

# CITY PLANNING COMMISSION

1231 'I' STREET, SUITE 200, SACRAMENTO, CA 95814

APPLICANT Carissimi, Rohrer, Harper Assoc., 2500 Venture Oaks Way No. 275, Sacto, CA 95833  
OWNER D. Venvenuti Company, 11330 Sunrise Park Dr., Rancho Cordova, CA 95670  
PLANS BY Carissimi, Rohrer, Harper Assoc., 2500 Venture Oaks Way No. 275, Sacto, CA 95833  
FILING DATE 4/1/88 ENVIR. DET. EIR REPORT BY JP:pe  
ASSESSOR'S PCL. NO. 006-0054-009, 010, 011, 012, 013, 022, 023

Central Business District - Special Planning District

- APPLICATION:
- A. Certification of the Environmental Impact Report (SCH No. 87062506)
  - B. Major Project Special Permit to develop a 19 story, 602,000+ square foot office building with ground floor retail and six levels of parking (576 parking spaces) on 0.88+ acres in the Central Business District- Special Planning District (C-3) zone.
  - C. Special Permit to allow attendant/tandem parking in the C-3 Zone.
  - D. Variance to exceed the maximum 30% compact car parking spaces by 1% (31%)
  - E. Lot Line Adjustment to relocate the common property lien of two lots and merge six lots.

LOCATION: 1325 J Street

PROPOSAL: The applicant is requesting the necessary entitlements to construct a 602,000+ square foot building consisting of 365,000+ sq. ft. of office space, 7,400 sq. ft. of ground floor retail and a parking facility providing 576 parking spaces in the Central Business District.

PROJECT INFORMATION:

General Plan Designation: Regional Commercial and Offices.  
1980 Central City Community  
Plan Designation: Multi-Use  
Existing Zoning of Site: CBD-SPD (C-3) Zone.  
Existing Land Use of Site: Vacant commercial buildings and vacant land.

Surrounding Land Use and Zoning:

North: Vacant, surface parking, retail commercial; C-3  
South: Community Convention Center; C-3  
East: Pacific Telephone building; C-3  
West: Office, parking garage; C-3

Parking Required: 576 spaces  
Parking Ratio Required: Office - 1:600 (less 1st. 20,000 sq. ft.)  
Commercial-No requirement in C-3 zone.  
Parking Provided: 576 spaces  
Property Dimensions: 240' x 160'  
Property Area: 0.88+ acres

1924

APPLC. NO. P88-161 MEETING DATE September 15, 1988 ITEM NO. 2

Square Footage of Building:	Office.....	365,793 <sub>±</sub> sq. ft.
	Ground Floor Retail.....	7,417 <sub>±</sub> sq. ft.
	Parking.....	225,370 <sub>±</sub> sq. ft.
	Mechanical Penthouse.....	3,520 <sub>±</sub> sq. ft.
Total.....		602,100 <sub>±</sub>

Height of Building:	19 stories, 244 <sub>±</sub> feet high
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing
Exterior Building Materials:	Rust red granite, tan precast concrete panels, and clear and bronze reflective glass

BACKGROUND INFORMATION: On September 1, 1988, at a joint meeting of the City Planning Commission and the City Council, the Commission and Council made a motion of intent to certify the Environmental Impact Report for the convention center expansion and three office building major projects. The building proposed for the subject site, 1325 J Street, is one of the three office building major projects.

On September 6, 1988, the City Council reviewed an ordinance which would permit the City Council to have final authority on special permits for major projects, including the subject office building, instead of the Planning Commission. The Council directed the City Attorney to prepare an emergency ordinance regarding the major projects for adoption at the September 13, 1988 City Council meeting. This procedural change will enable the City Council to act on the three office building projects after approving the selection of the convention center expansion alternative.

If the City Council adopts the emergency ordinance at the September 13th meeting, the Planning Commission at the September 15, 1988 meeting will be making a recommendation regarding an action on the major project special permit for the subject office building and two other major projects on the agenda rather than taking final action on the three projects. This report is structured to reflect this anticipated change. The final City Council actions on the convention center expansion, EIR and major project special permits are tentatively scheduled for October 4, 1988.

#### PROJECT EVALUATION

##### A. Present Land Use and Zoning

The subject site consists of 0.88<sub>±</sub> acres on the north side of J Street between 13th and 14th Streets. At the time the draft EIR for the project was prepared existing land uses on the site included several one-story retail shops and a three-story retail/residential building (Gallion Building). In July of 1988 the retail buildings fronting on J Street, with the exception of the Gallion Building, were demolished. The Galleon Building and retail structures fronting on 14th Street are now vacant. Surrounding land uses are: surface parking, vacant land and commercial buildings to the north; the Convention Center to the south; the 10-story Pacific Bell Telephone building to the east; and a seven-story office building with ground floor commercial to the west. The subject

site and surrounding land uses are all located in the Central Business District - Special Planning District (C-3) Zone. The site is designated for Regional Commercial and Office uses by the General Plan and Multi-Use by the 1980 Central City Community Plan.

B. Proposed Project

The applicant is proposing to construct a 19-story (244 feet high) 602,000+ square foot office building on the subject site. The main pedestrian entrance to the building is off of J Street; access to the parking spaces and loading area is located off of the adjacent alley. The ground floor level is proposed for lobby area, office space and 7,417+ square feet of retail commercial space fronting on J Street. A six level parking structure, with 576 parking spaces, is designated for the second through the seventh floors. The remaining 11 floors, approximately 368,793+ square feet, are designated for office use. The applicant has negotiated a lease agreement with the U.S. Army Corps of Engineers for the approximately 177,000 square feet of office space in the proposed building.

C. Consistency with Plans, Policies and Other Regulations

The major policies and regulations that pertain to this project are contained in the General Plan, 1980 Central City Community Plan, Zoning Ordinance, Merged Downtown Redevelopment Plan and Urban Design Plan.

As noted above, the General Plan designates the subject site for Regional Commercial and Office uses and the Central City Plan designates the site as Multi-Use. The proposed 602,000+ square foot office building complies with these land use designations and related plan policies.

The Zoning Ordinance requires that projects exceeding 75,000 square feet in area and located in the C-3 zone are subject to special permit review and approval. The proposed 602,000+ square foot office building is considered a major project and is subject to this review. In addition, projects located in the C-3 Zone are subject to the design requirements of the City's Urban Design Plan and Architectural Design Guidelines. These requirements are discussed in Section D of this report. Other entitlements required by the Zoning Ordinance for this project include a special permit for attendant/tandem parking and a variance to exceed the permitted 30% compact car parking spaces in the parking garage.

The Merged Downtown Sacramento Redevelopment Plan designates the site for Regional Commercial and Office use. The proposed office project is consistent with this plan designation. The plan also requires adherence to the policies of the Urban Design Plan. The Sacramento Housing and Redevelopment Agency (SHRA) recommends that the proposed office project should be required to provide retail space in conformance with the requirements of the Urban Design Plan and be designed to compliment the convention center and other adjacent structures.

D. Building Design

The applicant proposes to construct the building with rust red granite (ground through third floor levels), tan pre-cast concrete panels and bronze reflective glass. Clear glass windows are proposed along the ground floor retail space. The project architect, at Planning staff's suggestion increased the height of the base of the building from 60 feet to 107+ feet in order to obscure the east facade (fire wall) of the adjacent seven story office building to the west. The proposed structure complies with the intent of the maximum lower (220 feet) and upper (200 feet) tower diagonals in that the floor plates on the average meet the building diagonal requirements. This is achieved by some portions of the floor plate being less than maximum on some of the floors and other portions exceeding the maximum. Architectural design and landscape features which have been incorporated into the project include: square columns at street level which are similar in shape to the plasters on the public market, a 22+ wide recessed pedestrian colonade along the J Street building base, landscaping adjacent to the recessed pedestrian ways and decorative treatment of the public sidewalks. Glassed in elevators and stairwells adjacent to the J Street facade are designed to orient the building to the streetscape and encourage use of the buildings parking facilities by Convention Center patrons after normal business hours and on the weekends. The project will be scheduled for the review of the City Design Review/Preservation Board after action has been taken by the Planning Commission. Planning staff is generally supportive of the overall design of the project but is concerned that the structure appears to be too massive, especially along the J Street facade. The building is also not inviting to the pedestrian. The applicant needs to rework, at a minimum the front elevation to provide more visual relief. Possible design modifications include:

1. Reducing the size of some of the floorplates and increasing the building height.
2. Provide more of a visual transition and/or setback between the office portion and garage portion of the structure, particularly along the J Street frontage.
3. Increase the setback of each vertical column bay on each side of the main building entrance.
4. The present design of the colonade is not conducive to pedestrian movement nor attractive to retail tenants. It is suggested that the project architect study the ground floor design to achieve more continuous pedestrian movement. Possible design modifications include: relocating or removing the various stairwells located along the J Street facade; elimination of the wall between the elevator lobby and the colonade; and redesigning the lobby entry.

If the Planning Commission concurs with the suggestions listed above, Planning staff recommends that the applicant address these issues at the Design Review/Preservation Board meeting.

The proposed building has also been reviewed by the Building Division, City Arborist and the Public Works - Engineering Development Division. The following comments were received:

City Arborist

Maintain larger trees on J Street and carob trees on 14th Street. Pear trees on J Street are expendable if replaced.

Engineering Division

Replacement of existing curbs, gutters and sidewalks will be required as part of the building permit.

Existing alley may need to be replaced depending on condition during construction.

Existing utilities (sewer, water, drainage) may need to be constructed, relocated or reconstructed in order to meet project location and capacity requirements.

A sewer study to verify the capacity of the existing system will be required. Upgrade sewer if required by study.

E. Parking and Circulation

1. Special Permit - Attendant/Tandem Parking

The proposed office building is required to have 576 parking spaces. In order to meet this requirement the applicant is proposing to utilize tandem parking stalls in the parking garage. Twenty-eight (28) tandem spaces are proposed for the third through sixth levels (seven each level) and 11 spaces are proposed on the seventh level. The applicant does not intend to utilize an attendant but proposes that the tandem spaces and those spaces utilized as maneuvering area for the tandem spaces be reserved parking for building employees.

Planning staff supports the special permit request for tandem parking since there is a limited number of tandem spaces, the tandem stalls are easily accessible and the tandem spaces and adjacent spaces will be reserved.

The applicant intends to allow the general public to utilize the parking garage for convention center events in the evenings and on the weekends when the office building is not in use. Staff recommends that the 39 tandem spaces be clearly marked that they are not for public use and/or physically restricted when the parking garage is open to the public.

2. Variance - Compact Parking

In designing the tandem stalls. The applicant placed regular stalls in front of regular stalls and compact stalls in front of compact stalls. This resulted in 184 compact parking spaces, or 31% of the total parking spaces in the building. The Zoning Ordinance allows a maximum of 30% compact spaces (173 spaces) and the applicant is requesting a variance to increase the amount of permitted compact spaces by approximately 1%.

Planning staff is supportive of the applicant's request to exceed the number of compact stalls permitted as the request is for a small number overall (11 spaces) and permitting the additional compact spaces will allow the applicant to meet the parking requirement for the building.

3. Transportation Division Comments

The City Public Works - Transportation Division reviewed the proposal and noted two major concerns regarding the design of the proposed building. First, Transportation Division staff finds that the one entrance/exit point at the northwest corner of the building is insufficient for the proposed 576 space parking garage. Either a second entry/exit will need to be provided or the proposed entry/exit redesigned to provide safe and adequate circulation patterns for the garage use. Secondly, the loading and unloading docks require trucks to back-in across 14th Street and will conflict with pedestrians on the sidewalk. Transportation Division staff recommends that this loading/unloading area be redesigned. Planning staff recommends that the project meet the requirements of the City Transportation Division; however, if redesign is necessary, the first floor retail space should remain at 7,400+ square feet.

F. Child Care

The Urban Design Plan policies encourage both public and private buildings to provide child care facilities. According to ratios used by the City's Child Care coordinator the proposed building will have a child care demand for 95 children. Staff recommends that the applicant be required to provide and/or contribute to child care facilities that will meet the estimated child care demand created by the proposed building. The applicant will be required to develop a child care program that will meet the approval of the Planning Department and City's Child Care Coordinator prior to issuance of any building permits.

G. Lot Line Adjustment/Merger

The applicant is requesting a lot line adjustment to merge six existing lots into one in order to create the subject site and a lot line adjustment to straighten the common property line between the subject site and the existing office building lot to the west. The proposed lot line adjustment/merger has been reviewed by the City Engineering - Development, Real Estate, Transportation, and the Planning Divisions. There were no objections to the request.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was prepared for the convention center expansion and three office building major projects, including the subject 1325 J Street office building. As noted above, the City Planning Commission/City Council made a motion of intent to certify the EIR for the proposed project. Significant environmental impacts for the project were identified in the EIR. A summary of the potential impacts of greatest significance for the project follows:

A. Traffic

The draft EIR indicates that the proposed office building will generate an additional 1,993 daily trips. However, the 1325 J Street office building will not result in area intersections operating at less than a Level of Service (LOS) C, except for the 12th and J Street intersection at the AM peak (LOS C-D) and the 14th and J Street intersection at the PM peak (LOS D) (see Exhibit F). These impacts will be mitigated by the use of Transportation System Management (TSM) measures. LOS C is in compliance with City street operation levels.

B. Parking

Although the proposed parking supply for this project complies with City code requirements, under the worst-case scenario, the proposed development would create a demand for 1,058 parking spaces. If this demand were satisfied in this area, overall area parking demand would be 92%. A total of 576 parking spaces are provided by the project, leaving an unsatisfied parking demand of 482 parking spaces which would have to be provided outside the study area, absorbed by existing area parking surplus, or eliminated by a significant employee shift to alternative transportation modes. The mitigation measure suggested to reduce parking demand for this project to an insignificant level, is that the developer participate in an area-wide parking management program that shall reduce area parking utilization to 90%. Either additional parking will have to be provided or increased use of alternative transportation modes must be realized. In order to mitigate these impacts a Transportation Management Plan (TMP) shall be prepared for the project prior to issuance of building permits which meets the following requirements of the City Transportation Division:

Transportation Management Plan (TMP) filed for the project shall continue Transportation System Management (TSM) measures that comply with the City's current trip reduction ordinance in conjunction with TSM measures designed to mitigate any potential parking impacts as identified in the EIR. Final TSM measures selected shall be to the satisfaction of the Public Works Director and the Planning Director.

TSM measures selected to comply with the City's current TSM Ordinance shall include the following as a minimum:

- o Stripe carpool/vanpool spaces and provide a 50 percent parking rate discount for these spaces. Number of carpool/vanpool spaces shall be a percentage of the projected employees rather than a percentage of the number of spaces provided.
- o Construct the appropriate number of showers and lockers.
- o Other measures such as transit pass subsidies or transit operating subsidies shall be included to the satisfaction of the Public Works Director and the Planning Director.

TSM measures selected to comply with mitigation measures for any potential parking impacts shall include the following as a minimum:

- o Transportation Coordinator for the entire building.
- o Annual Monitoring Report to be submitted for the entire building from the Transportation Coordinator.
- o Agreement to revise the TMP if the annual monitoring report shows parking impacts that could be alleviated through additional TSM measures.
- o Other measures to the satisfaction of the Public Works Director and the Planning Director.

C. Air Quality

Cumulative impacts from the three major office projects will contribute to air pollution. These projects, however, are consistent with the current General Plan Designation for the Central Business District area and the projects would not induce growth in the Central City which has not already been anticipated. Various Transportation System Management (TSM) measures will be integrated into the 1325 J Street project to contribute to reduction in automobile emissions.

D. Historic Preservation

The construction of the proposed office building will require the demolition of the Gallion Building which is listed as a Priority Structure on the City's Official Register. Several alternatives have been suggested as a mitigation measure for the building including retention of the existing structure or its

facade, relocation of the building or its facade to another site, or photo recordation of the building prior to demolition. The proposed removal of the Galleon Building also requires the review and approval of the City's Preservation Board.

E. Other Impacts

The EIR identified additional areas of potential impact including cultural resources, visual quality, noise, microclimate, public services and geology. Mitigation measures have been included which will reduce the impacts of the proposed project on those areas of concern.

RECOMMENDATION: Staff recommends that the Planning Commission take the following actions: and forward the project to City Council;

- A. Recommend certification of the final EIR as being adequate and complete with respect to the provisions of CEQA;
- B. Recommend approval of the major project special permit to construct a 602,000+ square foot office building, subject to conditions, and based on findings of fact which follow;
- C. Recommend approval of the special permit to allow tandem parking in the C-3 zone, subject to conditions and based on findings of fact which follow;
- D. Recommend approval of the variance to exceed to maximum 30% compact car parking spaces subject to conditions based on findings of fact which follow;
- E. Recommend approval of the lot line adjustment with conditions in the attached resolution.

Conditions of Approval - Special Permits and Variance

1. Tandem parking spaces and compact car parking spaces shall be clearly marked. All tandem spaces and those parking spaces utilized as maneuvering area for the tandem spaces shall be reserved parking for building employees. The 39 tandem spaces shall be clearly marked and/or physically restricted when the parking garage is open to the public.
2. The applicant/owner and successors in interest shall make all parking within the subject building (excluding tandem parking spaces) available to the general public during evenings and weekends at no cost to the City. The applicant shall enter into an agreement with the City addressing the hours of public access to the garage, parking rates, elevator and lobby access, restricting of tandem parking spaces, security, etc. prior to issuance of building permits.
3. A minimum of 7400+ square feet of ground floor retail commercial space shall be provided in the building. This does not include ground floor space utilized by the Army Corps of Engineers. Any changes to the designated retail space shall require City Planning Commission and City Council approval.

4. The project shall meet the requirements of the City Transportation Division regarding parking garage entrance(s)/exit(s) signage, and traffic warning devices and building loading/unloading docks.
5. The applicant/owner shall satisfy the child care requirements for the building to the satisfaction of the City's Child Care Coordinator and Planning Director prior to issuance of building permits.
6. The applicant shall meet the requirements of the City Arborist prior to removal of any City street trees along J Street or 14th Street.
7. The applicant shall meet the requirements of the City Public Works-Development Division regarding the replacement, repair and/or relocation of curbs, gutters, sidewalks, alley and utilities.
8. The applicant shall submit a comprehensive exterior building signage program for the review and approval of the Planning Director prior to issuance of any sign permits. The sign program shall include signage for visitor and employee parking, public parking, access to service facilities, a conceptual retail tenancy signage program, and directional signage for off-hours public use.
9. The applicant shall provide a construction impact mitigation plan for the review and approval of the Planning Director prior to any on-site construction activity which provides for the following:
  - A. A detailed site plan which shows all construction activity including, but not limited to, location of construction fencing, trailers, structures, cranes, materials storage, staging areas, construction workers parking, etc.
  - B. The plan shall include a covered pedestrian walkway along J and 14th Streets parallel to the subject site.
  - C. The construction fencing facing J and 14th Streets shall be artistically painted to enhance the aesthetics of the construction site and mitigate visual impacts. The painting program shall be coordinated with SMAC staff.
  - D. Deliveries to the construction site shall be scheduled in a manner which minimizes truck queing on J or 14th Street. The applicant shall provide a sufficient number of flag personnel, as determined adequate by the City Traffic Engineer, to facilitate vehicular, pedestrian, and delivery traffic. The applicant shall hire police officers to direct traffic at key intersections during the construction period if determined necessary by the Traffic Engineer.
  - E. The plan shall name the contractor or designee who will be on-site during the construction period as the contact person for responding to any complaints regarding construction activity. The name, office location, and phone number shall be painted/posted on the 14th and J Streets construction fences.

10. The applicant shall address the following design modifications to the building at the City Design Review/Preservation Board hearing:
  1. Reducing the size of some of the floor plates and increasing the building height.
  2. Provide more of a visual transition and/or setback between the office portion and garage portion of the structure, particularly along the J Street frontage.
  3. Increase the setback of each vertical column bay on each side of the main building entrance.
  4. The present design of the colonade is not conducive to pedestrian movement nor attractive to retail tenants. It is suggested that the project architect study the ground floor design to achieve a study more continuous pedestrian movement. Possible design modifications include: relocating or removing the various stairwells located along the J Street facade elimination of the wall between the elevator lobby and the colonade and redesigning the lobby entry.
11. The project shall comply with the EIR mitigation measures.

#### 13th and J Mitigation Measures

1. The applicant shall comply with the 50 percent ground floor retail space requirement of the Urban Design Plan.
2. A qualified archaeologist/historian shall conduct an archival search to identify past occupant/business uses within the project boundaries. Those locations found to have a high potential to yield information pertaining to Sacramento's pre-historic or historic past will be tested by surface and/or subsurface inspection or excavation by a qualified archaeologist. Should archaeological deposits be found which are deemed, by the Planning Director, to be of importance to Sacramento's historic record then a detailed mitigation program shall be developed. No building permit shall be issued until the Planning Director has approved the archaeological/historic report and released the site from further investigation.
3. The building design massing, height and landscaping shall comply with the CBD Urban Design Plan policies regarding color, texture and materials, fenestration, building rhythm and offsets, insets and reveals for new buildings, the design of main building entries, paving treatments, plazas, landscaping, lighting, and signage.
4. Dust control measures required by the APCD shall be implemented during construction. Such measures include maintaining soil moisture as well as removing any soil spillage onto traveled roadways through site housekeeping procedures.

5. The applicant shall prepare a Parking Management Plan to mitigate the impacts of the parking deficiency projected for this project. Mitigation may be in the form of providing additional parking spaces, Regional Transit subsidies or other measures to the satisfaction of the TSM Coordinator and Planning Director prior to final building inspection. However, Parking Management Plan mitigation measures shall not be counted towards Transportation Management Plan or Parking Reduction measures or vice-versa.
6. The applicant shall prepare a Transportation Management Plan (TMP) for the project prior to issuance of building permits. The TMP filed for the project shall contain Transportation System Management (TSM) measures that comply with the City's current trip reduction ordinance in conjunction with TSM measures designed to mitigate any potential parking impacts as identified in the EIR. Final TSM measures selected shall be to the satisfaction of the Public Works Director and the Planning Director.

TSM measures selected to comply with the City's current TSM Ordinance shall include the following as a minimum:

- o Stripe carpool/vanpool spaces and provide a 50 percent parking rate discount for these spaces. Number of carpool/vanpool spaces shall be a percentage of the projected employees rather than a percentage of the number of spaces provided.
- o Construct the appropriate number of showers and lockers.
- o Other measures such as transit pass subsidies or transit operating subsidies shall be included to the satisfaction of the Public Works Director and the Planning Director.

TSM measures selected to comply with mitigation measures for any potential parking impacts shall include the following as a minimum:

- o Transportation Coordinator for the entire building.
- o Annual Monitoring Report to be submitted for the entire building from the Transportation Coordinator.
- o Agreement to revise the TMP if the annual monitoring report shows parking impacts that could be alleviated through additional TSM measures.
- o Other measures to the satisfaction of the Public Works Director and the Planning Director.

7. High noise activities such as pile driving, the use of jack hammers, drills and other generators of sporadic high noise peaks shall be restricted to the hours of 9 AM to 4 PM daily. No construction activity shall occur on Sunday. The applicant shall submit a plan to mitigate noise from the proposed project to the extent feasible to the satisfaction of the Planning Director prior to issuance of building permit.

8. The applicant shall provide a geotechnical report prepared by a recognized professional engineering geologist or firm to the satisfaction of the City Building Official prior to issuance of a building permit.
9. If subterranean levels of buildings are expected to be affected by high groundwater levels, they shall be waterproofed and pumping systems shall be installed to draw down groundwater levels during construction.
10. A detailed seismic analysis shall be performed to model the effect that a large, distant earthquake could have on the site and the structure. The structural design should reflect the results of such analysis.
11. The applicant shall coordinate with SMUD to participate in the Thermal Energy Storage program.
12. The project's impact on the Gallion Building, a Priority Structure located on the subject site, shall be mitigated by either: retaining the existing structure; retaining the facade only; relocating the building to another site; relocating the facade to another site; or photo recordation before demolition.

Findings of Fact - Special Permits and Variance

1. The project, as conditioned, is based upon sound principles of land use in that:
  - a. adequate parking is provided;
  - b. the project complies with the intent of the City's Urban Design Plan and Architectural Design Guidelines;
  - c. mitigation measures have been incorporated as conditions of development that reduce potentially adverse transportation, noise, air quality and public service impacts to a less than significant level.
2. The project as conditioned, will not be detrimental to the public health, safety or welfare, nor result in the creation of a nuisance in that:
  - a. the project incorporates quality building materials which are compatible with surrounding land uses;
  - b. the tandem parking spaces will be reserved and not available to the general public;
  - c. the project is subject to the review of the City Design Review/Preservation Board;
  - d. an emergency helistop will be provided on top of the proposed structure.

Roof top MATERIAL  
2. CONT. OF 1ST LEVEL MATERIAL

3. The variance request to exceed the 30% compact parking space maximum requirement to 31% is not a special privilege extended to one property owner in that:
  - a. the additional compact car parking spaces are tandem spaces used in conjunction with adjacent compact car parking spaces;
  - b. the additional compact spaces permit the applicant to utilize all available space in the parking garage for parking and meet the on-site parking requirement for the building;
  - c. a variance would be granted to any other property owner facing similar circumstances.
4. The variance request does not constitute a use variance in that office buildings and parking garages are permitted in the C-3 Zone.
5. The project, as conditioned, is consistent with the General Plan and the 1980 Central City Community Plan in that:
  - a. the plans designate the subject site for Regional Commercial and offices and Multi-Use, which permits office, retail and parking garage uses;
  - b. the project conforms with the primary goal of the Central City Plan which states: "...continue the revitalization of the Sacramento Central City area as a viable living, working, shopping and cultural environment with a full range of day and night activities.

1987

The following amended by Staff on September 15, 1988:

Item 3: 1325 J Street (P88-161)

Conditions of Approval - Special Permits and Variance

Cond.#3

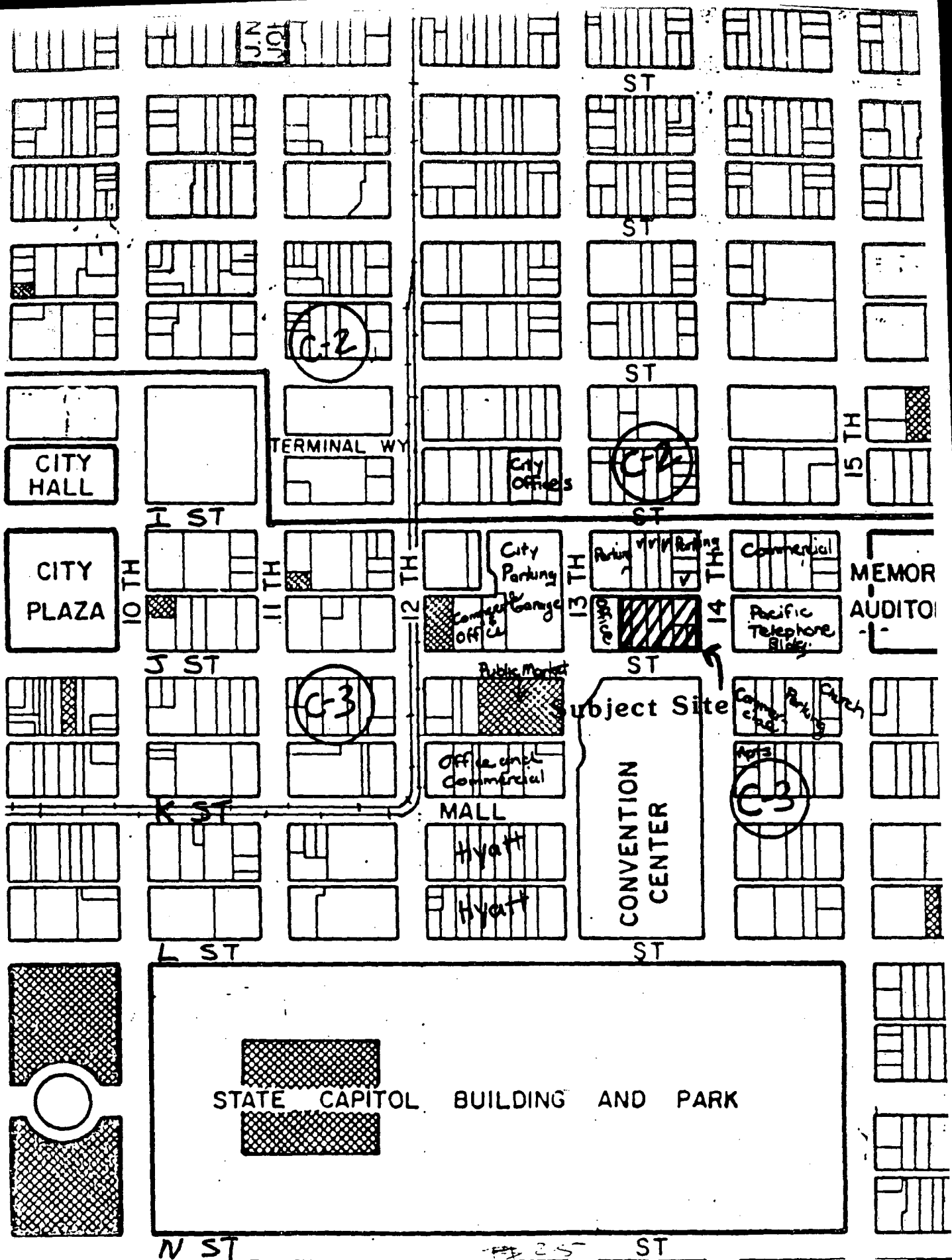
A minimum of 7,000+ square feet of ground floor retail commercial space shall be provided in the building. This does not include ground floor space utilized by the Army Corps of Engineers. Any changes to the designated retail space shall require City Council approval. The City Planning Commission shall first make a recommendation on the change.

Cond.#8

The applicant shall submit a comprehensive exterior building signage program for the review and approval of the Planning Director prior to issuance of any sign permits. The sign program shall include signage for visitor and employee parking, public parking, access to service facilities, a conceptual retail tenancy signage program, and directional signage for off-hours public use pursuant to the Central Business District Ordinance.

Cond.#9

D. Deliveries to the construction site shall be scheduled in a manner which minimizes truck queuing on J or 14th Street. The applicant shall provide a sufficient number of flag personnel, as determined adequate by the City Traffic Engineer, to facilitate vehicular, pedestrian, and delivery traffic. The applicant shall hire police officers or adequately trained traffic control personnel to direct traffic at key intersections during the construction period if determined necessary by the Traffic Engineer.



**VICINITY - LAND USE - ZONING**

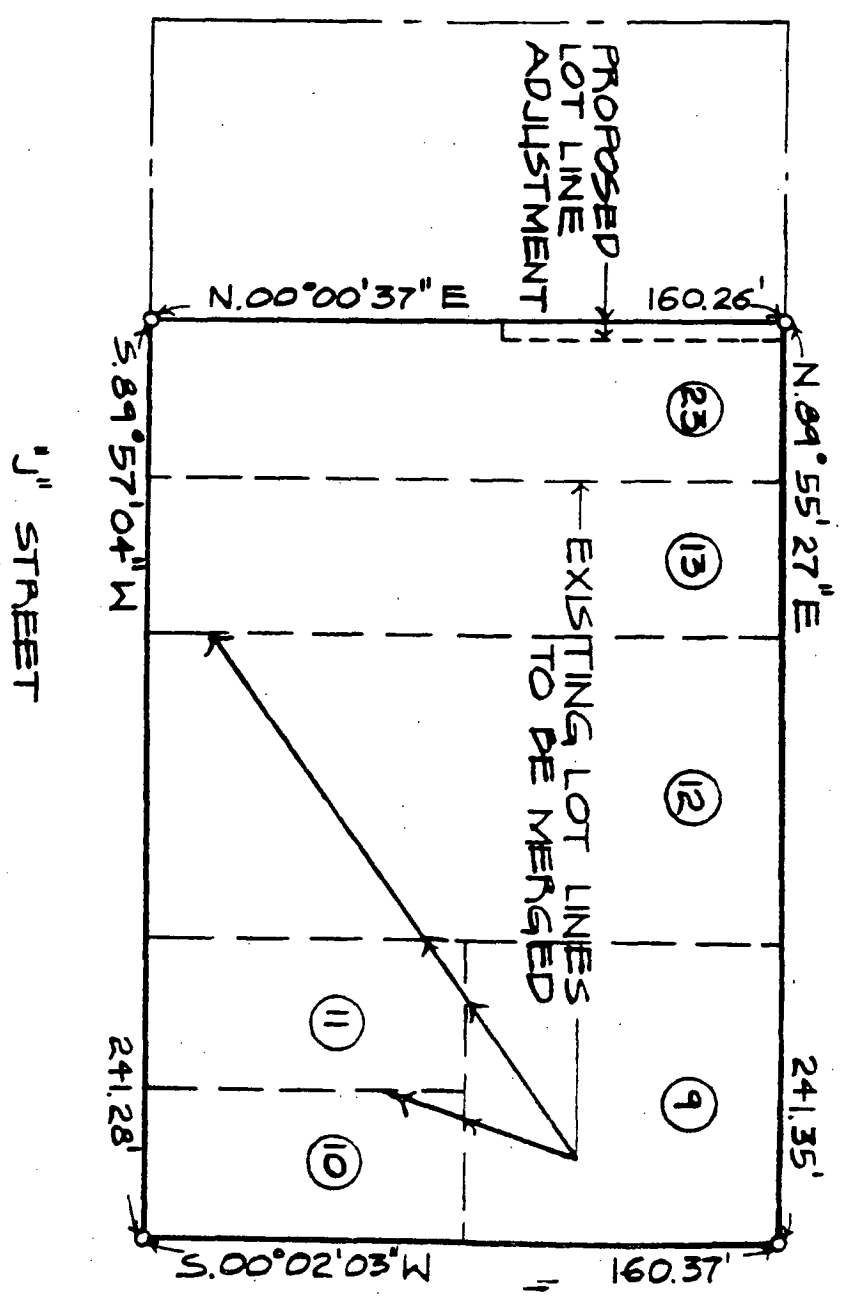
P88-161

Sept. 15, 1988

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P88-161  
Sept. 15, 1988

13<sup>th</sup> STREET



J<sup>th</sup> STREET

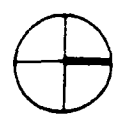
14<sup>th</sup> STREET

EXHIBIT A

APN: 6-054-09, 10, 11, 12, 13, & 23

1325 J STREET  
D. BENVENUTI PROPERTIES

PROPOSED LOT MERGER



# 2



## EXHIBIT B

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

July 7, 1988  
87-0216

### LOT LINE ADJUSTMENT

#### PROPOSED LOT 1

All that portion of Lot 8 in the block bounded by I, J, 13th and 14th Streets, in the City of Sacramento, according to the official map thereof, described as follows:

BEGINNING at the Northwest corner of said Lot 8; thence, from said point of beginning, along the Northerly line of said Lot 8, North 89°55'27" East 79.28 feet; thence, leaving said Northerly line, South 00°00'37" West 160.26 feet to the Southeast corner of Parcel 1, as described in that certain Certificate of Compliance filed in Book 821109, Page 865 Official Records of Sacramento County; thence, along the Southerly and Westerly lines of said Parcel 1, the following two (2) courses: (1) South 89°57'04" West 79.25 feet, and (2) North 160.22 feet to the point of beginning.

Refer this description to your title company  
before incorporating it into any document.

P88-161

Sept. 15, 1988

# 2



B-2

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

July 7, 1988  
87-0216

LOT LINE ADJUSTMENT

PROPOSED LOT 2

All of Lots 5, 6 and 7 together with all that portion of Lot 8 in the block bounded by I, J, 13th and 14th Streets, in the City of Sacramento, according to the official map thereof, described as follows:

BEGINNING at the Northeast corner of said Lot 5; thence, from said point of beginning, along the Easterly line of said Lot 5 and along the Southerly lines of Lots 5, 6, 7 and 8, the following two (2) courses: (1) South  $00^{\circ}02'03''$  West 160.37 feet; and (2) South  $89^{\circ}57'04''$  West 241.28 feet to the Southeast corner of Parcel 1 as described in that certain Certificate of Compliance filed in Book 821109, Page 865, Official Records of Sacramento County, said point also being the Southwest corner of Parcel 2 of said Certificate of Compliance; thence, along the Westerly line of said Parcel 2, and the Northerly prolongation thereof North  $00^{\circ}00'37''$  East 160.26 feet to a point in the Northerly line of said Lot 8; thence, along the Northerly line of said Lots 5, 6, 7 and 8 North  $89^{\circ}55'27''$  East 241.35 feet to the point of beginning.

Refer this description to your title company  
before incorporating it into any document.

P88-161

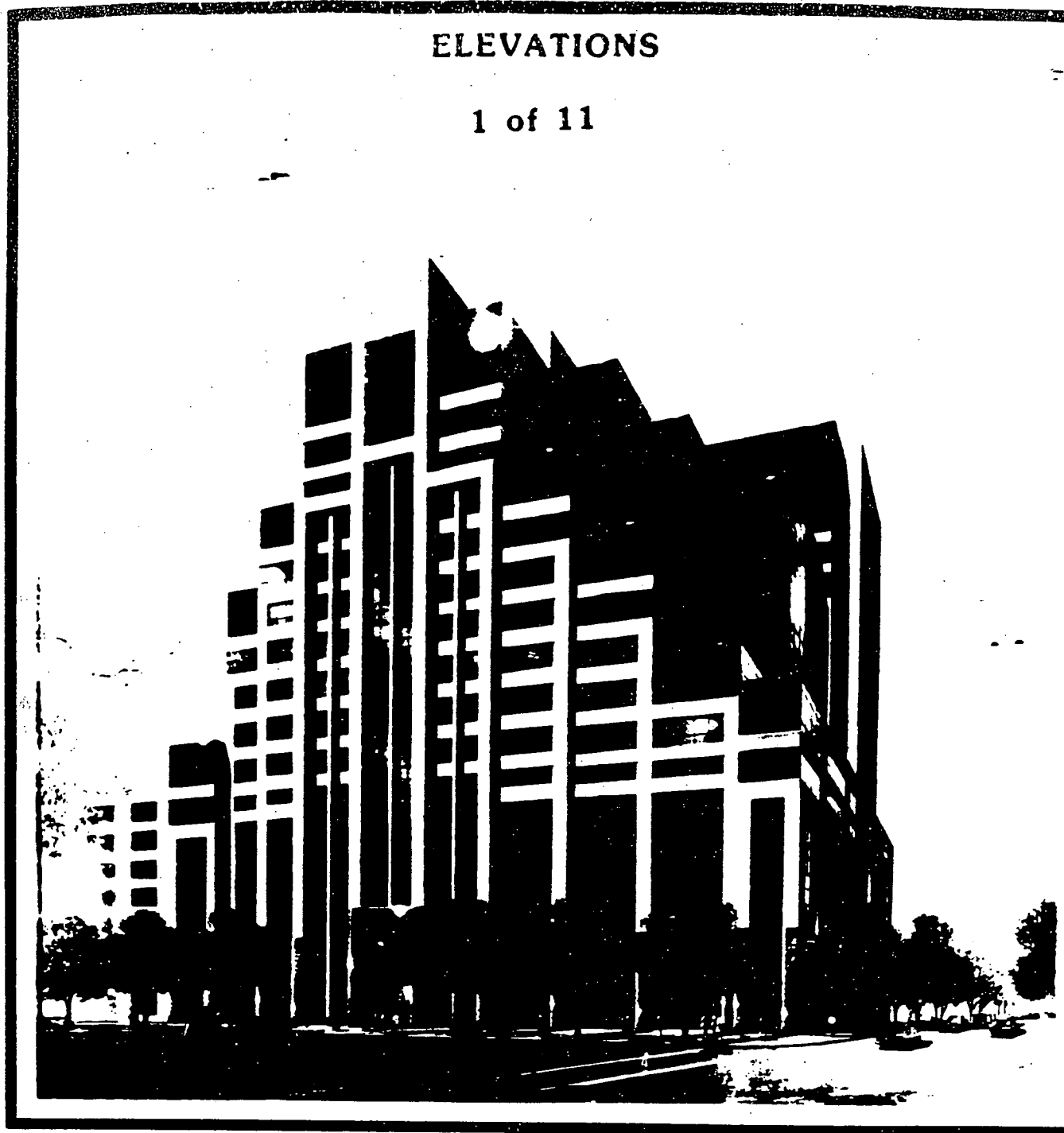
~~22~~  
Sept. 15, 1988

#2

EXHIBIT C

ELEVATIONS

1 of 11



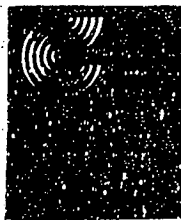
D. BENVENUTI PROPERTIES

CARISSIMI ROHRER HARPER ASSOCIATES

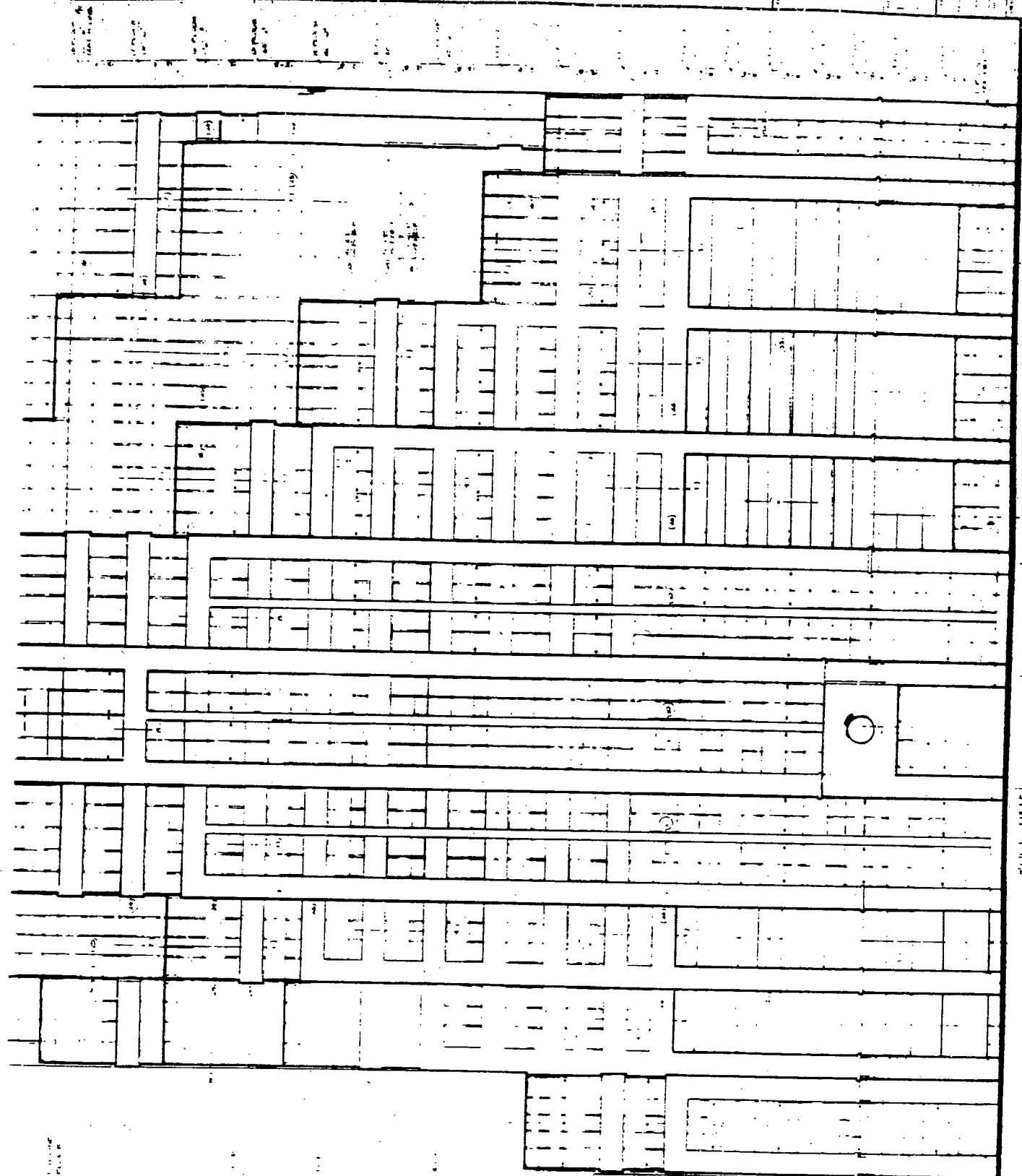
P88-161

Sept. 15, 1988

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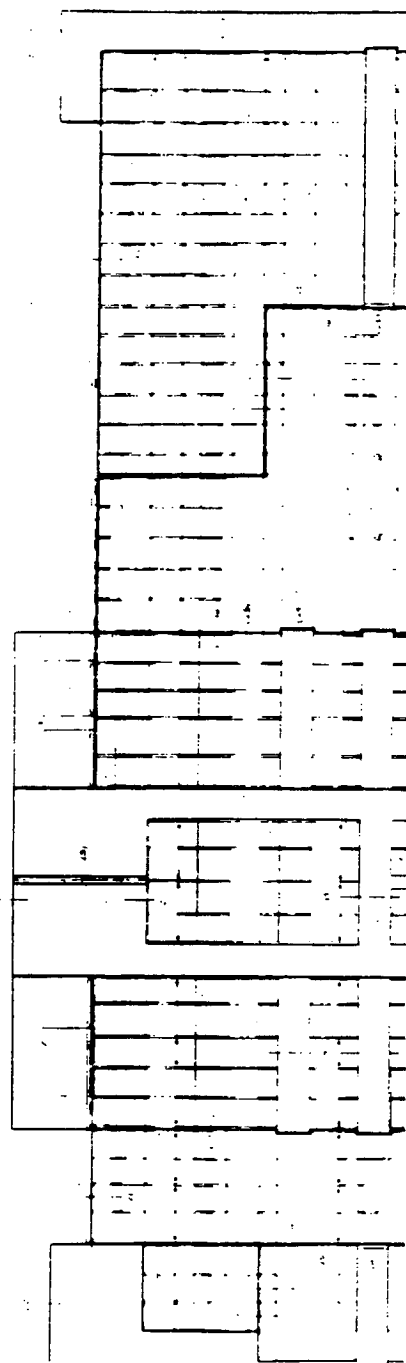
C-2



P88-161

Sept. 15, 1988


# 2

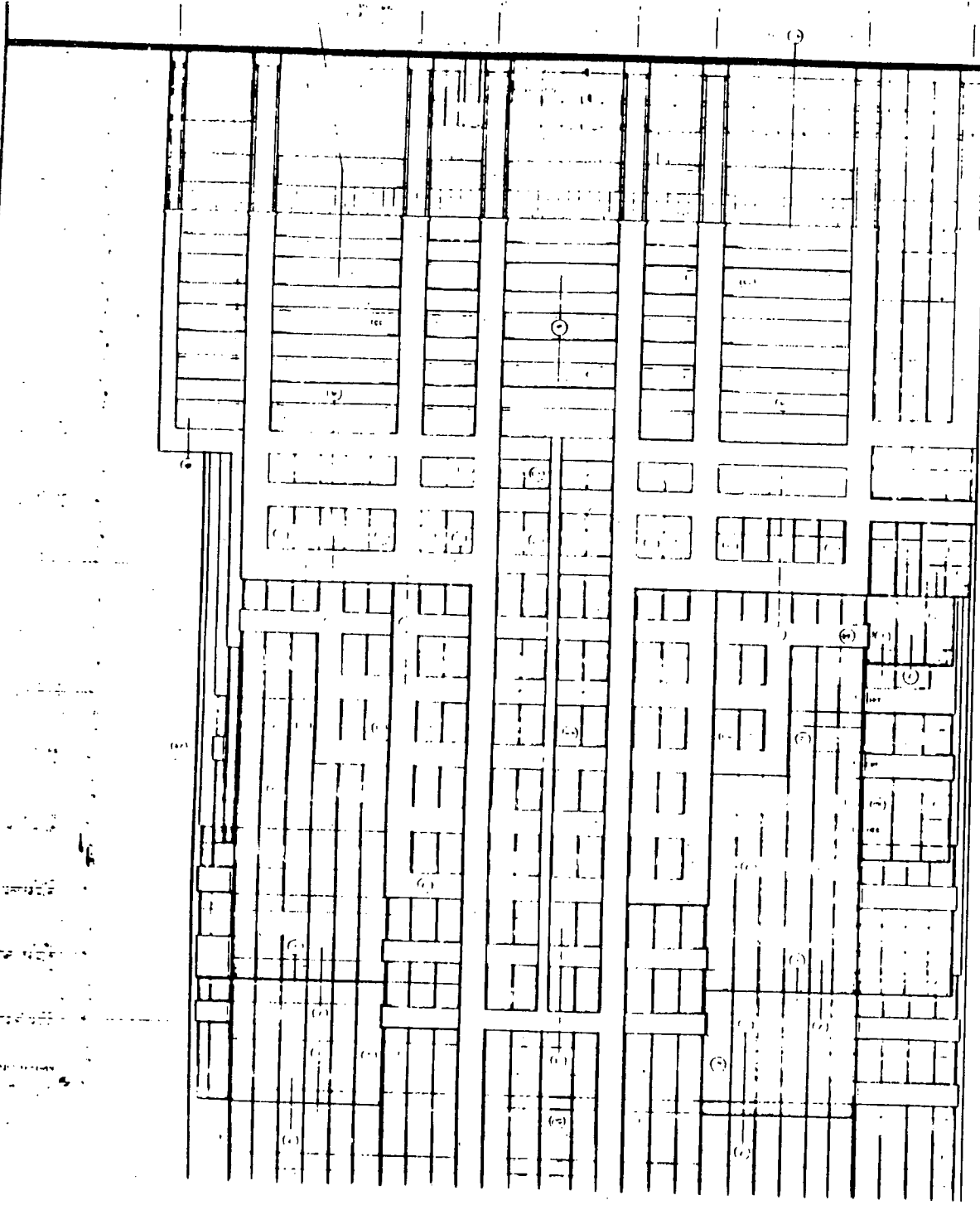


P88-161

200 31  
Sept. 15, 1988

#

	<p style="text-align: center;">C-4</p>	<p style="text-align: center;">9.3</p>		



P88-161

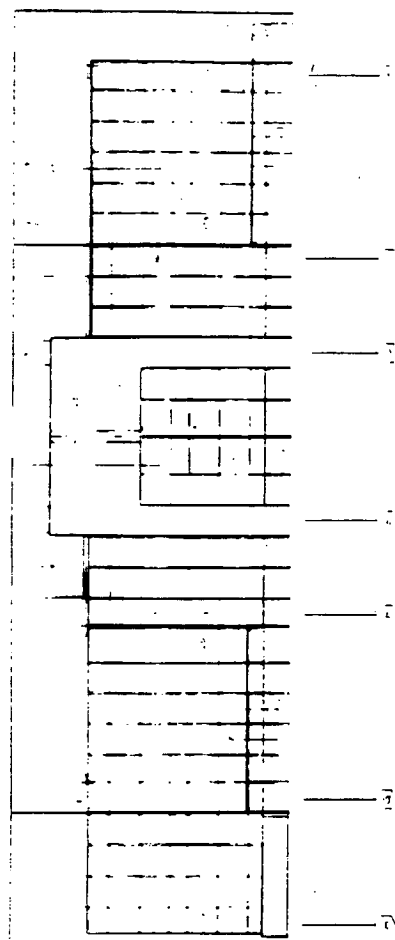
Sept. 15, 1988

#2



C-5

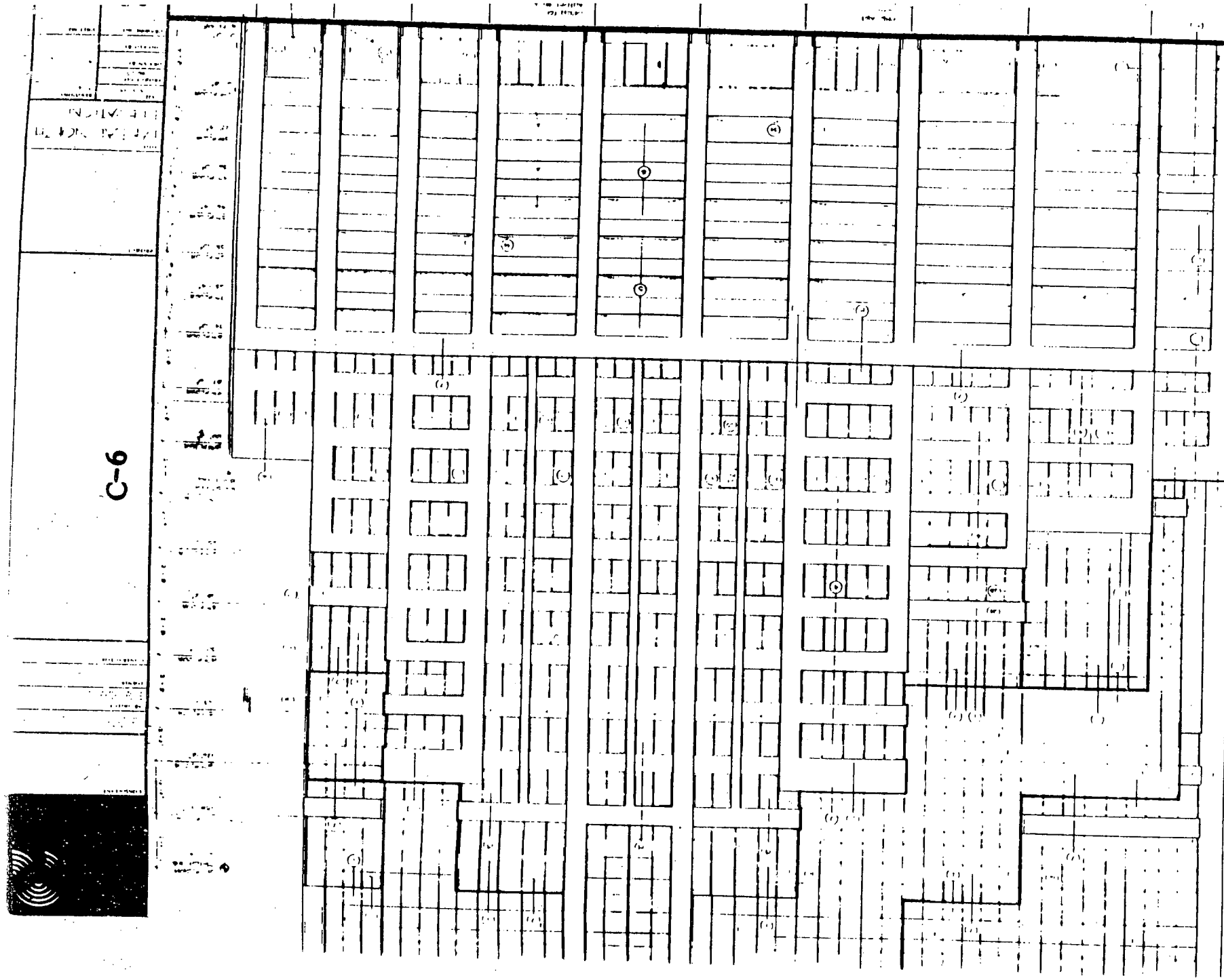
9.4



P88-161

2733  
Sept. 15, 1988

#1

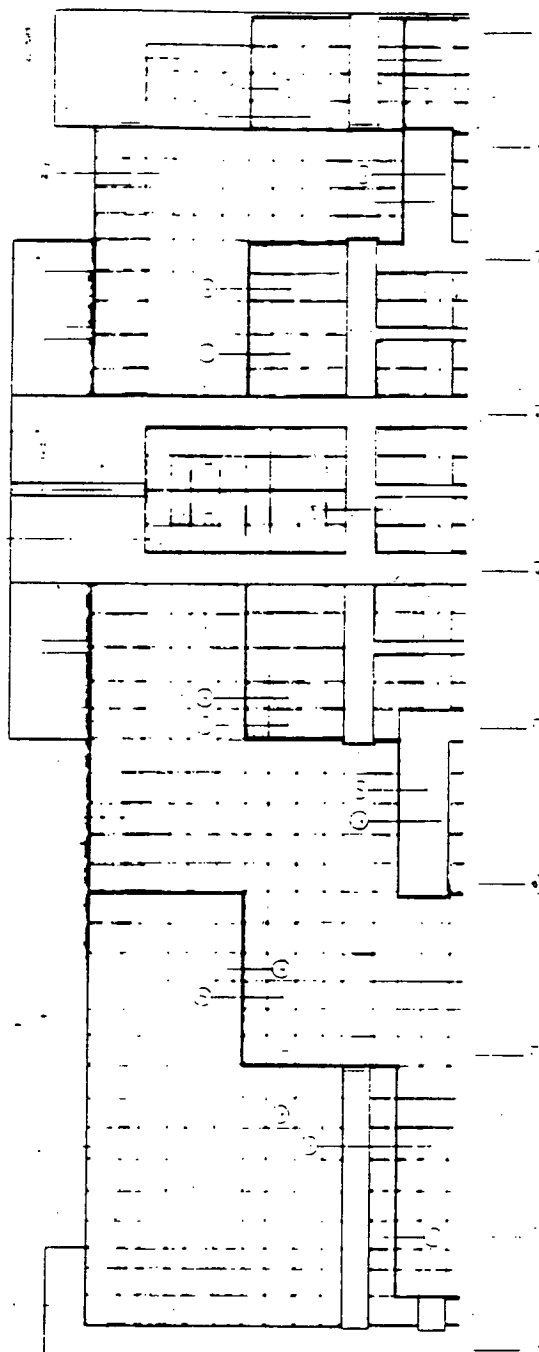


C-6

P88-161

Sept. 15, 1988

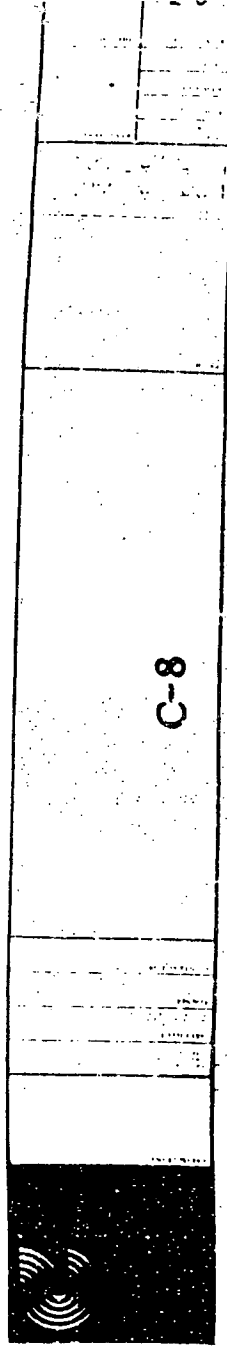
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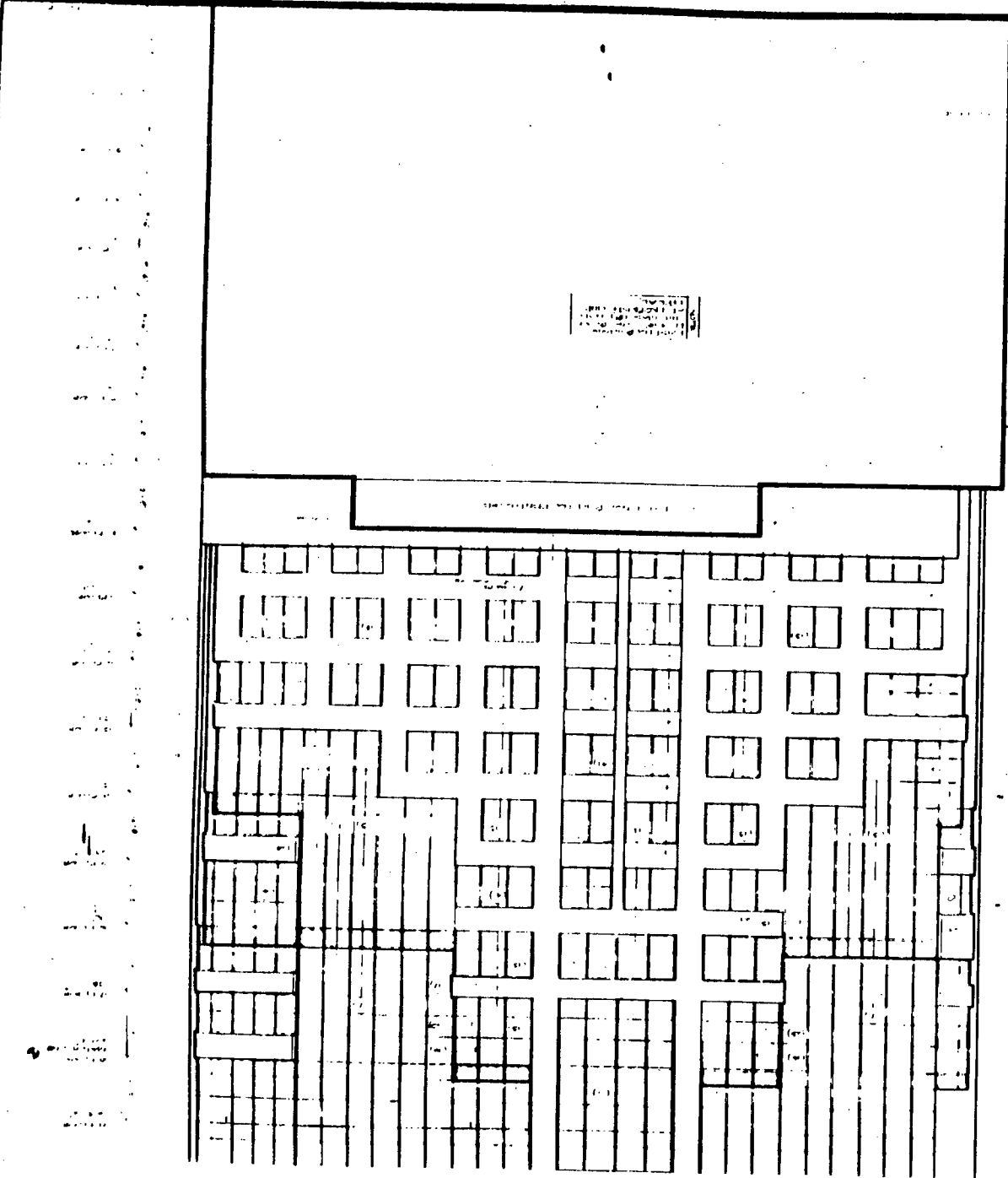
P88-161

7/1 35-  
Sept. 15, 1988

#1




C-8



P88-161

Sept. 15, 1988

#2

	<small>UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION</small>	<small>REPORT NUMBER</small> <small>REPORT DATE</small> <small>REPORT TYPE</small> <small>REPORT STATUS</small>	<small>REPORT TITLE</small>	<small>REPORT NUMBER</small> <small>REPORT DATE</small> <small>REPORT TYPE</small> <small>REPORT STATUS</small>	<small>REPORT NUMBER</small> <small>REPORT DATE</small> <small>REPORT TYPE</small> <small>REPORT STATUS</small>
					<small>REPORT NUMBER</small> <small>REPORT DATE</small> <small>REPORT TYPE</small> <small>REPORT STATUS</small>

C-9

9.8

	<small>UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION</small>
	<small>REPORT NUMBER</small> <small>REPORT DATE</small> <small>REPORT TYPE</small> <small>REPORT STATUS</small>
	<small>REPORT TITLE</small>
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37

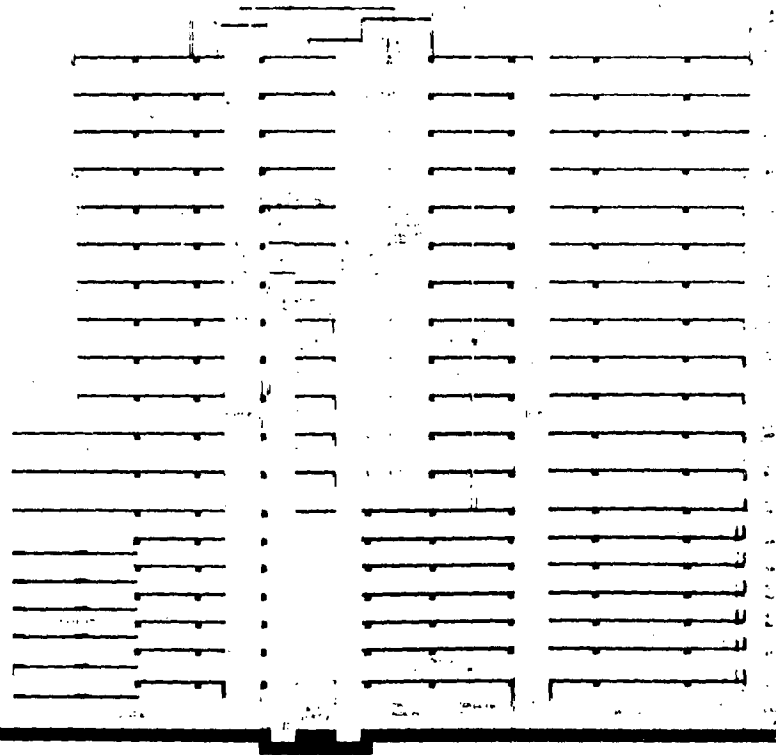
P88-161

Sept. 15, 1988

#

P88-161

Sept. 15, 1988

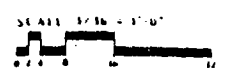


C-10

1325 J STREET  
D. BENVENUTI COMPANY

CROSS SECTION A

A10.1

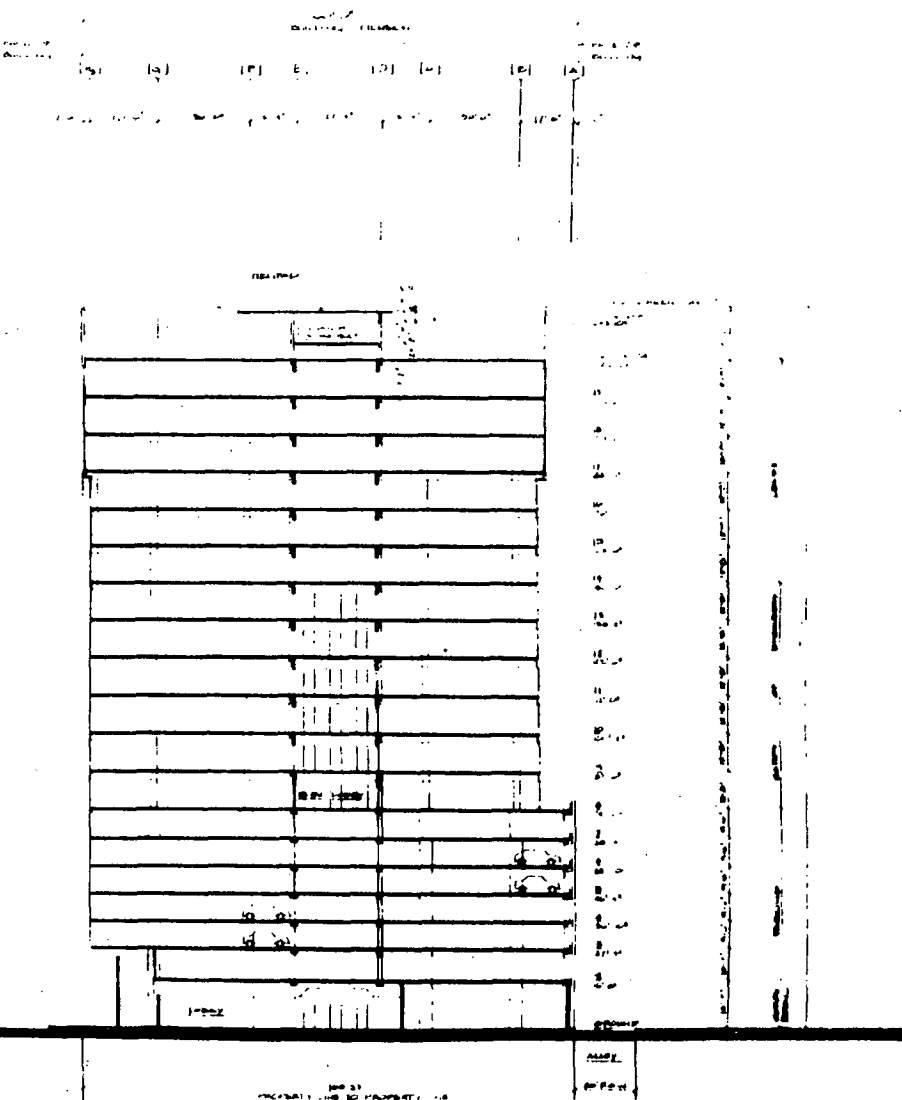


CASSINI BOWEN HARPER  
ASSOCIATES

# 2

P88-161

Sept. 15, 1988



C-11

1325 J STREET  
D. BENVENUTI COMPANY

CROSS SECTION B

A10.2



P88-161

Sept. 15, 1988



EXHIBIT D  
FLOOR PLANS  
1 of 21

325 J STREET  
D. BENVENUTI PROPERTIES

BASEMENT AND MEZZANINE PARTIAL FLOOR PLANS

A2.1

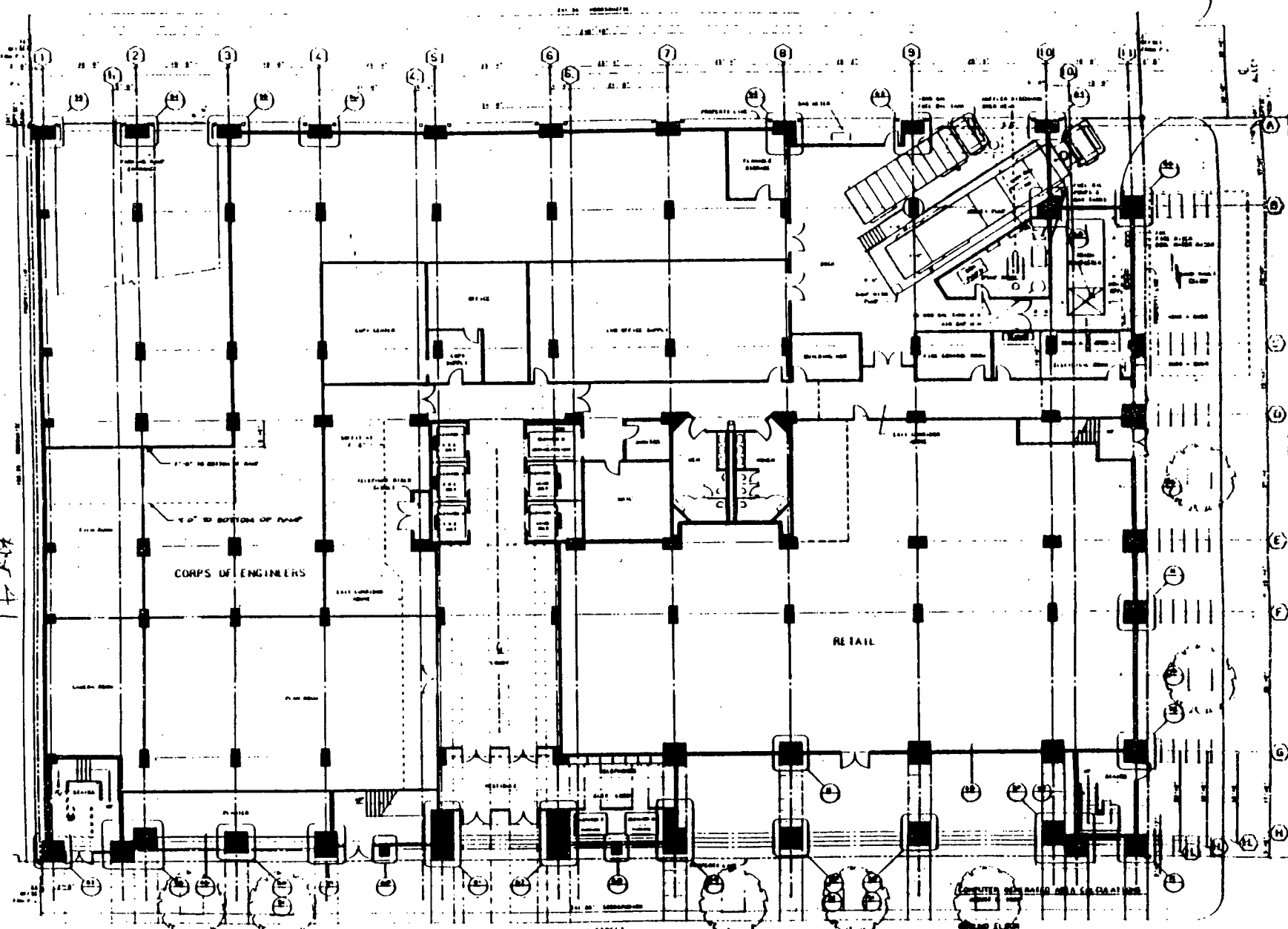
Design Development Drawings



LABISSIMI RENCIOLA

P88-161

Sept. 15, 1988



D-2

**1325 J STREET**  
D. BENVENUTI PROPERTIES

A2.2

**GROUND FLOOR PLAN**  
Design Development Drawings



GROUND FLOOR AREA	21,000 SQ
CGS ACTUAL	13,110 SQ
CGS PROGRAM	12,200 SQ
DIFFERENCE	+890 SQ

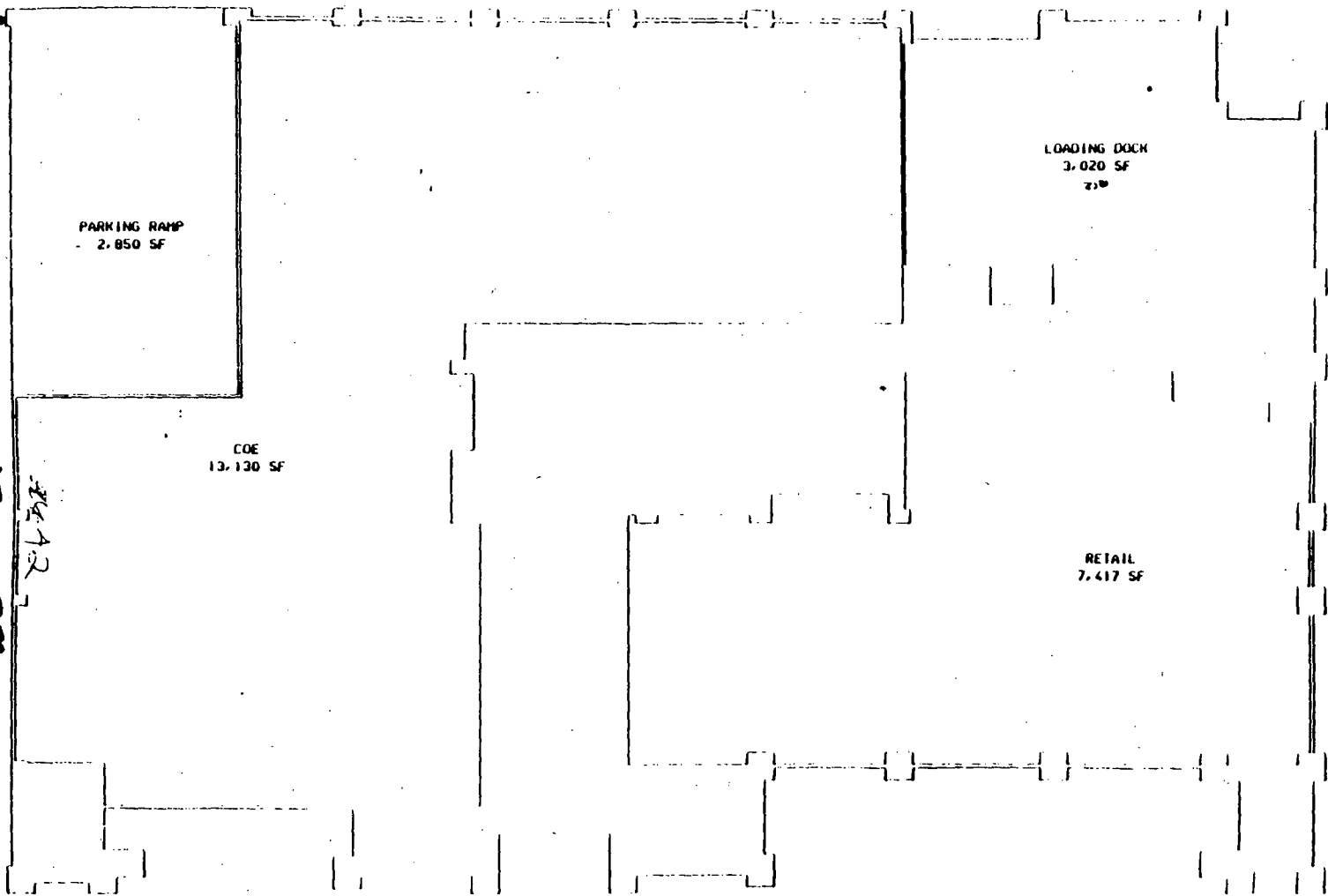


CARISSIMI - BOMBER - HARPER  
ASSOCIATES  
ARCHITECTS

P88-161

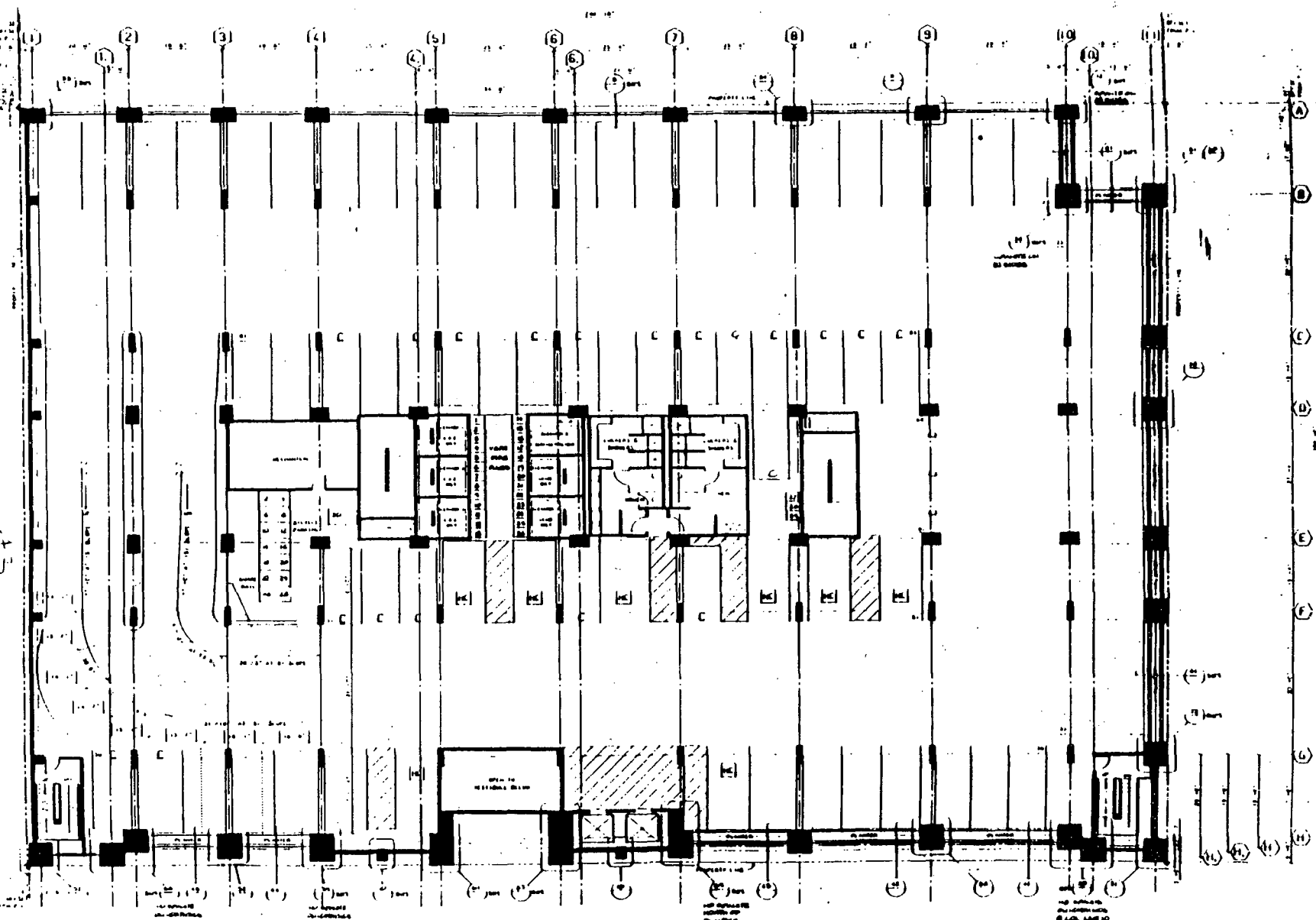
Sept. 15, 1988

#2



P88-161

Sept. 15, 1988



PARKING SIGNWAY  
STANDARD 200 SPACES  
COMPACT 100 SPACES  
HOURLY 50 SPACES  
CUPPAC 10110 818  
TOTAL 200 SPACES

D-4

1325 J STREET  
D. BENVENUTI PROPERTIES

A23

2nd FLOOR PLAN  
Design Development Drawings



2nd FLOOR  
STANDARD  
CUPPAC  
HOURLY

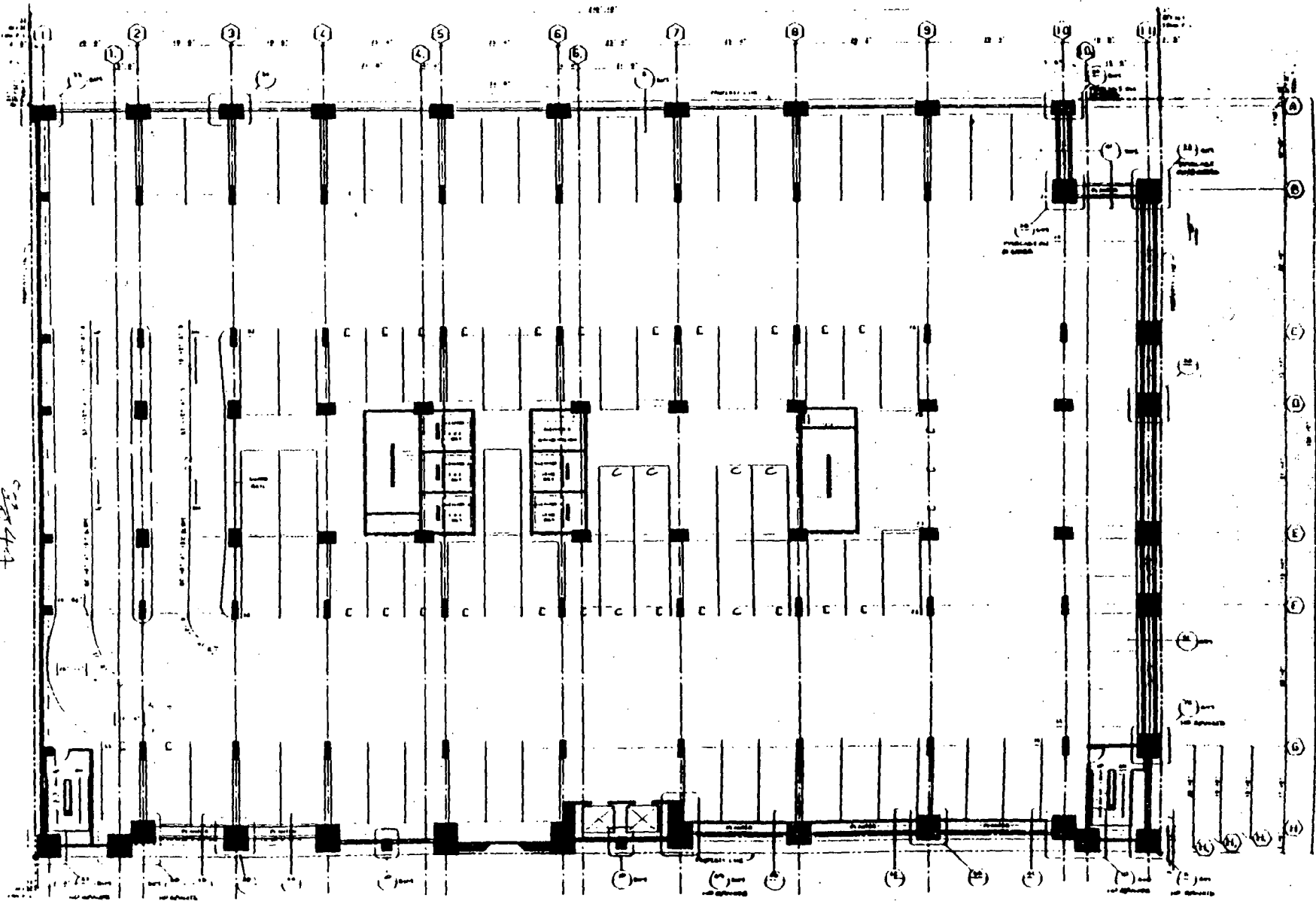
20,770 SQ FT  
21 SPACES  
23 SPACES  
5 SPACES  
TOTAL 49 SPACES



CAGISSINI - GUNSER - HARPER

P88-161

Sept. 15, 1988



D-5

# 1325 J STREET  
# 2 D. BENVENUTI PROPERTIES

A2.4

3rd FLOOR PLAN  
Design Development Drawings



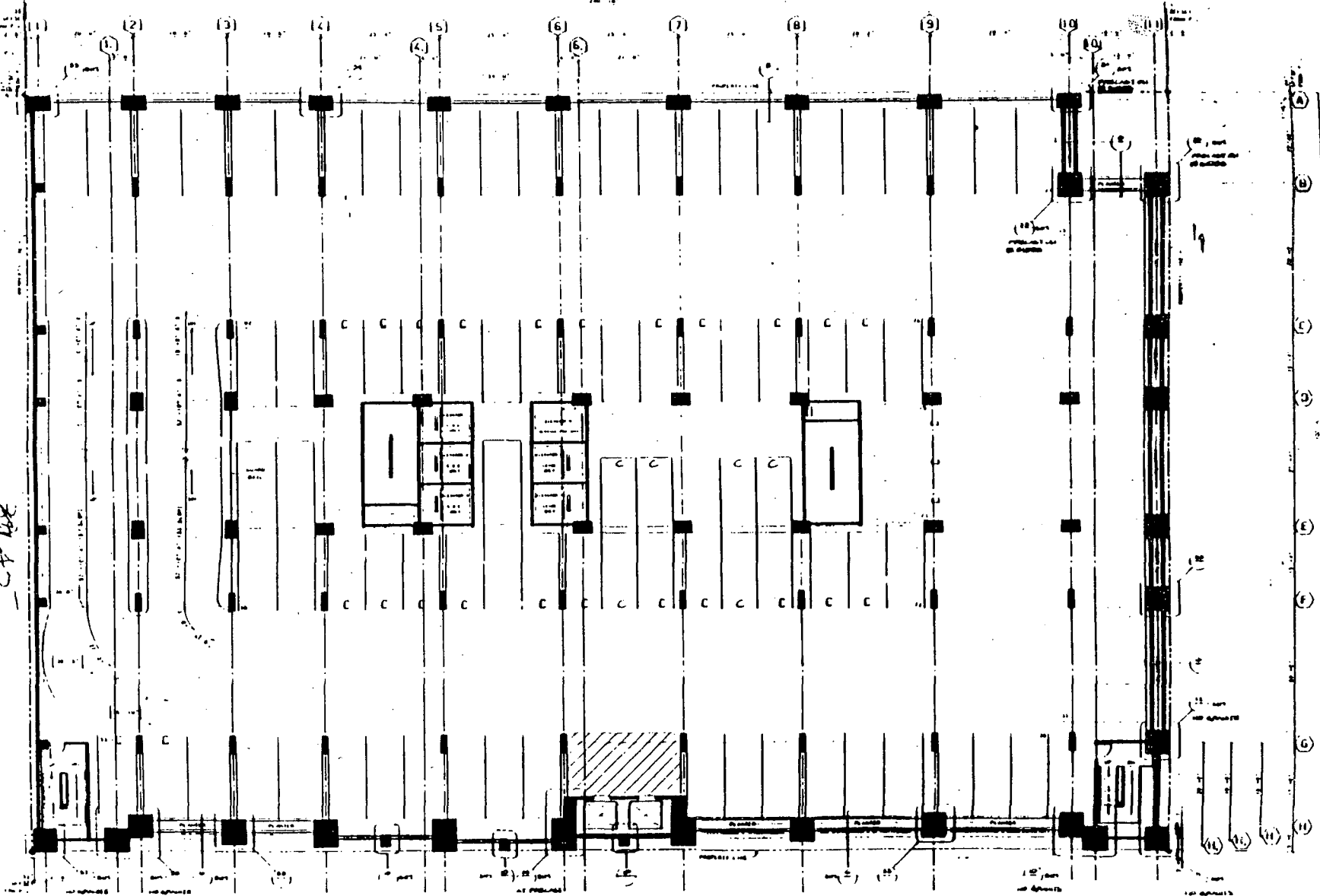
3rd FLOOR  
STRUCTURAL  
COMPASS

27,100 SQ  
FT SPACES  
27,100 SQ  
FT SPACES



P88-161

Sept. 15, 1988  
287 45



D-6

**1325 J STREET**  
D. RENVENIITI PROPERTIES

A2.5

4th THRU 6th FLOOR PLANS  
Design Development Drawings



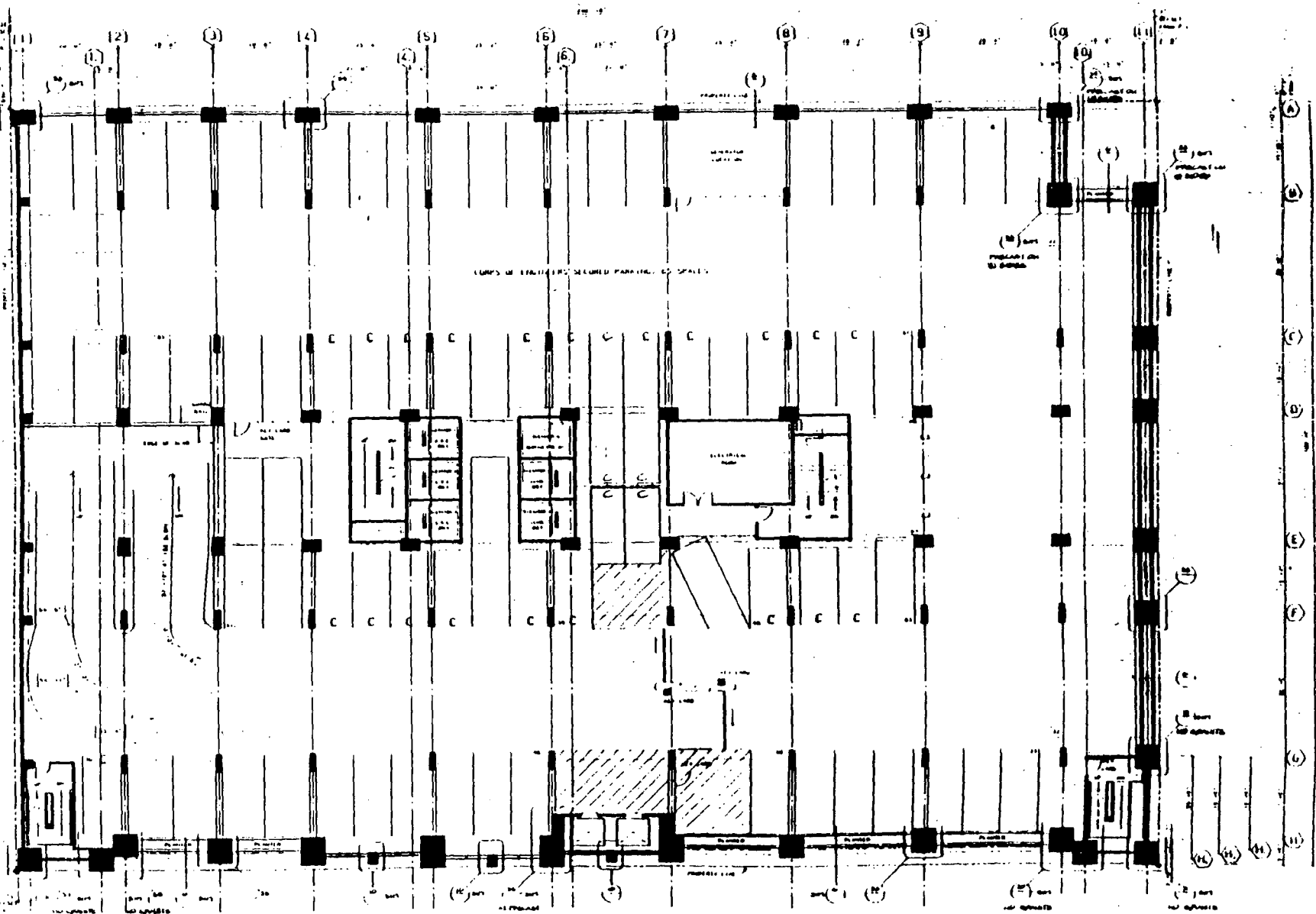
4th THRU 6th FLOOR  
STANDARD COMPACT  
TOTAL 100 SPACES



CANADIAN TIMBER MART ASSOCIATION

P88-161

Sept. 15, 1988



D-7

1325 J STREET  
D. BENVENUTI PROPERTIES

A2.6

7th FLOOR PLAN  
Design Development Drawings



7th FLOOR  
STANDARD  
CORPUS  
CORPUS REMANED

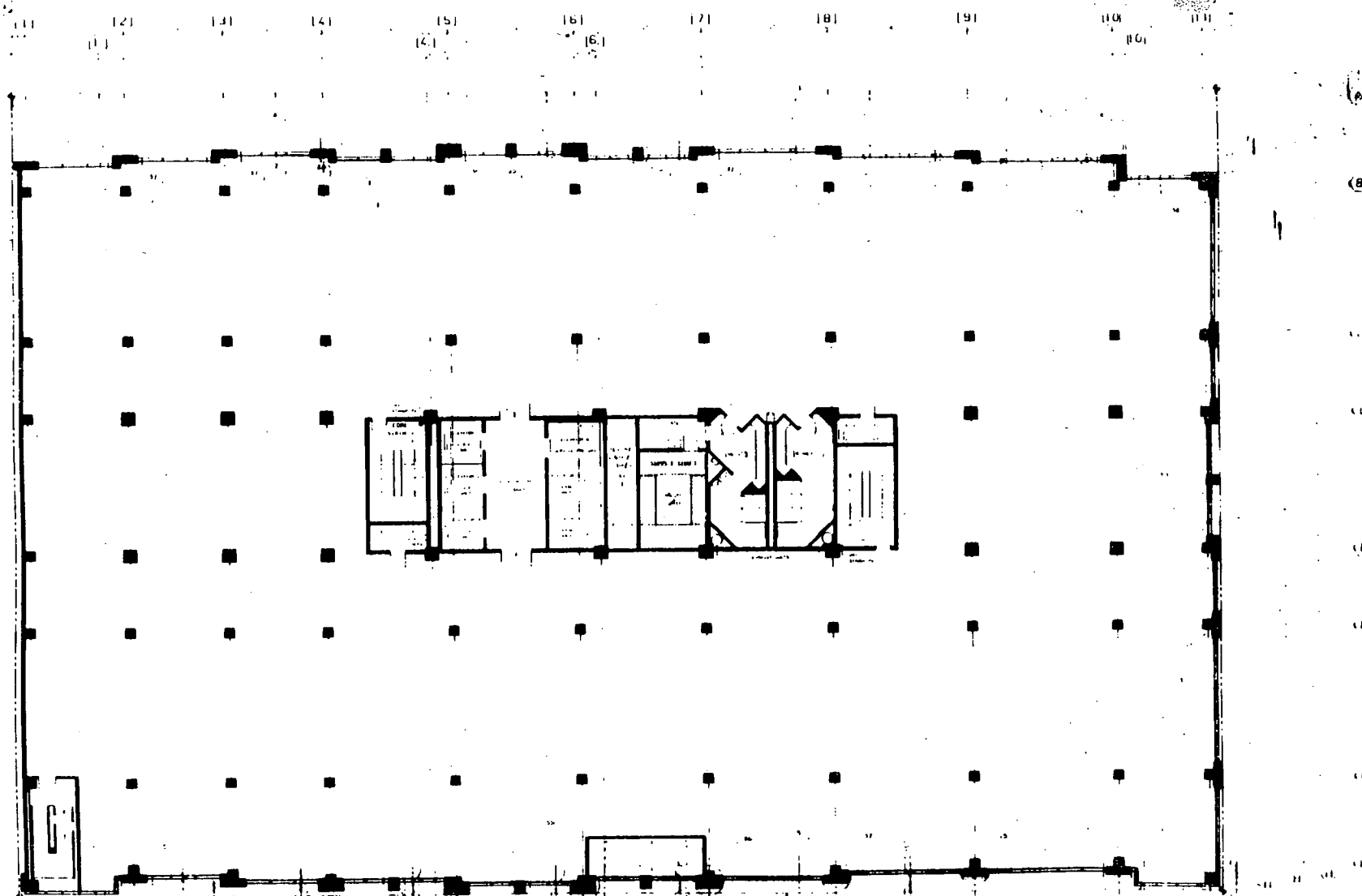
17,150 SQ  
24 SPACES  
24 SPACES  
24 SPACES



CARISSIMI GROUP

P88-161

Sept. 15, 1988 77



D-8

1325 J STREET

A2.7

8th FLOOR PLAN  
Design Development Drawings



UNIVERSITY MICROFILMS INTERNATIONAL  
SERIALS ACQUISITION  
300 N ZEEB RD  
ANN ARBOR MI 48106

DATE:

BY:

FOR:

RE:

FILE:

NOTE:

DATE:

BY:

FOR:

RE:

FILE:

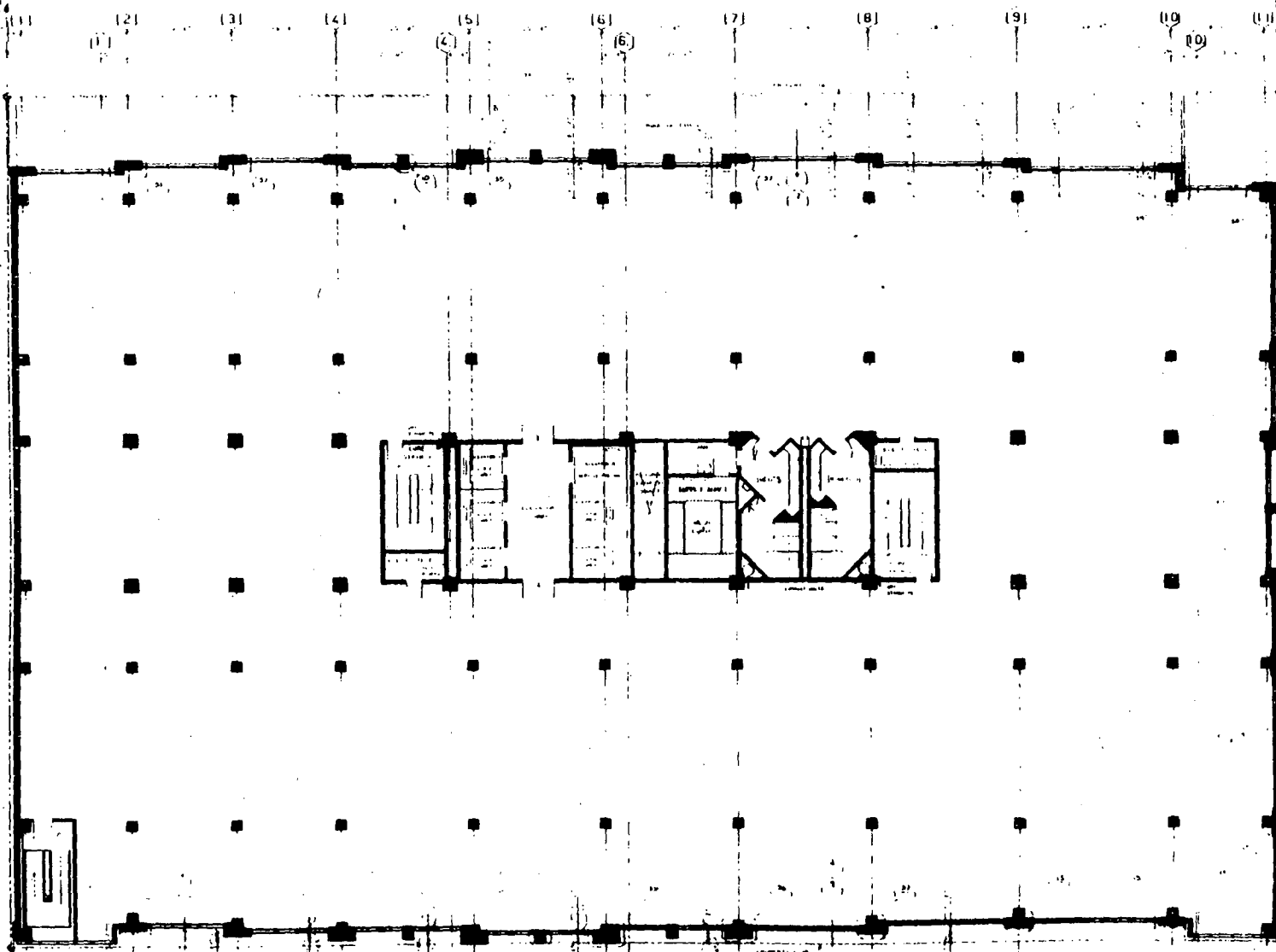


ABISSINI - KIMBER HARPER

P88-161

Sept. 15, 1988

RS



D-9

325 J STREET  
D. BENVENUTI PROPERTIES

A2.8

9th FLOOR PLAN  
Design Development Drawings



COMPILED FROM AREA CALCULATIONS  
AUGUST 2, 1988

20th FLOOR

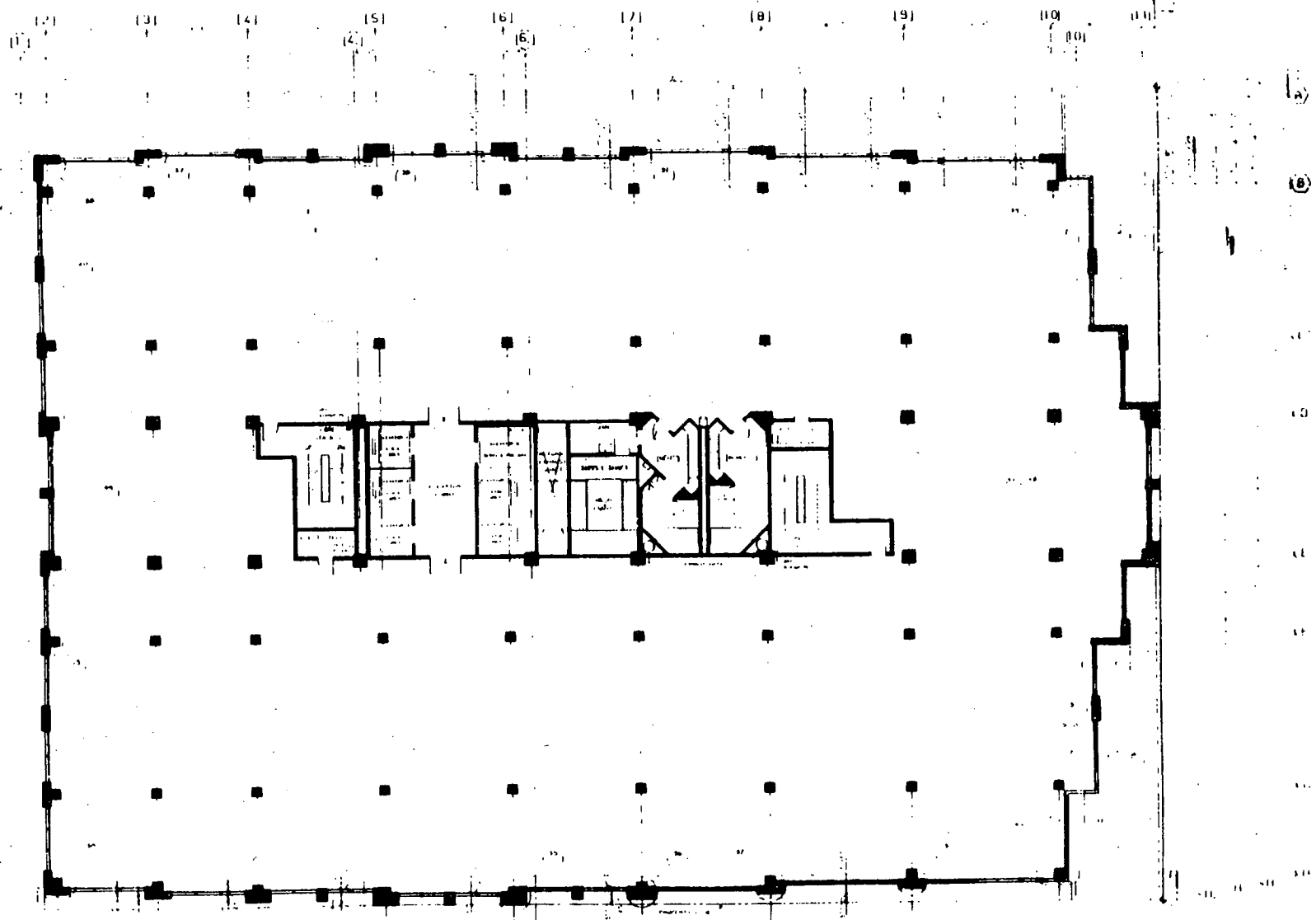
GRAND STAIR AREA	20,000 SQ FT
ELEVATOR SHAFT AREA	1,000 SQ FT
STAIR AREA	1,000 SQ FT
STAIR WALKWAY AREA	10,000 SQ FT
STAIR ENCLOSURE	10,000 SQ FT
DIFFERENTIAL	10,000 SQ FT



CARISSIMI RINDLER HARPER

P88-161

Sept. 15, 1988



D-10

1325 J STREET  
D. BENVENUTI PROPERTIES

A2.9

10th FLOOR PLAN  
Design Development Drawings



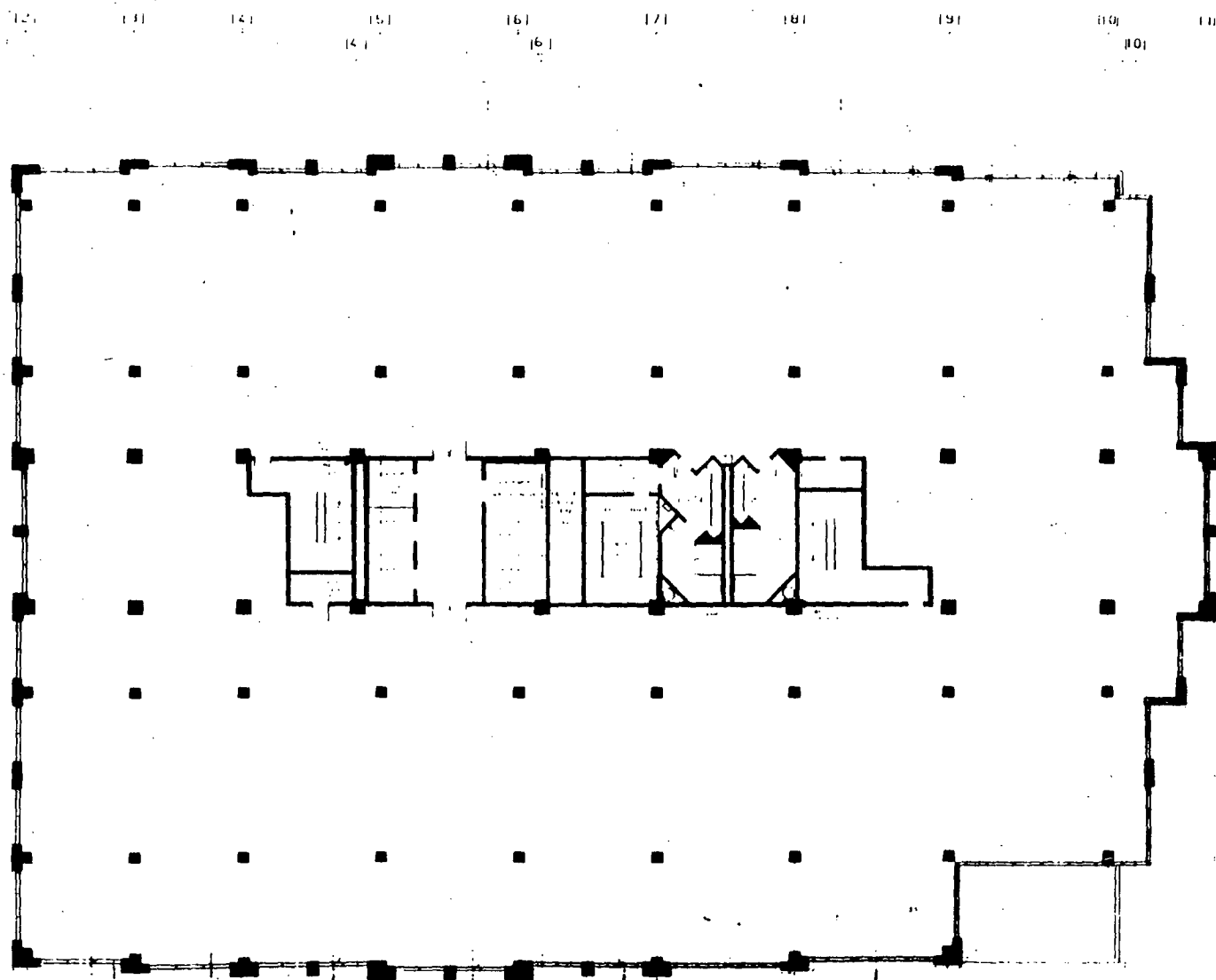
COMPUTER GENERATED AND PRINTED BY  
RUSSELL J. COOK

DATE: 9/15/88  
PROJECT: 1325 J STREET  
DRAWING: 10th FLOOR PLAN  
DESIGNER: RUSSELL J. COOK  
CHECKER: RUSSELL J. COOK  
DATE: 9/15/88



P88-161

Sept. 15, 1988



D-11

# 1325 J STREET  
D. BENVENUTI PROPERTIES

A2.10

11th FLOOR PLAN  
Design Development Drawings



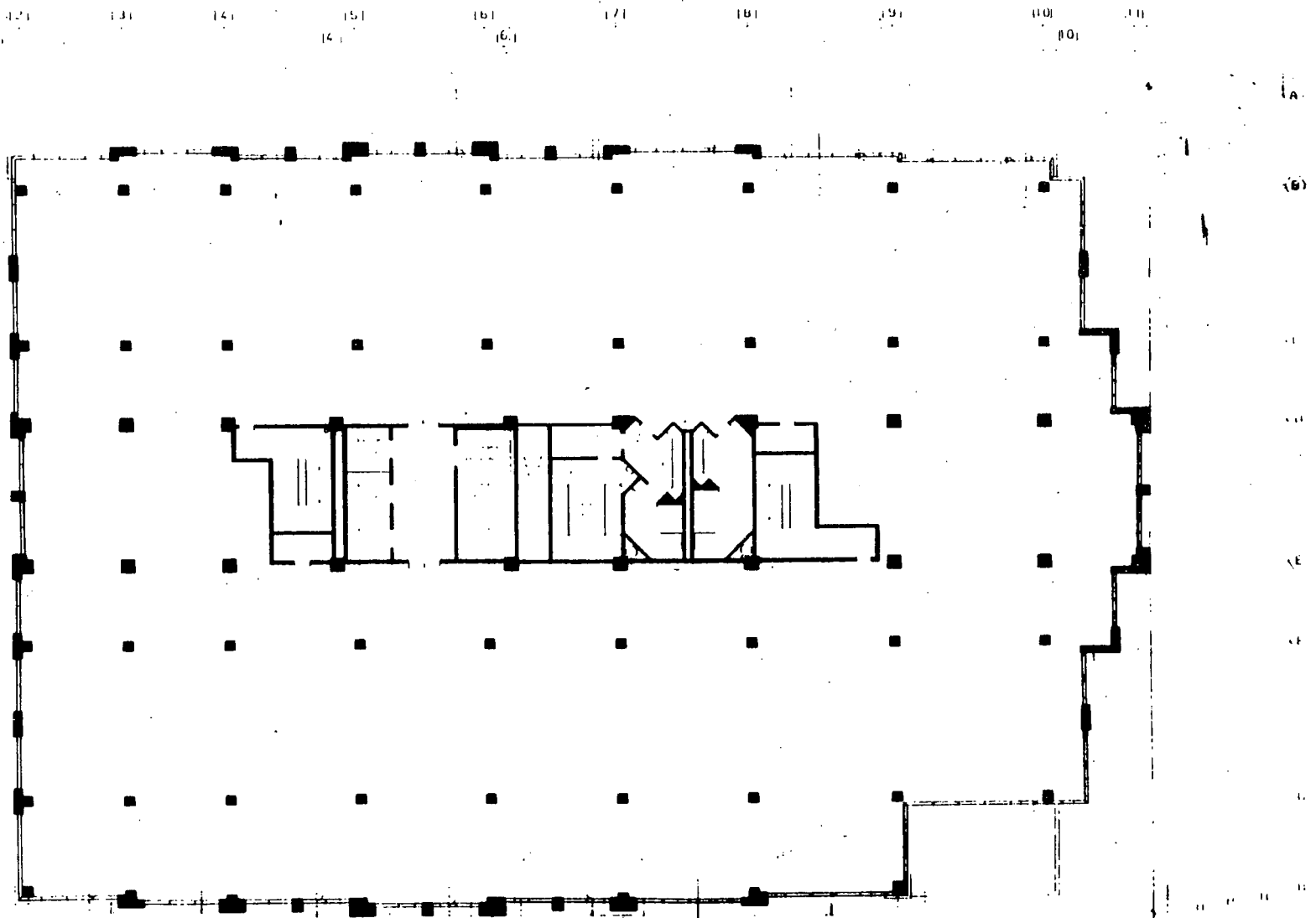
Legend table with two columns of text, likely defining line styles and symbols used in the drawing.



LABISSINI KONIKER MARPAR

P88-161

Sept. 15, 1988  
1988



#1325 J STREET  
D. BENVENUTI PROPERTIES

A2.11

12th FLOOR PLAN  
Design Development Drawings



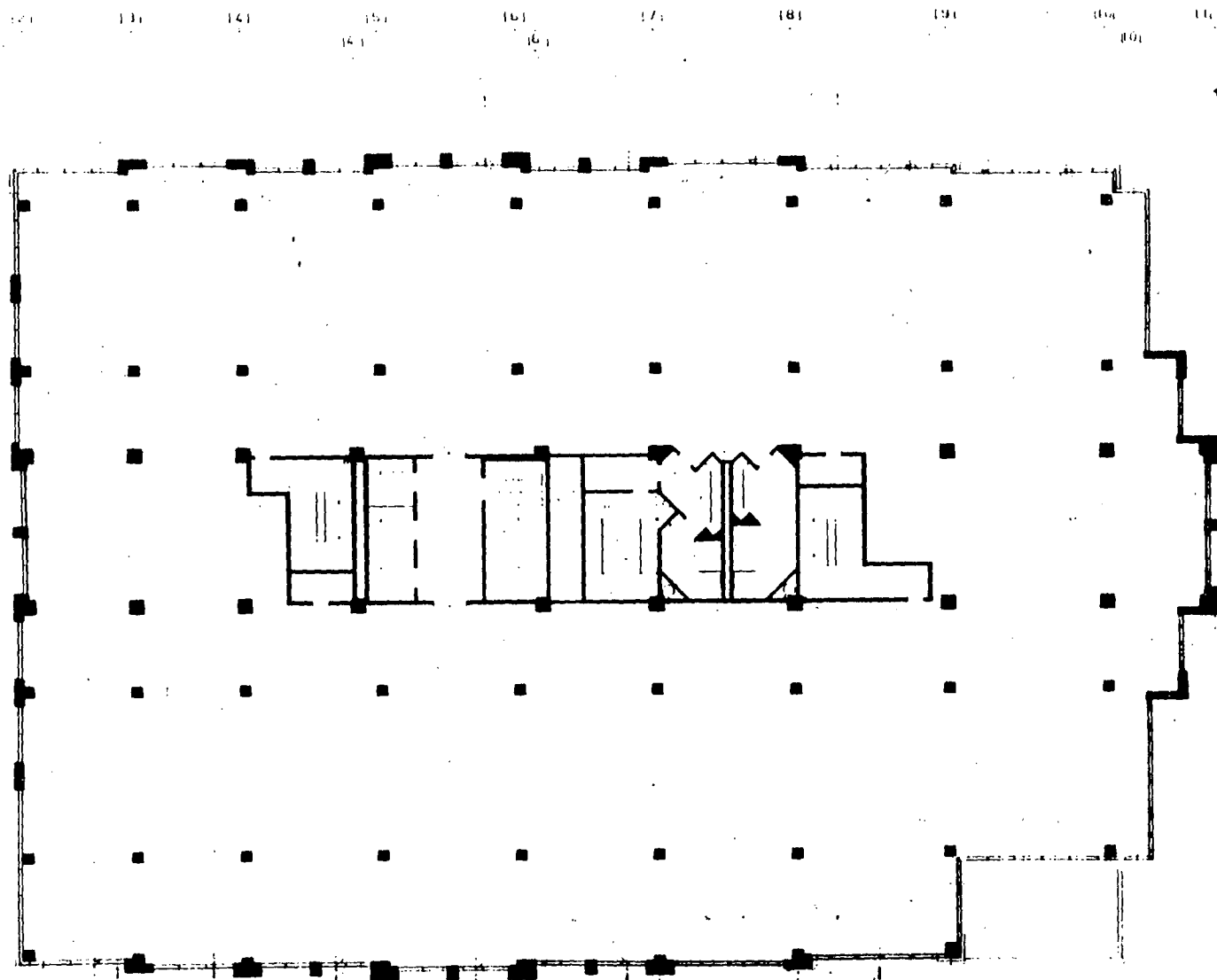
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3	12th FLOOR PLAN	9/15/88
4	12th FLOOR PLAN	9/15/88
5	12th FLOOR PLAN	9/15/88
6	12th FLOOR PLAN	9/15/88
7	12th FLOOR PLAN	9/15/88
8	12th FLOOR PLAN	9/15/88
9	12th FLOOR PLAN	9/15/88
10	12th FLOOR PLAN	9/15/88
11	12th FLOOR PLAN	9/15/88
12	12th FLOOR PLAN	9/15/88
13	12th FLOOR PLAN	9/15/88
14	12th FLOOR PLAN	9/15/88
15	12th FLOOR PLAN	9/15/88
16	12th FLOOR PLAN	9/15/88
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18	12th FLOOR PLAN	9/15/88
19	12th FLOOR PLAN	9/15/88
20	12th FLOOR PLAN	9/15/88
21	12th FLOOR PLAN	9/15/88
22	12th FLOOR PLAN	9/15/88
23	12th FLOOR PLAN	9/15/88
24	12th FLOOR PLAN	9/15/88
25	12th FLOOR PLAN	9/15/88
26	12th FLOOR PLAN	9/15/88
27	12th FLOOR PLAN	9/15/88
28	12th FLOOR PLAN	9/15/88
29	12th FLOOR PLAN	9/15/88
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99	12th FLOOR PLAN	9/15/88
100	12th FLOOR PLAN	9/15/88



CARISSIMI KOHLER HAPPER

P88-161

Sept. 15, 1988



D-13

1325 J STREET  
D. BENVENUTI PROPERTIES

#2

A2.12

13th FLOOR PLAN  
Design Development Drawings



CONSTRUCTION NOTES AND SPECIFICATIONS

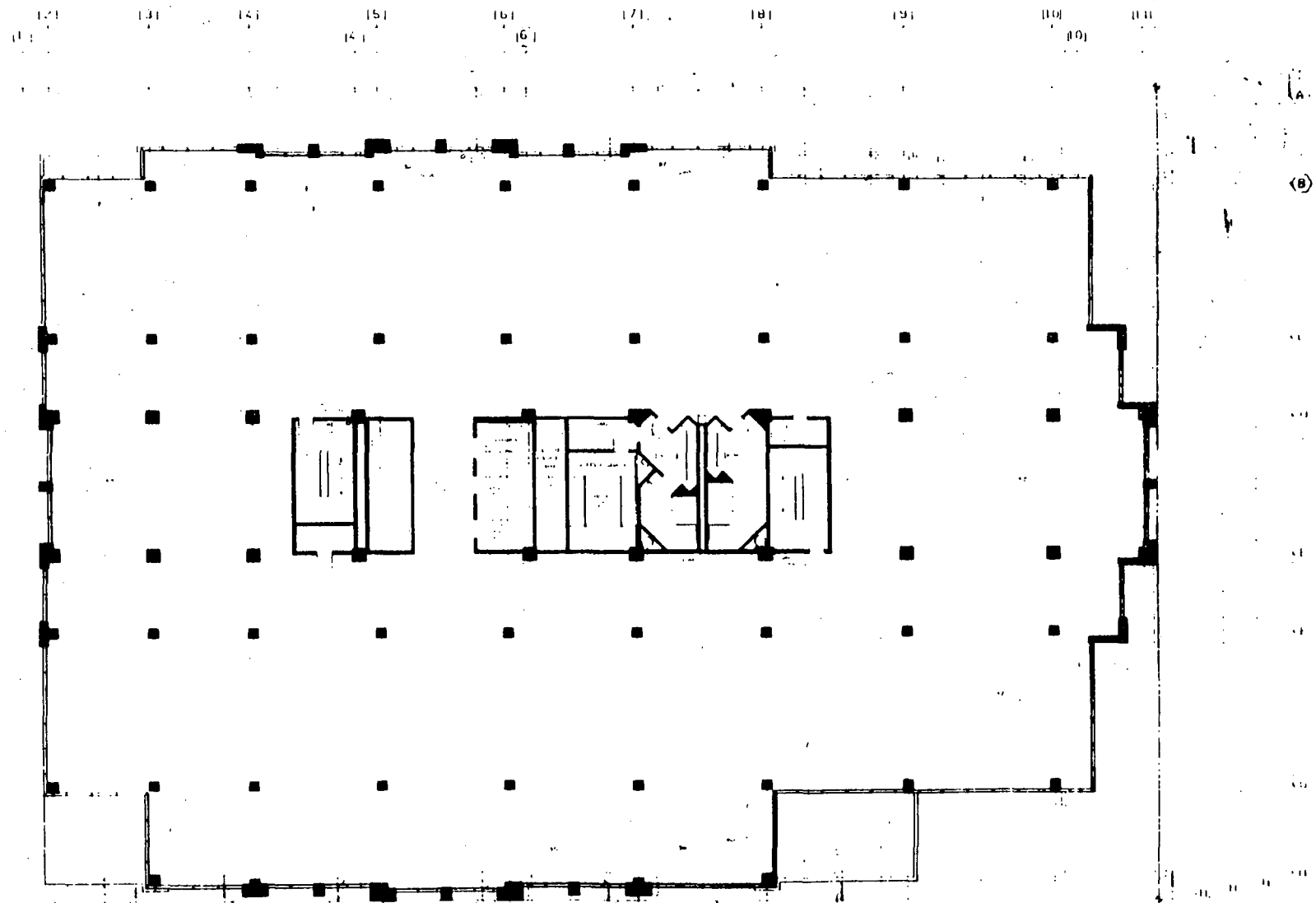
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9/15/88	ISSUED FOR CONSTRUCTION
9/15/88	ISSUED FOR RECORD
9/15/88	ISSUED FOR ARCHIVE
9/15/88	ISSUED FOR REVIEW

LABISSIMI BENTON & HARPER  
ASSOCIATES

P88-161

Sept. 15, 1988

474 533



D-14

1325 J STREET

A2.13

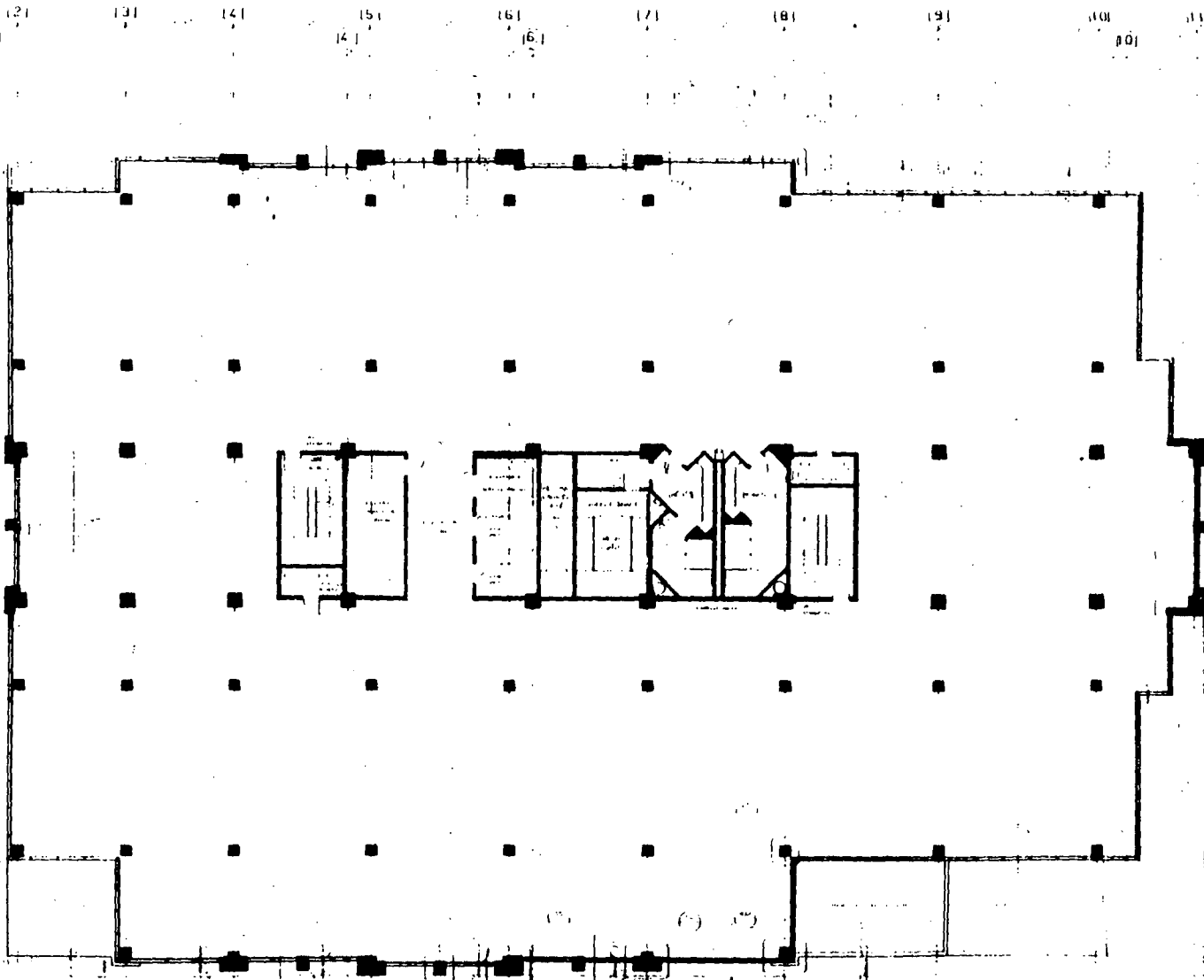
14th FLOOR PLAN  
Design Development Drawings



CARISSIMI BISHAR HABPC

P88-161

Sept. 15, 1988



D-15

# 1325 J STREET  
D. BENVENUTI PROPERTIES

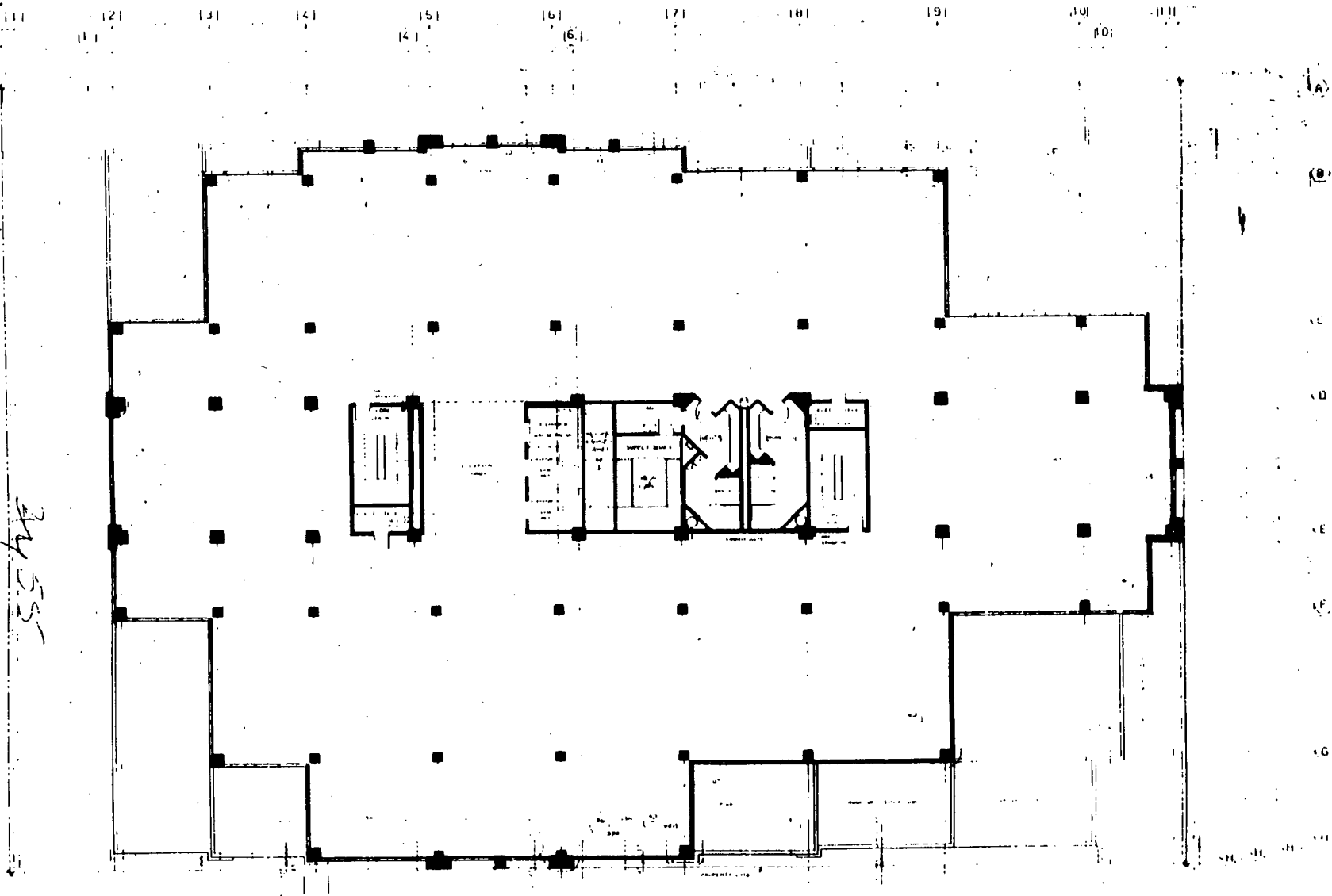
A2.14

15th FLOOR PLAN  
Design Development Drawings



P88-161

Sept. 15, 1988



D-16

1325 J STREET

A2.15

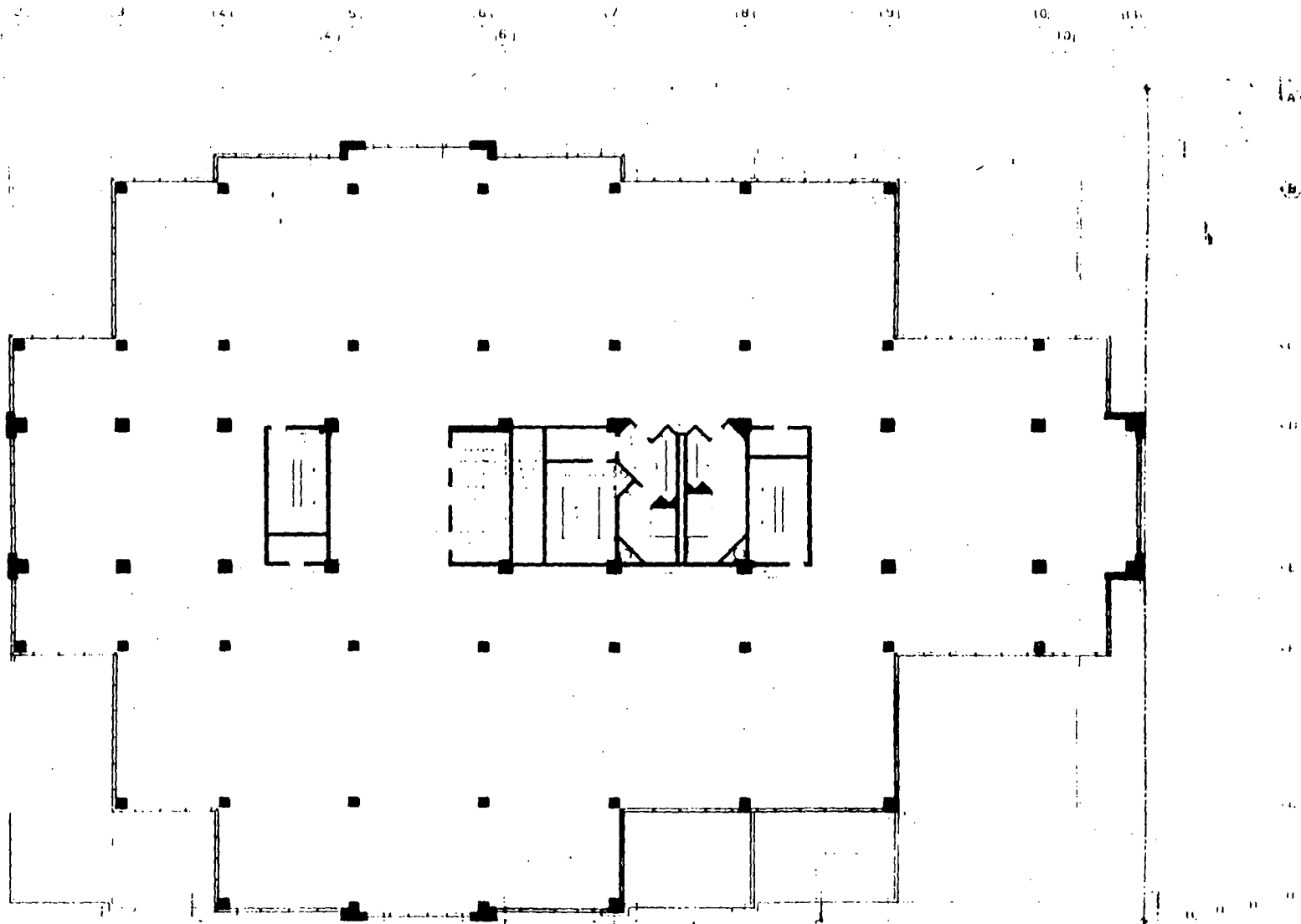
16th FLOOR PLAN  
Design Development Drawings



CARISSIMI - BONER - HARPER

P88-161

Sept. 15, 1988



D-17

#2 1325 J STREET  
D. BENVENUTI PROPERTIES

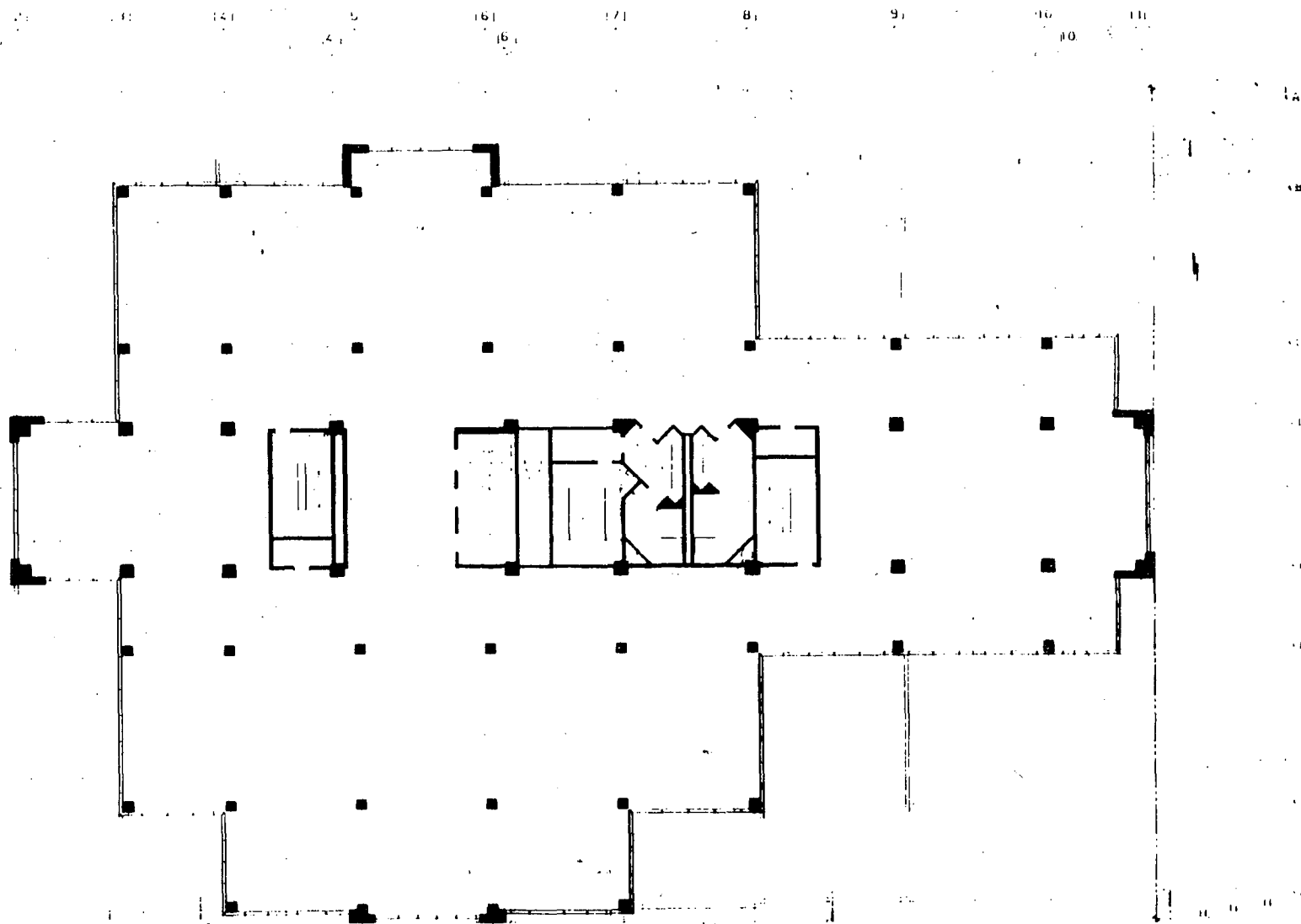
A2.16

17th FLOOR PLAN  
Design Development Drawings



P88-161

Sept. 15, 1988




D-18

**1325 J STREET**  
D. BENVENUTI PROPERTIES

A2.17

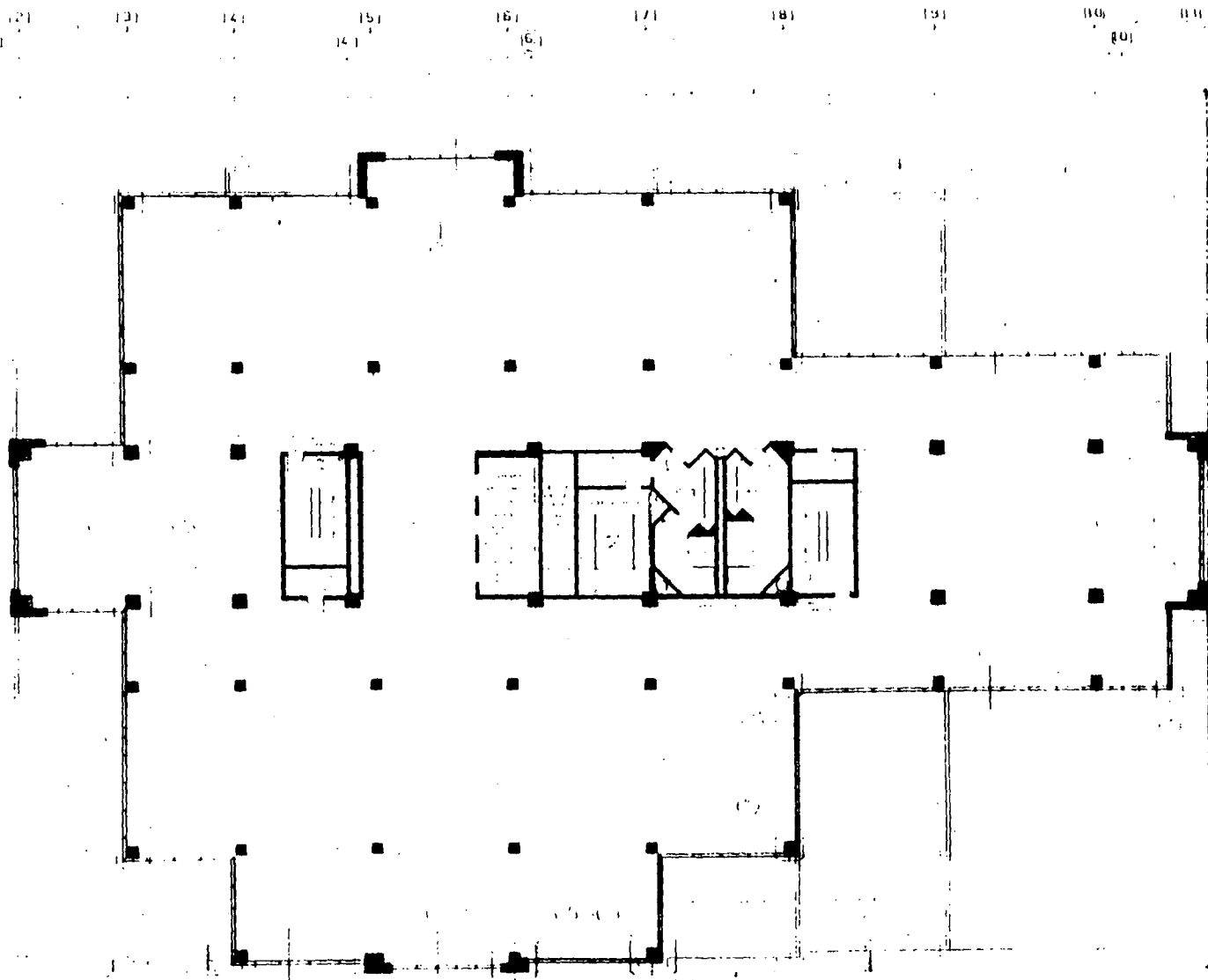
18th FLOOR PLAN  
Design Development Drawings



  
LARISSINI REIMER HARPER  
ASSOCIATES

P88-161

Sept. 15, 1988



D-19

# 1325 J STREET  
D. BENVENUTI PROPERTIES

A2.18

19th FLOOR PLAN  
Design Development Drawings



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Sept. 15, 1988

121 579



D-20

1325 J STREET  
D. BENVENUTI PROPERTIES

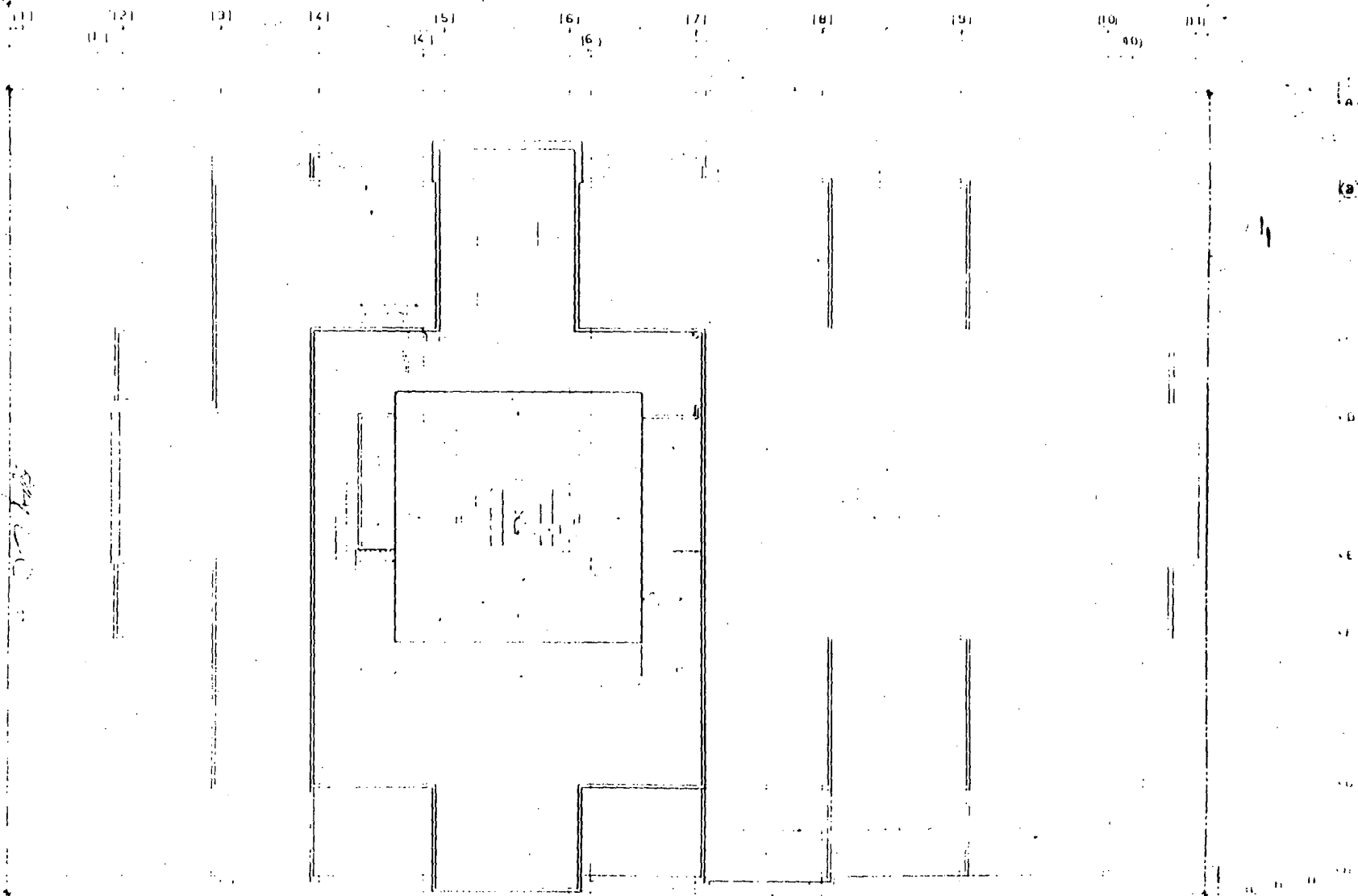
A2.19

PENTHOUSE PLAN  
Design Development Drawings



P88-161

Sept. 15, 1988



D-21

1325 J STREET  
D. BENVENUTI PROPERTIES

A2.20

ROOF PLAN  
Design Development Drawings



**EXHIBIT E**  
**SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY**

July 26, 1988

M E M O R A N D U M

TO: Lisa Pyzel, Assistant Planner  
City of Sacramento

FROM: William H. Edgar, Executive Director

SUBJECT: Community/Convention Center Expansion Draft EIR

Agency staff has reviewed the Draft EIR for the City's planned expansion of the community/convention center, and the proposed adjacent office buildings. The Agency's primary and overriding concern relates to the area surrounding the community/convention center and its development in conformance with policies and guidelines as established in the Downtown Sacramento Redevelopment Plan, and the Sacramento Urban Design Plan and Framework. Under these documents, the area adjacent to the community/convention center is designated as an Entertainment Hotel District to serve as the entertainment hub of the "24-hour city." This people-oriented area was to be comprised of restaurants, hotels, theaters, and related cultural and entertainment activities that would complement the community/convention center and Hyatt Regency Hotel. The K Street Mall, which overlaps the western boundary of the entertainment hub, is designated as the major retail corridor in the downtown area. J and I Streets, as far as 13th Street, are designated regional commercial and office use.

Under the proposed development scenarios, the orientation, usage, and scale of the area adjacent to the community/convention center would be altered from those guidelines and policies established in the Urban Design Plan and Framework. Expansion of the center to the east would provide for the best design, function, marketing and future needs of the center. This scenario would allow all three proposed high-rise office buildings to be constructed with development of over 1,000,000 s.f. of office space. The intensity of development would be one of the highest in the central business district. The scale of both the K and J Street corridors would be altered dramatically, as well as future usage. The proposed private developments as currently designed would not complement the visitor-serving, entertainment functions of the community/convention center and the area as envisioned as a "24-hour" center supporting high levels of both day and night activity in the downtown. Instead of a pedestrian-oriented entertainment hub with 24-hour usage, you would create a high intensity office use during the day and minimal usage after 5:00 p.m.

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Physically, the center would be surrounded in a sense by high-rises. The twin office towers proposed for the K Street corridor could create a canyon effect with the adjacent Hyatt Regency Hotel, and across J Street to the north of the main convention center entrance, would be an 18-story high-rise. The visual effect would be to surround the center, and the design scale would be inappropriate to the kind of human scale and activities established in the Urban Design Plan and Framework for the "24-hour" entertainment hub. The high intensity large scale office development as proposed would preclude future options on both J and K Streets around the community/convention center for cultural/entertainment and hotel developments, and on the K Street Mall from future retail uses.

The above concerns can be mitigated to a certain degree if the designs of the proposed office high-rises are altered to provide for the uses as designated in the Urban Design Plan, i.e., each project must incorporate major retail and cultural/entertainment elements into their developments. An office building envelope alone is not appropriate to either the K Street Mall site or the J Street corridor. The 12th and K proposed development should provide for more open space on the mall through setbacks and develop the ground floor levels as either retail spaces and/or cultural/entertainment facilities, i.e., restaurants, theater, etc. In addition, phase 1 of the project, which will occupy one-third of the block, might be developed as proposed with the remainder of the site, approximately two-thirds of the block, being a mixed-use project with the possibility of locating a hotel on the site adjacent to the convention center. The 13th and J Street office high-rise should be required to provide for retail space in conformance with the guidelines and policies established in the Urban Design Plan, and be designed to complement the community/convention center and other adjacent structures, i.e. public market, etc.

The Agency's other concerns regarding the Draft EIR relate to the following items. To facilitate the development of the hotel and entertainment district, a primary concern should be the issue of designing a project that fits the purposes behind the expansion of the convention center in the first place. The idea behind the expansion of the center is to create a more competitive and marketable convention center that will attract regional and national conventions and events, and service the growing demand for meeting rooms, exhibit space, etc. This issue is of concern to the Agency in that in order to attract future hotel development to the central business district, and other elements of the entertainment district, i.e., restaurants, theaters, etc.,

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a major draw must be the design of a marketable and competitive convention center. Other than expansion of the convention center as envisioned—in the east alternative, the other alternatives do not appear to meet either this criteria or the guidelines of the Urban Design Plan and Framework. The east expansion allows for integrating the expansion of the convention center into a comprehensive plan for linking the center to the Memorial Auditorium and the Hyatt Regency Hotel meeting rooms, and would provide for future expansion needs.

Plans for the convention center itself should incorporate a streetscape and facade treatment that allows for retail and commercial uses similar and compatible to adjacent facilities on the J Street side of the proposed expansion. Incorporating retail/commercial elements into the design of the project on the J Street corridor would soften the facade as envisioned in the Draft EIR, and would not overwhelm adjacent developments. We realize that this should only be done if the program and design of the convention center itself allows for such development, and if economically and financially feasible.

The SOCA proposal is really designed to preserve all the historical structures in the area, while incorporating design of the convention center around these structures. It does respond positively to some urban contextual issues, however, the hodgepodge design of the convention center is operationally inefficient and marketably unmanageable. Also, it would not contribute to an identifiable image for the center. The SOCA proposal from a design perspective is not compatible with either surrounding existing uses or future development in the area. Some uses, ex., residential, may even run counter to fully utilizing the expanded convention center.

The north expansion proposal has many of the same operational and design drawbacks that the SOCA proposal has. From an operational standpoint, it increases both building and operational costs. From a design standpoint, it creates a problem from the perspective of the J Street corridor, especially the need for a skyway over J Street, and the blocking of 14th Street between J and I Streets. These elements of the design run counter to the vistas preservation element of the Urban Design Plan and Framework. The west proposal would eliminate all historical structures in the block. A mitigation proposal is to incorporate the facade of the Public Market into the convention center. Again, would this be in the best interest of the program and design of the center. The west proposal is also the most costly, over twice the east costs and five times the north site in terms of site acquisition alone.

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Finally, an overall concern is the issue of traffic circulation and parking. Just the expansion of the community/convention center itself, regardless of the site finally selected, raises the need for additional parking beyond current supply. The worst case scenario projects a deficit of 1,380 parking spaces with the SOCA proposal, to up to 1,760 parking spaces with the other three proposals. This is not counting private sector developments, which if the east expansion is selected, would allow full buildout as proposed in the Draft EIR, and would add an additional need for 1,246 spaces or a total shortfall of 2,006 spaces. Mitigation measures to meet this need should be developed in one form or another in order to market the convention center for full utilization, and the costs of said mitigation measures, if any, should be considered in the fiscal impact section of the Draft EIR. The provision of adequate private sector parking spaces to accommodate the proposed office high-rise development should also be addressed in the discussion of any mitigation measures.

One final note, and that is to emphasize the need for providing relocation assistance for those housing units displaced by the proposed projects according to state laws.

If the City has any concerns or questions regarding the Agency's review of the Community/Convention Center Draft EIR, please contact Doug Grandquis, Program Manager, Downtown Development, at 440-1355.

*William H. Edgar*

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Executive Director

WHE/DJG:cmc

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TABLE 8-1  
EXISTING TRAFFIC PLUS CONVENTION CENTER  
AND OFFICE DEVELOPMENTS PEAK HOUR INTERSECTION LEVELS-OF-SERVICE

Intersection/ Location	CONVENTION CENTER AND OFFICE ALTERNATIVES							
	I + J + West Alt.		K + North Alt.		I + J + K + East Alt.		I + J + SOCA Alt.	
	AM LOS* V/C	PM LOS* V/C	AM LOS* V/C	PM LOS* V/C	AM LOS* V/C	PM LOS* V/C	AM LOS* V/C	PM LOS* V/C
1. 16th St/J St.	A .45	B .70	A .44	B .70	A .53	C .75	A .51	C .75
2. 16th St/I St.	A .43	A .56	A .41	A .57	A .48	A .58	A .49	A .59
3. 13th St/I St.	A .43	A .53	A .41	A .50	A .44	A .52	A .39	A .53
4. 12th St/J St.	B .66	B .65	B .71	B .65	C .78	B .67	B .66	B .63
5. 13th St/J St.	A .49	A .59	A .45	B .63	A .51	B .67	A .52	A .55
6. 14th St/J St.	B .61	C .77	A .51	B .69	A .48	D .86	A .46	C .76
7. 15th St/K St.	A .41	A .60	A .41	A .59	A .42	A .55	A .30	A .55
8. 14th St/K St.	B/C	A/C	B/C	A/C	A/A	A/A	A/A	A/A
9. 14th St/L St.	A/B	A/A	A/B	A/A	A/B	A/A	A/B	A/A
10. 12th St/L St.	A .38	A .51	A .39	A .51	A .41	A .53	A .39	A .50

K - 12th St/"K" Street Office Development

I - 1300 "I" Street Office Development

J - 1325 "J" Street Office Development

\* Level-of-Service based upon peak hour operation, additional delays may occur during peak intervals in the hour.

EXHIBIT F