SACRAMENTO DOCKS AREA

URBAN DESIGN GUIDELINES

DECEMBER 2009

WRT | SOLOMON ★ E.T.C.

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DRAFT URBAN DESIGN GUIDELINES

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Economic Development Department

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INTRODUCTION & VISION

1

Introduction

Front Street and Pioneer Landing Park - A gateway to a new riverfront neighborhood: The Docks Area

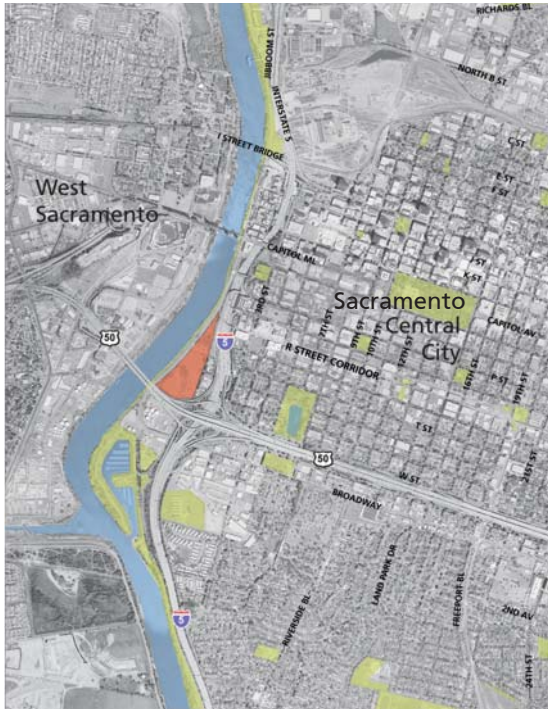
The Docks Area Specific Plan creates planning and design standards for the redevelopment of approximately 29-acres of land along the Sacramento riverfront, just south of Tower Bridge, in an area known as the Docks Area. This Specific Plan represents the final stage in a planning process that includes the Sacramento Riverfront Master Plan (2003) and the Docks Area Concept Plan (2005). Building upon the principles and concepts set forth in these previous efforts, the Specific Plan, along with this companion document--the Sacramento Docks Area Urban Design Guidelines--provides a comprehensive vision for the Docks Area, along with goals, policies and development standards to guide future public and private actions necessary to achieve that vision. The Specific Plan and Urban Design Guidelines also serve as the mechanisms for insuring that future development and infrastructure will be feasible, coordinated and efficient.

Project Boundarry

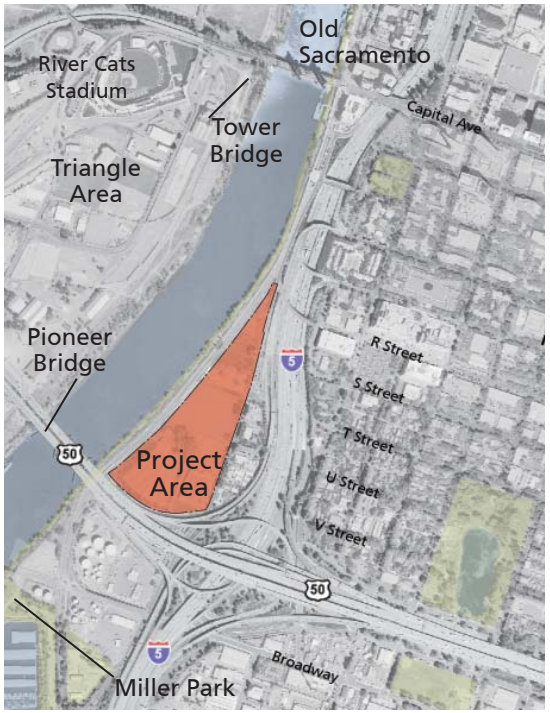
Specific Plan Area Context

The project area is located within the City of Sacramento, California, along the Sacramento River. The triangularly-shaped 29.3-acre property is bounded by the Sacramento River to the west, elevated Interstate 5 (I-5) to the east, and Highway 50 to the south. The project area is parallel to the Sacramento River, south of Old Sacramento, and separated from Downtown Sacramento by I-5.

Regional Context



Sacramento Context



Project Area Context

Intent of the Docks Area Urban Design Guidelines (UDG)

The Docks Area Specific Plan & Urban Design Guidelines are the overarching policy documents that guide development within the Docks Area Planned Unit Development PUD). The Urban Design Guidelines aim to promote the improved aesthetic and functional quality of the Docks Area neighborhood by providing specific guidance on matters relating to the project framework, development regulations and permitting. Design guidance is written and graphic form addresses both private and public projects undertaken in the Docks Area Planned Unit Development. The PUD is henceforth referred to as the Docks Area

The purpose of adopting the Docks Area Specific Plan and Urban Design Guidelines is to implement the planning principles, goals and policies of the Specific Plan by establishing necessary procedures and provisions. The Docks Area Urban Design Guidelines are adopted under the provisions of Chapter 17.180 of the Sacramento City Code.

In the interest of making these documents as concise as possible, there is very little overlap between them. As such, parties who are interested in developing properties within the Plan Area must consult each of these documents prior to construction.

Relationship of Docks Area Urban Design Guidelines to the CCUDGP

The Docks Area Plan fits into a broader urban context in Sacramento, that of the central City. The long-term vision for the Docks is to complement and extend the strengths of the existing urban setting. For this reason, the Docks Planned Unit Development Guidelines can be thought of as one component of the 2007 Central City Urban Design Guidelines and Plan (CCUDGP), the policy document providing guidance to all decisions relating to the physical form and character of the central City.

The organization and format of these guidelines is derived from the CCUDGP, and relevant guidelines from the CCUDGGP have been incorporated into this document. The intention is that, at a later date, the Docks Area Urban Design Guidelines will be incorporated into the CCUDGP, and the provisions of the CCUDGP that are not addressed in these guidelines and do not conflict with these guidelines may be adopted into the Docks Area.

The Docks Area is an active new riverfront neighborhood that balances inviting public open space with mixed-use development.

Vision

The Docks Area Urban Design Guidelines provide the detailed guidance needed to support the Specific Plan to create an active new riverfront neighborhood that balances mixed-use development with inviting public open space. The Plan achieves this balance by taking advantage of the natural splendor of the Sacramento River and orienting new development and distinctive riverfront parks to the waterfront. The mix of residential, commercial and office uses will provide a compact, pedestrian oriented neighborhood where people live, work, dine, shop and play with a strong sense of connection to their neighbors and to the Sacramento River.

In order to facilitate a more sustainable form of urban life, the Docks Area Urban Design Guidelines & Specific Plan advances the vision set forth in the Sacramento Riverfront Master Plan of creating a high-quality riverfront public space and surrounding it with a vibrant, urban neighborhood. The compact, mixed-use Docks Area neighborhood will begin to reverse trends of suburbanization and resource waste while providing a richer social experience for those who live, work, shop and recreate within it. In addition to reducing transportation impacts on the environment, the plan addresses development impacts by promoting green building practices, as well as best practices for reducing urban runoff pollution to the maximum extent practicable.

The vision for the site is to create a new high-density residential neighborhood with as many as 1,000 dwelling units comprised of a variety of dwelling types, riverfront-facing retail spaces, new commercial office space and new parks. The proposed pattern of streets and blocks, together with mid-block alleys, recalls the traditional pattern of Sacramento's street grid, thereby symbolically reconnecting the neighborhood with those on the other side of the freeway. All letter-named, or "Alphabet" streets, and alleys lead to the river, creating a permeable block pattern and multiple pedestrian routes. Streets have been designed to encourage walking and biking, and to manage and treat stormwater flows.

Through a deliberate urban design approach, ample open space integrated into the neighborhood will provide both an amenity that supports the new neighborhood and an expansion of the regional riverfront recreation system that supports Downtown, Old Sacramento and the tourist industry.

In addition to carefully designed streets and open spaces, the plan proposes a strong definition of the public realm through the urban design of its buildings. By lining the edge of blocks with a typically continuous building line of properties, walls and frontage details, it establishes an active frontage and strong street enclosure. These active building frontages will further animate the public realm through design elements such as stoops, porches and other articulated building entrances.

This neighborhood street, River Street, functions as a linear plaza and active retail destination along the riverfront.

Guiding Principles

The Sacramento Riverfront Master Plan (SRMP), completed in July 2003, identified the Docks Area as a critical opportunity site for redevelopment.

The subsequent Docks Area Concept Plan (2005) set forth four objectives for the Docks Area:

1. Create a New Riverfront Neighborhood;
2. Create Parks and Open Space for a New Neighborhood;
3. Strengthen Riverfront Promenade Connections; and
4. Provide Access to the Water's Edge.

In addition, the following concepts were identified as key elements during the Sacramento Riverfront Master Plan process, refined by the Docks Area community outreach process, and now underlie this Plan:

- A new riverfront mixed-use neighborhood;
- Public access to an animated riverfront;
- New public open space including greenways and a Riverfront Promenade;
- A pedestrian orientation;
- Medium- to high-density development with building heights designed to maximize views to the river;
- Pedestrian and bicycle access integrated throughout the project area; and
- Linkages to adjacent neighborhoods.

The Docks Area is also a designated redevelopment area, and the plan responds to additional objectives of the Sacramento Housing and Redevelopment Agency for the planning area:

- Redevelopment of a brownfield site;
- New housing that embodies smart growth principles and takes advantage of the Project Area's proximity to downtown;
- Development that maximizes alternative modes of transportation;
- Development that uses sustainable and green building concepts;
- Development that takes advantage of limited opportunities for riverfront development;
- Development that bolsters the economic viability of Old Sacramento and Downtown; and
- Development that enhances property values.

The Docks Area Specific Plan and Urban Design Guidelines have built upon the design concepts developed for the Concept Plan to create a realistic development project that remains true to these guiding principles and objectives for the Docks Area.

Typical block with high-rise residential tower

Sidewalk, stoops and planters help to create an intimate neighborhood street. *North Park, San Jose, CA*

A New Riverfront Neighborhood

Addressing the Levee and Site Grading

The Docks Plan establishes building grades at or near the levee level to enhance visual and functional connections to the river. This is accomplished by elevating the building levels with structured podium parking. The streets will be built up on fill material so that structured parking is buried in relation to the streets. The Alphabet streets (R, S, T, U, V, etc.) can then slope from River Street – at the levee level – back down to Front Street. More information on grading can be found in Chapter 6: Infrastructure.

Creating a Neighborhood through Building Types

The proposed development will contain a mix of predominately residential uses with a critical amount of corresponding ground-floor retail space. Residential development in the Docks Area will be strongly oriented to the river and open space within the development, and buffered from Highway 50 with office development on the southern side. Office uses are proposed for the southern blocks closest to Pioneer Bridge (I-50), where overshadowing, noise and the potential for airborne pollution are most significant. A buffer of office towers and their structured garages can help separate the residential blocks from the freeway.

Sufficient housing density will provide the critical residential mass to create a vibrant waterfront neighborhood. A variety of building types, including low-, medium- and high-rise, are integrated within the neighborhood. The mix of building types along with varied architectural designs are intended to create a complete neighborhood that appears to have grown incrementally and organically over time.

Further discussion of building design is included in the "Private Realm" section of Chapter 2: Urban Design Guidelines.

Differentiating Public, Semi-public and Private Space

The development schemes carefully differentiate between public space, semi-public space and private space to allow extensive public and private uses to simultaneously thrive within the Docks Area. The public space is designed to promote as much public access and use of the riverfront as possible, and includes parks, plazas, streets and the Promenade. The semi-public space is intended to provide clear but unobtrusive transitions between public and private spaces, and includes mid-block alleys, residential stoops and entries, and selected interior courts and garden spaces. The private

spaces are intended to provide residents and businesses a full range of amenities, and include rooftop gardens, private structured parking areas and other selected interior courts or gardens.

Making Livable Streets and Blocks

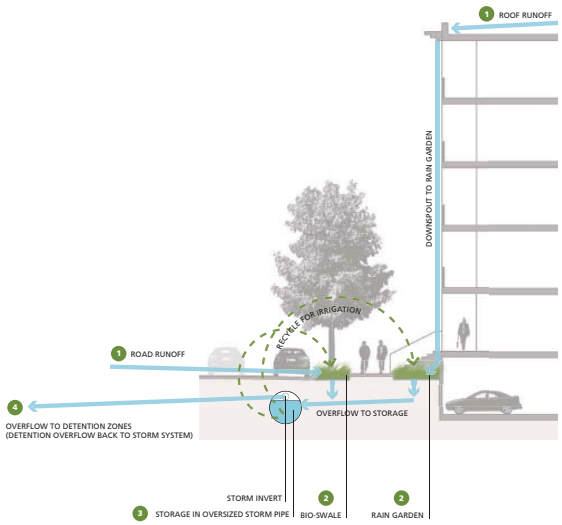
A fine-grained street and block pattern is established to provide a walkable neighborhood. Proposed streets have been designed for pedestrian comfort. To promote a more human scale, interior neighborhood streets are narrow, and have one traffic lane in each direction, on-street parking and ample sidewalks lined with street trees. Mid-block alleys are also provided to create alternate pedestrian routes and access to semi-private interior courts and gardens.

Building façades are to be built at the back edge of the sidewalks with minimal to no setbacks, strengthening the relationship between pedestrians and ground-floor uses. As demonstrated by nearly all successful urban areas, this type of frontage is a prerequisite for neighborhood street life. Further discussion of streets and other public spaces is included in the "Public Realm" section of Chapter 2: Urban Design Guidelines.

Livable Streets: A typical "Alphabet Street" adjacent to Docks Park and terminating on the river.

River Street: A Vibrant Pedestrian Street

River Street is envisioned as a new riverfront retail and entertainment destination for Sacramento. To take advantage of the unique riverfront location and its proximity to Old Sacramento, approximately 43,000 square feet of ground-floor retail space is strategically placed along River Street just south of Pioneer Landing Park. Desired uses include cafés, restaurants, shops, music venues, etc. A second floor of retail use is permitted to maximize the amount of outdoor café and restaurant seating with river views. This retail corridor will offer a destination for local residents as well as entice visitors from Capitol Mall and Old Sacramento.



A network of bioswales and raingardens within the project area collect stormwater for treatment and potential re-use (See Chapter 5: Infrastructure).

Sustainability

The Docks Area Specific Plan and Urban Design Guidelines provide a framework for implementing sustainable development. When sustainability is set as a goal at the outset, site-related planning, design, construction, operations and maintenance practices can link natural and built systems to achieve balanced environmental, social and economic outcomes. This improves the health and quality of life of both the community and the environment. This implementation of this plan should address the goals of Sacramento's Sustainability Master Plan to the maximum practicable extent.

Land-Use and Site Design

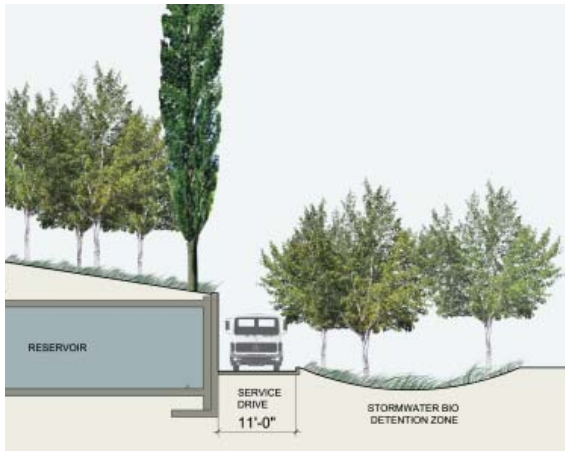
In an effort to minimize air pollution, impacts on valuable habitat and agricultural land and loss of open space in the city, the Redevelopment Agency of the City of Sacramento identified vacant industrial land and waterfront properties as opportunities for significant infill development. Developing the properties in the Docks Area represents a key effort to advance these objectives. Inherent environmental benefits of this location include:

- Infill /previously developed site
- Access to Public Transportation
- Brownfield Redevelopment
- Contribution to Downtown Jobs-Housing Balance

The circulation system in the Docks Area will expand the community's transportation options by extending and upgrading the road system, and creating a comprehensive pedestrian and bicycle network. By providing residential uses within close proximity to Downtown and regional transit, potential traffic generation will be reduced.

A mix of land-uses on-site will reduce the need for travel outside of the project area, and thus reduce the use of and dependence on automobiles. Mixed-use development also emphasizes local and regional-serving uses that will provide economic and social benefit to the city through the generation of tax revenues, employment opportunities, and enhanced local access to services.

Public parks and pedestrian friendly streets will provide health and environmental benefits by providing an environment that encourages social interaction, expands the community's options for recreation and entertainment and minimizes the social and environmental strain associated with traffic congestion and pollution.



Stormwater detention zone on southern edge of property.

Raingarden - Portland, OR

Green roofs aid in stormwater management and energy efficiency.

Natural Resources and Habitat

By integrating natural stormwater management techniques into the design of parks and public streets, the plan will yield multiple benefits, including reducing the volume and flow of stormwater runoff, improving water quality through natural filtration of runoff, securing land for open space, and educating the public through the revelation of ecological systems.

The Docks Area landscape concept integrates native planting areas in order to enhance ecological function and specifically, habitat value. The two main opportunities for these habitat zones are within forested zones in Docks Park and within wetland zones in the water detention zones.

The Built Environment

In addition to overall site design, the buildings in the Docks Area themselves have tremendous potential for contributing to improved environmental performance. Areas where environmental improvements can be made include energy efficiency (including on-site renewable energy), water efficiency (reuse and conservation), selection of materials and resources, and indoor air quality.

With the imminent dangers of global warming, new buildings should be designed to be sustainable, especially with respect to energy performance. This is important for a city like Sacramento, located in a predominantly warm and dry climate.

A reduction of environmental impacts should be established as a goal from the outset of architectural design. Building design, construction and operation should attempt to reduce CO2 emissions and achieve high energy performance. Development should be built and designed according to current building standards and best practices. All retail, commercial and hotel buildings should achieve LEED Silver certification. Residential development should adhere to Enterprise Green Communities criteria, or follow the Green Multi-family Design Guidelines by the California Integrated Waste Management Board. (An alternate rating system may be proposed by the project team, subject to approval by the planning reviewer.)

Docks Park

Pioneer Landing Park

Distinctive New Riverfront Parks

The objectives of open space and development are seen as interrelated in achieving a more sustainable and higher quality of life, both in the social and natural realms. In creating this new neighborhood, the Plan prioritizes defining and strengthening the public networks that will support development, facilitate recreation, increase access and improve city services. The Specific Plan is predicated on the conviction that numerous benefits will accrue from both public and private investment in providing open space resources. The riverfront's value as a regional recreational amenity will be enhanced through improvements to the public realm, but so will the Area's economic vitality and the quality of life for those who will work and reside here. The public spaces within the Docks Area strive to achieve the following benefits:

- Improved public health and safety as a result of flood control improvements;
- Enhanced community character and sense of place;
- An attractive and distinctive image for the Docks Area that will help retain and attract desirable businesses;
- A high-quality environment for Docks Area residents and employees;

- Increased opportunities for passive and active outdoor recreation associated with urban parks and improved access to the Sacramento River;
- Expansion of the urban forest through the planting of street and park trees.

Implementing these concepts is critical to establishing a successful neighborhood that contains the active, pedestrian-oriented, and mixed-use character envisioned for the Docks Area.

Docks Park

The anchor use of the Docks Area is a new riverfront park located strategically between Tower Bridge and Miller Park. The Docks Park will be one in a series of signature public spaces along the riverfront envisioned by the Sacramento Riverfront Master Plan. The park will combine formal and informal activity spaces to serve both as an amenity to new development as well as an important part of Sacramento's regional park system.

Pioneer Landing Park

At the northern terminus of the Docks Area, Pioneer Landing Park will serve as a gateway for people entering from the north and the east. It will connect directly to the planned R Street bicycle/pedestrian bridge and the Riverfront Promenade. Pioneer Landing Park will serve as an inviting space for relaxation and reflection, with lawn, benches, and small water features.

Sacramento Riverfront Promenade

An extension of the Riverfront Promenade, from the current terminus at O Street connecting south to Miller Park, is a separate project from this Specific Plan, and will be implemented by the city through a separate planning process. The Promenade accommodates pedestrian and bicycle circulation as well as riverfront seating, access to scenic lookouts and ultimately, connections to visitor boat docking. From the perspective of the Docks Area, the Promenade project is most important in providing critical, direct and attractive pedestrian connection to Old Sacramento and Downtown, including:

- Old Sacramento to Miller Park
- Downtown to the Promenade via R Street Bridge
- Eventual pedestrian bridge to West Sacramento at R Street
- Broadway Avenue to the River District and the Railyards
- Central Loop in Sacramento River Master Plan

The design of the Docks Area streets and parks has been coordinated in detail with the Promenade design team. Their joint function is critical to the success of the Docks Area.

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URBAN DESIGN GUIDELINES

2

Introduction

The Docks Area Urban Design Guidelines provide the detailed guidance to direct the design of private and public improvements to transform the underutilized post-industrial landscape of the Docks Area into a vibrant neighborhood and a unique recreation destination. In order to realize this goal, the guidelines and standards in this chapter focus on achieving a series of specific objectives relative to the area's physical form and character. Overall, the design guidelines and development standards are intended to promote:

- A visually and aesthetically distinctive identity for public and private open spaces that links the urban area to the Sacramento River and Promenade.
- A pattern and scale of development that creates a well-defined, human-scale environment that incorporates active, pedestrian-oriented, street-level uses to animate and enliven the public realm;
- Well-designed buildings that contribute a sense of quality and permanence to the Docks Area;
- A system of public and private parking structures and rear-loaded parking areas that reduce the visual and spatial prominence of the automobile.
- A safe and attractive system of streets and parks that provides graciously scaled public spaces that support and promote an active pedestrian environment;

Docks Park

Recognizing that these objectives address public as well as private property and will be implemented by both the City and private developers, the Urban Design Guidelines and development standards are divided in to two sections, Public Realm and Private Realm, which provide detailed descriptions and standards for achieving the goals of the plan. The Public Realm Design Guidelines address the design of improvements within public areas associated with the Docks Area's systems of parks and streets. The Private Realm guidelines address the design of all new private development within the blocks. The public and private design guidelines are intended to complement one another. However, the distinction between the public and private realms also recognizes that the challenge of creating a distinctive identity and sense of place for the Docks Area will be equally dependent on the design of both public and private realms.

Topographic Conditions

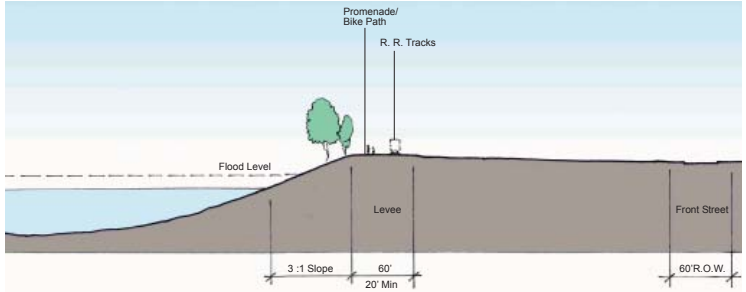
The levee condition in the Docks Area poses challenges as well as opportunities for the design of both public space and private development. In order to strengthen connections to the riverfront and protect against flooding, the specific plan seeks to raise the ground level through a multi-faceted strategy that includes public streets, parks and developed areas. Public parks will be graded to maximize recreational areas that slope towards, and thereby provide views of, the Sacramento River. The plan proposes reclaiming the reservoir's roof—roughly at the same level as the levee top—as usable park land. A new green roof will allow for the soil and plantings needed to create a park at a height that provides strong visual connections to the riverfront.

Similarly, the plan proposes to raise building grades up to the levee top along the riverfront to enhance views and connections to the parks and riverfront. Structured parking will elevate buildings' "ground floors" up to the levee level. New adjacent streets will be built on fill material at the level of the building entries, burying the structured parking in relation to the north-south streets. The east-west Alphabet streets will slope from the levee level down to Front Street at its current level. Streets will be graded to maximize the amount of stormwater captured in the

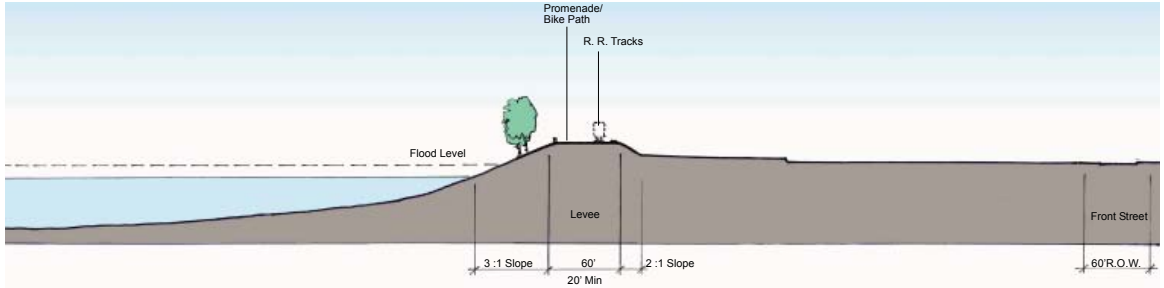
bioswale network, which will drain water away from the levee eastward and southward into a stormwater detention area. Most of the grade change will occur in the first block between Front Street and Park Street. (for more detail refer to Specific Plan grading diagram in Chapter 6: Infrastructure).

Influences and Adjacencies

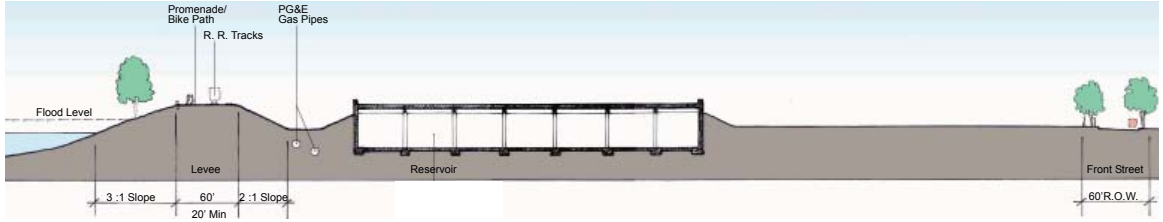
The Pioneer Bridge (Business 80 / SR 50) to the south and I-5 to the east cause significant impacts to the site, including shadows, noise and air pollution. The accompanying Specific Plan along with these design guidelines address these impacts on several levels. The land use plan locates residential uses away from the freeway, and places office uses on the blocks immediately adjacent to the freeway, which can be designed to address air and noise.



Section A: Existing Condition Through Project Site at S Street



Section B: Existing Condition Through Project Site at U Street



Section C: Existing Condition Through Project Site at Pioneer Reservoir

Key Plan: Existing Site

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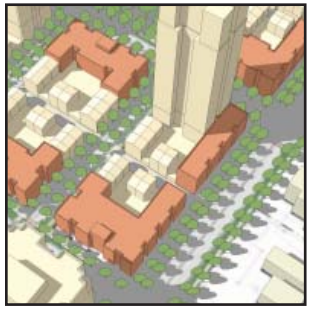
2A URBAN DESIGN: PRIVATE REALM

Townhouses



Low-rise Stacked Units

High-rise Stacked Units

The Urban Design Guidelines for the Private Realm address the design of private development for all areas outside of the public right-of-way. These are defined by the proposed street and block pattern that creates a series of parcels for development.

The guidelines define the following:

- Land use and building type locations, and building configurations
- Maximum bulk and heights allowed
- Mid-block passages intended to create a permeable framework for pedestrian access to the river
- Retail frontage locations
- Street-wall build-to lines and required setbacks
- Definition of façade articulation and permitted encroachments within the street-wall setbacks
- Preferred locations for building entrances and garages
- Parking garages

Private Realm Policies

Policy 5a.1: New private development in the Docks Area shall contribute to a high quality street environment by creating a strongly defined street-wall and articulated facades providing interest and promoting "eyes-on-the-street" and social interaction.

Policy 5a.2: New private development in the Docks Area shall have a mix of uses that is predominately residential with some supporting retail and office in order to provide the critical mass of residents and workers to create an active and vibrant residential district on the Donwtown waterfront.

Policy 5a.3: New private development in the Docks Area shall be scaled appropriately in terms of bulk and height to create a comfortable, pedestrian-scaled district which allows ample solar access and ventilation to streets, parks, courtyards, businesses and residences.

Policy 5a.4: A variety of building types and densities will provide variation in the district creating a sense of organic, varied, incremental growth and further promoting a sense of a pedestrian urban village.

Policy 5a.5: A mix of neighborhood-serving and visitor-serving retail will be concentrated in a limited area in order to promote synergy between retailers and restaurants and help create an active waterfront destination.

Policy 5a.6: Parking facilities other than on-street parking will be hidden from view either by being below grade, wrapped with residential or retail uses or screened with landscaping and facade treatment (as in the case of the office towers parking).

Policy 5a.7: Green design principles shall be applied to all buildings in the district and shall either follow LEED standards (for retail and commercial buildings) or Enterprise Green Communities or Green Multifamily Design Guidelines by the California Integrated Waste Management Board (for Multifamily residential buildings).

Plan Review

The Planning Director will review proposed development for compliance with the Specific Plan. Review of proposed signage will defer to the signage code and Central City Urban Design Guidelines.

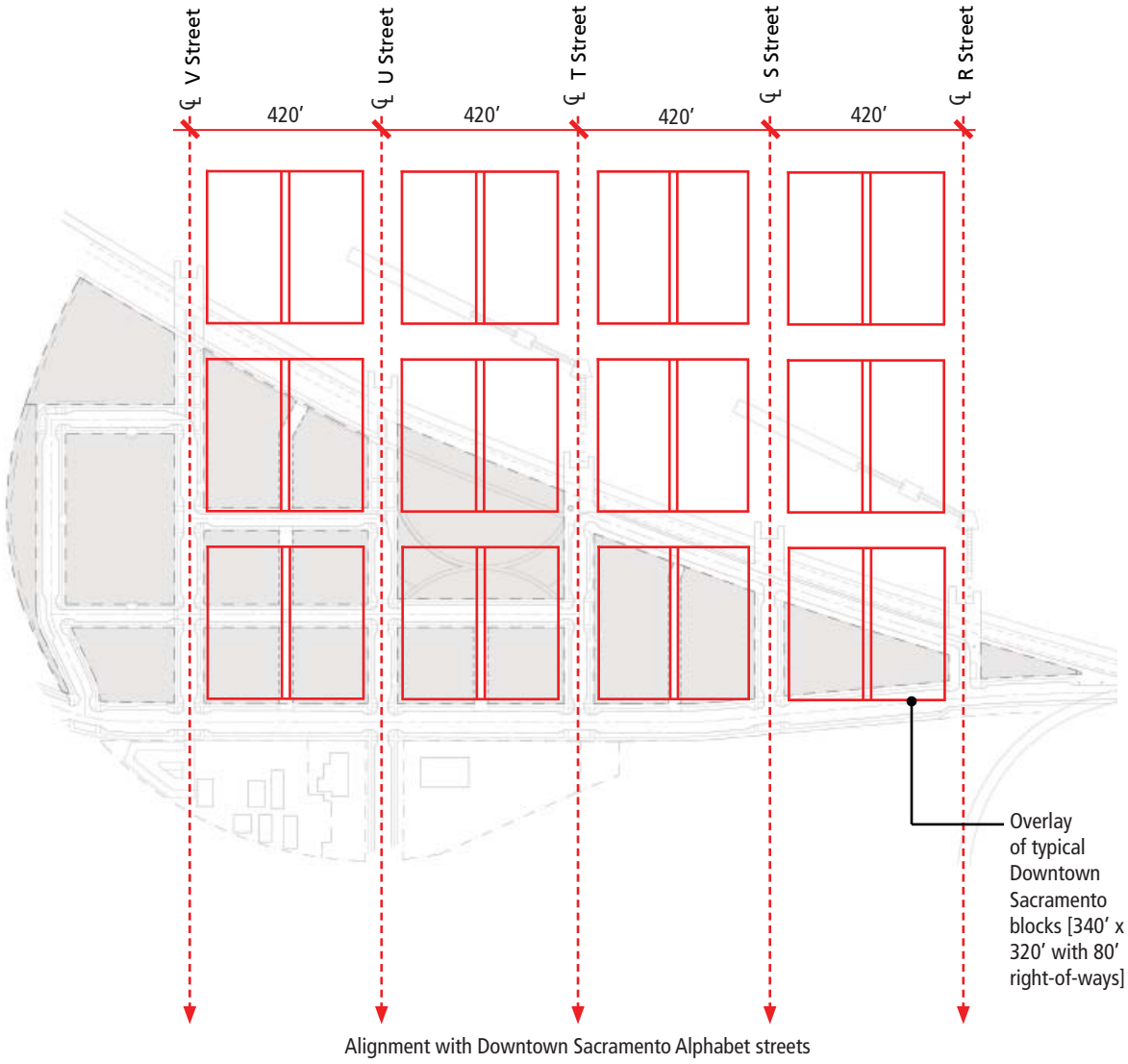
REGULATING PLAN

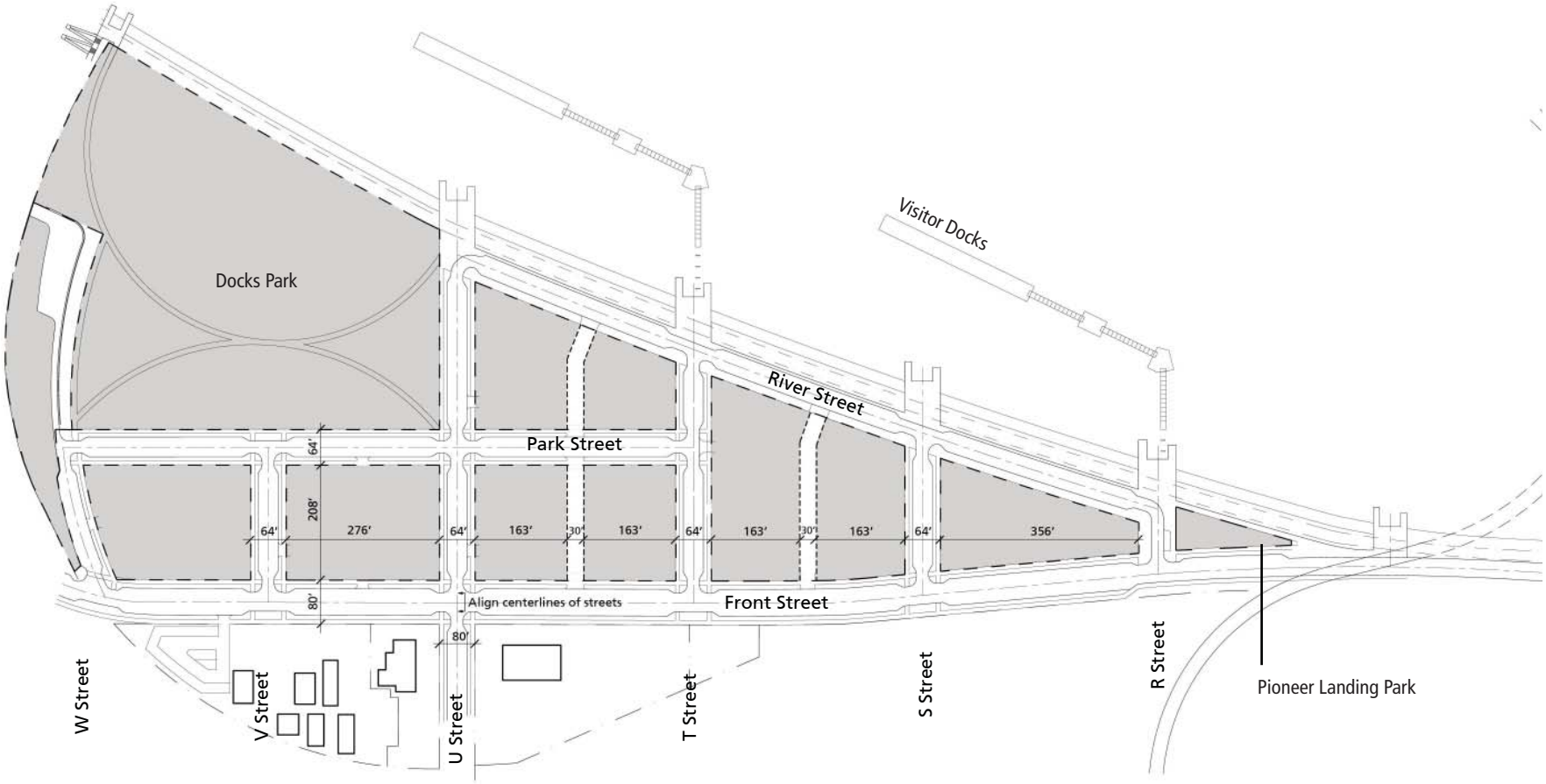
0' 150' 300' 600'

Block and Street Right-of-Way Dimensions

The size and scale of the urban pattern is based on the historic grid of Sacramento set out in John Sutter Jr.'s plan of 1849, with block dimensions measuring 420 feet from center line of street to center line of street. The center lines of the Docks Area Alphabet streets align with the center lines of these same streets on the other side of I-5, thus the blocks are an extension of the historic grid. East-West alleys bisecting the blocks are also an extension of the historic pattern.

Street dimensions differ from those in Downtown Sacramento. In order to create a more intimately scaled residential district, right-of-way dimensions are narrower than the typical 80' right-of-way. Alleys are wider than the typical 20' Downtown Sacramento alley, in order to function as small residential streets and create a finer grain of residential frontage.





SITE DIMENSIONS

0' 150' 300' 600'

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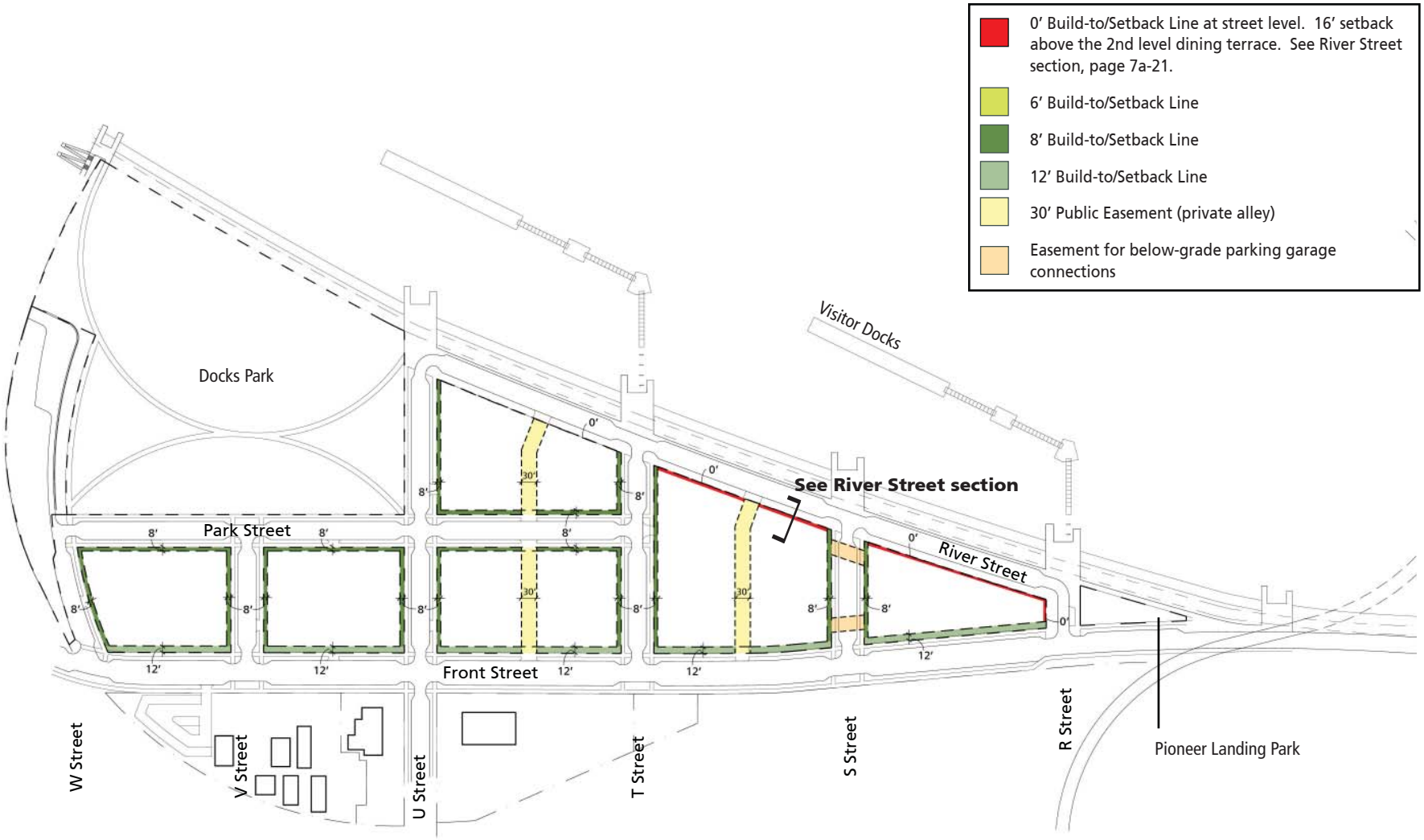
Build-to/Setback Lines & Easements

In order to maintain a consistent urban edge and strongly defined street-wall a mandatory build-to-line is proposed for each block. The build-to-line is proposed at various dimensions from the right-of-way / back of curb line. Landscaping, front entrances, stoops, porches, bay windows and balconies are allowed within the privately owned setback from the right-of-way to the build-to-line.

On the two story high retail frontage along River Street a 16-foot deep second level terrace, intended for outdoor dining, is required above the street-level retail in order to provide greater opportunities for river views.



BUILD-TO/SETBACK LINES & EASEMENTS

0′ 150′ 300′ 600′

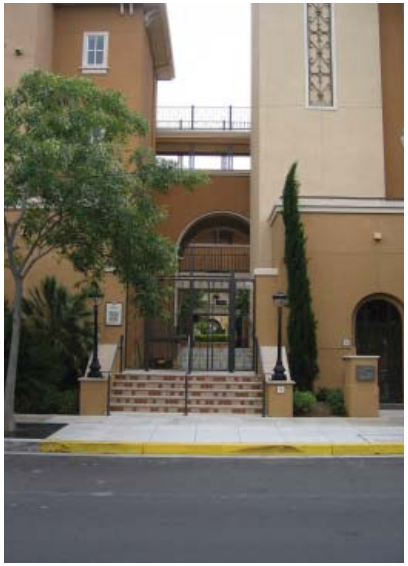
Entrances & Ground Floor Uses

The desirability of creating an animated streetscape can be achieved by the introduction of frequent building entrances and ground floor uses that relate to the street. Large multi-story residential buildings typically have a single entrance from the sidewalk and dwelling units are accessed solely from the internal corridors. Street fronted entrances shall be required for all ground level units facing the street. Blank walls and exposed garage facades are not allowed.

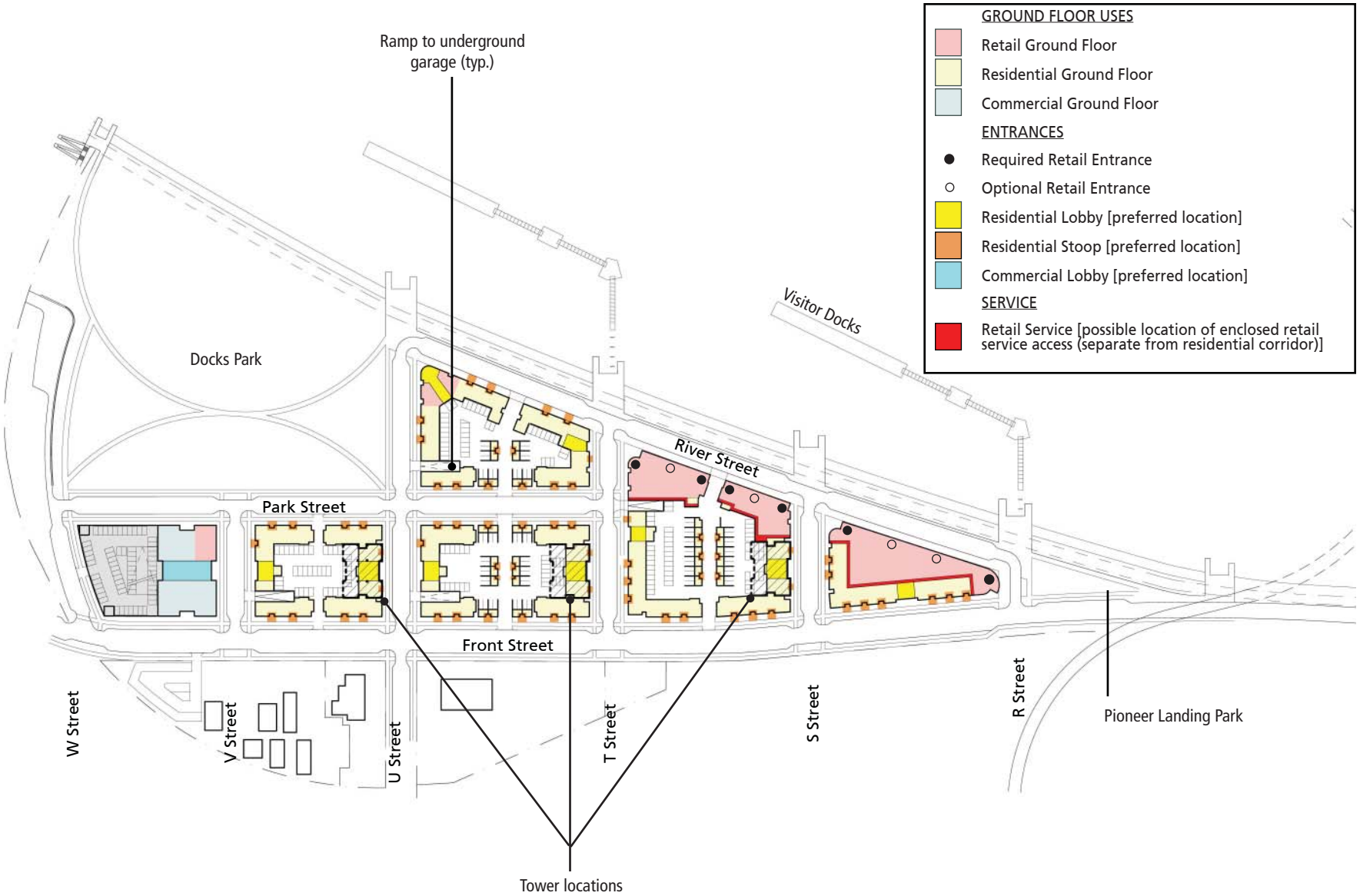
Entrance lobbies for multi-story residential buildings shall be on the Alphabet streets rather than on Front Street. Garage and service entrances shall also be on the Alphabet Streets in order to avoid adverse traffic impacts on Front Street.

All ground level residential units facing streets or alleys must have entrances from the street. This can be in addition to entrances to the unit from corridors and garages.

Entry stoop - North Park, San Jose, CA



Residential entry - North Park, San Jose, CA



ENTRANCES & GROUND FLOOR USES

0′ 150′ 300′ 600′

Off-Street Parking: Types

Parking garages are an important element in the design of the neighborhood. There are several basic types of garage:

- **Basement garages:** These are located beneath the building footprint and typically occupy the entire block. Below-grade parking levels are used to raise the street and blocks from Front Street (approximately at elevation +20') to the levee level (approximately at elevation +36').
- **Wrapped above grade garages:** All above grade residential garages are required to be wrapped with retail, loft or residential uses [See Figure 5a.1]. Exposed residential garage facades are not permitted [See Figure 5a-2].
- **Above grade multi-story structured garages:** Commercial office building garages should be screened with either landscaping or façade treatment that hides the cars and overhead lights from view from the street [See Figure 5a-3]. Unscreened commercial garage facades are not permitted [See figure 5a-4].

Residential Garages

Fig. 5a-1: Wrapped above grade garage-San Francisco, CA ✓

Fig. 5a-2: Exposed residential garage facade Not permitted ✗

Commercial Office Garages

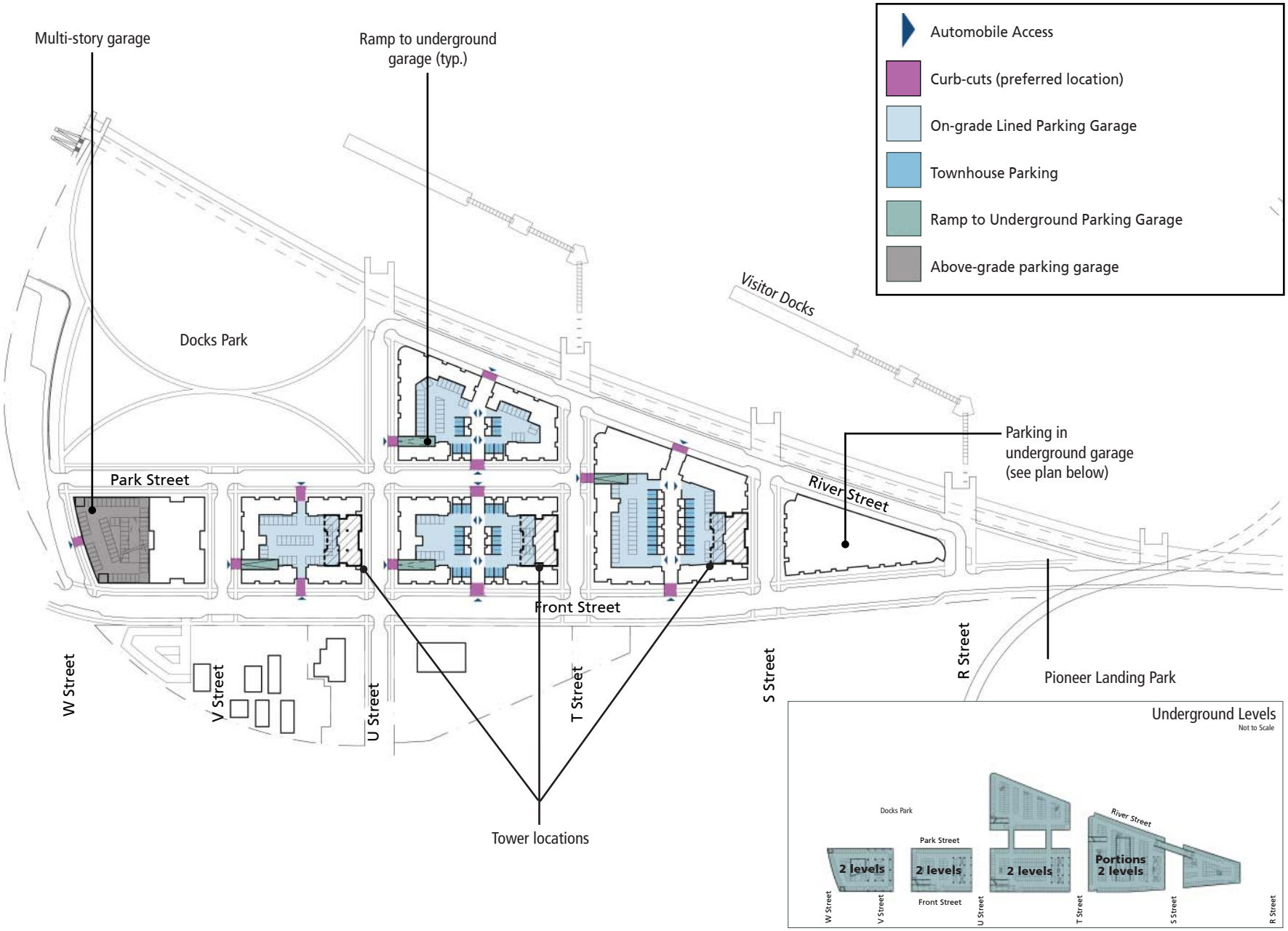
Fig. 5a-3: Multi-story structured garage-San Jose, CA ✓

Fig. 5a-4: Unscreened commercial garage facade Not permitted ✗

Off-Street Parking: Locations / Access

All residential off-street parking is to be screened from the street, either by being below grade or at grade but lined with residential or retail uses. Parking levels are to be used to raise the ground level from Front Street to match the top of the levee, a difference of more than 15' in places.

The garage façades are to be integrated into the architectural treatment of the office building.



OFF-STREET PARKING LOCATIONS & ACCESS

0′ 150′ 300′ 600′

Green Building Requirements

New buildings should be designed to be sustainable, especially with respect to energy performance. This is important for a city like Sacramento, located in a predominantly warm and dry climate. With the imminent dangers of global warming, building design, construction and operation should attempt to reduce CO2 emissions and achieve high energy performance.

Rather than including specific green design features - like planted roofs, wind turbines, solar collectors and PV panels - new development should take a more comprehensive and measurable approach.

All development should meet the criteria listed below for each project type:

A. Retail & Commercial Buildings and Hotels:

- LEED Silver certification

B. Multifamily:

- Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.

C. All other development types

- LEED certification.

A project team may propose an alternate rating system that clearly illustrates how their project is holistically either equal to or more sustainable than the strategies identified in this Specific Plan. Acceptance of this strategy would be at the discretion of the planning reviewer, and should not be presumed.

Joe Serna J. California EPA Headquarters Building, Sacramento, completed in 2000, and awarded a LEED Platinum certification in 2004.

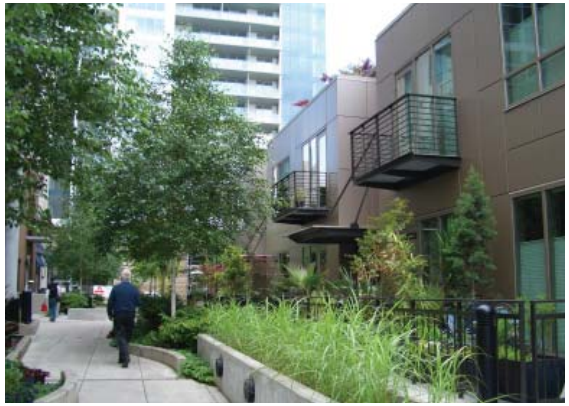
Low-rise neighborhood - Sacramento, CA

Low-rise neighborhood - San Diego, CA

Townhouses & high-rises - Vancouver, BC

Residential high-rises - Vancouver, BC

Low-rise neighborhood - San Diego, CA


Townhouses on mid-block lane - Portland, OR

Precedents of Building Types

There should be a variety of building types in order to:

- Provide a variety of housing choices thus encouraging a diversity of residents
- Create a stimulating urban environment to enhance the pedestrian experience
- Support mixed uses
- Provide services and amenities to the residents in the neighborhood
- Promote jobs/housing balance creating employment in close proximity to housing

Building types include:

- High-rise stacked residential units
- Low-rise stacked residential units
- Walk-up townhouses
- Retail ground levels with residential above
- High-rise office
- Above grade parking garage

Any of the above residential types could include loft type units.

Precedents of Building Types

Building Type: High-rise Stacked Residential Units

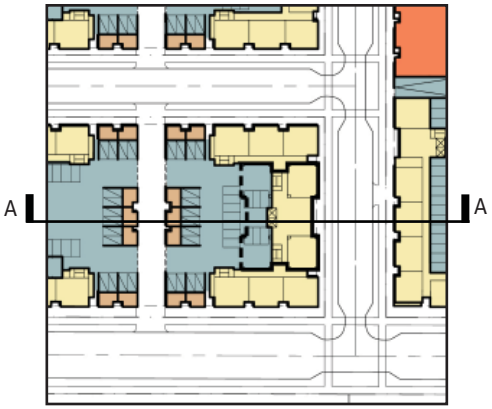
High-rise residential towers are permitted in certain locations as indicated on the accompanying drawings. Above the 60' base-building height, specific bulk and massing controls shall apply. These are in accordance with the proposed Urban Design Guidelines for Sacramento's Central Business District and are as follows:

Maximum plan dimension: 120'

Maximum diagonal dimension: 160'

Maximum floor plan area: 10,000 sq. ft.

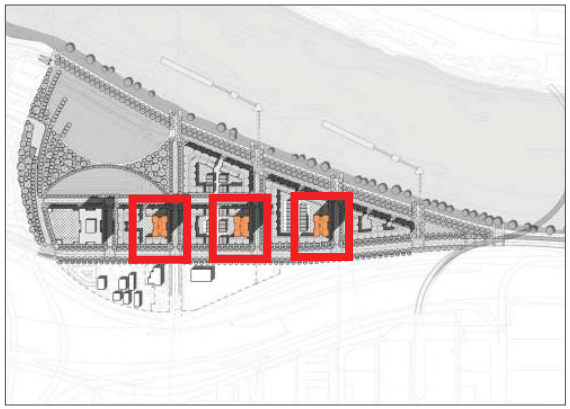
In addition a 10% bulk reduction is required for the top 20% of the height of the tower measured from grade.



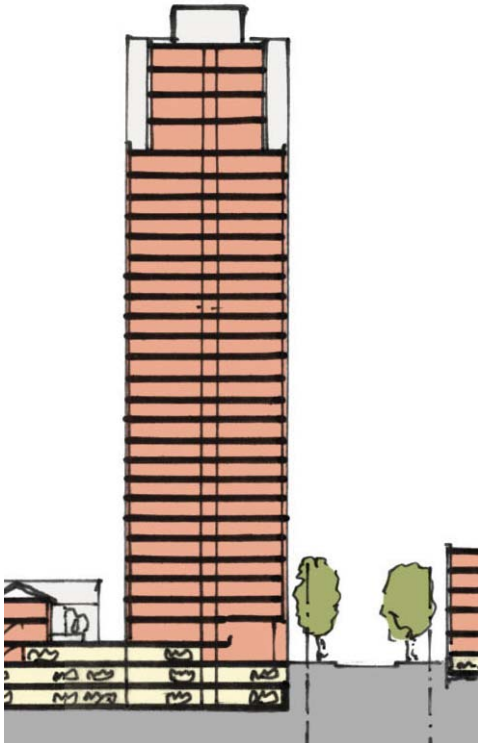
Street Level Plan

Podium Level Plan

False Creek, Vancouver, BC

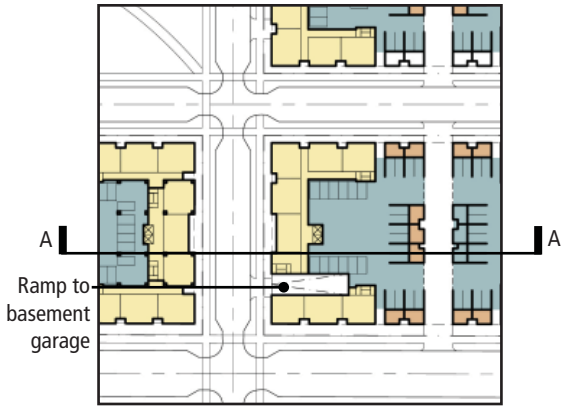

Key Plan

Typical block with high-rise residential tower


Section A-A

Building Type: Low-rise Stacked Residential Units

The low-rise residential buildings - five story stacked flats and townhouses - shall be built to the build-to-lines along each street defining the street-walls of the neighborhood. As indicated previously, ground level entrances from the street sidewalk.



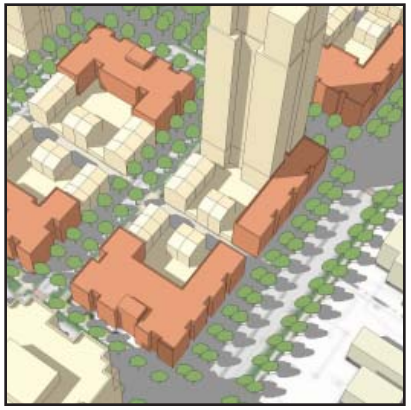
Street Level Plan

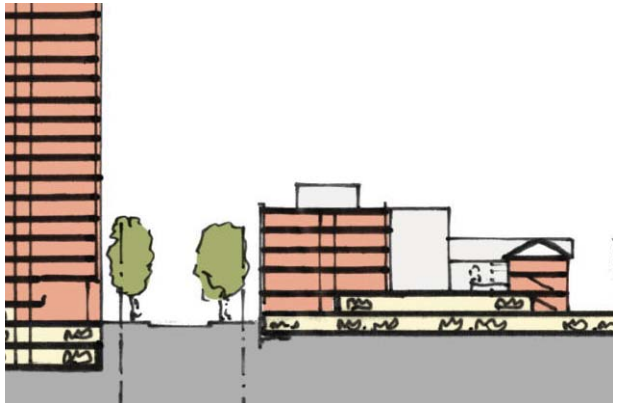
San Diego, CA

Podium Level Plan

San Diego, CA

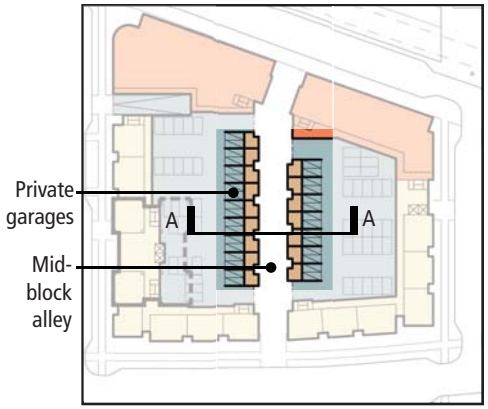
Key Plan


Typical low-rise stacked unit blocks


Section A-A

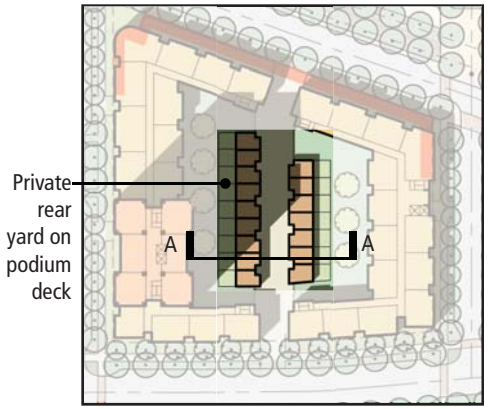
Building Type: Walk-up Townhouses

The north-south mid-block lanes between the Alphabet Streets are to be lined ground level townhouses or lofts. These narrow three-story buildings shall have individual entrances facing the lane and rear-accessed individual garages from the parking garage. These units shall have private outdoor yards on the second level podium above the parking garage.



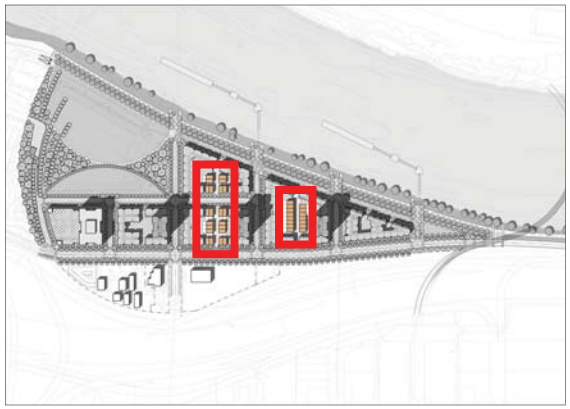
Street Level Plan

Mid-block Alley - San Francisco, CA

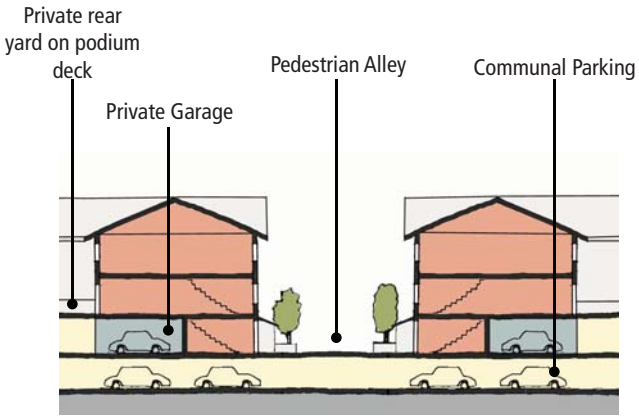


Podium Level Plan

Hoyt Street Pedestrian Way - Portland, OR


Key Plan

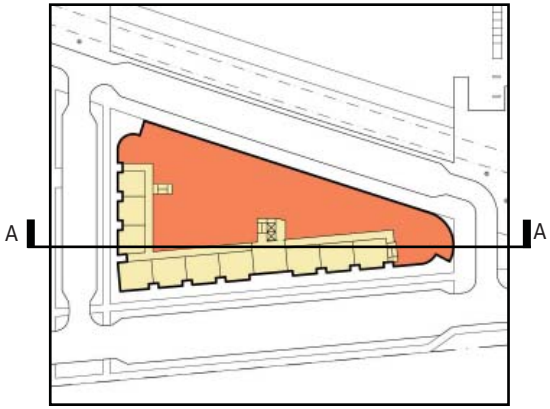
Typical block with walk-ups along alley



Section A-A

Building Type: Retail Ground Level with 2nd Level Terrace

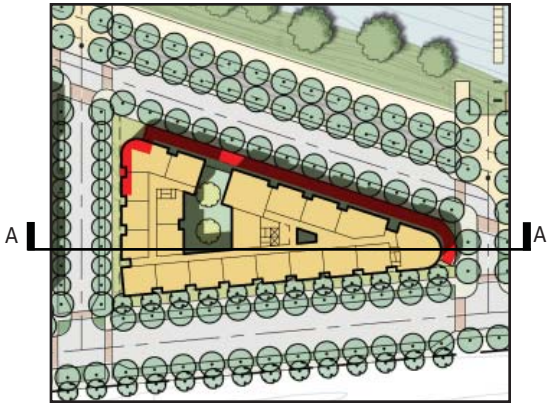
Retail uses are required along River Street between R and T Streets. A second level terrace is required, providing the opportunity for river views and outdoor dining, as shown on the accompanying drawing. See "Facade Articulation: Retail Frontage" for additional information.



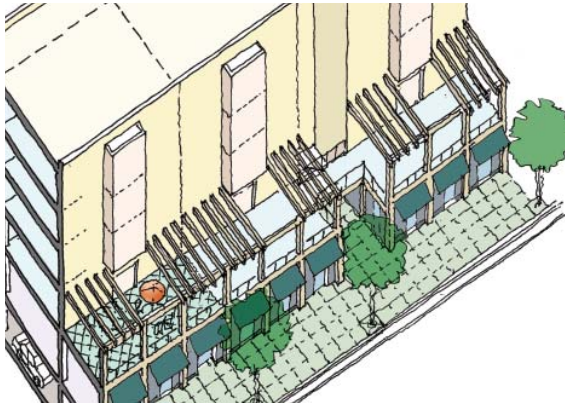
Street Level Plan

Dining Terrace at Pike's Market, Seattle, WA

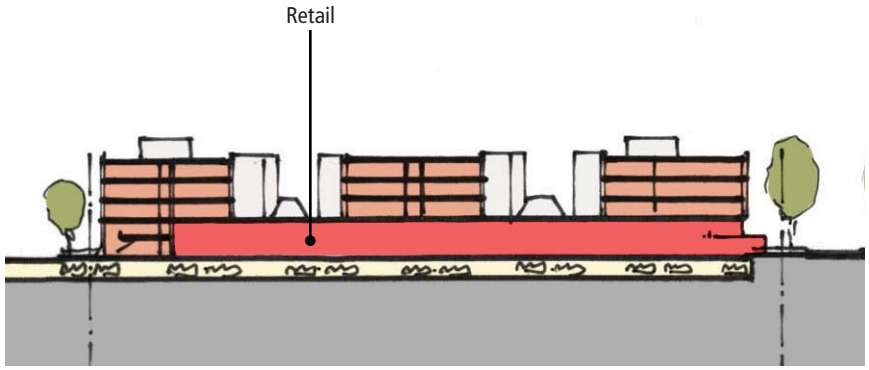
Retail Frontage at Pioneer Landing Park



Podium Level Plan


Axonometric of Retail Frontage with 2nd level dining terrace

Key Plan



Section A-A

Building Type: High-rise Office

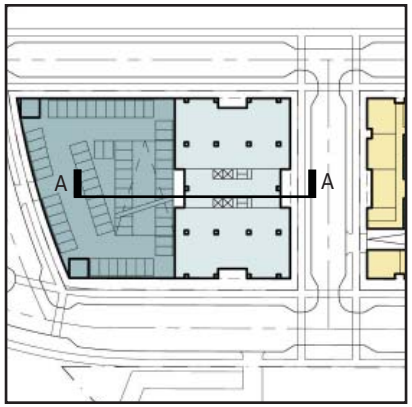
High-rise commercial office building towers are permitted in certain locations as indicated on the accompanying drawings. Above the 60' base-building height, specific massing and bulk controls apply. These are in accordance with the proposed Urban Design Guidelines for Sacramento's Central Business District and are as follows:

Maximum plan dimension: 160'

Maximum diagonal dimension: 200'

Maximum plan area: 20,000 sq. ft.

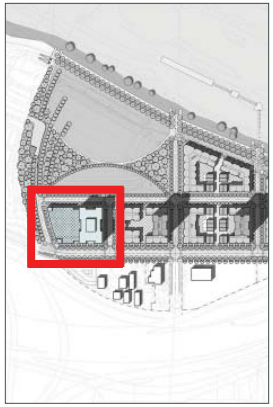
In addition a 10% bulk reduction is required for the top 20% of the height of the tower measured from grade.



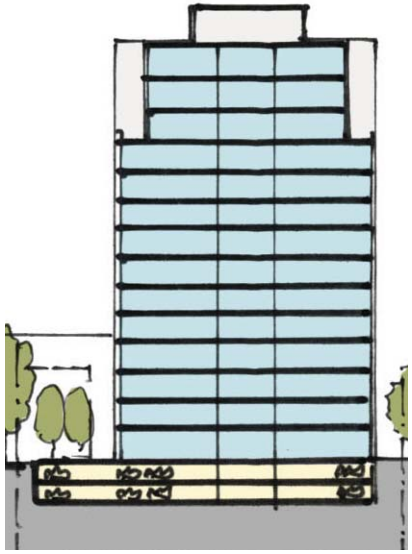
Street Level Plan

Portland, OR

Roof Plan


Key Plan

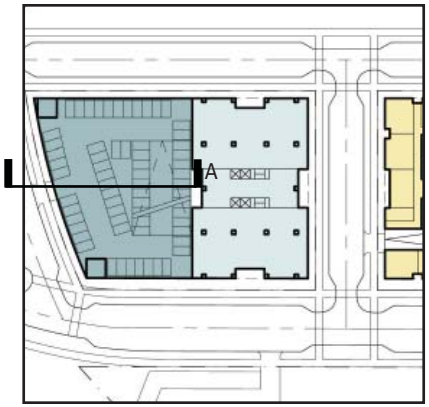
High-rise office


Section A-A

Building Type: Above-grade Parking Garage

The multi-story parking garage serving the commercial office buildings proposed for the block adjacent to the high-rise office shall meet the following requirements:

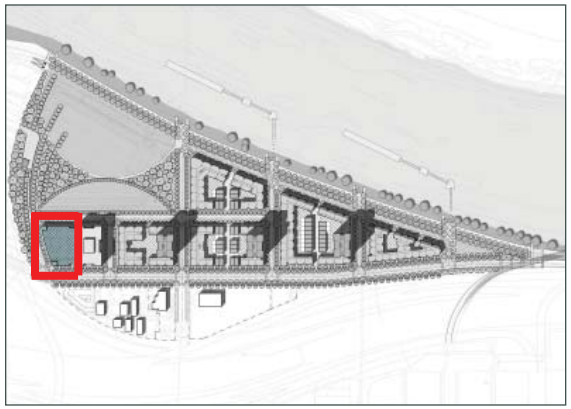
- Building height as measured to the top of the parapet wall not to exceed 55 feet above grade.
- All ramps to be located away from the street façade.
- Exposed street facades to be screened with either landscaping against, or incorporated into the building façade, or with architectural features to hide the view of cars and overhead lighting from the street.

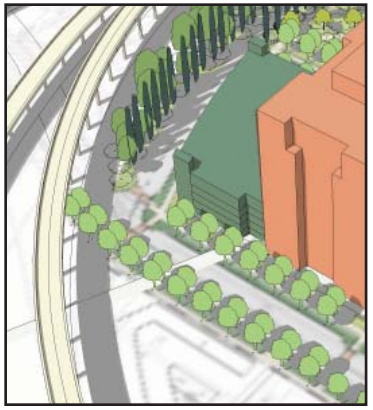


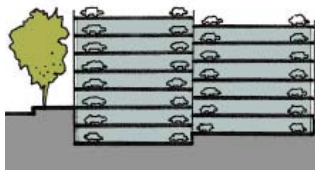
Underground Levels Plan

Screened parking garage - San Jose, CA

Roof Plan


Key Plan


Axonometric

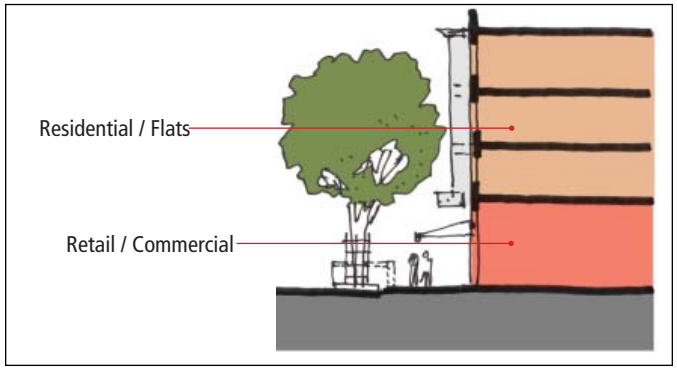

Section A-A

Facades - Principles

The following principles apply to commercial (office as well as retail) and residential buildings. Detailed guidance and standards are provided in the Sacramento Central City Urban Design Guidelines.

Ground Level Uses

PRINCIPLE: The ground floor, especially the area facing onto public sidewalks, shall incorporate the most public and active spaces within the building, to activate the street. Parking shall not be an appropriate use along a building's public frontage.



Ground floor mixed uses along retail street

Transparency

PRINCIPLE: The facade of a building shall be appropriately transparent to allow active ground floor uses, such as retail, commercial or community uses, to be visible from the street.

Appropriate levels of transparency need not require all-glass buildings. This historic brick building has appropriate and successful levels of ground floor transparency.

Articulation of Street Wall

PRINCIPLE: The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric.

A wide street frontage is articulated with bay windows, projecting balconies and recessed zones.

Example of façade articulation showing the expression of structural elements, recesses, etc.

Fenestration: Window & Facade Systems and Patterns

PRINCIPLE: To provide human scale to buildings, windows shall be well-proportioned, varied across a project, articulate the wall system, and be operable where appropriate.

This university building in Cambridge, MA designed by Koetter Kim has a repeating double window bay module, which sets a rhythm across the facade, interrupted by special conditions at the corner and above the entry. It combines curtain wall window systems with solid punched-opening walls.

Entrances

PRINCIPLE: Entrances shall be well-designed, appropriately scaled and easy to find. They shall be a special feature in the design of the building.

Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento.

This building entrance is made prominent with wide steps marking the path to the entry from the street.

Canopies, Awnings, Sunshades

PRINCIPLE: Canopies, awnings and sunshade shall be used to provide shade and cover for people and buildings, contributing to comfort and sustainability.

Giant canopy applied to a commercial office building, Chiswick Park, London, UK

The CalPERS building, with horizontal sunshades and light shelves

Projecting Elements and Encroachments

PRINCIPLE: Elements that project from a building façade shall serve to animate the building's elevations, by adding visual variety & interest while enhancing the connection between public & private realms.

French balcony covering windows and operable doors

Projecting colonnade over sidewalk at Sacramento's Federal Courthouse

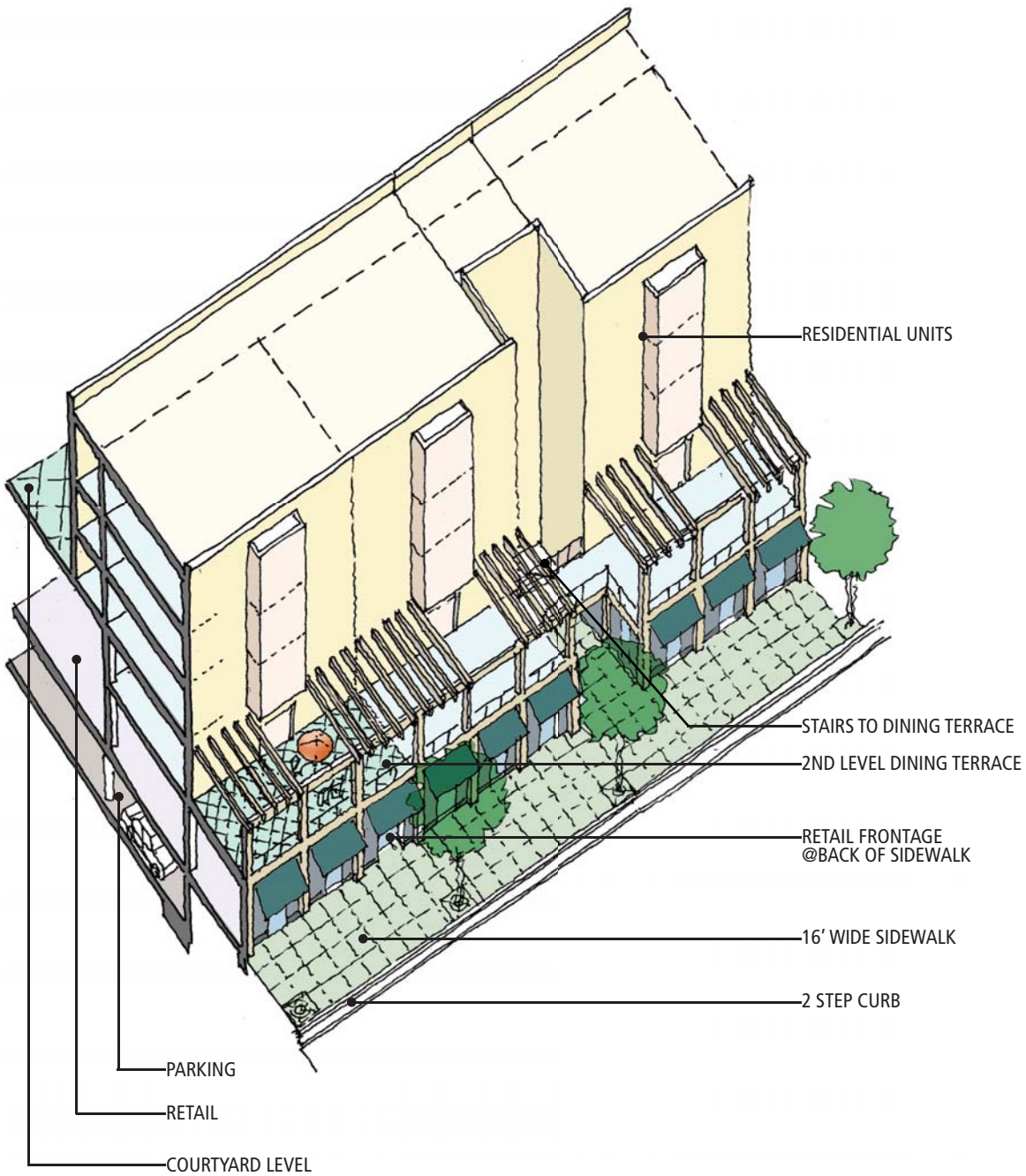
Materials

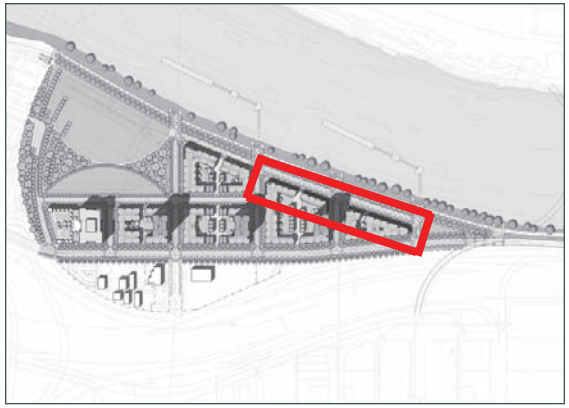
PRINCIPLE: Buildings shall be constructed with exterior materials of the highest quality. Exterior materials, textures & colors shall be selected to further articulate the building design.

Different materials and colors should be separated with a change in plane.

Facade Articulation: Retail Frontage

The design of the upper terrace level should be integrated into the store fronts below. Trellis or awnings are encouraged to provide shade above the terrace. (See accompanying drawing.) Stairs and elevator access are required.





Key Plan - Typical Location

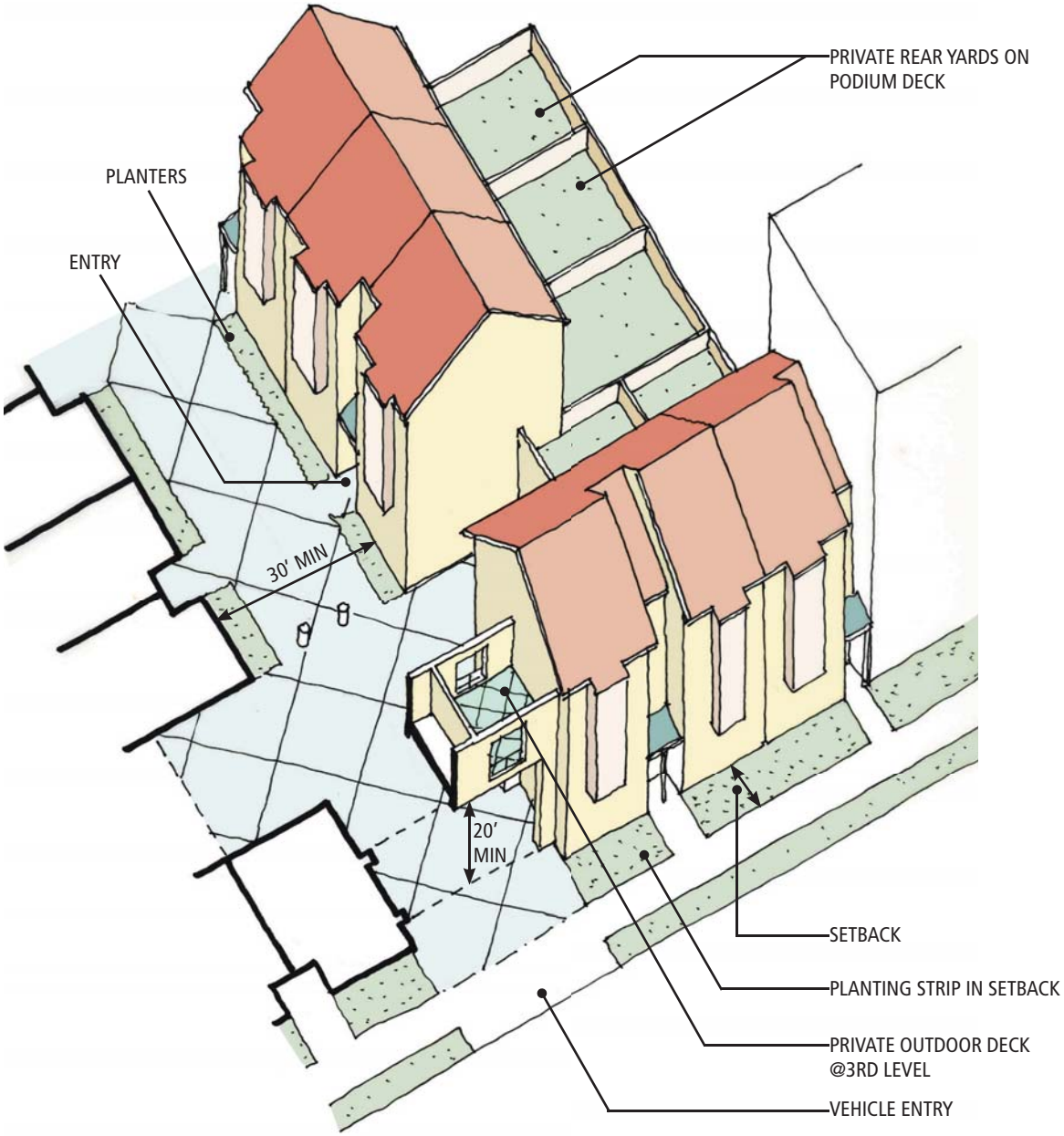
Facade Articulation: Townhouses

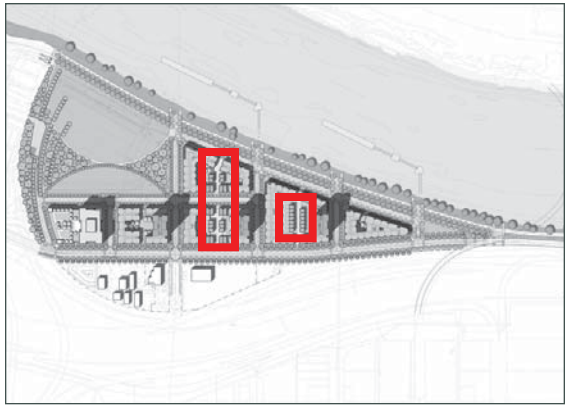
Townhouses are required along the mid-block lanes. Building entrances shall face either the lane or the street. The pedestrian lane shall be paved with landscaping next to the residential units to provide privacy to ground floor units.

Bay windows and porches may encroach within the setback zone.

Shared outdoor decks may be built over the entrance to the lane at a third level with a minimum of 20' clearance beneath. (See accompanying diagram.)

Exiting is required to be designed as per current building code.

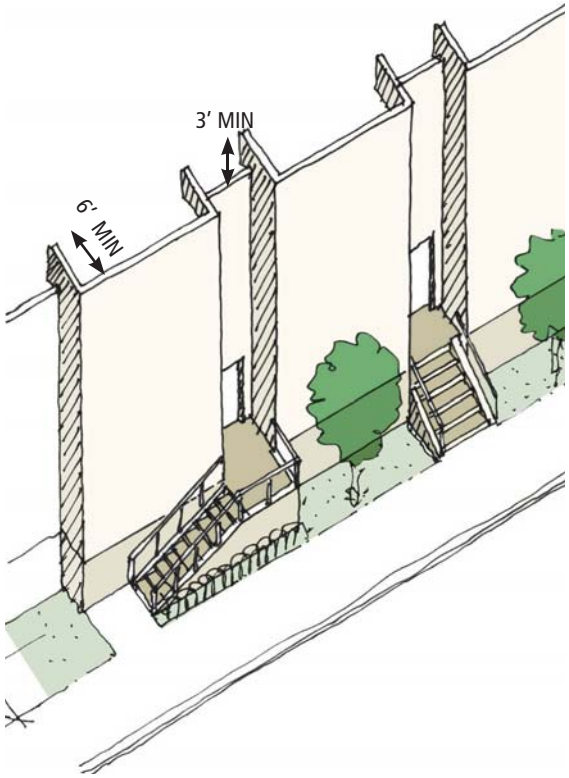




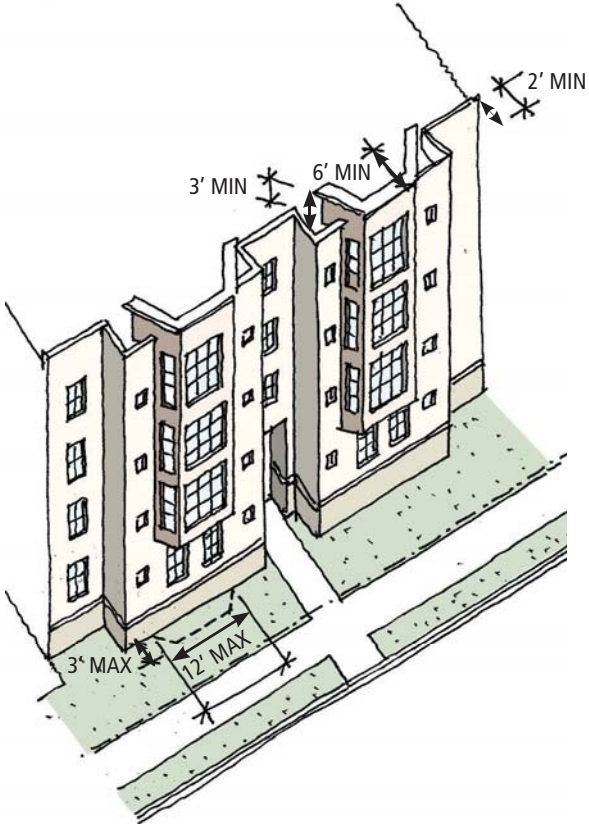
Key Plan - Typical location

Facade Articulation: Residential Frontage

Residential buildings facing the streets should express their individual units through a number of means. These include the expression of bays through the introduction of recessed notches in the façade, the introduction of bay windows that encroach within the setback line, porches, balconies, stairs and stoops. The accompanying drawings indicate the required dimensions for bays, false facades above the parapet line, etc.



Recessed Notches, Stoops & Entries



Bay Windows

Balconies

Signage

General Design Principles

- All signage shall comply with the City Sign Code, the following guidelines and standards, Caltrans regulations for signs adjacent to the freeway, and any other applicable restrictions typically related to sign size, placement, materials and construction methods.
- All commercial signage is subject to a City sign permit. Contact the City Community Development Public Counter for more information
- All signage should ensure clear legibility for universal accessibility that meets or exceeds ADA standards for signage, including type size, type style, contrast and locations. Avoid hard to read and intricate type faces.
- Buildings with multiple tenants should
  - have an consistent signage design and concept that provides standards for building, tenant, and way finding signage.
  - include a multiple tenant directory
- New projects must submit a conceptual signage program that reflects a single graphic identity with the building elevation plans. The sign program shall address:
  - Proposed location of signage;
  - General dimensions of signage area; and
  - Design & materials guidelines, including colors, letter size, use of logos/graphics, illumination method, etc.
- All ground-floor retail should provide pedestrian-oriented signage.
- Orient all signage to the pedestrian.
- Primary signage should be oriented to the pedestrian with secondary orientation to vehicular activity.
- Signs should generally not exceed 20'-0" above the ground or be higher than the building cornice line or street wall height.
- See the City Sign Ordinance for additional requirements.

Relationship to Building Architecture

- Signs should be designed to integrate with and enhance the scale and architectural style and character of the building.
- Signage should be placed in accordance with façade rhythm, scale and proportion. Signs should fit on a building as if they were one of its architectural elements.
- Signs shall respect architectural features such as vertical piers and trim work. Signs should not obscure, damage or otherwise interfere with design details and architectural features that contribute to the building's character.

A-frame Sign - Sacramento, California

Projecting Sign - Sacramento, California

Flat Sign - Sacramento, California

Orientation: Sign Location and Placement

- The location of signs should preserve sight lines and enhance visual corridors to foster wayfinding and circulation for pedestrians as well as bicyclists and vehicle drivers.
- Signs should be placed at or near building entrances to indicate the most direct access to the business or residence.
- Building addresses should be prominently located near building entrances.
- All residential or commercial properties should have addresses that are clearly readable from the street and illuminated. Buildings with a single entry and a range of addresses should identify the range associated with the entry.
- No part of any wall sign may extend above the top level of the wall on which it is situated.
- Signs extending over public or private walkways must have an overhead clearance of at least 8 feet.

Size and Proportion

- Signs should be in proportion and scale to building elements.
- Signs should be sized to preserve sight lines and access..
- Any attached sign which projects over a public right-of-way shall not exceed a total area of 150 square feet.
- Address letters should not exceed 12 inches, nor be smaller than 4 inches.

Legibility: Color, Text, and Content

- Sign message should be simple and clear.
- Sign colors and materials should be selected to contribute to legibility and design integrity.
- Signage should generally have a maximum of two to three colors for prominent sign parts and icons, with no more than two accent colors for letters and perimeter line work.
- Use significant contrast between the background and letter or symbol colors.

Material

- Appropriate materials should be used for all elements of signs including: all text, exposed edges, and surfaces.
- Appropriate materials may include the following: metal, wood, plexiglas or plastic, stone, cast & engraved metals, fired ceramics, screen print on canvas awnings, and painted graphics (durable paints) on building surface.
- Inappropriate materials may include the following: Paper, Stucco, and porous material (i.e. Styrofoam), simulated materials (i.e. wood grained plastic laminate), wall covering, paper, cardboard or foam.
- Signs shall be composed of durable materials and shall be built to withstand local weather conditions and vandalism. High quality materials and finishes are required. The signage material will be weather proof.
- Signs shall be composed of high-quality materials that reinforce the character of the district's architecture and landscape.
- Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment should be concealed.

Lighting / Illumination Illumination should be consistent with the type of use/tenant, such as office, retail, restaurants, and entertainment or residential.

- The design of signage and its lighting should be integrated. External lighting should be unobtrusive, attractive and in character with the archi-tecture of the building.
- Direct spot or flood lighting away from pedestrians, motorists and adjacent property. Signs located near residential areas should maintain a low level of brightness.
- Signs should not be internally illuminated unless they consist of individually-formed letters.

Awning Sign - Sacramento, California

Suspended/ Hanging and A-Frame Sign
Napa, California

Types of Signs

The following types of signs are encouraged within the Docks Area:

- Wall Plaques / Flat Signs
- Freestanding Signs (A-Frame)
- A-Frame and portable signs are allowed in the public right-of-way, subject to an encroachment permit.
- Awning/Canopy Signs
- Projecting (or "Blade") Signs
- Suspended/Hanging Signs
- Tenant Directory Signs

The following types of signage listed below shall be prohibited:

- Signs attached, painted on, or otherwise affixed to trees or other vegetation.
- Balloons and inflatable signs.
- Signs which emit sound, odor or visible matter.
- Fluorescent or reflective sign colors.
- Simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam.
- Internally lit plastic letters or plastic box signs

2B URBAN DESIGN: PUBLIC REALM

The network of public streets and parks that comprise the public realm will be the unifying element that establishes a consistent design character and quality for the entire neighborhood. These publicly-owned and controlled spaces should provide an attractive, well-designed physical structure that can graciously accommodate and connect the diverse array of privately developed buildings. The design of the public realm is especially important since the Docks Area neighborhood is likely to be built over many years. Since streetscape and other public realm improvements will precede private development, they can be used to establish a design standard that sets the tone for subsequent private development.

This "Public Realm" section lays out an integrated open space system that offers recreational opportunities to the greater Sacramento community while contributing to an attractive and distinctive identity for the neighborhood. This section has two components: "Landscapes" and "Streetscapes." The "Landscapes" section identifies and guides the major landscape elements planned for the Docks Area, including two urban parks, a plaza, and public recreational elements outside of the project boundary that contribute to the overall open space system. The "Streetscapes" section includes design standards for all streets within the Docks Area, including a Street Tree Master Plan.

Plaza at Pioneer Landing Park overlooking the river

Public Realm Policies

Policy 5b.1: New development in the Docks Area shall provide open space amenities, such as plazas and public seating areas, that promote pedestrian activity and give scale, structure, and identity to the district.

Policy 5b.2: New development shall provide or contribute to the creation of improved parkland consistent with this Specific Plan and City standards for parkland dedication and in-lieu fees.

Policy 5b.3: Pioneer Landing Park / Plaza shall be implemented as Phase I improvements to help establish the character of the District and serve as catalysts for new development.

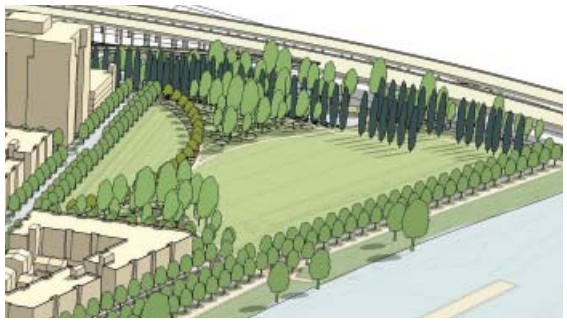
Policy 5b.4: Local streets shall be designed to provide convenient, attractive, and pedestrian-friendly connections between urban parks and the Sacramento River.

Landscapes

General Objectives

The Specific Plan promotes a compact, walkable neighborhood with convenient access, via pedestrian-friendly streets, to public amenities such as parks, plazas, and the riverfront promenade. Continuous planting strips for trees along sidewalks and green buffer areas provide additional open space and stormwater detention capacity. Two parks are proposed within the project boundary: Docks Park and Pioneer Landing Park. Docks Park will serve as an amenity to the new development as well as an important part of Sacramento's regional park system. The smaller Pioneer Landing Park, located at the northern-most corner of the project area, is a neighborhood park that provides clear views to the river and the future R Street Pedestrian Bridge. Within Pioneer Landing Park is a Plaza. The plaza serves as the gateway to the Docks Area from Old Sacramento, and its unique role will be emphasized with water features and distinct paving material. The specific character and improvements associated with each of these parks is described in the following "Public Parks" section.

Along the western edge of the site and parallel to the railroad right-of-way, a landscaped strip, ranging from 6 to 35 feet in width, is intended to buffer development from the occasional excursion train that uses the tracks. A double row of tall canopy trees will be planted in this zone. This planting scheme will be mirrored on the other side of the tracks as part of the separate Promenade extension project. At the end of each east-west Alphabet Street, controlled pedestrian crossings are proposed to create access across the tracks to the promenade. Along the Pioneer Bridge frontage, tall hedgerow trees and a forested buffer zone is proposed to visually separate the neighborhood from the freeway, and to enhance the visual experience of the Docks Area for passing motorists. At the southern edge of this zone, a detention area for surface stormwater is proposed.



Docks Park

Pioneer Landing Park

Habitat

The Docks Area landscape concept integrates native planting areas in order to enhance ecological function and specifically, habitat value. Following from the Sacramento Riverfront Master Plan recommendation to maximize habitat value on the river embankment planting with a riparian mix of plants, habitat zones are also recommended within the Docks Area. The two main opportunities for these habitat zones are in the forested triangular zones within the Docks Park and within the detention zones along Front Street and continuing into the detention zones along the southern edge of the project.

Within the forested zones in Docks Park, a native upland woodland mix of trees and understory can be employed. Within the detention zones, a wetland habitat can be approximated utilizing native and drought tolerant species that are adapted to the wet/dry cycles of the seasons. Elsewhere in the Docks Area -- within the street plantings, bioswales, plazas and parks -- native and/or drought tolerant species can be used to minimize water use and maintenance, and potentially to provide additional habitat value.

Habitat Enhancement Zones

Public Parks and Open Space

The two key public parks in the Docks Area, Docks Park and Pioneer Landing Park, are described in detail on the following pages.

Buffer

Along the railroad right-of-way parallel to River Street, a landscaped buffer separates development and parkland from the occasional excursion train. Along the Pioneer Bridge frontage, a forested buffer zone is proposed. This will provide buffering and separation from the freeway, and will serve as a reception and detention area for surface stormwater. Stormwater flows from the neighborhood along Alphabet Streets to Front Street, and then along Front Street to the detention area.

Open Space Elements not included in Docks Area Specific Plan Project Area:

Extension of the Riverfront Promenade

A key feature of the public network is the Riverfront Promenade. Although not included in the Docks Area Specific Plan, the Promenade is an important element of the Docks Area interface with the riverfront. Design efforts between the Docks Area and Promenade consultant teams have been closely coordinated.

The Promenade is envisioned as a multipurpose, regional facility that can comfortably and safely accommodate pedestrian and bicycle circulation and also provide riverfront seating, overlooks and safe crossings at the ends of key streets. Connecting between the current terminus at O Street all the way to Miller Park, the Promenade project will complete a vital link in the City's greenways system, and will provide a high quality walking, biking and jogging experience along the river.

Providing More Opportunities for Visitor Boat Docking

Feedback from the community process suggested a strong desire for additional visitor boat docking space along the riverfront, especially where it can be provided in association with entertainment uses such as restaurants, cafes music clubs and festival venues. Accordingly, the plan proposes two new visitor docking facilities between the R and S Street extensions and between S and T Street extensions. These placements correspond to the locations where ground floor retail is proposed along River Street so that restaurant and other visitor destinations can be accommodated.

Landscape Plan

0′ 150′ 300′ 600′

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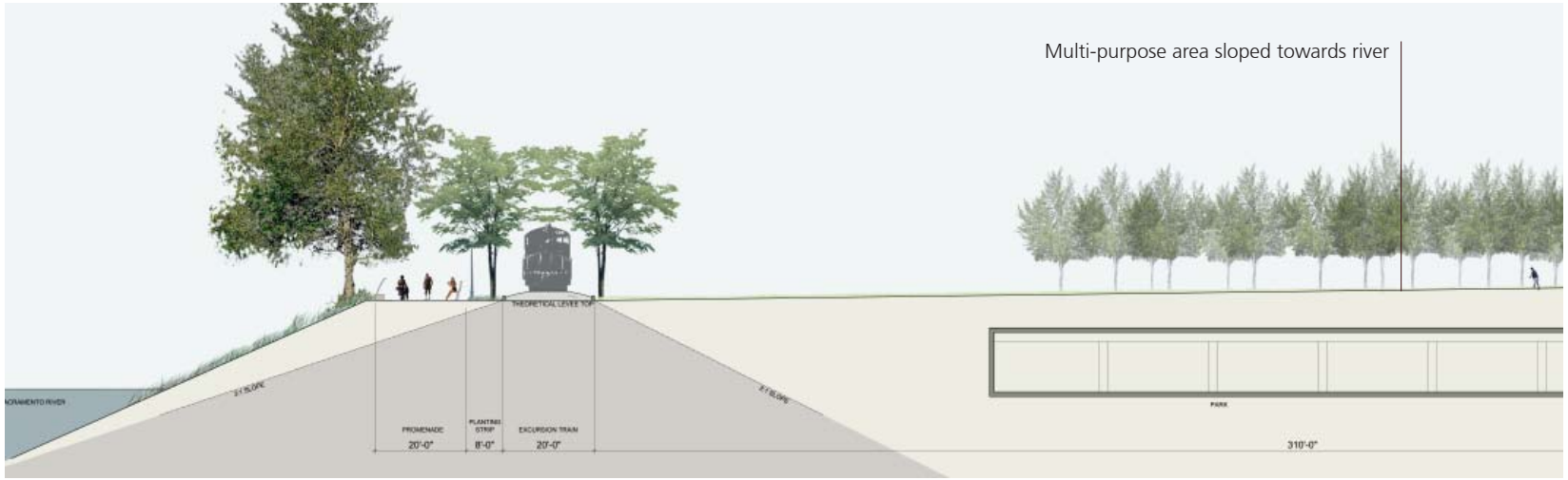
Docks Park

Docks Park

A new signature riverfront park—Docks Park—will anchor the new Docks Area neighborhood. The park will be a multi-functional riverfront recreational and visitor-serving destination designed to serve the general public of the Sacramento region. It will be a part of the regional riverfront open space system. Consistent with the Sacramento Riverfront Master Plan, this park will be one of a series of parks -- both existing and future -- that will be tied together by the riverfront greenway network serving the region. In this way, Docks Park will join Discovery Park and Miller Park as regional recreational destinations that can be accessed from the riverfront by way of a continuous greenway.

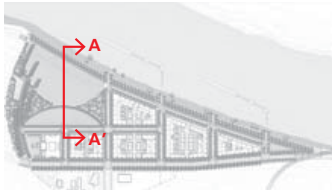
The park will have two access points from the riverfront. Railroad crossings and retail at the corners of adjacent development blocks will animate these access points, drawing people in. A ridge landform could run north-south forming a large, gently sloping lawn area pitched towards the river to maximize views. Two paths cross the park, allowing convenient access to and through the park from all four corners. Tree masses populate the triangular areas defined by the paths and streets, buffer the freeway, enhance the urban forest, and shade the benches along the paths. The corners of the two triangular areas are designed as stormwater detention and habitat zones with appropriate native and wet/dry cycle plants.

The park features rows of tall hedgerows in the southern end to buffer the park from the freeway. A picnic area could be located at the northwest corner. The smaller open space to the east that is pitched toward the neighborhood will be defined by ornamental flowering trees along the path, and ornamental shrub and ground cover plantings on the slope. If it is structurally feasible, a pavilion may be constructed over the reservoir for cultural or visitor-serving use. In

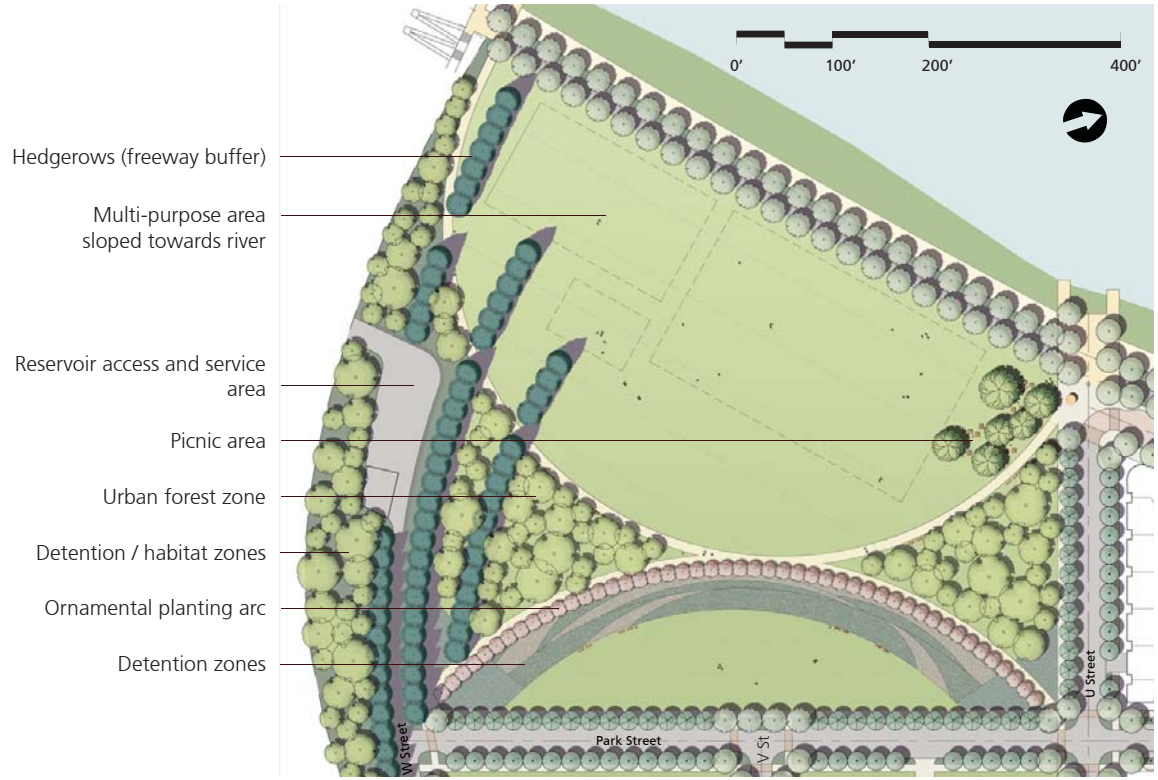


Section A-A'

both alternatives, the multi-purpose field may also be used as a performance lawn for concerts and festivals.



Key Plan



Docks Park Plan

Pioneer Landing Park

Pioneer Landing Park

A smaller park—Pioneer Landing Park—is proposed at the northern end of the Docks Area. This park and Plaza, will serve as a gateway to the Docks Area for people coming from Old Sacramento to the north and Downtown to the northeast. From the east, pedestrians will enter the area via the R-Street over-crossing. Pioneer Landing Park will be a multi-purpose green space for informal recreation, "brown-bag" lunching, and riverfront sitting. The ground-floor retail and café uses facing the park across R Street may take advantage of an outdoor dining area on the southern edge of the park. The park will slope upward to its eastern edge to elevate the visitor and enhance views to the river. Benches and seat walls will be provided along the park's perimeter.

Within the park, a plaza will serve as the gateway into the neighborhood and announce the new riverfront district. Together with Pioneer Landing Park and the pedestrian crossings zone at the northernmost point of the Docks Area, the plaza will relate strongly to the adjacent ground-floor retail along River Street. The plaza will be enhanced with water features (to help mask freeway noise), a kiosk/pavilion, pubic art, special paving, and other distinctive landscape elements.

River Street - a retail destination and linear plaza oriented to the river

Streetscapes

A key component of a successful neighborhood is a vibrant and well-populated street environment. Public life is dependent upon outdoor space that is conducive to pedestrian activity. Thus, the design of a street plays a large role in determining the character of a neighborhood. Setting standards for the design of streets, which comprise most of the public space in the Docks Area, is critical to achieving many of the objectives set forth for the neighborhood.

The new public and private streets are intended to be a model of new 'green street' design, and follow current standards of stormwater best management practices for the region. They also feature narrow curb-to-curb dimensions, traffic calming elements such as bulb-outs at crosswalks, and create conditions for a fine canopy of foliage from a variety of different street trees.

TYPICAL RAIN GARDEN WITH STREET TREES AT APPROXIMATELY 20' ON-CENTER [PORTLAND, OR]

PRIVATE PLANTING ZONE IN SETBACK FROM RIGHT-OF-WAY TO BUILDING BUILD-TO-LINE [NORTH PARK, SAN JOSE, CA]

Typical Street

Street Tree Master Plan

Street trees will contribute significantly to the character, identity, and comfort of streets within the Docks Area. Street trees will separate the public and private realms and enhance pedestrian safety by separating people from moving traffic and parked cars. In order to reduce the build-up of radiant heat in paved surfaces and create a comfortable pedestrian experience, the plan recommends tree species that have sufficient canopy to shade the entire pedestrian zone and portions of the street. The spacing of trees will depend on the selected species, but should be based on shading at least 50% of the public right-of-way within ten years of planting and providing a nearly continuous canopy at maturity. Buildings will be set back to allow sufficient room for canopies to grow and develop.

Street trees are proposed along both sides of all streets. In most cases, trees are planted in continuous planting strips to maximize the soil area for roots to spread and water and air to penetrate. The width of planting strips ranges from six (6) to eight (8) feet, responding to the requirements in the City's "Pedestrian Friendly Street Standards." In areas with high pedestrian traffic or retail frontage, such as along River Street and R Street, trees will be planted in grated tree wells. To maintain long-term health, street trees placed in tree wells or similar paved surroundings should be planted in a structural soil that extends between tree planters to form a continuous trench.

Tree species will distinguish the function of different streets. To create a distinct street character, a single, distinct species should be used along the entire length of each of the following streets: Front Street, River Street, and each of the Alphabet Streets. Wider planting strips on Front Street and River Street will allow for the planting of large-canopy trees. To enhance River Street's vibrancy, a tree species with a distinctive flower, bark, or other special characteristic should be used.

Relatively narrow planting strips on Park Street, Alphabet Streets and Minor Streets will require medium-size or columnar trees. Trees with a sufficient branching pattern and canopy—generally thirteen (13) feet or higher—should be selected for River Street to ensure that trees do not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas. Large canopy trees should be planted in bulb-outs at intersections, Based upon the "Broadleaf Evergreen and Deciduous Tree Planting Guide" (City of Sacramento Department of Parks and Recreation Urban Forest Services Division), the street tree chart identifies appropriate examples of tree species. Street tree species selection should be coordinated with the planting plans for the Docks Park and Pioneer Landing Park.

Street Tree Chart

Front Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Acer rubrum 'October Glory	Red Maple	40'-60'	40'-50'	D	Large	Round
Celtis australis	European Hackberry	50'-70'	40'-50'	D	Large	Round
Celtis occidentalis	Commom Hackberry	40'-60'	40'-50'	D	Large	Round
Ginkgo biloba	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
Nyssa sylvatica	Tupelo	40'-60'	30'-40'	D	Large	Round
Platanus acerifolia	London Plane Tree	40'-60'	30'-50'	D	Large	Oval

River Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Acer rubrum 'October Glory	Red Maple	40'-60'	40'-50'	D	Large	Round
Celtis australis	European Hackberry	50'-70'	40'-50'	D	Large	Round
Celtis occidentalis	Commom Hackberry	40'-60'	40'-50'	D	Large	Round
Ginkgo biloba	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
Nyssa sylvatica	Tupelo	40'-60'	30'-40'	D	Large	Round
Platanus acerifolia	London Plane Tree	40'-60'	30'-50'	D	Large	Oval

Alphabet Streets

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Acer campestre	Hedge Maple	30'-40'	20'-30'	D	Medium	Round
Acer platanoides	Norway Maple	30'-50'	25'-35'	D	Medium	Round
Carpinus betulus	European Hornbeam	30'-50'	15'-40'	D	Medium	Columnar/Pyramidal
Koelreuteria elegans	Golden Raintree	30'-40'	30'-40'	D	Medium	Round
Magnolia grandiflora	St. Mary's Magnolia	20'-30'	20'-30'	E	Medium	Oval/Pyramidal
Pistacia chinensis	Chinese pistache	30'-50'	30'-50'	D	Medium	Round
Pyrus kawakamii	Evergreen Pear	20'-30'	20'-30'	E	Medium	Round
Tilia cordata	Little Leaf Linden	40'-60'	20'-40'	D	Medium	Pyramidal

Minor Streets & Park Street

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Acer campestre	Hedge Maple	30'-40'	20'-30'	D	Medium	Round
Acer platanoides	Norway Maple	30'-50'	25'-35'	D	Medium	Round
Carpinus betulus	European Hornbeam	30'-50'	15'-40'	D	Medium	Columnar/Pyramidal
Koelreuteria elegans	Golden Raintree	30'-40'	30'-40'	D	Medium	Round
Magnolia grandiflora	St. Mary's Magnolia	20'-30'	20'-30'	E	Medium	Oval/Pyramidal
Pistacia chinensis	Chinese pistache	30'-50'	30'-50'	D	Medium	Round
Pyrus kawakamii	Evergreen Pear	20'-30'	20'-30'	E	Medium	Round
Tilia cordata	Little Leaf Linden	40'-60'	20'-40'	D	Medium	Pyramidal

Parks

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Aesculus hippocastanum	Horse Chestnut	40'-60'	40'-50'	D	Large	Round
Ginkgo biloba	Ginkgo	50'-70'	30'-40'	D	Large	Oval/Pyramidal
Magnolia grandiflora	Magnolia	40'-60'	30'-40'	E	Large	Oval/Pyramidal
Quercus agrifolia	California Live Oak	40'-50'	40'-50'	E	Large	Round
Quercus coccinea	Scarlet Oak	50'-70'	40'-50'	D	Large	Oval
Quercus lobata	Valley Oak	50'-70'	50'-70'	D	Large	Round
Quercus palustris	Pin Oak	40'-60'	40'-50'	D	Large	Oval
Sophora japonica	Chinese Scholar Tree	50'-70'	40'-50'	D	Large	Round
Acer rubrum 'Red Sunset'	Red Maple	40'-50'	30'-40'	D	Large	Oval
Magnolia soulangiana	Saucer Magnolia	15'-25'	15'-25'	D	Small	Round
Malus 'Robinson'	Crab Apple	15'-25'	15'-25'	D	Small	Round
Prunus	Flowering Cherry	15'-25'	15'-25'	D	Small	Vase shape
Prunus cerasifera	Purple Leaf Plum	15'-25'	15'-25'	D	Small	Vase shape

Hedge Rows

Botanical Name	Common Name	Ave. Height	Ave. Spread	Evergreen (E) or Deciduous (D)	Size	Type of Canopy
Populus nigra 'Italica'	lombardy poplar	60'-80'	10'-15'	D	Large	Very slender/Columnar

Street Types

Street Design Standards

The Street Design Standards are intended to create "complete" streets--streets that provide capacity and mobility for motorists, while also being safe and comfortable for pedestrians, cyclists, and neighborhood residents. Generous sidewalk widths are necessary to accommodate a comfortable flow of pedestrian traffic, but so are the amenities that will attract pedestrians and cause them to linger: room for walking and strolling, places to sit and reflect, activities and objects to observe, and places to enjoy the sun and the shade.

While Chapter 4: Circulation, establishes the basic street network for Docks Area streets, the concepts and guidelines presented here address the more detailed design of the public streetscape, focusing on the elements that will contribute to an attractive, comfortable, and dynamic pedestrian environment, including land use context, street dimensions, sidewalk design and tree plantings. Standards are organized by street type as defined in the street types diagrams.

The plan proposes a hierarchy of street widths in order to acknowledge the different scales appropriate to the neighborhood. They range from the existing 80' right-of-way along Front Street to 64' for the four east/west Alphabet Streets to 50' for Park Street. Right-of-way lines are typically measured from the outer edge of the public sidewalk and include the planting strip, curb and roadway. The various widths relate to the importance of each street type and are related to the permissible building heights and required setbacks. Within the right-of-way dimensions of each street type, the following shall apply:

- Planting strips next to the curb shall act as bio-swales/rain gardens, and shall be planted with plant materials that are appropriate for Sacramento's climate and rainfall.
- A continuous trench containing 24-30 inches depth of soil for street trees shall be part of the planting strip zone.
- Permeable paving shall be used wherever paths cross the planting strip zone.
- Street trees shall be planted in the planting strip at 20' on center on Alphabet Streets and 30' on center on Front Street.
- Pedestrian-scaled street lighting shall be provided that creates a safe and attractive setting for the community's nighttime use of the public realm.

A properly structured retail street allows for a multitude of social activities. *Pacific Heights, San Francisco, CA*

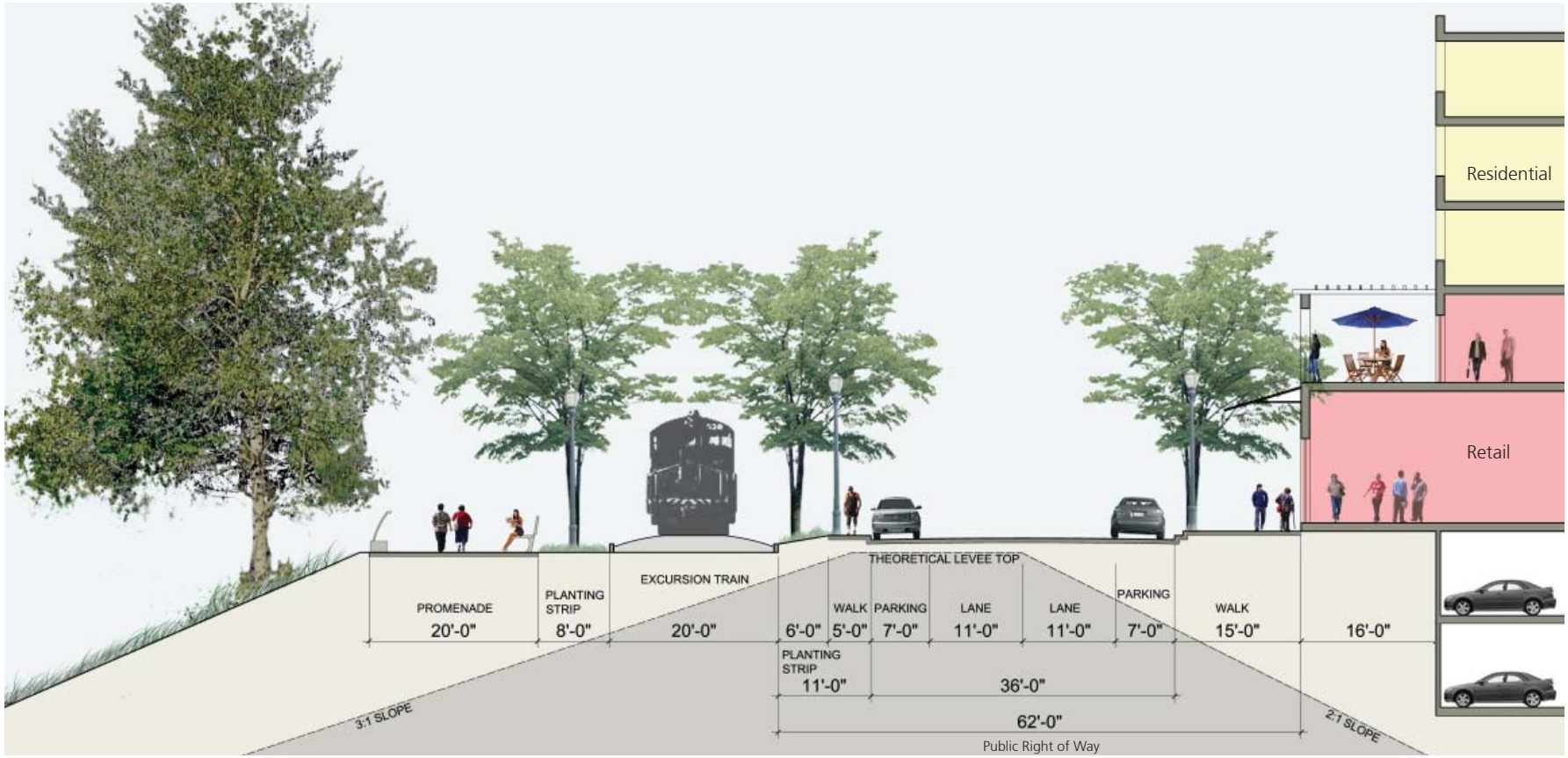
Sidewalk, stoops and planters help to create an intimate neighborhood street. *North Park, San Jose, CA*

River Street

River Street runs parallel to the Sacramento River at the northwest corner of the project area. It is a retail street with two way traffic and parallel parking on both sides. The street surface is specially treated with a distinct paving material to give it a pedestrian-oriented character. On the development side of River Street, buildings are built flush to the sidewalk, i.e. no setback from the property line. Two stories of retail use are supported by 15 foot wide sidewalks, street trees in tree grates, and pedestrian scale lighting. Awnings on the second level and outdoor dining areas with trellises provide for people's comfort while visiting. On the river side of River Street, the sidewalk is narrower. A sloped planting strip with trees buffers the street from the railroad right-of-way.

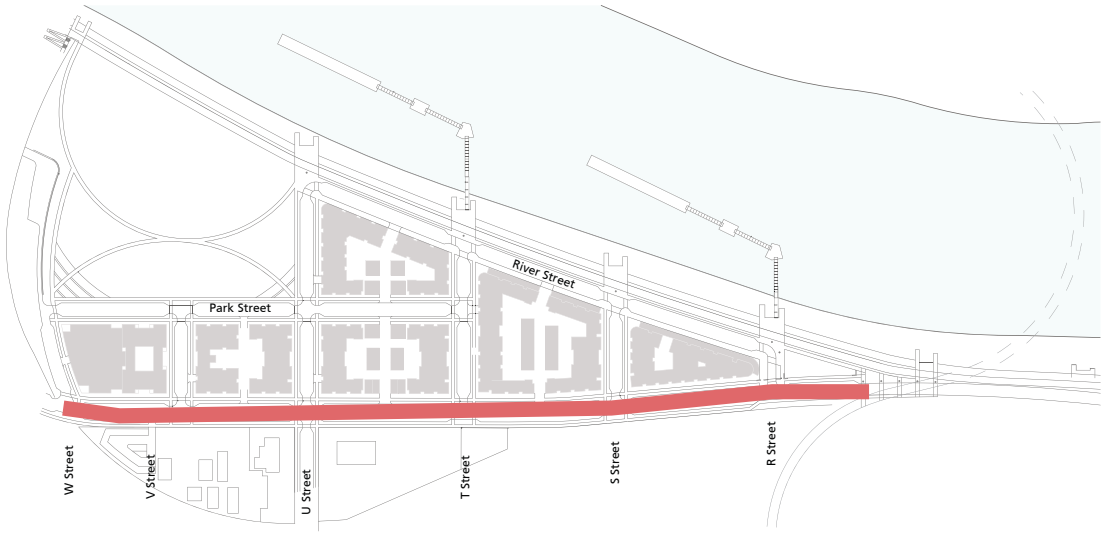
River Street is conceived as a linear plaza with unified paving from building face to outside walk on river side. Curbs will distinguish vehicular zones from pedestrian zones visually. It will look like one continuously paved plaza. A double curb on the retail side will help elevate the sidewalk to enhance river views. Detailed design should maintain ADA access at intersection crosswalks.

A single species of large size street tree should be used along the entire length of River Street. Refer to the "Street Tree Master Plan" section for a list of appropriate species.



Item	Dimension	Notes
Right-of-Way (ROW) Width	62 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways		
Retail side	15 feet	Sidewalk
Railroad ROW side	5 feet	Sidewalk
Curbside Landscaping		
Retail side	-	tree wells
Railroad ROW side	6 feet	continuous planting strip on slope
Typical Street Tree Spacing	30 feet on center	large size canopy tree
Building Setback	0 feet	no
Building Setback	16 feet minimum	2nd Floor & Above

Front Street



Front Street is the north-south collector which defines the east border of the Docks Area project. It runs parallel to Interstate 5 to the east and connects to O Street to the north. Front Street is a two-way street with one traffic lane and one bike lane in each direction, and parallel parking on both sides. Wide sidewalks on both sides are separated from the curb by continuous planting strips with large canopy street trees. Development types along the west side of Front Street vary from townhouses to mid-rise residential to high-rise office towers, and are generally set back 12 feet from the sidewalks. The east side of Front Street is outside of the project boundary, however, development in the future should mirror development on the west side in terms of setbacks, building heights, and frequency of entrances.

A single large-sized tree species should be used along the entire length of Front Street. Refer to the "Street Tree Master Plan" section for a list of appropriate species.

Item	Dimension	Notes
Right-of-Way (ROW) Width	80 feet	-
Curb-to-Curb Pavement Width	48 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	6 feet	both sides
Walkways	8 feet	sidewalk on both sides
Curbside Landscaping	7.5 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree	30 feet on center	large size canopy tree
Building Setback	12 feet	west side of Front Street

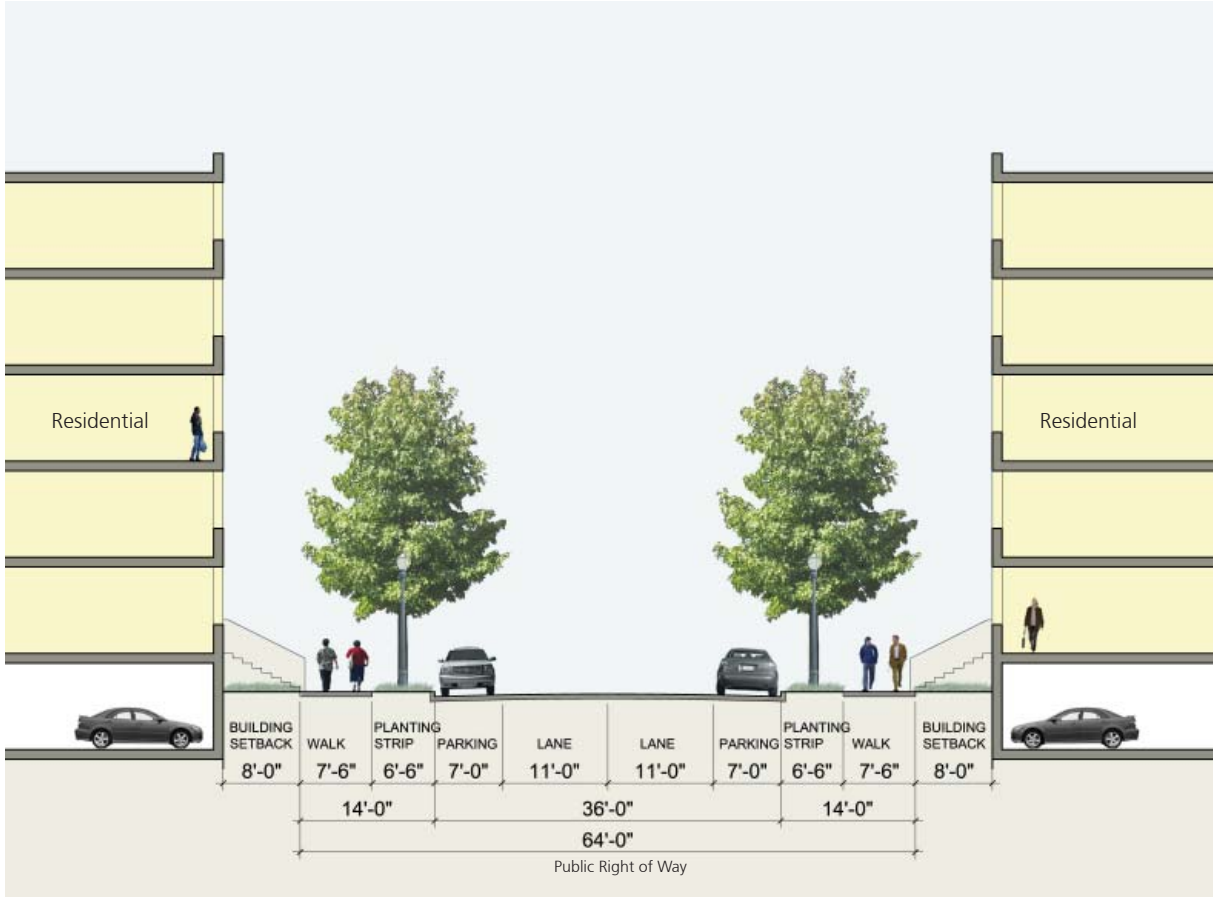
Alphabet Streets

Alphabet Streets refer to R, T, U, V, and W streets that run east-west and perpendicular to Front Street in the project area. They are two-way local streets with parallel parking on both sides. Alphabet Streets are pedestrian scaled with sidewalks that are separated from the curb by continuous planting strips with median-size canopy trees or large-size columnar trees. Intersections at Alphabet Streets and Minor Streets are marked by bulb-outs and large-size canopy trees. Each street terminates at a pedestrian plaza to the west overlooking the Sacramento River.

A single species of medium size or columnar street tree should be used along the entire length of Alphabet Streets, with the exception of a second species of large size trees at the intersections where bulb-outs are present. Refer to the "Street Tree Master Plan" section for a list of appropriate species.

S Street will have two easements on either end of the street to accommodate underground connections to parking underneath the two adjacent blocks.

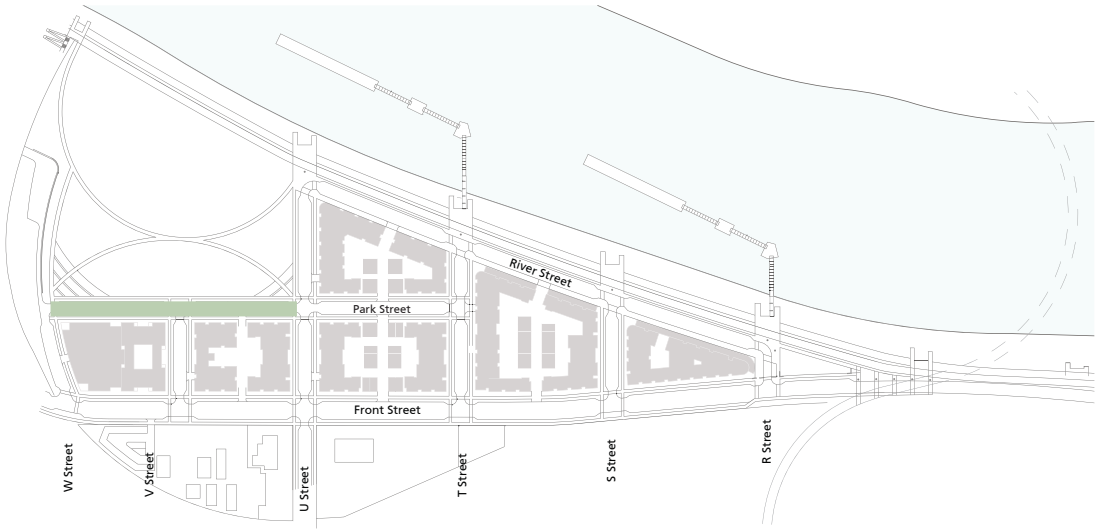
R Street is the exception because it has a park adjacency on north side, and an extended sidewalk with outdoor dining on the southside.



Item	Dimension	Notes
Right-of-Way (ROW) Width	64 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways	7.5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columner tree
Building Setback	8 feet*	both sides

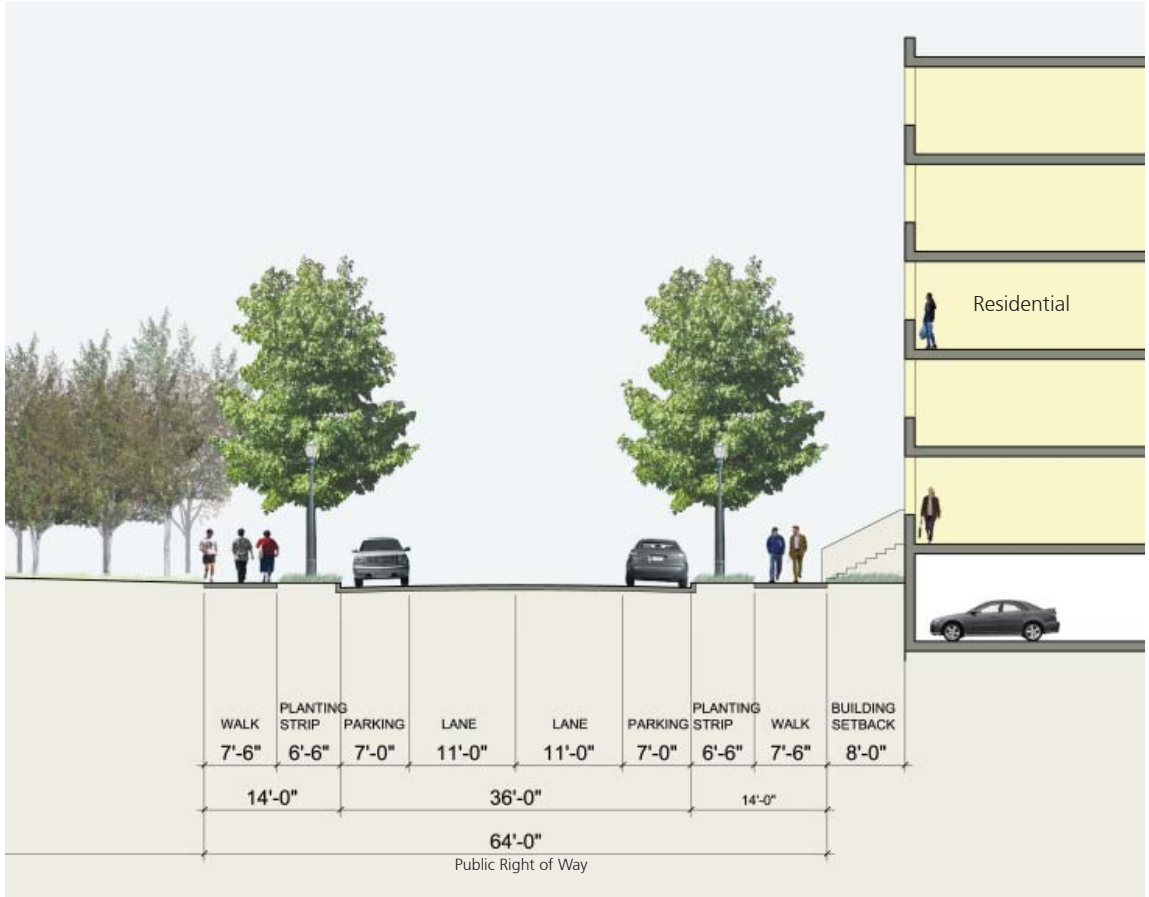
*With the exception of R Street where the building setback may be 0'.

Park Street



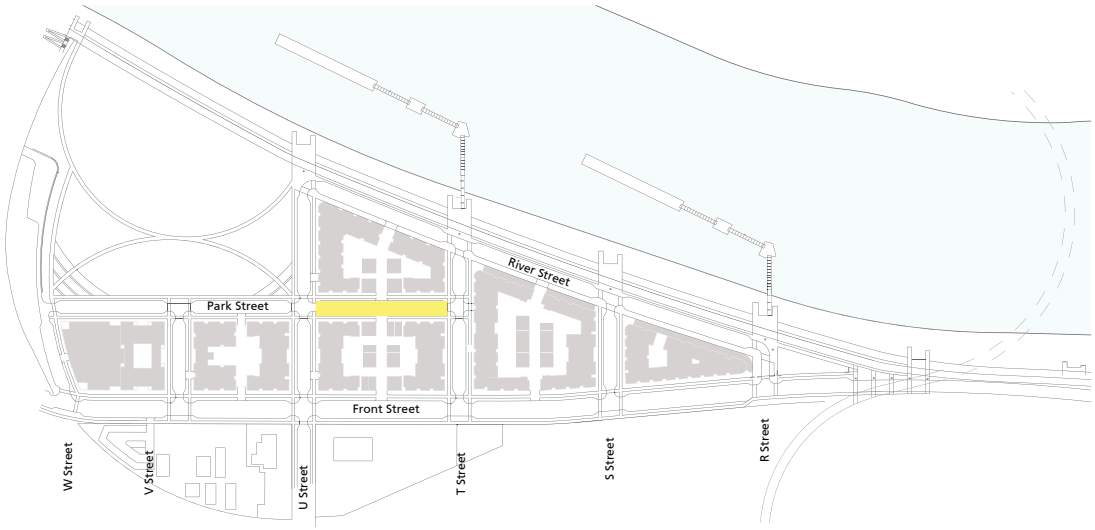
Park Street s a neighborhood two-way street with parallel parking on both sides. It is located west of and parallel to Front Street. A continuous planting strip as well as mid-sized canopy trees or large-size columnar trees line both sides of the street. Intersections at Alphabet Streets are marked by bulb-outs and large-size canopy trees. On the development side of the street, the 8-foot building setback brings down the scale of the streets to create an intimate feeling for pedestrians.

A single species of medium-sized or columnar street trees should be used along the entire length of Park Street, with the exception of a second species of large size trees at the intersections where bulb-outs are present. Refer to the "Street Tree Master Plan" section for a list of appropriate species.



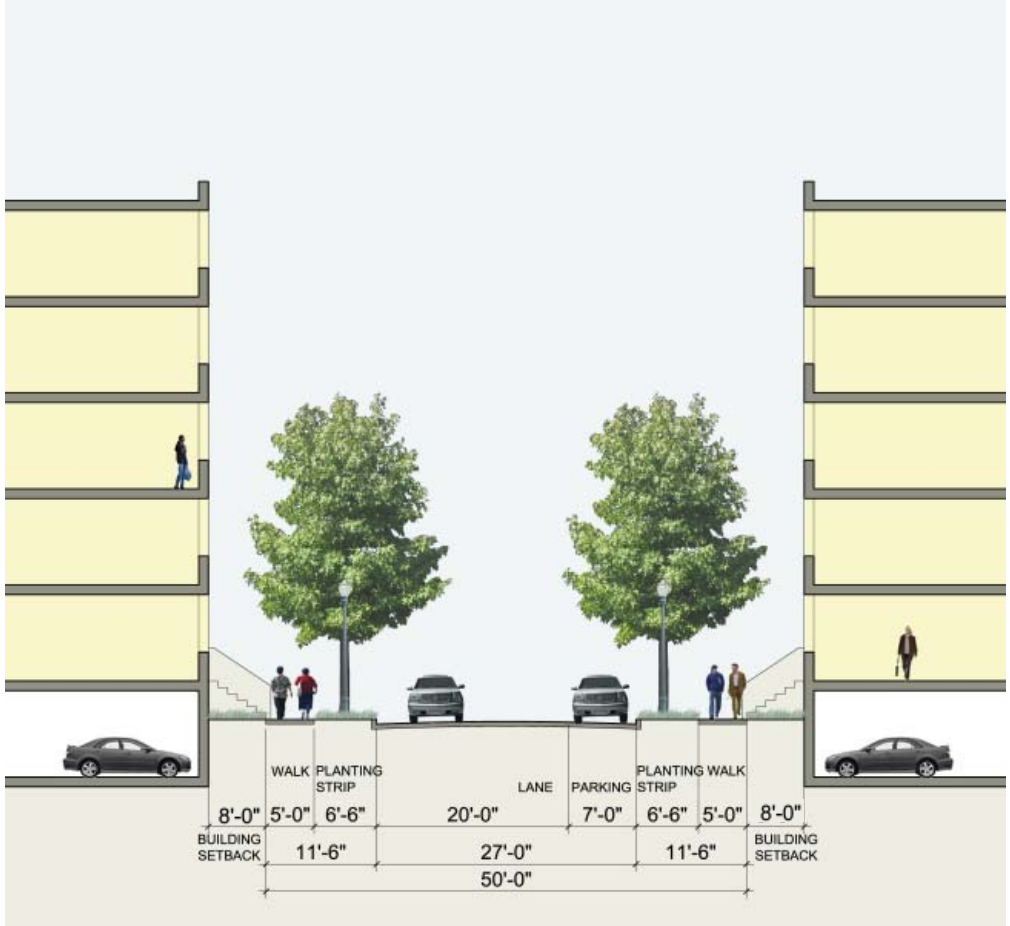
Item	Dimension	Notes
Right-of-Way (ROW) Width	64 feet	-
Curb-to-Curb Pavement Width	36 feet	-
Travel Lanes	11 feet	two lanes, two-way
Parking Lanes	7 feet	parallel, both sides
Bike Lanes	-	na
Walkways	7.5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from the back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columner tree
Building Setback	8 feet	both sides

Neighborhood Street



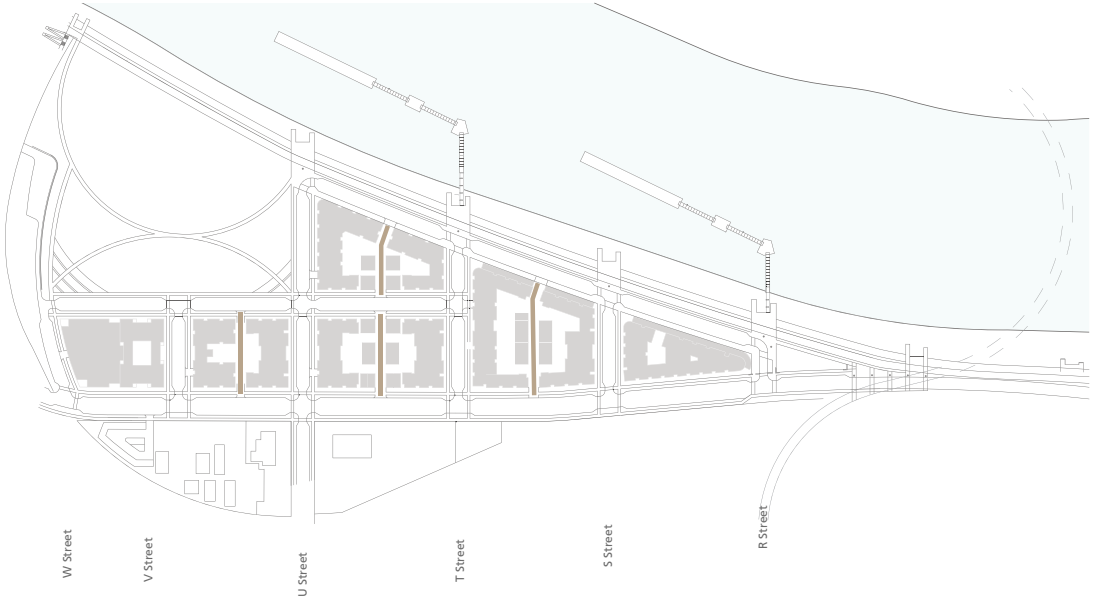
Neighborhood Street is a one-way extension of Park Street west of and parallel to Front Street. Its character is distinct from that portion of Park Street adjacent to the park. Neighborhood Street is narrowed to provide an intimate scale within the Docks Area Plan. Narrower, 5-foot sidewalks on both sides are separated from the curb by continuous planting strips planted with mid-sized canopy trees or large-size columnar trees. On-street parallel parking occurs only on one side. It intersections with Alphabet Streets are marked by bulb-outs and large-size canopy trees. Six-foot building setbacks are proposed on both sides of the street.

A single species of medium -sized or columnar street trees should be used along the entire length of Neighborhood Streets, with the exception of a second species of large-sized trees at the intersections where bulb-outs are present. Refer to the "Street Tree Master Plan" section for a list of appropriate species.



Item	Dimension	Notes
Right-of-Way (ROW) Width	50 feet	-
Curb-to-Curb Pavement Width	27 feet	-
Travel Lanes	20 feet	one lane, one-way
Parking Lanes	7 feet	parallel, one side
Bike Lanes	-	-
Walkways	5 feet	sidewalk on both sides
Curbside Landscaping	6 feet (from back of curb)	continuous planting strip on both sides
Typical Street Tree Spacing	20 feet on center	median size canopy tree or large size columner tree
Building Setback	8 feet	both sides

Residential Alley



Residential Alley

In residential districts, alleys can perform the functions of a minor street by providing a pedestrian scaled environment for both secondary residential units and mid-block facing units. In addition, alleys can provide a traffic-calmed environment for vehicle access to garages and service areas.

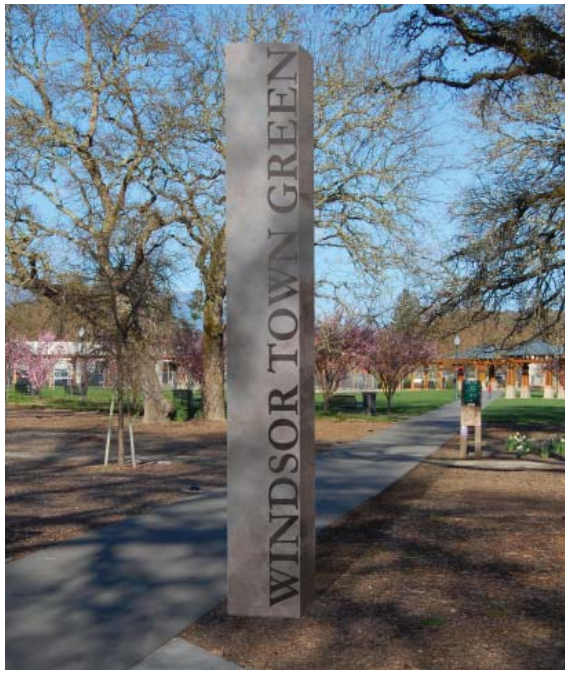
The accompanying drawing shows two potential conditions for a residential alley:

To the left of the alley is an example of front-loaded townhouses with garages facing the alley. The townhouses are required to be set back 5' from the alley right-of-way in order to permit adequate turning space for vehicles entering the individual garages.

To the right of the alley is an example of rear-loaded townhouses with garages accessed from a shared garage at the rear. The townhouses face the alley with open space on the second level above the podium level. They are also required to be setback 5' in order to allow adequate daylighting to both sides of the alley and to allow a planting zone within the setback.

Street trees may be accommodated intermittently in the alleys with planter walls entended below the surface through the garage level. This would need to be limited so as not to eliminate parking spaces causing parking requirements not to be met.

Item	Dimension	Notes
Right-of-Way (ROW) Width	30 feet	-
Curb-to-Curb Pavement Width	curbless	multi use alley - pedestrian, cars, service, bikes share alley
Travel Lanes	20 feet	fire access lane
Parking Lanes	-	-
Bike Lanes	-	-
Walkways	shared with vehicular access	-
Landscaping	-	-
Typical Street Tree Spacing	irregular	medium size canopy tree - opportunity for periodic tree planter below grade
Building Setback	-	-



Gateway Monument Sign - Windsor, California

Pedestrian Oriented Wayfinding - Ventura, California

Signage

Wayfinding

A wayfinding system for the Docks Area should be developed to serve both the needs of visitors as well as local residents and workers. Directional signage and maps in the public realm should reinforce desired circulation patterns and encourage connectivity with the City of Sacramento. The system should be coordinated with existing and future wayfinding developed for the Central City.

The wayfinding system for the Docks Area should:

- Direct vehicle pedestrians, bicycle riders and drivers into, around and out of the Docks Area.
- Provide directional and information signs that are attractive, clear and consistent in theme, location and design.
- Identify key destinations and facilities, e.g. parks and opens space areas including the Sacramento River Parkway, transit routes and stops, public parking, etc.
- Be coordinated and integrated with wayfinding for the Sacramento River Parkway.
- Be co-located with other streetscape furniture (e.g light standards, transit shelters) where possible to reduce visual clutter in the public realm.

Kiosks

Kiosks in the public realm provide an opportunity for both wayfinding and displaying information for pedestrians, and should be located in prominent locations. Typical displays include a map of the district, directories, other way-finding graphics, public announcements, etc.

Kiosk guidelines:

- Place information kiosks near but outside of main pedestrian paths/sidewalks.
- Kiosks should have their own lighting source or be near a lighting source.
- A maintenance plan should be prepared prior to installation.

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