent curve to the right, concave Northerly, having a radius of 25.00 feet and being subtended by a chord bearing South 44°56'02" West 35.36 feet; (4) South 89°56'02" West 263.76 feet; (5) North 00°04'28" West 35.00 feet; (6) South 89°56'02" West 30.00 feet and (7) North 00°04'28" West 603.36 feet to the point of beginning.

EXHIBIT C

P88 & 25