

CPC AMENDED REPORT 5-28-87  
**CITY PLANNING COMMISSION**

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

<b>APPLICANT</b>	Watkins Company, 4740 Folsom Blvd., Suite A, Sacramento, CA 95819		
<b>OWNER</b>	Thomson-Diggs Co., 770 W. Del Paso Road, Sacramento, CA 95853		
<b>PLANS BY</b>	E. M. Kado Associates, 1661 Garden Highway, Sacramento, CA 95833		
<b>FILING DATE</b>	3/5/87	<b>ENVIR. DET.</b>	4/22/87
<b>ASSESSOR'S-PCL. NO.</b>	009-043-01,03,10; 009-051-06		<b>REPORT BY</b> FG/vf

- APPLICATION:**
- A. Negative Declaration.
  - B. Review and Transmittal of Conditions to the Sacramento Housing and Redevelopment Commission on an owner participation agreement for an office project exceeding 75,000 sq. ft. within the R Street Corridor.
  - C. Special Permit for a major project in the Central City.
  - D. Special Permit to allow 100 percent office space in the C-4 zone.
  - E. Variance to provide 203 required parking spaces off-site.
  - F. Lot Line Adjustment to merge two lots.

**LOCATION:** R and S Streets, between 2nd and 4th Streets (1800 2nd; 1800 & 1830 3rd; 217 S Streets)

**PROPOSAL:** The applicant is requesting the necessary entitlements to convert an existing warehouse into 100 percent office use.

**PROJECT INFORMATION:**

1974 General Plan Designation:	Heavy Commercial	
1980 Central City Community Plan Designation:	Heavy Commercial	
Existing Zoning of Site:	C-4	
Existing Land Use of Site:	Existing warehouse (Thomson-Diggs)	
<b>Surrounding Land Use and Zoning:</b>	<b>Setbacks:</b>	<b>Required Provided</b>
North: Office, parking; C-4	Front:	Existing Structure
South: Single Family, Office vacant; OB	Side(Int):	Existing Structure
East : Warehouse, industrial; C-4	Side(St):	Existing Structure
West : Tire Company; I-5; C-4, TC	Rear:	Existing Structure
Parking Required:	203 spaces	
Parking Provided:	419 spaces	
Property Dimensions:	Irregular	
Property Area:	2.0+ acres	
Square Footage of Building:	200,000+ sq. ft.	

Height of Building:	59 ft.
Topography:	Flat
Street Improvements & Utilities:	Existing
Exterior Building Materials:	Tile, glass, synthetic plaster

BACKGROUND INFORMATION: The subject site is located in an area of the Central City between R and S Streets bounded by 2nd and 4th Streets. Two structures are located on the site, a 75,000± sq. ft. metal warehouse which is approximately 20 years old and the 200,000± sq. ft. Thomson-Diggs warehouse which was constructed approximately 60 years ago.

As the proposed project is located in the Central City Community Plan area it was affected by the Downtown Urban Design Plan which underwent public hearings in late 1986 and the first part of 1987. On February 18, 1987, the City Council adopted an ordinance creating a special planning district for the Central Business District (C-3) zone (Ordinance 87-013).

The City Council is still considering an ordinance which restricts the development of office buildings over 75,000 sq. ft. in area within the Central City but outside of the C-3 zone. A draft resolution has also been prepared which will allow office projects over 75,000 sq. ft. which are proposed for redevelopment areas to proceed if they execute an Owner Participation Agreement (OPA) with the Redevelopment Agency. Under the proposed resolution the Redevelopment Agency staff prepares the OPA which is then reviewed and approved by the Sacramento Housing and Redevelopment Commission and the City Council acting as the Redevelopment Agency. The Planning Commission is to act in an advisory capacity to the Redevelopment Commission and recommend conditions that are to be included in the OPA. This proposed resolution affects the subject site as it is located in the R Street corridor which is a redevelopment area (Exhibits O & P).

While the City Council has not officially adopted the ordinance relating to projects in the R Street Corridor it has been determined that the Planning commission can prepare their recommendations to the Redevelopment Commission for the OPA. The City Council is scheduled to hear the proposed ordinance and resolution on May 21, 1987. If the ordinance and resolution are approved by the City Council, any recommendations on the proposed project made by the Planning Commission will be included in the OPA. If the proposed ordinance and resolution are not acted upon by the City Council at the May 21st meeting, the Planning Commission will hear the entitlement of a special permit for a major project at the May 28, 1987 meeting, otherwise, the entitlement can be withdrawn. The following report addresses Planning Staff's recommendations for the OPA as well as the requested entitlements of: a special permit to construct a building with more than 25 percent office space in the C-4 zone; a variance to locate 203 required parking spaces off-site and a lot line adjustment to merge two lots.

PROJECT EVALUATION: Staff has the following comments regarding this project:

A. Land Use/Zoning

The subject site consists of four lots totaling 2.0+ acres which are zoned heavy commercial (C-4). Both the General Plan and the 1980 Central City Community Plan designate the site for heavy commercial uses. The site is surrounded by a variety of uses including offices, parking lots, single family residences, I-5, commercial/industrial warehouses and vacant lots.

B. Proposed Use

The applicant proposes to remodel the existing Thomson-Diggs warehouse into a 200,000+ sq. ft. office building. All required parking would be provided off-site which will necessitate the demolition of an existing metal warehouse on the site bounded by R, S, 3rd and 4th Streets. The applicant does not have a tenant for the proposed office nor can an estimate be made as to the number of future employees who will occupy the office. Office business hours are to be 8:00 a.m. to 5:00 p.m.

C. Building Design

The existing Thomson-Diggs building is a 60 year old, poured in place concrete structure. The structure would be remodeled from the existing concrete exterior to one which combines the tile synthetic plaster and glass. Existing third and fourth floor window elements would be removed and replaced with a continuous window band of solar bronze reflective glass around the entire building. The window would be accented with a colored aluminum glazing frame. Synthetic plaster would be used at the top of the building and between the windows on each floor. The old concrete facade would be covered with polished, glazed ceramic tiles. The remodel would "update" the look of the building, making it compatible with the offices which have been developed in this part of town in the past few years. Staff would like to note that the submitted floor plans and elevations do not match (e.g. exterior walls do not indicate entrances shown on floor plans). The floor plans and elevations will have to be revised to correct these inaccuracies.

D. Circulation/Parking

The project will provide 419 parking spaces, all of which will be located off-site. The parking was based upon the following ratio.

Parking required existing structures	=	314 spaces
Actual on-site spaces	=	<u>-24 spaces</u>
		290 stalls credit

Parking required for remodel (197,183 divided by 400)	=	493 spaces
Parking credit	=	<u>290</u> spaces
Parking required		203 spaces
Parking provided	=	419 spaces

A 71 space parking lot will be located to the south of the proposed office remodel, while a 348 space lot will be provided to the east of the proposed office. The larger parking lot will be constructed on a one square block lot once the existing metal warehouse is demolished.

The applicant is required to provide 50 percent shading for the proposed parking lots. It does not appear that the preliminary landscape plan will comply with the shading requirement. In all likelihood, additional tree planter wells will be required. Staff also recommends that the additional planter wells be constructed along the perimeter of the lots to break up the long rows of parking.

Staff has submitted the proposed circulation/parking plan to Regional Transit and City Traffic Engineering for review and comment.

Regional Transit had the following comments regarding the submitted plans:

1. Provide, as an employee benefit, a transit pass subsidy.
2. Reduce the amount of parking required of the project.
3. Require that all long term parking fees be comparable to or greater than RT's monthly transit pass price.

The proposed project has also been reviewed by the Traffic Engineering Division and had the following comments:

1. Relocate 3rd Street to satisfaction of Traffic Engineer and provide a pedestrian barrier the full length of the lot along 3rd Street to prevent J-walking.
2. Prepare Transportation-Management Plan (TSM) to include the following minimums:
  - a. provide two men's and two women's showers with 10 clothing lockers per shower in each facility;
  - b. designate a minimum of 10 percent of employee parking stalls as "carpool/vanpool only". These spaces need to be standard size and located in the most preferential location; closest to building and shaded spaces in the west lot;

- c. provide on-site transportation coordinator;
  - d. provide a connecting service between RT Metro and the project site (i.e., shuttle).
  - e. subsidize monthly transit passes as an employee benefit for the building's tenants;
  - f. reduce total employee parking through a special permit (trip reduction);
  - g. charge for monthly parking and give price discount or free parking to carpoolers.
3. Bicycle parking is required for this project at a ratio of 1:15 (203 spaces divided by - 14 bike spaces). Fifty percent shall be Class I facilities and fifty percent shall be Class II facilities.

To insure that the proposed parking lots shall remain as parking in the future, staff recommends that a note be recorded on the lots indicating that they shall be utilized for parking only for the Thompson-Diggs converted building.

General Information - The SACOG Sacramento Light Rail Extension Final Report (May 1986) identifies a preferred light rail extension alternative that may impact the Thomson-Diggs site. The preferred light rail extension would pass on the north side of the site along R Street. Therefore, RT has requested that the City take whatever action possible to protect the future right-of-way.

E. Design Review - Council Review

The subject site is located in the central city which requires review and approval of the project by the Design Review/Preservation Board. The DRB may consider open space amenities, pedestrian linkages and the urban design and building massing suggestions specified in the CBD-SPD Architectural Design Guidelines.

In addition, all major projects in the central city must be transmitted to the City Council. The Council may affirm the Planning Commission's action or upon a determination that the project involves significant policy issues, the Council may set aside the Commission's decision. If such action is taken, the Council shall consider the project at a noticed public hearing.

F. R Street Corridor Owner Participation Agreement

As previously noted, developers wishing to construct office buildings in the redevelopment area of the R Street Corridor which exceed 75,000 gross square feet in area will be required to execute an Owner Participation Agreement (OPA) with the Redevelopment Agency. As part of the OPA, the developer will be required to contribute to a Central Business District Support Program Fund. Monies contributed to this fund shall be used by the Redevelopment Agency for the following:

1. Acquisition costs of land within the Merged Downtown Redevelopment Area;
2. Loans and grants to redevelopers pursuant to agreements for redevelopment projects within the Merged Downtown Redevelopment Area;
3. Costs relating to the construction of public improvements within the Merged Downtown Redevelopment Area.

In lieu of a special permit entitlement for a major project in the Central City, the Planning Commission is to act in an advisory capacity to the redevelopment commission and recommend conditions to be included as part of the OPA. The OPA is also to include the following conditions:

1. Pay pro-rata share of the costs of traffic mitigation measures including the extension of the Light Rail System;
2. Pay pro-rata share contribution for the extension and related costs for the operation of the K Street Mall bus shuttle program;
3. Provide open space amenities and pedestrian linkages as defined in the adopted Merged Downtown Redevelopment Plan;
4. Consider child care facilities as part of the project;
5. Restrict commercial uses to limited service retail;
6. Comply with the urban design and building massing provisions as specified in the adopted CBD-SPD Architectural Design Guidelines;
7. Comply with specific mitigation measures identified in the environmental determination which are in addition to the above requirements of this resolution.

Planning Staff finds that the conditions listed above will be of benefit to the community and enhance the project and should be included as part of the Commission's requirements for the project.

Planning Staff recommends that retail commercial uses in the structure, if any, be oriented towards building occupants and the occupants of nearby office buildings so as not to compete with retail uses located in the Central Business District. In order to provide future office workers with access to other retail commercial uses, Planning Staff recommends that the applicant/developer be required to participate in any future Regional Transit agreement for the extension of the K Street Mall shoppers bus shuttle to the R Street Corridor (Item 2). Planning Staff also recommends that the applicant meet with the City's Child Care Coordinator to explore the possibilities of including child care facilities in the project and/or participating in the development of child care facilities in the R Street Corridor (Item 4).

G. Other Agency Comments

The proposed project has also been reviewed by Public Works and the Housing and Redevelopment Agency. The following comment was received:

Redevelopment Agency: Rehabilitation of the Thomson-Diggs building is supported by the Agency as being consistent with the Urban Design Plan and the Merged Downtown Sacramento Redevelopment Plan.

H. Lot Line Adjustment

A lot line adjustment is necessary to merge the two lots on the half-block between 2nd and 3rd Streets south of the alley in order to construct the proposed parking lot. There are no objections to the proposed merger.

ENVIRONMENTAL DETERMINATION: The Environmental Coordinator has reviewed the proposed project and has filed a Negative Declaration based on compliance with the following mitigation measures:

1. The applicant shall insure that future office tenants use staggered work hours and "flex" time for employees, as part of the required Transportation System Management Plan for this project, as outlined below.
2. The applicant shall develop and implement, to the satisfaction of the City Planning director and the City Traffic Engineer, a Transportation Systems Management (TSM) plan that achieves at least a 20 percent reduction in future peak hour traffic for the project. This plan shall include:
  - Trip reductions facilities and services as outlined in the City's Transportation Management Plan.
  - Provisions for a TSM coordinator to implement the TSM plan.
  - Preferential carpool/vanpool programs to serve at least 10 percent of the building's occupants.

- Provisions for an annual monitoring program performed by an independent consultant who is retained by the City Traffic Engineer's Office and paid for by the applicant.
  - A \$500 per day penalty for failure to comply with the 20 percent peak hour traffic reduction once the office building reaches 40 percent full-occupancy.
3. The TSM Plan shall be developed to the satisfaction of the City Planning director and the City Traffic Engineer, prior to issuance of a building permit.
  4. The TSM Plan shall be implemented as soon as is appropriate for each individual measure, under no circumstances later than such time as 50 percent full-occupancy of the subject office building is achieved.
  5. The applicant shall be obligated to contribute a proportional share of financing for measures identified by the City Traffic Engineer to mitigate traffic impacts in the "R Street Corridor". This contribution may be a condition of the building permit and/or may occur after-the-fact in the form of an assessment.

RECOMMENDATION: Staff recommends the following actions:

- A. Ratify the Negative Declaration;
- B. Approve the conditions which follow for inclusion in the Owner Participation Agreement (OPA) between the City of Sacramento and the applicant/developer and transmit to the Sacramento Housing and Redevelopment Commission;
- C. Recommend approval of the special permit for a major project subject to conditions and based on findings of fact which follows;
- D. Approve the special permit to allow 100 percent office space subject to conditions and based on findings of fact which follow;
- E. Approve the variance to provide 203 required parking spaces off-site subject to conditions and based on findings of fact which follow;
- F. Approve the lot line adjustment by adopting the attached resolution.

Conditions - Special Permit

1. The following conditions shall be included in the Owner Participation Agreement (OPA) between the applicant/developer and the City of Sacramento.

- a. commercial uses, if any, shall be located on the ground floor and shall be oriented towards the building occupants and the occupants of nearby office buildings;
- b. the applicant/developer shall participate in any future Regional Transit agreement for the extension of the K Street Mall Shopper's bus shuttle to the R Street Corridor. The applicant/developer shall provide a letter indicating that they have discussed participation with Regional Transit in the Shopper's bus extension prior to issuance of building permits.
- c. the proposed office building and parking lot shall be subject to the review and approval of the City's Design Review/Preservation Board. The Design Review/Preservation Board's conditions of approval for the project shall become conditions of the Owner Participation Agreement (OPA);
- d. The applicant/developer shall meet with the City's Child Care Coordinator to explore the possibilities of including child care facilities in the project and/or participating in the development of child care facilities in the R Street Corridor. The applicant/developer shall provide a letter indicating they have met with the Child Care Coordinator prior to issuance of building permits;
- e. the entrances and exits to the proposed parking lot shall be redesigned to the satisfaction of the City Traffic Engineering Division. Any proposed redesign shall not interrupt the future Light Rail alignment for the R Street Corridor. A pedestrian barrier shall be constructed along the 3rd Street side of the lot;
- f. the applicant/developer shall obtain the necessary permits to demolish the existing metal warehouse building;
- g. the applicant/developer shall record a note against the lots which will be developed for parking, indicating that these lots shall be for parking lots only. The note shall be recorded prior to issuance of building permits;
- h. complete and correct building floor plans and elevations shall be submitted to the Planning Director for review and approval prior to issuance of building permits;

- i. the applicant/developer shall provide 50 percent shading for the proposed parking lots;
- j. the project shall be subject to the following mitigation measures of the City's Environmental Coordinator:
  1. The applicant shall insure that future office tenants use staggered work hours and "flex" time for employees, as part of the required Transportation System Management Plan for this project, as outlined below.
  2. The applicant shall develop and implement, to the satisfaction of the City Planning Director and the City Traffic Engineer, a Transportation Systems Management (TSM) plan that achieves at least a 20 percent reduction in future peak hour traffic for the project. This plan shall include:
    - Trip reductions facilities and services as outlined in the City's Transportation Management Plan.
    - Provisions for a TSM coordinator to implement the TSM plan.
    - Preferential carpool/vanpool programs to serve at least 10 percent of the building's occupants.
    - Provisions for an annual monitoring program performed by an independent consultant who is retained by the City Traffic Engineer's Office and paid for by the applicant.
    - A \$500 per day penalty for failure to comply with the 20 percent peak hour traffic reduction once the office building reaches 40 percent full-occupancy.
  3. The TSM Plan shall be developed to the satisfaction of the City Planning Director and the City Traffic Engineer, prior to issuance of a building permit.
  4. The TSM Plan shall be implemented as soon as is appropriate for each individual measure, under no circumstances later than such time as 50 percent full occupancy of the subject office building is achieved.
  5. The applicant shall be obligated to contribute a proportional share of financing for measures identified by the City Traffic Engineer to mitigate traffic impacts in the R Street Corridor. This contribution may be a condition of the building permit and/or may occur after-the-fact in the form of an assessment.

CONDITION - MAJOR PROJECT

*Prior to issuance of building permits, owner shall enter into an owner participation agreement with the Redevelopment Agency. (CPC added)*

Conditions - Variance (CPC added)

1. The applicant shall provide 90% of the total parking spaces that would be required for a new office of the same size (444 spaces).
2. Revised parking plan shall be submitted to planning staff for approval prior to issuance of building permit.

Findings of Fact

1. The project, as conditioned, is based upon sound principles of land use in that the proposed office building is compatible with surrounding office building, residential and warehouse uses.
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. an Owner Participation Agreement will be entered into between the City and the applicant to address the design of the structures, required amenities and to mitigate any traffic impacts created by the project; and
  - b. adequate parking will be provided on a half-block adjacent to the subject site.
3. The proposed variance does not constitute a use variance in that parking facilities are permitted in the C-4 zone.
4. The proposed project is consistent with the City's Discretionary Interim Land Use Policy in that the site is designated for Heavy Commercial use by the 1980 Central City Plan and the proposed office use conforms with the plan designation.

~~The land referred to in this Report is situated in the State of California, County of Sacramento, City of Sacramento and is described as follows:~~

~~PARCEL NO. 1~~

~~Lots 1, 2, 3, 4, 5 and 6 in the block bounded by 2nd and 3rd and "R" and "S" Streets of the City of Sacramento, according to the official plat thereof; together with the North one-half of the alley adjoining said Lots 1 and 2 and all of the alley lying between said Lots 3, 4, 5 and 6.~~

PARCEL NO. 2:

Lots 1, 2, 3, 4, 5, 6, 7 and 8 in the block bounded by 3rd and 4th and "R" and "S" Streets of the City of Sacramento according to the official plat thereof; together with the abandoned alley in said block.

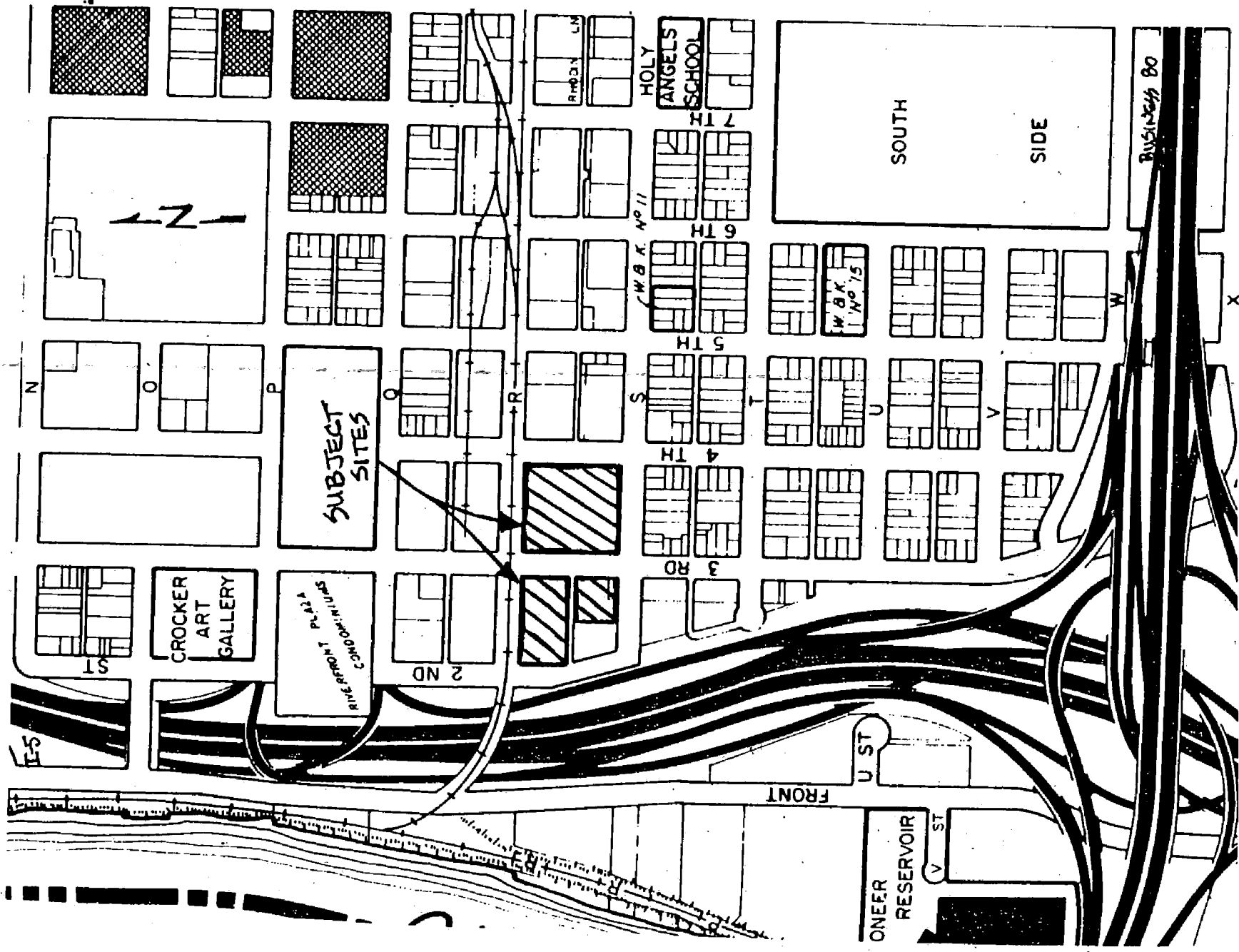
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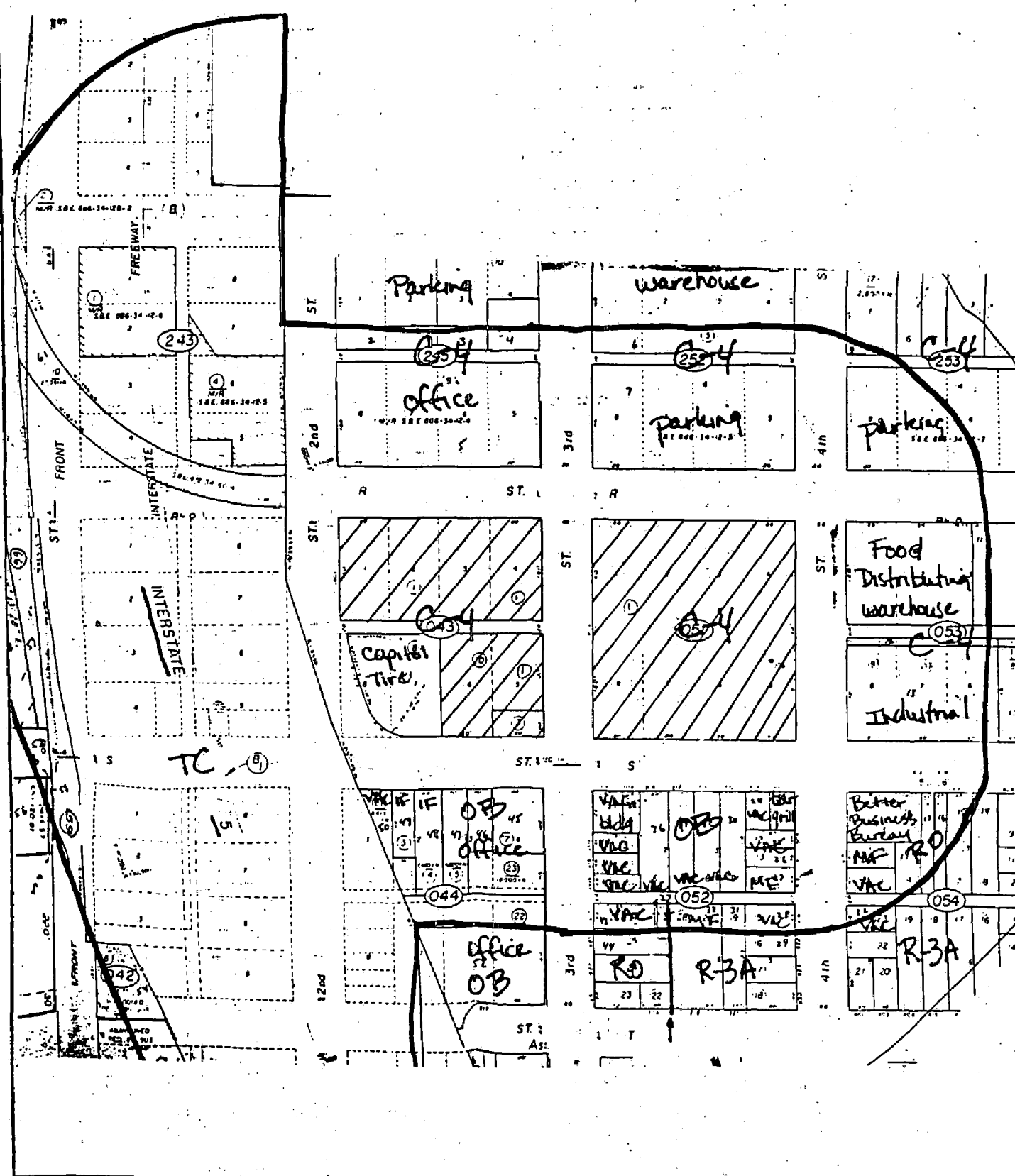
Item 20



EXHIBIT C



# VICINITY MAP

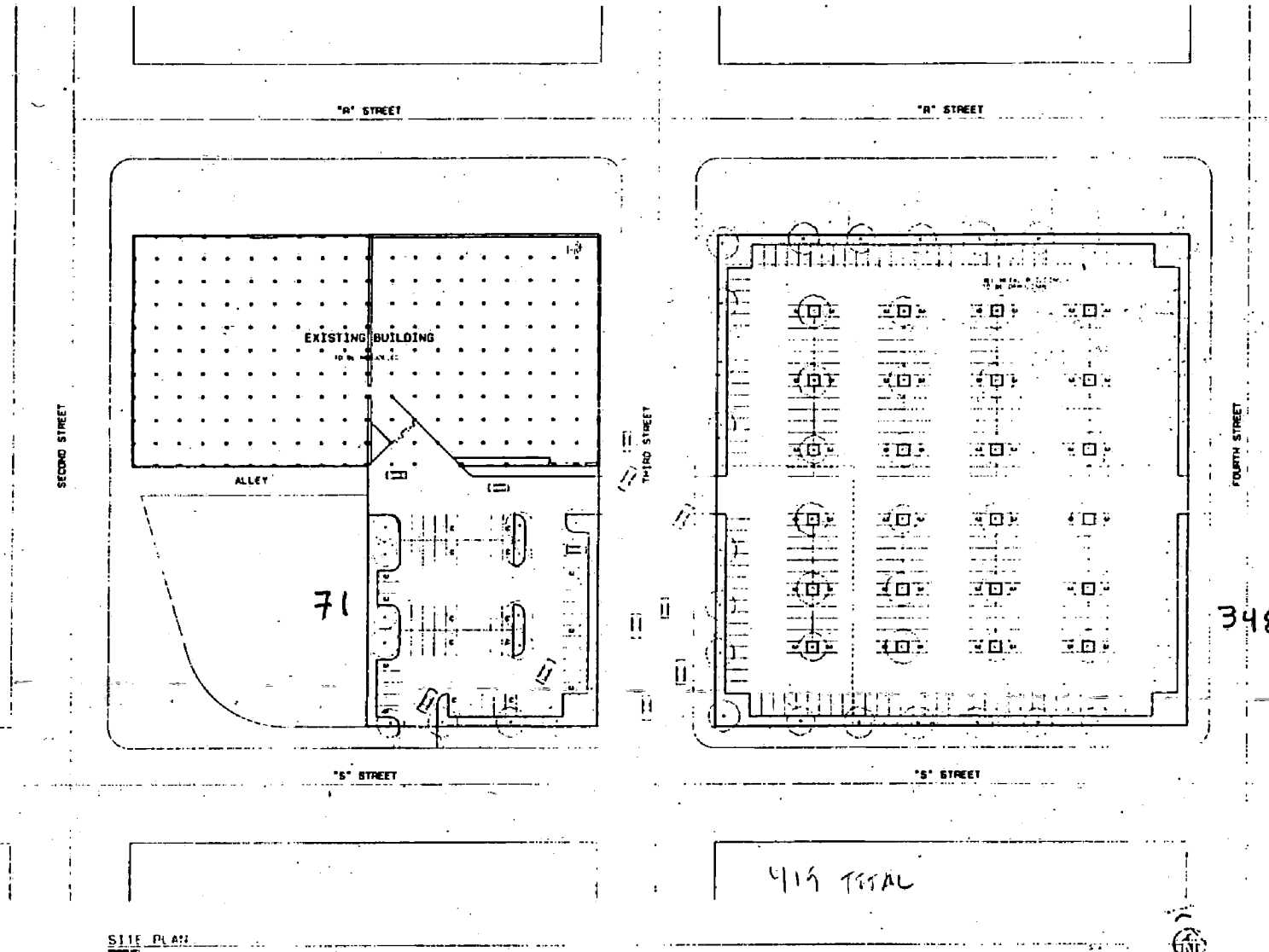


# LAND USE & ZONING MAP

P87114

5-28-87

Item 2



SITE PLAN

INDEX OF DRAWINGS

- 00-1 SITE PLAN
- 00-2 FIRST FLOOR PLAN
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- 00-11 EXISTING SECOND FLOOR PLAN
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- 00-13 EXISTING SOUTH ELEVATION
- 00-14 EXISTING WEST ELEVATION
- 00-15 EXISTING EAST ELEVATION

**e.m. hadd**  
**associates-ala, inc.**  
 ARCHITECT  
 PLANNING  
 INTERIORS

1041 GARFIELD HIGHWAY  
 SHELBYVILLE,  
 CALIFORNIA 95822  
 (916) 821-1041

DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

PROJECT NO: \_\_\_\_\_

PROJECT NO: 110001-DIGGS

ADDRESS: 110001-DIGGS

PERMIT NO: 110001-DIGGS

DATE: 11/11/87

EXISTENT

Proposed site plan

EXISTING BUILDING TO BE REMODELED	
A. OFFICE AREA	20,100 S.F. 70 STALLS
B. BATHROOM AREA	100,000 S.F. 100 STALLS
C. BATHROOMS TO BE DEMOLISHED	75,000 S.F. 75 STALLS
TOTAL NET AREA	275,100 S.F. 245 STALLS
D. PARKING STALLS	200 STALLS (EXIST)

PARKING REQUIRED (110' x 100' x 2/4000)	400 STALLS
PARKING PROVIDED	200 STALLS
ADDITIONAL PARKING REQUIRED	200 STALLS
PARKING PROVIDED	200 STALLS

419 PER JIM FOW6 4.22.87

SK-1

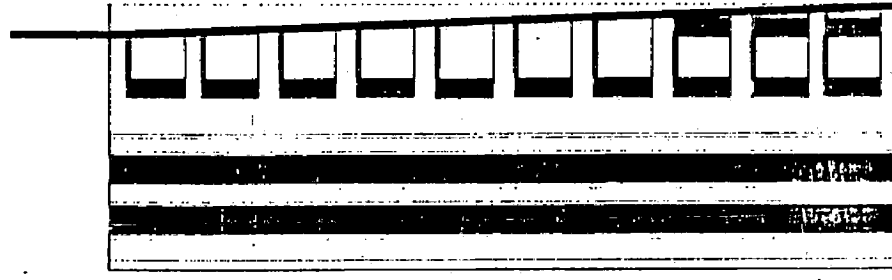
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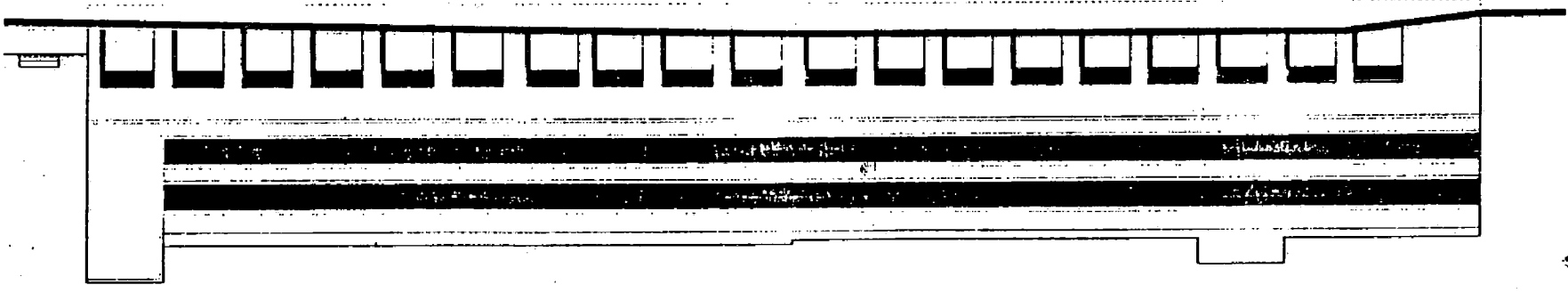
Item 51

Proposed

EAST SIDE



WEST SIDE



3-S

EXIST

THOMPSON - 1988  
MARENHOUSE  
BENDELL  
- RON WILSON

THE RYAN GROUP  
ARCHITECTS  
P.C.

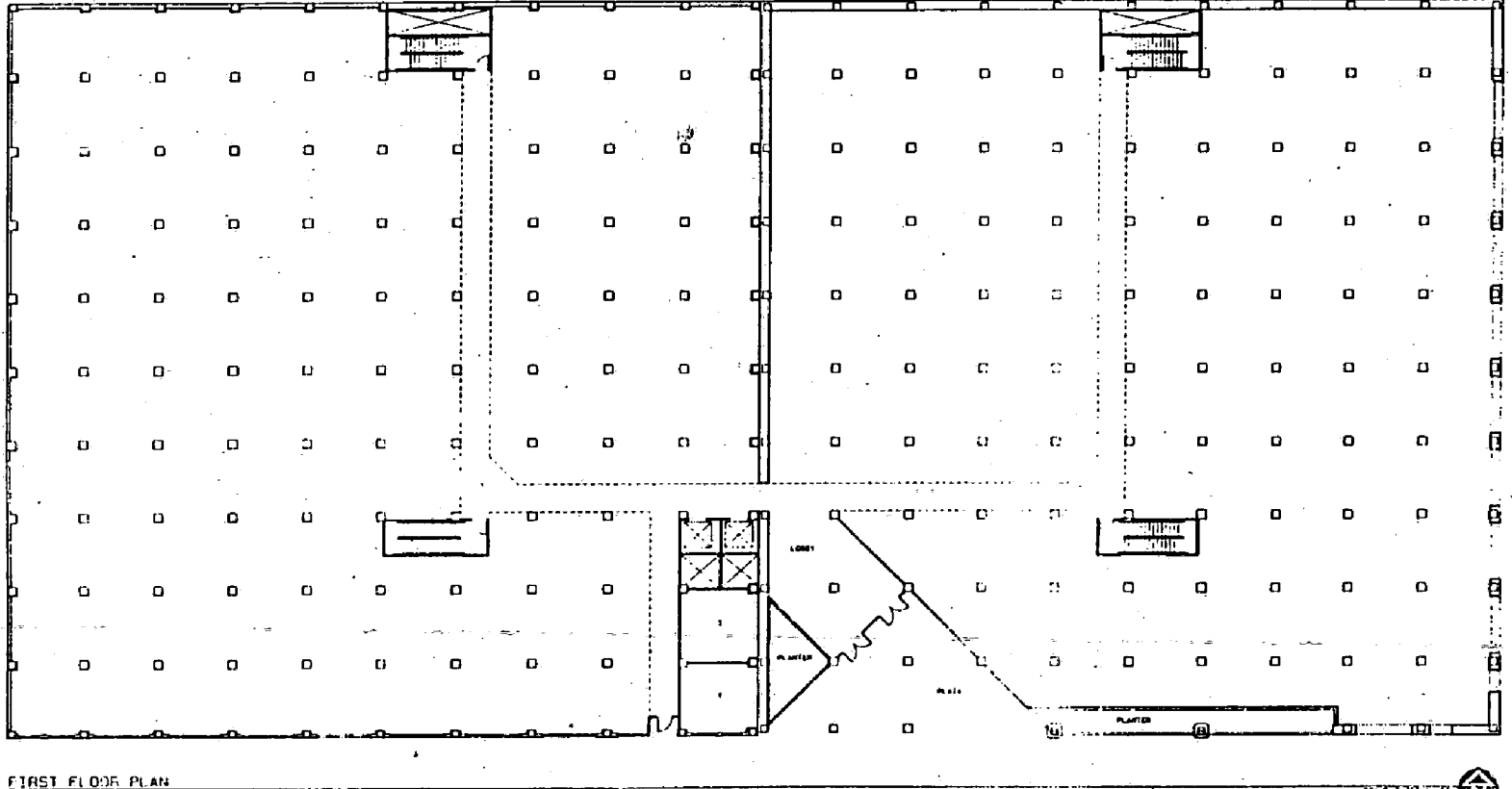
DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_

THOMSON-DIGGS  
 WAREHOUSE  
 REMODEL  
 - RON WATKINS

FIRST FLOOR PLAN  
 AREA CALCULATION  
 EXHIBIT 9

PROJECT NO: \_\_\_\_\_  
 SHEET NO: SK-2

*Proposed*



AREA CALCULATIONS (SQ. FT.)

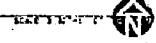
	GROSS	SERVICE	NET	CO-FLOOR	NET
FIRST FLOOR AREA	48,257	1,722	46,535	2,767	43,768
SECOND FLOOR AREA	48,842	1,807	47,035	2,812	44,223
THIRD FLOOR AREA	48,842	1,805	47,037	1,905	45,132
FOURTH FLOOR AREA	48,842	1,805	47,037	1,905	45,132
TOTAL	194,783	7,139	187,644	9,389	178,255

P87114

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Thom

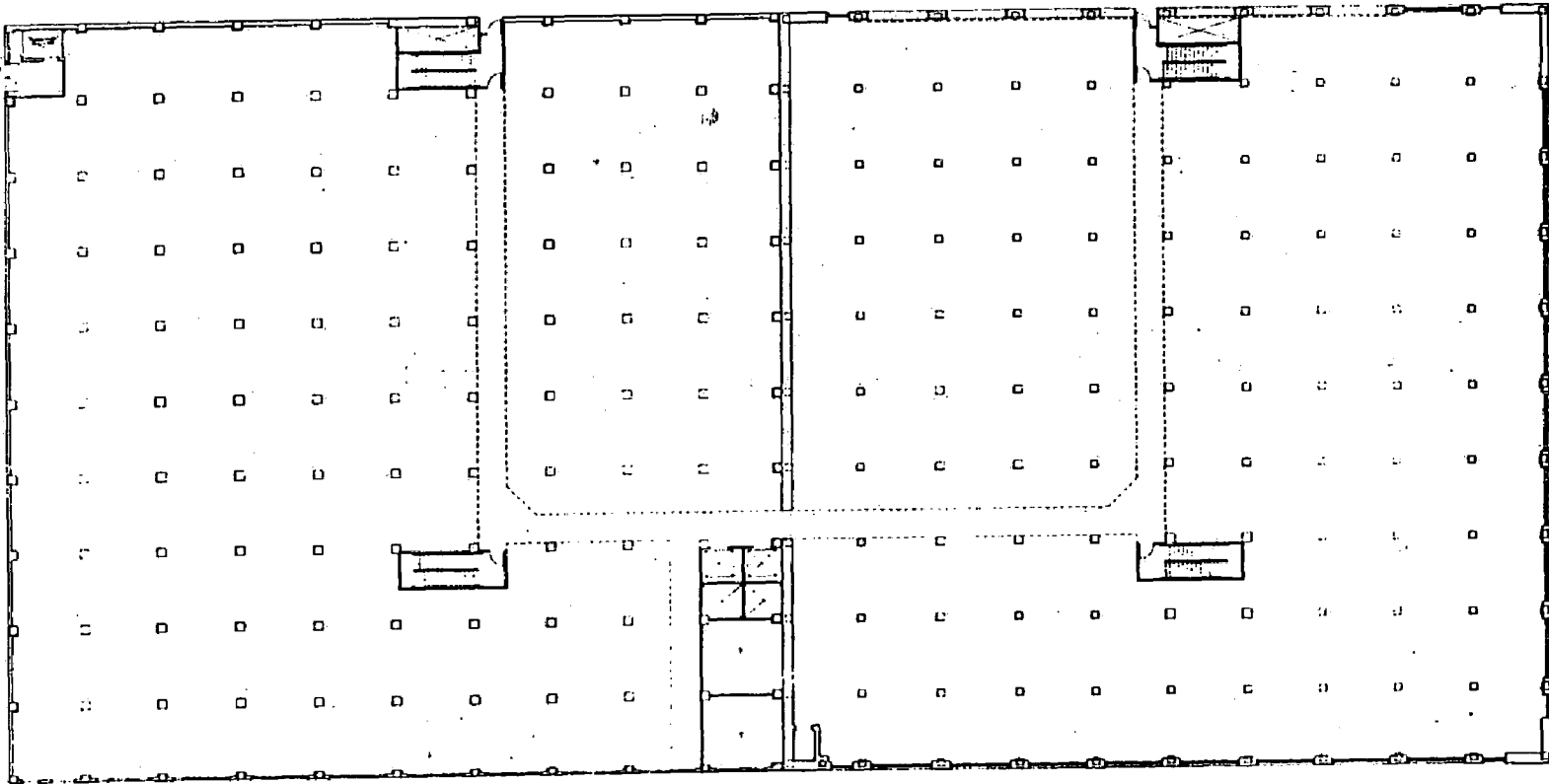
FIRST FLOOR PLAN



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Flem



SECOND FLOOR PLAN

E.M. WOOD ASSOCIATES-AIA, INC.  
ARCHITECTURAL PLANNING INTERIORS

1001 GARDEN HIGHWAY  
SALFORD, N.C.  
27088-0001  
(919) 821-1001

DATE: \_\_\_\_\_

PROJECT: \_\_\_\_\_

CLIENT: \_\_\_\_\_

SCALE: \_\_\_\_\_

THOMPSON WEDGE  
WAREHOUSE  
REMODEL  
- R01 - NATE 114

SECOND FLOOR P.

EXHIBIT #

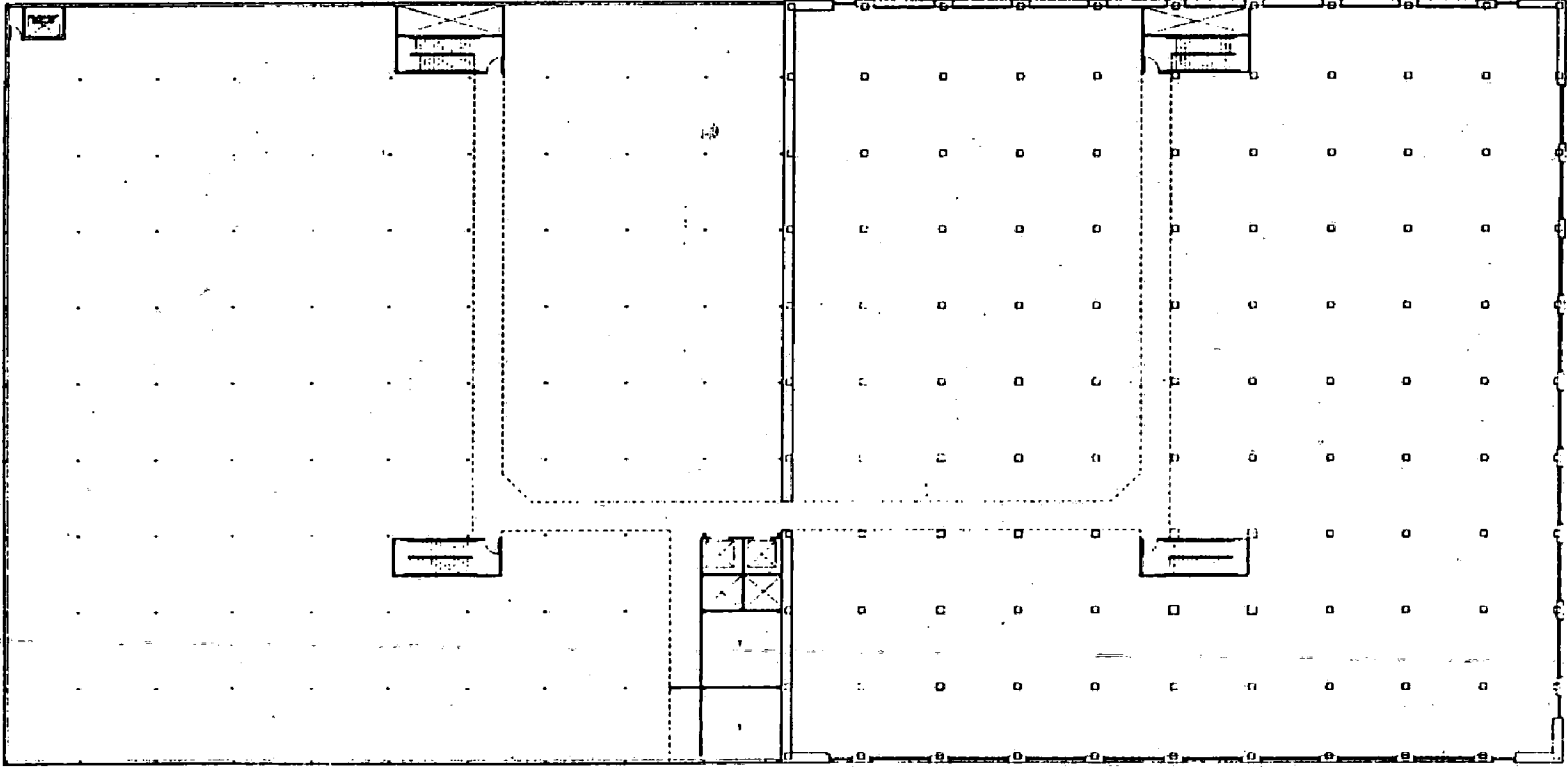
*Proposed*

SK-3

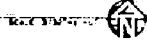
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Item



THIRD FLOOR PLAN



E.M. Nade  
 ASSOCIATES - INC.  
 ARCHITECTS  
 PLANNING  
 INTERIORS



2001 GARFIELD Highway  
 SAN FRANCISCO,  
 CALIFORNIA 94132  
 (415) 771-1000

THOMSON-DIGGS  
 WAREHOUSE  
 REMODEL  
 - RON WATKINS

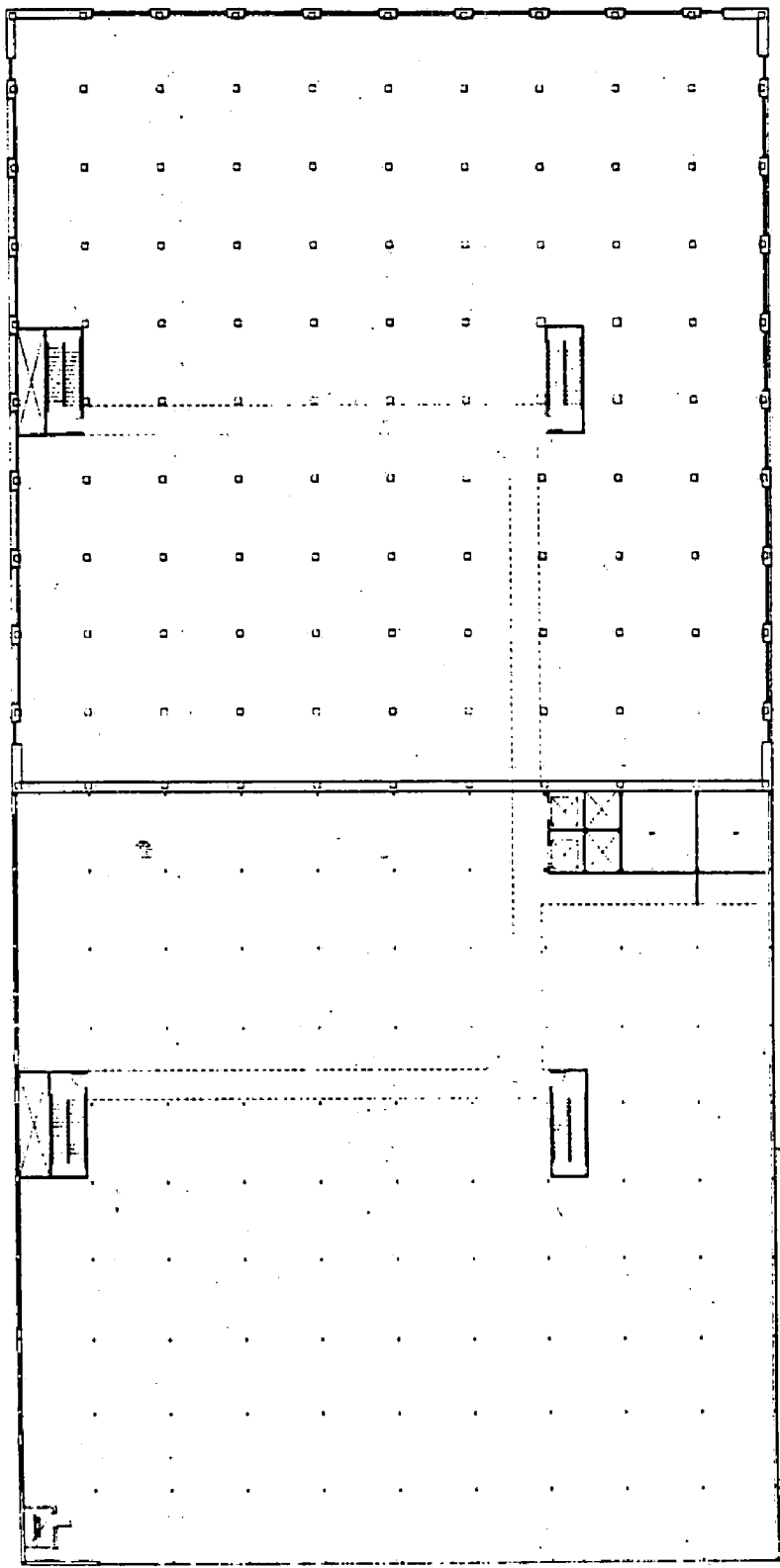
THIRD  
 FLOOR PA

THIRBT I

Proposed

SK-4

Proposed



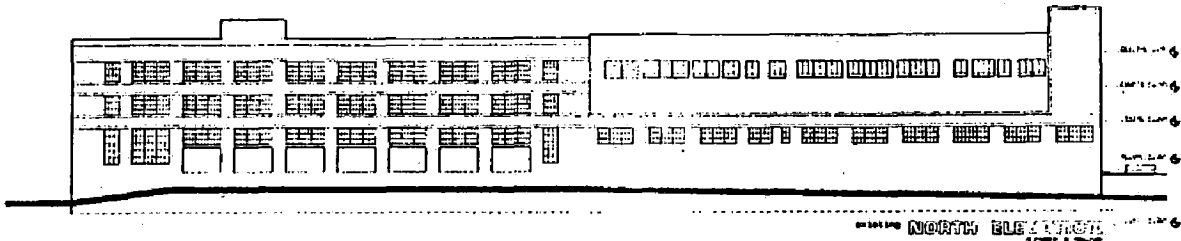
SECTION FLOOR PLAN

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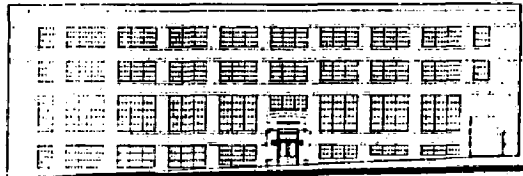
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Item 2.0

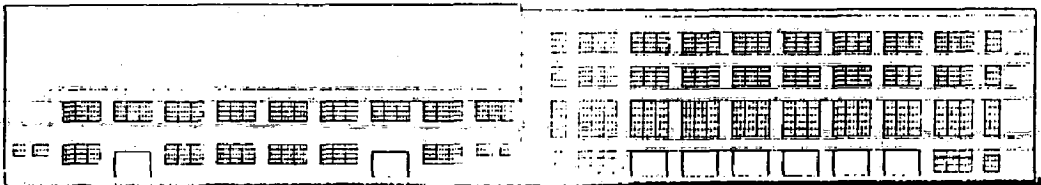
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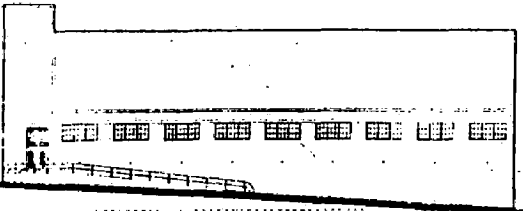
EXISTING NORTH ELEVATION



EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION



EXISTING WEST ELEVATION

5-28-87

Tom JW

e.m. Nado  
 associates - na, inc.  
 ARCHITECTURE  
 PLANNING  
 INTERIORS

1641 QUINCY BUILDING  
 SACRAMENTO  
 CALIFORNIA 95811  
 (916) 441-1001

DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_

PROJECT: \_\_\_\_\_

CLIENT: \_\_\_\_\_

THOMPSON-DUGES  
 WAREHOUSE  
 RE-MODEL  
 - HUNTINGTON

Existing

EXISTING NORTH ELEVATION  
 EXISTING EAST ELEVATION  
 EXISTING SOUTH ELEVATION  
 EXISTING WEST ELEVATION

EXHIBIT  
 K

NO. \_\_\_\_\_

DATE \_\_\_\_\_

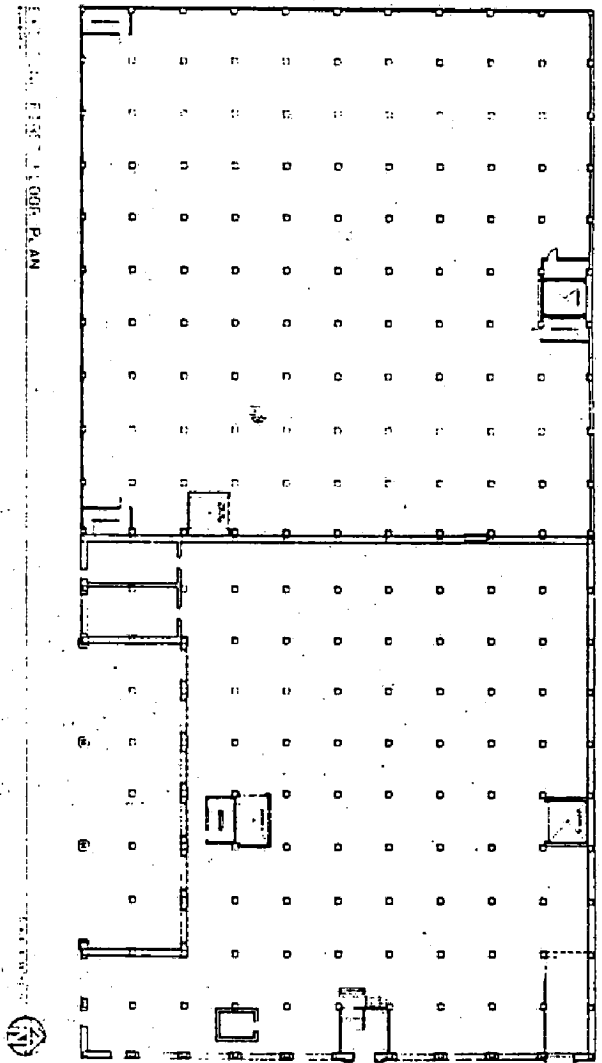
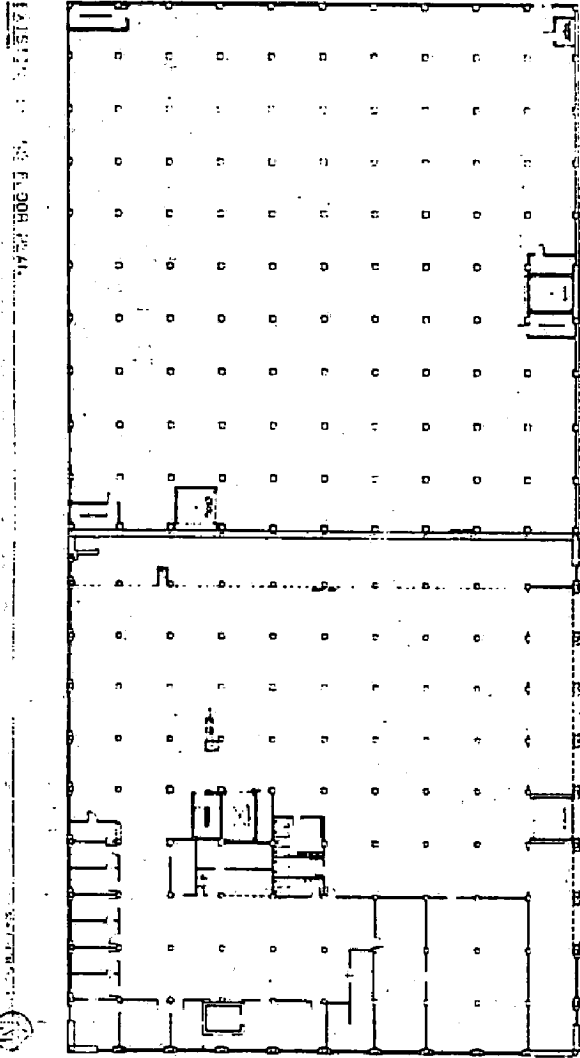
BY \_\_\_\_\_

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P87114

5-28-87

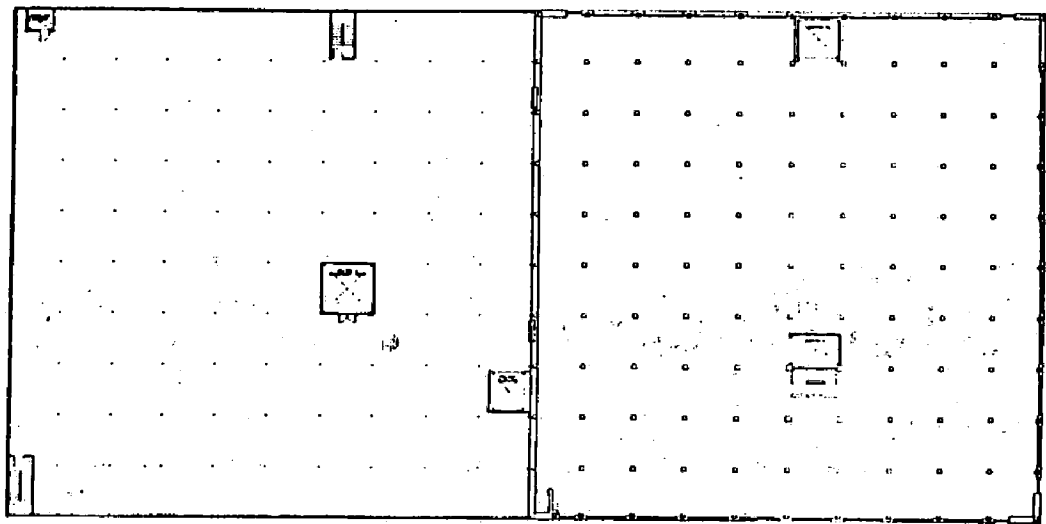
Item 1



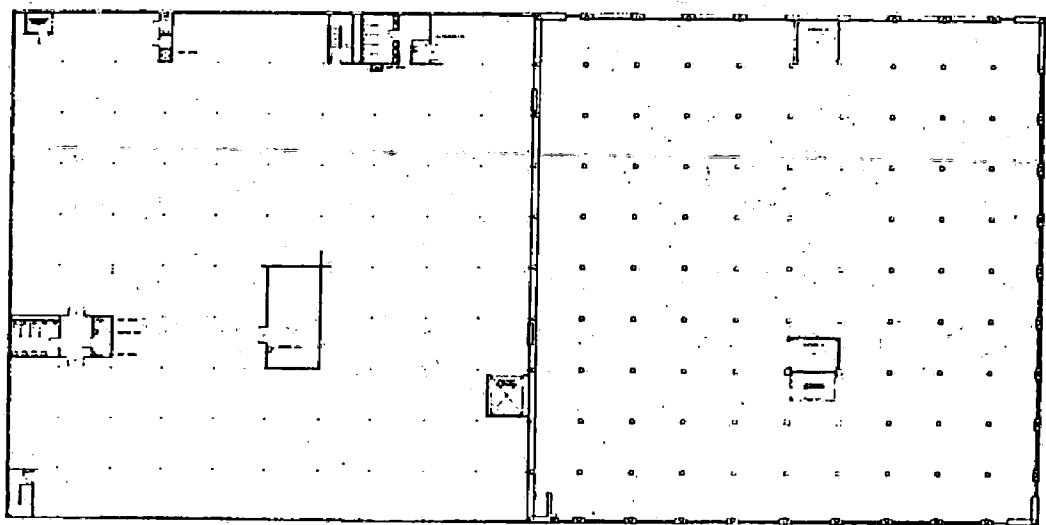
Existing

<p>SK-8</p>	<p>CHIT L</p>	<p>PROJECT DIGGS 1000 ST ANN ARBOR MI 48106</p>				<p>    <b>E. B. Ladd</b>        ASSOCIATES, INC.        ARCHITECTS        1000 ST        ANN ARBOR MI 48106     </p>
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P87114



EXISTING THIRD FLOOR PLAN



EXISTING FOURTH FLOOR



Existing

E.M. HADDO  
ASSOCIATES - AIA, INC.  
ARCHITECTURE  
PLANNING  
INTERIORS



1001 QUINCY STATION  
SACRAMENTO,  
CALIFORNIA 95833  
(916) 421-1801

DATE	
SCALE	
PROJECT	
NO.	

PROJECT NO. P1005  
WAREHOUSE  
REMODEL  
1001 QUINCY ST.

EXHIBIT M

SK-5

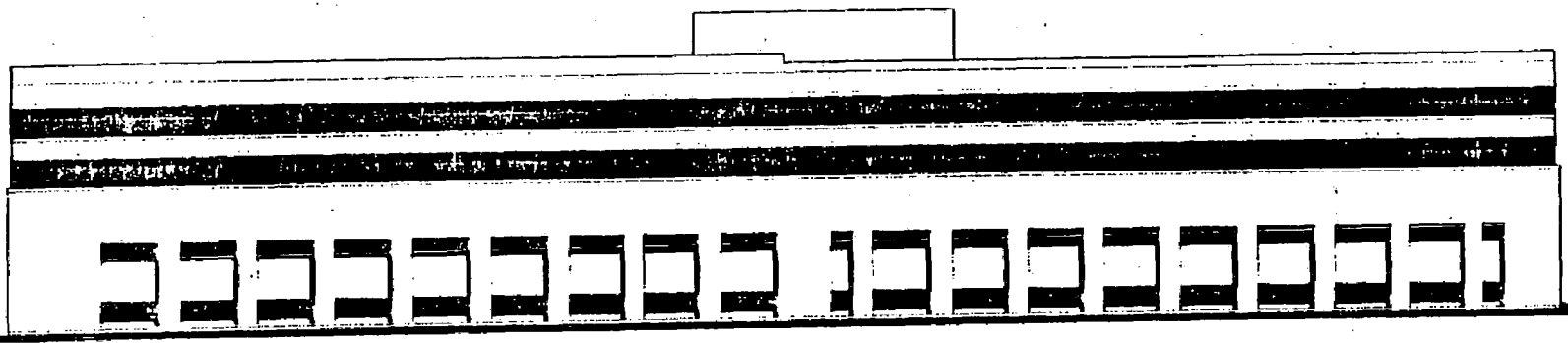
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TLO

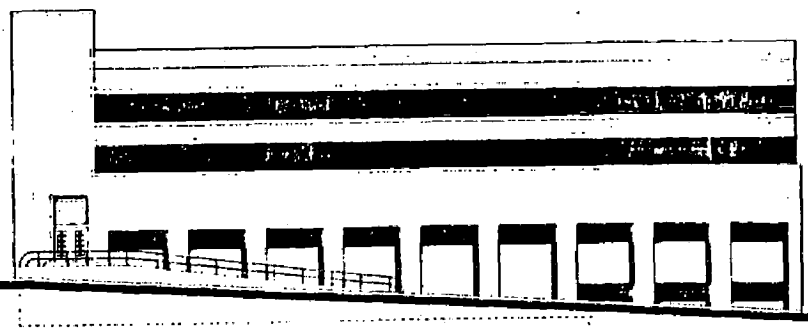
P87114

5-28-87

Item 29



SOUTH ELEVATION



WEST ELEVATION

*Proposed*

E.M. BADO  
ASSOCIATES-BA, INC.  
ARCHITECTURE  
PLANNING  
INTERIOR



2000 CALIFORNIA HIGHWAY 99  
SANTA ANA, CALIFORNIA 92705  
(714) 947-2001

THOMSON-DIGGS  
WAREHOUSE  
REMODEL  
- RON WATKINS

SOUTH ELEVATION

WEST ELEVATION

*#11817*  
*N*

SK 7

# ORDINANCE NO.

EXHIBIT 0

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

ORDINANCE AMENDING SECTION 3-C-10 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO AND ADDING SECTION J TO SECTION 14 OF SAID ORDINANCE RELATING TO SPECIAL PERMITS FOR OFFICE PROJECTS IN THE OLD CITY AND HEIGHT VARIANCES

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO AS FOLLOWS:

## SECTION 1.

The Comprehensive Zoning Ordinance of the City of Sacramento (Ordinance No. 2550, Fourth Series as amended) is hereby amended by amending Section 3-C-10 to read as follows:

10. Within the Old City, the maximum lot coverage shall be the same as that specified outside the Old City; provided, however, that a Special Permit shall be required for any building to be constructed or expanded to exceed 75,000 square feet of gross floor area. A Special Permit shall not be required for any building for which the Redevelopment Agency has entered into a contract with the developer which governs the requirements for development of the building and the parcel or parcels upon which it is located. Notwithstanding the foregoing, no Special Permit shall be issued for office projects exceeding 75,000 square feet of gross floor area within the Old City but outside of the C-3 zone (shown on Appendix A, attached hereto and incorporated herein by reference) for a period of three (3) years or until two million square feet of additional office space within the aforementioned area has been built, whichever occurs first.

- (a) The foregoing prohibition on the issuance of Special Permits shall not apply for medical offices and projects within 660 feet of a light rail station. The 660-foot distance shall be measured from the center point of the block designated for a station to the subject site. Such developments must be consistent with existing zoning and standards established in the City's Transportation Management Plan and Parking Reduction Ordinance.
- (b) The success and impact of the foregoing prohibition on the issuance of Special Permits shall be evaluated at the end of said three-year period or upon the construction of two million square feet of additional office space. The program shall be monitored and annual progress reports shall be made in writing to the City Council. The criteria to be monitored shall include but not be limited to vacancy factors for retail commercial and office space, growth in

annual retail sales and the CBD-SPD, and expansion of retail activities and quality of development, and traffic and parking impacts. } *new*

**SECTION 2**

The Comprehensive Zoning Ordinance of the City of Sacramento (Ordinance No. 2550, Fourth Series as amended) is hereby amended by adding thereto Subsection J to Section 14, to read as follows:

J. Notwithstanding any other provision of this ordinance to the contrary, no variance from height standards shall be issued for any structure outside of the C-3 zone (shown on Appendix A, attached hereto and incorporated herein by reference) for a period of three (3) years or until the construction of two million square feet of additional office space within said area, whichever occurs first. This prohibition shall not apply to variances of ten percent or less of the height standard which is applicable where such variance is requested to accommodate the top floor of a building or a penthouse. This prohibition shall not apply to projects within 660 feet radius of a light rail station which are consistent with existing zoning and standards established in the City's Transportation Management Plan and Parking Reduction Ordinance, and projects which have received a variance, planned unit development special permit, or any other discretionary land use entitlement allowing a building height exceeding height standards of the Zoning Ordinance, prior to the effective date of this ordinance, including but not limited to projects subject to litigation in Natomas Community Association, et al. v. City Council, et al., Sacramento Superior Court Case No. 337704. } *nc*

**PASSED FOR PUBLICATION:**

**ENACTED:**

**EFFECTIVE:**

\_\_\_\_\_  
**MAYOR**

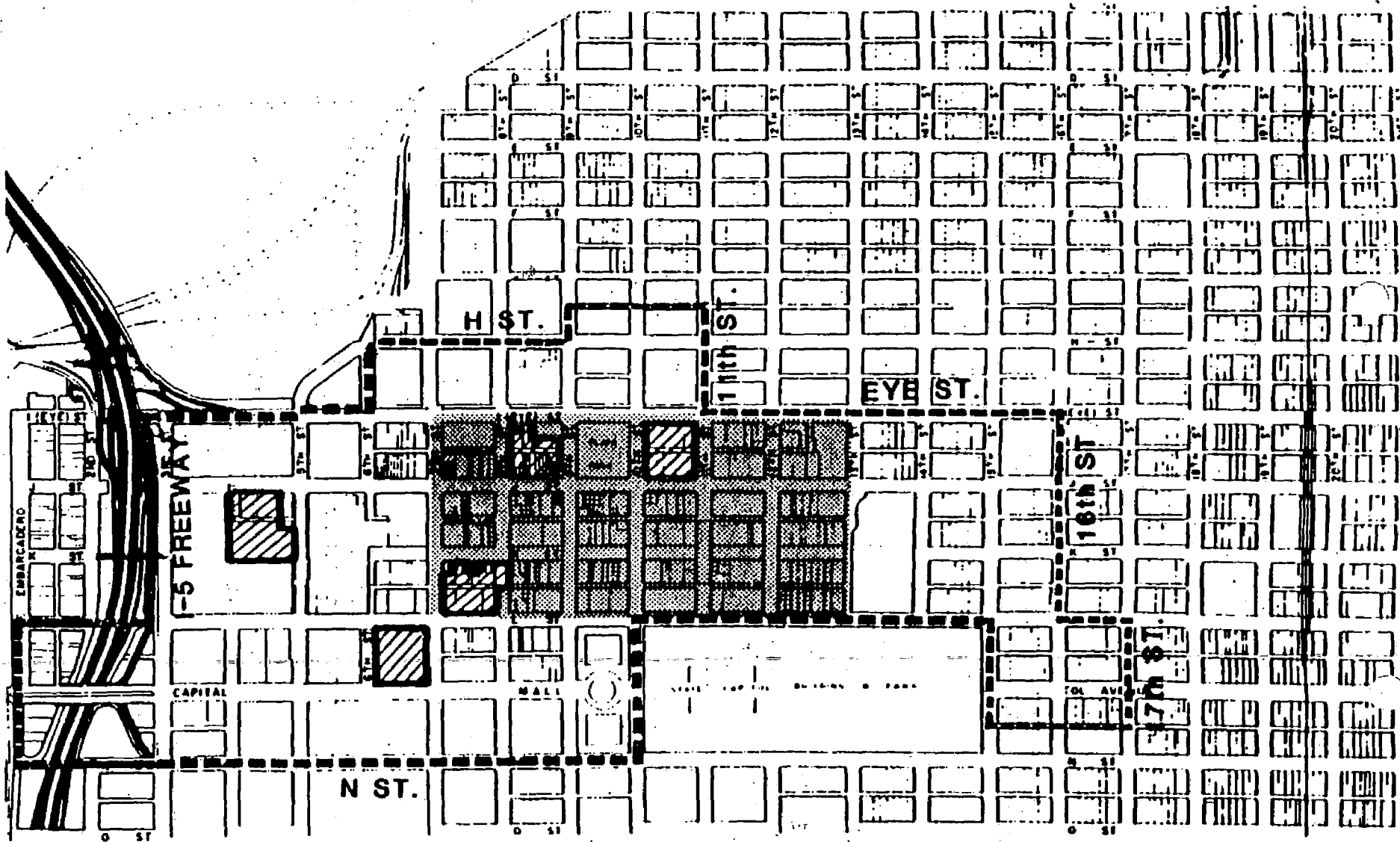
**ATTEST:**

\_\_\_\_\_  
**CITY CLERK**

111-092

5-28-87

TJL



**SACRAMENTO URBAN DESIGN PLAN**

*Sacramento Housing & Redevelopment Agency  
Sacramento Department of City Planning*

**CBD with Incentive Zone and Catalyst Sites**

 INCENTIVE ZONE

 CATALYST SITES

 CENTRAL BUSINESS DISTRICT (C-3 ZONE)

# RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF

## REQUIREMENTS FOR OWNER PARTICIPATION AGREEMENTS AND DISPOSITION FOR OFFICE AND COMMERCIAL PROJECTS EXCEEDING 75,000 SQUARE FEET

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1: Whenever the Agency is a party to an Owner Participation Agreement (OPA) or a Disposition and Development Agreement (DDA), as appropriate, for a private commercial and/or office project of more than 75,000 square feet within the Merged Downtown Redevelopment Area but outside the C-3 Central Business District Zone, the terms to such an agreement with the Agency shall require the property owner or the redeveloper to do the following:

- A. Submit the proposed project to the City of Sacramento Planning Commission for an environmental determination and project review.
- B. Pay to the Agency an amount which equals 1.25% of the total costs of the project before the issuance of a building permit for the project. Such payment shall be used by the Agency for:
  1. Acquisition costs of land within the Merged Downtown Redevelopment Area.
  2. Loans and grants to redevelopers pursuant to agreements for redevelopment projects within the Merged Downtown Redevelopment Area.

3. Costs relating to the construction of public improvements within the Merged Downtown Redevelopment Area.
- C. Pay pro-rata share of the costs of traffic mitigation measures including the extension of the light rail system.
  - D. Pay pro-rata share for the extension and related costs for the operation of the K Street Mall bus shuttle program.
  - E. Provide open space amenities and pedestrian linkages, as defined in the adopted Merged Downtown Redevelopment Plan.
  - F. Consider child care facilities as part of the project.
  - G. Restrict commercial uses to limited service retail, as defined in Exhibit "A" attached hereto.
  - H. Comply with the urban design and building massing provisions as specified in the adopted City of Sacramento Central Business District - Special Planning District Architectural Design Guidelines.
  - I. Comply with specific mitigation measures identified in the environmental determination which are in addition to the above requirements of this resolution.

Section 2: Projects submitted to the City of Sacramento Planning Commission before February 18, 1987 shall comply only with the requirements of A,B,C and D of Section 1 of this resolution.

Section 3: Rehabilitation projects within the scope of this resolution shall comply only with the requirements of A,B,C and D of Section 1 of this resolution.

Section 4. The provisions of this resolution shall terminate three years from the date of this resolution or when the amount of additional office space within the Central Business District exceeds two million square feet, whichever first occurs.

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CHAIR

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SECRETARY

WPP39(L)

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